



CITY OF KIRKLAND

Planning and Community Development Department

123 Fifth Avenue, Kirkland, WA 98033 425.587.3225

www.ci.kirkland.wa.us

MEMORANDUM

Date: January 19, 2011

To: Planning Commission

From: Paul Stewart, Deputy Planning Director

Subject: Revised 2011 – 2013 Planning Work Program and Joint Meeting with City Council

Recommendation

Staff recommends the Planning Commission review the revised Planning Work Program and recommend approval to the City Council. Staff also recommends the Commission identify topics for discussion with the City Council at the March 15th joint meeting.

Background

Introduction

The Planning Commission met at their annual retreat on January 13, 2011. The retreat started off with remarks from City Manager Kurt Triplett. At the retreat, he shared his thoughts on the citywide priorities and the draft 2011 City Work Program. The 2011 City Work Program (Attachment 1) was presented to the City Council at their January 18th Council study session. The Council was in general agreement and directed the City Manager to bring back a resolution adopting the work program. Several of the items will involve the Planning Commission.

The Council packet can be reviewed at the following link:

http://www.ci.kirkland.wa.us/Assets/City+Council/Council+Packets/011811/3a_StudySession.pdf

One item that was noted at the January 18th regular Council meeting concerned the Burlington Northern Santa Fe corridor (aka the Eastside Rail Corridor). The Transportation Commission developed a draft interest statement (Attachment 2). There was interest in having the Planning Commission (and Park Board) participate in the planning for this important corridor. The City is considering acquisition of the corridor along with other options. Representatives from the Transportation Commission will attend the February 24th Planning Commission meeting to discuss the interest statement.

Draft 2011 – 2013 Planning Work Program (Attachment 3)

At the retreat, the Commission reviewed the proposed 2011-2013 Planning Work Program. The Commission was in general agreement and suggested a couple of

revisions. The Commission was interested in beginning the Neighborhood Plan Assessment (Task 2.3) earlier than later. The draft Work Program shows initial discussions starting in the spring depending on staff availability and schedule. The work program also shows the Bridle Trails/South Rose Hill Neighborhood Plans starting up at the end of 2011 if staffing is available (i.e. completion of the Lakeview & Central Houghton Neighborhood Plans, the Neighborhood Plan Assessment, the South Kirkland Park and Ride zoning and annexation workload).

We also hope to have the Threshold Review on private amendment requests for the February 24 Planning Commission meeting (Task 1.5). This would enable staff and the Commission to determine the extent of this effort as it relates to other work program tasks as well as having a recommendation from the Commission prior to the March 15 joint meeting with the City Council.

Joint Meeting Discussion Topics

At the January 27th meeting, the Commission should identify those topics that the Commission would like to discuss with the Council at the joint meeting. The primary focus for the joint meeting is the work program; however it is also an opportunity to bring up other items of interest such as those that the Commission discussed at the retreat.

Possible discussion items include:

- Neighborhood planning process and assessment
- Public outreach
- Joint meetings with the City Council or with the Houghton Community Council
- The Commission's role in the 2011 City Work Program
- Totem Lake
- Private Amendment Requests

The Commission should also discuss how to present the work program and the discussion topics.

Attachments

1. 2011 City Work Program
2. Eastside Rail Corridor Draft Interest Statement
3. Revised 2011-2013 Planning Work Program



CITY OF KIRKLAND

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

MEMORANDUM

To: City Council
From: Kurt Triplett, City Manager
Date: January 10, 2011
Subject: 2011 City Work Program and Council Retreat Planning

RECOMMENDATION:

City Council provides direction on a preliminary work program of major policy and administrative items to be accomplished by the City in 2011 for possible adoption at a future Council meeting.

Council direction is also requested on topics for the upcoming Council retreat.

BACKGROUND DISCUSSION:

The adoption of the 2011-2012 Budget has set the broad policy and financial resource framework for the next biennium. The purpose of the 2011 City Work Program is to identify for the Council, City employees and the public the priority focus of Kirkland's staff and resources within that budgetary framework. The preliminary work program items listed below are derived from the City Manager's "Look, Listen and Learn Tour" and the budget process. Key themes emerged from consultations with the City Council, the Directors, Board and Commissions and the public over the past six months about Kirkland's present and future.

