



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, April 15, 2008
6:00 p.m. – Study Session – Peter Kirk Room
7:30 p.m. – Regular Meeting

COUNCIL AGENDA materials are available on the City of Kirkland website www.ci.kirkland.wa.us, 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.

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.

1. *CALL TO ORDER*
2. *ROLL CALL*
3. *STUDY SESSION*, Peter Kirk Room
 - a. Potential Annexation
4. *EXECUTIVE SESSION*
5. *SPECIAL PRESENTATIONS*
6. *REPORTS*
 - a. *City Council*
 - (1) Regional Issues
 - b. *City Manager*
 - (1) Calendar Update
7. *COMMUNICATIONS*
 - a. *Items from the Audience*
 - b. *Petitions*
8. *CONSENT CALENDAR*
 - a. *Approval of Minutes:* April 1, 2008

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.

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.

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.

P - denotes a presentation from staff or consultant

b. Audit of Accounts:

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

c. General Correspondence

- (1) Gale Clement, Regarding the Kirkland Transit Center
- (2) Will Henschel, Regarding Establishing 'No Parking' Red Curb Zones

d. Claims

- (1) James Bernstrom

e. Award of Bids

- (1) NE 80TH Street Sewer and Water Main Replacement Project, Shoreline Construction Company

f. Acceptance of Public Improvements and Establishing Lien Period

g. Approval of Agreements

h. Other Items of Business

- (1) Resolution R-4696, Related to Comprehensive Planning and Land Use and Expressing an Intent to Amend the Kirkland Comprehensive Plan as a Part of the 2007-2008 City Initiated Comprehensive Plan Amendment Project, Ordinance 3481 as Amended, and Amending Ordinance 3710 as Amended, the Kirkland Zoning Map, File No. ZON07-00001
- (2) Resolution 4697, Pertaining to the 2008–2010 Planning Work Program
- (3) Report on Procurement Activities

9. PUBLIC HEARINGS - This quasi-judicial hearing is not open to testimony from the general public. Participation is limited per Kirkland Zoning Code 142.40.6.

** a. Appealing Design Review Board Decision on the Bank of America – Merrill Gardens Mixed Use Project*

Upon request, additional materials are available for review at the City Clerks office.

10. UNFINISHED BUSINESS

- a. Approving Resolution R-4698, Pertaining to the City Becoming a Cascade Agenda Leadership City and Approving Funds for Membership Fee*

11. NEW BUSINESS

12. ANNOUNCEMENTS

13. ADJOURNMENT



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
 Tracy Burrows, Intergovernmental Relations Manager
 Tracey Dunlap, Director of Finance and Administration

Date: April 3, 2008

Subject: POTENTIAL ANNEXATION UPDATE

RECOMMENDATION:

City Council receive additional information on the potential annexation as requested at their January 15 meeting and provide direction to staff regarding next steps.

BACKGROUND:

On January 15, the City Council received a briefing on the potential annexation of Finn Hill, Juanita and Kingsgate. At that meeting, the Council was presented with four policy options for annexation:

Option 1— Go to Phase 3 with Election in November 2008 Proceed to Boundary Review Board as Soon as Possible

- a. Conduct public hearings on PAA zoning and proceed to Boundary Review Board
- b. Develop alternative level of service plan and assess its impacts on Kirkland and the PAA
- c. Pursue additional funding from King County and the State
- d. Initiate negotiations with the Woodinville Fire & Life Safety District
- e. Provide information updates to Kirkland and the PAA

Option 2— Continue Phase 2 through April 2008, Potential Election Dates: November 2008, Spring or Fall 2009; No Change in Annexation Area Boundary

- a. Develop alternative level of service plan and assess its impacts on Kirkland and the PAA
- b. Pursue additional funding from King County and the State
- c. Initiate negotiations with the Woodinville Fire & Life Safety District
- d. Provide information updates to Kirkland and the PAA

**Option 3— Continue Phase 2 through Fall 2008, Potential Election Date: Fall 2009
Involves Change to Annexation Area Boundary**

- a. Develop alternative level of service plan and assess its impacts on Kirkland and PAA
- b. Pursue additional funding from King County and the State
- c. Initiate negotiations with the Woodinville Fire & Life Safety District
- d. Analyze adjusted annexation boundary excluding Woodinville Fire & Life Safety
- e. Analyze different ways of phasing in annexation, i.e. one neighborhood at a time
- f. Provide information updates to Kirkland and the PAA

Option 4— No Go to Phase 3

- a. Pursue alternatives to annexation with the PAA, including incorporation and annexation to neighboring cities
- b. Pursue additional funding from King County and the State and additional time from the State
- c. Provide information update to Kirkland and the PAA

Council requested that staff pursue activities in options two and three and report back to Council in March or April regarding the following work items:

1. Pursue additional funding from the State and King County and legislative action that would extend the deadline for eligibility for State funding beyond January 1, 2010.
2. Engage in discussions with Woodinville Fire and Life Safety regarding alternatives for providing fire and emergency medical services to the Kingsgate area.
3. Identify staffing and service delivery alternatives to reduce the revised financial gap between estimated revenues and expenditures that result from annexation.
4. Identify the implications of annexing the PAA excluding the Woodinville Fire and Life Safety territory.
5. Study the feasibility of a phased annexation over a longer period of time.
6. Develop an annexation financial scenario that adjusts for potential increases in the key expenditure areas of wages and benefits.
7. Identify potential additional income assuming an aggressive economic development effort and full build-out of commercial areas.

Council opted to delay a direct mail informational flyer until Council is able to provide more definite direction regarding next steps.

Since the January 15 meeting, staff has been working with the Annexation Subcommittee to follow-up on the items requested by Council. Because of the volume and complexity of the information, the

Subcommittee recommended that an additional study session on annexation be scheduled. A second study session is scheduled for May 7. This memo provides a discussion of the findings associated with each of the tasks identified by Council.

Additional Funding and Timeline Changes

The State legislature held their 2008 session which ended in late March. During the session, the legislature did not consider amendments to the annexation incentive legislation passed in 2006 and no other action was taken to increase funding available for annexations. King County has not identified additional funding to be provided to the City but did include a budget proviso in their 2008 budget calling for County staff to provide GIS assistance to Kirkland in support of the potential annexation. The original funding proposal from King County for \$2.5 million received in November 2007 is expired. The annexation subcommittee has requested a meeting with King County Executive Ron Sims and County Councilmember Jane Hague to discuss additional one-time funding assistance and reaffirmation of the original funding proposal presented last year. Staff is in the process of scheduling that meeting.

Discussions with Woodinville Fire and Life Safety District (WFLS)

On February 26, the Annexation subcommittee met with Dennis Johnson, Chief of the WFLS district. Chief Johnson shared the commissioners' concerns about Kirkland's annexation and the impact on the district. If Kirkland annexes the entire PAA, WFLS would experience a revenue loss in excess of \$1 million which would necessitate closing one fire station in their area. They advised the City that their plan is to close the Kingsgate Station and one other station in the district and consolidate the two stations to a new location that can better serve revised boundaries. If Kirkland does not annex that area, the district would renovate or rebuild the Kingsgate station. Chief Johnson also shared the commissioners' request for the Kirkland City Council to make a decision as soon as possible regarding annexation so that they can continue their planning processes. The subcommittee inquired about the potential for contracting for fire services with WFLS and both Chief Johnson and Chief Blake emphasized that this would be problematic and a temporary solution at best.

Subsequent to the meeting with WFLS, Kirkland city staff met with staff from the City of Woodinville to discuss the potential for Woodinville taking the Kingsgate area into their PAA if Kirkland did not annex that area. Woodinville staff was open to the discussion; however, they needed to check in with their City Council. They did point out that the population of the Kingsgate area (7,190) would represent a significant increase to their current population of 10,390.

Alternative Service Delivery

City staff was asked to identify staffing and other reductions to their original annexation estimates and to provide a description of how the reductions would impact the PAA and Kirkland. In response, each of the departments developed two alternative service delivery plans—one for the entire PAA and one for the PAA excluding the Woodinville Fire and Life Safety District. For each of these staffing plans, the departments identified staffing adjustments that would reduce overall costs with the fewest impacts to service delivery. In addition, the departments detailed the specific level of service impacts of the staffing plans to (1) the residents of the PAA and (2) the current residents of Kirkland (*see* Table 1 at the end of this memo).

Alternative Service Delivery Plan for the PAA Overall

For the alternative staffing plan for the PAA overall, the departments were given general guidance to identify a 10 percent reduction in staffing costs. While the actual percentage reduction varied somewhat from department to department, the overall reductions achieved a 13 percent reduction in required staff. This 13% reduction represents 21 fewer FTE's in the alternative service delivery plan. The most significant changes to service delivery were:

- The reduction from four to three police patrol districts for the PAA.
- The assumption that the maintenance responsibility for O.O. Denny Park would remain with the Finn Hill Park District.
- Change to the minimum fire station staffing requirements for the Totem Lake station.

The attached Table summarizes the staff reductions associated with the alternative service delivery plan for the PAA. The summary discusses both the impacts to the PAA residents and the existing City residents. Some of the impacts of service level changes are limited to the PAA. For example, these changes will mean that it will take longer to complete neighborhood plans for the PAA and it may take longer to respond to requests for neighborhood traffic calming in that area. In other instances, the staffing adjustments may impact our responsiveness to requests within the PAA and the City, as in the case of requests for guide signs or red curb painting. The specific impacts of the alternative service delivery plans for Police, Parks, and Fire are discussed below.

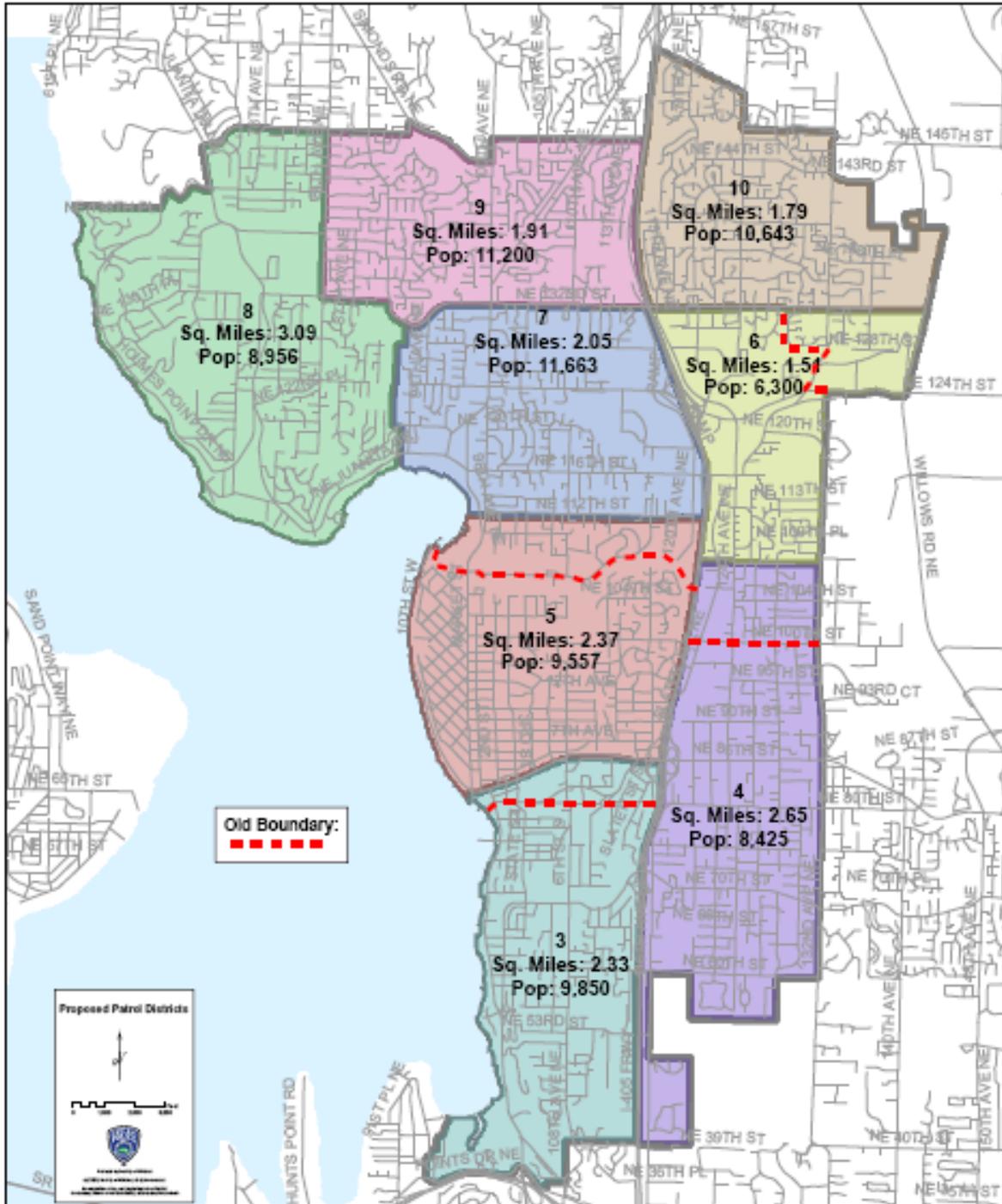
Police Patrol Districts

To achieve staffing economies in Police Department, the department reduced the number of patrol districts serving the area from four to three. The patrol district map was revised based on the population of each of the districts, projected calls for service within the districts, and the ease of transportation access within the district.

Currently, the police department handles just under 38,000 calls for service (incidents) each year. These calls for service include both when the officer is dispatched to an incident by the Dispatch Center and when the officer observes a potential incident and initiates a response. These incidents include traffic stops, arrests, and on-view contacts. Based on historical data, the department projects approximately 26,000 Calls for Service (Incidents) each year in the PAA. Approximately one-third of these calls will require a minimum of two officers to sufficiently handle the call (such as domestic violence calls).

The revised boundaries of the PAA three districts reflect the geographic constraints associated with the area. The challenges include the lack of east to west arterials and the high volume of traffic on north-south arterials and I-405. In addition, NE 132nd Street is the one clear direct route for officer response from one district to another. The map below illustrates the proposal for the three patrol district boundaries.

Proposed Patrol Districts



The following Table illustrates the differences between the 4 District and 3 District staffing plans. The Table also shows the current staffing levels for the relevant positions as a comparison.

	Revised 4 District		3 District Plan		Current Staffing	
	FTE's	FTEs/1000 Population	FTE's	FTEs/1000 Population	FTE's	FTEs/1000 Population
Captain	1	0.03	1	0.03	2	0.04
Lieutenant	2	0.06	1	0.03	4	0.08
Investigations/Narc	6	0.17	5	0.15	6	0.13
Sergeant	4	0.12	4	0.12	4	0.08
Corporals	4	0.12	4	0.12	4	0.08
Traffic Officers	4	0.12	3	0.09	4	0.08
K-9	1	0.03	1	0.03	1	0.02
Patrol Officers	22	0.64	18	0.52	24	0.51
	44	1.28	37	1.08	49	1.03
Communications*	8	0.23	8	0.23	18	0.38
Records	4	0.12	3	0.09	5	0.11
Admin Support	2	0.06	1	0.03	2	0.04
Evidence Officer	0.5	0.01	0.5	0.01	1	0.02
Corrections Officer	4	0.12	3	0.09	11	0.23
	18.5	0.54	15.5	0.45	37	0.78
Total FTE	62.5		52.5		86	

*Communications FTEs are shown as a "placeholder" for NORCOM charges that will be in effect in 2009.

There are a number of Police positions that will remain at the same staffing level post-annexation. These positions are noted below and are not included in the Table above.

Chief	1.0	Family/Youth Advocate	1.0
Detective Sergeant	1.0	Lead Records	1.0
Community Service Unit Sergeant	1.0	Corrections Lieutenant	1.0
Pro-Act Sergeant	1.0	Communications Supervisor	1.0
Admin Corporal	1.0	Lead Communications Tech	3.0
Pro-Act Officer	3.0	Family Violence Unit Detective	1.0
Training Officer	1.0	Parking Enforcement	2.0
Community Service Unit Officer	1.0	Admin Coordinator	1.0
School Resource Officer	1.0	Admin Associate	1.0
Neighborhood Resource Officer	1.0	ProAct PSA	1.0
Police Analyst	1.0		

Impact of Three Patrol District Plan

The Police Department projects that the PAA will generate approximately 26,000 annual calls for service. There will be service impacts associated with adopting a three district, but these impacts will be manageable. The most noticeable result of the three district plan will be the need to have a more refined system of prioritizing of calls for service. The response to life-threatening or in-progress crimes will be enhanced in the PAA. However, lower priority calls are likely to have longer response times than is current practice within the City.

One of the most noticeable impacts of adopting a three-district plan will be the increased demand for back-up support. Specifically, we anticipate that there will be an increase in the need for current city officers to assist the PAA officers with backup emergency calls. To manage this demand for assistance, the boundaries of the current north districts (5, 6 & 7) borders would be redrawn to aid in reducing the work load and coverage area in these districts. By doing this we would reduce area and population in the north districts and give this area to the two remaining south districts (3 & 4). This should spread the impact of increased calls to all districts and would be monitored for issues.

The proposed four district plan would have given the Police Department the opportunity to have a command level officer on duty at all times. Under a three district plan, there will be an increased number of hours where a command staff person is on duty, but there will still be times during weekends or late evenings when a sergeant or corporal is the highest ranking staff member.

Management of Additional Demands

We have listed several impacts of reducing the number of districts and staff covering the PAA. Emergency assistance and the preservation of life would always be our top priority. As mentioned above, the Police Department's greatest challenge will be in providing a standard level of service for lower priority response calls.

Some of the possible methods of prioritizing and handling the additional calls for service include:

1. Limiting the types of calls officers are required to handle (e.g. non follow-up calls handled as mail out reports, raise the dollar threshold on reporting non-injury accidents, barking dog complaints and others).
2. Offering internet-based report by victims; easy to use question/answer templates for reporting non follow-up type case which allow officers to be available for other calls. This can be done on the internet, by setting up a reporting station at various locations in the city (fire stations, police department, and community center).
3. Working a different schedule with patrol that allows for different staffing levels for peak times. Currently by contract we are locked into a twelve-hour schedule that does not allow for flexibility. We are currently working with the union on this issue and will continue whether annexation takes place or not to address the City and union's interests.

The staffing levels we proposed for the three districts will have impacts to service levels in the existing city and PAA. These impacts will be manageable, but will mean that new methods of managing calls will be employed and that lower priority calls will likely have longer response times.

Maintenance of O.O. Denny Park

Another significant adjustment with the alternative service delivery proposal is the change in the plan for maintenance for O.O. Denny Park. O.O. Denny Park is owned by the City of Seattle and, under an agreement with the original donors of the property, the City of Seattle will retain ownership provided that the property is maintained as a park. The maintenance of O.O. Denny Park is currently funded by a special levy of the Finn Hill Park District. Under the proposed alternative service delivery plan, the Park District would retain responsibility for park maintenance. The District is planning on a November 2008 ballot measure for the levy renewal that would provide funding for park maintenance for up to the next six years.

Without taking on the maintenance responsibilities at O.O. Denny Park, the Parks Department is able to eliminate two groundskeeper positions for a savings of approximately \$205,000 in annual operating costs associated with the PAA.

Fire Staffing Configuration

The alternative service delivery plan includes a proposed change to the current firefighter staffing requirements for the Totem Lake station. Currently, the Fire Department requires a total of five positions to staff an engine company and a medical aid unit – three firefighters for the engine company and two for the medical aid unit. This reflects a service level enhancement approved several years ago that allows for the Totem Lake Station to respond to two separate aid calls simultaneously or one fire and one aid call simultaneously.

Under the alternative service delivery plan, at the Totem Lake Station this would be reduced to a total of four staff that has the flexibility to work as part of either the engine company or the aid unit. The station would be equipped with both an aid vehicle and a fire engine. With this level of staffing, the station personnel retain the ability to respond to two medical emergency calls at the same time or one fire call. Also, it gives the station the ability to staff an engine company with four firefighters in the event of a fire emergency, giving the team greater capacity to handle fire related actions. However, the station staff would require automatic aid assistance to respond to simultaneous medical and fire calls.

It should be noted that the Fire Department is considering this change in staffing configuration on a city-wide basis because it does offer increased flexibility in staffing. This alternative staff configuration at the Totem Lake station would result in an overall reduction in three staff positions—one for each of the three eight-hour shifts needed for 24/7 coverage.

Alternative Service Delivery Plan – Excluding the Woodinville Fire & Life Safety District

Each of the City Departments also prepared an alternative service delivery plan for the PAA excluding the Woodinville Fire & Life Safety District. By excluding the Woodinville District, we would eliminate the need

for an additional engine company to serve the Kingsgate area, saving approximately \$1.5 million in annual operating costs and the capital costs associated with expanding Fire Station 27.

While excluding the District would lead to considerable cost savings for the Fire Department, there were not comparable economies for the other City departments. For the most part, the exclusion of the Woodinville District diminished the benefits of the economies of scale that could be realized in serving the entire area. For example, parks maintenance staffing would not be reduced at all because there are no public parks in the portion of the PAA in the Woodinville Fire District. Likewise, the Police Department would continue to need three patrol districts to serve the PAA, so their savings was limited to one traffic officer and one communications staff person. In total, 19.6 additional positions could be eliminated if the WFLS area were not annexed.

Because the exclusion of the Woodinville Fire & Life Safety District eliminates approximately 25% of the revenue base associated with the PAA, and there were not comparable savings in staff reductions, this alternative service delivery option was not financially sustainable.

Revised Financial Outcomes

At the end of the first phase of the annexation analysis (late 2006/early 2007), the financial model projected that there was a financial gap in both the existing City and the PAA. The gaps were roughly proportionate and scenarios were generated that illustrated potential actions that would close the gap. These scenarios indicated that the actions taken to close the gap in the existing City would also close the gap in the PAA. A number of follow up issues were identified for evaluation in Phase 2, including:

- The impacts on fire staffing if the Kingsgate station was relocated.
- The impacts of the City assuming responsibility for the maintenance of O.O. Denny Park, which is currently maintained by the Finn Hill Parks District.

In late 2007, the financial results were updated to take into account new information, including:

- The adopted 2007/08 budget.
- The costs of adding an engine company due to the expected relocation of the Kingsgate station.
- The costs of maintaining O.O. Denny park if the Finn Hill Park District dissolved.
- Assumption of the anticipated Fire District 41 debt associated with station consolidation.
- Updated facilities cost estimates.

These changes added sufficient costs to the PAA that the logic that the actions taken to balance the existing City's budget would balance the PAA no longer held true (Attachment A). To further evaluate the financial feasibility of annexation, the City Council requested that a number of options be generated for consideration:

- Identify Alternative Service Delivery (ASD) for the PAA that would reduce costs.
- Model with higher wage (6 percent) and benefit (10 percent) inflation continuing throughout the projection period.
- Model the effects of high commercial economic development activity in the PAA.
- Consider excluding the Woodinville Fire and Life Safety District (WFLSD) service area.

Staff prepared four scenarios that consider these factors. In addition, a discussion of the impact of subsequent financial events in the existing City on the annexation analysis follows the scenarios.

Alternate Service Delivery (Entire PAA)

Attachment B reflects the financial results under the alternate service delivery assumptions developed since December. Key changes include:

- Assumption that the City will not assume responsibility for O.O. Denny Park.
- Adjustment to Police patrol districts from 4 to 3 in the PAA.
- Change in minimum Fire staffing configuration.
- Overall reduction in staffing needs of approximately 20.7 FTEs (13 percent).

The service level adjustments produce a gap in the PAA that is roughly proportionate to the gap in the existing City, which returns the discussion to the earlier logic – that the actions taken to balance the budget in the existing City should also balance the PAA.

High Personnel Cost Inflation

Attachment C begins with the revised baseline (alternate service delivery) and sets wage inflation at 6 percent and benefit inflation at 10 percent throughout the projection period (rather than the long-term projections of 5 percent and 6 percent used in the previous scenario). What is evident from the graph is that this level of wage and benefit growth is not sustainable over the long-term in the existing City or the PAA. These assumptions mean that salaries would double every 12 years and benefit costs would double every 7.2 years. In this scenario, the projected shortfalls in both the City and the PAA more than double over the projection period. If this circumstance were to occur, the City would have to dramatically alter its service levels and taxation policies, since revenues are not expected to grow at that pace over the long-term regardless of annexation.

Maximize Commercial Development in the PAA

To test the sensitivity of the model to economic development assumptions in the PAA, the level of new commercial development and redevelopment was set to “full build out” by 2025. An overview of the square footage assumptions for the high economic development scenario is summarized in Attachment D. In brief, the baseline results reflected a doubling in commercial square footage in the PAA from the current 638,000 sq. ft. to 1.3 million sq. ft. In the high economic development scenario, commercial growth increases from 638,000 sq. ft. to over 2 million sq. feet (roughly triple the current level). This scenario represents a 5.65 percent increase in revenues to the PAA by 2026, resulting in some reduction in the gap over the long-term (Attachment E), but still leaves a gap of 5 percent in 2026. It is important to note that this scenario is intended to provide an upper boundary that maximizes the potential of the commercial areas and is not likely to occur as shown.

Concerning potential expansion of the commercial districts within the annexation area, there are only a few properties that could possibly redevelop to commercial uses. The commercial areas are mostly surrounded by existing condominium and apartment complexes. Adjacent to the north Finn Hill

commercial district are one vacant property and a daycare facility and adjacent to the Kingsgate commercial district is a daycare facility, all of which could be rezoned and developed as commercial uses.

The PAA's industrial area in Totem Lake north of NE 124th Street has the greatest opportunity for commercial redevelopment. Current uses in the western portion of the area are generally located in older buildings and include Allied Waste Management operations, various auto repair shops, catering services, door sales, a karate school, and wholesale heating, air conditioning, plumbing and electrical companies. Toyota of Kirkland plans to remove the Graham Steel Corporation building and replace it with a new showroom. The eastern portion of the industrial area contains newer office and warehouse buildings. Staff has identified at least six vacant parcels that can be developed. Even so, redevelopment to retail uses may be hampered by the lack of convenient access to NE 124th St. from most of the properties in this area.

In addition, we have recently determined that three industrially zoned parcels south of NE 124th Street and east of 132nd Ave NE are in our PAA. The parcels contain a dry cleaner, a body repair shop and a utility substation.

The existing Totem Lake (TL) 7 zoning proposed for the industrial area would allow for vehicle and boat sales, retail variety or department stores containing at least 75,000 square feet of floor area, and retail strip centers of seven or more businesses along with various types of industrial wholesale trade uses. The potential for additional retail uses could be increased by allowing freestanding retail uses with less than 75,000 square feet. If this were done, these uses would also be allowed in the portion of the TL 7 zone currently within the City west of 132nd Ave. NE.

Alternate Service Delivery (PAA excluding WFLSD)

The other major alternative evaluated was adjusting the boundaries of the PAA to exclude the service area of the Woodinville Fire and Life Safety District, eliminating the need to add an engine company. This scenario was generated under the alternate service delivery assumptions, adjusting staffing accordingly, which resulted in an additional reduction in the total FTEs of 19.6 (15 percent). However, the revenue reduction caused by removing this area is over \$4 million, which represents a 25 percent reduction. Given these figures, the gap in the PAA worsens under this scenario (*see* Attachment F).

This alternative (excluding WFLSD) with 6/10 percent wage/benefit growth shows the same dynamics as under the prior scenario, with the higher cost growth rates being unsustainable in both the City and the PAA. Maximizing economic development in the PAA does not perform as well without the WFLSD area because the Kingsgate PAA offers the largest potential commercial redevelopment area, so reducing this area reduces the potential benefits. Under this scenario, the revenue in the PAA increases 3.2 percent by 2026, rather than the 5.65 percent for the full PAA described earlier.

Summary of Attachments

		Baseline	Description	Outcome
11/07 Baseline Adjusted	A	Nov/Dec 2007 Baseline	Updated results including: <ul style="list-style-type: none"> • Kingsgate Fire Staffing • O.O. Denny Maintenance • FD 41 debt • Updated revenue and expenditures 	<ul style="list-style-type: none"> • Proportionally increased gap in PAA • Balancing existing Kirkland no longer closed PAA gap
	B	With Alternate Service Levels	<ul style="list-style-type: none"> • Reduce staffing by 20.7 FTE's (13%) • Change from four to three patrol districts • O.O. Denny Park maintenance by Park District • Change in fire staffing configuration 	<ul style="list-style-type: none"> • Actions taken to balance City budget addresses PAA gap
	C	Alternate Service Levels and High Personnel Costs	<ul style="list-style-type: none"> • Increase wage inflation from 5% to 6% and benefits from 6% to 10% 	<ul style="list-style-type: none"> • Not sustainable over time
	D/E	Alternate Service Levels and Maximum Commercial Development	<ul style="list-style-type: none"> • Assume "full build out" to maximum commercial use by 2025. 	<ul style="list-style-type: none"> • Increases PAA revenue 5.65% • Reduces PAA gap in 2026 from -9% to -5% • High risk to plan on such aggressive growth
	F	Alternative Service Delivery Excluding Woodinville Fire & Life Safety	<ul style="list-style-type: none"> • Eliminate need for Kingsgate fire staffing • Additional FTE reduction • Reduces PAA revenue by \$4 million 	<ul style="list-style-type: none"> • Revenue loss is greater than expenditure savings (worsens PAA gap)

Other Factors in Projections

A number of events have occurred that impact the existing City projections that have not been incorporated into the model at this stage to allow for the discussion of impacts versus the Phase 2 baseline projections. These changes include:

- Delay of Totem Lake Redevelopment
- Reduction in baseline sales tax due to:
 - No growth in receipts from 2006 to 2007, reducing the baseline starting point,
 - Reduction in Costco revenues of 33 percent due to the opening of two new stores by 2009 (recovering over 5 years).
- In December 2007, a variety of financing options were identified as available for the existing City share of facilities expansions (up to \$31 million). While no specific decisions were made, it would be reasonable to include a portion of the resources (approximately \$15 million) toward the existing City's share of the required facilities is expansions.
- Move of the sales tax generated from Toyota auto sales from the existing City to the PAA.

The net impact of the first three items is to worsen the existing City's financial situation, meaning that the actions necessary to balance the budget for the existing City become more pronounced. However, assuming that these events do not impact the PAA directly, the actions to balance the budget would work more efficiently over the larger base.

The move of the Toyota sales facility to the PAA changes the dynamics between the existing City and the PAA, but does not result in additional revenue in the overall picture. While the existing City outlook worsens with the move, the PAA projection improves significantly given the smaller revenue base in that area.

Next Steps

If the decision is made to proceed with placing annexation on the ballot, there will be a series of issues that will be analyzed in depth:

- **State Sales Tax Credit** – The 10-year state sales tax credit is an integral part of the annexation financial analysis and came out of the recent legislative session intact. The State has not issued formal guidance as to how the state sales tax credit will be administered and what specific documentation will be required to demonstrate shortfalls. At this stage, we are monitoring the experience of Auburn, who had an annexation that qualifies for the credit last year, and Renton, who had a qualifying annexation vote last fall. Auburn's experience to date has provided two insights: (1) that detailed record-keeping will be necessary to demonstrate qualifying costs, and (2) that timing is critical to maximize the credit. We will continue to stay in contact with both jurisdictions to track their "lessons learned".

Indications are that to get definitive guidance from the State may require requesting an Attorney General's opinion on specific issues. One issue that we are considering for this option is to confirm the definition of "commencing" annexation as acceptance of an affirmative vote. If the City does not hold the election until the November 2009 election, this definition will be necessary to ensure that we meet the January 1, 2010 deadline.

- **King County Funding**—In 2007, King County offered the City \$2.5 million in funding, of which \$1.0 million was for capital and \$1.5 million was for general purposes. This offer expired in March of 2008. Staff is pursuing an extension of this offer and additional funding that would factor into how transition costs could be handled.
- **Transition Costs and Cash Flow Considerations**—If the election is held in late 2009, there will be transition costs in 2009 and 2010, which will occur before there is any cash flow from the PAA. The identification and timing of these transition costs and the cash flow implications will be a priority analysis if the decision is made to proceed so that those costs can be factored into the 2009/10 budget process.

Annexation Phasing Considerations

City Council asked staff to study the feasibility of annexing smaller portions of the PAA incrementally over time. Although there were no specific parameters assigned to “smaller,” we can discuss the implications of various options.

There are limitless combinations of approaches to proceeding with annexation in smaller increments. A few options are described below, ranging from “largest” to “smallest”:

1. **Exclude Woodinville Fire and Life Safety District Only**—This option involves annexing the entire PAA except for the area currently served by WFLS. This eliminates the need to fund an additional engine company, creates a smaller service area (by about 10,000 residents) and eliminates a significant portion of the estimated revenue.
2. **Annex One Neighborhood at a Time**—This option involves annexing one neighborhood at a time (i.e. Upper Juanita, Finn Hill or Kingsgate).
3. **Annex Identifiable Sub-Areas**—This option could involve areas as small as a subdivisions or combinations of subdivisions, working outward from the existing City boundaries. Under this scenario, the areas farthest from the existing boundaries would be the last to annex.

As we’ve seen in our most recent annexation study, there are many complex elements to take into consideration before proceeding with any annexation. The discussion below summarizes how those elements might be impacted based on the size of the annexation area:

Election or Petition

State law does not set upper or lower limits for each annexation method. In other words, an election could be held for a very small annexation area and a petition could be used for a very large area. In either method, the City Council is the final decision maker inasmuch as they will either accept or reject an annexation election or petition after those processes are complete. In any case, the proposed annexation would need to go before the Boundary Review Board.

Under a petition method, any property or group of properties can petition to annex to a city if they gather signatures of at least 10 percent of the residents of the area to be annexed or owners representing at least 10 percent of the value of the properties to be annexed. The petition is submitted to the City Council who can determine whether or not to accept the petition. If accepted, an annexation petition must be signed by property owners representing at least 60 percent of the area to be annexed. The annexation petition can also ask that residents accept outstanding debt. The petition must be validated by staff to ensure that petition signers represent the current property owners. If accepted, the annexation must go before the Boundary Review Board.

Under the petition method, city staff is charged with validating all of the signatures on both of the petitions, developing zoning for the area and preparing materials for presentation to the Boundary Review Board. If the annexation is approved by the BRB and Council, the City must shortly thereafter conduct a census, update all of the City's base maps and coordinate with a variety of utility providers and other public agencies to assure taxes and fees are properly assessed. The petition method of annexation is lengthy and time intensive, even for small annexations. As an example, the most recent annexation of the Morningstar subdivision (which consisted of six homes) took nearly a year to complete.

An election can be called by City Council resolution or can be initiated by a petition of 20 percent of the voters in the annexing area (that voted in the last election). If an election is initiated by petition, the City Council must accept the petition and hold the election. In both cases (whether the election is initiated by the City Council or by petition), the city bears the cost of the election. As noted in earlier memos, the cost of an election depends on when the election is held (general, special, primary) and the number of other items on the ballot.

Because of the cost of holding an election, it is obviously a more cost-effective choice for larger annexations; whereas the smaller annexation (i.e. by subdivision) lends itself more to a petition method, even though it requires more staff work. It should be noted that when any area is officially involved in an annexation (by petition or election) it cannot be part of any other annexation effort simultaneously.

Financial Analysis

For any annexation, the relative impact on revenues and expenditures is measured by estimated marginal new revenue that would be generated by the annexed properties and the estimated cost of extending services to the area. The annexation financial model incorporates the existing city and has the ability to calculate fiscal impacts by neighborhood (i.e. Kingsgate, Finn Hill and Upper Juanita). The model is interactive inasmuch as it relies on underlying GIS data to take into consideration the impacts future development potential on both revenues and the need for new services. The GIS element is not easily manipulated or changed, so using the model for sub-area analysis would be time consuming and costly (with exception of the WFLS option #1 which is already in development as an option and requires the least amount of update to the model). Consequently, analyzing the financial impacts of sub-areas that are not already identified in the model would require a separate set of new calculations (i.e. begin the financial analysis "from scratch").

Impact on Fire Districts

If annexation of an area is considered that is not contiguous with a fire district, different rules apply depending on the amount of the district being annexed (for a complete discussion regarding annexation of fire districts, refer to the 2005 special report by Berk and Associates included as an appendix to the 2005 Annexation Fiscal Study). One consideration to keep in mind is the potential financial impact on the annexed fire district. For instance, annexation of a significant portion of Fire District #41 may eliminate much of their tax base but require that they still be in existence in order to provide service to the remaining area. Since District #41 contracts with Kirkland for fire and emergency medical services, we would need to be assured that they would have sufficient remaining tax base to continue to pay their share of costs.

Impact on State Funding

In order to be eligible for State annexation funding, the City must annex an area with a population of at least 10,000 residents. To maximize the State assistance, the City would need to annex an area representing at least 20,000 people. Annexing smaller areas would mean that the City would forego the State funding. Even though the State funding is time-limited (ten years), it can contribute significantly to necessary equipment and facility debt service payments while it is available. If the City were to eventually annex the entire area, the same equipment and facilities would still be necessary but would need to be purchased without benefit of the State funds. Another consideration is timing. Even if the City annexes in increments of 10,000 residents, it is not likely that we could annex more than one area before the deadline expires (assuming a significant time extension isn't made available by the legislature). If the legislature were to extend the deadline for five to several years, it may be possible to annex three larger areas and still be eligible for funding.

Service Level Planning Impacts

It is certainly possible to annex small enough areas that don't trigger new staff or that trigger smaller increments of new staff. Depending on the time frame over which the smaller annexations would be accomplished, service levels would necessarily fluctuate for both Kirkland and the annexation area. This would occur because a very small annexation (e.g. one subdivision) may not trigger any new staff but would expand the service area for existing staff. The next subdivision might not trigger an entire FTE, but a partial FTE may be impractical to hire. Most likely, the next area might also be absorbed. In the meantime, the City would have received an increment of new revenue. When the next small area is annexed, it may be clear that new staffing is needed. If full-time staff is hired, it may be more than is needed to service the three small annexation areas and so service levels could temporarily exceed the original levels. The revenue from all three small annexation areas may or may not be sufficient to fund the FTE(s) needed to properly serve the new area. In addition, the City would have to have "banked" or set aside the new revenue from first two annexations so that it could contribute when the new FTE is triggered. While this example may seem unnecessarily convoluted, it illustrates the inefficiencies that may result from very small annexations, unless they are accomplished over a very long period of time.

Annexation of Non-Contiguous Areas

The city cannot annex areas that are not contiguous to its existing boundaries unless the property(s) will be used for “municipal purposes.” If the city does not own the property, then 100 percent of the property owners must agree to the annexation (and a legitimate public purpose must still exist). An example of this would be a city-owned property that will be used for a park, cemetery or other municipal purpose. Given this limitation, smaller annexation areas would each have to approve annexation (either by election or petition) before areas farther away could be annexed. Depending on the boundaries of the non-annexing area, this could leave islands of non-contiguous properties that would like to annex but are unable to. Another consideration is vehicular access. Even though a portion of the area to be annexed may be contiguous to Kirkland, if street access isn’t available, this type of annexation may not be practical.

Impact on County Funding

In November, King County presented the City with an offer of annexation transition assistance funding in the amount of \$2.5 million that was contingent on an effective date for the annexation of March 1, 2009. At this point, it is clear that a November 2008 election is not possible (and so a March 2009 effective date is also not possible) given the additional data requested by Council and the resulting compressed time frame for preparing for an annexation election. Therefore, the City would need to request a revised offer from King County that acknowledges the new time frame. If the City chooses to pursue small annexation areas over a longer period of time, the County may be inclined to change the level of financial support. This is an issue that needs further discussion with King County once the City has narrowed its options regarding annexation.

Impact on Facilities Planning

As noted above, smaller, incremental annexations would result in a slower hiring process. Consequently, the need for significant new facilities wouldn’t be triggered for some time. The City is currently facing a shortage of space at City Hall and at the Maintenance Center. The ability to move forward with a major facility expansion or construction has been deferred until a decision on annexation is made. If the City did not pursue annexation, then City Hall would be expanded at its current location (and would include public safety facilities with the Municipal Court remaining off-site). If the annexation were to occur, a separate public safety building would be needed at another site. Given the scarcity of available properties in Kirkland, the City would want to purchase a property that could serve its long term needs for a public safety facility. If annexations are completed over a long period of time (as in scenarios 2 through 4 above) the prudent course would be to purchase a building or property now that would allow for expansion later. As an alternative, the City could lease office space for some functions that would need to move out of City Hall. The recent Public Safety Building Feasibility Analysis described the “essential services standard” that must be met for some police and corrections functions. It may be more cost-effective to expand the Police Department in the existing City Hall and move other functions (such as development services) out to a leased facility.

Impacts to Existing Levels of Service

Smaller, incremental annexations may have the effect of minimizing impacts to Kirkland residents because the change would be very small. If the primary objective is to lessen the amount of change occurring at any one time, then smaller incremental annexations may be an option, despite the issues noted in earlier sections of this memo. In order to add some certainty to the plan, the Council may want to commit to a schedule over a defined number of years so that residents in the City and in the PAA have some idea of when they might be impacted.

Next Steps and Timing Considerations

As we near the 2009–2010 Budget process, staff will need direction regarding assumptions to use in preparing the budget. If annexation is proceeding, then one-time resources would need to be set aside for the remaining work to be done, an election and transition.

Following Council discussion regarding the information provided in this memo, staff will need direction regarding next steps. Based on the financial implications of excluding the Woodinville Fire & Life Safety District, staff does not recommend pursuing this option. Further, careful consideration should be given to the implications of phasing in small annexations through the petition method. Policy options to consider include:

Option 1— Proceed to Phase 3 with an annexation election to be held in Fall 2009

- Finalize zoning
- Prepare county action declaring intent to hold an election
- Prepare materials for the Boundary Review Board
- Conduct further transitional planning work

Option 2— No Go to Phase 3

- Pursue alternatives to annexation with the PAA, including incorporation and annexation to neighboring cities
- Pursue additional funding from King County and the State and additional time from the State
- Provide information update to Kirkland and the PAA

Table 1

Summary of Staff Reductions

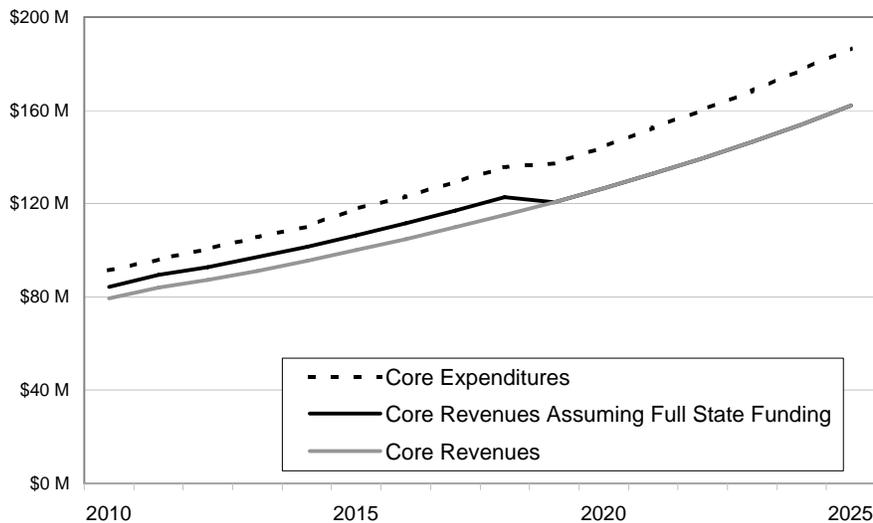
Department	Original # FTEs	Revised # FTEs	Explanation of Staff Reduction	Level of Service (LOS) Impact to PAA	Level of Service (LOS) Impact to City
City Attorneys Office	1.5	1.5	Reduction in \$15,000 of prosecution professional services because of reduced case load due to adjustments in police staffing.	Prosecution services reduction consistent with reduction in case loads anticipated from adjustments to police staffing.	None anticipated.
City Manager's Office	8.7	7.7	.5 probation officer: Probation officers currently have a high case load, that case load will continue at the same level after annexation. .5 Policy Analyst: Resources would be focused on current priorities.	Probation officer reduction consistent with reduction in case loads anticipated from adjustments to police staffing.	CMO policy work would be focused on highest priority needs. Support for special projects or initiatives, such as recruitment and retention incentives, performance measurement, percent for art, and the Active Living Program would be more limited.
Fire and Building	22	19	3 Firefighters: The reduction of three firefighters will be a change in the way we respond to emergencies in the Totem Lake area. While this reduces three positions from the annexation staffing model, this will require a transfer of three firefighters from the Totem Lake station to the annexation staffing. By doing this we will reduce the daily staffing at the Totem Lake station from five per day to four per day. This will eliminate the independent staffing of the fire engine and medical aid unit. However, having four staff on duty per day will still give us the ability to respond on two medical aid calls or one fire call; four firefighters on an engine company gives us a greater capability to handle fire related actions at a fire emergency.	This would not directly change the level of service to the PAA, but it would have an overall impact on services in the Totem Lake and Kingsgate area; because it reduces the daily number of firefighters available to respond to emergencies. It is believed that this change has the potential to have only a slight negative impact, but should be evaluated as this new staffing concept is used to deliver service.	See PAA impacts on level of service above. If this is unacceptable, we have may be able to make other reductions in the Department, however they would not have the same costs reduction as this proposal.
Human Resources	2.0	1.8	.10 HR Analyst & .10 HR Coordinator: Should not be a significant impact as other City Departments are adjusting/lowering their number of FTE's. A lower number of new hires City-wide correspondingly decreases the amount of HR staff time.	None anticipated—HR will need to work in cooperation with City Departments to ensure timely & successful recruitments that will allow adequate service levels in the PAA.	None anticipated.
Information Technology	8.5	7.5	1.0 Senior Design Specialist: IT would cut this MMS position and allocate \$10,000 to an intern to do simpler graphics work.	None different from City overall.	May lead to delays in completion of graphics work for internal customers. Citizen communication would take priority. Departments may have to take on some of their own work.
Parks	6.75 4300 hrs	4.75 3300 hrs	2 Grounds person & 1,000 hours of seasonal labor City does not take on managing OO Denny Park	Contained to a specific geographic region (OO Denny). Residents of area most likely able to see visible difference in level of service compared to other PAA sites. No likely impacts to other areas.	No foreseeable impact to level of service in Kirkland.
Recreation/Community Services	6.7 .5 seasonal	5.7 0 seasonal	.50 Recreation Coordinator, .50 Program Assistant, & seasonal summer youth outreach staff: This will reduce recreational programming only after additional indoor recreational space is available in Kirkland. Until that time, recreational programming and staff will expand as much as possible under current space limitations and will be operating at full capacity.	No impact until after additional recreational facilities are available for greater expansion of programs. Once additional capacity is available, this reduction will impact the rate of expansion of new programs. We could develop our online business model, trying to drive more business online. We could seek business sponsorships to try to support more recreation programs.	Same as in PAA. Once new facilities are in place, demand for new programs may outpace our ability to plan and coordinate them.
Planning and Community Development	10	9	1 Associate Planner Area 3 (long Range Planning): The Associate Planner and Senior Planner were targeted to start neighborhood planning, zoning code and comprehensive plan updates in the PAA. If the Associate Planner is deleted, our department could manage resources differently as described.	The most likely result of losing the Associate Planner would be a slow down in neighborhood planning in the PAA. Another option is to reallocate staff performing neighborhood planning in Kirkland to the PAA. If this were to occur then some neighborhood planning could take place in the PAA.	There would not be an impact to neighborhood planning in Kirkland unless long range staff is reallocated to the PAA. If this were to occur, then neighborhood planning would slow down in Kirkland.

Department	Original # FTEs	Revised # FTEs	Explanation of Staff Reduction	Level of Service (LOS) Impact to PAA	Level of Service (LOS) Impact to City
Police	62.5	52.5	<p>1-Lieutenant: No 24 x 7 Command Staff coverage. Increased workload. Managers will oversee twice as many supervisors.</p> <p>1-Detective: Caseload will increase across the division. Lower priority cases may go uninvestigated in City and PAA.</p> <p>1-Traffic Officer: Complex enforcement issues in PAA. Greater number of traffic accident reports by district officers will slow response time to other calls for service by these district officers</p> <p>4-Patrol Officers: Calls for service (CFS) will increase in PAA when transition from King County to Kirkland. Department will see increases in time non-emergency calls.</p> <p>1- Records Clerk 1 Admin Support 1 Corrections Officer</p>	<i>Impacts discussed in Council memo.</i>	<i>Impacts discussed in Council memo.</i>
Public Works General Fund	21.92 Seasonal: 2000 hrs 4000 hrs	20.42 Seasonal: 760 hrs 2757 hrs	<p>1 Street Utility person (.50 FTE Sign Shop & .50 FTE Signal Shop): Safety concerns, liability issues, and emergencies take priority, specifically:</p> <ul style="list-style-type: none"> • “Regulatory” signs (those that carry the letter of the law). • “Traffic Signal” operation will not be impacted. • “Streetlight” work prioritized next and could be delayed for days or weeks. <p>All other signal shop activities could be delayed even longer.</p> <p>.50 FTE Neighborhood Traffic Control Coordinator: Concerns would be handled by priority according to assessment of safety considerations.</p> <p>1240 Hrs Street Seasonal: Seasonal staff service downtown garbage cans, perform tree and brush maintenance, paint medians and islands, and paint curbs (red and yellow), The reduction represents over half the need.</p> <p>1243 Hrs Grounds Seasonal: With 30% less staff, we estimate that the path and trail work, ROW tree management and weed control in medians, landscapes and sidewalks will take 1/3 longer to respond to and the maintenance cycle will be 1/3 longer than our current cycle.</p>	<p>1 Street Utility person: Level of service would decrease. Lower priorities would be delayed, specifically:</p> <ul style="list-style-type: none"> • “Warning” signs could be delayed for hours. • “Guide” signs could be delayed for days depending on the situation. • “Crosswalk” work could be delayed for hours or days in some situations. <p>All other sign shop activities could be delayed even longer.</p> <p>Neighborhood Traffic Control Coordinator: Kirkland's traffic control program is more comprehensive than the county's. However, we cannot predict the level of pent-up demand there is for traffic calming in the neighborhoods. If demand is low, we believe .5 would be adequate. If demand is high neighborhoods would be on a waiting list for service; and responses would be slower.</p> <p>1240 Hrs Street Seasonal: Responses to calls in the PAA will take twice as long or maintenance will be done at twice the interval than in Kirkland.</p> <p>1243 Hrs Grounds Seasonal: Staff hours would be stretched to cover more area, and the LOS would be less than that of Kirkland.</p>	<p>1 Street Utility person: Same as PAA.</p> <p>Neighborhood Traffic Control Coordinator: No LOS impact.</p> <p>1240 Hrs Street Seasonal: High priority areas would remain consistent.</p> <p>1243 Hrs Grounds Seasonal: High priority areas would remain consistent.</p>
Public Works General Fund—Facilities	1.5	1.25	<p>Facilities Technician: From a Tech 2 to a Tech 3 this would amount to a reduction in expenses of \$10,000/year. This would reduce the skill-level of available technicians and, therefore, there would likely be a greater dependence on contract help in the long-term. Contracting out labor could cause repairs to take longer.</p>	<p>Facilities Technician: Initially, impact would be minimal since the buildings being maintained should be newer (City Hall expansion and Public Safety Building).</p>	<p>Facilities Technician: Same as PAA.</p>
Public Works General Fund—Fleet	2	2	N/A	N/A	N/A
Public Works Surface Water Fund	11.5	11.5	N/A	N/A	N/A

Scenario: Phase-II Baseline With Annexation

Tax Policies	Expenditure Management Policies	Development
No change in tax policy 1% property tax limit	Hiring rate reflects current policies	Baseline

Plus Additional Costs



Current Kirkland	2010	2015	2020	2025
Core Expenditures (000's)	64,672	83,353	107,003	137,610
Facility Debt Service (000's)	2,295	2,303	2,288	2,254
Subtotal Expenditures	66,967	85,655	109,291	139,864
Core Resources (000's)	62,741	78,551	97,907	122,627
State Sales Tax Credit ('000's)	0	0	0	0
Subtotal Revenues	62,741	78,551	97,907	122,627
Net Resources (000's)	(4,226)	(7,104)	(11,384)	(17,238)
Deficit as % of Expenditures	-7%	-9%	-11%	-13%

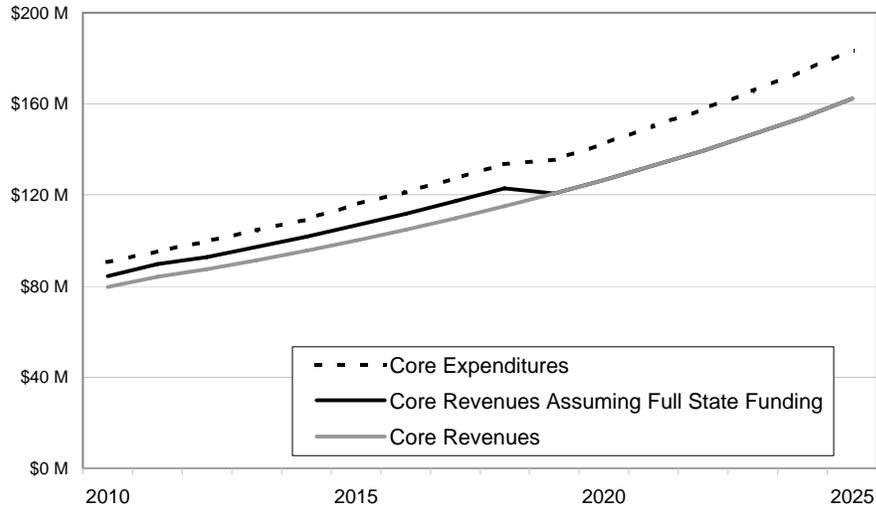
Increment from PAAs	2010	2015	2020	2025
Core Expenditures (000's)	18,282	26,084	34,181	45,636
Facility Debt Service (000's)	6,078	6,070	993	1,027
Subtotal Expenditures	24,360	32,154	35,174	46,662
Core Resources (000's)	16,646	21,468	28,594	39,486
State Sales Tax Credit ('000's)	4,929	6,527	0	0
Subtotal Revenues	21,576	27,995	28,594	39,486
Net Resources (000's)	(2,784)	(4,159)	(6,580)	(7,176)
Deficit as % of Expenditures	-15%	-16%	-19%	-16%

Entire City	2010	2015	2020	2025
Core Expenditures (000's)	82,954	109,437	141,184	183,246
Facility Debt Service (000's)	8,373	8,373	3,281	3,281
Subtotal Expenditures	91,327	117,809	144,465	186,527
Core Resources (000's)	79,388	100,019	126,502	162,113
State Sales Tax Credit ('000's)	4,929	6,527	0	0
Subtotal Revenues	84,317	106,546	126,502	162,113
Net Resources (000's)	(7,010)	(11,263)	(17,963)	(24,414)
Deficit as % of Core Expenditures	-8%	-10%	-13%	-13%

**Scenario: Phase-II Baseline With Annexation & Alternative Service Delivery
(ASD)**

Tax Policies	Expenditure Management Policies	Development
No change in tax policy 1% property tax limit	Hiring rate reflects current policies Alternative Service Delivery (ASD) & 3 Police districts in PAA	Baseline

Plus Additional Costs



Current Kirkland	2010	2015	2020	2025
Core Expenditures (000's)	64,906	83,567	107,443	138,110
Facility Debt Service (000's)	2,295	2,303	2,288	2,254
Subtotal Expenditures	67,201	85,869	109,731	140,365
Core Resources (000's)	62,741	78,551	97,907	122,627
State Sales Tax Credit ('000's)	0	0	0	0
Subtotal Revenues	62,741	78,551	97,907	122,627
Net Resources (000's)	(4,460)	(7,318)	(11,824)	(17,738)
Deficit as % of Expenditures	-7%	-9%	-11%	-13%

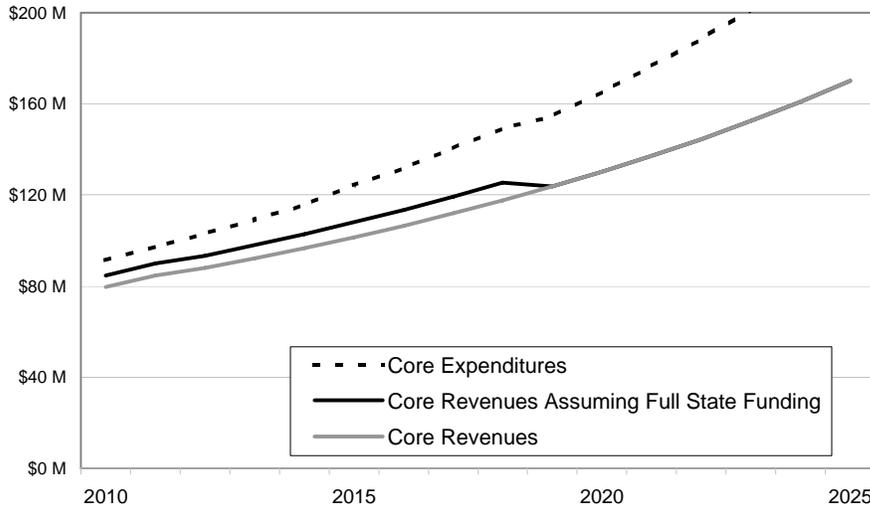
Increment from PAAs	2010	2015	2020	2025
Core Expenditures (000's)	17,149	24,053	31,821	42,240
Facility Debt Service (000's)	6,078	6,070	993	1,027
Subtotal Expenditures	23,227	30,123	32,814	43,267
Core Resources (000's)	16,744	21,516	28,638	39,543
State Sales Tax Credit ('000's)	4,929	6,527	0	0
Subtotal Revenues	21,673	28,043	28,638	39,543
Net Resources (000's)	(1,554)	(2,080)	(4,175)	(3,724)
Deficit as % of Expenditures	-9%	-9%	-13%	-9%

Entire City	2010	2015	2020	2025
Core Expenditures (000's)	82,056	107,620	139,264	180,351
Facility Debt Service (000's)	8,373	8,373	3,281	3,281
Subtotal Expenditures	90,428	115,992	142,545	183,632
Core Resources (000's)	79,485	100,068	126,545	162,170
State Sales Tax Credit ('000's)	4,929	6,527	0	0
Subtotal Revenues	84,414	106,594	126,545	162,170
Net Resources (000's)	(6,014)	(9,398)	(15,999)	(21,462)
Deficit as % of Core Expenditures	-7%	-9%	-11%	-12%