These themes fell into four main categories:

- Successfully annexing the 33,000 residents of Juanita, Finn Hill and Kingsgate
- Spurring job growth, economic development and revitalization
- Retaining a high quality of life in Kirkland in the midst of the recession
- Providing efficient, cost-effective City services to an informed and engaged public

The preliminary work program is a synthesis of both the adopted budget and these themes, resulting in specific key initiatives to be accomplished in 2011.

If revised and approved by the Council, the work program would become an "action plan" by which the public can measure the City's success in accomplishing its major policy and administrative goals in 2011. The work program would also be used to communicate to Kirkland's Boards and Commissions the 2011 "action plan" priorities.

The 2011 work program is not intended to be a comprehensive list of the important and necessary daily functions and services of the City government. Rather it is a much shorter list that demonstrates priority focus on major cross-departmental efforts with significant financial resources designed to maintain the public health, safety and quality of life in Kirkland.

Once the 2011 work program is finalized, the City staff would develop implementation steps, prioritize resources and efforts to achieve the work program, and periodically update the Council on these efforts.

Potential 2011 Work Program Items

- Annexation implementation
- Totem Lake revitalization
- Park Place redevelopment implementation
- Public Safety Building implementation
- Active engagement in the 2011 State Legislative Session
- Potential acquisition of the BNSF Eastside Rail Corridor within Kirkland
- Transit Oriented Development implementation at S. Kirkland Park and Ride
- 85th Street corridor project implementation
- Exploring new revenue options authorized by the state and/or requiring voter approval
- Alternative 2011 priority topics from the Council?

Potential 2011 Administrative Items

- Potential Budget "evolution" to ensure an engaged public and desired Council outcomes
- Successful negotiation of all Collective Bargaining Agreements up in 2011
- Partnership initiatives with employees to create sustainability of wages and benefits
- Employee engagement and recognition efforts
- Department succession planning
- Standardization of legislative processes, memos, presentations, and Council logistics
- Alternative 2011 priority topics from the Council?

Next steps

Throughout the year other issues may arise that also require staff resources and City Council review. The intent of the work program is not to preclude new items but to allow the Council and the City Manager to proactively identify the impact of new 2011 initiatives on established priorities. Decisions can then be made whether to attempt to accommodate new items or reprioritize the work program. Once Council has reviewed and revised the list at the study session, a decision is needed on whether to formally adopt the 2011 work program by Resolution at a February Council meeting.

Council Retreat Planning

The annual Council retreat will be held on Monday, March 21 and Tuesday March 22. Traditionally the Council retreat dedicates significant amounts of time to three or four major topics of discussion. Staff is seeking Council direction on the major topics of discussion.

During the past two years the City Council retreat has been used to define the Council's priorities for the year. Creation of a 2011 work program is not designed to replace the Council retreat but to help inform it:

- If "Totem Lake revitalization" is a 2011 work program item, potential topics for the Council retreat might be "Prioritize what at Totem Lake?" Options might include rezoning and regulatory change, storm water projects, or BNSF as a gateway to Totem Lake.
- "Partnership initiatives" with employees as a work program item might result in a retreat discussion of whether the Council should adopt labor policies, and so on.

Suggested retreat topics might include:

- 2011 work program selected items (see list on page 1)
- Financial update
- Updating Council Goals
- Budget evolution and engaging the community (City of Shoreline example)
- Potential new revenue sources – if, when, how and for what?
- Council Ethics Code and/or Code of Conduct

Once the Council decides the topics of the retreat, staff will turn that direction into specific retreat planning and report back to the Council for finalization of the retreat agenda.



CITY OF KIRKLAND

Department of Public Works

123 Fifth Avenue, Kirkland, WA 98033 425.587.3800

www.ci.kirkland.wa.us

MEMORANDUM

To: Kurt Triplett, City Manager

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

Date: January 6, 2011

Subject: Draft Eastside Rail Corridor Interest Statement

RECOMMENDATION

It is recommended that the Council review and comment on the attached draft Interest Statement.

BACKGROUND

At its June 1, 2010 meeting, the City Council approved a public process (Figure 1) that would culminate in a statement describing the City's interests in development of the Eastside Rail Corridor. Council has received updates on this process, the most recent one occurred on October 5, 2010, when the Transportation Commission gave a summary of the opinions and comments they had heard to date.