Scenario: Phase-II Baseline With Annexation & A.S.D. & High Personnel Costs (6% Salary & 10% Benefit Inflation)

Tax Policies	Expenditure Management Policies	Development
No change in tax policy 1% property tax limit	Hiring rate reflects current policies Alternative Service Delivery (ASD) & 3 Police districts in PAA	Baseline

Plus Additional Costs



Current Kirkland	2010	2015	2020	2025
Core Expenditures (000's)	65,641	89,943	124,321	173,642
Facility Debt Service (000's)	2,295	2,303	2,288	2,254
Subtotal Expenditures	67,936	92,246	126,609	175,896
Core Resources (000's)	62,857	79,562	100,586	128,339
State Sales Tax Credit ('000's)	0	0	0	0
Subtotal Revenues	62,857	79,562	100,586	128,339
Net Resources (000's)	(5,079)	(12,684)	(26,023)	(47,557)
Deficit as % of Expenditures	-8%	-14%	-21%	-27%

Increment from PAAs	2010	2015	2020	2025
Core Expenditures (000's)	17,363	26,092	37,351	54,174
Facility Debt Service (000's)	6,078	6,070	993	1,027
Subtotal Expenditures	23,440	32,162	38,344	55,201
Core Resources (000's)	16,786	21,873	29,611	41,742
State Sales Tax Credit ('000's)	4,929	6,527	0	0
Subtotal Revenues	21,715	28,400	29,611	41,742
Net Resources (000's)	(1,725)	(3,762)	(8,733)	(13,459)
Deficit as % of Expenditures	-10%	-14%	-23%	-25%

Entire City	2010	2015	2020	2025
Core Expenditures (000's)	83,004	116,035	161,672	227,816
Facility Debt Service (000's)	8,373	8,373	3,281	3,281
Subtotal Expenditures	91,376	124,407	164,953	231,097
Core Resources (000's)	79,643	101,435	130,197	170,082
State Sales Tax Credit ('000's)	4,929	6,527	0	0
Subtotal Revenues	84,572	107,961	130,197	170,082
Net Resources (000's)	(6,804)	(16,446)	(34,756)	(61,016)
Deficit as % of Core Expenditures	-8%	-14%	-21%	-27%

Kirkland Annexation Analysis

Change in Development Assumptions in PAA -- Commercial Area Only

Neighborhood	From: "Baseline"		To: "Maximum"	
	Scenario	Buildout % in 2025	Scenario	Buildout % in 2025
Kingsgate	Base	80%	High	100%
Finn Hill	Base	40%	High	100%
Juanita	Base	80%	High	100%

Change in Commercial Square Feet

	Current PAA	Baseline PAA	Difference Current & Baseline	% Difference Current & Baseline
Net Sq Ft Added (Retail)	387,817	550,654	162,837	41.99%
Net Sq Ft Added (Non-retail)	250,422	737,334	486,912	194.44%
Net Sq Ft Added (Total)	638,239	1,287,988	649,749	101.80%

	Current PAA	Maximum PAA	Difference Current & Maximum	% Difference Current & Maximum
Net Sq Ft Added (Retail)	387,817	887,656	499,839	128.89%
Net Sq Ft Added (Non-retail)	250,422	1,147,434	897,012	358.20%
Net Sq Ft Added (Total)	638,239	2,035,091	1,396,852	218.86%

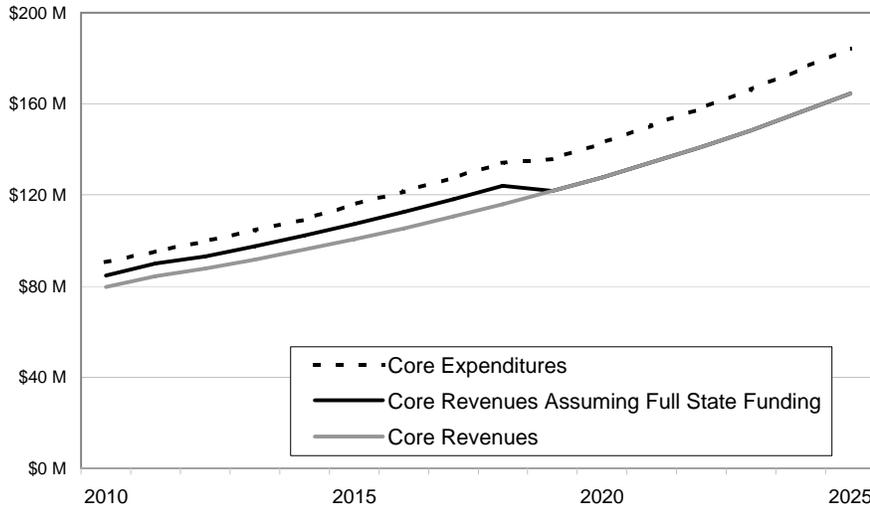
Change in 2026 Revenues with Change in PAA Development Assumption from Baseline to Maximum under ASD Option

Revenue	Kingsgate	Finn Hill	Juanita	PAA Total
Total Revenue Change	\$ 2,395,514	\$ 130,950	\$ 256,570	\$ 2,783,034
Total Baseline Revenue in 2026	\$ 21,555,454	\$ 20,457,682	\$ 7,244,851	49,257,987
% Change Compared to 2026 Baseline	11.11%	0.64%	3.54%	5.65%

Scenario: Phase-II Baseline With Annexation & Alternative Service Delivery (ASD) and Maximum Commercial Development in PAA

Tax Policies	Expenditure Management Policies	Development
No change in tax policy 1% property tax limit	Hiring rate reflects current policies Alternative Service Delivery (ASD) & 3 Police districts in PAA	Baseline in Current City & Maximum Commercial Development in PAA

Plus Additional Costs



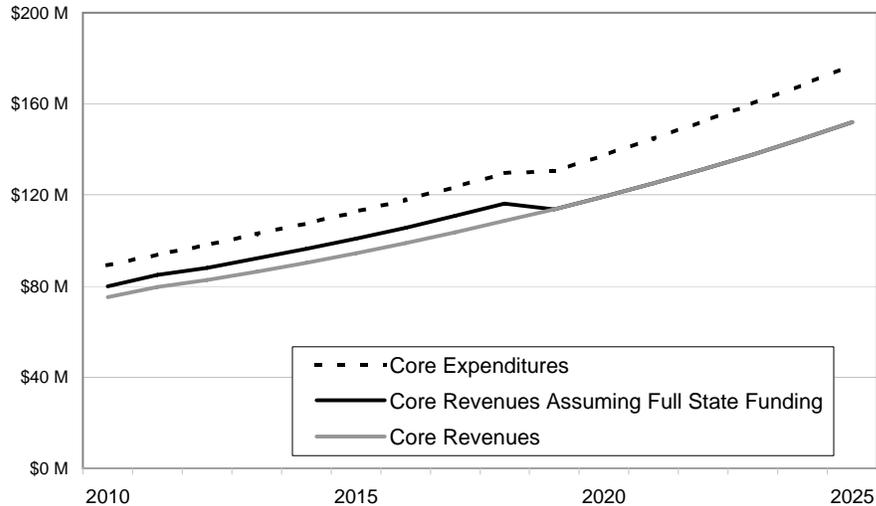
Current Kirkland	2010	2015	2020	2025
Core Expenditures (000's)	64,928	83,549	107,430	138,173
Facility Debt Service (000's)	2,299	2,303	2,285	2,247
Subtotal Expenditures	67,227	85,853	109,715	140,420
Core Resources (000's)	62,753	78,580	97,962	122,721
State Sales Tax Credit ('000's)	0	0	0	0
Subtotal Revenues	62,753	78,580	97,962	122,721
Net Resources (000's)	(4,474)	(7,273)	(11,753)	(17,699)
Deficit as % of Expenditures	-7%	-9%	-11%	-13%

Increment from PAAs	2010	2015	2020	2025
Core Expenditures (000's)	17,276	24,073	32,044	43,005
Facility Debt Service (000's)	6,066	6,061	1,004	1,042
Subtotal Expenditures	23,342	30,134	33,048	44,047
Core Resources (000's)	16,903	21,995	29,795	41,702
State Sales Tax Credit ('000's)	4,955	6,603	0	0
Subtotal Revenues	21,858	28,598	29,795	41,702
Net Resources (000's)	(1,484)	(1,536)	(3,253)	(2,345)
Deficit as % of Expenditures	-9%	-6%	-10%	-5%

Entire City	2010	2015	2020	2025
Core Expenditures (000's)	82,204	107,622	139,474	181,178
Facility Debt Service (000's)	8,365	8,365	3,289	3,289
Subtotal Expenditures	90,569	115,987	142,763	184,467
Core Resources (000's)	79,656	100,575	127,757	164,423
State Sales Tax Credit ('000's)	4,955	6,603	0	0
Subtotal Revenues	84,611	107,178	127,757	164,423
Net Resources (000's)	(5,958)	(8,809)	(15,006)	(20,044)
Deficit as % of Core Expenditures	-7%	-8%	-11%	-11%

Scenario: Phase-II Baseline With Annexation Without WFLS & Alternative Service Delivery (ASD)

Tax Policies	Expenditure Management Policies	Development
No change in tax policy 1% property tax limit	Hiring rate reflects current policies Alternative Service Delivery (ASD) & 3 Police districts in PAA	Baseline



Current Kirkland	2010	2015	2020	2025
Core Expenditures (000's)	65,227	83,855	107,724	138,418
Facility Debt Service (000's)	2,297	2,306	2,296	2,270
Subtotal Expenditures	67,525	86,161	110,021	140,688
Core Resources (000's)	62,681	78,442	97,686	122,175
State Sales Tax Credit ('000's)	0	0	0	0
Subtotal Revenues	62,681	78,442	97,686	122,175
Net Resources (000's)	(4,844)	(7,719)	(12,335)	(18,513)
Deficit as % of Expenditures	-7%	-9%	-11%	-13%

Increment from PAAs	2010	2015	2020	2025
Core Expenditures (000's)	15,402	20,156	26,585	35,372
Facility Debt Service (000's)	6,234	6,225	825	851
Subtotal Expenditures	21,636	26,381	27,409	36,223
Core Resources (000's)	12,438	16,073	21,624	29,735
State Sales Tax Credit ('000's)	4,861	6,406	0	0
Subtotal Revenues	17,300	22,480	21,624	29,735
Net Resources (000's)	(4,336)	(3,901)	(5,785)	(6,487)
Deficit as % of Expenditures	-28%	-19%	-22%	-18%

Entire City	2010	2015	2020	2025
Core Expenditures (000's)	80,630	104,011	134,309	173,790
Facility Debt Service (000's)	8,531	8,531	3,121	3,121
Subtotal Expenditures	89,161	112,542	137,430	176,911
Core Resources (000's)	75,119	94,516	119,309	151,911
State Sales Tax Credit ('000's)	4,861	6,406	0	0
Subtotal Revenues	79,980	100,922	119,309	151,911
Net Resources (000's)	(9,181)	(11,620)	(18,121)	(25,000)
Deficit as % of Core Expenditures	-11%	-11%	-13%	-14%



KIRKLAND CITY COUNCIL REGULAR MEETING MINUTES
April 01, 2008

1. CALL TO ORDER
2. ROLL CALL

ROLL CALL:

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

Members Absent: Councilmember Mary-Alyce Burleigh.

Councilmember Mary-Alyce Burleigh was absent/excused as she is traveling out of the country.

3. STUDY SESSION

- a. Joint Meeting with Transportation Commission

Joining Councilmembers for this discussion in addition to City Manager Dave Ramsay were Public Works Transportation Engineering Manager Dave Godfrey, Transportation Commission members Dani Ferrigno, Sandeep Singdahl, Joel Pfundt, Don Samdahl, Jennifer Spall, Roland White, Vice Chair Norman Storme, and Chair Jon Pascal.

- b. Concurrency

A revised concurrency concept was reviewed and discussed.

4. EXECUTIVE SESSION

None.

5. SPECIAL PRESENTATIONS

- a. City Recreation Scholarship Fund Donation - Rotary Club

Rotary Club of Kirkland Downtown President Wayne Ottum presented a check for \$1100 to the City to fund recreation scholarships.

- b. Introducing Deborah (Deb) Powers, Urban Forester

c. Child Abuse Prevention Month Proclamation

Keri Andrews, representing the Childrens' Response Center, accepted the proclamation.

d. Records and Information Management Month Proclamation

e. Green Tips

Public Works Facilities and Administrative Manager Erin Leonhart shared information about Earth Day activities and introduced Anna Rising, Executive Director of Earthlab Foundation, who demonstrated a carbon footprint calculator test.

6. REPORTS

a. City Council

(1) Regional Issues

Councilmembers shared information regarding an interest in red light cameras; request for west nile virus update; suggestion for "Freedom of Information Act" month; Everest Neighborhood Council meeting; Suburban Cities Association Networking dinner with speaker Gov. Gregoire; annual Council retreat; and Jail Advisory Group and informational meetings.

b. City Manager

(1) Legislative Session Status Report

(2) Totem Lake Neighborhood Meeting

(3) Calendar Update

7. COMMUNICATIONS

a. Items from the Audience

Bob Style, 6735 Lake Washington Blvd., Kirkland, WA
Johanna Palmer, 12911 NE 128th Place, Kirkland, WA
Dierdre Johnson, 7538 125th Place NE, Kirkland, WA
Jim McElwee, 12907 NE 78th Place, Kirkland, WA
Vickie Mason, 9922 NE 116th Street, #306, Kirkland, WA

b. Petitions

None.

8. CONSENT CALENDAR

a. Approval of Minutes:

(1) March 13, 2008

(2) March 18, 2008

(3) March 24, 2008

b. Audit of Accounts:

Payroll \$ 2,079,208.35

Bills \$ 1,658,496.42

run #734 check #'s 497247 - 497363

run #735 check #'s 497365 - 497529

c. General Correspondence

(1) Lori Isch, Regarding Transit-Oriented-Development at the South Kirkland Park & Ride

(2) Natalie McFall, Regarding Enhanced Pedestrian Safety

(3) Robert L. Style, Regarding the City's Use of Speed Bumps

d. Claims

(1) Edward J Gibson, Elliott A. Gibson, and Evan A. Gibson

(2) Diane and Laurence Fennema

e. Award of Bids

f. Acceptance of Public Improvements and Establishing Lien Period

g. Approval of Agreements

(1) R-4693, entitled " A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND APPROVING AN INTERLOCAL AGREEMENT

BETWEEN THE CITY OF KIRKLAND AND THE KING COUNTY ROAD SERVICES DIVISION, TO PROVIDE ROAD-RELATED SERVICES ON AN "AS REQUESTED" BASIS AND AUTHORIZING THE CITY MANAGER TO SIGN THE AGREEMENT ON BEHALF OF THE CITY OF KIRKLAND."

h. Other Items of Business

(1) Appointment of Parking Advisory Board Member

Council acknowledged the resignation of Sarah Andeen and appointed alternate Mike Miller as the new Parking Advisory Board member for the remainder of the unexpired term ending March 31, 2009.

(2) R-4694, entitled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND RELINQUISHING ANY INTEREST THE CITY MAY HAVE IN AN UNOPENED RIGHT-OF-WAY AS DESCRIBED HEREIN AND REQUESTED BY PROPERTY OWNER SHIRL HOLLINGSWORTH"

(3) R-4695, entitled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND RELINQUISHING ANY INTEREST THE CITY MAY HAVE IN AN UNOPENED RIGHT-OF-WAY AS DESCRIBED HEREIN AND REQUESTED BY PROPERTY OWNERS WARREN WILLIAM SMYTHE AND HELEN E. SMYTHE"

(4) Report on Procurement Activities

Motion to Approve the Consent Calendar with changes to the response letter for 8.c.1. as noted and an addition to the minutes of the March 18, 2008 Council meeting.

Moved by Councilmember Dave Asher, seconded by Deputy Mayor Joan McBride

Vote: Motion carried 6-0

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

9. PUBLIC HEARINGS

None.

10. UNFINISHED BUSINESS

a. Nakhijiri Private Amendment Request

This item was added to the evening's agenda.

Motion to reconsider the vote on the motion to accept the staff recommendation and Planning Commission recommendation to support the proposed Kirkland Comprehensive Plan amendments and rezone for the Nakhjiri/Kirkland American Legion Private Amendment and direct staff to draft an intent to adopt resolution to be approved at the April 15, 2008 meeting. I voted against the motion and I would also hope that it would include an implementation date further out in 2009.

Moved by Deputy Mayor Joan McBride, seconded by Councilmember Dave Asher
Vote: Motion carried 6-0

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

Motion to amend the motion to change the date for the staff to return with the intent to adopt resolution to the May 6, 2008 meeting.

Moved by Deputy Mayor Joan McBride, seconded by Councilmember Dave Asher
Vote: Motion carried 6-0

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

Vote to approve the main motion as amended.

Vote: Motion carried 6-0

Yes: Mayor Jim Lauinger, Deputy Mayor Joan McBride, Councilmember Dave Asher, Councilmember Jessica Greenway, Councilmember Tom Hodgson, Councilmember Bob Sternoff.

Council recessed for a short break.

11. NEW BUSINESS

a. Cascade Land Conservancy Leadership City

Planning and Community Development Assistant Director Paul Stewart introduced CLC representatives Jeff Aken and Alison Van Gorp, who presented Council with information about the program. Council directed staff to bring back a resolution for adoption endorsing the membership and program and authorizing a one time expenditure of \$5,000 from the Council Special Projects Reserve fund for the membership fee, and to develop a memorandum of agreement acceptable to both parties.

b. Approving Funds for NE 85th Street Emergency Watermain Repair

Motion to Approve the expenditure of \$39,105.69 using a combination of Water/Sewer operating reserves and the Water opportunity fund to pay the contractor for work performed on the NE 85th Street Emergency Watermain Repair in addition to the \$50,000.00 previously authorized for the water/sewer Operating Reserves.

Moved by Councilmember Dave Asher, seconded by Deputy Mayor Joan McBride
Vote: Motion carried 6-0

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

c. Proposed Metro Service Changes

Transportation Engineering Manager Dave Godfrey reviewed Metro's proposal and responded to Council questions and comment. Jack Wisner, Transit Planner with King County/METRO, also answered specific questions. Staff will work further with METRO on other funding sources and options and come back to Council at their May 6, 2008 meeting.

12. ANNOUNCEMENTS

13. ADJOURNMENT

The Kirkland City Council regular meeting of April 1, 2008 was adjourned at 10:03 p.m.

City Clerk

Mayor



CITY OF KIRKLAND

123 Fifth Avenue, Kirkland, WA 98033 425.587.3000
www.ci.kirkland.wa.us

MEMORANDUM

To: Dave Ramsay, City Manager
From: Eric Olsen, Police Chief
Date: April 7, 2008
Subject: Draft Response Letter to Gale Clement RE: Teen Activity at Peter Kirk Park

RECOMMENDATION:

It is recommended that the City Council authorize Mayor James Lauinger to sign a letter as presented or modified responding to Ms. Gale Clement.

BACKGROUND:

On March 30, 2008, a letter (Attachment 1) was received at the City, addressed to the Kirkland City Council, and authored by Ms. Gale Clement. In the letter, Ms. Clement expresses concerns regarding teen activity at Peter Kirk Park and surrounding areas.

For the City Council consideration is the draft response letter to Ms. Clement (Attachment 2)

Attachment 1: Letter from Gale Clement, 3/30/08
Attachment 2: Draft City Council Response

Gale Clement
10512 128th Avenue NE, Kirkland, WA 98033

March 30, 2008

Kirkland City Council
Kirkland City Hall
123—5th Avenue
Kirkland, WA

Dear City Council Members:

I am a resident of North Rose Hill. I frequently ride the bus to downtown Kirkland and use the Kirkland Transit Center. I am writing to express some concerns and share some observations.

There is a worsening problem with teens/young adults using the transit center as a hang-out. At times, the various activities in which they engage have rendered the area unpleasant, uncomfortable, and even unsafe. The hanging out is most evident immediately after school (approx between 3pm and 5pm), and on weekend and summer evenings; it seems to be worse when the weather is nice. Not all the teens who hang at the center are Kirkland kids—according to one Metro driver, teens come in from Seattle on the express buses to deal drugs. (Another Metro driver, a Kirkland resident, refers to the KTUB as the "Teen Drug Center.")

The problems:

- *General loitering. Using the transit center as a hang-out, rather than a place to wait for a bus.
- *Smoking. In and around the bus stops/bus shelters, and undercover at the library entrance.
- *Spitting. It's a little weird how prevalent this seems to be.
- *Profanity
- *Inappropriate physical contact
- *Blocking the entryway to the public restroom. Sitting on the water fountain, etc.
- *Pan handling
- *Drug dealing

I called the city to express my concerns and was referred to the Kirkland Police Department. The operator at the Police Department took a report and told me that the PD was aware of the drug activity and had been using undercover officers.

I am concerned about the future of downtown and how, if left unchecked, this sort of activity will affect our city, downtown property values, and downtown businesses. Last summer, my husband and I were considering a move to one of the downtown high-rises. One significant reason that we decided against the move was the negative atmosphere and activities at Peter Kirk park and at the transit center.

I am also concerned about how this sort of activity/atmosphere will discourage people from using the buses and encourage them to continue driving around town safely locked inside their SUVs, regardless of traffic congestion, gas prices, and environmental impact.

I hope the council will consider ways to address this problem as it works on the plan for the new transit center. Personally, I would like to see the routine assignment of uniformed police officers *on foot* at the

park and at the transit center. Even better would be a mini-police station at the location. I would also appreciate a smoke-free environment in which to wait for my bus (the tiny signs posted on the metro shelters aren't effective).

I should clarify that I am aware that our city is made up of a diverse population, and I don't object to these young people because of their face jewelry or unusual clothing. I also realize that teens, when they behave within acceptable civil parameters are entitled to use and enjoy Kirkland's public spaces. But I do object to the behaviors which have caused me to avoid and limit my own use of these same spaces.

Sincerely,



Gale Clement

Gale Clement
10512 128th Ave NE
Kirkland WA 98033

DRAFT

April 15, 2008

Dear Mrs. Clement,

Thank for your recent letter to the City Council regarding concerns about teens at Peter Kirk Park, the Kirkland Teen Union Building (KTUB) and the Downtown Kirkland Transit Center. Your thoughts are appreciated. I hope the following provides you with information you may not have known and answers some of you concerns.

The central location of Peter Kirk Park, with its amenities such as the pool, teen center, and playfields, is no doubt a popular place for families and teens. The family atmosphere is further complimented with the King County Library, Kirkland Performance Center, shops and restaurants. As you must know through your transit commuting, the Downtown Kirkland Transit Center provides regional bus service.

I appreciate that you are observant of the activities happening in this downtown hub. I've learned from the Police Department that the vast majority of teens and young adults using the park do not cause problems and are using the facilities legally and respectfully. This is not to say there are not those who have disregard for public property, and even the law.

Please know that throughout the year the Police Department conducts a number of emphasis patrols around the park and surrounding areas. An officer from each of our Operations Division patrol squads is assigned to conduct foot patrols. Increased patrols are annually conducted during the summer months and officers are assigned to evening and weekend shifts. Oftentimes, officers work in partnership with the City's Youth Services, Parks Maintenance staff, and Friends of Youth, the agency that manages KTUB.

As you may be aware, the Kirkland Library offers public parking. Throughout the year, the garage is patrolled at all hours of the day and night by patrol officers and is a regular checkpoint for our parking enforcement officer who will report unlawful activities, beyond parking violations.

Over the years, these coordinated efforts have led to a several arrests and to a number of people receiving trespass warning letters prohibiting their return to the park. Drug and alcohol laws are strictly enforced and violations of these laws accounted for many of the arrests.

I'd like to address your concern about increased teen presence between 3 p.m. and 5 p.m. The Lake Washington School District utilizes King County Metro buses to transport students around the

district in order to reduce school bus trips and for other programs. The buses frequently drop students at the Transit Center for transfers to other areas of the district, which increases the overall number of school-aged riders at that time of day. The smoking issue you cited will be discussed with representatives from King County Metro and Sound Transit.

Another issue your letter mentions regards pan handling. The City currently does not have an ordinance that prohibits aggressive panhandling.

As you may know, the City Council and staff, including the Police Department, have been actively participating in the proposed improvements to the Transit Center. A key design theme of “eyes on the street” has been a vital component to the project design. Proposed improvements are intended to eliminate “dark spots” that exist now, to enhance lighting and to open up the area more.

I am confident the City is applying the public safety resources necessary to monitor the activities in and around Peter Kirk Park. The Police Department can best effectively respond to issues when they are reported immediately. I encourage you to call 911 should you observe what you believe is suspicious or unlawful behavior.

Thank you for sharing your concerns with the Kirkland City Council. Should you wish to discuss your concerns further, I ask that you contact Captain Rex Caldwell at 425-587-3404.

Sincerely,
KIRKLAND CITY COUNCIL

James L. Lauinger
Mayor

**CITY OF KIRKLAND**

123 Fifth Avenue, Kirkland, WA 98033 (425) 587-3000

www.ci.kirkland.wa.us

MEMORANDUM

To: Dave Ramsay, City Manager

From: Jim Dare, Neighborhood Traffic Control Coordinator

Date: April 7, 2008

Subject: Letter to Mr. Will Henschel regarding the City process for 'no parking' red curb zones

RECOMMENDATION

It is recommended that the Council authorize the Mayor to sign a letter responding to Mr. Will Henschel who has requested an explanation of the City process for establishing 'no parking' red curb zones.

BACKGROUND DISCUSSION

On April 3rd, 2008 Mr. Henschel sent an e-mail titled "Parking Discrimination" to the City Council expressing his concern over the establishment of an extended (approximately 30' in length) 'no park' red curb zone on the 6400 block of Lake Blvd NE. The property across the street from this zone has three feet of red curb on either side of its driveway. He requested an explanation of the process used by the City of Kirkland in establishing such zones.

The letter drafted in response to Mr. Henschel agrees that parking is an important resource that should be preserved when possible, and explains that RCW 46.61.570 makes it illegal to park within five feet of a driveway whether or not the curb is painted. The letter describes the City's process for establishing 'no-park' zones. This process is for technical staff to review each location for sight distance, traffic speeds, traffic volumes, and other factors. Finally, the letter confirms that process was followed for the location in question.

From: HENSCHEL Will [mailto:Will.HENSCHEL@us.thalesgroup.com]
Sent: Thursday, April 03, 2008 11:19 AM
To: KirklandCouncil
Subject: Parking Discrimination

To whom it should concern,,

I am a Kirkland resident since 1984; before that I was born and raised in Bothell. I have watched this town evolve or devolve, depending on your perception. My main concern is how the City Council has turned public parking into a revenue machine as well as a has/has not mechanism. Specifically, the way curbs are designated no parking (RED). The property at 6421 Lake Blvd. NE has three feet of red zone out of a either side of driveway. The property across the street in a newer, more expensive building has a 30+ red zone (which seems to expand every year) out of their driveway. Street parking is at a premium on the boulevard; how do you explain this discrepancy? I have compiled a list of other Kirkland residents concerned with this phenomenon and request a response to this complaint. Please provide me with the protocol/process that defines no parking red zones.

Thank You,
Will Henschel
8219 NE 115th Place
Kirkland, WA 9034
206 354-173

DRAFT

April 15, 2008

Will Henschel
8219 NE 115th Place
Kirkland, WA. 98034

Subject: Parking Restrictions on Lake Washington Blvd

Dear Mr. Henschel:

Thank you for the e-mail you sent to the City Council expressing your concerns about parking restrictions on Lake Washington Boulevard. I agree that parking is an important resource in Kirkland and should be preserved whenever possible.

Per RCW 46.61.570, it is illegal to park within 5 feet of a driveway, whether the curb is painted or not. However, at times extra 'no parking' is needed for adequate sight distance between motorists trying to enter the street and motorists passing the driveway. When sight distance issues are brought to our attention, technical staff will investigate the situation. They measure for sight distances and consider the traffic speed and the volume of traffic on the street and the volume of traffic using the driveway. The investigator will also consider other factors that would influence the ability of a motorist to stop in time to avoid a collision. Since the availability of on-street parking is so important, the investigator may implement a trial parking restriction that minimizes the parking loss. If the trial does not work well enough, the 'no parking' zone may be extended.

Staff looked into the extended 'no parking' zone you described across the street from 6421 Lake Blvd NE and confirmed it followed this process.

Thank you again for expressing your concerns to the City Council.

Sincerely,
KIRKLAND CITY COUNCIL

James L. Lauinger, Mayor

cc: Daryl Grigsby, Director, Public Works
Dave Godfrey, Public Works



CITY OF KIRKLAND
Department of Finance and Administration
123 Fifth Avenue, Kirkland, WA 98033 425.587.3100
www.ci.kirkland.wa.us

MEMORANDUM

To: David Ramsay, City Manager
From: Kathi Anderson, City Clerk
Date: April 3, 2008
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) James Bernstrom
14205 Hwy 101 N
Garibaldi, Oregon 97118

Amount: Unspecified amount

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

**CITY OF KIRKLAND**

123 Fifth Avenue, Kirkland, WA 98033 425.587.3000

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: April 15, 2008

Subject: NE 80th STREET SEWER AND WATER MAIN REPLACEMENT – AWARD CONTRACT

RECOMMENDATION:

It is recommended that City Council award the construction contract for the NE 80th Street Sewer and Water Main Replacement Project to Shoreline Construction Company of Woodinville, WA, in the amount of \$779,468.09 for Base Bid Schedules A & B and the Alternate Schedule C (see Attachment A).

BACKGROUND DISCUSSION:

As discussed in the Reading File Memo dated February 27, 2007 staff recommended a scope modification for the NE 80th Sewer Project to simultaneously replace a portion of the AC water main concurrent with the replacement of the existing sewer main. During the design process Staff recognized a need to upsize the 8-inch water main to 20-inch in order to expedite the replacement of the aging water transmission main that is currently located on NE 85th Street and slated to be moved to NE 80th per the recently completed Water Comprehensive Plan. This couldn't have been timelier as last month there was a costly emergency repair on the NE 85th transmission water main, therefore it is prudent and cost effective to install as many linear feet of its replacement now, with the remaining installation scheduled in the CIP for 2011, although imminent that it will need to be moved up in the CIP process.

Staff included four schedules in the bidding process in hopes of receiving a reasonable bid due to what appeared to be a declining demand in the construction industry. Given that there were nine bidders and the lowest responsible bid was 30% less than the engineer's estimate this was a valid assumption.

Memorandum to Dave Ramsay

April 15, 2008

Page 2

The bid results were received and tabulated with the following results:

Contractor	Base Bid (Schedules A&B)	Alternate Bid (Schedule C)	Total Award (Schedules A, B & C)
Shoreline Construction	\$659,084.85	\$121,099.00	\$780,183.85
Johansen Excavating	\$ 700,635.38	\$205,690.32	\$906,325.70
Buno	\$ 743,028.46	\$186,140.65	\$929,169.11
Westcoast	\$ 781,899.82	\$212,710.01	\$994,609.83
ACI	\$820,776.01	\$264,300.31	\$1,085,076.32
<i>Engineers Estimate</i>	<i>\$837,440.62</i>	<i>\$234,736.67</i>	<i>\$1,108,177.29</i>
Construct	\$838,674.37	\$296,520.91	\$1,135,195.28
Frontier	\$881,790.53	\$228,992.74	\$1,110,783.27
D& G Backhoe	\$929,999.14	\$270,514.02	\$1,200,513.16
David Willie	\$1,015,334.60	\$242,476.74	\$1,257,811.34

The project budget meets the cost of constructing Schedules A, B, & C but is not quite large enough to also fund Schedule D, therefore staff will inform Council if they choose to negotiate Schedule D after award.

This would minimize the impacts to the neighborhood and to take advantage in overall cost savings associated with an economy-of-scale related to roadway restoration costs, and such a competitive low bid.

The total project cost is currently estimated at \$1.186 million (see Attachment B), and with Council award for the NE 80th Street project construction would begin in May with substantial completion expected at the end of the year.

cc: Denise Pirolo, PE, Project Engineer

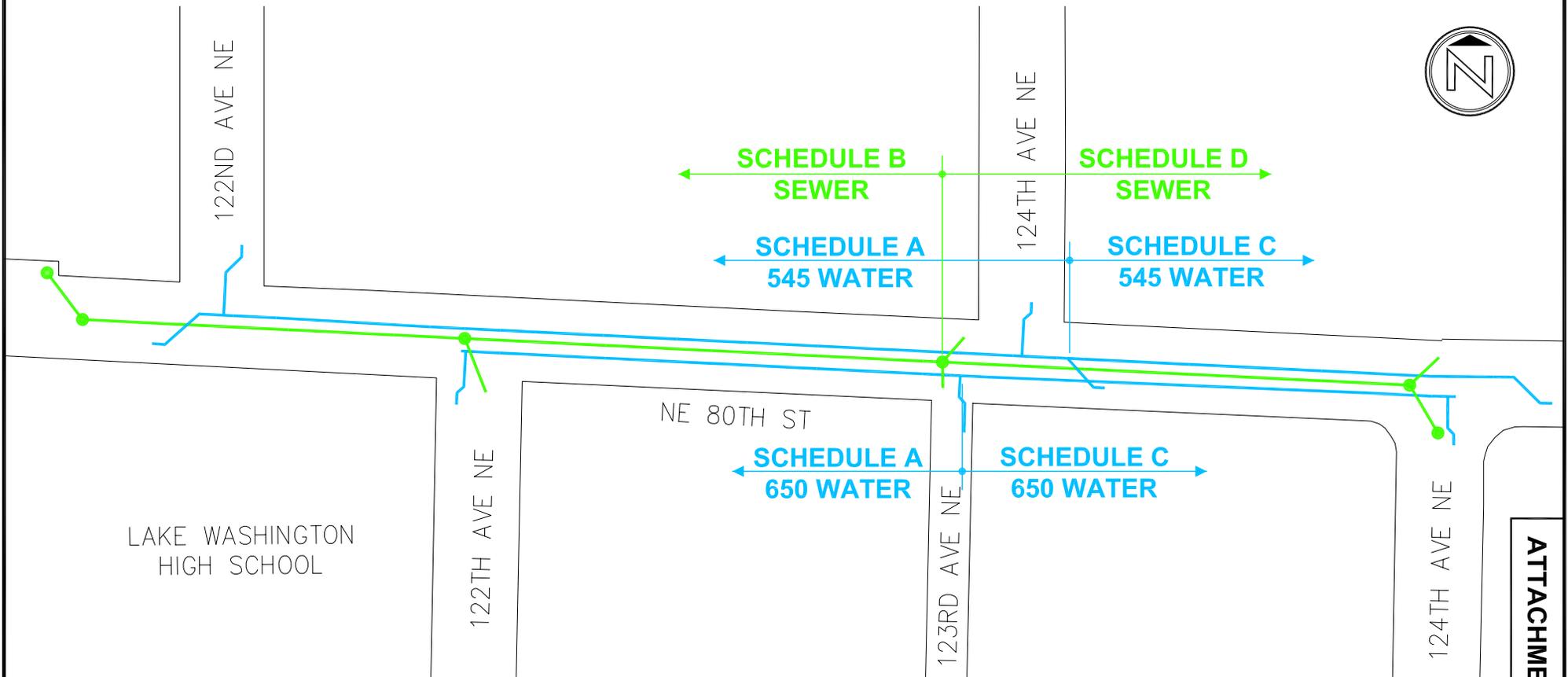
Attachments: A - Vicinity
B- Project Budget Report



NE 80TH STREET SEWER AND WATER MAIN REPLACEMENT

VICINITY MAP

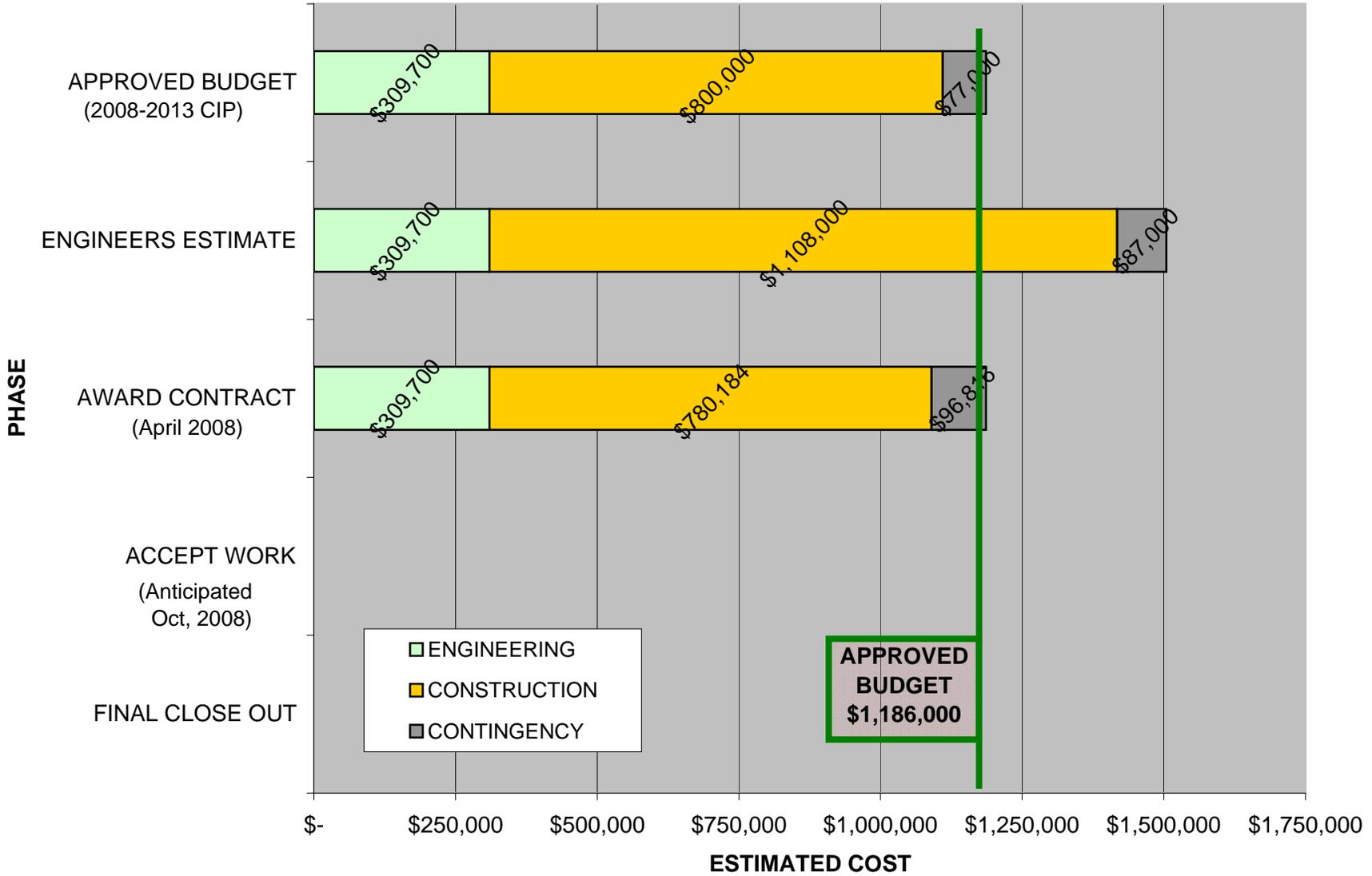
PUBLIC WORKS PROJECT NO. 02-08-PW
CITY OF KIRKLAND JOB NO. CSS-0050



ATTACHMENT A

NE 80TH STREET SEWER & WATER MAIN REPLACEMENT - SS0050

PROJECT BUDGET REPORT





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: Joan Lieberman-Brill, AICP, Senior Planner

Date: April 2, 2008

Subject: Intent to Adopt Resolution 2007 – 2008 City Initiated Comprehensive Plan Amendments
(File ZON07-00001)

RECOMMENDATION

Adopt the enclosed resolution setting forth the intention of the City Council to adopt this cycle of city initiated comprehensive plan amendments later this year concurrent with all other amendments included in the City's annual Comprehensive Plan amendments.

BACKGROUND DISCUSSION

The Council, at its March 18th public meeting, considered the Planning Commission (PC) and Houghton Community Council (HCC) recommended 2007 – 2008 City Initiated Comprehensive Plan Amendments (CPA's). Council unanimously affirmed the PC recommendation to amend the general elements and neighborhood chapters of the Kirkland Comprehensive Plan and the Zoning Map and directed staff to bring back a resolution of intent to adopt at a subsequent meeting. The Council directed their intent to adopt the recommended PC versions of both policies for climate change and public art, for which HCC had proposed alternate language.

This Resolution establishes the Council's intent to adopt the proposed revisions to the Plan and Zoning Map into the final adopting ordinance later this year. The other components of the annual CPA that will be incorporated into the final ordinance for adoption are:

- City initiated Transportation Concurrency and LOS changes – currently in process
- Hart private amendment request (PAR) and Totem Lake (TL) – 9 city initiated zoning revisions

The three downtown PAR's that are in process; Touchstone (Park Place), Orni and Alton, will be adopted separately as part of a Planned Action Ordinance.

Jlb

cc: ZON07-00001
Planning Commission
Houghton Community Council
Brent Wood, 9833 NE 120th Pl and 12072 98th Ave NE, Kirkland, WA 98034
Kirkland Neighborhood Associations
Kirkland Alliance of Neighborhoods
Kirkland Chamber of Commerce

RESOLUTION R-4696

A RESOLUTION OF THE CITY OF KIRKLAND RELATED TO COMPREHENSIVE PLANNING AND LAND USE AND EXPRESSING AN INTENT TO AMEND THE KIRKLAND COMPREHENSIVE PLAN AS A PART OF THE 2007-2008 CITY INITIATED COMPREHENSIVE PLAN AMENDMENT PROJECT, ORDINANCE 3481 AS AMENDED, AND AMENDING ORDINANCE 3710 AS AMENDED, THE KIRKLAND ZONING MAP, FILE NO ZON07-00001.

WHEREAS, the City Council has received recommendations from the Kirkland Planning Commission and the Houghton Community Council to amend certain portions of the Comprehensive Plan for the City, Ordinance 3481 as amended, and the Kirkland Zoning Ordinance, Ordinance 3719 as amended, all as set forth in that certain report and recommendation of the Planning Commission and the Houghton Community Council dated March 5, 2008, and bearing Kirkland Department of Planning and Community Development File No. ZON07-00001; and

WHEREAS, prior to making said recommendation the Planning Commission, following notice thereof as required by RCW 35A.63.070, held on December 20, 2007, a public hearing, on the amendment proposals and considered the comments received at said hearing; and

WHEREAS, prior to making said recommendation the Houghton Community Council, following notice thereof as required by RCW 35A.63.070, held on December 19, 2007, a courtesy hearing, on the amendment proposals and considered the comments received at said hearing; and

WHEREAS, pursuant to the State Environmental Policy Act (SEPA), there has accompanied the legislative proposal and recommendation through the entire consideration process, a SEPA Addendum to Existing Environmental Documents, issued by the responsible official pursuant to WAC 197-11-600; and

WHEREAS, in open public meeting the City Council considered the environmental documents received from the responsible official, together with the report and recommendation of the Planning Commission and the Houghton Community Council; and

WHEREAS, the City Council indicated its intent to adopt the recommendations of the Planning Commission with respect to the policies for climate change and public art, for which the Houghton Community Council had proposed alternate language; and

WHEREAS, the Growth Management Act, RCW 36.70A.130, requires the City to review all amendments to the Comprehensive Plan concurrently and no more frequently than once every year;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Kirkland as follows:

Section 1. The City Council acknowledges the recommended amendment to the Comprehensive Plan and Zoning Ordinance as set forth in File ZON07-00001, and will consider adopting said recommendation by ordinance concurrent with all other amendments included in the City’s annual Comprehensive Plan amendments.

Section 2. The recommended amendment to the Comprehensive Plan and Zoning Ordinance is set out in Exhibit “A” attached hereto and be this reference incorporated herein.

Passed by majority vote of the Kirkland City Council in open meeting on the _____ day of _____, 20____.

SIGNED IN AUTHENTICATION THEREOF this _____ day of _____, 20____.

Mayor

ATTEST:

City Clerk

Table CF - 8
Capital Facilities Plan: Transportation Projects

SOURCES OF FUNDS

<i>Revenue Type</i>	<i>Revenue Source</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>Six-Year Total</i>
Local	Surface Water Fees	960,000	990,100	896,900	934,300	786,700	1,145,500	5,713,500
Local	Real Estate Excise Tax	2,260,000	2,122,600	2,224,800	2,192,100	2,614,100	2,546,200	13,959,800
Local	Sales Tax	270,000	270,000	270,000	270,000	270,000	270,000	1,620,000
Local	Gas Tax	526,000	534,000	545,000	549,000	554,000	558,000	3,266,000
Local	Impact Fees	1,254,000	2,352,000	1,881,600	1,966,800	2,517,700	2,652,300	12,624,400
Local	Reserves	510,000	392,000	439,100	421,500	550,800	475,800	2,789,200
External	Sound Transit	430,000						430,000
External	Grants	1,020,000	690,000	376,300	2,613,200	3,776,400	7,754,300	16,230,200
<i>Total Sources</i>		7,230,000	7,350,700	6,633,700	8,946,900	11,069,700	15,402,100	56,633,100

USES OF FUNDS**Funded Projects**

<i>Project Number</i>	<i>Project Title</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>Six-Year Total</i>
ST 0006	Annual Street Preservation Program	1,800,000	1,800,000	1,800,000	1,800,000	1,800,000	1,800,000	10,800,000
ST 0057*	NE 120th Street Roadway Extension (east section)	1,000,000	560,000			1,400,500	4,546,900	7,507,400
ST 0058*	NE 132nd Street Roadway Improvements					157,300	881,200	1,038,500
ST 0059*	124th Ave NE Roadway Improvements (north section)	900,000	896,000		4,179,600			5,975,600
ST 0063*	120th Avenue NE Roadway Improvements	200,000	896,000	1,881,600	2,388,300	4,648,200	1,762,300	11,776,400
NM 0001*	116th Avenue (south) Non-Motorized Facilities-Phase II						4,370,600	4,370,600
NM 0012	Crosswalk Upgrade Program		70,000		70,000		70,000	210,000
NM 0034*	NE 100th St at Spinney Homestead Park Sidewalk		56,000	188,100				244,100
NM 0044*	116th Avenue NE Sidewalk (Highlands)	73,000	567,700					640,700
NM 0049*	112th Avenue NE Sidewalk		168,000					168,000
NM 0051*	Rose Hill Business District Sidewalks	503,000						503,000
NM 0052*	NE 73rd Street Sidewalk	220,000						220,000
NM 0054*	13th Avenue Sidewalk		112,000	218,300				330,300
NM 0055*	122nd Avenue NE Sidewalk				309,000	1,180,100		1,489,100
NM 0057	Annual Sidewalk Maintenance Program	200,000	200,000	200,000	200,000	200,000	200,000	1,200,000
NM 0059*	6th St Sidewalk		112,000	190,600				302,600
NM 0060*	100th Ave NE/99 th Place NE Sidewalk	220,000	244,200					464,200
NM 0064	Park Lane Ped Corridor Enhancements	60,000		338,700				398,700
NM 0065	Central Way Ped Enhancements (Phase II-southside)		100,800	263,400				364,200
TR 0004*	Kirkland Avenue/3rd Street Traffic Signal	330,000						330,000
TR 0078*	NE 85th Street/132nd Ave NE Intersection Improv. (Phase I)	279,000						279,000
TR 0079*	NE 85th Street/114th Avenue NE Intersection Improv.	356,000						356,000
TR 0080*	NE 85th Street/124th Avenue NE Intersection Improv.	179,000						179,000
TR 0083*	100th Ave NE/NE 132nd St Intersection Improvements					1,683,600	713,700	2,397,300
TR 0085*	NE 68th St/108th Ave NE Intersection Improvements	610,000	672,000					1,282,000
TR 0086*	NE 70th Street/132nd Ave NE Intersection Improvements						528,700	528,700
TR 0088*	NE 85th St/120th Ave NE Intersection Improvements						528,700	528,700
TR 0091*	NE 124th St/124th Ave NE Intersection (Phase III)	300,000	896,000	1,553,000				2,749,000
<i>Total Funded Transportation Projects</i>		7,230,000	7,350,700	6,633,700	8,946,900	11,069,700	15,402,100	56,633,100

<i>SURPLUS (DEFICIT) of Resources</i>	-	-	-	-	-	-	-	-
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*These projects provide new capacity towards levels of service.

XIII. CAPITAL FACILITIES

TABLE CF-9
2022 Transportation Project List

Comp Plan ID Number	Project Description	Total Cost ⁽¹⁾	CIP Project Number	Funded in 6-yr CIP	Source Doc. ⁽²⁾	Comp Plan Goal	2022 Concurrency Project
Non-Motorized							
NM 20-1	Spinney Homestead/NE 100th Sidewalk, 111th Ave. NE to I-405	\$ 0.2	NM 0034	✓	C, NM	T-2	
NM 20-2	116th Ave. NE Non-Motor Facilities (south), NE 60th St. to S. City Limits	\$ 5.9	NM 0001	✓	C, NM	T-2	
NM 20-3	13th Ave. Sidewalk (Phase II)	\$ 0.3	NM 0054	✓	C, NM	T-2	
NM 20-4	Crestwoods Park/BNSFR Ped/Bike facility	\$ 2.6	NM 0031		C, NM	T-2	
NM 20-5	93 Ave. NE Sidewalk, Juanita Dr. to NE 124th St.	\$ 0.5	NM 0032		C, NM	T-2	
NM 20-6	NE 52nd St. Sidewalk	\$ 0.7	NM 0007		C, NM	T-2	
NM 20-7	Cross Kirkland Trail	\$ 5.0	NM 0024		C, NM	T-2, T-8	
NM 20-8	122nd Ave NE sidewalk	\$ 1.5	NM 0055	✓	C, NM	T-2	
NM 20-9	116th Ave NE Sidewalk (Highlands)	\$ 0.7	NM 0044	✓	C, NM	T-2	
NM 20-10	NE 100th St. Bike lane, Slater Ave NE to 132nd Ave. NE	\$ 1.0	NM 0036		C, NM	T-2	
NM 20-11	NE 95th St Sidewalk (Highlands)	\$ 0.4	NM 0045		C, NM	T-2	
NM 20-12	18th Ave West Sidewalk	\$ 1.9	NM 0046		C, NM	T-2	
NM 20-13	116th Ave NE Sidewalk (South Rose Hill)	\$ 0.3	NM 0047		C, NM	T-2	
NM 20-14	130th Ave. NE Sidewalk	\$ 0.3	NM 0037		C, NM	T-2	
NM 20-15	NE 90th St. Bicycle/Pedestrian Overpass Across I-405	\$ 2.8	NM 0030		C, NM	T-2	
NM 20-16A	NE 90th St. Sidewalk (Phase I), 124th Ave. NE to 128th Ave. NE	\$ 0.8	NM 0056		C, NM	T-2	
NM 20-16B	NE 90th St. Sidewalk (Phase II), 120th Ave NE. to 124th Ave NE & 128th Ave NE to 132nd Ave NE	\$ 0.8	NM 0026		C, NM	T-2	
NM 20-17	NE 60th St Sidewalk	\$ 4.3	NM 0048		C, NM	T-2	
NM 20-18	Forbes Valley Pedestrian Facility	\$ 1.7	NM 0041		C, NM	T-2	
NM 20-19	NE 126th St Non-motorized facilities	\$ 4.3	NM 0043		C, TL	T-2	
NM 20-20	Crosswalk Upgrades (various locations)	\$ 0.2	NM 0012	✓	C, NM	T-2	
NM 20-21	Annual Pedestrian Improvements (various locations)	\$ 32.3	various		NM	T-2	
NM 20-22	Annual Bicycle Improvements (various locations)	\$ 2.3	various		NM	T-2	
NM 20-23	112th Ave NE Sidewalk	\$ 0.2	NM 0049	✓	C, NM	T-2	
NM 20-24	NE 80th St Sidewalk	\$ 0.3	NM 0050		C, NM	T-2	
NM 20-25	Rose Hill Business District Sidewalks	\$ 3.5	NM 0051	✓	C, NM	T-2	
NM 20-26	NE 73rd Street Sidewalk	\$ 0.3	NM 0052	✓	C, NM	T-2	
NM 20-27	NE 112th Street Sidewalk	\$ 0.5	NM 0053		C, NM	T-2	
NM 20-28	Annual Sidewalk Maintenance Program	\$ 1.2	NM 0057	✓	C, NM	T-2	
NM 20-29	111th Ave non-motorized/emergency access connection	\$ 1.0	NM 0058		Highlands	T-2	
NM 20-30	6th Street Sidewalk	\$ 0.3	NM 0059	✓	C	T-2	
NM 20-31	100th Ave NE/NE 99th Place sidewalk	\$ 0.5	NM 0060	✓	C	T-2	
NM 20-32	Park Place Pedestrian Corridor enhancements	\$ 1.3	NM 0064	✓	C	T-2	
NM 20-33	Central Way Pedestrian enhancements (Phase II)	\$ 0.4	NM 0065	✓	C	T-2	
SUBTOTAL (NON-MOTORIZED)		\$80.3					
Street							
ST 20-1	118th Ave. NE Road Extension, NE 116th to NE 118th St. (2 In)	\$ 5.9	ST 0060		C, TL	T-4	
ST 20-2	119th Ave. NE Road Extension, NE 128th St. to NE 130th St. (2 In)	\$ 5.1	ST 0061		C, TL	T-4	
ST 20-3	120th Ave. NE Road Improvement, NE 128th St. to NE 132 St. (5 In)	\$ 11.8	ST 0063	✓	C	T-1, T-4	✓
ST 20-4	124th Ave. NE Road Improvement, NE 116th St. to NE 124th St. (5 In)	\$ 6.8	ST 0059	✓	C	T-1, T-4	✓
ST 20-5	124th Ave. NE Road Improvement, NE 85th St. to NE 116th St. (3 In)	\$ 28.3	ST 0064		C	T-4	
ST 20-6	132nd Ave. NE Road Improvement, NE 85th St. to Slater Ave. NE (3 In)	\$ 23.5	ST 0056		C	T-4	
ST 20-7	98th Ave. NE Bridge Replacement at Forbes Creek (2 In)	\$ 8.7	ST 0055		C	T-4	
ST 20-8	120th Ave NE Road Extension, NE 116th St north to BNSFR XING (2 In)	\$ 15.2	ST 0073		TL	T-4	
ST 20-9	NE 120th St. Road Extension (east), Slater Ave. NE to 124th Ave. NE (3 In)	\$ 8.1	ST 0057	✓	C	T-1, T-4	✓
ST 20-10	120th Ave. NE, Totem Lake Blvd. to NE 128th St. (3 In)	\$ 3.0	ST 0070		TL	T-4	
ST 20-11	NE 130th St. Road Extension, Totem Lake Blvd. to 120th Ave. NE (2 In)	\$ 9.1	ST 0062		C	T-4	
ST 20-12	NE 132nd St. Road Improvement, 100th Ave NE to 132nd Ave NE	\$ 45.2	ST 0058	✓	C, TL	T-1, T-4, T-8	✓
ST 20-13	NE 120th St. Road extension (west), 124th Ave NE to BNSFR XING (2 In)	\$ 5.4	ST 0072		TL	T-4	
ST 20-14	Annual Street Preservation Program (various locations)	\$ 25.2	ST 0006	✓	C	T-4	
SUBTOTAL (STREETS)		\$ 201.3					
Traffic/Intersection							
TR 20-1	Kirkland Ave/3rd St. Traffic Signal	\$ 0.3	TR 0004	✓	C	T-4	
TR 20-2	Kirkland Way/BNSFR Abutment/Intersection Improvements	\$ 6.1	TR 0067		C, NM	T-4, T-2	
TR 20-3	6th Street/Kirkland Way Traffic Signal	\$ 0.6	TR 0065		C	T-4	
TR 20-4	NE 68th St/108th Ave NE Intersection Improvements	\$ 1.3	TR 0085	✓	C	T-4	✓
TR 20-5	NE 124th St./I-405 queue By-pass @ I-405, EB to SB	\$ 1.5	TR 0057		C	T-1, T-4, T-5	✓
TR 20-6	NE 85th St/120th Ave NE Intersection Improvements	\$ 1.8	TR 0088	✓	C	BKR, T-1, T-4	✓
TR 20-7	NE 85th St/132nd Ave NE Intersection Improvements	\$ 1.6	TR 0089		C	BKR, T-1, T-4	
TR 20-8	NE 85th St. HOV/I-405 queue By-pass @ I-405, EB to SB	\$ 0.7	TR 0056		C	T-1, T-4, T-5	✓
TR 20-9	Lk. Wash Blvd. /Northup Way queue by-pass southbound to westbound	\$ 5.9	TR 0068		C	T-4	
TR 20-10.1	NE 116th St./ I-405 queue by-pass EB to SB	\$ 6.5	TR 0072		C	T-1, T-4, T-5	

(1) '08 COSTS; funded projects indexed for inflation (2) C=CIP, NM=Non-Cap list, TL = Totem Lake, P20=20 year list

XIII. CAPITAL FACILITIES

TABLE CF-9
2022 Transportation Project List

Comp Plan ID Number	Project Description	Total Cost⁽¹⁾	CIP Project Number	Funded in 6-yr CIP	Source Doc.⁽²⁾	Comp Plan Goal	2022 Concurrency Project
TR 20-10.2	NE 85th St./ I-405 queue by-pass WB to NB	\$ 1.6	TR 0074		C	T-1, T-4, T-5	
TR 20-10.3	NE 70th St./ I-405 queue by-pass EB to SB	\$ 1.5	TR 0073		C	T-1, T-4, T-5	
TR 20-10.4	NE 124th St. / I-405 queue by-pass WB to NB	\$ 1.1	TR 0075		C	T-1, T-4, T-5	✓
TR 20-11.1	Kirkland Avenue/Lake Street. S	\$ 0.6			P20	T-4	
TR 20-11.2	Lake Street S./2nd Avenue S	\$ 0.6			P20	T-4	
TR 20-11.3	Market Street/Central Way	\$ 0.6			P20	T-4	
TR 20-11.4	Market Street/7th Avenue NE	\$ 0.6			P20	T-4	
TR 20-11.5	Market Street/15th Avenue	\$ 0.6			P20	T-4	
TR 20-11.6	NE 53rd Street/108th Avenue NE	\$ 0.6			P20	T-4	
TR 20-11.7	NE 60th Street/116th Avenue NE	\$ 0.6			P20	T-4	
TR 20-11.8	NE 60th Street/132nd Avenue NE	\$ 0.6			P20	T-4	
TR 20-11.9	NE 64th Street/Lake Washington Blvd.	\$ 0.6			P20	T-4	
TR 20-11.10	NE 70th Street/120th Avenue or 122nd Avenue NE	\$ 0.6			P20	T-4	
TR 20-11.11	NE 80th Street/132nd Avenue NE	\$ 0.6			P20	T-4	
TR 20-11.12	NE 112th Street/124th Avenue NE	\$ 0.6			P20	T-4	
TR 20-11.13	NE 116th Street/118th Street NE	\$ 0.6			P20	T-4	
TR20-11.14	NE 116th Street/124th Avenue NE northbound dual left-turns	\$ 1.4	TR 0092		C	BKR	
TR 20-11.15	NE 126th Street/132nd Place NE	\$ 0.6			P20	T-4	
TR 20-11.16	NE 128th Street/ Totem Lake Boulevard	\$ 0.6			P20	T-4	
TR 20-11.17	NE 100th Street/132nd Ave NE	\$ 0.4			P20	T-4	
TR 20-11.18	NE 132nd Street/Totem Lake Boulevard	\$ 0.4			P20	T-4	
TR 20-11.19	Market Street and Forbes Creek Drive	\$ 0.4			P20	T-4	
TR 20-11.20	NE 112th Street/120th Ave NE	\$ 0.6			P20	T-4	
TR 20-11.21	Totem Lake Boulevard/120th Ave NE	\$ 2.0			P20	T-4	✓
TR 20-12	NE 70th St/132nd Ave NE Intersection Improvements	\$ 2.2	TR 0086	✓	C	BKR, T-1, T-4	✓
TR 20-13	Lake Washington Blvd/NE 38th PL Intersection Improvements	\$ 2.7	TR 0090		C	BKR, T-1, T-4	
TR 20-14	NE 124th Street/124th Ave NE Intersection Improvements (Phase II)	\$ 2.7	TR 0091	✓	C	BKR	✓
TR 20-15	100th Ave NE/NE 132nd St Intersection Improvements	\$ 2.4	TR 0083	✓	C	BKR, T-1, T-4	✓
TR 20-16	100th Ave NE/NE 124th St Intersection Improvements	\$ 2.0	TR 0084		C	T-4	✓
SUBTOTAL (TRAFFIC/INTERSECTIONS)		\$ 56.7					
2022 TRANSPORTATION PROJECT LIST TOTAL ---->		\$ 338.3					

(1) '08 COSTS; funded projects indexed for inflation (2) C=CIP, NM=Non-Cap list, TL = Totem Lake, P20=20 year list

Table CF - 10A
Capital Facilities Plan: Utility Projects

SOURCES OF FUNDS

<i>Revenue Type</i>	<i>Revenue Source</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>Six-Year Total</i>
Local	Water and Sanitary Sewer Utility Rates	2,681,000	2,846,400	2,711,300	3,164,400	2,730,600	1,717,200	15,850,900
Local	Reserves	990,000	2,270,000	570,000	1,400,000		1,400,000	6,630,000
Local	Debt				850,000	1,012,300	1,208,700	3,071,000
External	Joint Facility Agreements Redmond/Bellevue			65,300	102,700	336,900		504,900
<i>Total Sources</i>		<i>3,671,000</i>	<i>5,116,400</i>	<i>3,346,600</i>	<i>5,517,100</i>	<i>4,079,800</i>	<i>4,325,900</i>	<i>26,056,800</i>

USES OF FUNDS**Funded Projects**

<i>Project Number</i>	<i>Project Title</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>Six-Year Total</i>
WA 0058*	NE 75th Street/130th Avenue NE Watermain Replc.	371,700						371,700
WA 0059*	101st Avenue NE Watermain Replacement	177,000						177,000
WA 0060*	10th Avenue Watermain Replacement	845,100						845,100
WA 0063*	Supply Station #3 Replacement & Transmission Main Add.				195,000			195,000
WA 0067*	North Reservoir Pump Station Replacement					991,000		991,000
WA 0077*	NE 110th Street Watermain Replacement	416,000						416,000
WA 0090	Emergency Sewer Pgm Watermain Replacement Pgm		50,000		50,000		50,000	150,000
WA 0093	Vulnerability Analysis Facility Upgrades		297,900					297,900
WA 0099*	Alexander Ave Watermain Replacement	247,400						247,400
WA 0102*	104th Ave NE Watermain Replacement		515,600					515,600
WA 0103*	NE 113th Pl/106th Ave NE Watermain Replacement			755,600				755,600
WA 0107*	120th Ave NE/NE 73rd St Watermain Replacement			746,700				746,700
WA 0116*	132nd Av NE/NE 80th St Watermn Replacement				1,000,000	1,191,000	1,422,000	3,613,000
WA 0118*	112th-114th Ave NE/NE 67th-68th St Wtrm Rep	283,800	1,220,500	244,200				1,748,500
WA 0120*	111th Ave Watermain Replacement				191,500			191,500
WA 0121*	109th Ave NE/111th Way Watermain Replacement				390,700			390,700
WA 0124*	NE 97th St Watermain Replacement				691,500			691,500
WA 0126	North Reservoir Outlet Meter Addition			87,100				87,100
WA 0127*	Supply Station #2 Improvements			105,000				105,000
WA 0130*	11th Place Watermain Replacement		260,000					260,000
WA 0131	Supply Station #1 Improvements				84,600			84,600
WA 0136*	NE 74th St Watermain Replacement				152,000			152,000
WA 0137*	NE 73rd St Watermain Replacement					790,000		790,000
SS 0046*	Market Street Sewermain Replacement	1,000,000	652,600					1,652,600
SS 0050*	NE 80th Street Sewermain Replacement (Phase I)	30,000						30,000
SS 0056*	Emergency Sewer Construction Program		1,400,000		1,400,000		1,400,000	4,200,000
SS 0062*	NE 108th Street Sewermain Replacement/Rehabilitation		610,000	1,408,000	1,361,800			3,379,800
SS 0063*	NE 53rd Street Sewermain Replacement	300,000	109,800					409,800
SS 0064*	7th Avenue South Sewermain Replacement					332,400	643,100	975,500
SS 0067*	NE 80th Street Sewermain Replacement (Phase II)					775,400	810,800	1,586,200
<i>Total Funded Utility Projects</i>		<i>3,671,000</i>	<i>5,116,400</i>	<i>3,346,600</i>	<i>5,517,100</i>	<i>4,079,800</i>	<i>4,325,900</i>	<i>26,056,800</i>

<i>SURPLUS (DEFICIT) of Resources</i>	-	-	-	-	-	-	-	-
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*These projects provide new capacity towards levels of service.