The Commission has prepared a draft Interest Statement (attached) for Council consideration. Once the Council is comfortable with the draft Statement, the Commission will convene appropriate events to allow the public to comment on the document. At their January 26 meeting, the Commission will refine the methods used for additional outreach, and such events will include a review with key Boards and Commissions.

Process/Timeline for public involvement and interest statement development approved by City Council, June 2010. Tasks in gray boxes have been completed, black box represents current step.

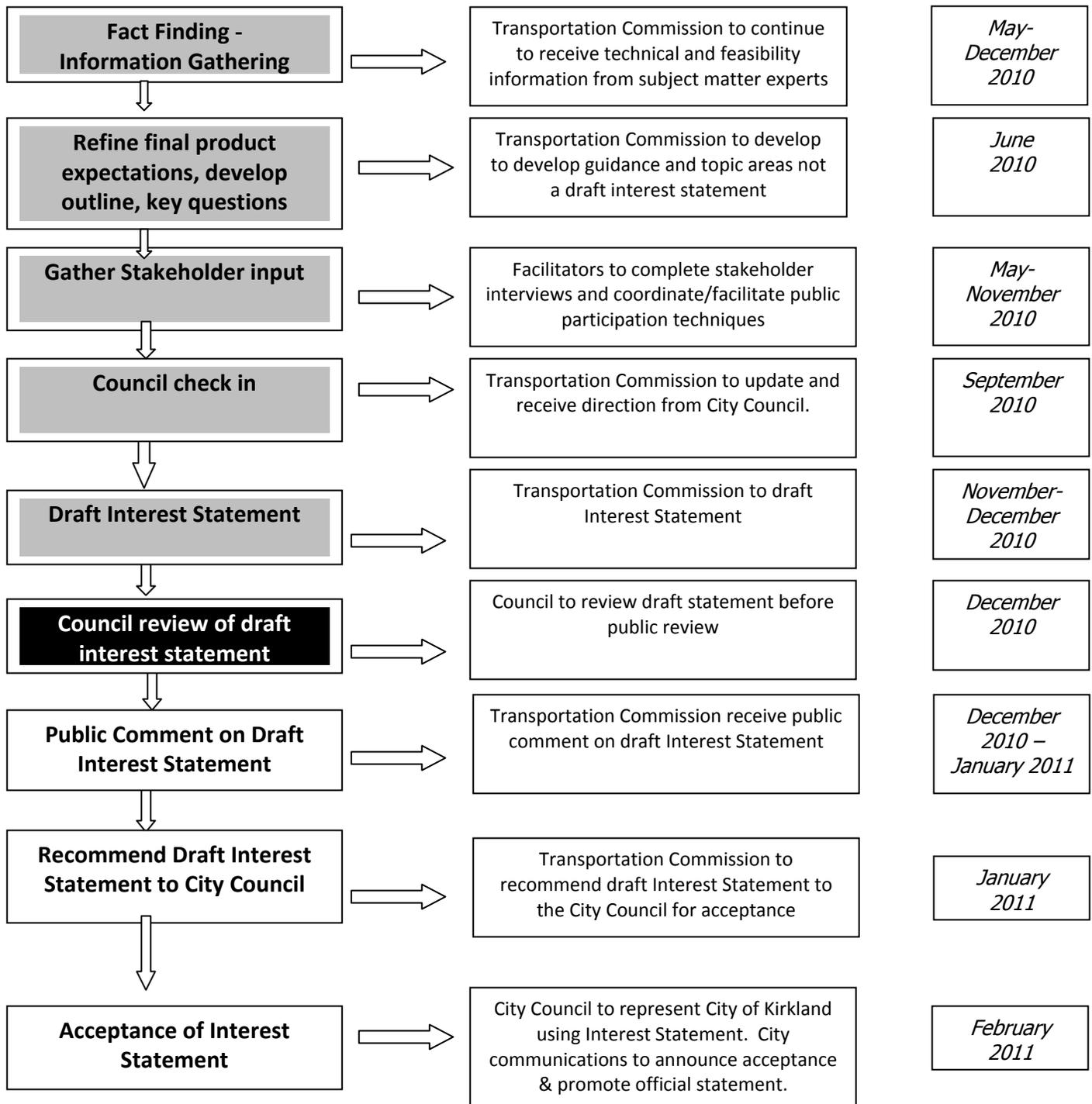


FIGURE 1

City of Kirkland

Eastside Rail Corridor Interest Statement

City of Kirkland Transportation Commission
DRAFT January 6, 2011

Introduction

In December 2009, the Port of Seattle purchased the Woodinville subdivision from the BNSF Railroad. The Eastside Rail Corridor, stretching between Snohomish and Renton via Kirkland, thereby became a publicly-owned corridor. The City of Kirkland has long been interested in the corridor as a potential facility for bicycle and pedestrian transportation; having identified the Cross Kirkland Trail¹ project more than 15 years ago.