Table CF - 10B
Capital Facilities Plan: Surface Water Utility Projects

SOURCES OF FUNDS

<i>Revenue Type</i>	<i>Revenue Source</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>Six-Year Total</i>
Local	Surface Water Utility Rates	1,536,800	1,584,500	1,583,000	1,578,400	1,586,000	1,493,300	9,362,000
External	Grant	47,000						47,000
<i>Total Sources</i>		1,583,800	1,584,500	1,583,000	1,578,400	1,586,000	1,493,300	9,409,000

USES OF FUNDS**Funded Projects**

<i>Project Number</i>	<i>Project Title</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>Six-Year Total</i>
SD 0045	Carillon Woods Erosion Control Measures		22,400	84,100	451,000			557,500
SD 0047	Annual Replacement of Aging/Failing Infrastructure	200,000	200,000	200,000	200,000	200,000	200,000	1,200,000
SD 0049*	Forbes Creek/108th Ave NE Fish Passage Impr		103,500	256,600				360,100
SD 0050*	NE 95th St/126th Ave NE Flood Control Measures				16,700	69,200		85,900
SD 0051	Forbes Creek/KC Metro Access Road Culvert Enh.	202,300						202,300
SD 0052	Forbes Creek/Slater Ave Streambank Stabilization			75,200	90,200			165,400
SD 0053	Forbes Creek/Coors Pond Channel Grade Controls	200,300						200,300
SD 0054*	Forbes Creek/BNSFRR Fish Passage Improvements						519,800	519,800
SD 0056	Forbes Creek Ponds Fish Passage/Riparian Plantings			110,700	193,400			304,100
SD 0058	Surface Water Sediment Pond Reclamation Phase II	90,000	169,000	149,000	63,200			471,200
SD 0059*	Totem Lake Blvd Flood Control Measures	408,500	479,200	410,800				1,298,500
SD 0060	Juanita Creek/NE 122nd St Bank Stabilization	253,500						253,500
SD 0061	Everest Park Stream Channel/Riparian Enhancements				274,200	542,700	528,600	1,345,500
SD 0062	Stream Flood Control Measures at Post Office				36,500	265,000	244,900	546,400
SD 0063	Everest Creek-Slater Ave at Alexander St.	169,200	514,400	125,400				809,000
SD 0065	Cochran Springs/Plaza at Yarrow Pt Flood Control	60,000	96,000					156,000
SD 0537	Streambank Stabilization Program - NE 86th Street			171,200	253,200	509,100		933,500
<i>Total Funded Surface Water Utility Projects</i>		1,583,800	1,584,500	1,583,000	1,578,400	1,586,000	1,493,300	9,409,000

<i>SURPLUS (DEFICIT) of Resources</i>	-	-	-	-	-	-	-	-
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*These projects provide new capacity towards levels of service.

Table CF - 11
Capital Facilities Plan: Parks Projects

SOURCES OF FUNDS

<i>Revenue Type</i>	<i>Revenue Source</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>Six-Year Total</i>
Local	Real Estate Excise Tax	700,000	1,350,000	1,102,500	1,157,600	1,215,500	1,276,300	6,801,900
Local	Park Impact Fees	835,000	310,500	321,400	332,600	344,300	356,300	2,500,100
Local	Reserves	100,000						100,000
External	Grant	50,000	450,000					500,000
<i>Total Sources</i>		1,685,000	2,110,500	1,423,900	1,490,200	1,559,800	1,632,600	9,902,000

USES OF FUNDS**Funded Projects**

<i>Project Number</i>	<i>Project Title</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>Six-Year Total</i>
PK 0049*	Open Space and Pk Land Acq Grant Match Program	100,000						100,000
PK 0056	Forbes Lake Park Development	75,000		877,500				952,500
PK 0066	Park Play Area Enhancements		100,000	100,000	50,000	100,000	100,000	450,000
PK 0078 600	A.G. Bell Elementary Playfields Improvements						200,000	200,000
PK 0078 800	International Comm. School Playfield Improvements					300,000		300,000
PK 0087	Waverly Beach Park Renovation			75,000	957,600			1,032,600
PK 0112	Everest Park A-Field Bleachers	175,000						175,000
PK 0113	Spinney Homestead Park Renovation				50,000	690,500		740,500
PK 0115	Terrace Park Renovation						76,300	76,300
PK 0119	Juanita Beach Park Development	150,000	1,650,000				850,000	2,650,000
PK 0121	Green Kirkland Forest Restoration Program	50,000	50,000	50,000	50,000	50,000	50,000	300,000
PK 0122	Community Recreation Facility – Site Planning	75,000						75,000
PK 0123	Peter Kirk Pool Upgrades	125,000						125,000
PK 0124	Snyder's Corner Park Site Development					75,000		75,000
PK 0125	Dock Renovations	100,000			50,000			150,000
PK 0131*	Park and Open Space Acquisition Program	835,000	310,500	321,400	332,600	344,300	356,300	2,500,100
<i>Total Funded Parks Projects</i>		1,685,000	2,110,500	1,423,900	1,490,200	1,559,800	1,632,600	9,902,000

<i>SURPLUS (DEFICIT) of Resources</i>	-	-	-	-	-	-	-	-
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*These projects provide new capacity towards levels of service.

TABLE T-5
Project Descriptions for the 2022 Transportation Project List

Non-motorized Improvements

NM20-1	Sidewalk
Location:	NE 100th Street from 116th Avenue NE to approximately 114 th Ave NE
Description:	Installation of curb, gutter, sidewalk and storm drainage along the north side. Funded CIP project NM 0034; scheduled for completion in 2010.
NM20-2	Non-motorized Facilities
Location:	116 th Avenue NE (south section) (NE 60 th Street to south City Limits)
Description:	Widen road to provide a paved five-foot bicycle lane north and southbound. Install pedestrian/equestrian trail along the east side of road. This trail will be separated from the roadway where possible. Funded CIP project NM 0001; scheduled completion is beyond 2013.
NM20-3	Sidewalk
Location:	13th Avenue, Van Aalst Park to 3rd Street
Description:	Install sidewalk and planter strip along the south side of 13th Avenue. Funded CIP project NM 0054; scheduled for completion in 2010.
NM20-4	Pedestrian/Bicycle Facility
Location:	18th Avenue at Crestwoods Park/NE 100th Street, from 6th Street to 111th Avenue NE across BNR right-of-way
Description:	Installation of paved path and overpass along the described corridor. Unfunded CIP project NM 0031.
NM20-5	Sidewalk
Location:	93rd Avenue NE from Juanita Drive to NE 124th Street
Description:	Installation of curb, gutter, sidewalk and planter strip along the east side. Unfunded CIP project NM 0032.
NM20-6	Sidewalk
Location:	NE 52nd Street between approximately Lake Washington Boulevard and 108th Avenue NE
Description:	Install curb, gutter and sidewalk along the north side of the street. Improve storm drainage along project alignment. Unfunded CIP project NM 0007.
NM20-7	Nonmotorized Facilities
Location:	Burlington Northern Santa Fe Railroad right-of-way, between south and north City Limits
Description:	10 to 12-foot wide two-way bike/pedestrian multi-purpose asphalt trail. Unfunded CIP project NM 0024.

- NM20-8** Sidewalk
Location: 122nd Ave NE, between NE 70th Street and NE 80th Street
Description: Install curb, gutter and sidewalk along the east side between NE 70th Street and NE 75th Street, and along the west side between NE 75th Street and NE 80th Street. Funded CIP project NM 0055; scheduled to be completed in 2012.
- NM20-9** Sidewalk
Location: 116th Ave NE from NE 94th Street to NE 100th Street
Description: Install curb, gutter, sidewalk and storm drain along east side. Funded CIP project NM 0044; scheduled for completion in 2009.
- NM20-10** Bike Lane
Location: NE 100th Street, Slater Avenue NE to 132nd Avenue NE
Description: Provide markings, minor widening and other improvements to create a bicycle connection from the 100th Street overpass to 132nd Avenue NE. Unfunded CIP project NM 0036.
- NM20-11** Sidewalk
Location: NE 95th Street from 112th Ave NE to 116th Ave NE
Description: Install curb, gutter and sidewalk and storm drain along north side. Unfunded CIP project NM 0045.
- NM20-12** Sidewalk
Location: 18th Ave West from Market Street to Rose Point Lane
Description: Install curb, gutter and sidewalk and storm drain along roadway. Unfunded CIP project NM 0046.
- NM20-13** Sidewalk
Location: 116th Ave NE from NE 70th Street to NE 75th Street
Description: Installation of curb, gutter, sidewalk and storm drainage along east side of roadway. Unfunded CIP project NM 0047.
- NM20-14** Sidewalk
Location: 130th Avenue NE, NE 95th Street to NE 100th Street
Description: Installation of curb, gutter, sidewalk and storm drainage along west side of roadway. Unfunded CIP project NM 0037.
- NM20-15** Pedestrian/Bicycle Bridge
Location: NE 90th Street, 116th Avenue NE to Slater Avenue; across I-405
Description: Pedestrian/Bicycle bridge approximately 10 feet wide, with approaches on each end. Unfunded CIP project NM 0030.

NM20-16A	Sidewalk
Location:	NE 90th Street, 124 th Ave NE to 128 th Ave NE (Phase I)
Description:	Installation of curb, gutter and sidewalk along the north side. Unfunded CIP project NM 0056.
NM20-16B	Sidewalk
Location:	NE 90th Street, 120 th Ave NE to 124 th Ave NE, and 128 th Ave NE to 132 nd Ave NE (Phase II)
Description:	Installation of curb, gutter and sidewalk along the north side. Unfunded CIP project NM 0026.
NM20-17	Pathway/sidewalk
Location:	NE 60 th Street from 116 th Ave NE to 132 nd Ave NE
Description:	Half street improvements along the north side to include pathway/sidewalk, curb and gutter (where appropriate), storm drainage/conveyance (natural and/or piped) and minor widening; accommodations for equestrians will be reviewed during the design. Unfunded CIP project NM 0048.
NM20-18	Pedestrian Facility
Location:	Forbes Creek Drive from Crestwoods Park to Juanita Bay Park
Description:	Installation of curb, gutter and sidewalk along the north side of Forbes Creek Drive from approximately 108th Avenue NE to approximately Market Street. Unfunded CIP project NM 0041.
NM20-19	Pedestrian/Bicycle Facility
Location:	NE 126th Street/Totem Lake Way from 120th Avenue NE to 132nd Place NE
Description:	Installation of paved multi purpose path and storm drainage along corridor. Unfunded CIP project NM 0043.
NM20-20	Crosswalk Upgrades
Location:	Various locations throughout city
Description:	Pedestrian crossing improvements. Projects are combined and funded every two years under CIP project NM 0012.
NM20-21	Annual Pedestrian Improvements
Location:	Various locations throughout city
Description:	Continue to prioritize and install pedestrian improvements to meet the adopted level of service.
NM20-22	Annual Bicycle Improvements
Location:	Various locations throughout the city
Description:	Continue to prioritize and install bicycle improvements to meet the adopted level of service.

- NM20-23** Sidewalk
Location: 112th Ave NE from NE 87th Street to NE 90th Street
Description: Installation of curb, gutter, sidewalk and storm drain along west side of roadway. Funded CIP project NM 0049; scheduled for completion in 2009.
- NM20-24** Sidewalk
Location: NE 80th Street from 126th Ave NE to 130th Ave NE
Description: Installation of curb, gutter, sidewalk and storm drain along south side of roadway. Unfunded CIP project NM 0050.
- NM 20-25** Sidewalk
Location: NE 85th Street from I-405 to 132nd Ave NE and along 124th Ave NE from NE 80th Street to NE 90th Street.
Description: Install sidewalk, planter strip, storm drainage and other improvements to enhance Sound Transit bus route 540 ridership. Funded CIP project NM-0051; scheduled for completion in 2008.
- NM20-26** Sidewalk
Location: NE 73rd Street from 124th Ave NE to 130th Ave NE
Description: Installation of curb, gutter, sidewalk and storm drain along north side of roadway. Funded CIP project NM 0052; scheduled for completion in 2008.
- NM20-27** Sidewalk
Location: NE 112th Street from 117th Pl NE to the Burlington Northern Santa Fe RR Crossing
Description: Installation of curb, gutter, sidewalk and storm drain along north side of roadway. Unfunded CIP project NM 0053.
- NM20-28** Annual Sidewalk Maintenance Program
Location: City-wide
Description: Repair and replacement of existing sidewalks to provide safe pedestrian travel ways and to maintain the value of the sidewalk infrastructure. Funded CIP project NM 0057.
- NM20-29** Non-motorized/emergency access connection
Location: 111th Ave NE from BNSFRR north to Forbes Creek Drive
Description: Install paved non-motorized facility with retractable bollards and/or emergency vehicle actuated gate(s) to prevent through traffic. Identified in the Highlands Neighborhood Plan; unfunded CIP project NM -0058.
- NM20-30** Sidewalk
Location: 6th Street from 1st Ave S to Kirkland Way
Description: Installation of curb, gutter, sidewalk and storm drain along east side of roadway. Funded CIP project NM 0059; scheduled for completion in 2010.

- NM20-31** Sidewalk
Location: 100th Ave NE/99th Place NE from NE 112th Street to NE 116th Street
Description: Installation of curb, gutter, sidewalk and storm drain along east side of roadway. Funded CIP project NM 0060; scheduled for completion in 2009.
- NM20-32** Pedestrian Enhancements
Location: Park Lane from Lake Street to Peter Kirk Park
Description: Repair and replacement of aged and broken sidewalks, curb, gutter and storm along this heavily used downtown pedestrian corridor. Existing trees will be reviewed with the objective of improving the overall tree canopy; Low Impact Development standards will be incorporated into the project. Funded CIP project NM 0064; scheduled for completion in 2010.
- NM20-33** Pedestrian Enhancements
Location: Central Way at Lake Street, Main Street, and 4th Street
Description: Based on the results of the ongoing Central Way pilot program that is monitoring the overall traffic impact of temporary parking along the south curb lane of Central Way, this project will formalize crossings with such treatments as “bulb-outs”, storm drainage, lighting and permanent parking configurations. Funded CIP project NM 0065; scheduled for completion in 2010.

Street Improvements

- ST20-1** New Street
Location: 118th Avenue NE, NE 116th Street to NE 118th Street
Description: Extend two-lane roadway, including sidewalk facilities, storm drainage and landscaping. Unfunded CIP project ST 0060.
- ST20-2** New Street
Location: 119th Avenue NE, NE 128th Street to NE 130th Street
Description: Extend two-lane roadway, including sidewalk facilities, storm drainage and landscaping. Unfunded CIP project ST 0061.
- ST20-3** Street Widening
Location: 120th Avenue NE, NE 128th Street to NE 132nd Street
Description: Reconstruct from the existing three-lane section to five lanes with sidewalks. Funded CIP project ST 0063; scheduled to begin design in 2008.
- ST20-4** Street Widening
Location: 124th Avenue NE, NE 116th Street to NE 124th Street
Description: Widen to five lanes, from existing three lanes with sidewalks. Funded CIP project ST 0059; design began in 2007.
- ST20-5** Street Widening
Location: 124th Avenue NE, NE 85th Street to NE 116th Street
Description: Widen to three lanes, construct bicycle lanes, curb and gutter, sidewalk, storm drainage and landscaping. Unfunded CIP project ST 0064.
- ST20-6** Street Widening
Location: 132nd Avenue NE/NE 120th Street NE
Description: Widen to three lanes with bike lanes, sidewalks, curb and gutter, landscaping and storm drainage improvements. Unfunded CIP project ST 0056.
- ST20-7** Bridge Replacement
Location: 98th Avenue NE at Forbes Creek
Description: Reconstruct bridge across Forbes Creek from Market Street into Juanita area in order to meet current seismic requirements. Unfunded CIP project ST 0055.
- ST20-8** New Street
Location: 120th Ave NE from NE 116th Street to BNSFRR crossing
Description: Construct 2/3 lanes as needed with pedestrian/bicycle facilities. Unfunded CIP project ST 0073.

- ST20-9** New Street
Location: NE 120th Street (east section), from Slater Avenue NE to 124th Avenue NE
Description: Construct 2/3 lanes as needed with pedestrian/bicycle facilities. Funded CIP project ST 0057; scheduled to begin design in 2006.
- ST20-10** Street Improvements
Location: 120th Avenue NE, from Totem Lake Boulevard to NE 128th Street and Totem Lake Plaza
Description: Install various traffic calming measures, on-street parking, pedestrian and landscape improvements concurrent with Totem Lake Mall redevelopment. Unfunded CIP ST 0070.
- ST20-11** New Street
Location: NE 130th Street, Totem Lake Blvd to 120th Avenue NE
Description: Extend two-lane roadway including nonmotorized facilities, storm drainage and landscaping. Unfunded CIP project ST 0062.
- ST20-12** Street Widening
Location: NE 132nd Street, from 100th Avenue NE to 132nd Avenue NE
Description: The existing road is currently two through lanes with left turn lanes at certain intersections and variable width bike lanes. Beginning in 2007, various configurations were modeled and a number of key improvements were identified. Partially funded CIP project ST 0058; project planning was funded in 2007.
- ST20-13** New Street
Location: NE 120th Street (west section) from 124th Ave NE to BNSFRR crossing
Description: Construct 2/3 lanes as needed with pedestrian/bicycle facilities. Unfunded CIP project ST 0072.
- ST20-14** Annual Street Preservation Program
Location: Various sites throughout the City based on Pavement Management Program
Description: Patch and overlay existing streets to provide safe travel ways and maintain the value of the street infrastructure. Funded CIP project ST 0006.

Intersection Improvements

- TR20-1** Traffic Signal
Location: Kirkland Avenue and Third Street
Description: Construct a new signal at this intersection, including controlled pedestrian crosswalks. Funded CIP project TR 0004; anticipated construction 2008.
- TR20-2** Intersection Improvements
Location: Kirkland Way Underpass at BNSFRR crossing
Description: New railroad under-crossing along Kirkland Way, installation of sidewalks and bike lanes in immediate vicinity, improve clearance between roadway surface and overpass, and improve sight distance. Unfunded CIP project TR 0067.
- TR20-3** Traffic Signal
Location: 6th Street/Kirkland Way
Description: Construct a new signal at this intersection. The project will include controlled pedestrian crosswalks. Unfunded CIP project TR 0065.
- TR20-4** Intersection Improvements
Location: NE 68th Street/108th Ave NE
Description: Install westbound to northbound right-turn lane and other improvements identified as a part of Sound Transit's Route 540 improvements. Funded CIP project TR-0085; completion in 2009.
- TR20-5** HOV Queue By-pass
Location: NE 124th Street and I-405, east to southbound
Description: Construct an additional lane and signal improvements to allow connection from NE 124th Street to the HOV lane on the southbound freeway access ramp. Unfunded CIP project TR 0057.
- TR20-6** Intersection Improvements
Location: NE 85th Street/120th Ave NE
Description: Project will add one northbound right-turn lane and one new westbound and one new eastbound travel lane on NE 85th Street. Funded CIP project TR 0088; scheduled to begin in 2013.
- TR20-7** Intersection Improvements
Location: NE 85th Street/132nd Ave NE
Description: Project will add one new westbound and one new eastbound travel lane on NE 85th Street. Unfunded CIP project TR 0089.

TR20-8 HOV Queue By-pass
Location: NE 85th Street and I-405, east to southbound
Description: Construct an additional lane and signal improvements to allow connection from NE 85th Street to the HOV lane on the southbound freeway access ramp. Unfunded CIP project TR 0056.

TR20-9 HOV Queue By-pass
Location: Lake Washington Boulevard at Northup Way
Description: Add southbound Lake Washington Boulevard queue by-pass lane from Cochran Springs to westbound SR 520. Unfunded CIP project TR 0068.

TR20-10 Queue By-pass and HOV Facilities
Location: Various as identified
Description: Intersection improvements or HOV lanes that are not included in other projects as follows:

1. NE 116th Street/I-405 queue by-pass eastbound to southbound (unfunded CIP project TR-0072)
2. NE 85th Street/I-405 queue by-pass westbound to northbound (unfunded CIP project TR 0074)
3. NE 70th Street/I-405 queue by-pass eastbound to southbound (unfunded CIP project TR-0073)
4. NE 124th Street/I-405 queue by-pass westbound to northbound (unfunded CIP project TR-0075)

TR20-11 Intersection Improvements
Location: Various as identified
Description: New signals or signal improvements that are not included in other projects are as follows:

1. Kirkland Avenue/Lake Street South
2. Lake Street South/2nd Avenue South
3. Market Street/Central Way
4. Market Street/7th Avenue NE
5. Market Street/15th Avenue NE
6. NE 53rd Street/108th Avenue NE
7. NE 60th Street/116th Avenue NE
8. NE 60th Street/132nd Avenue NE
9. NE 64th Street/Lake Washington Boulevard
10. NE 70th Street/120th Avenue or 122nd Avenue NE
11. NE 80th Street/132nd Avenue NE
12. NE 112th Street/124th Avenue NE
13. NE 116th Street/118th Avenue NE
14. NE 116th Street/124th Avenue NE (northbound dual left turn)
15. NE 126th Street/132nd Place NE

16. NE 128th Street/Totem Lake Boulevard
17. NE 100th Street/132nd Ave NE
18. NE 132nd Street/Totem Lake Boulevard
19. Market Street/Forbes Creek Drive
20. NE 112th Street/120th Ave NE
21. Totem Lake Blvd/120th Ave NE

- TR20-12** Intersection Improvements
Location: NE 70th Street/132nd Ave NE
Description: Install westbound and northbound right-turn lanes. Funded CIP project TR-0086; project to begin in 2013.
- TR20-13** Intersection Improvements
Location: Lake Washington Boulevard at NE 38th Place
Description: Add one northbound lane travel lane on Lake Washington Boulevard through this intersection. Unfunded CIP project TR-0090.
- TR20-14** Traffic Signal
Location: 124th Ave NE at NE 124th Street
Description: Install traffic signal improvements and new railroad crossing on the north leg of this intersection. Funded CIP project TR-0091; project is anticipated to start in 2012..
- TR20-15** Intersection Improvements
Location: 100th Ave NE/NE 132nd Street
Description: Construct a northbound receiving lane on the north leg of the intersection and conversion of existing northbound right-turn lane to a through/right-turn configuration. Construct a second southbound left turn lane. Funded CIP project TR-0083; completion in 2011.
- TR20-16** Intersection Improvements
Location: 100th Ave NE/NE 124th Street
Description: Construct a northbound receiving lane on the north leg of the intersection and conversion of existing northbound right-turn lane to a through/right-turn configuration. Unfunded CIP project TR-0084.

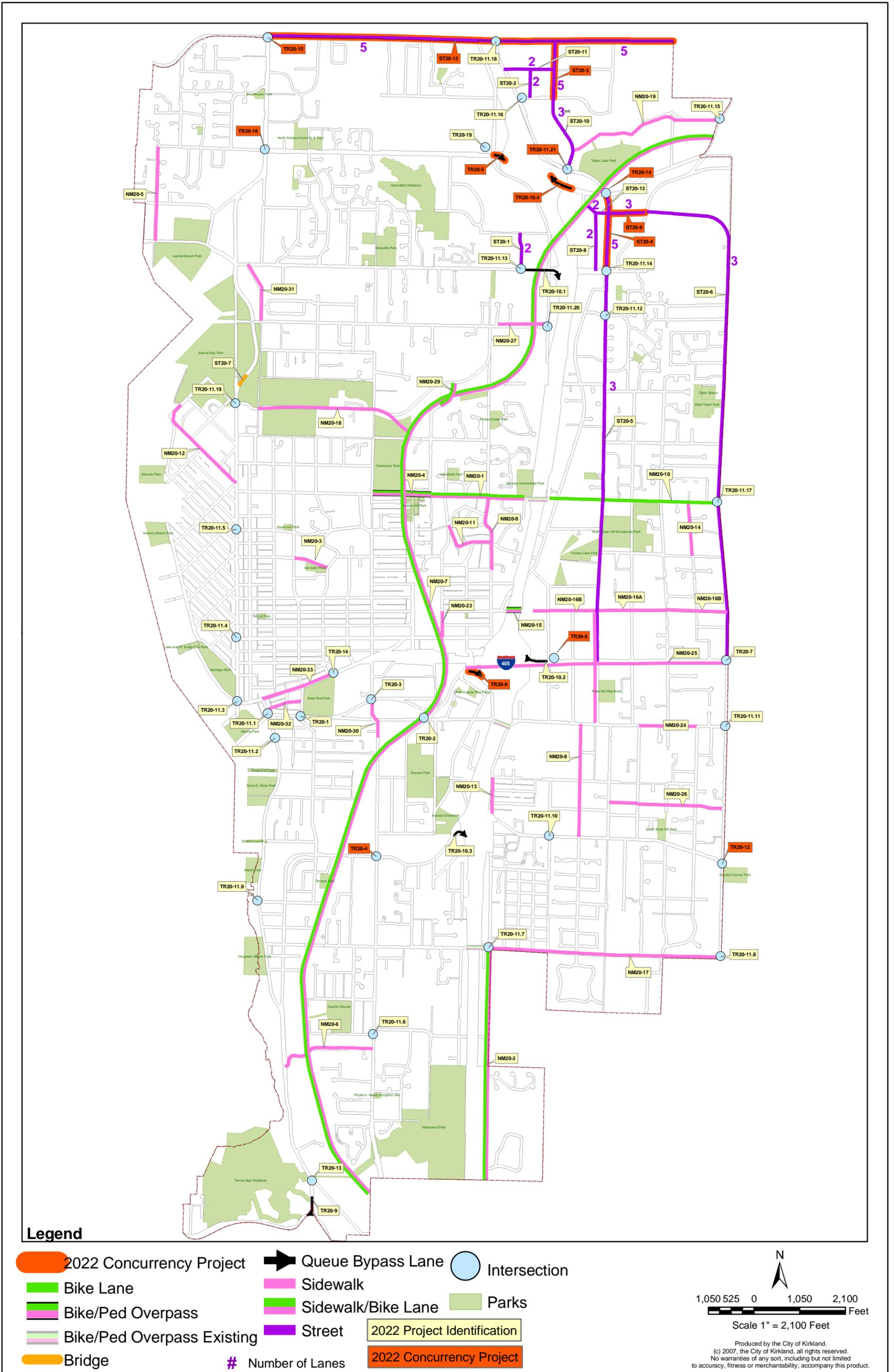


Figure T-6: Transportation Project List

IX. TRANSPORTATION

INCREASING TRAVEL OPTIONS

Goal T-2: Develop a system of pedestrian and bicycle routes that form an interconnected network between local and regional destinations.

Policy T-2.4: Design streets with features that encourage walking and bicycling.

To promote the nonmotorized system and alternative modes to the single-occupant vehicle, streets should include pedestrian and bicycle facilities. [Consistent with the City's Complete Streets policies, bicycle and pedestrian ways should be accommodated in the planning, development and construction of transportation facilities.](#)

XIII. CAPITAL FACILITIES

RESPONSES TO GROWTH

The Growth Management Act requires that the City both accommodate its fair share of the forecasted regional growth and, at the same time, provide and maintain acceptable level of service standards that are financially feasible. The Act also requires the City to ensure that the public facilities and services necessary to support development are available for occupancy and use without decreasing the adopted level of service standards.

Goal CF-2: Provide a variety of responses to the demands of growth on capital facilities and utilities.

Policy CF-2.1:

Concentrate land use patterns to encourage efficient use of transportation, water, sewer and surface water management facilities and solid waste, police, and fire protection services in order to reduce the need to expand facilities and services.

Land use patterns, including density, location and type and mix of uses, affect the demands on all public facilities and the levels of service provided to each neighborhood. One example is encouraging new development or redevelopment where public facilities already exist which may alleviate the need for constructing new facilities.

Policy CF-2.2:

Make efficient and cost-effective use of existing public facilities using a variety of techniques, including [low impact development techniques and sustainable building practices](#).

The City can be cost-effective with its public facilities by establishing conservation programs in City buildings for energy consumption, materials, and equipment usage. Reducing demand is a cost-effective use of facilities by controlling the extent and nature of the public's demand on City services. Improved scheduling can also add to the efficient and cost-effective use of facilities. [Low impact development techniques and ~~Sustainable~~ sustainable building practices](#) also offer efficient and cost-effective use of public facilities [while providing environmental benefits](#). The practices include integrated building and site design, reduced impervious surface, reused waste water for irrigation, [alternative sidewalk design](#), and landscaping used to reduce heat emissions and filter surface runoff.

The City should take a leadership role in the community by using and promoting these practices. In addition, the City should maintain existing public facilities to protect the community's investment in these facilities.

Policy CF-2.3:

Provide additional public facility capacity consistent with available funding when existing facilities are used to their maximum level of efficiency.

Before additional facilities are built, existing facilities should be used to the maximum extent possible by efficient scheduling and demand management. When increased capacity is warranted, costly retrofits should be avoided by incorporating all improvements up front. For example, the addition of bike lanes identified in the City's Nonmotorized Plan should be included when streets are widened, or newly constructed.

Policy CF-2.4:

If all other responses to growth fail, then restrict the amount and/or location of new development in order to preserve the level of service of public facilities and utilities.

The Growth Management Act provides that funding and LOS standards can be adjusted to accommodate new development or redevelopment and still meet the concurrency test (see discussion in the Introduction, "What is concurrency?," in this Element). However, if these adjustments are unacceptable, then the amount, location, or phasing of new development should be restricted.

II. VISION / FRAMEWORK GOALS

INTRODUCTION

FG-7: Encourage a sustainable community ~~low impact development and sustainable building practices.~~

Discussion: As Kirkland develops and rebuilds, we have an opportunity and a responsibility to create a sustainable ~~a healthier and more environmentally sensitive~~ community ~~and to save energy and building costs.~~ that balances urban growth with resource protection. A sustainable society meets the needs of the present without sacrificing the ability of future generations and other species to meet their own needs. Kirkland strives to integrate economic, social and environmental concerns in planning for sustainability. A sustainable economy provides a good quality of life for all residents without undermining the biological and physical processes of the environment upon which people depend, nor reduce the community's ability to ensure that the basic human needs of all its members are met.

We safeguard the quality of life for current and future generations and create a healthier and more environmentally sensitive community by implementing sustainable management practices. We strive to accomplish our goal by reducing our contribution to climate change, by minimizing human impacts on local ecosystems and by supporting a stable and diverse economy.

The City takes a comprehensive, coordinated approach to natural resource management and uses a variety of tools to foster sustainable practices and principles, including public involvement and education, incentives, regulations, and enforcement. Among the varied tools are ~~Low impact development practices strive to mimic nature by minimizing impervious surface, infiltrating surface water through bio-filtration and bio-retention facilities, retaining contiguous forested areas and maintaining the character of the natural hydrologic cycle. Sustainable building practices cover all aspects of development, including site preparation and layout, material selection and building construction, operation and maintenance.~~

~~Utilizing these practices has many benefits: construction and maintenance costs are lowered; water quality and efficiency are improved; surface water runoff is reduced and treated; stream and fish habitat impacts are lessened; native trees and other vegetation are preserved; and recycled materials are used. Some examples of the practices include integrated building and site design, vegetated roofs, reduced impervious surface, reused waste water for irrigation, alternative heating and cooling systems, and recycled building materials and landscaping used to reduce heat emissions and to treat surface runoff. The practices may evolve over time as the market, science and technology changes.~~ Kirkland encourages many of these practices through our land use goals and regulations that encourage pedestrian oriented and compact development in our neighborhoods, transportation planning which seeks to develop a multimodal transportation system, sensitive area ordinance, regulations protecting the quality of the air, water, land and other natural resources, land acquisition and projects to restore our natural systems, solid recycling programs waste reduction programs, energy and water conservation programs, procurement practices emphasizing non toxic and recycled materials and products, green business recruitment and recognition, utilization of green building practices and LID strategies in new and remodeled City facilities, and public education.

V. NATURAL ENVIRONMENT

MANAGING THE NATURAL ENVIRONMENT

Policy NE-1.5: Provide to all stakeholders information concerning natural systems and associated programs and regulations. Work toward creating a culture of stewardship by fostering programs that support sound practices, such as low impact development and sustainable building techniques. Model good stewardship techniques in managing trees, streams, wetlands, shorelines and other natural features and systems in the public realm.

By sharing information the City can better serve the interests of both the environment and people. In order to provide a degree of consumer ~~protection~~ awareness, the City should make available information which is based on current knowledge, technology, and appropriate standards and practices; as well as data regarding known natural resources and potential natural hazards.

Kirkland can promote public environmental awareness and stewardship of sensitive lands in a variety of ways. The City can ~~support the provision of~~ provide resources and incentives to assist the public in adopting practices that benefit rather than harm natural systems. For example, the City should work with residents, businesses, builders, and the development community to promote low impact development and sustainable building practices. ~~Low impact development techniques minimize surface water runoff by reducing impervious surface and by using landscaping and permeable materials or retaining mature vegetation to absorb water close to the source. Sustainable building practices, such as use of recycled building materials, water reuse, and alternative heating and cooling systems. These practices~~ can lower construction and maintenance costs and enhance human health, as well as benefit the environment.

The City should promote and model these practices and others, including purchasing energy efficient and renewable technology products and services whenever feasible, by maintaining model sensitive area buffers, using current arboricultural techniques for public trees, using and eventually certifying new public facilities through programs fostering sustainable building practices, and by linking Kirkland stakeholders to information sources and programs for notable trees, neighborhood planting events, backyard wildlife, and streamside living.

The City can also increase awareness by allowing access where appropriate to sensitive areas for scientific and recreational use while protecting natural systems from disruption. Careful planning of access trails, and the installation of environmental markers and interpretive signs can allow public enjoyment of lakes, streams, or wetlands and increase public awareness of the locations, functions and needs of sensitive areas. In the case of large scale projects on sensitive sites, the City can require developers to provide additional materials, such as brochures, to inform owners and occupants of the harmful or helpful consequences of their actions in or near sensitive areas and buffers.

Policy NE 1.6: Encourage sustainable building and low impact development practices in public and private development.

Low impact development (LID) techniques minimize surface water runoff by reducing impervious surface and by using landscaping and permeable materials or retaining mature vegetation to absorb water close to the source. LID strives to mimic nature by minimizing impervious surface, infiltrating surface water through bio-filtration and bio-retention facilities, retaining contiguous forested areas and maintaining the character of the natural hydrologic cycle. Sustainable or green building practices cover all aspects of development, including

site preparation and layout, material selection and building construction, deconstruction of existing buildings, and operation and maintenance.

Utilizing these practices has many benefits: construction and maintenance costs are lowered; water quality is improved; surface water runoff is reduced and treated; stream and fish habitat impacts are lessened; native trees and other vegetation are preserved; and recycled materials are used. Some examples of the practices include integrated building and site design, vegetated roofs, reduced impervious surface, reused waste water for irrigation, alternative heating and cooling systems, and recycled building materials and landscaping used to reduce heat emissions and to treat surface runoff. The practices may evolve over time as the market, science and technology changes.

The City recognizes that modeling sustainable building practices in the construction of public facilities will set the tone for private development to reduce waste, preserve resources and increase energy efficiency. The City should strive to create a green building program that innitially incorporates green building construction into new or renovated City faciities, with the goal of eventually requiring certification through the LEED, BUILT GREEN, or other programs fostering sustainable building practices. The City should also provide incentives and standards for private development to utilize green building practices. Incentives could include priority permit processing for certified green building projects. Increased public awareness of sustainable building practices can be accomplished with educational materials, outreach to building professionals and citizens, and with public displays designed to explain the various facets of low impact development and green building construction.

Policy NE- 1.7: Encourage reduction, reuse, and recycling in order to reduce the waste stream and save energy.

Development actions to salvage, reuse and/or recycle building construction materials should be promoted and encouraged. This includes not only new construction but deconstruction of existing buildings.

Policy NE-1-68: Strive to minimize human impacts on habitat areas.

The presence and activities of humans can impact habitat in a variety of ways. City policies and regulations strive to ensure that those impacts are avoided, if possible, or at least mitigated. In addition to physical alterations of natural resources, less obvious impacts, such as those from noise and light, should be minimized.

XI. UTILITIES

CITY-MANAGED UTILITIES

Policy U-4.3: Minimize the surface water impacts of development through the use of environmentally “low impact development” techniques.

The City encourages the use of low impact development practices and should identify incentives and evaluate potential changes to land use development regulations and building codes to support and promote low impact development.

Low impact development (LID) is a set of techniques that mimic natural watershed hydrology by slowing, evaporating/transpiring, and filtering water before it reaches a stream channel. LID contrasts with current drainage techniques that collect and convey water to streams quickly – damaging stream channels and degrading water quality.

This approach uses various land planning and design practices to conserve and protect natural resources and reduce infrastructure costs. LID allows land to be developed cost-effectively which helps reduce potential environmental impacts.

Low impact development techniques include the following:

- ◆ Minimize creation of impervious surfaces;
- ◆ ◆ Use site soils and vegetation to soak up and filter stormwater runoff;
- ◆ Amend soils with compost to improve water retention.
- ◆ Construct bio-retention swales or cells, which are natural areas that have specifically chosen plants and engineered soils that slow, filter and absorb water.
- ◆ Use of permeable pavement for roadways, driveways and walkways.
- ◆ Use green roofs to minimize runoff from impervious surfaces; and
- ◆ Collect and store water for landscaping or other nonpotable water uses.

When combined, such techniques can greatly reduce the amount of stormwater runoff from developed sites and improve water quality.

~~The City should respond to new low impact technologies and evaluate techniques that may be feasible in Kirkland, and to evaluate possible incentives for use of such techniques.~~

II. VISION/FRAMEWORK GOALS

INTRODUCTION

FG-5 *Protect and preserve environmentally sensitive ~~areas,~~ areas and reduce greenhouse gas emissions ~~and to ensure~~ a healthy environment.*

Discussion: In addition to Lake Washington, Kirkland contains a variety of natural features which, through a mixture of circumstance and conscious action, have been preserved in a natural state. Features such as wetlands, streams and smaller lakes play an important role in maintaining water quality, preventing floods, and providing wildlife habitat. Vegetation preservation throughout the city, particularly on steep hillsides, helps provide soil stability and oxygen to our ecosystem, and prevent erosion. Apart from their biological, hydrological, or geological functions, natural areas also make a significant contribution to Kirkland's unique identity. They provide visual linkages with the natural environment, accentuate natural topography, define neighborhood and district boundaries, and provide visual relief to the built environment. Reducing green house gas emissions into the atmosphere helps stabilize the climate. Maintaining clean air and water and reducing green house gas emissions provides the community with a healthy environment. Efforts to maintain significant sensitive areas, natural features, the urban forest and vegetation, and clean air and water through active community stewardship, and to curtail climate change as a result of global warming, ~~is~~ are critical to our quality of life.

II. VISION/Framework GOALS

INTRODUCTION

FG-15: Solve regional problems that affect Kirkland through regional coordination and partnerships.

Discussion: Many challenges facing Kirkland and other local communities may only be solved through regional planning, funding and action. Transportation, affordable housing, employment, [climate change](#), and natural resource management are just a few of the issues that need regional coordination. A city-by-city approach often results in impacts on neighboring communities. Interlocal cooperation, consistent standards and regulations between jurisdictions and regional planning and implementation are important to solving these regional issues.

V. NATURAL ENVIRONMENT

AIR

Goal NE-5: Improve air quality and reduce Kirkland's contribution to climate change.

The surrounding air, both outdoors, and indoors, has the potential to affect human health. It is important to maintain the quality of outdoor air since all life forms depend on it, and the quality of indoor air is dependent on that of the outdoors. ~~Air pollution officially exceeds federal health standards in all or part of ten Washington counties, including King County.~~ Although all Washington counties currently meet federal health standards for air pollution it is necessary to remain vigilant. Air pollution that includes greenhouse gases also contributes to climate change or global warming.

The largest source of air pollution in Kirkland is motor vehicle use. Kirkland should continue to adopt and promote smart transportation and land use choices as part of a strategy to reduce air pollution and slow climate change. ~~Motor vehicles are also widely believed to contribute to climate change, also known as global warming.~~ The Kirkland community also contributes to air pollution and greenhouse gas emissions through energy consumption and landfilled waste, among other things.

A comprehensive approach, including transportation and land use strategies, waste reduction, urban forest preservation, protection, and enhancement, purchasing decisions, and public outreach is necessary to reduce Kirkland's contribution to air pollution and climate change.

Policy NE 5.1: Continue and enhance current actions to improve air quality and reduce greenhouse gas emissions.

The City pursues several actions to help reduce vehicle emissions to improve regional air quality and address climate change. First, great care has been taken to provide a pedestrian friendly environment in Kirkland. In 1995, adoption of the Non-Motorized Transportation Plan provided additional guidance for a systematic enhancement of a network of pedestrian and bicycle facilities linking important destinations both inside and outside the City. ~~In addition~~ ~~Second~~, Kirkland works to implement the State Commute Trip Reduction Law through a transportation management program. The program includes providing incentives to City employees to walk, bike, use transit, and rideshare to work, and the City coordinates with regional agencies to assist Kirkland employers in meeting their Single Occupancy Vehicle (SOV) trip reduction ~~and vehicle miles traveled (VMT)~~ targets. ~~In addition~~ ~~Third~~, many City vehicles utilize an alternative fuel to reduce pollution and boost fuel efficiency. ~~In addition~~, for the many important functions trees serve, including improving air quality, the City supports street tree planting throughout the city and retention of existing trees on private property. ~~Too~~, Kirkland is at the forefront in the area of waste reduction. ~~The City is focusing on environmental outreach and development of new programs to reduce waste through reduction and recycling in both the residential and business communities.~~ Finally, the City strives to purchase energy efficient and renewable technology products and services whenever feasible.

Policy NE-5.2: Inventory global warming emissions in City operations and in the community, set reduction targets and create an action plan.

Climate disruption is an urgent threat to the environmental and economic health of our communities. With less than 5% of the world's population, the United States produces more than 25% of the global greenhouse gas emissions, and those emissions are continuing to grow. There is a broad scientific consensus that

Carbon Dioxide (CO2) and other greenhouse gases released into the atmosphere have a profound effect on the Earth's climate and there is clear evidence of human influences on climate due to changes in greenhouse gases. Local government actions taken to reduce greenhouse gas emissions and increase energy efficiency provide multiple local benefits by decreasing air pollution, creating jobs, reducing energy expenditures, and saving money. Seattle, along with a growing number of other U. S. cities, is leading the way by committing to the U. S. Mayors Climate Protection Agreement. On May 17, 2005, Kirkland City Council signed a resolution endorsing the *U. S. Mayors Climate Protection Agreement*.

The City is pursuing five milestones to reduce greenhouse gas emissions in City operations and throughout the community:

1. Conduct a greenhouse gas emissions inventory and forecast to determine the source and quantity of greenhouse gas emissions in the city;
2. Establish a greenhouse gas emissions reduction target;
3. Develop an action plan with both existing and future actions which, when implemented, will meet the local greenhouse gas reduction target;
4. Implement the action plan; and
5. Monitor and report progress.

The Kirkland Council by resolution committed to the following greenhouse gas reduction targets for the Kirkland community and governmental operations:

- o Interim: 10% below 2005 levels by 2012
- o Primary: 20% below 2005 levels by 2020
- o Long-term: 80% below 2007 levels by 2050

IX. TRANSPORTATION

INCREASING TRAVEL OPTIONS

Policy T-3.4: Work cooperatively with Metro, Washington State Department of Transportation and Sound Transit to provide regional and local transit service with linkages between Kirkland neighborhoods, business districts, and other important local and regional



destinations.

Transit service which concentrates on connections within Kirkland and to other Eastside destinations, while maintaining convenient commuter service across the lake, are high priorities. To achieve this, Kirkland should work with the transit providers in making our views known.

Policy T-3.5 Implement the Commute Trip Reduction (CTR) Plan to reduce single occupancy vehicle (SOV) use and vehicle miles traveled (VMT) as set forth in Kirkland's CTR Plan.

The State of Washington Commute Trip Reduction Efficiency Law requires local jurisdictions to develop and implement a plan to reduce both single occupancy vehicle trips and reduce overall vehicle miles traveled. Kirkland's Commute Trip Reduction Plan is a collection of adopted goals and policies, facility and service improvements and strategies about how we will help make progress for reducing drive alone trips and vehicle miles traveled. These strategies will encourage multi-modal transportation in Kirkland. The Plan encourages partnership and coordination with other agencies and employers.

The CTR Plan goals set targets for reductions at affected work sites. The work site must contain 100 or more employees. At a minimum, the City of Kirkland works with CTR affected employers to establish transportation demand management programs to reduce SOV and VMT to meet CTR goals. Kirkland must work cooperatively with the State, Metro, and other local jurisdictions to promote the success of the CTR program.

As part of the CTR program, urban centers may be voluntarily designated to further reduce SOV and/or VMT beyond the basic CTR requirements through a Growth and Transportation Efficiency Center (GTEC) Plan. Totem Lake, as a state designated urban center, is recognized as a GTEC. The purpose of the GTEC is to increase access to the employment and residential centers while reducing the number of drive alone trips. Within the GTEC plan, the pool of affected employers may be expanded beyond CTR affected employers and may also include selected residential uses.

Park and Ride at NE 70th Place

HV.H. TOTEM LAKE NEIGHBORHOOD PLAN

TRANSPORTATION

Goal TL-30: Expand transportation demand management (TDM) measures and improve transit facilities and services.

The use of public transportation as an alternative for people who work, live and shop in the Totem Lake Neighborhood should be encouraged. Increased use of this mode of transportation would help to reduce traffic congestion and parking problems in the neighborhood.

Policy TL-30.1:

Implement an expanded transportation demand management (TDM) program to reduce trip demand in the neighborhood.

TDM seeks to modify travel behavior and encourage economical alternatives to the single-occupant vehicle. The City has an ongoing TDM program that works with employers, including those in the Totem Lake Neighborhood, to reduce single-occupancy vehicle use and vehicle miles traveled. Because traffic congestion is expected to continue to increase in the neighborhood, an expanded TDM program should be implemented. Program options may include TDM goals for retail uses, reduced parking standards, parking pricing, and/or coordination with King County programs to encourage high occupancy vehicle use.

Many components of a successful TDM program could include costs to the City. Financial subsidies to encourage employers to provide vanpools for their employees, or other incentives to reduce the costs of participation for employees are examples of costs the City might incur. The City should explore funding sources available to enable full support of an aggressive TDM program.

Policy TL-30.2:

Consider implementation of the Totem Lake Urban Center as a Growth and Transportation Efficiency Center (GTEC).

The GTEC designation is a voluntary Commute Trip Reduction (CTR) strategy that encourages reduction of Single Occupancy Vehicle (SOV) and/or Vehicle Miles Traveled (VMT) through efficient use of transportation infrastructure and travel demand management strategies discussed above. The purpose of the GTEC is to increase access to the neighborhood while reducing the number of drive alone trips. The GTEC goals to reduce SOV and/or VMT must be more aggressive than those in the Kirkland CTR Plan.

The City of Kirkland can focus on employers and residents that can efficiently use CTR strategies. These strategies are addressed in the draft GTEC Plan.

To qualify for state funding, the City is obligated to provide 100% matching funds towards the implementation of the program. Implementation of this program will require adequate funding.

IV. COMMUNITY CHARACTER

SENSE OF COMMUNITY

Policy CC-1.4: Encourage and develop places and events throughout the community where people can gather and interact.

Places where people can gather and interact are an important part of building community. They provide comfortable areas where people can come together. Some, including parks, community centers, streets, and sidewalks, are developed and maintained by the City. Others, such as cafes, theaters, pedestrian-friendly shopping districts, facades, building entrances and plazas, should be encouraged by the City through development regulations.

Public art (any work of art or design specifically sited in a public place) can energize public spaces or bring a sense of calm to a hectic lifestyle. The City should encourage private developers to integrate public art into office, retail and multi-family projects. In addition, the City should seek opportunities to incentivize integrated art with an emphasis on development in design districts because they are highly visible, mixed-use, pedestrian oriented areas that are focal points for community activity. The review criteria for Planned Unit Developments should be expanded to include public art among the list of potential project benefits.

Community events such as outdoor markets, celebrations, fairs, and annual festivals also provide a sense of community, history, and continuity. The City should encourage these events.

Policy CC-1.6: Create a supportive environment for cultural activities.

Cultural activities are more than just amenities; they are also an expression of identity for both the community as a whole and the individuals within. Cultural activities and the arts contribute to the economic vitality of the community by attracting tourism and businesses that want to locate in a community with valued amenities. Kirkland has a growing reputation as a center for the arts in the Puget Sound region. The City's Cultural Council is a resource and partner for those agencies and individuals interested in expanding the arts in our community. Under the guidance of the City's Cultural Council, the City has a public arts program, which includes donations and loans from private citizens as well as City-owned pieces. These pieces of sculpture and other art objects are displayed around Kirkland and at City Hall. The City ~~has~~ is committed to further promote the public arts program by incorporating art into new City facilities ~~and through~~ earmarking one percent of major capital improvement project funds toward the arts.

The Kirkland Performance Center offers exposure to the performing arts, as do community and educational organizations. There are also a number of private galleries and classes offered. These public and private enterprises provide educational tools that can bring people together and foster a sense of community spirit and pride. Where possible, the City should continue to encourage partnerships and provide support to these and similar efforts including those related to youth activities, science, music and literature.

BUILT AND NATURAL ENVIRONMENT

Policy CC-4.3: Encourage quality designs for institutional and community facilities that reinforce their symbolic importance and create distinctive reference points in the community.

Schools, churches, libraries and other civic buildings serve as meeting places and play an important role in the community. These public and semipublic buildings should display exemplary design with attention to site planning, building scale, landscaping, pedestrian amenities, ~~and~~ building details, and opportunities for integrating art into the project. They should be compatible with the neighborhood in which they are located, but can also provide a neighborhood landmark. Community structures such as City Hall or the Library should be designed to be landmarks for the City as a whole.

Policy CC-4.7: Enhance City and neighborhood identity through features that provide a quality image that reflects the City's unique characteristics and vision.

Kirkland and its neighborhoods are special places. Each neighborhood has a distinctive identity which contributes to the community's image. Appropriate transitions are also necessary to distinguish the City from surrounding jurisdictions. Community signs, public art, and other gateway treatments such as landscaping are methods of identification that contribute to the visual impressions and understanding of the community. Other identification methods and entranceway treatments can communicate the City's origin and history, economic base, physical form, and relation to the natural setting.

X. PARKS, RECREATION, AND OPEN SPACE

RELATIONSHIP TO PARK, RECREATION, AND OPEN SPACE COMPREHENSIVE PLAN

Goal PR-1: To acquire, develop, and redevelop a system of parks, recreation facilities, and open spaces that is attractive, safe, functional, and accessible to all segments of the population.

The basis of Kirkland's parks system is the provision of diverse recreation opportunities and experiences for all Kirkland residents. Specifically, the open space, parks, park facilities, and recreation programs serve the following purposes:

- (1) To contribute to the overall quality of life for Kirkland residents by providing facilities and programs for both active and passive recreation.
- (2) To improve the aesthetics of the City, including ornamental plantings, [public art](#) and other beautification efforts.

XII.A. PUBLIC SERVICES ELEMENT

Fire, Police and Solid Waste Collection

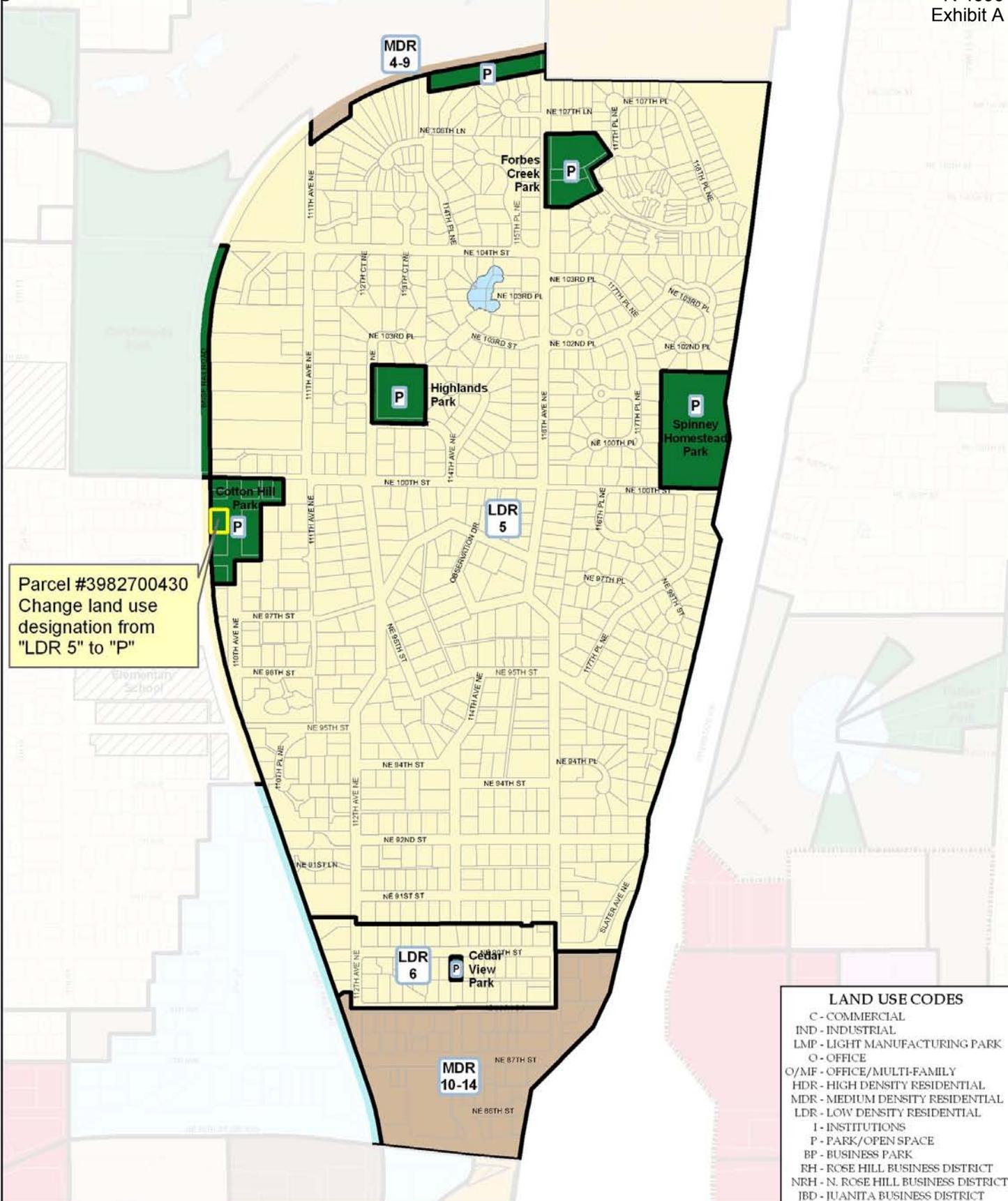
Policy PS-1.6: Ensure compatibility in scale and design with surrounding uses by reviewing new public facilities for compliance with adopted urban design



principles.

Kirkland City Hall

The design of City facilities should accurately reflect the City's philosophy. For example, City Hall has been designed to reflect the scale of the residential neighborhood to the north, while providing territorial views from within. Other facilities, like fire stations, should be responsive to the scale and other qualities of the residential neighborhoods in which they are located. Public art should be incorporated to improve the aesthetics, whether as an integral part of the architecture, through landscaping or by applying other techniques.



Parcel #3982700430
Change land use
designation from
"LDR 5" to "P"

LAND USE CODES

- C - COMMERCIAL
- IND - INDUSTRIAL
- LMP - LIGHT MANUFACTURING PARK
- O - OFFICE
- O/MF - OFFICE/MULTI-FAMILY
- HDR - HIGH DENSITY RESIDENTIAL
- MDR - MEDIUM DENSITY RESIDENTIAL
- LDR - LOW DENSITY RESIDENTIAL
- I - INSTITUTIONS
- P - PARK/OPEN SPACE
- BP - BUSINESS PARK
- RH - ROSE HILL BUSINESS DISTRICT
- NRH - N. ROSE HILL BUSINESS DISTRICT
- JBD - JUANITA BUSINESS DISTRICT

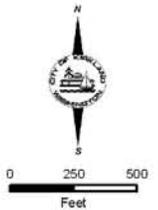
Highlands Neighborhood Land Use Map

ORDINANCE NO. 4084
ADOPTED by the Kirkland City Council
February 6, 2007

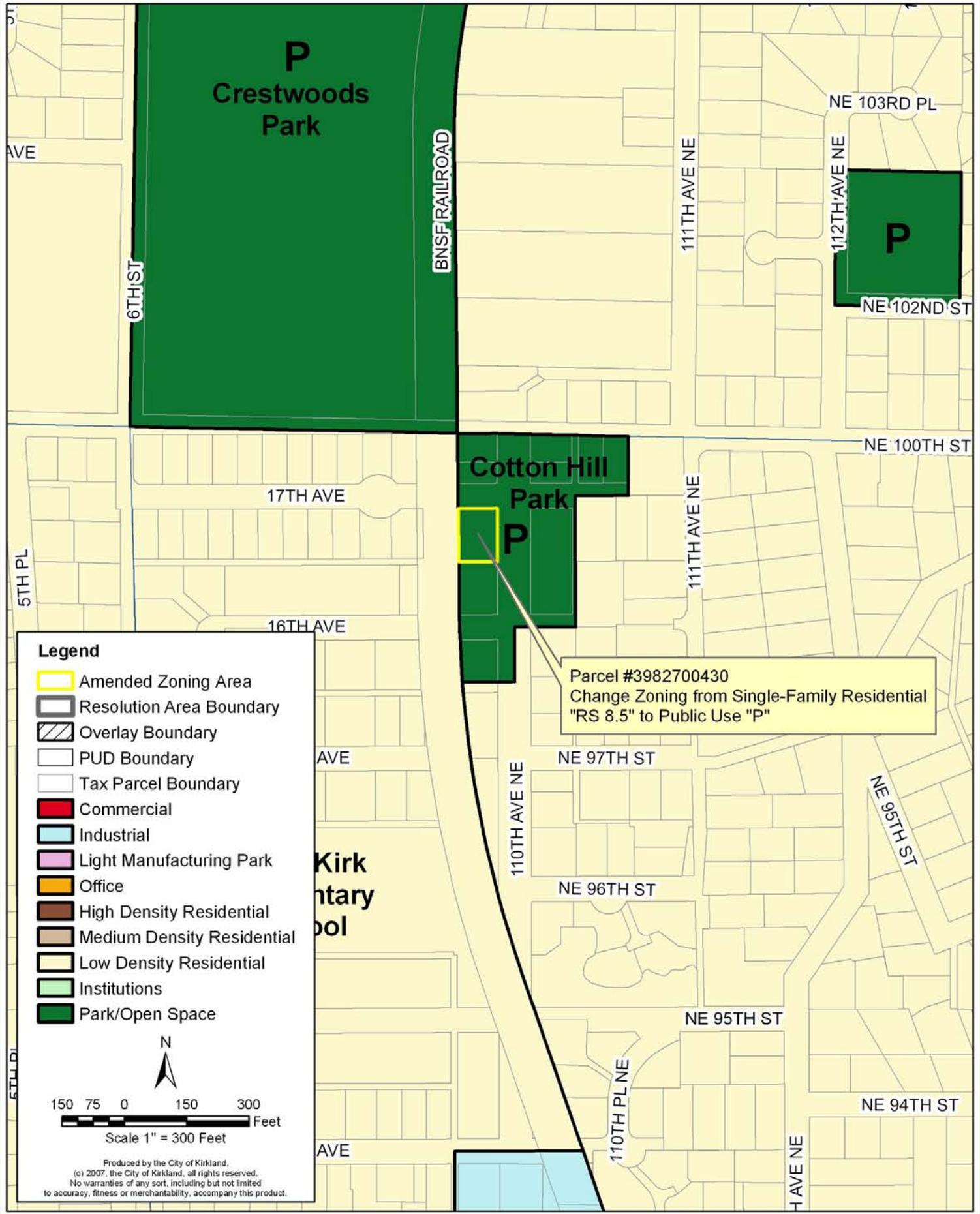
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SUBAREA BOUNDARY	PLANNED AREA NUMBER
TOTEM CENTER	LAND USE CODE
PUBLIC FACILITIES	DENSITY (UNITS/ ACRE)

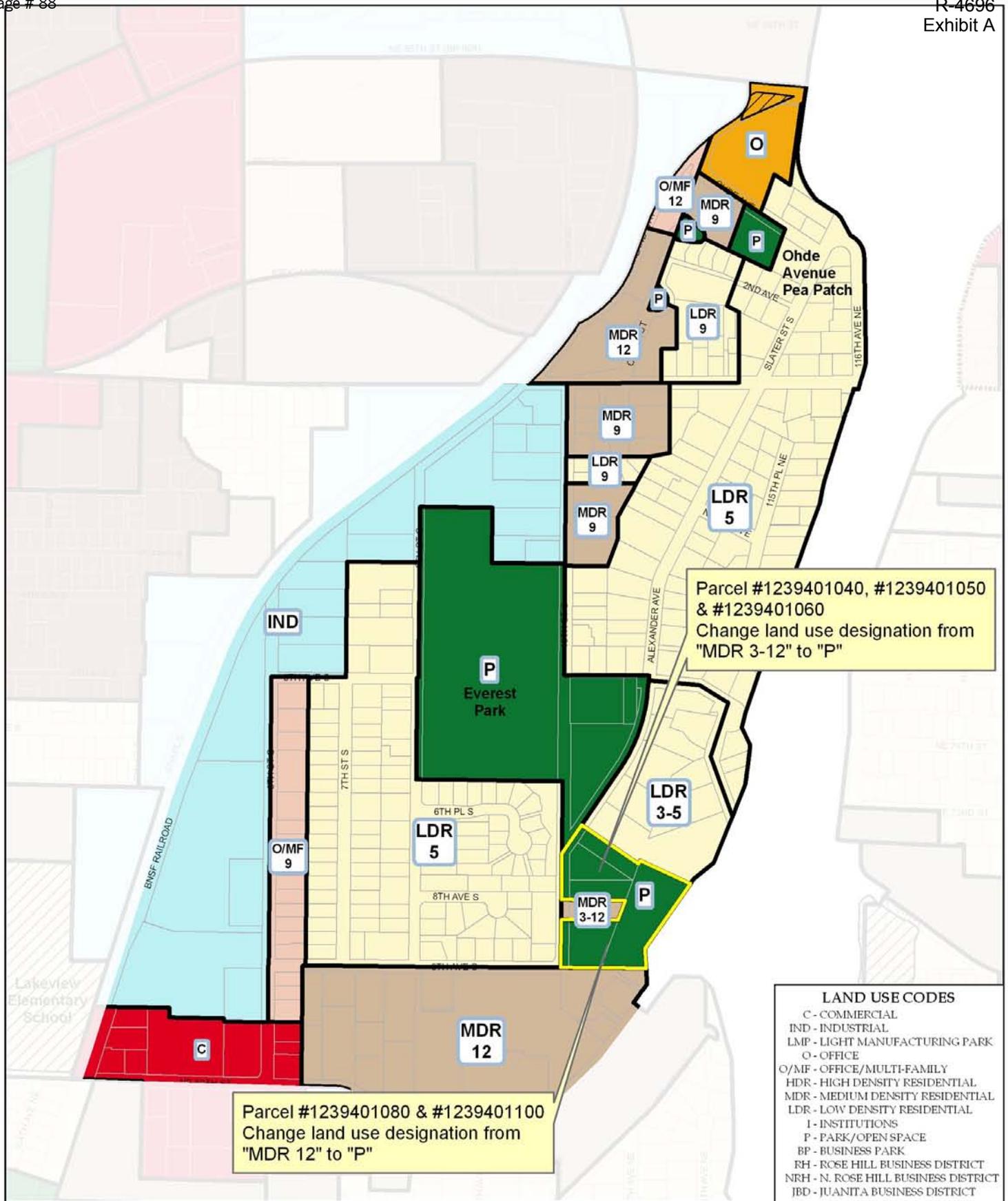
NOTE: WHERE NOT SHOWN, NO DENSITY SPECIFIED
* INDICATES CLUSTERED LOW DENSITY

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Zoning Map Change



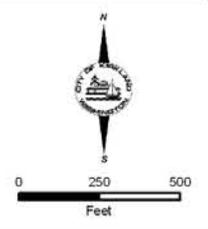


Everest Neighborhood Land Use Map

ORDINANCE NO. 4084
ADOPTED by the Kirkland City Council
February 6, 2007

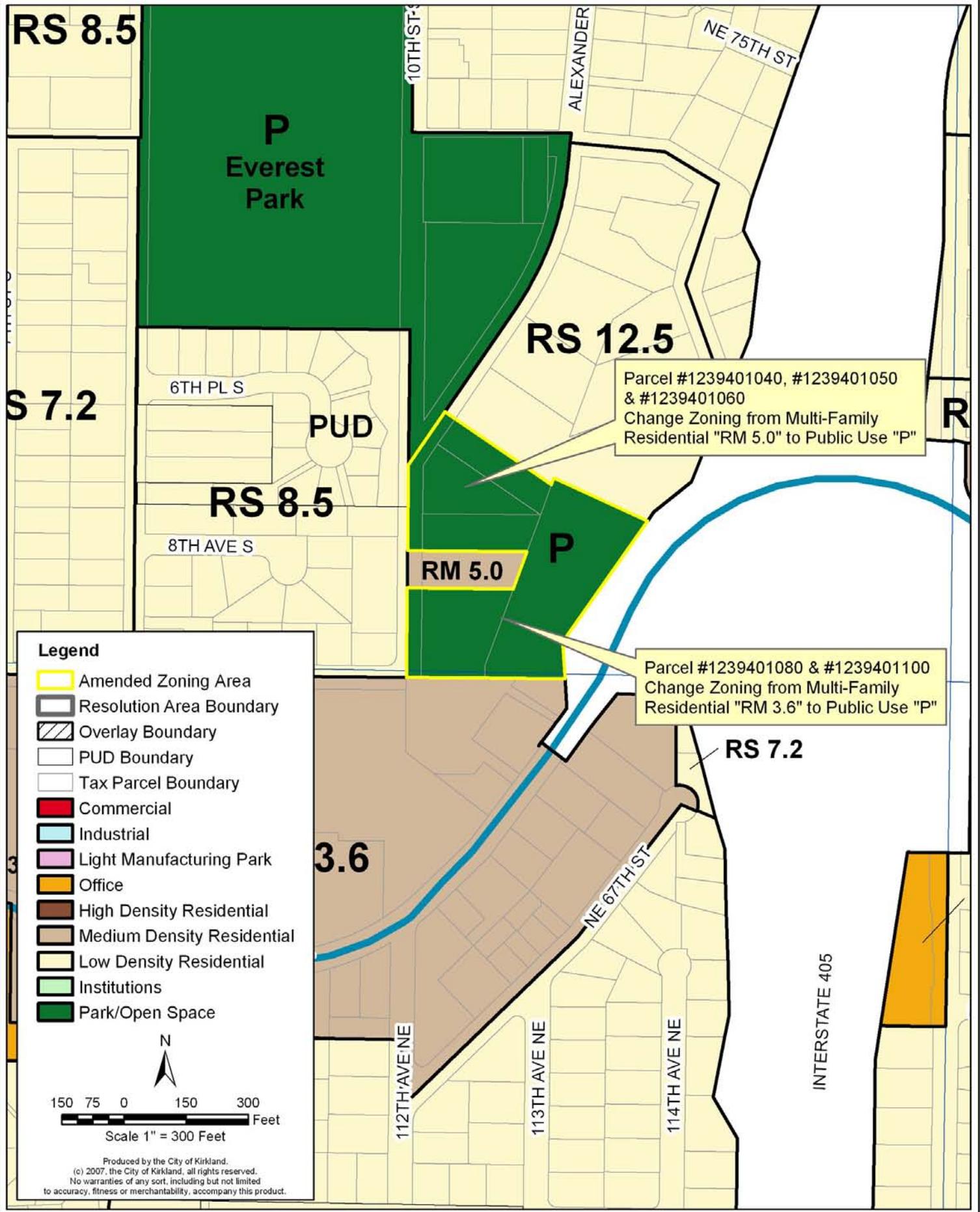
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SUBAREA BOUNDARY	PLANNED AREA NUMBER
TOTEM CENTER	LAND USE CODE
PUBLIC FACILITIES	DENSITY (UNITS/ACRE)

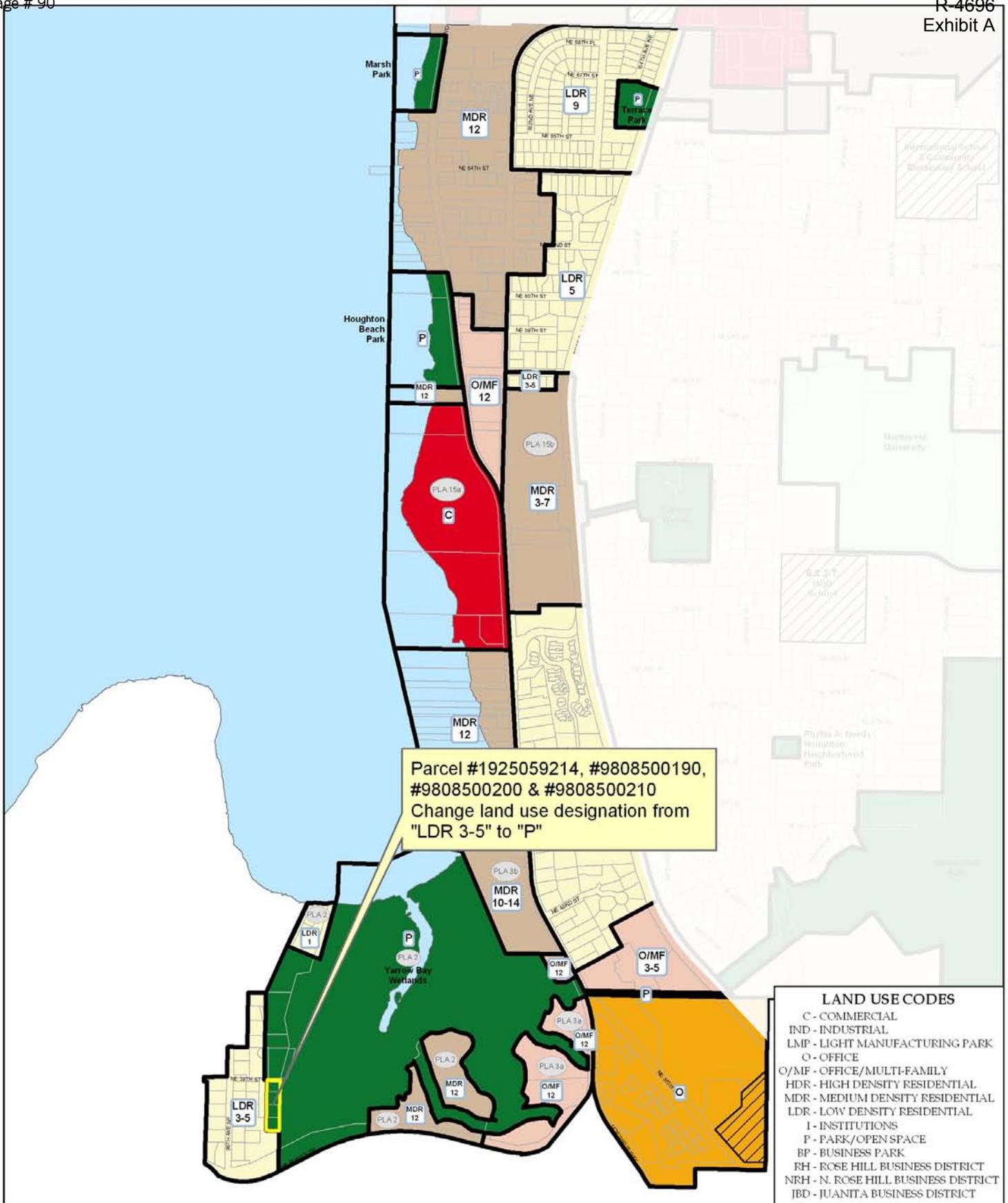
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Zoning Map Change





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Lakeview Neighborhood Land Use Map

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February 6, 2007

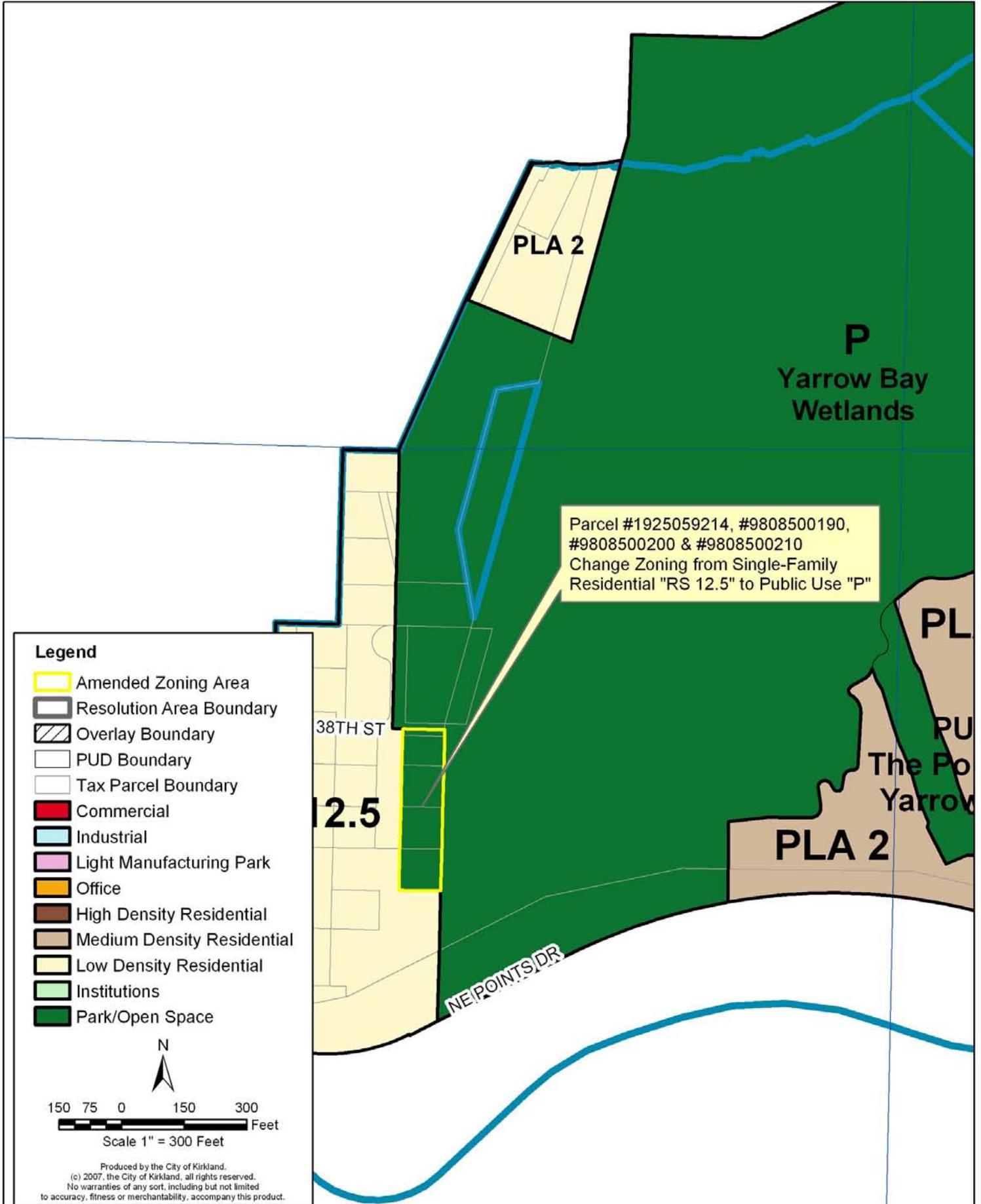
LAND USE BOUNDARIES	PARCEL BOUNDARIES
SUBAREA BOUNDARY	PLANNED AREA NUMBER
TOTEM CENTER	LAND USE CODE
PUBLIC FACILITIES	DENSITY (UNITS/ ACRE)

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Zoning Map Change



Legend

- Amended Zoning Area
- Resolution Area Boundary
- Overlay Boundary
- PUD Boundary
- Tax Parcel Boundary
- Commercial
- Industrial
- Light Manufacturing Park
- Office
- High Density Residential
- Medium Density Residential
- Low Density Residential
- Institutions
- Park/Open Space

N

150 75 0 150 300 Feet

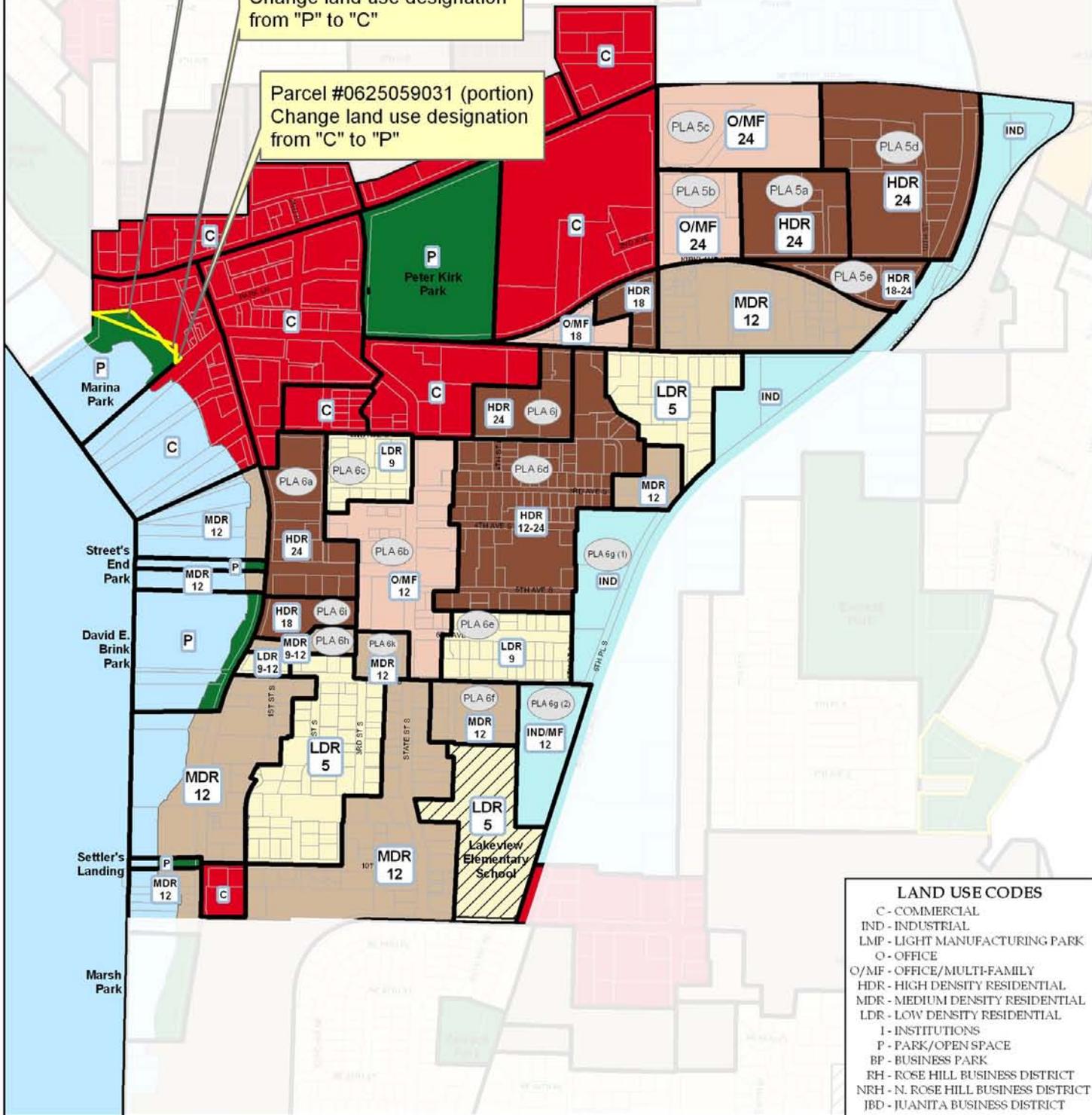
Scale 1" = 300 Feet

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Parcel #0625059031 (portion)
Change land use designation
from "C" to "P"

Parcel #0625059031 (portion)
Change land use designation
from "P" to "C"

Parcel #0625059031 (portion)
Change land use designation
from "C" to "P"



LAND USE CODES

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Moss Bay Neighborhood Land Use Map

ORDINANCE NO. 4084
ADOPTED by the Kirkland City Council
February 6, 2007

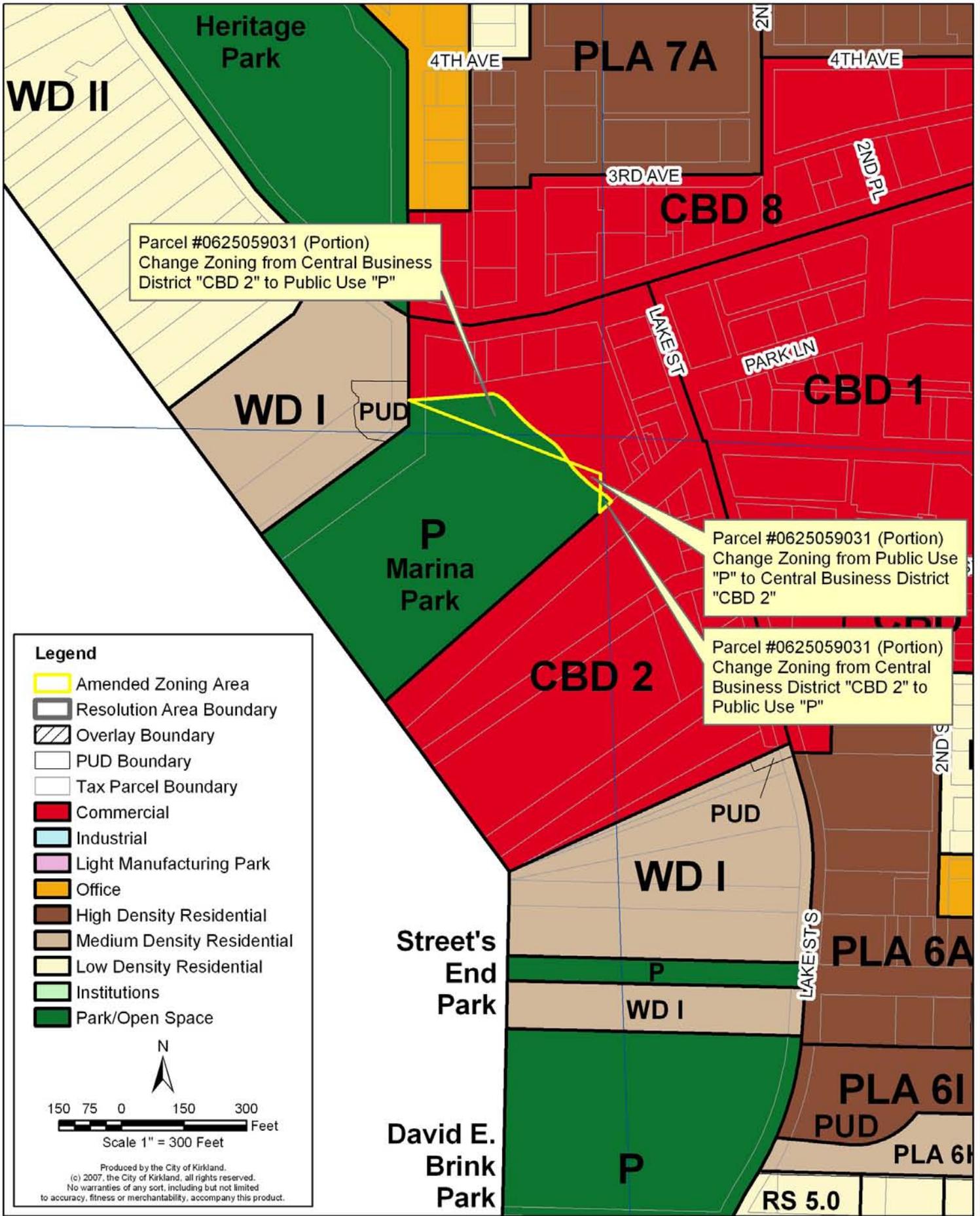
LAND USE BOUNDARIES	PARCEL BOUNDARIES
SUBAREA BOUNDARY	PLANNED AREA NUMBER
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Zoning Map Change



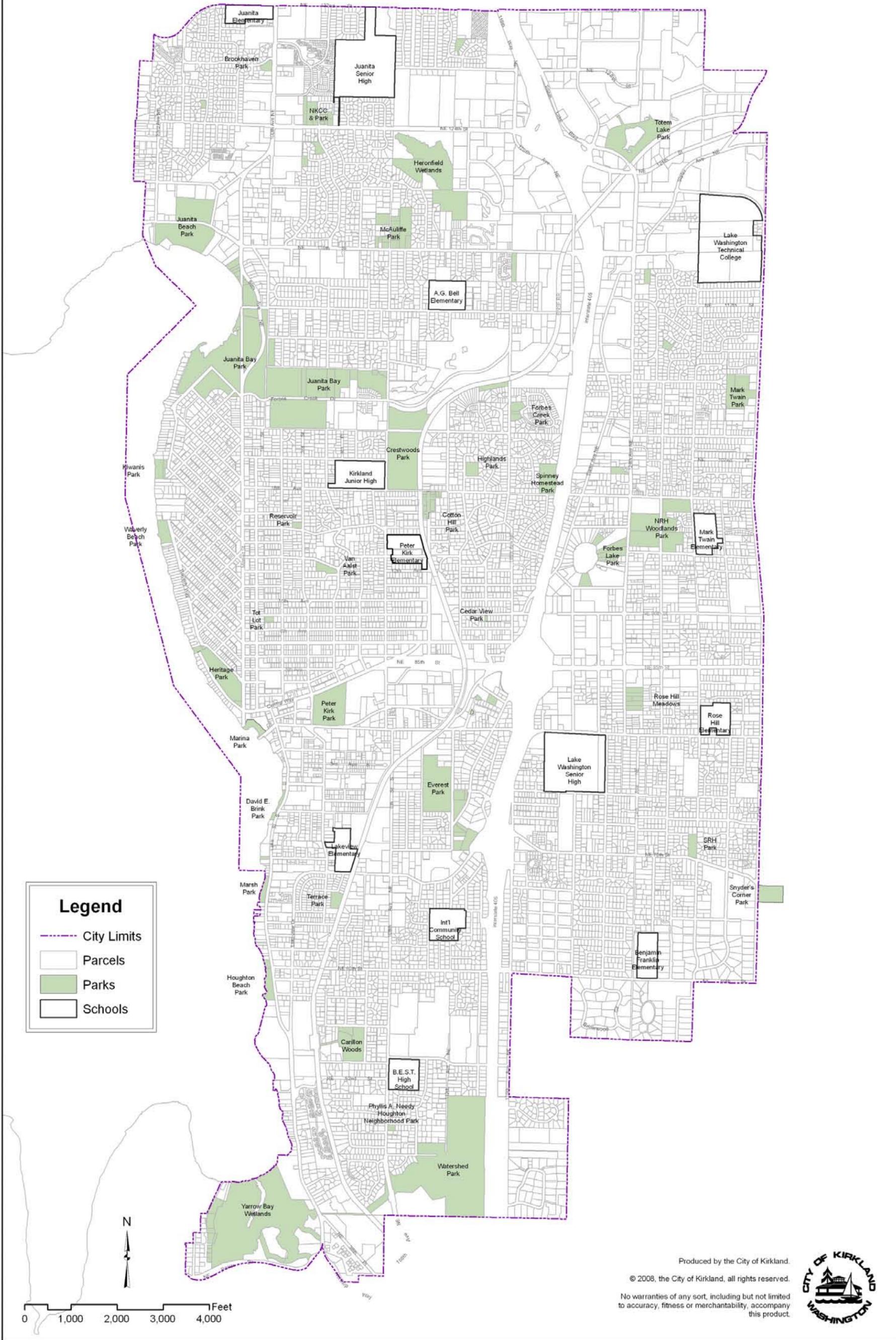
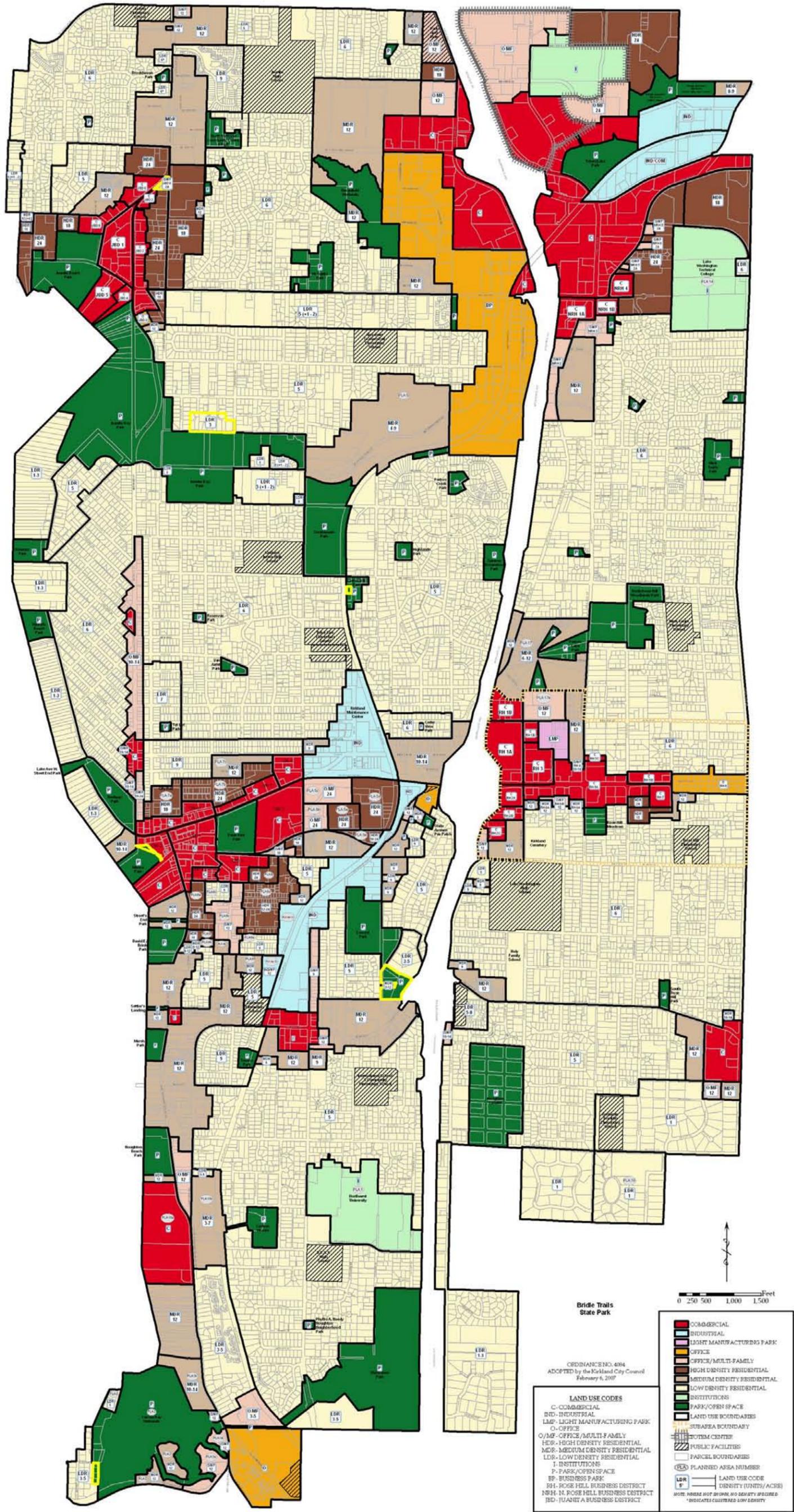


Figure PR-1: Kirkland Parks

CITY OF KIRKLAND COMPREHENSIVE LAND USE MAP

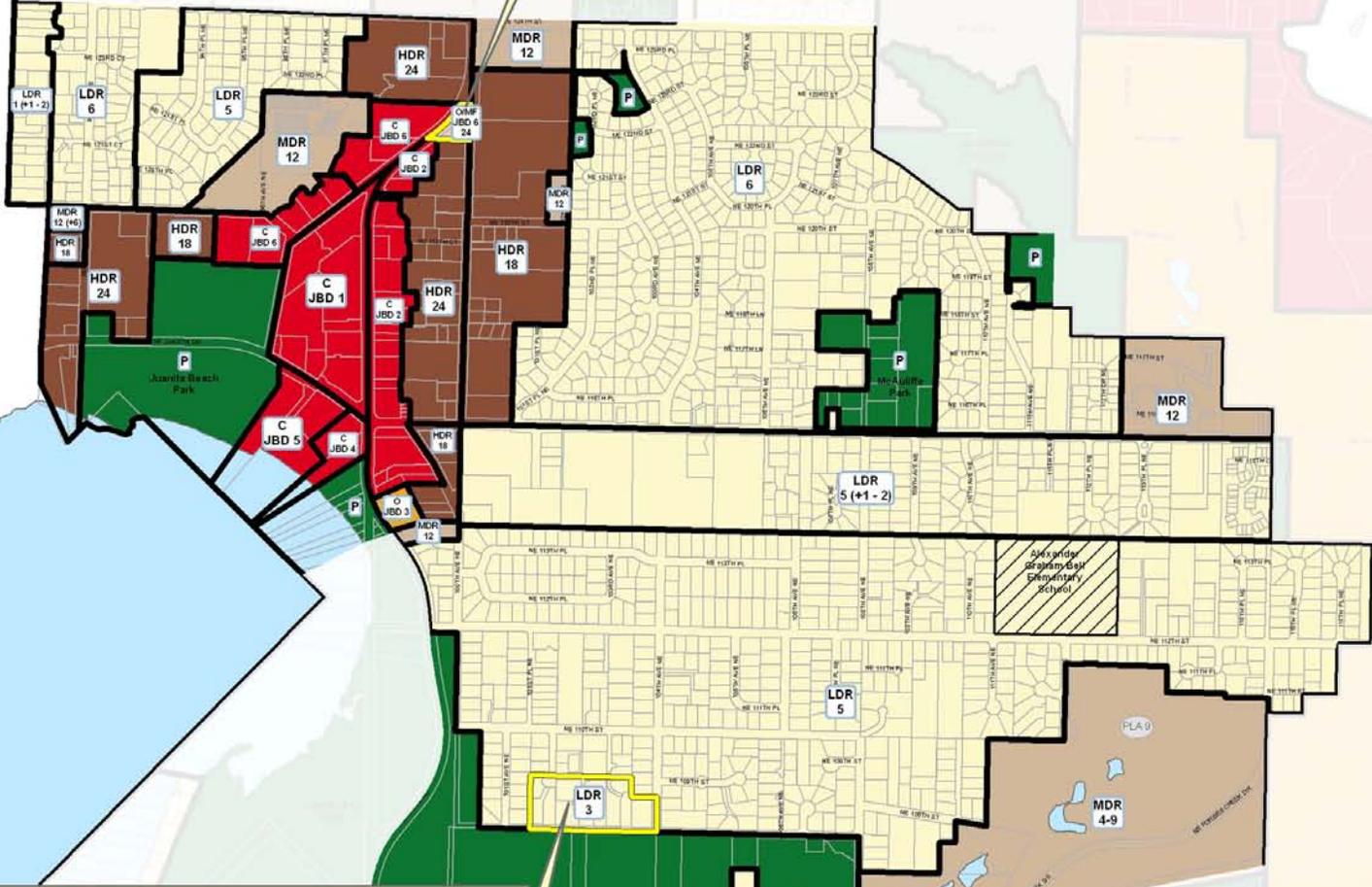
Department of Planning and Community Development



LU-1 Comprehensive Land Use Map

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Parcel #3756900105 & #3756900106
Change land use designation from
Juanita Business District "JBD 6" Commercial
to "JBD 6" Office/Multi-Family, 24 du/acre



Parcel #3758900220, #3758900224,
#3758900225, #3758900240, #3758900245,
#3758900246, #3758900256, #3758900257,
#3758900263, #3758900264, #3758900290,
#3758900291, #3758900292, #3758900300
Change land use designation from
"LDR 5" to "LDR 3"

LAND USE CODES

- C - COMMERCIAL
- IND - INDUSTRIAL
- LMP - LIGHT MANUFACTURING PARK
- O - OFFICE
- O/MF - OFFICE/MULTI-FAMILY
- HDR - HIGH DENSITY RESIDENTIAL
- MDR - MEDIUM DENSITY RESIDENTIAL
- LDR - LOW DENSITY RESIDENTIAL
- 1 - INSTITUTIONS
- P - PARK/OPEN SPACE
- BP - BUSINESS PARK
- RH - ROSE HILL BUSINESS DISTRICT
- NRH - N. ROSE HILL BUSINESS DISTRICT
- JBD - JUANITA BUSINESS DISTRICT

South Juanita Neighborhood Land Use Map

ORDINANCE NO. 4084
ADOPTED by the Kirkland City Council
February 6, 2007

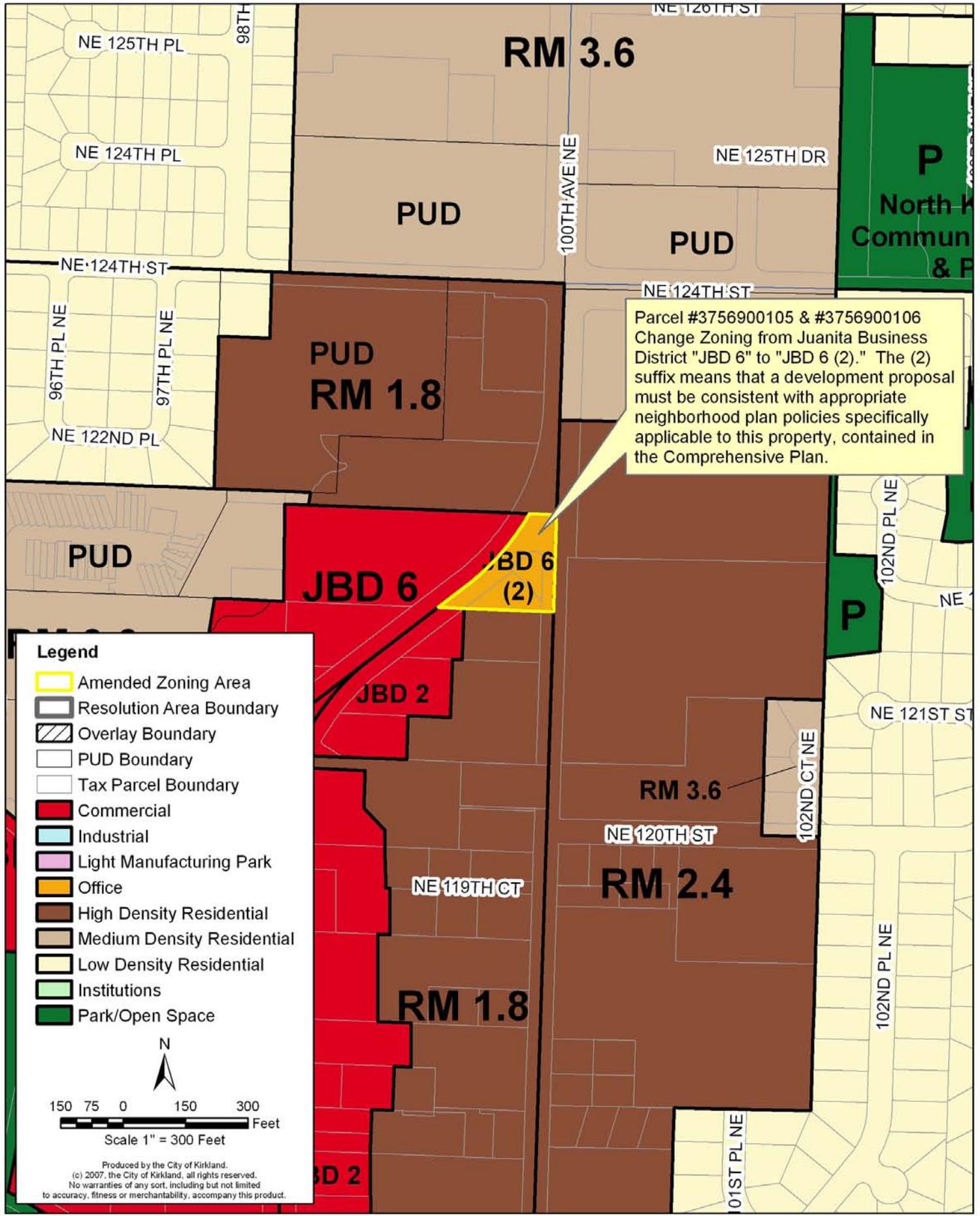
LAND USE BOUNDARIES	PARCEL BOUNDARIES
SUBAREA BOUNDARY	PLANNED AREA NUMBER
TOTEM CENTER	LAND USE CODE
PUBLIC FACILITIES	DENSITY (UNITS/ ACRE)

NOTE: WHERE NOT SHOWN, NO DENSITY SPECIFIED
* INDICATES CLUSTERED LOW DENSITY

Maps produced October 23, 2007.
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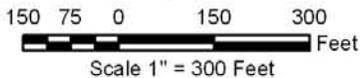
Zoning Map Change



Parcel #3756900105 & #3756900106
 Change Zoning from Juanita Business
 District "JBD 6" to "JBD 6 (2)." The (2)
 suffix means that a development proposal
 must be consistent with appropriate
 neighborhood plan policies specifically
 applicable to this property, contained in
 the Comprehensive Plan.

Legend

- Amended Zoning Area
- Resolution Area Boundary
- Overlay Boundary
- PUD Boundary
- Tax Parcel Boundary
- Commercial
- Industrial
- Light Manufacturing Park
- Office
- High Density Residential
- Medium Density Residential
- Low Density Residential
- Institutions
- Park/Open Space



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I. INTRODUCTION

Neighborhood Plans

The Neighborhood Plans allow a more detailed examination of issues affecting smaller geographic areas within the City and clarify how broader City goals and policies in the Citywide Elements apply to each neighborhood.

It is intended that each neighborhood plan be consistent with the Citywide Elements. However, because most many of the neighborhood plans were adopted prior to the 1995 Plan update ~~and all were adopted prior to the 2004 Plan~~, portions of some of the neighborhood plans may contain inconsistencies. Where this is the case, the conflicting portions of the Citywide Elements will prevail. It is anticipated that each of the neighborhood plans will eventually be amended, and in so doing, all inconsistencies will be resolved.

The Neighborhood Plans contain policy statements and narrative discussion, as well as a series of maps. The 13 Neighborhood Plans can be found in Chapter XV. The maps describe land use, natural elements, open space and parks, vehicular circulation, urban design, and other graphic representations. These maps serve as a visual interpretation of the Neighborhood Plan policy statements and discussion. In the event of a discrepancy between the maps and the narrative, the narrative will provide more explicit policy direction.

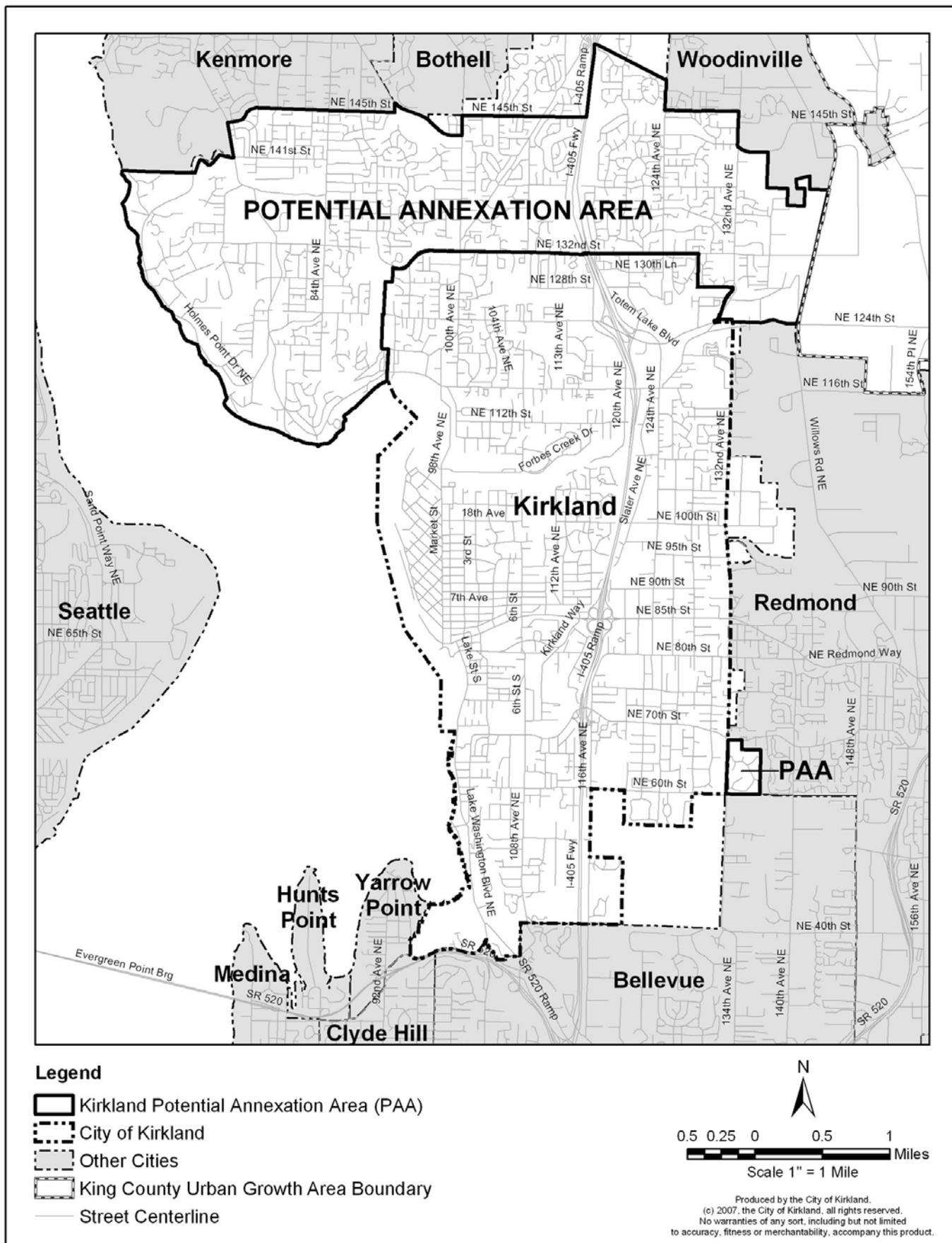


Figure I-2: City of Kirkland Planning Area

IV. COMMUNITY CHARACTER

HISTORIC RESOURCES

List B: Properties Designated by the City as Community Landmarks

Building or Site	Address	Architectural Style	Date Built	Person/Event	Neighborhood
Newberry House	519 1st St.	Vernacular	1909	Newberry	Norkirk
Nettleton/Green Funeral	400 State St.	Colonial Revival	1914	Nettleton	Moss Bay
Kirkland Cannery	640 8th Ave.	Vernacular	1935	WPA Bldg	Norkirk
Landry House	8016 126th Ave. NE	Bungalow	1904		South Rose Hill
Tompkins/Bucklin House	202 5th Ave. W.	Vernacular	1889	Tompkins	Market
Burr House	508 8th Ave. W.	Bungalow/Prairie	1920	Burr	Market
Sutthoff House (moved)	4120 Lake Wash. Blvd.	Georgian Revival	1903	Hospital	Lakeview
Shumway Mansion (moved)	11410 100th Ave. NE	Craftsman/Shingle	1909	Shumways	South Juanita
French House (moved)	4130 Lake Wash. Blvd.	Vernacular	1874	French	Lakeview
Snyder/Moody House	514 10th Ave. W.	Vernacular	1889	KL&IC	Market
McLaughlin House	400 7th Ave. W.		1889	KL&IC	Market
<u>First /Baptist Church / American Legion Hall</u>	138 5th Ave.	Vernacular	<u>1891 / 1931-1934</u>	Am Legion	Norkirk
Larson/Higgins House	424 8th Ave. W.		1889	KL&IC	Market
Hitter House	428 10th Ave. W.	Queen Anne	1889	KL&IC	Market
Cedarmere/Norman House	630 11th Ave. W.	Am Foursquare	1895		Market
Dorr Forbes House	11829 97th Ave. NE	Vernacular	1906	Forbes	South Juanita

Brooks Building	609 Market St.	Vernacular Comm	1904	Brooks	Market
Williams Building	101 Lake St. S.	Vernacular Comm	1930		Moss Bay
Webb Building	89 Kirkland Ave.	Vernacular Comm	1930		Moss Bay
5th Brick Building	720 1/2 Market St.	Vernacular Comm	1891		Market
Shumway Site	510 – 528 Lake St. S.	site only		Shumways	Lakeview
Lake WA Shipyards Site	Lake Wash. Blvd./Carillon Point	site only		Anderson/W W	Lakeview
Lake House Site	10127 NE 59th St.	site only		Hotel	Lakeview
*First Church of Christ Scientist (moved) a.k.a. Heritage Hall	203 Market St.	Neoclassical	1923	Best example of this style	Market
Malm House	12656-100th Ave. NE	Tudor Revival	1929		North Juanita
Sessions Funeral Home	302 First Street	Classic Vernacular	1923		Norkirk
Houghton Church Bell (Object)	105 5th Avenue (Kirkland Congregational Church)	Pioneer/ Religion	1881	Mrs. William S. Houghton	Norkirk
Captain Anderson Clock (Object)	NW Corner of Lake Street and Kirkland Avenue	Transportation / Ferries	c. 1935	Captain Anderson	Moss Bay
Archway from Kirkland Junior High	109 Waverly Way (Heritage Park)	Collegiate Gothic	1932	WPA	Market
Langdon House and Homestead	10836 NE 116th Street (McAuliffe Park)	Residential Vernacular	1887	Harry Langdon	South Juanita
Ostberg Barn	10836 NE 116th Street (McAuliffe Park)	Barn	1905	Agriculture	South Juanita
Johnson Residence	10814 NE 116th Street (McAuliffe Park)	Vernacular influenced by Tudor Revival	1928	Agriculture	South Juanita

IV. COMMUNITY CHARACTER

HISTORIC RESOURCES

Policy CC-2.3: Provide encouragement, assistance and incentives to private owners for preservation, restoration, redevelopment, reuse, and recognition of significant historic buildings and sites.

There are a number of activities that the City can do to provide encouragement and incentives for the owners of historic buildings and sites, including:

- ◆ Establish Zoning and Building Codes that encourage the continued preservation, enhancement, and recognition of significant historic resources;
- ◆ Prepare and distribute a catalog of historic resources for use by property owners, developers and the public;
- ◆ ~~Develop~~ Maintain an interlocal agreement with King County that ~~would~~ provides utilization of the County's expertise in administering historic preservation efforts and makes owners of Kirkland's historic properties eligible for County grants and loans;
- ◆ Establish a public/private partnership to provide an intervention fund to purchase, relocate, or provide for other necessary emergency actions needed to preserve priority properties;
- ◆ Encourage property owners to utilize government incentives available for historic properties;
- ◆ Allow compatible uses in historic structures that may assist in their continued economic viability such as bed and breakfasts in larger residential structures.

Policy CC-2.4: Buildings that are recognized as historic resources by the City should be considered when adjacent structures are being rebuilt or remodeled.

Historic resources contribute to the character and quality of Kirkland. New and remodeled buildings should respect the scale and design features of adjacent historic resources.

Policy CC-2.5: Encourage the use of visual and oral records to identify and interpret the history of the City of Kirkland.

This can be done in various ways, including articles in Citywide publications, a museum to preserve and display documents and artifacts, and archives to maintain resources, including oral history and photographs, for the public.

The City's system of historic signage, which includes plaques to interpret significant properties and individual structures, should be expanded. ~~While Historic-historic~~ street signs ~~could be have been~~ hung along with existing street signs, ~~and~~ interpretive markers could be placed along public streets and pedestrian-bike paths to explain the City's history.

All these methods can be used to inform Kirkland's citizens about the City's history and to support the preservation of Kirkland's historic identity.

~~*Policy CC-2.6: Support a program and strategy for the Centennial celebration of the City.*~~

~~The City should provide leadership and example by its own actions and programs. An event such as the 2005 City celebration of its 100th anniversary of incorporation will provide a wonderful opportunity to focus the community's energy and resources on preserving and enhancing its historic resources.~~

V. NATURAL ENVIRONMENT

Natural Water Systems

Policy NE-2.1: Using a watershed-based approach, apply best available science in formulating regulations, incentives, and programs to maintain and, to the degree possible, improve the quality of Kirkland's water resources.

Kirkland's Streams, Wetlands, and Wildlife Study (July, 1998) is a natural resource inventory of wetlands, streams, fish, wildlife, and habitat areas within Kirkland. A drainage basin or watershed approach was used to identify Kirkland's drainage systems, to determine Primary and Secondary Basins, and to evaluate and record the primary functions, existing problems and future opportunities for each drainage basin. This data and analysis forms a scientific basis for system-wide resource management that addresses the distinct characteristics of each basin. The inventory was updated in 2003, with the production of the Natural Resource Management Plan. Figure NE-1 indicates general locations of known sensitive areas and drainage basin boundaries. This study ~~will be~~ is supplemented by technical information from the Water Resource Inventory Area (WRIA) 8 Salmon Conservation Planning effort and the City's ~~updated~~ Surface Water Master Plan, ~~which is scheduled to be completed in 2004.~~

Policy NE-2.2: Protect surface water functions by preserving and enhancing natural drainage systems wherever possible.

Urban development, through addition of impervious surface and removal of vegetation, increases the volume and rate and decreases the quality of stormwater runoff. This often results in flooding that threatens safety and property, and results in damage to the aquatic environment. Water quality is reduced when flooding causes erosion, and when water is not filtered through soils and vegetation prior to entering streams and lakes. Steps to limit this damage include:

- Minimize creation of new impervious surfaces;
- Maximize use of soils and vegetation in slowing and filtering runoff; □ Install structural flow control facilities at new or re-developing sites where appropriate to mimic the pre-development hydrologic regime;
- Prohibit non-essential development activity in and around watercourses. Preserve the natural drainage system to the greatest extent feasible and prohibit non-essential structures, land modifications, or impervious surfaces in the drainage system to assist in ensuring unimpeded flow, maximal stream storage capacity, and optimal natural functioning within the drainage area; and
- Implement programs and projects to remedy flooding and habitat destruction caused by uncontrolled flows from past development. Using a basin planning process and a watershed perspective, identify projects and programs to reduce flood frequency, address/prevent erosion problems, and restore/enhance fish habitat.

Specific information on the technical and programmatic aspects of surface water management ~~will be~~ is contained in the City's *Surface Water Master Plan*, ~~which is scheduled to be completed in 2004.~~

V. NATURAL ENVIRONMENT

Natural Water Systems

Policy NE-2.6: Regulate development of land along the shoreline of Lake Washington to:
Preserve the resources and ecology of the water and shorelines;

- ▯ ***Avoid natural hazards;***
- ▯ ***Promote visual and physical access to the water;***
- ▯ ***Preserve navigation rights; and***
- ▯ ***Minimize the creation of armored shorelines, and explore incentives and opportunities to restore natural shoreline features and habitat.***

The Lake Washington shoreline plays a vital role in the ecology of our watershed (which includes land that drains into Lake Washington, the Cedar River, and Lake Sammamish). All species of anadromous salmonids in our watershed migrate through and rear in Lake Washington. The decline of salmonid populations in Lake Washington has been linked to the following factors: loss of native shoreline vegetation, altered hydrology, invasive exotic plants, poor water quality, and poor sediment quality. Finding and acting on opportunities to restore properly functioning shoreline conditions where possible will substantially aid salmon recovery efforts in our watershed.

Kirkland's Shoreline Master Program (SMP), adopted pursuant to the Washington State Shoreline Management Act of 1971, designates all parcels along Lake Washington as Shoreline Environments. The detailed regulations in Kirkland's SMP implement this policy. Pursuant to Washington state requirements, Kirkland's Shoreline Master Program will be updated by December 1, ~~2009~~2010.

V. NATURAL ENVIRONMENT

NATURAL WATER SYSTEMS

Policy NE-2.7: Support regional watershed conservation efforts

The federal listing of Puget Sound wild Chinook salmon as a threatened species in 1999, has focused attention on salmon. In addition to the economic, recreational, and cultural value of salmon, they are also a widely accepted indicator of the level of our region's environmental health, because their survival requires that they migrate throughout the watershed -- from freshwater headwaters to the marine environment and back again. The decline of salmon points to the need to improve the quality of habitat in the watersheds that drain to Puget Sound.

In the Lake Washington/Cedar River/Lake Sammamish Watershed, Kirkland ~~has~~ joined with 26 other local jurisdictions ~~to sign an interlocal agreement~~ to fund a joint planning effort to conserve salmon habitat in the shared watershed. ~~It is anticipated that the~~ The resulting watershed conservation plan, The Lake Washington/Cedar River/Lake Sammamish Watershed (WRIA 8) Chinook Salmon Conservation Plan, was developed through a multi-jurisdictional, multi-stakeholder process with a scientific basis, ~~will be~~ and was approved by Kirkland in 2005.

Incorporated into the Puget Sound Salmon Recovery Plan, approved by NOAA in 2007, it is implemented by the participating local governments in the watershed as they update their policies, regulations, and programs (e.g. capital facilities and road management practices), for critical areas, shorelines, drainage, and clearing/grading to be consistent with the conservation plan. It seeks to provide ~~Completion of the Lake Washington/Cedar River/Lake Sammamish watershed conservation plan is scheduled for June 2004. Once finished, that plan will be joined with the conservation plans of several neighboring watersheds in 2005 to form~~ a Puget Sound-wide conservation plan for a coordinated approach to restoring the wild Chinook salmon of Puget Sound. Kirkland's role in salmon recovery is to protect and restore habitat within the city limits through land use and stream restoration actions, and to participate in regional recovery efforts through the WRIA 8 Salmon Recovery Council.

VI. LAND USE

C. LAND USE MAP AND DEFINITIONS

While the Land Use Element goals and policies set forth general standards for locating land uses, the Comprehensive Plan Land Use Map (Figure LU-1) indicates, geographically, where certain types of uses may be appropriate.

The Comprehensive Plan Land Use Map identifies areas for a range of housing densities and a variety of nonresidential uses. The Comprehensive Plan Land Use Map contains land use designations reflecting the predominate use allowed in each area. These designations are reflected in a broad variety of zoning districts on the Kirkland Zoning Map. Within some of these land use designations are mixed-use developments.

Land use can be affected by regulations that protect sensitive areas and their buffers and limit development on seismic and landslide hazard areas. The Sensitive Areas Map in the Comprehensive Plan depicts the approximate locations of known sensitive areas which include streams, minor lakes, wetlands, drainage basins, and 100-year floodplains. The geological map in the Comprehensive Plan notes the approximate locations of seismic and landslide hazard areas.

The land use categories mapped on the Comprehensive Plan Land Use Map are:

Low-Density Residential – single-family residential uses from one to nine dwelling units per acre for detached residential structures and one to seven dwelling units per acre for attached residential structures, in certain low density areas where the Plan allows clustered development through a PUD. Detached single-family dwelling units are physically separated by setbacks from other dwelling units. Attached single-family dwelling units, only allowed in specified areas, are physically connected by means of one or more common walls; each unit has its own exterior entrance; dwelling units are not stacked above or below one another; and density and height limitations associated with single-family zoning classifications are met.

Medium-Density Residential – detached residential uses at 10 to 14 dwelling units per acre and attached or stacked residential uses at eight to 14 dwelling units per acre.

IX. TRANSPORTATION ELEMENT*EXISTING CONDITIONS***Table T-1: Transit Routes in Kirkland**

All Day Service	
230	Kingsgate – Kirkland – Bellevue – Overlake – Redmond
234	Kenmore – Juanita – Kirkland – S. Kirkland – Bellevue
236	Woodinville – Totem Lake – Juanita – Kirkland
238	Bothell – Finn Hill – Kingsgate – Rose Hill – Kirkland
245	Kirkland – Overlake – Bellevue – Factoria
<u>248</u>	<u>Kirkland – Rose Hill - Redmond</u>
251	Woodinville – Redmond – Kirkland
254	Kirkland – Rose Hill – Redmond
255	Kingsgate – Kirkland – Seattle
540	Redmond – Kirkland – UW Seattle (Sound Transit)
935	Northshore – Bastyr – Kingsgate
Kirkland @ S. Kirkland Park and Ride Only	
220	Redmond – S. Kirkland – Bellevue
<u>249</u>	<u>Bellevue – S. Kirkland - Overlake</u>
256	Overlake – S. Kirkland – Seattle
Peak Commuter Routes	
252	Evergreen – Kingsgate – Houghton – Seattle
257	Brickyard – Kingsgate – Houghton – Seattle
260	Kenmore – Juanita – Houghton – Seattle
265	Redmond – Houghton – Seattle
277	Juanita – Kingsgate – Houghton – UW Seattle
291	Kingsgate – Redmond
Peak Metro Routes that Serve I-405 Freeway Stations	
237	Woodinville – Kingsgate – Houghton – Bellevue
342	Shoreline – Bothell – Brickyard – Houghton – Bellevue
Sound Transit I-405 Service	
530	Bellevue – Houghton – Kingsgate – Canyon Park – Everett Station
532	Bellevue – Houghton – Kingsgate – Canyon Park – Lynnwood
535	Bellevue – Houghton – Kingsgate – Bothell – Canyon Park – Everett Station

IX. TRANSPORTATION ELEMENT*EXISTING CONDITIONS***Table T-1: Transit Routes in Kirkland**

All Day Service	
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255	Kingsgate – Kirkland – Seattle
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935	Northshore – Bastyr – Kingsgate
Kirkland @ S. Kirkland Park and Ride Only	
220	Redmond – S. Kirkland – Bellevue
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256	Overlake – S. Kirkland – Seattle
Peak Commuter Routes	
252	Evergreen – Kingsgate – Houghton – Seattle
257	Brickyard – Kingsgate – Houghton – Seattle
260	Kenmore – Juanita – Houghton – Seattle
265	Redmond – Houghton – Seattle
277	Juanita – Kingsgate – Houghton – UW Seattle
291	Kingsgate – Redmond
Peak Metro Routes that Serve I-405 Freeway Stations	
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Sound Transit I-405 Service	
530	Bellevue – Houghton – Kingsgate – Canyon Park – Everett Station
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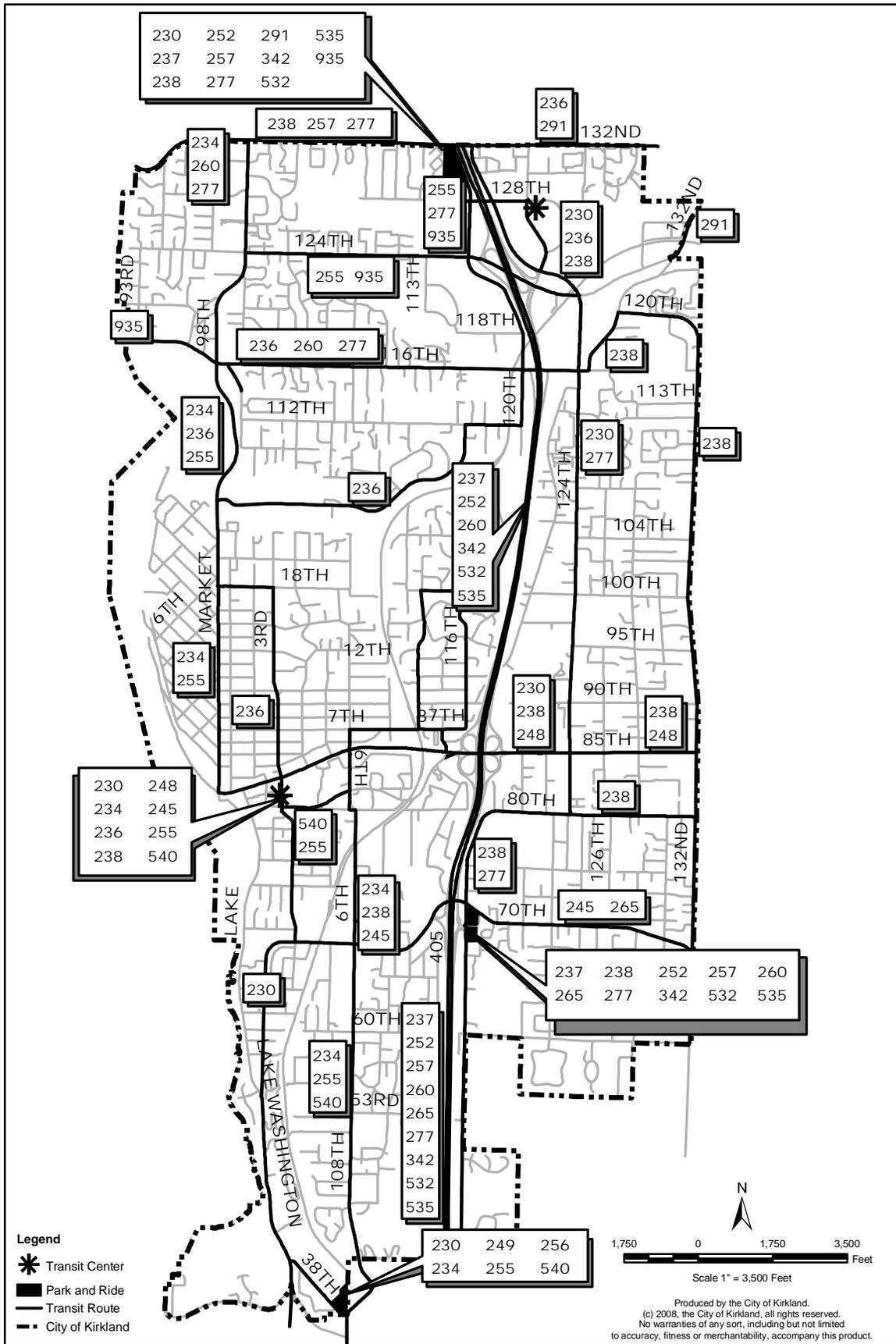


Figure T-4: Transit Service

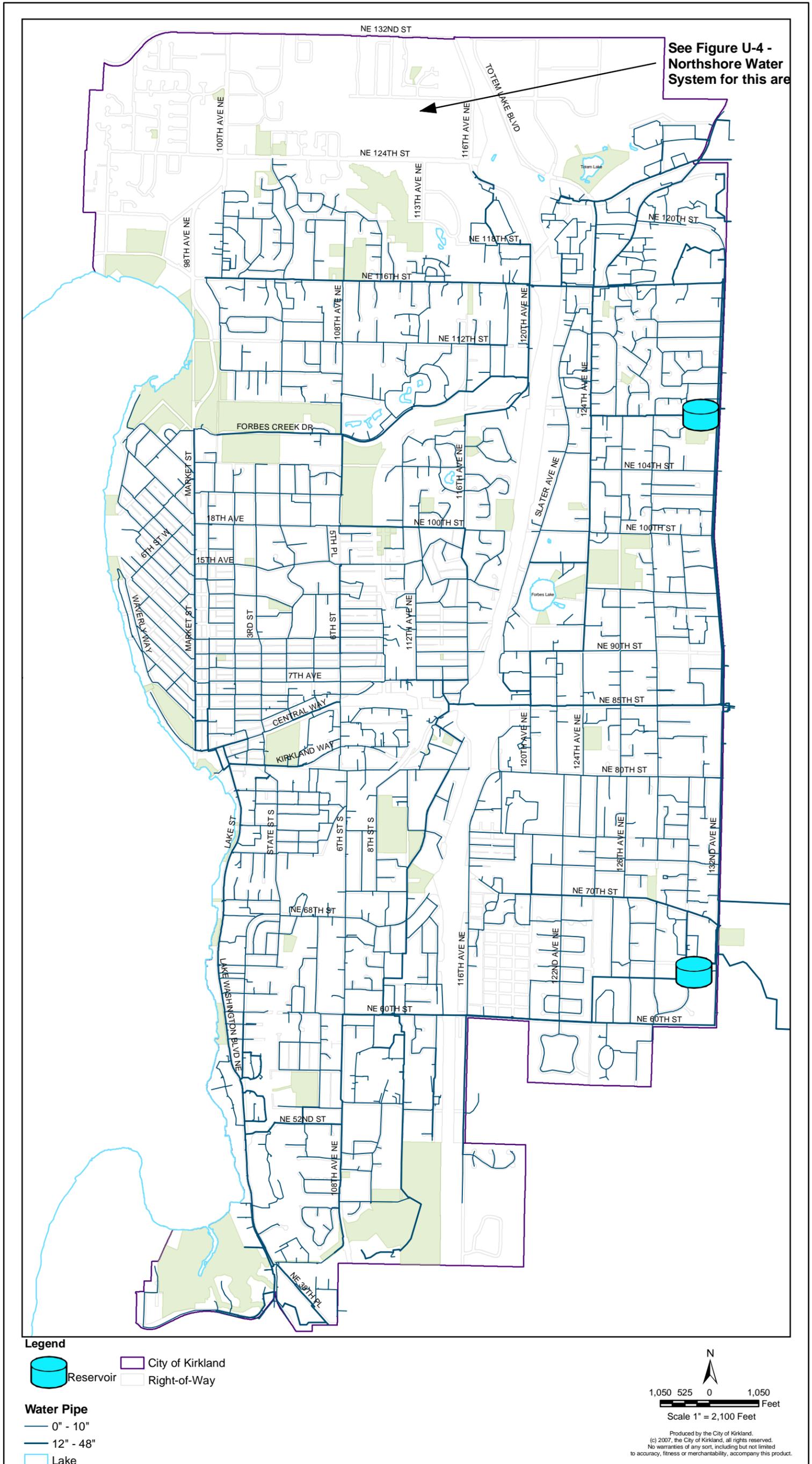


Figure U-1: Water System

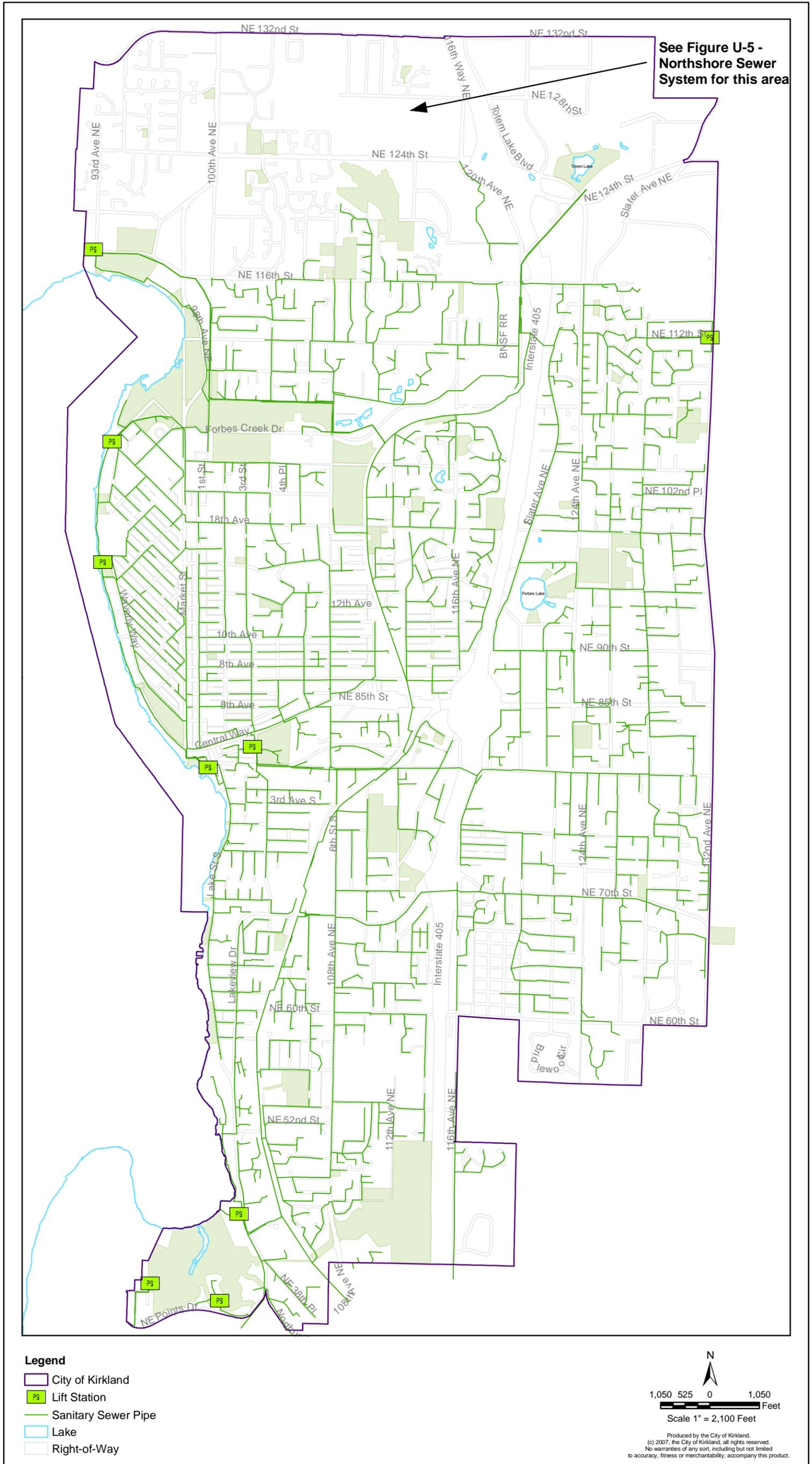


Figure U-2: Sanitary Sewer System

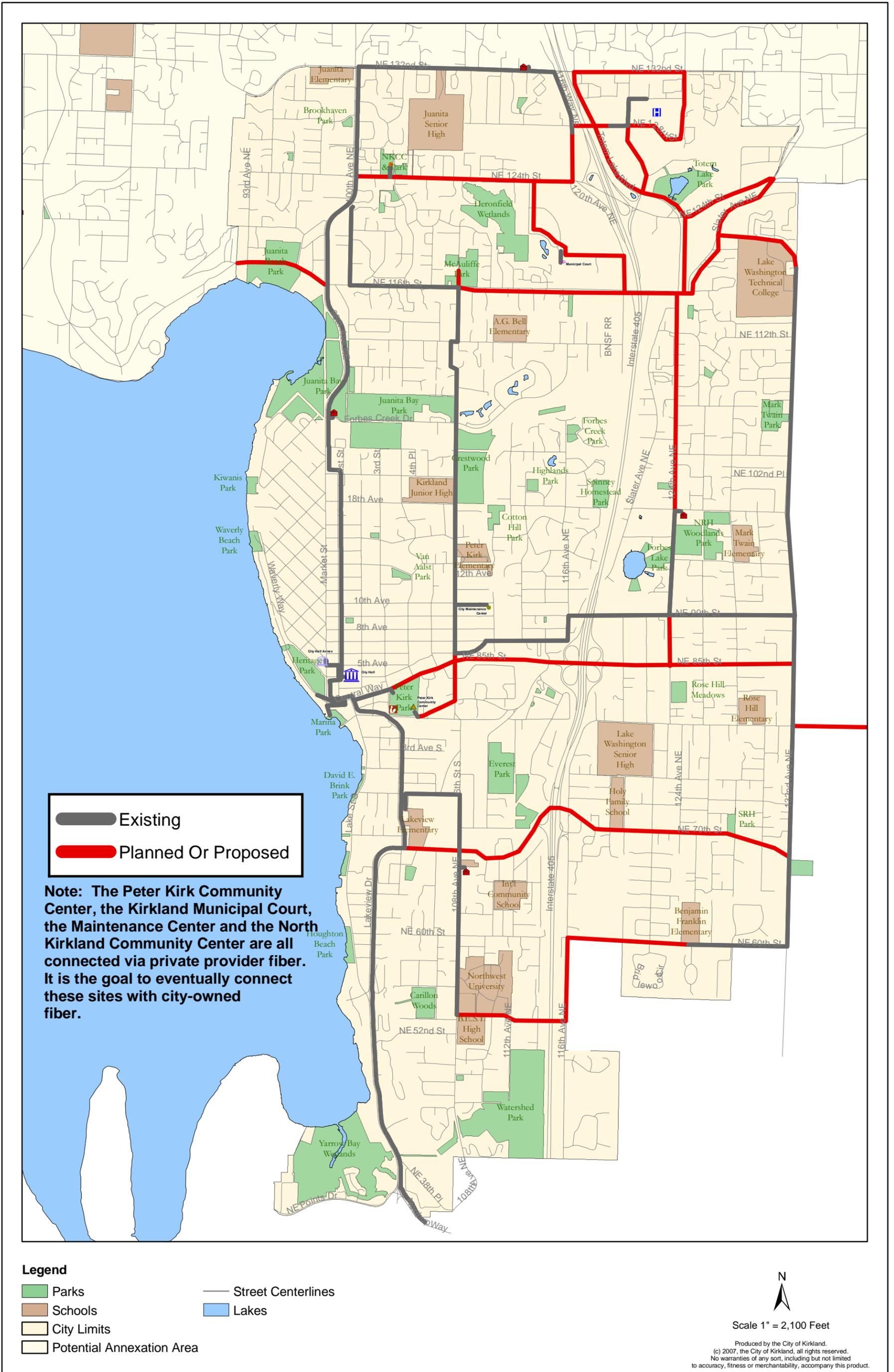


Figure U-6: Existing And Planned/Desired Fiber Optic Network

XI. UTILITIES**GENERAL**

Policy U-1.3: Use the following level of service standards for determining the need for public sewer, water, and surface water facilities:

Table U-1
Water, Sewer and Surface Water Level of Service

Facility	Standard
Water distribution:	112 113 gallons/day/capita
Water storage:	362 gallons/capita plus 3.2 million gallons for fire storage 190 gal/capita (includes 1.5 MG for fire storage)
Sanitary sewer collection:	100 gallons/day/capita
Surface water management:	Convey, detain and treat stormwater runoff in a manner that provides adequate drainage for the appropriate storm to ensure safety, welfare, and convenience in developed areas while protecting the hydrologic regime and quality of water and fish/wildlife habitat in streams, lakes and wetland.

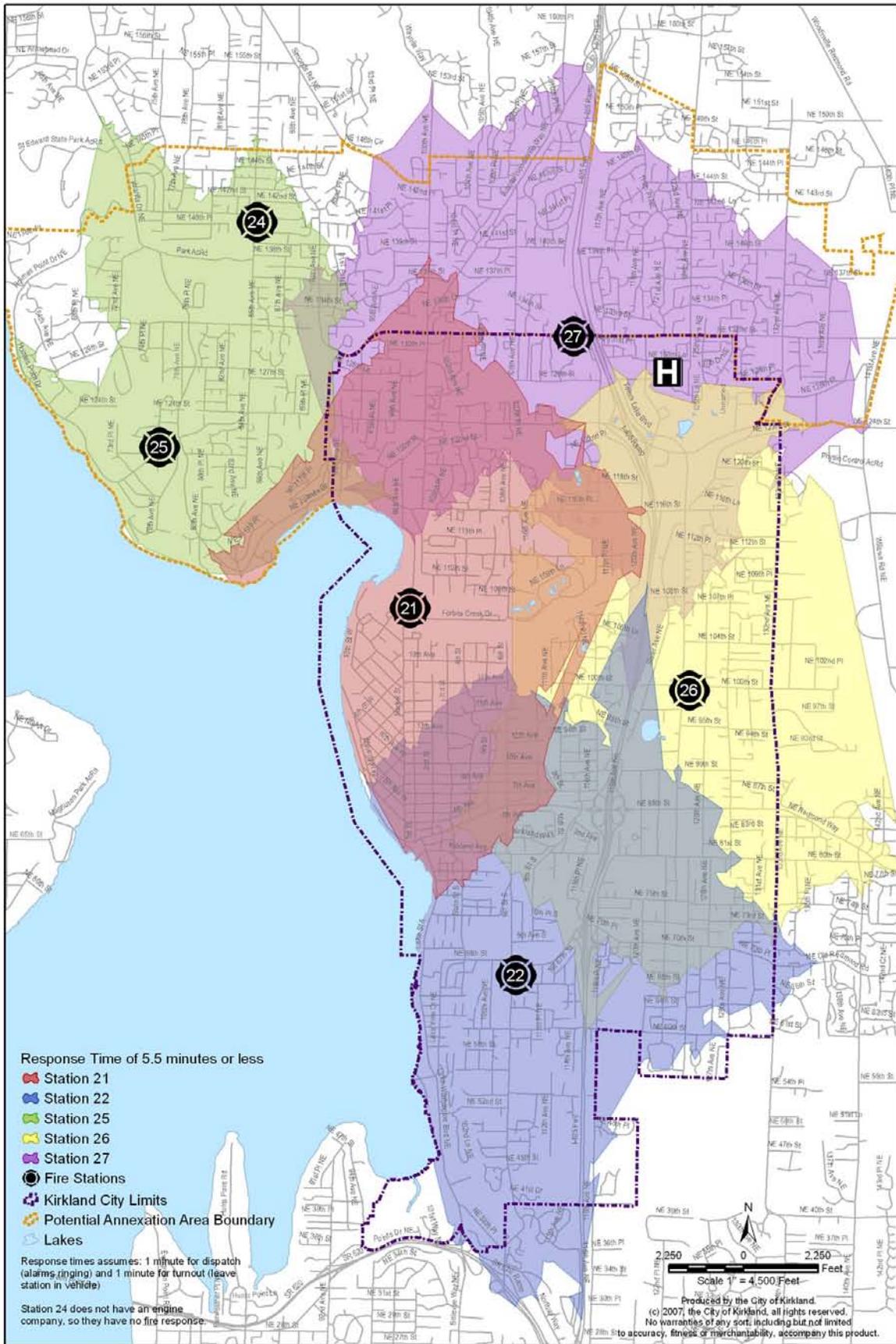


Figure PS-1: Fire Response Times within 5.5 minutes

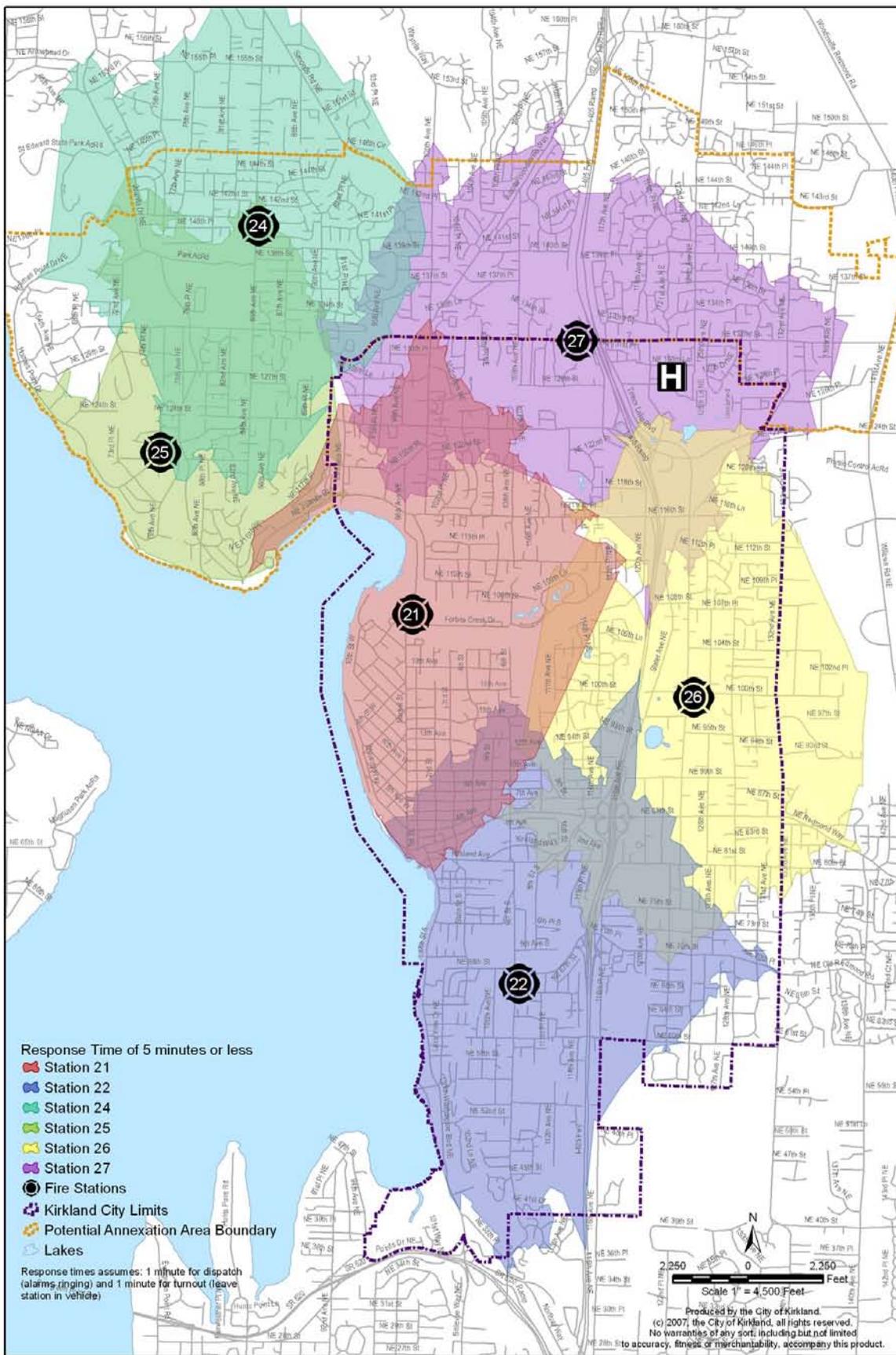


Figure PS-2: Emergency Medical Services Response Times within 5 minutes

XII.A PUBLIC SERVICES

EXISTING CONDITIONS

The City currently provides the following public services:

Fire Protection and Emergency Medical Services – The City provides emergency response to fire and medical emergencies, fire prevention, and public education and participates in regional specialized response for hazardous materials, technical rescue and paramedic services. The City has County and State mutual aid agreements for emergency response. Fire station locations and emergency fire response times are shown in Figure PS-1. Response times for emergency medical services are shown in Figure PS-2.

Police Protection – The City provides traffic investigation, enforcement, and education; parking enforcement; patrol response to citizen calls for service; criminal enforcement; K9; special response teams; crisis response team; conflict resolution; investigations; crime analysis; explorers; crime prevention; school resource officers; record keeping; jail services; internal and external training; and a 911 communications center that serves as the public safety answering point for police, fire, and medical emergencies. The department also has mutual aid agreements with every law enforcement agency in the State.

Solid Waste and Recycling Collection – The City contracts with Waste Management Sno-King to provide curbside solid waste and recycling collection to all single-family and multifamily residents and commercial customers. The County and the City have targeted to achieve specific waste reduction and recycling goals of 53 percent curbside recycling rate and solid waste reduction to 30.5 pounds per household per week by 2018. The city started one of the first residential foodwaste recycling programs followed by commercial organics recycling and business programs to encourage environmentally sound practices. The City will continue to work with its collection contractor to provide a comprehensive curbside recycling program for Kirkland residents and businesses.

XIII. CAPITAL FACILITIES

Sewer and Water Facilities

Policy CF-3.1:

Use the following level of service standards for determining the need for public sewer and water facilities:

Table CF-2
Sewer and Water Level of Service

Facility	Standard
Water distribution	112-113 gallons/day/capita
Water storage	362 gallons/capita plus 3.2 million gallons for fire storage <u>190 gal/capita (includes 1.5 MG for fire storage)</u>
Sanitary sewer collection	100 gallons/day/capita

XIII. CAPITAL FACILITIES***OTHER PUBLIC FACILITIES***

Policy CF-3.4: Use the following level of service standards to determine the need for public facilities:

**Table CF-5
Six-Year Public Facilities Level of Service
(Continued)**

Facility	Standard
Surface water management	Convey, detain and treat stormwater runoff to maintain water quality and preserve hydrologic system and fish/wildlife
Fire and EMS	Response times: <ul style="list-style-type: none"> • Emergency medical: 5 minutes to 90% of all incidents • Nonemergency medical: 10 minutes to 90% of all incidents • Fire suppression: 5.5 minutes to 90% of all incidents
Neighborhood parks	2.1 acres/1,000 persons
Community parks	2.1 acres/1,000 persons
Nature parks	5.7 acres/1,000 persons
Indoor <u>(Non-Athletic)</u> recreation space	700 sq. ft./1,000 persons
<u>Indoor (Athletic) Recreation Space</u>	<u>500 sq. ft./1,000 persons</u>
Bicycle facilities	46.2 miles
Pedestrian facilities	118 miles
Completion of bicycle network by 2022	64%
Completion of pedestrian network by 2022	72%

XIII. CAPITAL FACILITIES*Consistency with Other Plans*

Goal CF-6: Ensure that the Capital Facilities Element is consistent with other City, local, regional, and State adopted plans.

The following documents have been reviewed and taken into consideration during the development of the Capital Facilities Element. These are considered to be “functional or management plans.” They are intended to be more detailed, often noting technical specifications and standards. They are designed to be an implementation tool rather than a policy-guiding document.

**Table CF-6
Functional and Management Plans**

City of Kirkland Fire Protection Master Plan
City of Kirkland Comprehensive Water Plan
City of Kirkland Comprehensive Sewer Plan
City of Kirkland 2006-2011 Capital Improvement Programs
Surface Water Master Plan
Nonmotorized Transportation Plan
Commuter Trip Reduction Plan
Natural Resource Management Plan
Parks, Recreation and Open Space Plan
Downtown Strategic Plan
Housing Strategy Plan
King County Solid Waste Division Comprehensive Solid Waste Management Plan
Northshore Utility District Comprehensive Water Plan
Northshore Utility District Sewer and Water Plan Maps
Lake Washington School District Capital Facilities Plan

XIII. CAPITAL FACILITIES

Funding and Financial Feasibility

Policy CF-5.2:

Consider adjustments to the adopted levels of service, land use plan and/or revenue sources if funding is not available to finance capacity projects for capital facilities and utilities.

If projected funding is inadequate to finance needed capital facilities and utilities based on adopted level of service standards and forecasted growth, the City should make adjustments to one or more of the following:

- ◆ The level of service standard;
- ◆ The Land Use Element; and/or
- ◆ The sources of revenue.
- ◆ The timing of projects

If new development would cause levels of service to decline, the City may allow future development to use existing facilities (thus reducing levels of service), or reduce future development (in order to preserve levels of service), or increase revenue (in order to purchase facility level of service to match future development). Naturally, the City can use a combination of these three strategies.

Policy CF-5.3:

Use a variety of funding sources to finance facilities in the Capital Facilities Plan.

The City's first choice for financing future capital improvements is to continue using existing sources of revenue that are already available and being used for capital facilities. These sources may include the following:

- ◆ Gas Tax;
- ◆ Sales Tax;
- ◆ Utility Connection Charges;
- ◆ Utility Rates
- ◆ Real Estate Excise Tax;
- ◆ Interest Income;
- ◆ Debt;

- ◆ Impact Fee for Roads and Parks;
- ◆ Grants.

~~Only if~~ If these sources are inadequate ~~will~~ the City will need to explore the feasibility of additional revenues.

The second quarter percent real estate tax is limited by law to capital improvements for streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, bridges, domestic water systems, sanitary sewer systems, and parks and recreational facilities (but not land acquisition for parks or recreational facilities). Local ordinance requires that the second quarter percent real estate tax must be used to fund ~~new~~ transportation projects ~~needed to meet the established LOS standards.~~

Impact fees are subject to a number of limitations in State law:

- ◆ Impact fees are authorized only for roads, parks, fire protection, and schools.
- ◆ There must be a balance between impact fees and other sources of public funds; the City cannot rely solely on impact fees.
- ◆ Impact fees can only be imposed for system improvements which:
 - (a) Reasonably relate to the new development;
 - (b) Do not exceed a proportionate share of the costs related to the new development;
 - (c) Are used to reasonably benefit the new development; and
 - (d) Are not for existing deficiencies.
- ◆ Impact fee rates must be adjusted to reflect the payment of other taxes, fees, and charges by the development that are used for the same system improvements as the impact fee.
- ◆ Impact fees may serve in lieu of some of the facilities required to be provided by developers.

Impact fees for roads have replaced, in most cases, mitigation fees and concomitant agreements collected under the State Environmental Policy Act (SEPA) to create a more simplified and predictable system.

Policy CF-5.6:

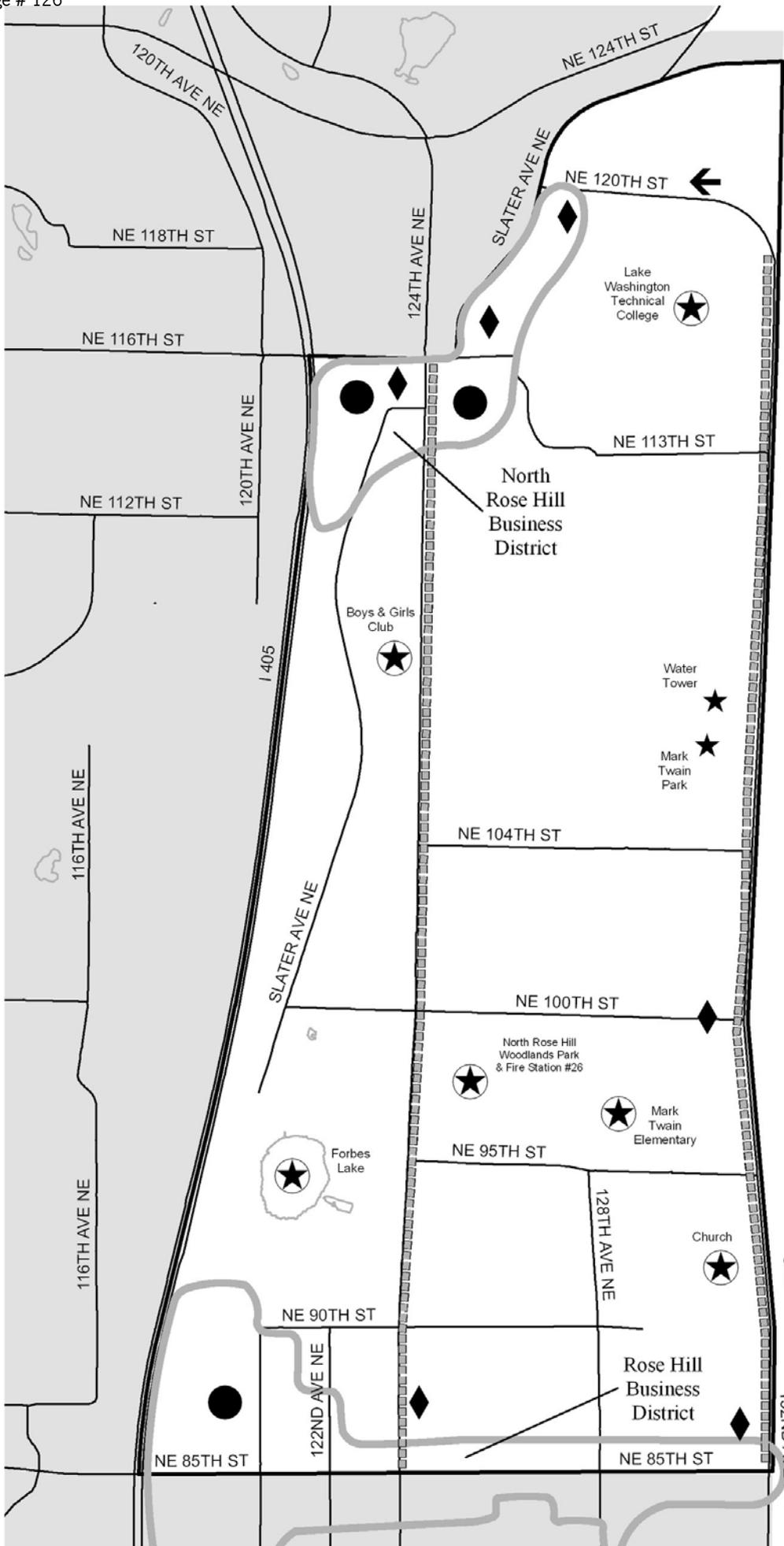
Arrange for alternative financial commitments in the event that revenues needed for concurrency are not received from other sources.

The concurrency facilities (water, sewer, and transportation) must be built, or else desirable development that is allowed in the Comprehensive Plan may be denied. If the City's other financing plans for these facilities do not succeed, the City must provide a financial safety net for these facilities. One ~~large~~ source of revenue funding that is available at the discretion of the City

| Council is councilmanic bonds or revenue bonds (for utilities). The only disadvantage of these bonds is that their repayment is from existing revenues (that are currently used for other purposes which will be underfunded by the diversion to repayment of councilmanic bonds).

Table NRH-1: North Rose Hill Street Connection Plan Description List

1. NE 88TH STREET BETWEEN 124TH AVENUE NE AND 126TH AVENUE NE
2. NE 108TH STREET BETWEEN SLATER AVENUE NE AND 123RD AVENUE NE
3. NE 105TH STREET BETWEEN 128TH AVENUE NE AND 132ND AVENUE NE
4. NE 103RD PLACE BETWEEN 132ND AVENUE NE AND EXISTING CUL-DE-SAC END
5. NE 101ST PLACE BETWEEN 131ST PLACE NE AND 132ND AVENUE NE
6. NE 97TH STREET BETWEEN 130TH AVENUE NE AND 132ND AVENUE NE
Completed
7. NE 94TH STREET BETWEEN 125TH AVENUE NE AND 124TH AVENUE NE
8. 125TH AVENUE NE BETWEEN NE 91ST STREET AND NE 95TH STREET
9. 130TH AVENUE NE BETWEEN NE 87TH STREET AND NE 94TH STREET
10. NE 91ST STREET BETWEEN 130TH AVENUE NE AND 132ND AVENUE NE
11. NE 90TH STREET BETWEEN 128TH AVENUE NE AND 132ND AVENUE NE
12. 131ST AVENUE NE BETWEEN NE 90TH STREET AND NE 91ST STREET
13. 122ND AVENUE NE BETWEEN NE 90TH STREET AND NE 92ND STREET
14. 126TH PLACE NE BETWEEN NE 102ND PLACE AND NE 100TH PLACE Completed
15. NE 101ST PLACE BETWEEN 124TH AVENUE NE AND 125TH AVENUE NE
16. NE 116TH STREET BETWEEN 127TH AVENUE NE AND 132ND AVENUE NE
17. NE 109TH PLACE BETWEEN SLATER AVENUE AND 124TH AVENUE NE
Completed

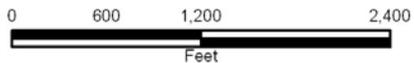


North Rose Hill Neighborhood

Urban Design

Urban Design Features

- Activity Node
- ★ Landmark/Activity Node
- ★ Landmark
- ◆ Gateway
- ➔ View
- Landscape Median
- Business Districts



HV.H. TOTEM LAKE NEIGHBORHOOD PLAN

3. ECONOMIC DEVELOPMENT

Goal TL-3: Preserve and intensify commercial areas outside of Totem Center.

Policy TL-3.2:

Expand opportunities for office development south of NE 116th Street (districts TL ~~10A~~10E and TL 10D).

XV.I. NORTH SOUTH JUANITA NEIGHBORHOOD PLAN

PARKLANDS

A master plan for Juanita Beach Park was approved by the City Council in 2006 and incorporates the following components:

Vision Statement: Juanita Beach Park is a family friendly, multi-generational community park that fits the scale, character, and history of the park site and the surrounding neighborhood. The park provides waterfront access and a balanced mix of active and passive recreation opportunities while protecting and enhancing the natural environment.

Park Integration Goals:

- Link park to surrounding neighborhoods
- Unify north and south sides of the park
- Buffer parking lot views
- Encourage bike and pedestrian access

Recreation Goals:

- Create multi-use recreational facilities
- Provide recreation appropriate to the site character
- Balance development with environmental restoration and enhancement opportunities
- Balance active recreation and passive recreation activities

Environmental Stewardship Goals:

- Enhance Juanita Creek to create a healthy stream environment. (This could include the reach within the park and up-stream reaches)
- Create a salmon and wildlife friendly shoreline
- Enhance and restore wetlands
- Educate park visitors about habitat values
- Use low impact development and sustainability design principles

Community-Building Goals:

- Create community gathering areas

Aesthetic Goals:

- Buildings should not dominate the landscape
- Provide aesthetically pleasing night lighting
- Create naturalistic landforms
- Improve the visual quality of the shoreline
- Create framed views of the lake
- Incorporate art as an integrated element of landscape forms and built structures

Historical Resources Goals:

- Maintain and restore Forbes House and associated landscape
- Provide appropriate interpretation of area history

~~Any future master plan for Juanita Beach Park should incorporate:~~

- ~~(1) — Regional park facilities on the Lake Washington side of Juanita Drive, and neighborhood park facilities on the north side.~~
- ~~(2) — Parking away from the shoreline and located mostly on the north side of Juanita Drive. Existing lots should be removed from the south side of the park and replaced with a drop-off area and limited parking for special needs. An effective parking management system should be developed.~~
- ~~(3) — Signalization of 97th Avenue NE and Juanita Drive to ensure safe pedestrian and vehicular access.~~
- ~~(4) — Removal of the chain link fence along Juanita Drive and views opened up to the water. Security for the park should be seriously considered during the planning process.~~
- ~~(5) — An improved connection to Juanita Bay Park.~~
- ~~(6) — An enhanced and safe connection to the business district across 97th Avenue NE.~~
- ~~(7) — Consideration of a nonmotorized boat launch facility.~~
- ~~(8) — The Dorr Forbes House as the historical focal point for the neighborhood.~~



CITY OF KIRKLAND
Planning and Community Development Department
123 Fifth Avenue, Kirkland, WA 98033 425.587.3225
www.ci.kirkland.wa.us

MEMORANDUM

Date: April 2, 2008

To: David Ramsay, City Manager

From: Paul Stewart, Deputy Planning Director

Subject: Adoption of 2008-2010 Planning Work Program (File No. MIS08-00007)

Recommendation

City Council approve the attached resolution adopting the 2008-2010 Planning Work Program.

Background

The City Council and Planning Commission met at a joint meeting on March 4th, 2008 to review the proposed 2008-2010 Planning Work Program and discuss other items. The Council generally agreed with the Planning Work Program as recommended by the Planning Commission.

The work program reflects the intent to undertake the Lakeview and Central Houghton Neighborhood Plans concurrently. It also includes potential updates to Chapter 85 of the Zoning Code regarding slope regulations. This shows up in the work program as an addition under Task 4 as a place-keeper for future consideration. The work program has some minor changes to the schedule of some tasks to indicate the latest timing. Following adoption by the Council, staff will distribute it to the appropriate boards and commissions, the Houghton Community Council, neighborhood associations and the Chamber of Commerce. We will also post it on our web page.

Some of the tasks do have budget implications that will be discussed during the upcoming budget process. These include:

- The 2010-2011 major update to the Comprehensive Plan (Task 1)
- Neighborhood Plans (Task 2)
- Affordable Housing Strategies (Task 5)
- Environmental Stewardship – Shoreline Master Program, Trees, LID and Green Building Program (Task 7).

The City Council has also expressed an interest in looking at the process, timing and criteria for private amendment requests. Staff will prepare a background memo and bring it to the Planning Commission in early summer for their review and recommendation to the City Council.

RESOLUTION R-4697

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND PERTAINING TO THE 2008–2010 PLANNING WORK PROGRAM

WHEREAS, the Kirkland City Council and the Kirkland Planning Commission met at a joint meeting on March 4, 2008, to discuss the proposed planning work program tasks and to set priorities; and

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

Section 1. The adopted Planning Work Program for the City of Kirkland shall be established as shown on Exhibit A to this resolution.

Section 2. This adopted Planning Work Program shall be used by the City staff and Planning Commission in scheduling work tasks and meeting and hearing calendars.

Section 3. A copy of this resolution shall be distributed to the Planning Commission, Parks Board, Transportation Commission, Design Review Board, Neighborhood Associations, the Chamber of Commerce and Houghton Community Council.

PASSED by majority vote of the Kirkland City Council in open meeting this 15th day of April, 2008.

SIGNED IN AUTHENTICATION thereof this _____ day of April, 2008.

Mayor

Attest:

City Clerk



CITY OF KIRKLAND
Department of Finance & Administration
 123 Fifth Avenue, Kirkland, WA 98033 425.587.3100
 www.ci.kirkland.wa.us

MEMORANDUM

To: David Ramsay, City Manager

From: Barry Scott, Purchasing Agent

Date: April 3, 2008

Subject: REPORT ON PROCUREMENT ACTIVITIES FOR COUNCIL MEETING OF APRIL 15, 2008

This report is provided to apprise the Council of recent and upcoming procurement activities where the cost is estimated to be in excess of \$50,000. This report also includes the process being used to determine the award of the contract.

Following is a report on the City's major procurement activities since March 19, 2008:

	Project	Process	Estimate/Price	Status
1.	2007 Crosswalk Upgrade Project	Small Works Roster	\$38,000 - \$63,000	Small Works Roster contractors notified on 4/1. Project plans & specs posted on 4/2.
2.	Rose Hill Meadows Demolition Project	Small Works Roster	\$75,000 - \$120,000	Project to be posted on 4/9.

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



CITY OF KIRKLAND

Planning and Community Development Department

123 Fifth Avenue, Kirkland, WA 98033 425.828.1257

www.ci.kirkland.wa.us

MEMORANDUM

To: David Ramsay, City Manager QUASI-JUDICIAL

From: Eric Shields, AICP, Planning Director
Janice Soloff, AICP, Senior Planner

Date: March 27, 2008

Subject: **APPEAL OF DESIGN REVIEW BOARD DECISION ON THE BANK OF AMERICA/MERRILL GARDENS MIXED USE PROJECT AT 101 KIRKLAND AVENUE, FILE: DRC07-00006, CASE NO. APL08-00001**

RECOMMENDATION

That City Council conduct an open record hearing for the appeal of the Design Review Board (DRB) decision on the Bank of America-Merrill Gardens project (File DRC07-00006) filed by the Citizens for a Vibrant Kirkland (CiViK). At the conclusion of the hearing, close the hearing and direct staff to return to the next regular City Council meeting with a resolution setting forth findings and conclusions that Council can adopt to either:

- Affirm the DRB decision (See Attachment 2); or
- Reverse the DRB decision; or
- Modify the DRB decision.

Staff recommends that the Council affirm the decision of the DRB.

RULES FOR CITY COUNCIL CONSIDERATION

Standard of Review- Kirkland Zoning Code (KZC) 142.40.11.a

Unless substantial relevant information is presented at the open record appeal hearing that was not considered by the DRB, the DRB decision shall be accorded substantial weight. The City Council may reverse or modify the DRB decision if, after considering all of the evidence in light of the design regulations, design guidelines, and Comprehensive Plan, the City Council determines that a mistake has been made.

Scope of Review- KZC 142.40.7

The City Council shall only consider the specific elements of the DRB decision that are disputed in the letter of appeal and the City Council may only consider comments, testimony, and arguments on these specific elements.

Appeal of Bank of America/Merrill Gardens Project
FILE DRC07-00006, CASE APL08-00001
March 27, 2008 Page 2 of 9

Participation in and Conduct of Appeal- KZC 142.40.6

Only the following people may participate in the appeal: the applicant (SRM Development, LLC) or its representative; the appellant (CiViK) or its representative; and the Chair of the DRB (Jeff Bates) or his representative. Representatives of the Planning and Community Development Department may present this staff report and answer questions concerning the report and record for the City Council.

Staff recommends that the Appeal Hearing follow this order:

1. Introductory statements by Mayor and City Attorney
2. The Planning and Community Development Department's presentation
3. The appellant's presentation
4. The Chair of the Design Review Board's presentation
5. The applicant's presentation
6. Appellant's opportunity for rebuttal
7. Close of appeal hearing
8. City Council discussion and deliberation on appeal

Written Testimony or Comments

The parties have agreed that testimony will be given in a presentation form rather than a question and answer format. The City Council will have the opportunity to ask questions during or at the conclusion of each presentation. The parties will have the opportunity to ask questions as well.

In addition to memoranda, oral testimony, and arguments submitted by the parties that are within the scope of the appeal, the City Council may consider the DRB decision, written comments received by the DRB, the letter of appeal, written comments submitted after the DRB decision but prior to the appeal hearing, the staff report and presentation, and the DRB Chair's presentation.

Continuation of Hearing- KZC 142.40.10

The City Council may continue the hearing. If the hearing is continued, the Mayor should announce the date, time and place of the continued hearing.

BACKGROUND OF DEVELOPMENT PROPOSAL AND DESIGN REVIEW PROCESS

The subject property is located in the CBD 1 zone at the corner of Lake Street So. and Kirkland Avenue. The development proposal submitted by SRM Development includes a five story building with 72 residential units on four levels above ground floor retail (11,285 gfa) and a parking garage for 131 parking stalls (See Attachment 3). Under the proposal, the Bank of America will return to the northwest corner of the site. The northwest and northeast corners of the site will contain open space plazas with art and landscaping incorporated into the design of the sidewalk area. A parking modification request to reduce the Zoning Code required parking stalls for the residential portion of the property was approved by the DRB after review of a parking study and recommendation from the Public Works and Planning Departments.

To provide for increased pedestrian and vehicular circulation within the block, property will be dedicated along the alley between the site and Hector's restaurant. The alley will be widened to 22' for vehicular access and to add a new pedestrian walkway between the Merrill Gardens Assisted Living project to the east and Lake Street So. Access to the underground parking garage will be from the alley. The existing drive through facility will be relocated connecting the alley to Kirkland Avenue. At the retail street level along Lake Street So. and Kirkland Avenue, new wider than required sidewalks will be provided with landscape strips and street trees. Most of the existing street trees on Kirkland Avenue will be retained.

Design Review Board Meetings

The DRB held one Conceptual Design Conference on October 1, 2007 (File CDC07-00005) and three Design Response Conferences on November 19, 2007, December 3, 2007 and January 7, 2008 (DRC07-00006). Staff reports, minutes and public comment letters from these meetings are available at http://www.ci.kirkland.wa.us/depart/Planning/DRB_Meeting_Information.htm or in the above files. The Chair signed the final decision on January 16, 2008. The Notice of Decision was issued on January 17, 2008 (see Attachment 2). A summary of the issues raised in the public comment letters is in the DRB decision. Comment letters received after the DRB decision are included as Attachment 7.

Excerpts of the architectural drawings are contained in Attachment 3. The remaining architectural drawings submitted for the Design Response Conferences and staff reports are contained in File DRC07-00006 are included as Appendix to this staff report, and available in the City Council Study for review. The final approved drawings included with the DRB decision were submitted on January 7, 2008.

SCOPE OF THE APPEAL

On behalf of Citizens for a Vibrant Kirkland (CiViK), a Washington non-profit corporation, J. Richard Aramburu of Aramburu and Eustis, LLP, has filed an appeal of the DRB's Design Response Conference (DRC) decision for the Bank of America – Merrill Gardens mixed use project contained in File No. DRC07-00006. In its appeal letter, the appellant raises a number of issues and requests that the City Council reverse the DRB decision or remand the matter back to the DRB for further proceedings. (see Attachment 1)

SUMMARY OF ISSUES BROUGHT FORTH BY APPELLANT AND STAFF RESPONSE

CiViK alleges that the DRB erred in its decision for the reasons listed below and contained in Attachment 1. Staff has responded to each of the issues.

1. *Violation of State Environmental Policy Act* - The appellant alleges that the DRB erred in reviewing, considering and issuing discretionary approval for the Bank of America/Merrill Gardens project in violation of the State Environmental Policy Act (SEPA) for the reasons stated in a January 2, 2008 letter (see Attachment 1). The January 2 letter may be summarized as stating that the DRB should have considered the environmental aspects of the project and that the SEPA determination should

Appeal of Bank of America/Merrill Gardens Project
FILE DRC07-00006, CASE APL08-00001
March 27, 2008 Page 4 of 9

have been issued prior to the DRB's decision on the application. In addition, CiViK's appeal letter asserts that the environmental checklist submitted on December 31, 2007 did not accurately describe the proposal because it did not include an additional floor of parking.

Staff response Kirkland Municipal Code (KMC) Chapter 24.02 establishes the City's procedures for implementing SEPA and adopts by reference many sections of Chapter 197-11 of the Washington Administrative Code (WAC) for conducting SEPA review.

Pursuant to KZC 142.35.1, KMC Chapter 24.02.015 and WAC 197-11-704, Design Board Review applications are not considered a "development permit or project action." At the design review process stage of a development proposal, the design of a project is considered preliminary. As part of the design review decision the DRB may recommend that a development proposal change prior to a building permit application. A building permit is considered the project permit or license to modify the environment (WAC197-11-704). Therefore, for development proposals subject to Design Board Review, the City conducts SEPA review with the submittal of a building permit application when the proposal is more specifically defined.

SEPA review is conducted administratively and evaluated based on review of an environmental checklist submitted by the applicant describing the development proposal. The applicant submitted an original environmental checklist and fee on December 17, 2007. Based on City staff and the DRB's recommendation on the parking modification request, a revised checklist was submitted by the applicant via email on January 10, 2008. This revision updated the number of parking stalls proposed to 131 and added another level of underground parking (see parking modification section below). A mitigated determination of non-significance (MDNS) and concurrency notice was issued on February 19, 2008 (contained in File DRC07-00006 and BLD08-00066). A building permit application BLD08-00066 for the project was submitted on January 28, 2008. The SEPA appeal deadline was March 4, 2008. No SEPA appeal was filed.

Under SEPA and the SEPA Rules, the failure to issue a threshold determination is not subject to administrative appeal. RCW 43.21C.075 (3) (a); WAC 197-11-680 (2) and 3 (a) (iii). Consistent with state law, KMC 24.02.105 provides that only the issuance of a determination of non-significance or the issuance of a determination of significance is appealable. Other SEPA issues such as categorical exemption determinations, adequacy of Environmental Impact Statement scoping, and failure to issue a threshold determination are not administratively appealable and may be challenged only in court. The City's threshold mitigated determination of non-significance issued on the building permit application for the Bank of America Project/Merrill Gardens project could have been administratively appealed to the City Hearing Examiner, but was not.

2. *Buildings should be limited to two stories along Lake Street* The appellant alleges the DRB was inconsistent with the Downtown Plan in approving a building over two stories on Lake Street. See item 4 below for staff response.
3. *Exercise of DRB discretion in approving a greater than two story building* The appellant alleges the DRB erred in limiting its exercise of discretion to consider only the design elements for the third and

fourth stories and in its understanding that it lacks discretion to disapprove new construction over two stories to four stories. See item 4 below for staff response.

4. *DRB Decision is inconsistent with Downtown Plan* The appellant alleges that the DRB approval was inconsistent with the Downtown Plan for the following reasons: the applicant does not provide justification to allow the building height above two floors, the failure of those stories above the second story to be set back significantly from the street, the building does not step back at those floors above the second floor, the building fails to reduce building mass above the second floor, the building does not contribute to a mix of two to four story buildings in Design District 1B, and the building fails to step up from the north and west to the base of the bluff.

Staff Response to items #2, #3, #4 above CBD 1 Zoning (KZC 50.10) states that buildings exceeding two stories must demonstrate compliance with the design regulations of Chapter 92 KZC and provisions contained in the Downtown Plan. The City Council has authorized the DRB to conduct the design review process to determine compliance with these requirements. For CBD 1 Zoning Code Use Zone Chapter 50 regulations link to:
http://kirklandcode.ecitygov.net/CK_KZC_Search.html

For Downtown Plan Policies relevant to the subject property see Figure C-5 (see Attachment 4) on page XV.D-11 and policies for Design District 1B on pages XV.D-9-XV.D-11 located in the Moss Bay Neighborhood section or link to: http://kirklandcode.ecitygov.net/CK_comp_Search.html. Attachment 5 is an annotated version of staff's analysis of how the project meets each of the Downtown Plan policies included as an attachment to the December 3rd DRB packet.

The following is a summary of the key Downtown Plan policies regarding maximum building height in Design District 1B:

- Two to five stories with 0' setbacks from property lines are allowed provided certain design policies are applied
- Buildings along Lake Street and Kirkland Avenue should be limited to two stories
- Stories above the second floor should be setback from the street in order to reduce building mass and preserve the human scale and pedestrian orientation of the core area
- A mix of two to four stories is allowed as an incentive for redevelopment
- Taller buildings should step up toward the hillside to help moderate the mass of large buildings on top of the bluff (for example, Portsmouth).
- Five stories may be allowed if
 - at least three stories are residential
 - stories above the second story are significantly setback from the street
 - buildings are designed for superior retail space at street level
 - rooftop appurtenances are screened and integrated into design of building

The DRB discussed how the Downtown Plan policies regarding building height should be applied to this project and the extent of it's authority to deny or approve buildings of two to five stories. The DRB interpreted the policy regarding a two story limitation to mean that buildings should have a two story street façade along Lake Street So and Kirkland Avenue. The DRB discussed the extent of building setbacks and modulation provided at the street and at upper levels along both Kirkland

Avenue and Lake St So. The DRB looked at other projects in the area for the extent of upper story setbacks approved such as the Merrill Gardens Assisted Living project to the east along Kirkland Avenue.

At a subsequent meeting, the DRB requested staff to provide a more detailed analysis of the upper story setbacks of other previously approved projects in CBD 1. Results of this research identified the extent of upper story setbacks (measured from the face of either the 1st or 2nd story depending on where the upper story setback occurs) previously approved as follows: the Heathman Hotel ranged from 5' to 31'; the Kirkland Central building ranged from 11' to 52'; and the Merrill Gardens Assisted Living project ranged from 8.67' to 20.67'. The proposed Bank of America-Merrill Gardens project upper story setbacks range from 9.83' to 27' along the north façade and along the west façade range from 8.12' to 48.28' (and greater if measured from the property line).

In its decision, the DRB concluded that a five story building should be approved because the project complies with the Downtown Plan polices, Design Guidelines and Zoning requirements. The project provides a one to two story street façade along Lake Street and Kirkland Avenue. The stories above the second story are setback significantly from both streets. The building form is stepped back at the third, fourth, and fifth stories to mitigate building mass, to terrace toward the hillside, and to maintain human scale. The rooftop appurtenances and related screening will not exceed the total allowed height and will be integrated into the parapets. The DRB challenged the applicant to design the building at a higher standard for superior retail space and pedestrian orientation. The DRB concluded the project had met that challenge (see superior retail discussion below in item #10).

Because of the high degree of public interest in the height issue, on two occasions the DRB reaffirmed its decision that the project met the policy criteria for a five story building. The DRB confirmed it has applied these regulations and Downtown Plan design criteria in approving three previous buildings in the CBD 1 (Kirkland Central, Merrill Gardens Assisted Living and Heathman Hotel). (see DRB Decision in Attachment 2, Section III.A. regarding building height, architectural and human scale for discussion and conclusions).

It is the appellants' position that the Downtown Plan policies should be interpreted to limit entire buildings to two stories. If this were true, why would Figure C-5 (see Attachment 4) specifically allow a range of building height and policy text describe that stories above the second floor should be stepped back from the street and toward the hillside? If entire buildings were limited to two stories for all properties that are along all streets where policies discuss building height limits (such as Lake Street and Kirkland Avenue), only buildings without frontage on these designated streets would be allowed to exceed two stories. Attachment 6 is a graphic representation demonstrating that under this interpretation there would only be three parcels in CBD 1 where buildings higher than two stories could be constructed. Staff does not believe that this is the intent of these policies. Nor is this consistent with how the DRB has interpreted these policies in the past.

5. Parking Modification- The appellant alleges that: 1) there is insufficient evidence that the occupants of the residential units will have significantly fewer vehicles resulting in reduced parking demand, 2) the DRB did not evaluate the adequacy of the proposed guest parking rate, and 3) there are no

covenants or written conditions that limit the use of the property to senior housing or limit the occupants to one vehicle per bedroom.

Staff Response KZC 105.103 (2) (a) and 105.103 (3) (c) allows DRB approval of parking modifications to decrease the number of parking stalls if a parking demand and utilization study finds that the reduced number of stalls are sufficient to fully serve the use. The study must be prepared by a licensed transportation engineer or other qualified professional. The applicant submitted a parking modification request along with supporting data from William Popp and Associates to reduce the number of required parking stalls for the residential portion of the project from the required 1.7 stalls per unit to 1 stall per bedroom. One of the arguments for the reduced rate was because seniors may have fewer cars per unit.

Thang Nguyen, Transportation Engineer with the Public Works Department, evaluated the parking proposal and technical supporting data from William Popp and Associates. dated December 26, 2007 and concluded that the senior housing element should not be a factor in establishing the parking rate. He recommended to staff and the DRB that the project should provide 1 stall per bedroom plus .15 parking stalls per bedroom for visitors. In addition, 16 parking stalls allocated for the bank should be made available to visitor parking between 7pm and 6am. This decision is consistent with other similar parking modifications approved for multiple projects in the CBD. The DRB discussed the modification request at the January 7, 2008 meeting and agreed with staff's recommendation. The applicant concurred with staff's recommendation and revised the development proposal to provide additional parking stalls and an additional below grade parking level. This negates the need for covenants limiting the use to senior housing. No previous parking modifications approved by the City have limited occupants to individuals or families that have only as many vehicles as they have bedrooms.

6. A bank is not a retail use The appellant alleges that a bank is not considered a retail establishment.

Staff Response The CBD 1 zone use listing for banking and related financial services (Section 50.12.025) falls into the general definition of a retail use category not an office use for the following reasons. KZC Section 5.10.795 establishes the definition of a "retail establishment" as "*a commercial enterprise which provides goods and/or services directly to the consumer, whose goods are available for immediate purchase and removal from the premises by the purchaser and/or whose services are traditionally not permitted within an office use*".....(emphasis added) The definition of an "office use" in KZC Section 5.10.590 states: "*banks, loan companies and similar financial institutions are excluded from the definition of office.*"

7. Lack of binding conditions of approval The appellant alleges that the DRB erred in not requiring conditions restricting the occupancy of units based on the parking modification, and in not mandating that the proposed café be retained and retail uses maintained.

Staff Response KZC 142.35.10 establishes the authority of the DBR to grant, deny or conditionally approve the development proposal: "*the terms of DBR approval or conditional approval will become a condition of approval on each subsequent development permit and no subsequent development permit will be issued unless it is consistent with the DBR approval or*

conditional approval.” In other words, the building permit application must be consistent with the plans approved with the DRB decision. Attachment 2 includes the conditions of approval issued with the DRB’s decision. The parking modification was not approved based on the residential units being for seniors. Once a DRB decision has been issued, KZC 142.50 establishes criteria for evaluating subsequent modifications to the approved development proposal either administratively or for return to the DRB for its evaluation. The Zoning Code establishes the types of uses allowed in CBD 1 zone and the DRB does not have the authority to further restrict the types of land uses allowed in each zone. It will be City staff’s responsibility, as part of the building permit review, to ensure the application materials comply with the plans approved during the design review process, the conditions of approval in the DRB decision and all City regulations including the allowed uses and number of approved parking stalls.

8. *The superior retail standard is an unconstitutionally vague standard* The appellant alleges: “the term ‘superior retail’” is too vague to set forth uniform guidelines so that its interpretation is not left solely to the discretion of administrative bodies or officials and thus cannot be considered a criterion to allow additional height. Several Washington appellate court opinions are cited in the appeal letter. See item 10 below for a staff response.
9. *Application of superior retail criteria* The Appellant alleges the DRB should have applied the superior retail guidelines to the type of retail use rather than the physical configuration of the retail space. See item 10 below for a staff response.
10. *Superior Retail* – A bank and small retail spaces do not constitute superior retail uses to justify the fifth floor.

Staff Response to items #8, #9, #10 Basic requirements for the design of retail space are established in the Zoning Code CBD 1 section, Design Regulations of KZC Chapter 92, and the Design Guidelines For Pedestrian Oriented Districts standards. These requirements include among others: the minimum size, depth, height, pedestrian orientation, sidewalk width, building materials, and amount of windows necessary to support retail activity in pedestrian oriented areas. In order to justify the “bonus” fifth floor of housing in Design District 1, the applicant must demonstrate compliance with the applicable criteria in the Downtown Plan, including the provision of “superior retail space at the street level.” The Plan uses the word “space” rather than “use.” Because “superior retail space” is not a defined term, staff and the DRB have established a written list of guidelines or criteria to define how to design for superior retail space (see Attachment 7 for basic and superior retail space guidelines). These provisions have been applied to three previous projects in determining compliance with the Downtown Plan for a “bonus” story.

Early on in the subject design review process, the DRB provided direction to the applicant as to how to meet the expectations for superior retail space. The applicant responded to suggestions from the DRB and public by designing for superior retail. The DRB determined that the project exceeded the basic requirements for pedestrian orientation and access to the project, size of retail space, depth and height of the retail space, and using superior quality of building materials. The DRB has used the same superior retail criteria in approving other four to five story buildings in CBD 1.

The Zoning Code Section 50.12 establishes the types of uses that may be permitted in the CBD 1 zone. The DRB does not have the authority to prohibit allowed retail uses that may locate on the site. Rather, because retail uses change over time, the DRB has regulated the physical aspects of a building for superior retail space. The DRB concluded the building provides for superior retail space and determined the building met the other policies in the Downtown Plan, Zoning and Design Guidelines to approve a fifth story.

11. Drive through Feature The appellant alleges that the DRB erred in approving the drive through feature of the Bank of America project because it is inconsistent with the Downtown Plan.

Staff Response The Downtown Plan (page XV.D-6) generally discourages drive through facilities and office uses on the ground floor because of the pedestrian orientation of the Downtown. However, KZC CBD 1 Section 50.12.025 provides that for bank uses, drive through facilities are permitted as an accessory use if the drive through existed prior to January 1, 2004 or will replace a drive through facility which existed on January 1, 2004 and certain criteria are met. These criteria are related to pedestrian safety, minimizing vehicular access and queuing issues. The proposed drive through replaces an existing drive through that existed prior to or on January 1, 2004. It is for the bank use only. The proposed drive through also meets the criteria in KZC 50.12.025 as the number of lanes have been reduced; and the plans were revised to address vehicular and pedestrian access issues.

ATTACHMENTS

1. Appeal letter from CiViK organization from J.Richard Aramburu dated January 31, 2008 (includes 1/2/08 letter from Aramburu).
2. Design Review Board decision dated January 17, 2008
3. Development proposal vicinity map, excerpts from plans (File DRC07-00006 contains full set).
4. Downtown Plan Figure C-5 showing Height and Design Districts
5. Annotated version of Downtown Plan policies with staff analysis
6. Graphic showing properties without frontage along designated streets.
7. Superior retail space guidelines
8. Letters received after issuance of the DRB final decision

APPENDIX

The Appendix includes the staff memos, applicant submittals, public comment letters to the DRB contained in File DRC07-00006 available to City Council members in the Council office or at http://www.ci.kirkland.wa.us/depart/Planning/DRB_Meeting_Information.htm including:

- November 19, 2007 DRB meeting packet: Staff memo dated 11/9/07; Drawings dated 11/5/07 (received by PCD 11/9/07)
- December 3, 2007 DRB meeting packet: Staff memo dated 11/28/07; Drawings dated 11/26/07
- January 7, 2008 DRB meeting packet: Staff memo dated 12/26/07; Drawings dated 1/7/08
- Public comment letters received prior to DRB decision

ARAMBURU & EUSTIS, LLP**Attorneys at Law**

505 Madison Street, Suite 209
Seattle, Washington 98104
(206) 625-9515 Fax: (206) 682-1376

January 31, 2008

Kirkland Planning Department
Kirkland City Council
123 Fifth Avenue
Kirkland, WA 98033-6189

Appeal of the decision of the Kirkland Design Review Board (DRB) to approve Bank of America Mixed Use Project under Permit No. DRC07-00006, for property located at 101 Kirkland Ave.

1. DECISION APPEALED. The appellant designated below hereby appeals the decision of the Kirkland Design Review Board (DRB) to approve the Bank of America Mixed Use Project under Permit No. DRC07-00006, for property located at 101 Kirkland Ave. That project will be referenced herein as the "BOA Project." This decision is dated January 17, 2008, a copy of which is attached and will be referenced as the "DRB Decision." This appeal is brought pursuant to §142.40 of the Kirkland Zoning Code ("KZC"), Appeals of Design Review Board Decisions, and requests review and decision by the City Council.

2. IDENTITY OF APPELLANT. This appeal is brought by Citizens for a Vibrant Kirkland, "CIViK." CIViK is a local citizens organization and a Washington nonprofit corporation consisting of residents, business owners and other interested persons concerned with the economic, environmental and civic development of downtown Kirkland. The address of CIViK is:

CIViK
218 Main Street
PMB 675
Kirkland, WA 98033

CIViK and its members provided written and oral comments on the BOA Project before the DRB.

CiViK is represented in this matter by J. Richard Aramburu, whose address is:

J. Richard Aramburu
Aramburu & Eustis, LLP
505 Madison Street, Suite 209
Seattle WA 98104
206/624-9515, fax 206/682-1376
rick@aramburu-eustis.com

After February 18, 2008 our office address will be:

720 Third Avenue, Suite 2112

Seattle WA 98104-1860

All telephone, fax and e-mail addresses will remain the same.

3. ISSUES ON APPEAL. The DRB Decision was in error and should be reversed for the following reasons:

3.1 State Environmental Policy Act. The DRB erred in reviewing, considering and issuing discretionary approval for the BOA Project in violation of SEPA, for the reasons stated in the letter sent to the DRB dated January 2, 2008 and attached hereto. Also, the checklist did not accurately describe the proposal, including, but not limited to the addition of an additional parking floor as a part of the proposal before the DRB.

3.2 Buildings Limited to Two Stories along Lake Street. Under the Downtown Plan, buildings should be limited to two stories along all of Lake Street. The DRB erred in permitting more than two stories for this building located on Lake Street.

3.3 Exercise of Discretion. The DRB erred in limiting its exercise of discretion to consideration only of the design elements of the third and fourth stories and erred in its understanding and determining that it lacks discretion to disapprove any new construction over two stories up to four stories.

3.4 Downtown Plan. The DRB approval was inconsistent with the terms of the "Downtown Plan" as required by the KZC section 50.10. The BOA Project applicant does not provide justification to increase the height of the proposal over the two floors permitted in underlying zoning. Such inconsistencies, include, but are not limited to, the failure of those stories above the second story to be set back significantly from the street, the failure of the building to step back at those floors above the second floor, the

failure of the proposal to reduce building mass above the second floor, the failure of this building to contribute to a mix of two to four story in Design District 1B and the failure of the proposed structure to step up from the north and west to the base of the bluff.

3.5 Parking Modification. The DRB erred in approving the parking modification that reduced the number of required parking stalls for the project from 1.7 stalls per unit to 1 stall per bedroom. There is insufficient evidence that the occupants of the residential units will have significantly less vehicles that support reduced parking demand. The DRB further erred in not evaluating the adequacy of the applicant's proposed guest parking at .15 per unit whereas KZC 105.20 would allow the DRB to have required as much as .5 spaces per unit. Further, there are no covenants or written commitments limiting the use of this property to senior housing or limiting occupants to individuals or families that have only as many vehicles as they have bedrooms.

3.6 Bank as Retail Use. The DRB erred in concluding that banks, such as the proposed Bank of America, are retail uses on page 8 (first line) of its decision. Pursuant to KZC 50.12.020 and .030 "banking and related financial institutions" are listed as different uses, with different requirements, than "retail establishments."

3.7 Lack of Binding Commitments for DRB Conditions. The DRB erred in not requiring that the various features, conditions and uses described in its decision be made binding on the applicant through conditions and restrictions of title on the property. This applies especially to the limitation on units based upon the parking modifications, the failure to assure that the proposed café be retained and that retail uses shall be maintained.

3.8 Unconstitutionally Vague Standard. The DRB made its decision based on its conclusion that the BOA Project met a standard for "superior retail." The term "superior retail" is too vague to set forth uniform guidelines so that its interpretation is not left solely to the discretion of administrative bodies or officials and thus cannot be considered a criteria to allow additional height. See *Anderson v. Issaquah*, 70 Wn. App. 64, 79, 851 P.2d 744 (1993); *Indian Trail Property Owner's Ass'n v. City of Spokane*, 76 Wn. App. 430, 437, 886 P.2d 209 (1994); *Burien Bark Supply v. King Cy.*, 106 Wn. 2d 868, 725 P.2d 994 (1986).

3.9 Application of Superior Retail Criteria. The DRB erred in interpreting the "superior retail" criteria to be applied to the physical

configuration of the retail space instead of the use to which the space will be put.

3.10 Superior Retail. Even if "superior retail" is a legally permissible standard and can be applied to a physical configuration, the known anchor tenant and the small retail spaces found in the BOA Project do not constitute "superior retail." As such, at least the fifth floor of the proposal should be eliminated.

3.11 Drive-through Feature. The DRB erred in approving the drive through feature of the BOA Project as it is inconsistent with the downtown plan and will result in threats to pedestrian safety.

4. RELIEF REQUESTED.

Based on the foregoing, the CIVIK requests that the City Council reverse the decision of the DRB, or in the alternative remand the matter to the DRB for further proceedings.

ARAMBURU & EUSTIS, LLP



J. Richard Aramburu
Attorney for CIVIK

jra/py/c
Encl.
f:/

ARAMBURU & EUSTIS LLP

Attorneys at Law

505 Madison Street, Suite 209

Seattle, Washington 98104

(206) 625-9515 Fax: (206) 682-1376

January 2, 2008

Design Review Board
City of Kirkland
123 Fifth Avenue
Kirkland, WA 98033-6189

Re: File Number DRC07-00006 (CDC 07-00005)
Bank of America/Merrill Gardens

Dear Design Review Board:

This office represents Citizens for a Vibrant Kirkland (CIVIK). CIVIK is a nonprofit grassroots organization committed to advocating for the quality of life and future vitality of Kirkland.

I am writing today to ask that the Design Review Board (DRB) suspend any further consideration of the above referenced proposal pending completion of the SEPA process for this proposal.

The DRB has before it a proposal for a mixed use project for residential, retail, bank and associated parking. The applicant requests certain discretionary decisions from the DRB, including the approval of a fifth floor on the proposal. Under city codes, a decision to approve an additional floor for the building will be binding on future City decisions.

The City has just received a SEPA Environmental Checklist for this proposal with a date of submission of December 31, 2007. Following comments by the public and staff review, a "threshold determination" must be made by the City's responsible SEPA official as to whether an environmental impact statement (EIS) should be prepared for the proposal. This decision must be made "as close as possible to the time that an agency has developed or is presented with a proposal." WAC 197-11-310.

January 7, 2008
Page 2

Under WAC 197-11-055(2), the City is required to complete its SEPA process at the earliest point in this decision making:

(1) Integrating SEPA and agency activities. The SEPA process shall be integrated with agency activities at the earliest possible time to ensure that planning and decisions reflect environmental values, to avoid delays later in the process, and to seek to resolve potential problems.

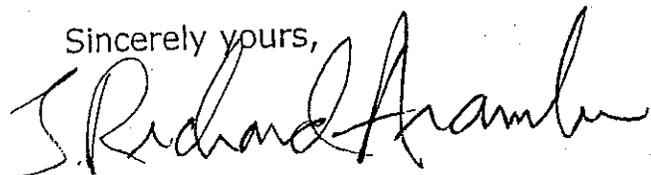
(2) Timing of review of proposals. The lead agency shall prepare its threshold determination and environmental impact statement (EIS), if required, at the earliest possible point in the planning and decision-making process, when the principal features of a proposal and its environmental impacts can be reasonably identified.

In the present case, the SEPA Checklist for the above referenced proposal has just been received; indeed CIVIK doubts that members of the DRB have yet reviewed it. To our knowledge, City staff has not yet reviewed the proposal and has not made a threshold determination.

Under SEPA, the threshold determination process, and the possible preparation of an EIS, must precede any decisions made by the DRB. The DRB must consider environmental aspects of its decisions. The decision of the DRB will be substantive as it will decide whether the proposal will be allowed to add an additional floor and that decision will be binding on the City in future permitting. The DRB has traffic, aesthetic and other environmental impacts that are appropriately considered only after all environmental information and analysis is received.

Based on the foregoing, CIVIK requests that the DRB suspend further review of the above referenced proposal pending the completion of the threshold determination process.

Sincerely yours,



J. Richard Aramburu

JRA/py

cc: CIVIK



CITY OF KIRKLAND

Planning and Community Development Department
 123 Fifth Avenue, Kirkland, WA 98033 425.828.1257
www.ci.kirkland.wa.us

DESIGN REVIEW BOARD DECISION

FILE NO.: DRC07-00006

PROJECT NAME: Bank of America/Merrill Gardens Mixed Use Retail/Residential Project at 101 Kirkland Avenue

APPLICANT: SRM Development LLC

PROJECT PLANNER: Janice Soloff, Senior Planner

I. SUMMARY OF DECISION

Any Loos of SRM Development applied for design review of a mixed use project at 101 Kirkland Avenue with approximately 11,285 gfa of ground floor retail, 72 units of senior housing, and 131 parking stalls (see Attachment 2). The project includes new retail tenant spaces along Kirkland Avenue and Lake Street S. The Bank of America would return to the northwest corner of the site and a drive through facility located between the buildings will access from the alley. Vehicle access to the parking garage will also be from the alley. The alley will be widened to 22 feet to accommodate two-way vehicle traffic. A pedestrian walkway along the alley building façade will connect pedestrians from the Merrill Gardens Assisted Living project to the east to Lake Street S. Wider sidewalks with landscape strips, street trees and decorative light fixtures will be provided along property frontage on Kirkland Avenue and Lake Street S. Two open space plazas with art integrated into the areas will be provided in the northwest and northeast corners of the property. A parking modification to reduce the code required parking ratio for the residential portion of the project was requested.

On January 7, 2008, the Design Review Board (DRB) approved the project as shown on the plans dated January 7, 2008 subject to the following conditions:

- A. This application is subject to the applicable requirements contained in the Kirkland Municipal Code, Zoning Code, and Building and Fire Code. It is the responsibility of the applicant to ensure compliance with the various provisions contained in these ordinances. Attachment 1, Development Standards, intended to familiarize the applicant with some of the additional development regulations. This attachment does not include all of the additional regulations.
- B. As part of the application for a building permit the applicant shall submit the following:
 1. Building plans that show the maximum building height is no more than 55 feet above the midpoint of the property frontage along Kirkland Avenue.
 2. Decorative parapets may exceed the height limit by a maximum of four feet pursuant to KZC Section 50.62.4, provided that the average height of the parapet around the perimeter of the structure shall not exceed two feet. Rooftop appurtenances must fall below this height including perimeter screening (KZC Section 115.120).

3. A parking modification (pursuant to KZC 105.103) is approved per staff recommendation described in the December 26, 2007 memo from Thang Nguyen for the residential portion of the project only based on a parking ratio of one parking stall per bedroom. In addition, visitor parking shall be provided at a ratio of .15 parking stalls per bedroom plus 16 parking stalls allocated for the bank use shall also be made available for visitor parking between 7pm and 6am. All other uses for the property shall meet the parking requirements of the Zoning Code. The final parking count may be influenced by the property owner's participation in the LID 119 or floor area exemptions in KZC Section 50.60. The applicant shall inform staff about how the stalls will be managed. The applicant shall provide revised parking plans that meet these and all other Zoning Code requirements.
4. Install public improvements as determined by the Public Works Department on Kirkland Avenue and Lake Street S.
5. Continue to work with the Cultural Council to finalize incorporating art into the design of the project along street level building facades and the NE and NW corners of the project. Prior to final issuance of the building permit, final design for the pedestrian plazas and art shall be approved by the DRB.
6. Building details and colors of such things as railings, canopies, marquees, signage, lighting, shall be significantly different in design from the Merrill Gardens assisted living project (under construction at 201 Kirkland Avenue). Prior to building permit issuance, the Design Review Board shall approve the final details of these features.
7. At the NW corner, the proposed modification of the bay to wrap around the corner is approved. Above the expanded bay (at the NW corner of the Level 5 roof terrace) the roof line shall be changed from a solid parapet to an open/transparent corner treatment.
8. At the proposed bank facades on the northwest corner of the building, revise plans to lessen the width of the vertical columns between the windows to provide greater glazing opportunities at the street and replace the horizontal and vertical bands of white brick with red brick.
9. The applicant should explore enlarging the depth of the NE corner retail space along Kirkland Avenue by shifting the lobby hallway south, over the parking below. The DRB recognizes that this may not be feasible given the ceiling heights of the parking garage.

II. DESIGN RESPONSE CONFERENCE MEETINGS

A. Background Summary

Below is a summary of the Board's discussions at the three Design Response Conferences held on November 19, 2007, December 3, 2007 and January 7, 2008.

November 19, 2007 Conference: The Design Review Board reviewed the plans submitted by Runberg Architects dated November 5, 2007. Staff provided an overview of the Zoning Code and Comprehensive Plan policies for the CBD 1 area and the key design issues for the project. Staff's memo dated November 9, 2007 provides an analysis of project consistency with the Zoning regulations, Downtown Plan Comprehensive Plan policies and Design Guidelines for Pedestrian Oriented Districts.

After receiving public comment on the project and deliberating, the Board requested the applicant to return for a second meeting to respond to the following DRB comments:

Building Height and Scale: Deemphasize upper stories at northwest corner and provide generous upper story setbacks, especially from Lake Street, at 3rd, 4th and 5th levels. Show a more active retail program along Lake Street S. such as consider moving the space labeled as a coffee shop/café so it has a more prominence along the street, increase interaction between retail and pedestrians, increase entrances and provide more landscaping at the base of the building.

Alley Design: The alley width, pedestrian walkway and whether or not the alley should be two-way were discussed. One way circulation would require drivers to circle around the block to access the site. A two-way alley is preferred by the Public Works Department to allow more circulation choices within the block for vehicles coming from Kirkland Avenue, through new Main Street, or Lake Street S. to access garage entrances of both this project and future redevelopment of the property to the south.

Drive-through Design: The Board questioned if there was adequate sight distance at the alley entrance. They requested the applicant to design the exit driveway on Kirkland Avenue to be more pedestrian friendly.

Streetscape, Open Spaces and Landscaping: Extend the landscape strip planter along Lake Street S. north. Add additional greenery to the northeast bulb out. Provide ground cover in addition to tree grates. Show landscape plans for private terraces. Include details for water feature and art sculpture. In response the applicant revised the landscape plan with the above information.

Exterior Lighting, Art, Plaza and Signage: Examples of the exterior lighting fixtures, art, signage and plans for the plaza were discussed.

December 3, 2007 Conference: The Design Review Board reviewed the plans submitted by Runberg Architects dated November 26, 2007. The staff memo dated November 28, 2007 provides an overview and analysis of the project modifications made in response to DRB direction.

After receiving public comment on the project, the Board discussed the applicant's response from the requested items discussed above. By motion, the Board reached consensus to support approving a five story building, finding that the proposal complied with applicable requirements including setback of upper stories and superior retail. The Board then moved on to continue discussion of further project details. The Board requested the applicant to return for a third meeting to respond to the following DRB comments:

Building Materials: Provide a comparison of the building materials and colors for the Merrill Gardens assisted living project under construction at 201 Kirkland Avenue with the Bank of America project with the goal of achieving uniqueness and individuality between the two projects. Explore options to strengthen the variety of colors and materials between the 3 building segments.

East Elevation: Fine tune the east elevation design details.

Roofline: Explore modulations in parapet heights to enhance the treatment of building mass as 3 building segments and avoid long horizontal lines.

Retail details: Provide more building material details of the superior retail spaces.

Landscaping: Provide greater street tree choices (deciduous; richness in color) (variety will also help break up facades); provide upper story planters and detailing for upper story terraces and containers.

Art and Plaza Design: Have the Cultural Council review and comment on the open space plazas, water feature and artwork.

January 7, 2008 Conference: The Design Review Board reviewed the plans submitted by Runberg Architects dated January 7, 2008. The staff memo dated December 26, 2007 provides an overview and analysis of the project modifications made in response to DRB direction. The applicant met with the Cultural Council subcommittee on December 17th and their comments are summarized in Attachment 1 of the January 7th staff report.

The Board reviewed the revised plans and the staff recommendation for the parking modification. After receiving additional public comment on the project, the Board discussed the following:

Northwest corner bay: In response to the applicant's request to revisit the upper story corner bay at the NW corner of the building, the Board agreed to the revised plans of including a more transparent corner of windows with a simpler roofline for the upper residential unit.

Building materials/details: The Board discussed the importance of having each of the Merrill Gardens projects to have their own identity in use of building materials, colors and details such as signage, lighting, canopies, awnings and railings.

Art and plaza design: The Board considered the recommendations from the Cultural Council for the art integrated into the project.

Parking modification: The parking modification was approved as recommended by staff.

Café tenant space: The Board expressed the importance of keeping the space labeled as a café as a separate tenant space at that location to add a diversity of retail along Lake Street and discouraged the space from becoming an ATM location for the bank.

Building Height and Scale: In response to the continued public comment regarding the issue of compliance with criteria for approval of a 5th story, and some public perception that the Board had not had the opportunity to read and review previous comments, the Board discussed their findings from the December 3, 2007 Conference. On review, the DRB concluded that the application met the requirements and should be approved subject to conditions.

B. Public Comment

All public comment letters and e-mails received during the Design Response Conference meetings were forwarded on to the Board for consideration in addition to the oral comment from the three public meetings. All comments are contained in the City's official file. Below is a summary of the general public comment themes that emerged through the design review process:

- The DRB should review all public comment before rendering a decision
- The compatibility of proposed building height at this location
- Change to the small town look and feel
- Should a bank and drive-thru use be considered superior retail justifying the 5th story
- Pedestrian safety along streets and the alley
- Adequacy of proposed parking
- Consistency with City policies and regulations
- Benefits and impacts to downtown retail

III. DESIGN REVIEW BOARD DISCUSSION AND CONCLUSIONS

Below is a summary of the key issues and conclusions reached by the Design Review Board during the design review process. For more background on these issues and evaluation of how the project meets the Zoning Code and Comprehensive Plan policies see staff advisory reports from the three Conferences contained in File DRC07-00006.

A. BUILDING HEIGHT, ARCHITECTURAL AND HUMAN SCALE

CBD 1 Zoning (KZC 50.12) establishes a maximum building height of 2-5 stories with General Regulations requiring buildings exceeding two stories to demonstrate compliance with design regulations and the Downtown Plan. The City is to determine compliance with these provisions through Design Review. Guidance in the Downtown Plan (pages XV.D-9 - XV.D-11) relative to allowed building height in this district includes the following:

- Subject property is located in Height and Design District 1B. Maximum number of stories is 2-4 with one additional story allowed for upper story residential. Discretionary approval required for heights over two stories.
- Stories above the 2nd floor should be setback from the street. To preserve the existing human scale of this area development over two stories require review and approval the Design Review Board based on priorities set forth in the Downtown Plan.
- Buildings should be limited to 2 stories along all of Lake Street South to reflect the scale of development in district 2 (west side of Lake Street S.). Along Kirkland Avenue, a maximum of 2 stories along street frontages will protect the existing human scale and pedestrian orientation.
- Portions of Design District 1B provide the best opportunities for new development that could contribute to the pedestrian fabric of Downtown. The existing development in this area is older, auto-oriented, defined by parking lots and poor pedestrian orientation.
- To provide incentive for redevelopment and because these larger sites have more flexibility to accommodate additional height, a mix of 2-4 stories is appropriate.

- South of Kirkland Avenue, building forms should step up from the north and west with tallest portions at the base of the hillside to help moderate the mass of large buildings on top of the bluff.
- Buildings over two stories should generally reduce the building mass above the second story.
- One additional story (5th story) may be appropriate to encourage residential on upper floors and strengthen retail in the core area. This additional story may be considered by the DRB if:
 - At least 3 of the upper stories are residential,
 - Total height is not more than one foot taller than the height that would result from an office project with three stories of office over ground floor retail (55 feet),
 - Stories above the second story are setback significantly from the street,
 - The building form is stepped back at the third, fourth, and fifth stories to mitigate additional building mass,
 - Superior retail space is provided at street level,
 - Rooftop appurtenances and related screening does not exceed the total allowed height is integrated into the height and design of peaked or parapet roofs.

DRB deliberations focused on whether the project met the Downtown Plan direction, particularly: 1) whether the project was appropriately designed for superior retail in order to approve the fifth floor and 2) the amount of setback and building mass above the second story. It should be noted that the Board has applied these regulations and design guidance in approving three previous buildings in CBD 1 (Kirkland Central, Merrill Gardens, and Heathman Hotel).

DRB Discussion – Building Setbacks: The Board discussed the building height regulations and direction from the Downtown Plan and concluded that a maximum two story street façade along Kirkland Avenue and Lake Street S. is required to provide a human scale and pedestrian orientation to the street with building forms setback above the 2nd floor to terrace up toward the hillside (Portsmouth building) to reduce building mass. Along Kirkland Avenue, a one and two-story street façade is brought out to the sidewalk at both east and west ends of the building. At the 3rd and 4th levels the amount of building setback above the second story ranges from approximately 10' on the west to 23' for the east third of the building. It was noted that the building is setback between approximately 5' to 34' from the Lake Street S. and Kirkland Avenue property lines in order to provide wider sidewalks and public open space. As a result, the upper story setbacks are even greater if measured from the property line. The Board discussed the design, materials and amount of setback from the 2nd floor of the upper story corner bay at the northwest corner of the building especially as viewed from the street. The 5th level is setback an additional amount for private patios and a roof deck that overlooks Lake Street S below. Private patios are also on the 2nd- 4th levels.

DRB Discussion – Superior Retail:

Basic requirements for retail space are established in the Zoning Code CBD 1 section, Design Regulations of Chapter 92, and the Design Guidelines. To be granted the 5th story, the Downtown Plan states that development must show that the project provides superior retail space at the street level. As projects have been approved in the Downtown, staff and the Board have developed a list of basic retail requirements to evaluate whether the retail space proposed exceeds those basics (for example, is the retail space larger, deeper, taller; does it use quality of materials,; what is the relationship to the

streetscape; and how does it compliment other tenant mixes in the Downtown). The Board's review of the project's retail space focused on the following:

- Pedestrian Orientation and Streetscape Experience (sidewalk width, glazing, weather protection): Because of the prominent corner location of the project at Lake Street S. and Kirkland Avenue, the Board discussed the importance of the project creating a strong pedestrian environment around the entire building including, creating a pedestrian plaza at the NW corner, providing wider sidewalks and pedestrian connections to adjacent properties, ground level landscaping and upper story decks that overlook the pedestrian experience at the street. The Board discussed with the architect the desire for the bank space and café to have greater retail presence at the street with several entrances, areas for pedestrians to gather, wider weather protection, greater transparency and quality building materials. The architect responded by modulating and splitting up the bank and café spaces, providing the open space plaza at the corner with a water feature, sitting benches, and landscape strips at the curb. Retail building facades along the street provide building details such as patterned and varying colored brick, concrete pedestals at the base, decorative concrete medallions and decorative lighting.
- Retail Size: In response to the Board's comments, the proposed café tenant space was enlarged and brought out along the street and treated with a white brick in contrast to the red brick to differentiate it from the bank space. The four retail spaces range in size from 880 SF for the café, to 2,365 SF and 2,450 SF for spaces along Kirkland Avenue and 5,720 SF for the bank. The proposal meets or exceeds the size and amount of retail opportunities along the street.
- Retail Depth: The depth of the two retail spaces along Kirkland Avenue ranges from 26' to 50'. The bank ranges from 64'6"- 88'8" in depth. The space labeled as a cafe is shown as 32'6". The board requested the applicant to examine enlarging the eastern most tenant space along Kirkland Avenue. The retail spaces generally exceed the minimum 30' depth requirement, and are on average significantly deeper than 30'.
- Retail Height: Per minimum code requirements, retail space must be a minimum of 13' to 15' in height to provide greater opportunities for window height for interior light and visibility from the street of interior and merchandise display. The space labeled as a cafe and the bank will provide a floor height of 14'6". The western most retail space will be 13'6" and the eastern most retail space will be 20' in height.
- Superior Quality Building Materials: The architect responded to the Boards comments to provide high quality building materials for the retail facades by including a variety of colored brick, fiber cement siding, vinyl windows, aluminum storefronts, and metal canopies decorative exterior lighting.

The Board reviewed and discussed the public comment that the bank should not be considered as a superior retail. The DRB noted the following:

- The Kirkland Zoning Code specifically treats banks as retail uses. Further, the DRB has affirmed that it does not have authority to prohibit uses specifically allowed by the Kirkland Zoning Code. This position was confirmed by the City Attorney at the DRB meeting of January 7, 2007.
- Given the authority of the DRB over issues of design and the absence of authority over use, the DRB has applied the term “superior retail” to apply to physical characteristics of the retail environment.
- Retail tenants will change over time, so focusing on creating places and spaces that will foster successful retail uses is the appropriate exercise of DRB authority.

DRB Conclusions: The Board concluded that a fifth story should be approved because the project complies with the Downtown Plan policies and Zoning requirements. The project is designed for three floors of residential, stories above the second story are setback significantly from the street, the building form is stepped back at the third, fourth, and fifth stories to mitigate building mass, superior retail space is provided at street level (see discussion above) and the rooftop appurtenances and related screening will not exceed the total allowed height, and will be integrated into the parapets. Specific to the requirement for superior retail, beginning at the Conceptual Design Conference and following through the design review process, the DRB challenged the applicant to demonstrate that the design of the project, from the curb to the retail façade, provide a design that was superior to code requirements to the extent that it justified the 5th story. The Board concluded that the applicant has met that challenge and that the project does provide superior retail space.

B. VEHICULAR AND PEDESTRIAN ACCESS

In the Downtown Plan, development in the CBD 1 is encouraged to be designed in scale and orientation to the pedestrian for a lively, attractive, and safe streetscape experience. Design Guidelines provide techniques to achieve this such as placement of windows, multiple entrances, canopies, awnings, courtyards, arcades, and other pedestrian amenities. Service areas, surface parking and blank facades should be located and not visible from the street frontage.

DRB discussion: The Board discussed concerns for pedestrian safety at the drive through exit at Kirkland Avenue and sight distance at the entrance to the drive through along the alley. As a result the applicant angled the building corners at the drive through at the alley entrance and exit. At the Kirkland Avenue exit, the building was pulled back and low-growing landscaping and lighting was added.

DRB conclusions: The Board concluded that the proposal is consistent with vehicular and pedestrian requirements and complies with the policies and guidelines regarding providing enhanced pedestrian circulation such as the wider sidewalks along Kirkland Avenue and Lake Street S. and the pedestrian walkway connection along the alley. The Board agreed to the revisions to the drive through.

C. BUILDING MATERIALS, COLOR AND DETAIL

DRB Discussion: The Board discussed the importance of the building materials to be unique from the other Merrill Gardens project to the east. The architect reviewed the building material details of both projects.

DRB Conclusions: The Board agreed to the general approach to proposed building materials and requested that the building details such as the railings, decks, awnings, signage etc. be brought back to them for approval with the building permit application to ensure that the two projects are architecturally distinct.

D. LANDSCAPING

DRB Discussion and Conclusions: The Board discussed the proposed design and plant selection for the landscaping and agreed with the recommendation to provide the three landscaping nodes around the property, retain three of the existing trees in the sidewalk along Kirkland Avenue, and vary from the standard street tree grates to provide landscape strips adjacent to the curb. The Board suggested landscape pots along the facades where there are no awnings to provide additional landscaping at the base of the building.

E. PARKING MODIFICATION REQUEST

DRB Discussion: Under the provisions of KZC Section 105.103, the applicant requested a reduction of the number of code required parking stalls for the residential portion of the project. A recent code amendment to that section gives the Design Review Board authority to evaluate and approve parking modification requests to reduce the number of parking stalls as part of the design review process.

Section 105.103 requires a request for a parking modification to be documented by a demand and utilization study to serve the type of land use, prepared by a licensed transportation engineer and substantiated by technical data. The parking modification requests to reduce the number of required parking stalls for the residential portion of the project from 1.7 stalls per unit to 1 stall per unit. The December 20, 2007 memo from William Popp Associates includes supporting data for the request. A memo from Thang Nguyen, Traffic Engineer dated December 26, 2007 evaluated their request. Based on his analysis, Mr. Nguyen concludes that the project should provide 1 stall per bedroom plus .15 parking stalls per bedroom and concludes that the 16 parking stalls allocated for the bank use should be made available to visitor parking between 7pm and 6am. The applicant reviewed Mr. Nguyen's recommendations and concurred.

DRB Conclusions: This recommendation is consistent with the ratio approved for similar parking medications approved in the CBD. The DRB approved the parking modification request based on the staff's recommendation. The applicant agrees with staff and therefore will need to revise the parking plans to accommodate the additional stalls.

IV. DEVELOPMENT REVIEW COMMITTEE

Comments and requirements placed on the project by City departments are found on the Development Standards, Attachment 1.

V. SUBSEQUENT MODIFICATIONS

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

VI. APPEALS OF DESIGN REVIEW BOARD DECISIONS AND LAPSE OF APPROVAL

Appeals

Section 142.40 of the Zoning Code allows the Design Review Board's decision to be appealed to the City Council by the applicant and any person who submitted written or oral comments to the Design Review Board. The appeal must be in the form of a letter of appeal and must be delivered, along with any fees set by ordinance, to the Planning Department by 5:00 p.m., _____, fourteen (14) calendar days following the postmarked date of distribution of the Design Review Board's decision.

Only those issues under the authority of the Design Review Board as established by Kirkland Zoning Code 142.35(2) are subject to appeal.

Lapse of Approval

Section 142.55.1 of the Zoning Code states that unless otherwise specified in the decision granting DR approval, the applicant must begin construction or submit to the City a complete Building Permit application for development of the subject property consistent with the Design Review approval within one (1) year after the final decision to grant the DR approval or that decision becomes void. Furthermore, the applicant must substantially complete construction consistent with the DR approval and complete all conditions listed in the DR approval decision within three (3) years after the final decision on the DR approval or the decision becomes void. Application and appeal procedures for a time extension are described in Sections 142.55.2 and 142.55.3.

VII. ATTACHMENTS

1. Development Standards
2. Applicant Proposal

VIII. PARTIES OF RECORD

The parties of record list is located in File DRC07-00006 in the Planning Department.

IX. APPROVAL

Jeff Bates, Chair
Design Review Board

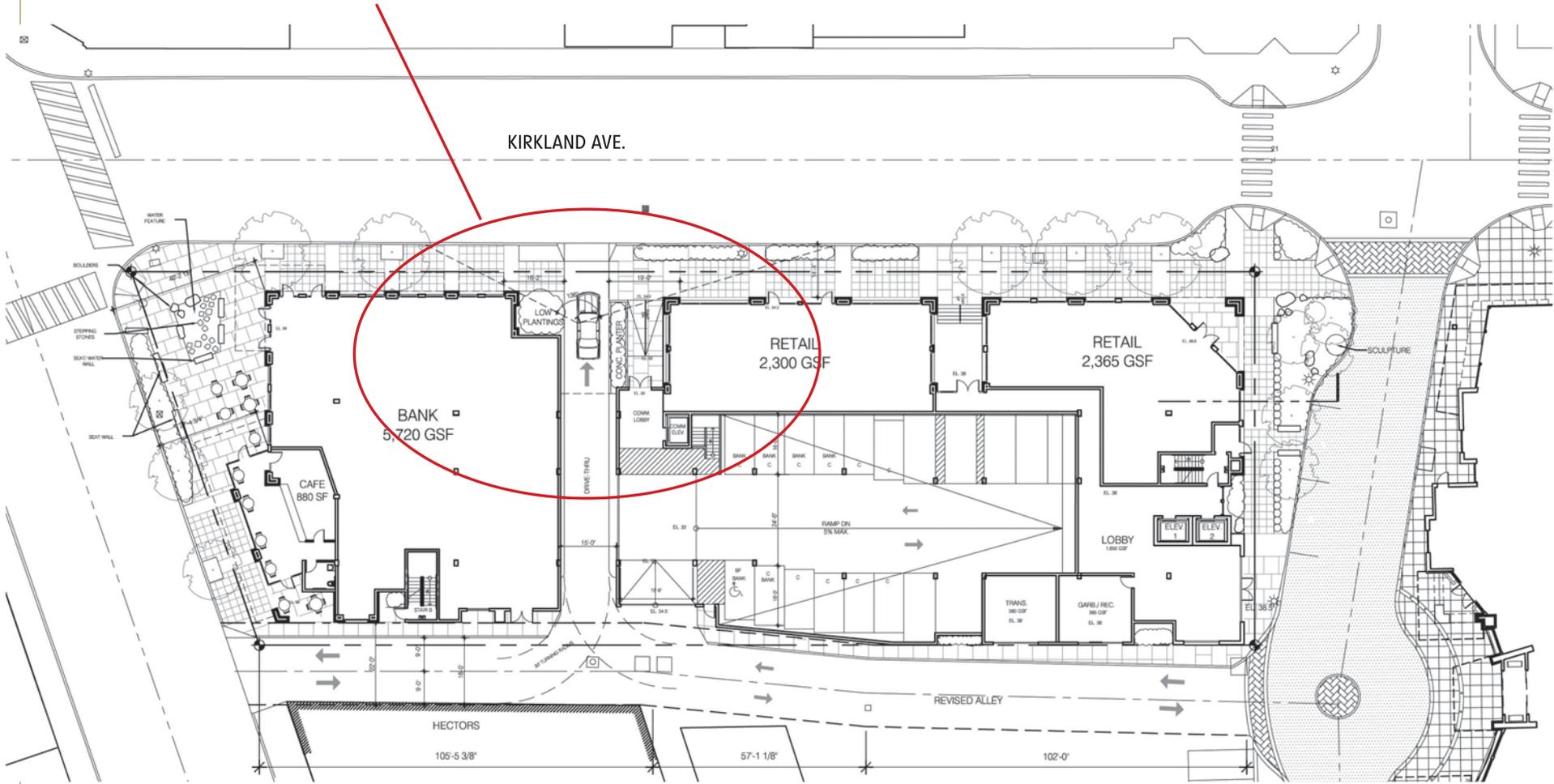
Date

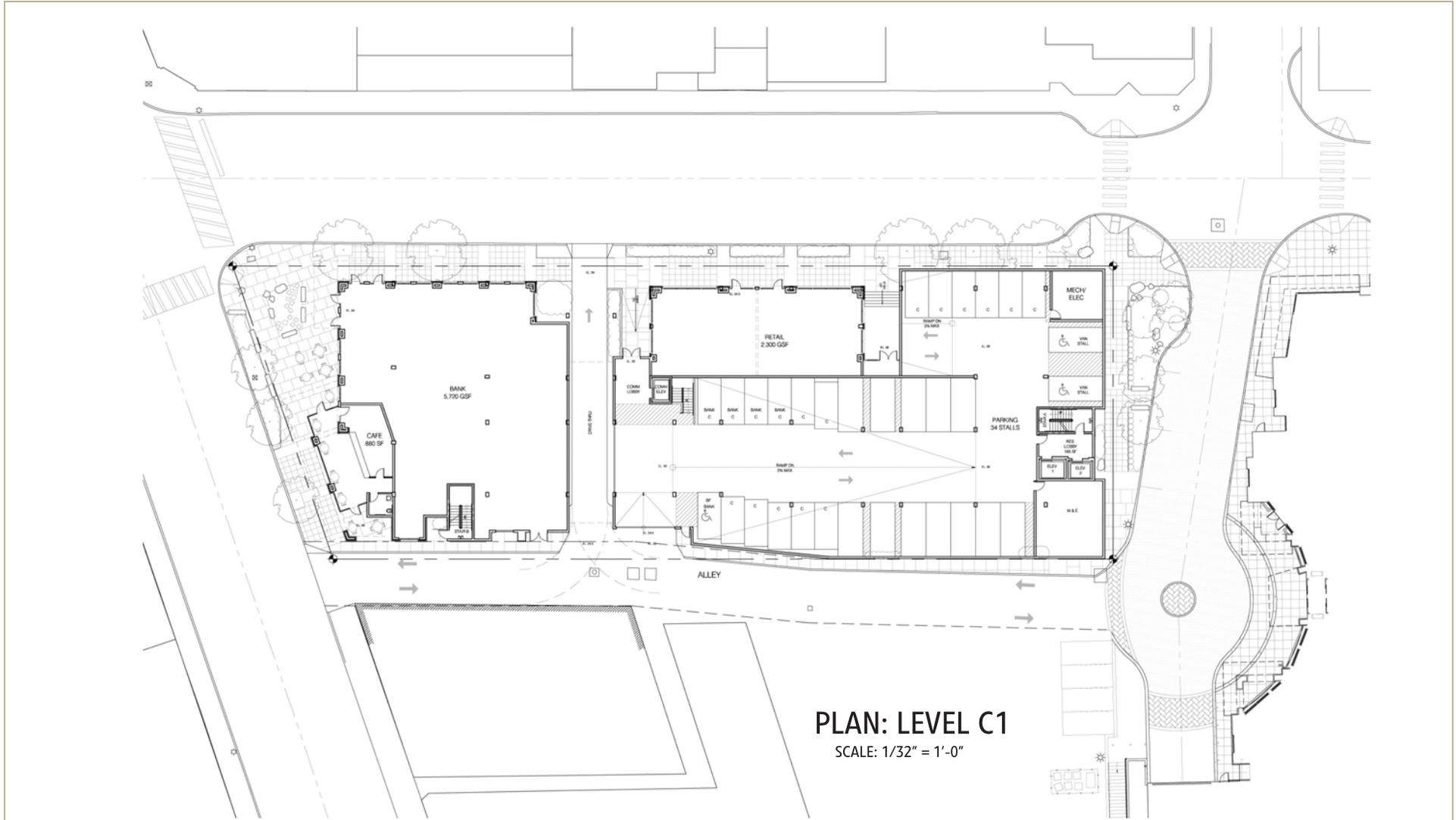


BIRDS EYE PERSPECTIVE



The commercial lobby was eliminated allow for better sight lines on the drive side, giving a 136 degree field of vision for the driver with the nose of the car nudging out into the pedestrian crosswalk. Low landscape plantings are used to soften the area created by the sight triangle. Retail 2, to the east of the drive-thru was reduced and the access passageway to the commercial parking and elevator were enhanced.





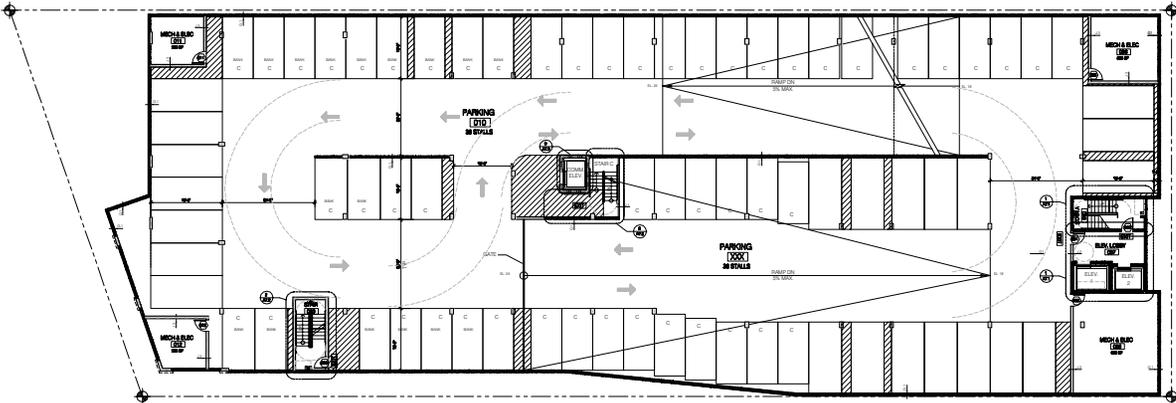
PLAN: LEVEL C1

SCALE: 1/32" = 1'-0"



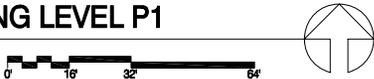


One Yesler Way
Suite 200
Seattle, WA 98104
p 206-956-1970
f 206-956-1971



PLAN: PARKING LEVEL P1

SCALE: 1/32" = 1'-0"



PLAN

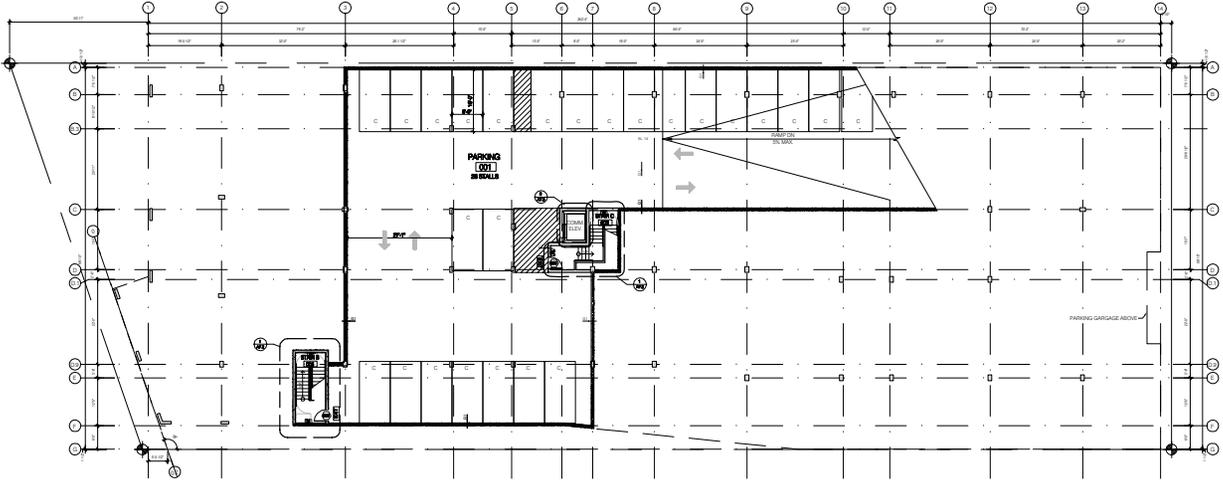
**Kirkland Ave
& Lake St.
Mixed-Use**

12/17/07

Attachment 3



One Yesler Way
Suite 200
Seattle, WA 98104
p 206-956-1970
f 206-956-1971



PLAN

PLAN: PARKING LEVEL P2

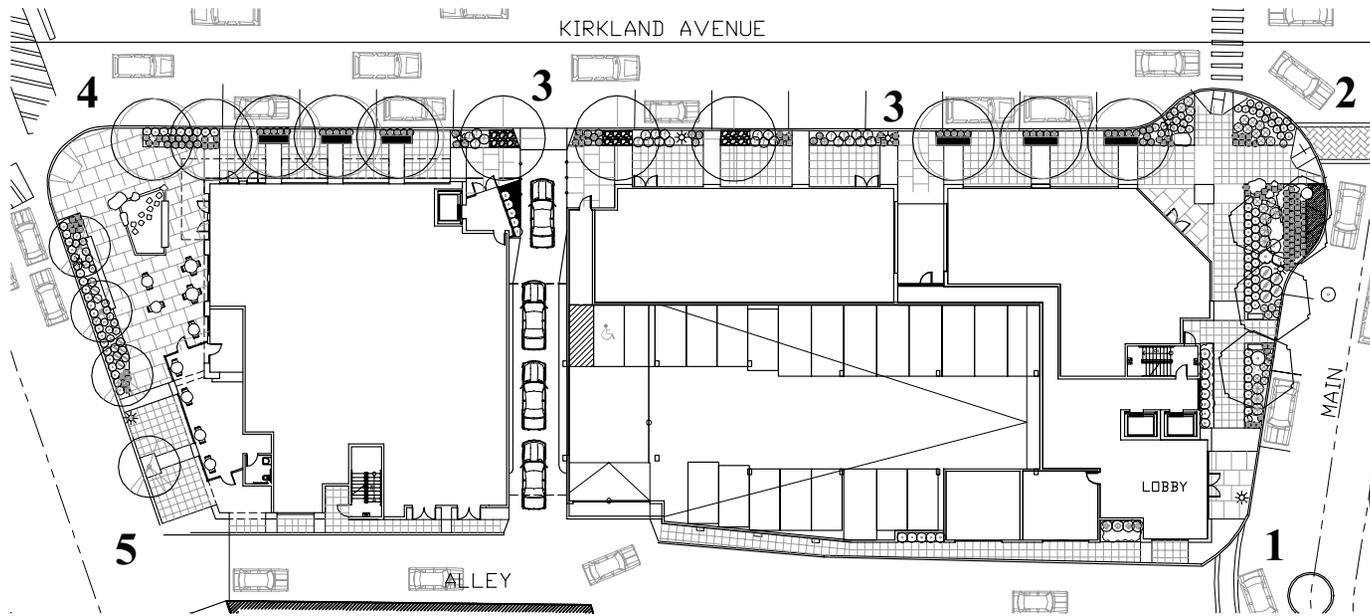
SCALE: 1/32" = 1'-0"



Kirkland Ave
& Lake St.
Mixed-Use

12/31/07

Attachment 3



node 1. entry
 node 2. retail
 node 3. mid-block
 node 4. corner
 node 5. active

Plant Schedule		BOTANICAL NAME	COMMON	SIZE	MAIN ST.				
KIRKLAND AVE		<i>Acer rubrum</i> 'Bowhall'	Bowhall Maple	3"cal		<i>Cercidiphyllum japonicum</i>	Katsura	3"cal	
		<i>Carex</i> 'Ice Dance'	Sedge	1 gal.		<i>Cholysya ternata</i>	Mexican Orange	5 gal.	
		<i>Cornus s.</i> 'Kelsey'	Kelsey Dogwood	15" x 15"		<i>Camellia sasanqua</i>	Camellia	5 gal.	
		<i>Hemerocallis</i> 'Stella d'Oro'	Evergreen Daylily	1 gal.		<i>Ilex crenata</i> 'Green Island'	Japanese Holly	18" x 18"	
		<i>Liriope muscari</i>	Big Blue Lily Turf	1 gal.		<i>Hydrangea macrophylla</i>	Bigleaf Hydrangea	5 gal.	
		<i>Polystichum munitum</i>	Sword Fern	1 gal.		<i>Miscanthus s.</i> 'Morning Light'	Eulalia Grass	5 gal.	
		<i>Prunus l.</i> 'Otto Luyken'	Otto Luyken Laurel	18" x 18"		<i>Spiraea n.t.</i> 'Snowmound'	NCN	2 gal.	
		<i>Viburnum davidii</i>	David's Viburnum	1 gal.		<i>Syringa vulgaris</i>	Lilac	5 gal.	
	LAKE ST.		<i>Fraxinus pennsylvanica</i> 'Patmore'	Patmore Ash	3"cal				
			<i>Helictotrichon sempervirens</i>	Blue Oat Grass	1 gal.				
			<i>Calluna vulgaris</i>	Heather	1 gal.				
		<i>Prunus l.</i> 'Otto Luyken'	Otto Luyken Laurel	18" x 18"					
		<i>Pennisetum a.</i> 'Hamelin'	Fountain Grass	1 gal.					
		<i>Stipa tenuissima</i>	Mexican Feather Grass	1 gal.					



landscape plan

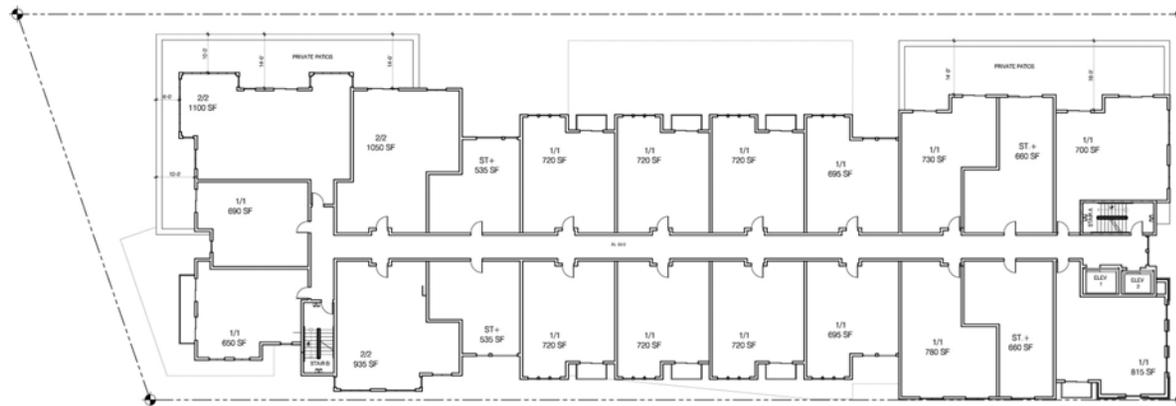
kirkland ave & lake street mixed use



PLAN: LEVEL L2

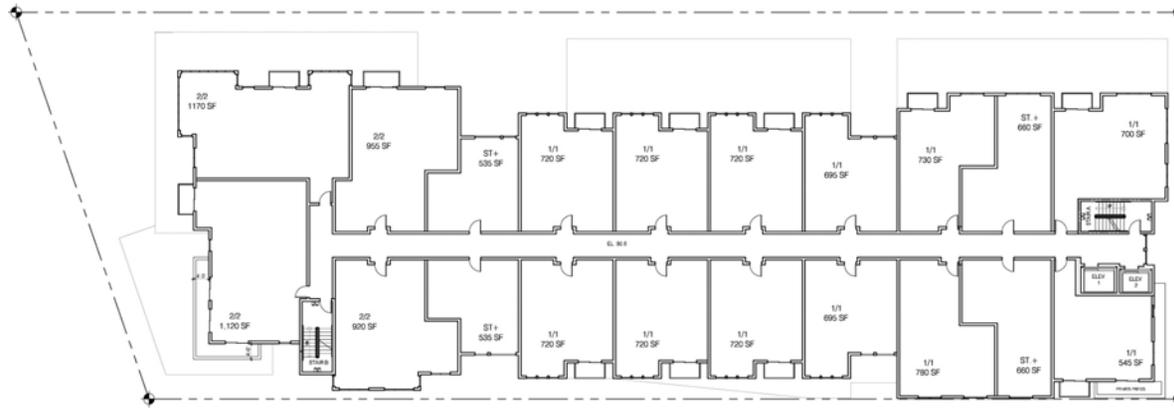
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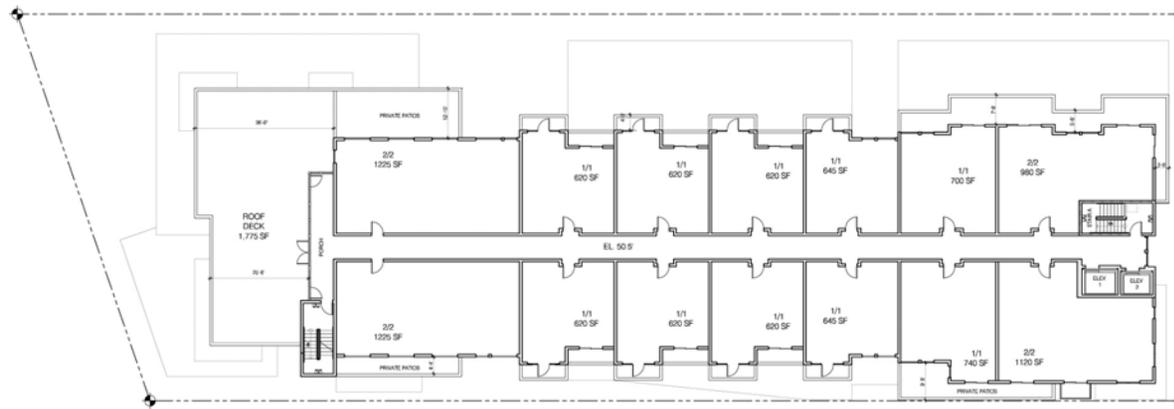
PLAN: LEVEL L3

SCALE: 1/32" = 1'-0"



PLAN: LEVEL L4

SCALE: 1/32" = 1'-0"



PLAN: LEVEL L5

SCALE: 1/32" = 1'-0"



WEST ELEVATION



SUPERIOR RETAIL 1 (BANK OF AMERICA) | G.1



Superior Retail 1



Superior Retail 1 without trees



Attachment 3

101 Kirkland Avenue Mixed-Use Development



November 26, 2007



owner:
SRM Development/
Merrill Gardens
805 5th Ave N
Seattle, WA 98109

contact:
Andy Loos
206.352.7873



architect:
Runberg Architecture Group PLLC
One Yesler Way, Suite 200
Seattle, WA 98104

contact:
Chad Lorentz
206.956.1970

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D.1 - D.2	Building Height Revisions
E.1 - E.9	Site Plan/Project Data/Plans
F.1 - F.3	Elevations/Material Board
G.1 - G.4	Superior Retail plans/vignettes
H.1 - H.5	Perspective Views



Cafe/Coffee shop





Merrill Gardens at Kirkland

101 Kirkland

NORTH ELEVATION - COMBINED

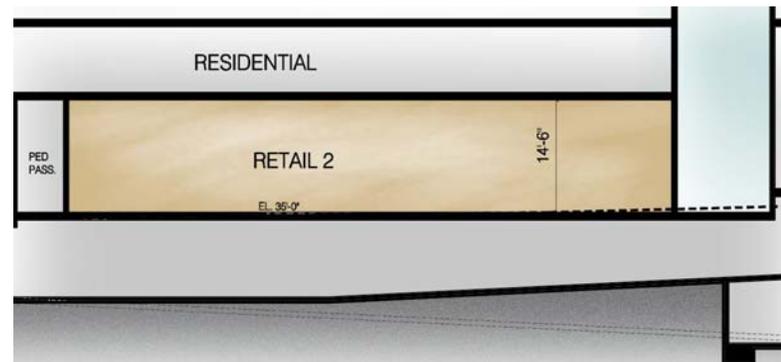
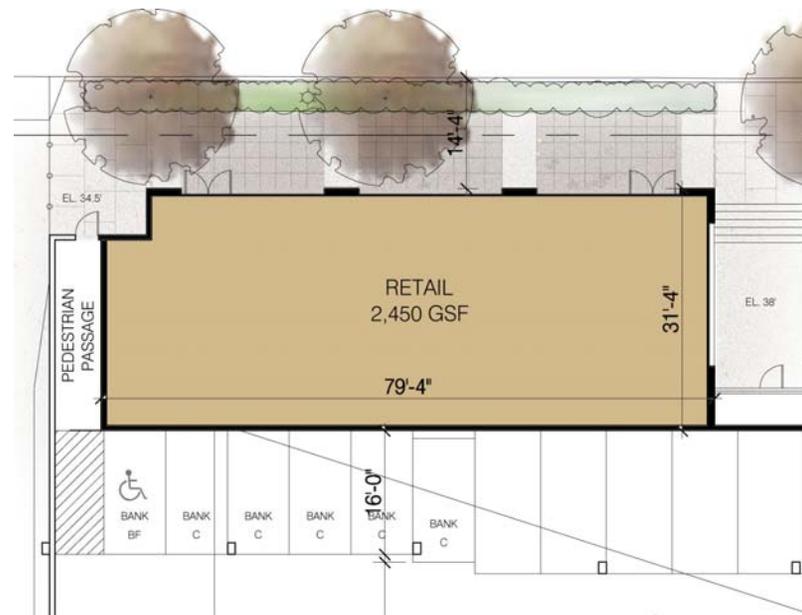




Superior Retail 2



Superior Retail 2 without trees





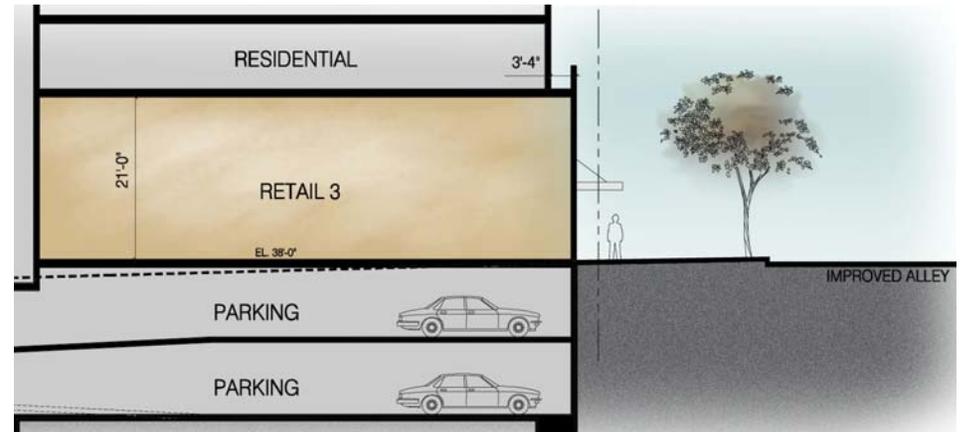
EAST ELEVATION



Superior retail 3



Superior retail 3 without trees

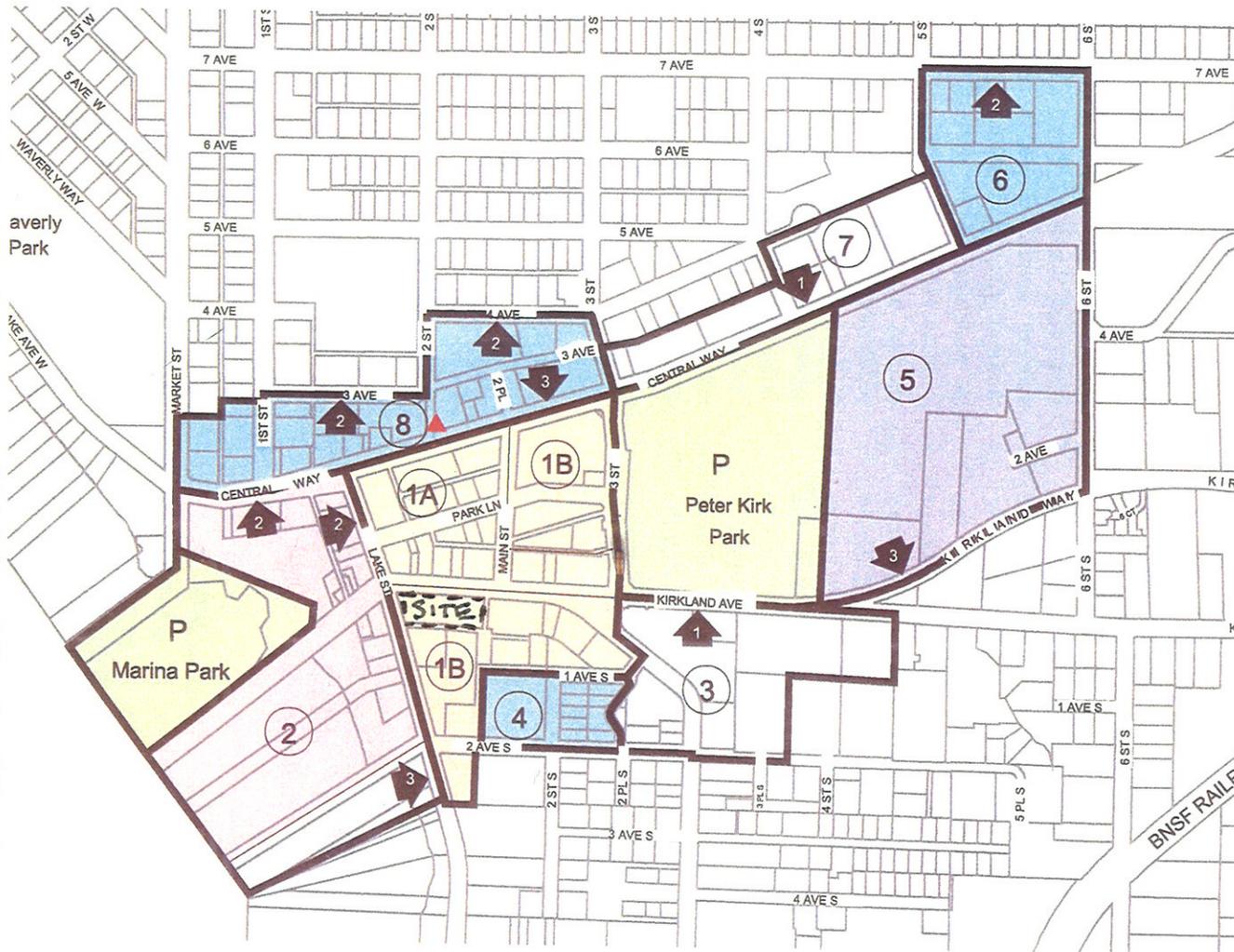




Aerial view looking southeast of both 201 and 101 Kirkland projects



Figure C-5: Downtown Height and Design Districts



- Maximum Number of Stories**
(See Text for Specific Allowances)
- 1-2
 - * 1A 2-3 Discretionary Approval for Heights over 2 Stories
 - * 1B 2-4 Discretionary Approval for Heights over 2 Stories
 - 3
 - 3-5 Discretionary Approval for Heights over 2 Stories
 - 4
 - ▲ # of stories on street (height steps up from street)
 - Ⓝ Design District
 - ▲ Height Measured Relative to Slope
 - * One Additional Story Allowed for Upper Story Residential



Maximum Building Height in CBD 1B

To determine maximum building height in CBD 1, regulations and policies in both the Zoning Code and Downtown Plan policies must be considered. The DRB should evaluate the proposal against these specific criteria below to determine the allowed height. Below is a copy of the Downtown Plan policies as written and reformatted for reading ease. Staff's analysis of how the proposal responds to each policy is described in italics.

1. ZONING REGULATIONS

CBD 1 Zoning allows a range of building height depending on use (section 50.12):

- 2-4 stories for mixed use retail and office
- 2-5 stories for mixed use retail, hotels, attached or stacked dwelling units, and assisted living
- Buildings exceeding 2 stories must demonstrate compliance with design regulations in KZC chapter 92 and all provisions of the Downtown Plan.

2. DOWNTOWN PLAN HEIGHT AND DESIGN POLICIES

A. Figure C-5 Downtown Height and Design Districts

Design District 1 allows a range of 2-5 stories with discretionary approval for over 2 stories (see text below for specific allowances)

1B (orange) allows 2-4 stories with 1 additional story (5 stories) for upper story residential and if the design considerations described in the text below are met:

B. Design District 1B Text-General:

Maximum building height in the core area should be 2-5 stories with 0' setbacks from property lines:

- ✓ Stories above the 2nd floor should be setback from the street. To preserve the existing human scale of this area development over two stories require review and approval the Design Review Board based on priorities set forth in this plan.

Staff Comments- The Board has the authority to evaluate how buildings of 3-5 stories are designed to preserve or enhance the human scale of the Core area using the policies described below along with the design techniques contained in the Design Guidelines for Pedestrian Oriented Districts. These policies are intended to build on each other, for example, see C. below describing the design considerations to approve a 2-4 story building. Once those are met, for a 5 story building the additional policies must be met such as providing 3 levels of residential, greater step backs at upper stories, designing for superior retail opportunities etc.

In addition to providing setbacks at the ground floor from all property lines to provide wider sidewalks, the proposed project is setback from the 2nd story at the 3rd-5th floors along Kirkland Avenue and Lake Street So. (see page 13-18).

- ✓ Buildings should be limited to 2 stories along all of Lake Street South to reflect the scale of development in District 2 (west side of Lake Street So.).

Staff Comments- Plans show the building as two stories along Lake Street So. to mirror the 2 story height in CBD 2.

- ✓ Along Kirkland Avenue a maximum of 2 stories along street frontages will protect the existing human scale and pedestrian orientation.

Staff Comments- Plans show the building as two stories along Kirkland Avenue.

Attachment 5

- ✓ Portions of Design District 1 designated as 1B (in Figure C-5) provide the best opportunities for new development that could contribute to the pedestrian fabric of Downtown. The existing development in this area is older, auto-oriented, defined by parking lots and poor pedestrian orientation.

Staff Comments- The existing bank building is surrounded by a surface parking lot. The Comprehensive Plan supports taller buildings in this area as an incentive for redevelopment. The project plans incorporate pedestrian oriented design techniques along all sides of the building.

C. To provide incentive for redevelopment and because these larger sites have more flexibility to accommodate additional height, a mix of 2-4 stories is appropriate.

Design Considerations for 2-4 stories:

- ✓ South of Kirkland Avenue, building forms should step up from the north and west with tallest portions at the base of the hillside to help moderate the mass of large buildings on top of the bluff.

Staff Comments- The subject property is located south of Kirkland Avenue. At the time the policies were written Portsmouth condominiums were built and many of the properties below the hillside were in poor condition, underdeveloped, surrounded by surface parking lots, or considered opportunity sites for redevelopment. The intent of this policy is to terrace building form from two stories along streets to taller portions of the building (3rd, 4th, 5th stories) toward the hillside.

Project plans show two stories along the street, the building stepping back above the 2nd story on the north (Kirkland Avenue) and west (Lake Street So.). Building mass is reduced at the 3-5 floors along all sides of the building especially along both streets shifting the building form toward the alley.

- ✓ Buildings over two stories should generally reduce the building mass above the second story.

Staff Comments- Project plans show building mass reduced above the second 2nd story at levels 3-5 along Lake Street So and Kirkland Avenue. (see plan views on pages 15-18 and elevation drawings 19-20 and aerial views on p. 4, 27-28).

D. One additional story (5 stories) may be appropriate to encourage residential on upper floors and strengthen retail in the core area. This additional story (5th floor) may be considered by the DRB if:

- ✓ At least 3 of the upper stories are residential,

Staff Comment- Three stories will be residential.

- ✓ Total height is not more than one foot taller than the height that would result from an office project with three stories of office over ground floor retail (55 feet),

Staff Comment- Project plans indicate the building will meet the maximum height requirement of 55' above Kirkland Avenue.

- ✓ Stories above the second story are setback significantly from the street,

Staff Comments- The 3-5th stories are generously setback from both the property line at the ground floor and above the second story along both Lake Street So. and Kirkland Avenue. At the previous meeting the applicant compared the amount of setback at upper levels from

Attachment 5

previously approved projects in the area. Staff concludes the amount of setback meets the policy intent. The Board will need to determine if the upper story setbacks are sufficient to meet the intent of this policy.

- ✓ The building form is stepped back at the third, fourth, and fifth stories to mitigate additional building mass,

Staff Comments- The 3rd-5th stories are setback from the second story along both Lake Street So. and Kirkland Avenue to mitigate building mass.

- ✓ Superior retail space is provided at street level,

Staff Comments- In the previous staff report for the November 19, 2001 DRC meeting staff analyzed how the project meets the superior retail principles. The plans have been revised to respond to the additional DRB comments relating to strengthening the retail especially along the Lake Street So. façade (see pages 6–8, 22-25). Along the Lake Street So. façade, the façade is now broken up into two vertical and horizontal segments and use of different building materials and color. The café is now oriented toward Lake Street So. providing two storefronts for opportunities for more active retail, multiple entrances, an increase in overhead weather protection for the pedestrian, space for outdoor seating, and increased landscaping at the curb. Increased building setbacks from the property line at the ground level provide wider sidewalks and pedestrian oriented spaces help meet the superior retail criteria.

- ✓ Rooftop appurtenances and related screening does not exceed the total allowed height is integrated into the height and design of peaked or parapet roofs.

Staff Comments- Plans in the previous DRC meeting packet show the design for the rooftop appurtenances screening.

E. General design considerations related to pedestrian scale and orientation are of particular importance in this area:

- ✓ Street wall (façade) should contribute to lively, attractive, and safe pedestrian streetscape
- ✓ Judicious placement of windows
- ✓ Multiple entrances
- ✓ Awnings and canopies
- ✓ Courtyards, arcades
- ✓ Other pedestrian amenities
- ✓ Service area, parking, blank facades are located away from street frontage

Staff Comments- Revised plans provide the above pedestrian oriented design along both Kirkland Avenue and Lake Street So.. Sidewalks will be wider than the standard 10' width and decorated with a pattern. Landscape strips along the curb with more landscaping than the standard tree grates will be provided. The building facades along the streets show many windows, multiple entrances for both residents and tenant visitors, adequate awnings for weather protection, open space terraces for residents and generous open spaces for pedestrians at three corners of the site with planned art, water features, seating areas, and landscaping. Entrances to parking areas are from the alley and service areas will not be visible from pedestrian oriented streets.



Legend

- Parks
- CBD 1
- Properties without frontage along designated streets
- 2 Stories along street
- 3 Stories along street
- Lakes
- Tax Parcels

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What Defines Superior Retail Space?

Issue: Within Design Districts 1A and 1B, the Downtown Plan provides that “as an incentive to encourage residential use of upper floors and to strengthen the retail fabric of the Core Area”, an additional story of height may be allowed. Among the criteria for the DRB to consider is that the project provides “superior retail space at the street level”.

A. What is the basic retail expectation (without height bonus):

What is the “basic” zoning expectation for retail:

- Code Standards:
 - Minimum 30’ depth required if intervening between street and office or housing use (Use Zone Charts)
 - Minimum 13’ height (Building Height Provisions)
- Pedestrian Orientation (Design Regulations):
 - Minimum 10’ sidewalk width
 - Minimum 75% glazing required between 2’ and 7’ height (or artwork or landscape treatments).
 - Minimum 80% pedestrian weather protection of property frontage
 - Minimum 5’ width
 - Should compliment architecture of building
 - Steel, glass, fabric and other materials of a more permanent nature are encouraged

Applicable Comprehensive Plan design considerations:

- Building design at the street wall should contribute to a lively, attractive, and safe pedestrian experience
 - Judicious placement of windows, multiple entrances, canopies, awnings, courtyards, arcades, and other pedestrian amenities.
 - Service areas, surface parking, blank facades located away from street frontage

B. What is the expectation for “superior” retail space:

- Physical features:
 - Size – Is it larger/deeper/higher than the norm?
 - Quality – Are the materials and details superior to the norm?
 - Streetscape – Are the public improvements superior to the norm (sidewalks, street trees, street furniture, public art, etc.)
- How does the retail fit into/contributes to downtown?
 - Does it support other retail by virtue of its tenants, pedestrian connections/linkages,, etc.
 - Is it space that attracts desired tenant types (local serving retail, anchor tenant space, etc.)

As of 3/19/08

From: Donna Riddell [mailto:donna_riddell007@yahoo.com]

Sent: Monday, January 07, 2008 10:18 AM

To: Eric Shields; Jeremy McMahan

Cc: Donna Riddell

Subject: You are our representatives, not the Developer's!

Dear Eric and Jeremy:

Please forward to the Design Review Board for tonight's Bank of America agenda item. Donna

I am writing to ask you to rescind your earlier approval of a 5th floor on the Bank of America project at tonight's DRB meeting. It is my understanding that you have the ability to withdraw your earlier vote and I strongly urge you to do so tonight.

Even though Janice dismisses the comments from people in Kirkland who live in condos and seems to view them as some sort of 2nd class citizens - I remind you that even if we don't live in a house, we are tax payers, we are residents and we are clearly not alone in our opposition to the destruction of the soul of Kirkland.

You must acknowledge the unprecedented volume of letters on the subject, the over 300 signatures on the petition and the unusually high attendance at each DRB and City Council meeting with the Lake Street projects on the agenda.

The people who are in opposition to buildings taller than two stories along Lake Street come from **every corner** of Kirkland.

You cannot, in good conscious, continue to turn your back on this strong community sentiment.

I know that when you initially voted to approve the 5th storey, you had not had the opportunity to review the voluminous community feedback you had received.

Now that you have had a chance to digest all the comments you have received, and have observed the continuing outpouring of opposition to the height, I feel confident that you will have had serious second thoughts about your earlier actions.

I feel sure that the flood of comments from citizens will have served to remind you that **you are tasked with the responsibility of representing the interests of the people of Kirkland.**

Please remember - you are *not* tasked with representing the interests of the Developers!

I trust that you will be impacted by the outpouring of heartfelt concern for the direction you seem to be defaulting to. In short: The Developer wants 5 stories. The citizens want 2 stories. Please do the right thing. Stand up and represent the citizens, not the Developer.

If the community opposition to the 3rd, 4th and 5th stories of this project are not enough to stop it from going forward in it's current design, the parking problem will surely cause you to rethink this situation.

The revelation that they will be adding to our already acute parking problems by having a shortfall of 26 spots must not be allowed.

The project should be reduced in size so that the parking slots provided are adequate.

Do not let the Developer try to wiggle out of compliance by hiding behind the initial proposal of having 'seniors' as residents. That is, at best, a temporary situation. You know full well that that designation can/will be changed in a heartbeat but the legacy of your decision will live with us forever.

Thank you for your attention to this important matter.

Donna Riddell

109 2nd Street South #621

Kirkland 98033

From: Andy Loos [mailto:andy@srmdevelopment.com]
Sent: Monday, January 07, 2008 10:39 AM
To: KirklandCouncil
Cc: Janice Soloff; Ellen Miller-Wolfe
Subject:

City Council:

I listened to the City Council discussion of January 2, 2008.

At the risk of sounding self-serving I wanted to let you know how I see the development of downtown Kirkland. Some of you have said that you like the “funky” aspect of downtown. I appreciate that and I too like small towns for their charm. But Kirkland is no longer a small town and although the Kirkland of 1960 may be one that you wish could remain forever the forces of growth have changed Kirkland and the rest of the region forever. We all enjoy the benefits of having density and growth – like having Cosco a half-mile from downtown, or a beautiful City Hall, senior center, new library, employers like Cosco and Google- these are not what we would typically find in a funky downtown. These are the result of growth- whether we like it or not and growth will continue as our population doubles by 2050.

Every city in the region, including Kirkland, has been the recipient of major growth. It is now widely accepted that growth should occur in downtown core areas where employment, utilities, roads, transit stations and shopping are centrally located to preserve open space in outlying areas, reduce sprawl and the need for more roads, utility lines, cars, pollution etc. – avoid the Los Angeles suburban model.

Developing buildings in urban areas is now considered the environmentally sensitive approach to growth. Mid-rise buildings use less energy, natural resources, roads and parking. Property values are higher for higher density dwellings and they appreciate faster than suburban dwellings. They promote social interaction and contribute to local commercial uses better than their suburban counterparts. They use less land per person thus preserving farmland, forest land and watersheds.

We wouldn't think that North Bend would have any problem finding land to build on. But they are now changing their zoning to add density in their little downtown core- three-story mixed-use buildings in North Bend to prevent sprawl. This same model- downtown densities- are occurring in every city in the region and Kirkland has been no exception as evidenced by its Comprehensive Plan to promote density in the downtown.

I think there are two issues for the City Council to consider:

1. Is this Council prepared to repeal the current Comprehensive Plan for lower density in the downtown?
2. If so then what would happen next? All two-story buildings in downtown? What would the ramifications be? (I'd be happy to give my opinions).

As a property owner in the downtown SRM Development has purchased property and gone forward to develop the property according to current statutes, ordinances, codes and processes approved, published and supported by representatives of the City of Kirkland. We have engaged in open public meetings. We have responded to suggestions from the public, City Staff and from the Design Review Board in the design of our project. We have met and will meet all applicable guidelines and codes. We're not asking for a zone change. We're not asking for special treatment. We're not asking for City property or money. We're making a significant investment of time, energy and good will to enhance Kirkland. We simply are asking to do what City Ordinances allow us to do as property owners in the City of Kirkland.

As a property owner we would all ask that we be treated fairly. If you bought your house assuming you could live there with your family and then the City decided that only three of your four family members could reside in the house you would probably think that was unfair. Now you would only be able to sell the house to families with three people so what is the impact on the value of your home?

The current zoning, comprehensive plan and design guidelines have been in place for many years. For these ordinances to be questioned after we have just purchased the property and applied for permits and after we had the exact same height and density approved on the adjacent property in the same zoning designation (without any issue from this Council) is not what I would consider to be fair or ethical.

I'd hope that all of you would consider the current Comprehensive Plan and the extensive work put into that Plan before taking any action to circumvent it no matter how genuine you may feel are the concerns raised by neighbors about height and densities in the downtown. There is a process for making changes to the Comprehensive Plan. If ordinances and zoning regulations are subject to change by a vote of four Council members at any point in time without due process then I think we could be moving down a very slippery slope.

Thank you.

Andy Loos
SRM Development
Property Owner: 747, 767, 777 6th Street; 212 State Street, 201 Kirkland Avenue, 101 Kirkland Avenue.

Andy Loos
Development Manager
SRM Development, LLC
808 5th Avenue North
Seattle, WA 98109
(P) 206-352-7873
(F) 206-352-7132
(C) 206-200-0675

From: Patty Brandt [mailto:pann855@aol.com]
Sent: Monday, January 07, 2008 3:47 PM
To: KirklandCouncil
Subject: Fwd: Bank of America Project

Dear Ms. Soloff,

I am writing in support of the Bank of America project in downtown. As a long time Kirkland business and property owner I believe that this opportunity will provide Kirkland's Downtown a very high quality and desirable building that has been specifically designed with the urban village style consistent with the Vision Statement created by the DAC and delivered to the City Council on October 16, 2007. The project will help solve many of our problems we face in Downtown Kirkland including the lack of adequate and convenient parking, the poor condition and appearance of many of our existing buildings, the lack of space availability for larger retailers, the lack of much needed daytime shoppers and the chronic problem of seasonality of downtown's retail business climate. Kirkland is not only losing it's charm but losing business to places like Bellevue and Redmond. Condo and business owners alike will benefit from the increased choices available, the enhanced atmosphere and additional revenues generated.

The Bank of America project is compliant with the City Comprehensive Plan, the Design District Guidelines and the Zoning Code all which have been in place for many years.

The Bank of America project provides a vibrant, valuable and charming development that is desperately needed for any continued success for Downtown Kirkland and I strongly recommend that the DRB approve this project.

Thank you,

Patricia Brandt and Lois Myers
"The Flame Building"

9532 150 ST SE
Snohomish, WA 98296
(360) 668-8543 Home/Fax or
(425) 485-6776

From: Donna Riddell [mailto:donna_riddell007@yahoo.com]

Sent: Saturday, December 08, 2007 12:58 PM

To: Eric Shields; Jeremy McMahan; Janice Soloff; David Ramsay; James Lauinger; Jessica Greenway; Joan McBride; Bob Sternoff; Dave Asher; Tom Hodgson; Mary-Alyce Burleigh

Subject: Fwd: City of Kirkland Customer Request #560

Hello:

I must reiterate my shock and disappointment in the obvious lack of interest in the opinions of the residents of Kirkland in the development approval process.

I attempted to express my outrage to the DRB that my letter and my verbal comments at the 3Dec meeting were utterly ignored, and was informed that I'm not allowed to communicate with them.

I was assured by the Communications Manager (via 'Contact Us' on the City's website) that my concerns would be passed on to another person who in turn would pass them on to the DRB.

Since I haven't have a response to *either* my original letter (attached) or my message (below), it begs the question.... is anyone out there listening?

It is beyond my comprehension why there is any need to change the current 2 storey height along Lake Street.

No one has offered an explanation as to *why* new development has to be higher.

Why can't new development be just that - new?

Donna Riddell
Concerned Kirkland Resident

2 December 2007

City of Kirkland, WA
Members of the Design Review Board
c/o Ms. Janice Soloff, City Planner

Re: Pending Application – Bank of America

2 December 2007

City of Kirkland, WA
Members of the Design Review Board
c/o Ms. Janice Soloff, City Planner
Re: Pending Application – Bank of America

Dear Members of the Design Review Board:

I appeal to the Design Review Board to use the discretion they have been empowered with to preserve the soul of Kirkland and reject any plans that destroy the charming village atmosphere we know and love.

I have called Kirkland home for over a decade. I revel in the fact that my visitors always make comments about how they feel like they are on vacation when they come to Kirkland, because downtown feels like a quaint resort town. I feel like I'm on a mini vacation every minute of my evenings and weekends when I escape the tall cold buildings of Seattle and Bellevue and come home to 'my village'.

Looking over the various websites** that glowingly describe our town, it causes me pain to think that we appear to be heading in a development direction that specifically takes away the very aspects of Kirkland that we are collectively most proud of. We brag about things like:

- 'The charming pedestrian friendly downtown calls out to be explored.'
- 'Downtown Kirkland has a village atmosphere with a cluster of shops along its main streets and connecting tree-lined lanes.'
- 'Strolling the streets past eclectic storefronts is a favorite past-time activity and outdoor cafes provide plenty of people-watching opportunities.'
- 'Community that has managed to retain much of its original charm.'
- 'Walkers, joggers, and cyclists enjoy the scenic surroundings of downtown Kirkland.'
- 'There are good restaurants, interesting places to walk.'
- 'Very few communities can boast having BOTH waterfront access AND a vibrant and pedestrian-friendly downtown.'

Clearly the ambiance of downtown Kirkland is what makes our town unique. It's what visitors and residents alike love about it. If we succumb to the temptation to build higher and higher buildings right along the heart of our central shopping area – we demolish the very thing that we all hold so dear.

I plead that the members of the Board adhere to the concepts expressed in the City of Kirkland Comprehensive Plan and ensure that buildings are more than 2 stories high along Lake Street. A tunnel of 4-5 story structures lining downtown will take away the pleasant open feeling we enjoy today and create the sensation of being in a dark tunnel. The 'setbacks' shown in the B of A design don't change the fact that our precious moments of sunlight will be completely obliterated by the proposed buildings towering over our pedestrian areas.

Thank you for your dedicated efforts. I trust that our charming town is safe in your good hands.
Regards, Donna Riddell

109 2nd Street South #621
Kirkland WA 98033

** Quotes from:<http://www.explorekirkland.com/>
<http://www.mossbay.org/about.htm>
http://kirklanddowntown.org/about_kirkland.htm
http://en.wikipedia.org/wiki/Kirkland,_Washington
http://www.nwsourc.com/travel/scr/lf_detail.cfm?id=4177

Our firm provides real estate services work for US Bank on their branch banks. US Bank owns a branch bank location in downtown Kirkland and they have asked me to send this correspondence. They support the Bank of America project because it provides the City of Kirkland a very high quality and desirable building specifically designed with the urban village style that is consistent with the Vision Statement created by the DAC and delivered to the City Council on October 16,2007. The project as well as future similiar projects, will help solve many of the problems in Downtown Kirkland including the lack of adequate and convenient parking, the poor condition and appearance of many of the existing buildings, the lack of space availability for larger retailers, the lack of much needed daytime shoppers and the chronic problem of seasonality of downtown's retail business climate.

Having watched the previous fiasco regarding the redevelopment of the City Parking lot and the US Bank site under a request for proposal from Millikan Martin a few years ago, it is frustrating to see the lack of certainty in the City Codes and the indication of potential waivering of those codes. The Bank of America project is compliant with the City Comprehensive Plan, the Design District Guidelines and the Zoning Code-both of which have been in place for many years.

The Bank of America project provides a vibrant, valuable and charming development that is desparately needed for any continued success for Downtown Kirkland. I strongly recommend the the DRB approve this project.

Rick Drottz
Kennedy Wilson Properties Northwest Ltd.
301-116th Ave SE, Ste 100
Bellevue, Wa. 98004
Telephone: 425-453-2500 ext 103
Fax: 425-453-0505
E-Mail: rdrottz@kennedywilson.com

Jim & Carolyn Hitter

119 8th Lane, Kirkland, Washington 98033
ph: 425-803-0590 e-mail: <cjhitter@earthlink.net>

April 3, 2008

Dear Mayor and City Council:

As downtown Kirkland residents since the 1950's, we believe that it's important to make our feelings about downtown development known to you. We strongly favor the projects proposed for the Bank of America property, Hector's and especially Park Place.

Of course, we expect that the City Council and the Design Review Board will exercise their responsibilities to insure that the projects are built with good taste, provision of public amenities, and with proper attention paid to traffic and parking considerations.

We have no financial interest in any downtown business or property (except for our home), and we expressly oppose the imposition of a building moratorium.

Not very long ago the City Council made a choice for a surface parking lot instead of a nicely designed commercial structure. In that case the Council was dealing with property owned by the City. The projects now under consideration are different – private property owners wanting to develop (mostly) within current zoning. While we hope that these owners would, on their own, develop with sensitivity, this is where Kirkland can lead the way by providing design guidance that will enable willing investors to develop economically viable and attractive buildings that will serve our citizens.

It's rather sad, but so common these days, that residents move to Kirkland to live in big new houses or big new condominium developments and then want development to stop. From what we gather, the opponents of these downtown development projects are mainly residents of the bulky overlooking condos and oversize mega-mansions. Kirkland has many more folks who understand that views are not permanent entitlements and that small town amenities don't necessarily preclude new developments.

We like the idea that we can, and do, walk to the library, movie theatre, market, dentist, performance center, bus stop, bank, City Hall, waterfront, cleaners, bakery, café, and more. You won't be surprised to know that we would also like to walk to a downtown doctor, a place to buy a cup hook or a USB cable, a good deli, a larger market, and more.

Sincerely,

Jim and Carolyn Hitter

From: Rachel Knight [mailto:rachel_knight@comcast.net]
Sent: Tuesday, January 15, 2008 9:53 PM
To: Janice Soloff
Subject: BOA project

Dear Janice,

Retail and offices are what keeps the City of Kirkland with revenue to work with to create a quality place to live. We need projects like the Bank of American project and I am voicing my concern for the vitality of our city and its sustainable longevity if we become a little condoville.

I support the BOA project) because it provides the City of Kirkland with a very high quality and desirable building specifically designed with the urban village style that is consistent with the Vision Statement created by the DAC and delivered to the City Council on October 16, 2007.

The project will help solve many of our problems we face in Downtown Kirkland including the lack of adequate and convenient parking, the poor condition and appearance of many of our existing buildings, the lack of space availability for larger retailers (desperately needed to help support traffic for the smaller more boutique retailers), the lack of much needed daytime shoppers and the chronic problem of seasonality of downtown's retail business climate.

The BOA is compliant with the City Comprehensive Plan, the Design District Guidelines and the Zoning Code - both of which have been in place for many years.

I strongly recommend that this project be approved.

Thank you for your consideration.

Rachel Knight

Cell: 425-417-8818

Dear City Council Members,

We all know that our City of Kirkland needs a stronger tax base. We also need a better downtown business district to attract the shoppers necessary for its survival. Currently we have plenty of homes, condominiums and apartments but relatively few businesses. Our downtown business district does not attract businesses that would provide our citizens with "one-stop shopping". Therefore, we are forced to shop in Bellevue and Redmond - spending our dollars in places other than Kirkland.

You, the Council, our Planning Department and our Design Review Board have done an excellent and thorough job of continuing the vision for developing our city. There are several projects in the downtown area that are currently in review that lend themselves to providing the structure necessary to make our downtown area a much more viable destination for both visitors and our citizens. Both the McLeod Project and the Bank of America Project meet our city's Comprehensive Plan, our Design District Guidelines and our Zoning Code. (The future redevelopment of Park Place will also improve our downtown business area but is not the subject of this letter).

I am concerned that a group of condo owners who are against these developments may destroy the future of our city. I believe that their main objection may be because the project could alter their views. I don't believe that views should be (nor are they currently) part of the Design Review Process, nor should they be grandfathered in to prevent future development. We must not lose sight of our vision for the future of Kirkland at the expense of placating a small minority.

I therefore urge you to approve these projects. Let's continue making Kirkland's Downtown more livable for all our citizens. Let's keep more of our tax dollars in the City. Let's reduce the burden of taxes by having a stronger business core that will contribute to our tax base.

Thank you for your work of behalf of all of our citizens and thank you for your thoughtful consideration of these projects.

J. Donald Dicks
10635 NE 116th Street
Kirkland, WA 98034
jddicks@verizon.net

Planning Department c/o Janice,

I am greatly concerned that there is a minority in our city that seem to have developed a majority voice with our elected officials. As a state we voted to densify our cities to eliminate the urban sprawl, and now that the density is becoming a reality those citizens that live next to the development are saying "NO", even though most of the condo's in Kirkland were fought in much the same way before they were built. The cost of land on the East side has sky rocketed and the people that own the down town properties cannot make a profit on their investments if they cannot build to the maximum the code allows. How can we as a city change the building codes to satisfy the minority. We all say we want a vibrant, active, down town, but if we do not let some change happen, we may not have an active down town.

Back in the 1970's Kirkland was a "dead" town, I grew up an hour north of here and had never heard of Kirkland until I went to college. When I met students who grew up in Kirkland they would almost whisper where they were from, they were ashamed of their home town. Back then our city officials came up with a vision to get this town moving in the right direction, and Kirkland has improved, and it was not without some growing pains. We cannot stop, we need to keep moving to a future that keeps our city vibrant and active and makes people proud of where they came from. By no means do I want to see Kirkland grown up like Bellevue did, but we do need to let the down town grow up a bit.

Sincerely
Sharon Clark
9516 130th Ave. NE
Kirkland WA 98033

January 31, 2008

Jeff Bates, Chair
Design Review Board
City of Kirkland
123 Fifth Ave.
Kirkland, WA 98033

RECEIVED
FEB 04 2008
CITY OF KIRKLAND
CITY MANAGER'S OFFICE

Dear Mr. Bates and members of the Design Review Board,

Last summer I purchased a copy of a little booklet called Kirkland, The Power of a Dream by Stephen L. Lamson. Over the past few weeks I have spent a lot of time with a magnifying glass looking at the photos of early Kirkland, especially the photos of the downtown core. After attending many Design Review Board meetings concerning the Bank of America building and the proposed developments at Parkplace and the Hector's location, I was curious about the past appearance of Kirkland. Many residents of Kirkland have spoken out against the developments in downtown, saying that they want to keep the current ambiance and village-like feel in town.

Since the founding of Kirkland, each generation has left its mark on the city, some marks better than others. In the photos on pages 52 and 54 of the Lamson book, the bones of our current city can easily be seen. The downtown of the 1970s looks dingy, car-oriented, and boring. It appears to have been created on a whim at the shore of the lake and at the terminus of several major streets. I see neither ambiance nor village-like charm; it is amazingly similar to downtown today.

In the years since those aerial photographs were taken, possibly the biggest changes have been the addition of condominiums and the development of Parkplace. The newest buildings have pulled Kirkland (kicking and screaming) into the future. Although I heard a lot of complaints at the meetings about condominiums, the additional residents have added vitality to a sleepy bedroom community, and the buildings have added interest and character to downtown.

Now you are involved in creating a downtown for the next generation or longer to accommodate retailers, residents, and workers as you make decisions about Parkplace, the McLeod (Hector's) development, and deal with the possible appeal of the Bank of America project. I don't envy your task as you try to weigh the requests of the developers against the passion of the community and square it all up with the city's codes and zoning regulations. It's almost a thankless task, but that is the reason I'm writing. I would like to say thank you for making the hard decisions about what our city will look

like. What I've seen and admired at the meetings is a group of people who really care about Kirkland. You haven't rubber stamped plans submitted by developers with deep pockets and you haven't caved in to community groups resisting changes just because they are changes. The requests you've made on the different projects have been thoughtful and have resulted in better designs than were originally proposed. The direction you are taking Kirkland is exciting. I am optimistic that it will result in an interesting, attractive small town that takes advantage of its unique and beautiful location. I encourage you to keep up the good work.

Sincerely,

A handwritten signature in cursive script that reads "Chris Miller".

Chris Miller
225 4th Ave. #A-503
Kirkland, WA 98033

Cc: James Lauinger, Mayor; Dave Ramsay, City Manager

From: Patty Brandt [mailto:pann855@aol.com]
Sent: Friday, February 01, 2008 12:22 PM
To: KirklandCouncil
Subject: Against Building Moratorium

Dear Kirkland City Council Members:

I am writing to you today to let you know that I am against the petition received by the City on January 22, 2008 related to imposing a building moratorium in Downtown Kirkland. This petition is short-sighted and not in the best long term interests of the City.

The minority group signing this petition is trying to over-ride the City's Comprehensive Plan and Zoning Code that has been in place for many years and has proven to be successful. Kirkland's Comp Plan and Zoning Code was developed by the City and it's residents in part to respond to the mandatory requirements of the Growth Management Act for the State of Washington. Our region has serious environmental issues and Kirkland must do their part to detract from urban sprawl. The GMA dictates that high density business and population growth be strictly concentrated in urban areas, and all cities must develop zoning codes and land use guidelines that specify and promote this type of new development. As a result, the City Staff, City consultants and a very thoughtful group of concerned Kirkland stakeholders carefully drafted the current Comprehensive Plan, Design Districts and Zoning Code to encourage four and five story buildings. The rationale for the current code is clear and it was never intended to reduce density or restrict buildings to 2 or 3 story height.

It is time to look to the future and to build a vibrant and economically viable downtown area. Our downtown retailers and service industries need our help to encourage smart development to promote shopping, spending and economic vitality. As quaint as it may seem, we are not living in the past and we must move forward to build a better Kirkland. To try and put Kirkland in a bubble of no growth is not realistic or progressive and it will likely lead to the economic disaster for downtown in the future.

Please Vote **AGAINST** the petition.

Sincerely,

Patty Brandt
Kirkland Business Owner/Business-person/Commercial Property Owner since 1977
9532 150 ST SE
Snohomish, WA 98296
(360) 668-8543 Home/Fax or
(425) 485-6776

From: Jennifer Linden [<mailto:jenlinden@verizon.net>]
Sent: Saturday, February 02, 2008 8:33 PM
To: Jeremy McMahan
Subject: Bank of America site proposal

Dear Planning Department, and whomever else:

I wish to express my dismay at the prospect of a big building going up on the corner of Lake & Kirkland Way. Please stick with the 2- story height limit, and do not reward developers with "extra stories" for any reason. That site, located so near Marina Park, would be nice with very generous set-backs of any building, perhaps even a pocket park right at the corner to maintain good visibility. It is a shame to have the limited winter sun blocked out by the tall buildings going up along Kirkland Way. I hear so much about keeping Kirkland livable & walkable; having the massive buildings make it a lot less pleasant to walk—on shaded, wet, &/or icy sidewalks. Let the tall buildings go to the Totem Lake area or to Bellevue or Seattle. Let central Kirkland be more human-scaled.

Thank you for your consideration.
Jennifer Linden

From: Michael Moore [mailto:michaelmoore@cbbain.com]
Sent: Friday, February 01, 2008 7:04 PM
To: KirklandCouncil
Subject: Please vote no on the Moratorium!

Dear Kirkland City Council Members:

I am writing to you today to let you know that I am against the petition received by the City on January 22, 2008 related to imposing a building moratorium in Downtown Kirkland. This petition is short-sighted and certainly is not in the best long term interests of the City as a whole.

The petition is signed primarily from residential condominium owners living in the Downtown area in buildings that may be directly affected by any new development. This minority group is trying to override the City's Comprehensive Plan and Zoning Code that has been in place for many years.

The City's Comp Plan and Zoning Code was developed by the City and it's residents in part to respond to the mandatory requirements of the Growth Management Act for the State of Washington. Our region has serious environmental issues and Kirkland must do their part to detract from urban sprawl. The GMA dictates that high density business and population growth be strictly concentrated in urban areas, and all cities must develop zoning codes and land use guidelines that specify and promote this type of new development. As a result, the City Staff, City consultants and a very thoughtful group of concerned Kirkland stakeholders carefully drafted the current Comprehensive Plan, Design Districts and Zoning Code to encourage four and five story buildings. The rationale for the current code is clear and it was never intended to reduce density or restrict buildings to 2 or 3 story height.

It is time to look to the future and to build a vibrant and economically viable downtown area. Our downtown retailers and service industries need our help to encourage smart development to promote shopping, spending and economic vitality. As quaint as it may seem, we are not living in the past and we must move forward to build a better Kirkland. To try and put Kirkland in a bubble of no growth is not realistic or progressive and it will likely lead to the economic disaster for downtown in the future.

Please Vote AGAINST the petition.

Best Wishes,

Michael Moore
The Moore Group
Coldwell Banker Bain Commercial
12721 Bel-Red Road, Suite 1
Bellevue, WA 98005

P: 425-519-4205
P: 800-459-5860
F: 425-519-8048
E: michaelmoore@cbba.com

February 3, 2008

Dear Kirkland City Council Members:

We are writing to you today to let you know that we are against the petition received by the City on January 22, 2008 related to imposing a building moratorium in Downtown Kirkland. This petition is short-sighted and certainly is not in the best long term interests of the City as a whole.

The petition is signed primarily from residential condominium owners living in the Downtown area in buildings that may be directly affected by any new development. This minority group is trying to over-ride the City's Comprehensive Plan and Zoning Code that has been in place for many years.

The City's Comp Plan and Zoning Code were developed by the City and its residents in part to respond to the mandatory requirements of the Growth Management Act for the State of Washington. Our region has serious environmental issues and Kirkland must do their part to detract from urban sprawl. The GMA dictates that high density business and population growth be strictly concentrated in urban areas, and all cities must develop zoning codes and land use guidelines that specify and promote this type of new development. As a result, the City Staff, City consultants and a very thoughtful group of concerned Kirkland stakeholders carefully drafted the current Comprehensive Plan, Design Districts and Zoning Code to encourage four and five story buildings. The rationale for the current code is clear and it was never intended to reduce density or restrict buildings to 2 or 3 story height.

It is time to look to the future and to build a vibrant and economically viable downtown area. Our downtown retailers and service industries need our help to encourage smart development to promote shopping, spending and economic vitality. As quaint as it may seem, we are not living in the past and we must move forward to build a better Kirkland. To try and put Kirkland in a bubble of no growth is not realistic or progressive and it will likely lead to the economic disaster for downtown in the future.

Please Vote **AGAINST** the petition.

Sincerely,

Larry & Mary Brill
501 Kirkland Ave. #109
Kirkland, WA 98033-6246

From: Laukaitis, Matthew [mailto:matt.laukaitis@sap.com]
Sent: Sunday, February 03, 2008 8:00 AM
To: KirklandCouncil
Subject: We support the moratorium

Hello Kirkland City Council,

My wife, family, and I all support the building moratorium in downtown Kirkland. Let's preserve the wonderful sense of community we currently have...fast high rise development, especially along the main downtown streets, will destroy what makes Kirkland so special.

Best regards,
Matt

Matt Laukaitis

From: Scott Thompson [mailto:SThompson@weberthompson.com]
Sent: Monday, February 04, 2008 2:49 PM
To: KirklandCouncil
Subject: Petition for a Construction Moratorium Downtown

City Council -

As a resident of Kirkland and an architect very concerned about the vitality of my downtown, **I strongly oppose any moratorium on redevelopment.** This petition is short-sighted and certainly is not in the best long term interests of our City as a whole. Successful, vibrant downtowns depend on concentrated residential to support the retailers. As I continue to see the constant turnover of businesses at the street, It is apparent that downtown Kirkland desperately needs the housing. The city already has an excellent comprehensive plan and zoning code to mitigate the height and bulk of buildings. Let's stay with something that is working.

Please reject this petition signed by folks mostly concerned about maintaining personal views from their condo units rather than what is healthy for the entire community. Whose view was blocked when their condominium project was built?

Regards:
Scott

Scott E. Thompson AIA, LEED AP

senior principal
206 344 5700 x217

WEBER + THOMPSON

425 Pontius Avenue N Suite 200
Seattle WA 98109

please visit our website
www.weberthompson.com

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From: Blake Stedman [mailto:bstedman@coastmgt.com]
Sent: Monday, February 04, 2008 3:50 PM
To: KirklandCouncil
Subject: City comp plan and proposed moratorium

Dear City Council:

My son and I invested in property in Kirkland a few years ago. To date, we have been quite pleased with our investment, however, I am concerned that should the current petition proposing a building moratorium in Downtown Kirkland, our property may actually diminish in value, as to accept the petition sends a very unfavorable message to the businesses in and around the area.

My understanding is that the current zoning was developed in response to the Growth Management Act for the State of Washington, in an effort to minimize urban sprawl. As such, the GMA dictates that zoning codes be updated to promote higher density business and residential populations. Therefore, I humbly request you vote AGAINST the petition to limit growth in the downtown area.

Thank you

Blake Stedman
Bryan Stedman
12742 NE 116th LN #J26
Kirkland, WA 98034

From: Bill Cooper [mailto:bill.cooper@pacific-re.com]
Sent: Monday, February 04, 2008 4:49 PM
To: KirklandCouncil
Cc: Paul Stelzer
Subject: Voting against

I own two residential properties in Kirkland and am opposed to the the petition to limit downtown projects.

My home address is 10621 117th pl ne Kirkland, WA 98033. Home # is 425-922-2941

Best Regards,

Bill Cooper

From: Pat Kaluna [mailto:patk@ascentis.com]

Sent: Monday, February 04, 2008 5:02 PM

To: KirklandCouncil

Subject: RE: The petition filed with the City to impose a building moratorium on all new development in Downtown Kirkland

To Whom It May Concern:

I vote NO on the petition filed with the City to impose a building moratorium on all new development in Downtown Kirkland.

We need to look to the future and support developments that will build a vibrant and economically viable Downtown. As we all can agree Kirkland's quaint and small town feel is what has attracted people to it, however we are not living in the past and must move forward to build a better Kirkland so we don't put the community in a bubble of no growth which would likely lead to economic down turn for it in the future.

Pat Kaluna

Manager of Services and Support

Ascentis, Corporation

1-800-229-2713 x 177

425-462-7171 x 177

From: Kevin Pedersen [mailto:kevinpedersen@msn.com]
Sent: Monday, February 04, 2008 5:29 PM
To: KirklandCouncil
Cc: pstelzer@elitegroupnw.com
Subject:

To whom it may concern

Re: petition to create a moratorium against commercial development in Downtown Kirkland area.

My name is Kevin Pedersen. I am a Kirkland resident and reside at 9727 NE Juanita Drive# 301,

I would like to represent a vote against this petition as I strongly believe that the projects currently on the table in Kirkland such as the Mcleod project and The Bank of America project are the kinds of projects that this city needs to continue to drive business and economic activity in to Kirkland so that businesses currently in Kirkland can continue to be successful. I also believe if we do not become proactive in this manner, we will become an irrelevant player in the eastside business community when compared to the progressive thinking that has allowed redmond, Bellevue, and Issaquah to transform their city centers into vibrant communities that are thriving and growing. I hope that many others will also respond in this kind

Kevin Pedersen

From: Anthony Ewing [mailto:anthony@mcacorp.net]
Sent: Tuesday, February 05, 2008 7:16 AM
To: KirklandCouncil
Cc: 'Paul Stelzer'
Subject: Petition to halt building in Downtown Kirkland

To Whom It May Concern,

I would like to voice my opinion by voting against the petition to stop development in downtown Kirkland. I believe this new development will help Kirkland in many ways and I look forward to the positive changes it will bring to our city. I have been a Kirkland resident for over 9 years and truly believe our downtown area needs some serious updating.

Thank you for your time,

Anthony A. Ewing

Senior Mortgage Consultant | [First National Mortgage Sources](#) | 512 6th St S, Suite 101 | Kirkland, WA 98033
|
Toll Free: 888.887.7771 EXT 514 | Office: 425.250.4814 | Cell: 206.229.4567 | Fax: 425.650.7046 |

Customized mortgage solutions...

From: mila vladi [mailto:milavladi@gmail.com]
Sent: Monday, February 04, 2008 7:16 PM
To: KirklandCouncil
Subject: Petition

Dear Kirkland City Council Members:

I am writing to you today to let you know that I am against the petition received by the City on January 22, 2008 related to imposing a building moratorium in Downtown Kirkland. This petition is short-sighted and certainly is not in the best long term interests of the City as a whole.

The petition is signed primarily from residential condominium owners living in the Downtown area in buildings that may be directly affected by any new development. This minority group is trying to over-ride the City's Comprehensive Plan and Zoning Code that has been in place for many years.

The City's Comp Plan and Zoning Code was developed by the City and it's residents in part to respond to the mandatory requirements of the Growth Management Act for the State of Washington. Our region has serious environmental issues and Kirkland must do their part to detract from urban sprawl. The GMA dictates that high density business and population growth be strictly concentrated in urban areas, and all cities must develop zoning codes and land use guidelines that specify and promote this type of new development. As a result, the City Staff, City consultants and a very thoughtful group of concerned Kirkland stakeholders carefully drafted the current Comprehensive Plan, Design Districts and Zoning Code to encourage four and five story buildings. The rationale for the current code is clear and it was never intended to reduce density or restrict buildings to 2 or 3 story height.

It is time to look to the future and to build a vibrant and economically viable downtown area. Our downtown retailers and service industries need our help to encourage smart development to promote shopping, spending and economic vitality. As quaint as it may seem, we are not living in the past and we must move forward to build a better Kirkland. To try and put Kirkland in a bubble of no growth is not realistic or progressive and it will likely lead to the economic disaster for downtown in the future.

Please Vote **AGAINST** the petition.

Sincerely,

The Kochman Family

10319 111th Ave NE
Kirkland, WA 98033

From: Stephanie Reimann [mailto:sreimann@microsoft.com]

Sent: Monday, February 04, 2008 5:23 PM

To: KirklandCouncil

Subject: Commerical Building Projects in Kirkland

To whom it may concern:

I am against the petition to limit commercial building projects in Kirkland.

My name is Stephanie Reimann

Address:

9217 122nd Court NE B115

Kirkland, WA.98033

425-889-0615

Thanks

Stephanie

From: Paul Stelzer [mailto:pstelzer@elitegroupnw.com]
Sent: Monday, February 04, 2008 6:08 PM
To: KirklandCouncil
Subject: Opposed to petition filed on limiting Downtown Development

To Whom It May Concern:

I am a local business owner and own property in the Totem Lake Area. I oppose the petition filed against the developing of Downtown.

As we do need to be sensitive in what we are developing the current height increases are needed to bring new office, retail and parking. We need to look to the future and support developments that will build a vibrant and economically viable Downtown. As we all can agree Kirkland's quaint and small town feel is what has attracted people to it, however we are not living in the past and must move forward to build a better Kirkland so we don't put the community in a bubble of no growth which would likely lead to economic down turn for it in the future.

I truly hope you take a real look at the future of this wonderful community and make the right decision. Change is inevitable and we must take the necessary steps to promote growth and economic stability for Kirkland.

Paul Stelzer
Managing Broker
Elite Real Estate Group
121 Lake Street South
Suite 201
Kirkland, WA 98033
Office 425-250-3390
Direct 425-250-3305
Fax 425-250-3393

From: Jacsnedeker@aol.com [mailto:Jacsnedeker@aol.com]

Sent: Monday, February 04, 2008 6:45 PM

To: KirklandCouncil

Subject: Moratorium

I oppose the petition for the moratorium!!

Jacqueline Snedeker

From: Jana Thomas [mailto:jana@Sunriseid.com]
Sent: Monday, February 04, 2008 5:45 PM
To: KirklandCouncil
Cc: 'pstelzer@elitegroupnw.com'
Subject: Downtown Kirkland Development

I own two residential properties in Kirkland and am opposed to the petition to limit downtown projects.

My home address is 10621 117th pl ne Kirkland, WA 98033. Home # is 206-999-8018

Thank you!
Jana Cooper

jana thomas cooper
senior account manager
sunrise identity

t 425.897.6262
c 206.999.8018
f 206.350.6927
www.sunriseid.com

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From: Jennifer Lansangan [mailto:Jennifer.Lansangan@pacific-re.com]
Sent: Monday, February 04, 2008 6:27 PM
To: KirklandCouncil
Subject: I am against the petition to limit commercial building projects in Kirkland

I am against the petition to limit commercial building projects in Kirkland

Jennifer Lansangan
Pacific Real Estate Partners
425-974-4027

From: Pam Schmoll [<mailto:pam@inspireawe.com>]
Sent: Tuesday, February 05, 2008 7:11 AM
To: KirklandCouncil
Subject: Kirkland downtown renovation

Downtown Kirkland is not as charming as it once was. It is beginning to look tired and I think keeping it "tired" is bad for everyone. Please ignore the condo owner's petition to ban homes like the ones they currently inhabit!

-

Pam Schmoll
Associate Broker
"Connect With the Realtor Who Cares!"
RE/MAX Real Estate Center
e-mail: pamschmoll@remax.net
web site: www.pamschmoll.com
direct: (425) 922-9344

From: Heidi Litzenberger [mailto:HeidiLitzenberger@EliteEvolution.com]
Sent: Tuesday, February 05, 2008 10:10 AM
To: KirklandCouncil
Cc: Paul Stelzer
Subject: Re: petition to create a moratorium against commercial development in Downtown Kirkland area.

My name is Heidi Litzenberger. I am a lifetime Kirkland resident and currently reside at 10810 107th PL NE Kirkland.

I would like to represent a vote against this petition as I strongly believe that the projects currently on the table in Kirkland such as the McLeod project and The Bank of America project are the kinds of projects that this city needs to continue to drive business and economic activity in to Kirkland so that existing businesses can continue to be successful. I also believe if we do not become proactive in this manner, we will become an irrelevant player in the eastside business community when compared to the progressive thinking that has allowed Redmond, Bellevue, and Issaquah to transform their city centers into vibrant communities that are thriving and growing. Thank you.

Heidi Litzenberger

Heidi Litzenberger
Yarrow Bay Mortgage
Senior Processor
425-250-3382 phone
425-250-3394 fax

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From: Patty Brandt [mailto:pann855@aol.com]
Sent: Tuesday, February 05, 2008 10:03 AM
To: KirklandCouncil
Subject: No on proposed Moratorium

City Council Meeting Feb 5, 2008

My name is Patricia Brandt and I live at 9532 150 ST SE in Snohomish. Kirkland has been my place of business for over 33 years. I started busing tables at the Flame when my mother bought the building in the 70's and I stayed with the Flame until it closed in 1989. I continue to manage my mother's property and I commute to Kirkland daily for my accounting job. I care about Kirkland and I have a vested interest in its success.

I am here to ask you to vote against the proposed Moratorium on building Downtown. The Moratorium sends a negative and backwards thinking message to current and future business owners and investors as well as prospective buyers of residential and commercial properties. Kirkland can not exist in a vacuum – change is hard but that doesn't make change bad.

I am excited about the new projects in Kirkland. Downtown is very much in need of the revitalization that new development will bring. The increased aesthetic value of the area in addition to the benefits of more retail space, office space and parking will bring more people to the Downtown area. This all equates to revenue for the local businesses, more choices for the citizens and increased dollars to the city. Dollars needed to maintain our streets, parks and to fund community projects. A prosperous City contributes to the stabilization of residential and commercial property values and property taxes.

We all benefit from a strong and economically viable downtown. Please do not let a small special interest group dictate our future. Kirkland's comprehensive plan and zoning code was developed by the city and its people in order to help build the future for all of Kirkland.

Please vote no on the moratorium and that will be a yes for Kirkland's bright future.

Thank you for your time.
Take Care,

Patty Brandt
9532 150 ST SE
Snohomish, WA 98296
(360) 668-8543 Home/Fax or
(425) 485-6776

From: Brady Yeager [mailto:BradyYeager@EliteEvolution.com]
Sent: Tuesday, February 05, 2008 11:10 AM
To: KirklandCouncil
Subject: McCloud Project

I vote against the petition to stop the McCloud project. Last week a petition was filed with the City to impose a building moratorium on all new development in Downtown Kirkland, I feel that this hurt the city of Kirkland. I have lived in downtown Kirkland for 10 years and feel this would be a great improvement to the area.

Thank you.

Brady Yeager
530 Alexander Ave
Kirkland, Wa 98033

Brady B. Yeager
Managing Broker
Yarrow Bay Mortgage Inc.
121 Lake Street Suite 201
Kirkland, WA. 98033
Phone 800.978.1560 ext 2002
Fax 425.250.3396
byeager@ybmlans.com
www.yarrowbaymortgage.com

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From: Adrian [mailto:adrian.webb@westernthrift.net]
Sent: Tuesday, February 05, 2008 11:33 AM
To: KirklandCouncil
Cc: Paul Stelzer
Subject: I vote against the petition.

I am out of town so I cannot attend the meeting, but I would like to vote against the peition. I am for growth and development in the city of Kirkland.

My address is 421 2nd St. S
Kirkland WA 98033
(206) 795-8411

Thank You

Adrian Webb
Sierra Capital Group
www.sierracapitalonline.com
(206) 795-8411 Cell

From: william.hawkins@comcast.net [mailto:william.hawkins@comcast.net]
Sent: Tuesday, February 05, 2008 11:54 AM
To: KirklandCouncil
Subject:

Dear Kirkland City Council Members:

I am writing to you today to let you know that I am against the petition received by the City on January 22, 2008 related to imposing a building moratorium in Downtown Kirkland. This petition is short-sighted and certainly is not in the best long term interests of the City as a whole.

The petition is signed primarily from residential condominium owners living in the Downtown area in buildings that may be directly affected by any new development. This minority group is trying to over-ride the City's Comprehensive Plan and Zoning Code that has been in place for many years.

The City's Comp Plan and Zoning Code was developed by the City and it's residents in part to respond to the mandatory requirements of the Growth Management Act for the State of Washington. Our region has serious environmental issues and Kirkland must do their part to detract from urban sprawl. The GMA dictates that high density business and population growth be strictly concentrated in urban areas, and all cities must develop zoning codes and land use guidelines that specify and promote this type of new development. As a result, the City Staff, City consultants and a very thoughtful group of concerned Kirkland stakeholders carefully drafted the current Comprehensive Plan, Design Districts and Zoning Code to encourage four and five story buildings. The rationale for the current code is clear and it was never intended to reduce density or restrict buildings to 2 or 3 story height.

It is time to look to the future and to build a vibrant and economically viable downtown area. Our downtown retailers and service industries need our help to encourage smart development to promote shopping, spending and economic vitality. As quaint as it may seem, we are not living in the past and we must move forward to build a better Kirkland. To try and put Kirkland in a bubble of no growth is not realistic or progressive and it will likely lead to the economic disaster for downtown in the future.

Please Vote **AGAINST** the petition.

Sincerely,

Lois Myers

Owner

21 Central Way,

Kirkland, WA 98033

From: Kaluna, Andre K [mailto:andre.k.kaluna@smithbarney.com]
Sent: Tuesday, February 05, 2008 2:06 PM
To: KirklandCouncil
Cc: Paul Stelzer
Subject: Vote against Petition to stop McCleod Project

Andre K. Kaluna, CRPS®

Vice President-Wealth Management
Financial Advisor

The K Group

411 - 108th Ave NE #1600
Bellevue, WA. 98006
(425) 453-6926 / (425) 453-3467-Fax
(800) 426-3348
andre.k.kaluna@smithbarney.com

Josh M. Meryman

Registered Associate
Wealth Advisory Associate
(425) 453-3492

joshua.m.meryman@smithbarney.com

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accept such orders or instructions. This e-mail is not an official trade confirmation for transactions executed

for your account. Your e-mail message is not private in that it is subject to review by the Firm, its officers, agents and employees

From: Justin Dickens [mailto:jdickens@TroonGolf.com]
Sent: Tuesday, February 05, 2008 10:46 AM
To: KirklandCouncil
Subject: Commercial Building Projects

I am against the petition to limit commercial building projects in Kirkland. I believe commercial development is vital for the future of Kirkland.

Thanks,

Justin Dickens
10002 114th Ave NE
Kirkland, WA 98033
(425) 396-6001

From: Troy Adams [mailto:troy@tracosteelproducts.com]
Sent: Tuesday, February 05, 2008 2:58 PM
To: KirklandCouncil; stelzer@elitegroupnw.com
Cc: Jennifer McGowan
Subject: OPPOSED TO LIMITING DOWNTOWN PROJECTS

-

I own residential properties in Kirkland and am opposed to the petition to limit downtown projects.

My home address is 436 8TH AVE). Home # (425) 208-1703

From: mmobrand@felyxfinancial.com [mailto:mmobrand@felyxfinancial.com]
Sent: Tuesday, February 05, 2008 10:55 AM
To: KirklandCouncil
Subject: Petition item 7.b.(1)
Importance: High

To Whom It May Concern:

Please register my vote AGAINST the petition dated January 22, 2008 with the City to impose a building moratorium on all new development in Downtown Kirkland. We have tremendous economic opportunity here: Having the ability to augment our professional community will not only bring support to local retail shops, but will also help infuse our residential real estate market, maintain wealth and stability in our community that has given strength to our school system, etc., etc. I am a ten year resident of Kirkland with my two kids and I love this city. I welcome this growth and improvement to our community. Thanks for taking my vote into consideration.

Warmest regards,

Miki Mobrand
Managing Director
FeLyx Financial
Commercial Real Estate Financing
P: 206-396-7421
F: 425-896-8286
mmobrand@felyxfinancial.com

From: Sarah Cason [mailto:sarah@sierracapitalonline.com]
Sent: Tuesday, February 05, 2008 10:41 AM
To: KirklandCouncil
Cc: 'Paul Stelzer'
Subject: Downtown Kirkland Development

To whom it may concern,

It has come to my attention that a petition is being passed around to stop development in downtown Kirkland. I would like to vote against this petition. Future development in downtown Kirkland will allow for much needed parking to be added and help the community's economic growth for business owners, retailers, and home owners.

Thank you for your time.

Sarah Cason
530 Alexander Ave
Kirkland, WA 98033

Sarah Cason

530 Alexander Ave
[Kirkland, WA 98033](#)

800.573.0334 toll free

206.963.0843 mobile

425.650.6765 fax

"Be the change you wish to see..."

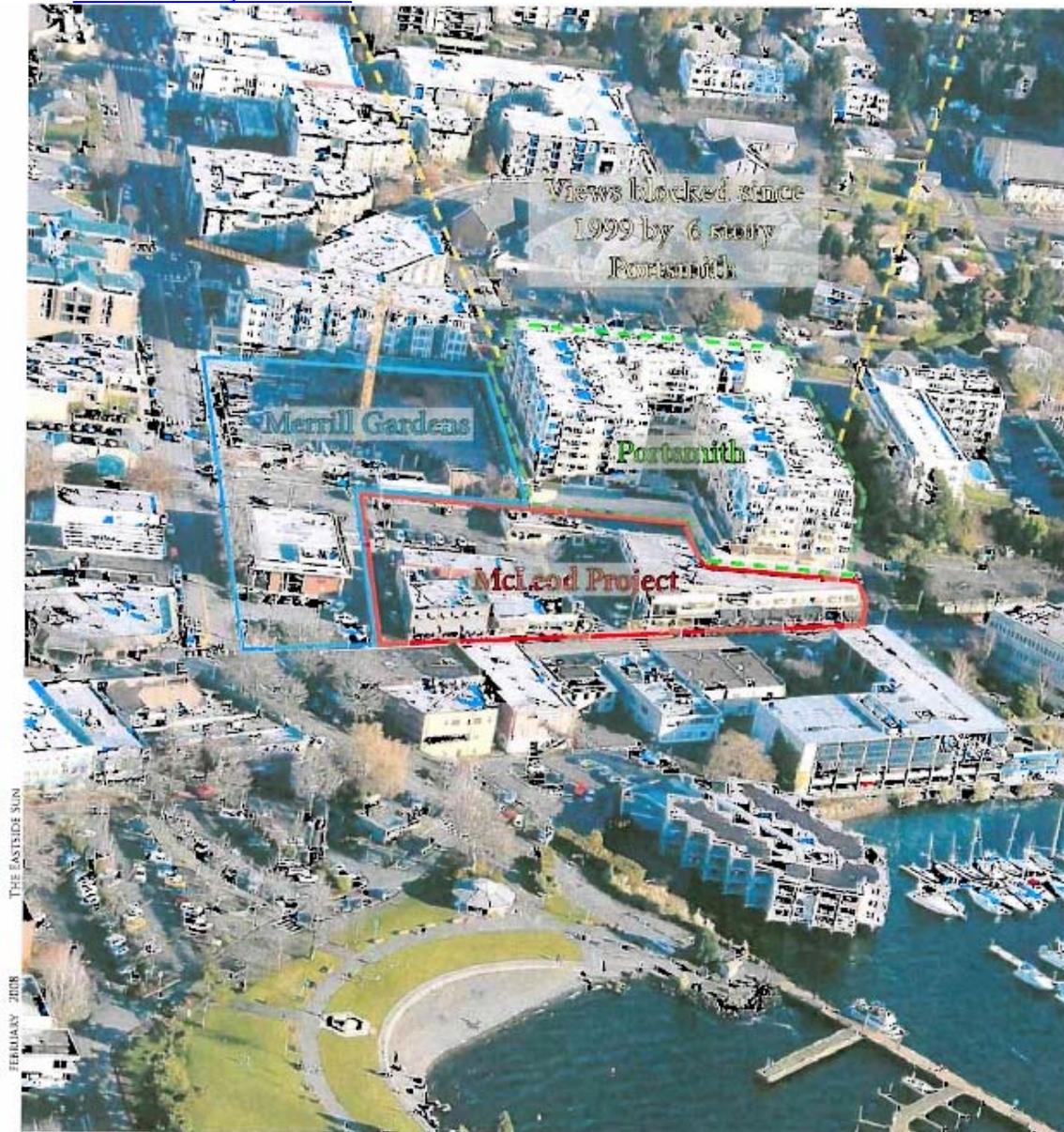
From: Richard Pope [mailto:rproper@gci.net]
Sent: Tuesday, February 05, 2008 11:31 AM
To: KirklandCouncil
Subject: Re: Fwd: Fight Against the Building Moratorium Petition in Kirkland

I am writing this note in opposition to the building moratorium petition. As an investor in several downtown Kirkland business's, I am opposed to this anti-growth and development scheme cooked up by a small percentage of condo residence!!! Please do not ruin it for those of us that choose to invest in downtown Kirkland's business's. Thank you,
Richard J Pope 21 Central Way Kirkland, Wa

From: Drott, Rick KWP [mailto:RDrott@kennedywilson.com]
Sent: Tuesday, February 05, 2008 10:33 AM
To: KirklandCouncil
Subject: Downtown Moratorium Petition

I wholeheartedly support the attached article from the Eastside Sun and hope the Kirkland City Council will reject the petition for moratorium on downtown redevelopment.

Rick Drott
Kennedy Wilson Properties Northwest Ltd.
301-116th Ave SE, Ste 100
Bellevue, Wa. 98004
Telephone: 425-453-2500 ext 103
Fax: 425-453-0505
E-Mail: rdrott@kennedywilson.com



THE EASTSIDE SUN
FEBRUARY 2008
PAGE 12

*A healthy city needs retail, office space and housing.
We've done a great job building the housing. Now it's time to finish the job.
Stuart McLeod*

EDITORIAL

WHAT PRICE FUNKY?

"We are in danger of losing our funky downtown"
letter to city opposing change

The small, quaint village concept is dead. The ghost many people try to prop up died with Jerry Garcia. Why can't we acknowledge the fact and bury it before it begins to stink? Businesses come in with high hopes, go bankrupt and close - only to be replaced by the next generation of starry eyed dreamers.. Kirkland needs an influx of private capital to survive and that capital won't materialize if the City of Kirkland Design Review Board continues to drag it's feet approving private projects.

The Merrill Garden Assisted Care Living Facility has produced a net loss in both available parking and in the diversity of businesses in downtown. 500,000 to 800,000 square feet of office and retail should have gone in the space occupied by this apartment complex. Underground public parking for 800+ cars should have filled that project's footprint. 20 new retail businesses could have attracted shoppers to our city's core year round. Google, Yahoo, Microsoft and untold other businesses that pay both high rents and high wages would have fought for office space in our little home by the lake.

But that ship has sailed. All we are waiting for now is the flood of noise complaints from the future occupants.

"Hello, Police? George's Cafe is banging their skulls again and its barely 11 am!"

The Hector's Block

So, just when we think all hope is lost, Stuart McLeod has proposed a redevelopment of the Lake Street block encompassing Hector's all the way south to Ben and Jerry's. The entire eastern side of Lake Street will gain a new, vibrant retail, office and parking structure (space for 500 cars that will be public after 5pm) that can revitalize the entire downtown. In the same way Lincoln Square added a new vibrance to shopping and entertainment in Bellevue, this project can give downtown Kirkland a much needed transfusion. This project is a no-brainer.

And speaking of no-brainers

A half million dollars has been spent designing, redesigning and redesigning yet again the layout of this development to win approval from the City of Kirkland Design Review Board. Alternative design after alternative design has been submitted and rebuffed. Each time more and more leasable office space is lost to arbitrary setbacks.

"This is the perfect place for a Public/Private Partnership. The city pays the cost of adding one more floor of parking garage for 24 hour public use!"
Penny Sweet, businesswoman

A setback is a terrace above the second and

third floors that reduce the mass and the 'box' appearance of a building. It is also space that can't be leased. A landlord that loses tens of thousands of square feet is far less likely to put in that extra floor of public parking, far less likely to build non-revenue producing public spaces and courtyards.

A 600 foot long setback that is 12 feet deep represents 7,200 sq. ft. of lost office space. A 24 foot setback equals 14,400 sq. ft. lost.

Lost office space equates to lost office workers. Lost office workers means that many fewer lattes brewed, that many fewer lunches served. Fewer office workers with high paying jobs mean that many fewer bikinis, paintings, diamond rings, beers, doggie coats, skateboards and pizzas sold. Each office worker supports 10 square feet of retail according to Gibb Development.

This writer is calling for the City of Kirkland to change its course. Instead of throwing up roadblocks to this project at every turn, put a new team together to facilitate its rapid approval. Work with us for the economic health of our city. Instead of steadfastly holding to simple setbacks and cast-in-stone formulas, work with the architects to do some horse trading. *"we'll give you this variance if you give us that public area."* This project is a life and death decision for Downtown Kirkland. Let's choose life.

The Opposition

Dozens of letters have been sent to the city and this newspaper in support of and opposition to this project as well as the Merrill Garden proposal for the Bank of America site (a project that was quickly approved by The City of Kirkland). The majority of letters in opposition to the McLeod Project came from residents of the Portsmouth buildings located directly east of the McLeod project.

If you don't recognize the name Portsmouth you will recognize the buildings. Just think oversized, bulky, excessively high, out-of-scale and view blocking. When the Portsmouth was being built the neighbors behind them complained that it was too high. The developer responded that they had special exemption because the permit was issued before height restrictions were imposed. The unspoken message was "we're building this monster and there's nothing you can do about it, so quit whining." The neighbors lost their views and live in late afternoon shadows.

- Among the objections to the McLeod project;
- o Proposed buildings are too large
 - o Buildings should be limited to 2 stories
 - o Proposal damages character, small town feel, charm, and overshadows ambiance
 - o Upper stories should be setback from the pedestrian pathway located on the Portsmouth property
 - o Proposal is not consistent with the Downtown Strategic Plan

This is where NIMBY meets NIMFY... Not In My Front Yard. My guess is the Portsmouth's neighbors to the east are chuckling softly.

What we can expect if we fail

Stuart McLeod has every right to do with his property whatever he sees fit. In the event he throws up his hands and says 'screw it' he will sell it to the highest bidder (read that: condo developers or Merrill Gardens) and they will build housing. Housing is a great return on investment, a quick and easy approval process and another nail in the coffin of a potentially great retail district. Housing has its place and retail/office has its place. Favoring one at the expense of the other is done at our peril.

If a condo developer buys the property we can kiss the last/best block of retail/office space in Kirkland goodbye. More condos in an overbuilt market and, of course, no public parking.

Don't expect any residential developer to provide a single public parking space beyond the limited number required for their first floor retail occupants.

If Merrill Gardens Assisted Care Living Facility buys the McLeod property, then the cityscape of Kirkland will change forever. What pocket protectors are to Redmond, aluminum walkers will be to Kirkland. What chewing tobacco is to NASCAR, Depends Adult Diapers will be to Kirkland. Noise control police will be on every corner with decibel meters waiting for that loud car stereo in July, that boater coming in for dinner and those darn kids and their rock 'n roll music.

Don't get me wrong, I have nothing against the elderly. Every morning I ponder the fact that I am far closer to my death than to my birth. The grey on my head may be hidden by dye, but I'm not fooling anyone - least of all myself. I'm older than most of my contemporaries and there's nothing wrong with that - but when I reach the golden years I hope I have the sense to NOT live in the noisiest center of commerce and entertainment on The Eastside.

So Kirkland, this is your last chance.
Grab the brass ring... pick up the golden ticket while the offer is still on the table. Don't let this chance to reinvent, reinvigorate and refresh downtown Kirkland go to waste.

There are organized groups in opposition to any change - no matter how positive. A telling story came from a merchant who was approached by a group of women asking directions to a meeting place, when asked what the meeting was they stated that they were mounting opposition to changing Kirkland's 'small town feel'. When asked what merchants downtown they supported they stated that "they shop in Bellevue because of the lack of choices in Kirkland."

A word from Gunnar

Gallery owner Gunnar Nordstrom wrote an eloquent e-mail in support of this project and made several salient points...

Dear neighbors,

I support the McLeod project because it provides the City of Kirkland a very high quality and desirable building specifically designed with the urban village style that is consistent with the Vision Statement created by the DAC and delivered to the City Council on October 16, 2007.

The project will help solve many of the problems we face in Downtown Kirkland including the lack of adequate and convenient parking, the poor condition and appearance of many of our existing buildings, the lack of space availability for larger retailers (desperately needed to help support traffic for the smaller, more boutique, retailers), the lack of much needed daytime shoppers and the chronic problem of seasonality of downtown's retail business climate.

The McLeod project is compliant with the City Comprehensive Plan, the Design District Guidelines and the Zoning Code, which have been in place for many years.

Just think... a place to park in Kirkland and the City didn't have to pay for it... A private developer is offering at his own expense to build a 500 car parking garage to satisfy his office and retail tenants and then open the remainder to the public as well as all the office spaces in the evening.

This property will be developed, there is no question, that will happen, so let's make it the right project and not another wrong one.

This is an opportunity that might never come our way again, so I am requesting that you send an e-mail in support the McLeod project to Jon Regala, the city planner for the McLeod project.

*His e-mail address is:
JRegala@ci.kirkland.wa.us*

I strongly recommend that the Design Review Boardm.mbvnn approve this project.

*Thanks for your help,
Gunnar Nordstrom*

THE EASTSIDE SUN

FEBRUARY 2008

PAGE 13

From: Kirsten Carlson [mailto:kcarlson@elitegroupnw.com]
Sent: Tuesday, February 05, 2008 11:56 AM
To: KirklandCouncil
Subject:

My name is Kirsten Carlson. I am a lifetime Kirkland resident and currently reside at 12705 NE 114th ST, Kirkland, WA, 98033

I would like to represent a vote against this petition as I strongly believe that the projects currently on the table in Kirkland such as the McLeod project and The Bank of America project are the kinds of projects that this city needs to continue to drive business and economic activity in to Kirkland so that existing businesses can continue to be successful. I also believe if we do not become proactive in this manner, we will become an irrelevant player in the eastside business community when compared to the progressive thinking that has allowed Redmond, Bellevue, and Issaquah to transform their city centers into vibrant communities that are thriving and growing. Thank you.

Kirsten Carlson
Elite Real Estate Group
Real Estate Professional
800-978-1324 ext: 2027
Direct: 425-250-3327
Cell: 206-851-2479
Fax: 425-250-3393
www.elitegroupnw.com
KCarlson@elitegroupnw.com

From: Barbara Pope [mailto:cupcakedog49@yahoo.com]
Sent: Tuesday, February 05, 2008 10:46 AM
To: KirklandCouncil
Subject: Against the Building Moratorium Petition in Kirkland

Dear Kirkland City Council Members:

I am writing to you today to let you know that I am against the petition received by the City on January 22, 2008 related to imposing a building moratorium in Downtown Kirkland. This petition is short-sighted and certainly is not in the best long term interests of the City as a whole.

The petition is signed primarily from residential condominium owners living in the Downtown area in buildings that may be directly affected by any new development. This minority group is trying to over-ride the City's Comprehensive Plan and Zoning Code that has been in place for many years.

The City's Comp Plan and Zoning Code was developed by the City and it's residents in part to respond to the mandatory requirements of the Growth Management Act for the State of Washington. Our region has serious environmental issues and Kirkland must do their part to detract from urban sprawl. The GMA dictates that high density business and population growth be strictly concentrated in urban areas, and all cities must develop zoning codes and land use guidelines that specify and promote this type of new development. As a result, the City Staff, City consultants and a very thoughtful group of concerned Kirkland stakeholders carefully drafted the current Comprehensive Plan, Design Districts and Zoning Code to encourage four and five story buildings. The rationale for the current code is clear and it was never intended to reduce density or restrict buildings to 2 or 3 story height.

It is time to look to the future and to build a vibrant and economically viable downtown area. Our downtown retailers and service industries need our help to encourage smart development to promote shopping, spending and economic vitality. As quaint as it may seem, we are not living in the past and we must move forward to build a better Kirkland. To try and put Kirkland in a bubble of no growth is not realistic or progressive and it will likely lead to the economic disaster for downtown in the future.

Please Vote **AGAINST** the petition.

Sincerely,

Steven Pope
7047 Linden Circle
Anchorage Ak. 99502

P.S. My family have been commercial property owners in Kirkland for nearly 4 decades and we are strongly opposed to this unfair moratorium.

Barbara

From: mmobrand@felyxfinancial.com [mailto:mmobrand@felyxfinancial.com]
Sent: Tuesday, February 05, 2008 10:55 AM
To: KirklandCouncil
Subject: Petition item 7.b.(1)
Importance: High

To Whom It May Concern:

Please register my vote AGAINST the petition dated January 22, 2008 with the City to impose a building moratorium on all new development in Downtown Kirkland. We have tremendous economic opportunity here: Having the ability to augment our professional community will not only bring support to local retail shops, but will also help infuse our residential real estate market, maintain wealth and stability in our community that has given strength to our school system, etc., etc. I am a ten year resident of Kirkland with my two kids and I love this city. I welcome this growth and improvement to our community. Thanks for taking my vote into consideration.

Warmest regards,

Miki Mobrand
Managing Director
FeLyx Financial
Commercial Real Estate Financing
P: 206-396-7421
F: 425-896-8286
mmobrand@felyxfinancial.com

From: ARC Network [mailto:arc@accidentreconstruction.com]
Sent: Tuesday, February 05, 2008 11:49 AM
To: KirklandCouncil
Subject: Kirkland Petition

Kirkland City Council,

I am writing you, as a Kirkland resident, to let you know that I am **against** the petition received by the City on January 22, 2008 related to imposing a building moratorium in Downtown Kirkland.

Sincerely,

Scott and Tonya Baker

Kirkland Resident
11344 NE 90th Street
Kirkland, WA 98033

From: Shannon Fitzgerald [mailto:sfitzgerald@elitegroupnw.com]
Sent: Tuesday, February 05, 2008 2:04 PM
To: KirklandCouncil
Subject: I vote against Petition 7781

To Whom it may Concern:

I would like to hereby vote against this petition. I am a resident of Kirkland, and I work in Kirkland and believe that building is necessary to move forward and build an economically vibrant downtown Kirkland city. I think that if this petition goes through it will be detrimental to our future economic growth.

Please feel free to contact me with any questions or further comment at any of the information below.

Regards,
Shannon Fitzgerald

Shannon Fitzgerald
Real Estate Professional
Elite Real Estate Group, LLC
121 Lake Street South, Suite 201
Kirkland, WA 98033

Direct: 206.953.6615
Fax: 425.650.7045
Email: sfitzgerald@elitegroupnw.com
www.elitegroupnw.com

From: Chris Miller [mailto:cm.kirkland@verizon.net]
Sent: Tuesday, February 12, 2008 11:22 AM
To: Andy Loos
Subject: Feb. 14 gathering/Kirkland

Dear Mr. Loos,

My husband and I have been attending the Kirkland Design Review Board meetings about the proposed redevelopment of downtown Kirkland that includes your project at the Bank of America location. We were impressed with the initial design of the building and extremely pleased with the changes your company made to the plans that were finally approved. We look forward to having an attractive, revitalized downtown Kirkland.

We live in one of the downtown condo buildings and over the weekend became aware that the group who filed an appeal of your project to the City Council is planning a big gathering at the Bank of America building on February 14. They intend to show their support of the current downtown buildings and to protest the proposed four and five-story buildings. You can find out more information about the gathering at civik.org.

I wanted to make you aware of the situation in case you hadn't heard about the gathering. The group seems to think that the only ones who love Kirkland are the ones against developments such as yours.

Best regards,

Chris Miller

From: Moore, Margit W [mailto:MooreMa@bsd405.org]
Sent: Tuesday, February 12, 2008 5:26 PM
To: KirklandCouncil
Subject: Height Restrictions Along Lake Street

Please consider the unique and attractive pedestrian-friendly buildings along Lake Street and the intent of existing human-scale zoning. No more than two stories on Lake Street unless EXCEPTIONAL conditions are met, which justify the sacrifice of light, air, and view for city residents and visitors..

The Design Review Board pro-development bias consistently disregards the input of citizens—failing to include their comments in summaries or public minutes of the meetings.

Margit Moore
Chinook Middle School Assistant Principal
moorema@bsd405.org (425) 456-6300

Hello Janice,

I would like to voice my strong support for the project that is proposed for the Bank of America property. I am a long time resident (for many years living just two blocks from this location) and business owner of Kirkland plus have been active and involved in all of the major zoning discussions sponsored by the City for the past 20 years. I was also an original member of the Downtown Action Team working on the Kirkland Downtown Strategic Plan and continue working on its current update. I feel that the Bank of America proposal is consistent with the intent of these plans and will be a benefit to City of Kirkland and the downtown neighborhood. I urge the City to approve this development.

Best Regards - Keith

Keith Maehlum
10836 NE 108th Street
Kirkland, WA 98033

From: Shirley Posey [mailto:sposey412@verizon.net]
Sent: Monday, February 25, 2008 5:00 PM
To: KirklandCouncil
Subject: Proposed downtown buildings

I have been reading about the proposed high rise buildings in downtown Kirkland and Parkplace and would like to voice my concern.

I have lived in Kirkland Wa. for 47 years. I fell in love with this city when I first saw it.

I loved the small town atmosphere and the friendly concerned and caring people. The "City Fathers" at that time went to great lengths to keep it from being overrun with high rise business's and apartment buildings. The waterfront beaches were just that, waterfront beaches. There were no high rise condos or apartments. That of course eventually changed, mostly during the "70's". That was of great concern to many people, particularly those who had views. One of the better changes I had the privilege of seeing while residing in Kirkland, was the construction of the road coming into Kirkland, which is now 85th St. It has one the most spectacular breathtaking views I have ever seen. After you exit 405 and come to the first light, there before you lies a picture perfect scene. You see our beautiful downtown Kirkland surrounded by Lake Washington, a view of Seattle, the Olympics, and beautiful skyline. I marvel at the beauty of it everytime I see it. I can't even imagine how anyone could think differently and want to change something so beautiful.

I was disappointed when they planted high growing trees along the railings on both sides, because that already cut off some of the view, especially in the summer. I realize it may have been necessary for lower maintenance and absorption of water. I am not sure what the purpose was, However I believe a low growing bush would have served this purpose as well. That only upset me a little. Now I am reading of the development of high rise buildings in downtown Kirkland and Parkplace. That upsets me a lot.

I take great pride in living in Kirkland and two of the main reasons are:

1. The wonderful small town atmosphere and
2. The beautiful scenery not only coming into Kirkland, but everywhere in Kirkland.

I consider myself to be someone who is generally able to accept changes;However, the proposed high rise buildings in and near downtown Kirkland is one I have great difficulty accepting.

Please do not destroy our city by allowing high rise buildings to take over our beautiful views. We have enough 4,000 square foot homes with no yards, sometimes just blacktop, that have already spoiled the look of our city. Where and when will it end?

Sincerely,
Shirley Posey
405-13th Ave.
Kirkland, Wa. 98033
(425) 822-8688

From: Chuck Pilcher [mailto:chuck@bourlandweb.com]
Sent: Thursday, February 28, 2008 7:46 PM
To: KirklandCouncil
Subject: Downtown Development Plan

Dear Council Members,

Thank you all for taking the time to look at the Downtown Development Plan on the agenda for the next Council meeting, i.e., a response to the petition submitted by citizens in January. I did not sign it, but had I had the opportunity, I would have.

I see the biggest issue facing us as a City being the lack of a vision for integrating Lake Washington into our downtown plan. Nothing is more ridiculous than that PARKING LOT sitting on the biggest potential asset in the City, the Marina Park area.

Several years ago citizen input was sought on how best to develop Lake Street between Central and Kirkland Avenue. Nothing ever came of this, though there were many good ideas.

Although it would be expensive, I think the citizens of Kirkland may be willing to pay whatever it costs to turn our Downtown into a destination park and shopping area extending from Park Place to the Lake. We absolutely MUST eliminate buildings on the west side of Lake Street between Central Way and Kirkland Avenue. The plan to put in a parking garage under a lidded park to the lake always struck me as visionary.

Deciding building heights without an overall plan for Lake Street and Marina Park is foolish and short-sighted at this time. At this point, nothing else matters.

I wonder if there is not room for negotiation with both developers and concerned citizens to come up with some tradeoffs that would allow us to open up the park from Lake Wash to Lake Street... and pay for it.

Good luck with your deliberations. Let's do this right, not quick.

Chuck Pilcher
Lakeview Neighborhood

From: Andrew G. Chavez [mailto:agchavez@verizon.net]
Sent: Sunday, March 02, 2008 3:51 PM
To: KirklandCouncil
Cc: 'Amy L. Chavez'
Subject: City Council-Do NOT Delegate Bank of America Appeal to Hearing Examiner
Importance: High
Sensitivity: Personal

Dear City Council members, it is with great interest that my wife and I are writing this email to request that you do NOT delegate the Bank of America appeal to the Hearing Examiner. Why are we writing to the Council on this matter? Let me site all the critical reasons why this appeal must NOT be delegated:

1. This appeal is to important to the future of Downtown Kirkland not to have each of you put your own personal stake into deciding the decision of this appeal and not a Hearing Examiner. The legacy this Council leaves is in your hands.
2. While we can appreciate the predicament the City Council is in, however, the appeal hearing is just 6 short weeks away, and so the consideration of the petition can and should wait until after the appeal.
3. Those of us Citizens that find it important enough to put our time and effort into preserving a smaller Downtown Kirkland feel it should be of the same importance for the City Council to be the ones who hear the appeal – so that each of you personally get acquainted with each of the issues, small and large, that relate to the appeal, because those issues are relevant to all of downtown – and delegating this to the Hearing Examiner will deprive this City Council of that important background information and would speak volumes to the importance of your views in a vibrant and small Downtown Kirkland.
4. Most importantly, this is why we elected each of you to take on issues large and small and as such, we want you to and expect you to act as the elected representatives for the citizens of Kirkland and not let something as important as this appeal be scape goated to a Hearing Examiner!

We hope you take this issue seriously and live up to your duties as City Council and hear and act on this appeal. Your decision will leave a legacy that should be to important for you to consider any other way!

Regards, Andrew & Amy Chavez
109 2nd Street South
Suite 239
Kirkland, WA 98033
425.576.1257

From: Bill Anspach [<mailto:banspach@mindspring.com>]
Sent: Monday, March 03, 2008 10:25 AM
To: KirklandCouncil
Subject: Response to ³Petition to Stop High-Rise Buildings in Downtown Kirkland²

Dear Council Members,

My name is Bill Anspach.

We live in a great city and, as elected officials, are stewards charged with the awesome responsibility to make decisions that will be for the good of all Kirkland citizens and for future generations.

I am thankful that you have chosen to serve in your capacity and feel that the above petition, which is agenda item 11a for the March 4th Council meeting, needs your undivided attention to focus on the issues surrounding this petition for the future of the City of Kirkland. The response letter as drafted provides excellent guidelines and options to consider.

I urge you to DEFER this agenda item until after you have judged the appeal presented before you regarding the Bank of America project so as not to interfere with the due process required. I don't think it appropriate for a Hearing Examiner to be put into a position to make a decision on the BOA project which the Council should own.

We are at a very critical time in the development of downtown Kirkland. I recommend that you remain open to gathering the facts, review the appropriate codes to make sure they are correct and then decide on the petition later as your decision will have an impact for future downtown developments.

May you all have great wisdom and judgment as you consider this very important issue.

Kindest regards,

Bill Anspach
934 6th Street South #200
Kirkland, WA 98033
425.591.7916

From: karen@tinyisland.com [<mailto:karen@tinyisland.com>]
Sent: Monday, March 03, 2008 4:20 PM
To: KirklandCouncil
Subject: Please defer consideration of downtown petition until after BoA appeal

Dear City Council,

I am writing to ask that you defer your consideration of the downtown petition until after the BoA appeal, and that you, the City Council, consider the appeal yourselves. The appeal is only 6 weeks away, so I feel that it is reasonable to defer consideration of the petition for this amount of time.

I feel strongly that the Council should consider the appeal, and not the Hearing Examiner. You are my elected representatives, and I am counting on you to take the time to understand and consider the many aspects of this complex issue.

The decisions you make will affect our beloved city in profound ways. They are not easy decisions. But they should be your decisions.

Sincerely,

Karen Story
9017 Slater Ave NE
Kirkland WA 98033

(No postal mail reply please - save a tree and a stamp!)

From: Harold Dahlke [mailto:hsdahlke@hotmail.com]
Sent: Monday, March 03, 2008 10:38 PM
To: KirklandCouncil
Subject: Request to Delay Discussion of the Petition Scheduled for Mar 4 Meeting

Dear Mayor and Council Members,

It is the purpose of this e-mail to express my firm conviction that the Kirkland City Council should deal directly with the appeal regarding the Bank of America/Merrill Gardens property. The best interests and the future of our city have been well served by our elected officials. I have both hope and confidence that this tradition will continue. We do not need to import an "expert" hearing examiner in order to reach the right decision. To give both the appeal and the petition the consideration they deserve, I'm urging you to delay discussion of the petition until after you conclude your deliberations on the appeal.

Sincerely,

Harold S. Dahlke
109 Second Street South, #435
Kirkland, WA 98033

From: Liz & Mike Johnson [mailto:lizmikej@hotmail.com]
Sent: Tuesday, March 04, 2008 9:37 AM
To: KirklandCouncil
Subject: Downtown Kirkland Development Petition - Response Options

I see that at tonight's council meeting you will be discussing if/how to respond to the petition from citizens concerned about downtown Kirkland development. One of the options you are considering is delegating the Appeal to the Hearing Examiner so you can respond to the petition.

I strongly urge the council members be the ones to hear the Appeal. This is an important and critical process and we need you personally involved and educated. Delegating this to the Hearing Examiner will deprive you of the important background information required to make an informed decision.

As my elected officials, I want and expect you to directly and personally deal with the appeal, involvement in studying the background, issues, and options. While I respect that you are busy and have to make trade-offs on which issues you can deal with directly vs. delegating to staff or other boards, this is one action that is too important to the future of downtown Kirkland to delegate. These are the duties we elected/hired you to perform.

With the hearing only six weeks away I think the citizens who signed the petition would understand a delayed response that may be more inclusive than anything you provide earlier.

Thank you,
Elizabeth Johnson
225 4th Avenue
B-409
Kirkland, WA. 98033

From: marna@yogaatlarge.com [<mailto:marna@yogaatlarge.com>]
Sent: Monday, March 03, 2008 10:24 PM
To: KirklandCouncil
Subject: Agenda Item for March 4, 2008

Dear City Council Members:

As a newer resident of Kirkland I truly appreciate all that the Council does for the GREAT City of Kirkland. I was one of the people who signed a petition several months ago that was delivered to the Council. Now that there is an appeal hearing scheduled for April 15th, it would seem from a logical standpoint that the petition should be put "on hold" until after the Council hears the appeal. And yes, you as the City Council are the ones to hear that appeal. You are elected by the citizens of Kirkland to personally be involved and acquaint yourself with EVERY issue relevant to the City be it downtown or points beyond. Your responsibility should not be delegated to anyone! Someone such as a Hearing Examiner will not have the knowledge and back round information as the Council does and therefore cannot make an educated decision and should not be listening to anything as important as these issues.

I want, NO I EXPECT the Council to act like the elected representatives you all took the Oath to uphold and represent the citizens of Kirkland.

Sincerely,

Marna Hanneman
211 Kirkland Avenue
Kirkland, Wa 98033

From: Eric Dahlke [mailto:eric.dahlke@verizon.net]

Sent: Monday, March 03, 2008 11:28 PM

To: KirklandCouncil

Subject: Request to Delay Discussion of the Petition until after the Bank of America Appeal

Dear Mayor Lauinger and Council Members,

Everyone understands that density and growth are facts of life, but I believe Kirkland can strike a balance between the ostensibly opposing interests of maintaining a small town feel in the downtown core and achieving the higher density that growth management requires. However, that balance requires objective deliberate and thoughtful consideration, as well as creativity. And you, our elected representatives, are the only group that can truly be objective in striking that balance.

I've attended many council and DRB meetings, and I am fully aware of how contentious these issues are. I also appreciate that you have many important issues that demand attention. However, I submit that this balance will do more to shape the future of our city than any other issue in front of you.

Please do not delegate the Bank of America/Merrill Gardens appeal to a Hearing Examiner. Both the petition and the appeal are significant and cannot be handled effectively by outside parties. You need to be hands-on with both of these important deliberations – this is exactly why we voted for you. I urge that you delay reviewing the petition until after the Bank of America appeal, so that you can treat each deliberation fairly and impartially.

I plan to attend tomorrow's council meeting.

Sincerely,

Eric Dahlke
109 Second Street South #229
Kirkland, WA 98033

From: karen@tinyisland.com [<mailto:karen@tinyisland.com>]
Sent: Monday, March 03, 2008 4:20 PM
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The decisions you make will affect our beloved city in profound ways. They are not easy decisions. But they should be your decisions.

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Karen Story
9017 Slater Ave NE
Kirkland WA 98033

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Sent: Tuesday, March 04, 2008 9:37 AM
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As my elected officials, I want and expect you to directly and personally deal with the appeal, involvement in studying the background, issues, and options. While I respect that you are busy and have to make trade-offs on which issues you can deal with directly vs. delegating to staff or other boards, this is one action that is too important to the future of downtown Kirkland to delegate. These are the duties we elected/hired you to perform.

With the hearing only six weeks away I think the citizens who signed the petition would understand a delayed response that may be more inclusive than anything you provide earlier.

Thank you,
Elizabeth Johnson
225 4th Avenue
B-409
Kirkland, WA. 98033



CITY OF KIRKLAND
Planning and Community Development Department
123 Fifth Avenue, Kirkland, WA 98033 425.587.3225
www.ci.kirkland.wa.us

MEMORANDUM

Date: April 2, 2008

To: David Ramsay, City Manager

From: Paul Stewart, Deputy Planning Director

Subject: Cascade Agenda Leadership City (File No. MIS08-00011)

Recommendation

- Approve attached resolution endorsing the City's membership and participation with the Cascade Land Conservancy on the City of Kirkland becoming a Cascade Agenda Leadership City.
- Approve a one-time expenditure of \$5,000 from the Council Special Projects Reserve Fund.

Background

At the April 1, 2008 meeting the City Council reviewed a staff report and received a presentation from the Cascade Land Conservancy on the City becoming a Cascade Agenda Leadership City. At the meeting the Council agreed to consider a resolution and one-time expenditure for membership in the program. The resolution endorsing the program is attached for Council's approval.

CC Jeff Aken & Alison Van Gorp, Cascade Land Conservancy

FISCAL NOTE

CITY OF KIRKLAND

Source of Request							
Paul Stewart, Deputy Planning Director							
Description of Request							
<p>Request funding of \$5,000 for 2008 membership dues to become a Cascade Agenda Leadership City with the Cascade Land Conservancy (CLC). Becoming a leadership city elevates the City's partnership with the CLC to a new level. In addition to the City's current efforts with the CLC on stewardship of natural areas, this program would endeavor to improve the livability of our community through smart growth strategies, innovative land use policy and programs and community education and involvement.</p> <p>Membership as an Agenda Leadership City requires an annual fee of \$5,000. Staff recommends paying for the 2008 membership dues from the Council Special Projects Reserve and will bring back the ongoing commitment request to Council as an ongoing service package for the 2009-10 budget.</p>							
Legality/City Policy Basis							
Fiscal Impact							
<p>One-time use of \$5,000 of the Council Special Projects Reserve for the 2008 membership dues. The reserve is able to fully fund this request. Membership as a Leadership City requires an annual fee of \$5,000 that will be brought back as an ongoing service package for the 2009-10 budget.</p>							
Recommended Funding Source(s)							
<i>Reserve</i>	Description	2008 Est End Balance	Prior Auth. 2007-08 Uses	Prior Auth. 2007-08 Additions	Amount This Request	Revised 2008 End Balance	2008 Target
	Council Special Projects Reserve	309,960	33,000	0	5,000	271,960	250,000
<p>Prior 2007-08 Authorized Uses include \$15,000 for the Assistance League of the Eastside's School Bell Program and \$18,000 for staff support in the Planning Department for affordable housing regulations.</p>							
<i>Revenue/Exp Savings</i>							
<i>Other Source</i>							
Other Information							

Prepared By	Sandi Hines, Financial Planning Manager	Date	March 20, 2008
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RESOLUTION R-4698

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND PERTAINING TO THE CITY BECOMING A CASCADE AGENDA LEADERSHIP CITY.

WHEREAS, in 2005 the Kirkland City Council adopted Resolution R-4518 endorsing the Cascade Agenda - the 100-year vision for King, Pierce, Snohomish, Mason, and Kittitas Counties that sets forth the goals and strategies to conserve this region's land while sustaining a strong regional economy, and creating vibrant and livable communities; and

WHEREAS, the Cascade Land Conservancy (CLC) has launched the "Cascade Agenda Cities Program" to recognize the necessary connection between the creation of great communities and the conservation of this region's ecosystems and working lands; and

WHEREAS, the City's community planning goals, policies and programs are in alignment with the mission, vision and program objectives and goals of the Cascade Agenda Cities Program; and

WHEREAS, in May, 2007 the City of Kirkland became one of the first Cascade Agenda Member Cities in the region; and

WHEREAS, the City is committed to working in concert with the Cascade Land Conservancy to implement the strategies and approaches called for in the Cascade Agenda; and

WHEREAS, the City has a successful history of working in partnership with the Cascade Land Conservancy on a variety of efforts ranging from open space protection, community ivy pulls, reforestation planning and hosting community forums; and

WHEREAS, the Cascade Land Conservancy has approached the City to become a *Cascade Agenda Leadership City*; and

WHEREAS, the City Council received a presentation from the Cascade Land Conservancy at its regular meeting on April 1, 2008; and

WHEREAS, City of Kirkland and the Cascade Land Conservancy believe that by working together we will build on and multiply the strengths and resources of each organization to advance the missions of both by creating complete, compact and connected communities which protect the natural environment.

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

Section 1. The City of Kirkland agrees to become a Cascade Agenda Leadership City.

Section 2. The City of Kirkland agrees to work cooperatively with the Cascade Land Conservancy to implement the Cascade Agenda Cities Program.

Section 3. The City of Kirkland and the Cascade Land Conservancy will develop a memorandum of agreement between the City and the CLC to establish a framework for this effort and identify the roles and responsibilities for each party.

PASSED by majority vote of the Kirkland City Council in open meeting this 15th day of April, 2008.

SIGNED IN AUTHENTICATION thereof this _____ day of April, 2008.

Mayor

Attest:

City Clerk