With the corridor coming into public ownership, the City Council realized the importance of proactively identifying Kirkland's interests for corridor development. Both King County and Sound Transit have expressed interest in purchasing various rights in the corridor. The City Council directed the Transportation Commission to conduct public outreach, then identify and document the City's interests in the corridor. This Interest Statement is the product of that work.

During the summer and fall of 2010, the Commission gathered comments at the Wednesday Market, fielded an online survey, met with Boards and Commissions and walked the corridor. At their Commission meetings, Commissioners heard from individuals with interests, opinions and particular knowledge of the corridor. The 2009 Final Eastside Commuter Rail Feasibility Study² study prepared by Sound Transit and PSRC also served as a reference.

Using these information sources the Transportation Commission prepared this Interest Statement to guide evaluation of proposals for corridor development as the City of Kirkland works with regional partners. Proposals that satisfy more of the interests would rank more highly than proposals that satisfy fewer of the interests. The conclusions at the end of this document are the Commission's thoughts on the type of corridor development that is likely to be practical and meet the City's interests given current information.

Interests

Serve Transportation needs of Kirkland

Transportation on the corridor should be integrated with and support the City's transportation goals³ to provide travel options within Kirkland and to points outside Kirkland. This implies an interest in how and when the corridor is developed in other cities as well.

The Eastside Rail Corridor (black line) touches many neighborhoods and parks in Kirkland



A section of the right-of-way in the Highlands neighborhood



Source: City of Kirkland

Council Goal concerning Balanced Transportation:

Kirkland values an integrated multi-modal system of transportation choices.

Council Goal: To reduce reliance on single occupancy vehicles. (September 2009)

Keep the corridor in public ownership

The region has determined⁴ that the public interest is served by public ownership of the corridor and the City of Kirkland supports this position.

Develop a plan to actively use the corridor in the near future

Because the corridor is a valuable asset that could be used to transport people, allowing it to remain unused or undeveloped has a high opportunity cost. The longer it is not used, the more resistance may be encountered toward any particular use.

Maintain the corridor in good condition

The corridor should be maintained to protect its value and the value of adjacent properties. Proper operation of drainage facilities, prevention of encroachment, and the preservation of structures and crossings are examples of ongoing maintenance needs.

Contribute to economic sustainability

Development of the corridor should be done in a cost effective manner and should consider the short and long term costs of construction, maintenance, and operation. Development should link to and support current and future plans for economic and neighborhood development.

Connect Totem Lake

Because of the corridor's proximity to the Totem Lake Urban Center⁵, it has the potential to help connect Totem Lake to the rest of the city and the region.

Protect neighborhood feel and atmosphere

Development of the corridor should allow for access across and along the corridor and not create barriers within or between neighborhoods. Residential neighborhoods should be protected from any excessive noise and safety impacts caused by corridor uses. Development of any trailheads, transit stations and/or parking locations should consider and minimize impacts to neighborhoods.

Plan for a multi-use facility

In the long term, transit, pedestrians and cyclists should be able to simultaneously travel safely and efficiently in the corridor. Planning or implementing one transportation mode must not foreclose future corridor use by another mode. Additionally, underground utilities that currently use and will continue to use the corridor⁶ must be considered. Freight operations may be considered along the corridor, but there does not appear to be much commercial interest in freight rail service within Kirkland.

The existing corridor contains many drainage facilities that require regular maintenance.



Source: City of Kirkland

Objective under goal G1 from the Active Transportation Plan:

Objective G1.1: By 2015, open a section of the Cross-Kirkland Trail on the Eastside Rail Corridor.

Cross-Kirkland trail is the working name of a bicycle/pedestrian trail located on the right-of-way.

This area in the Houghton neighborhood contains wetlands.



Source: City of Kirkland

A shared rail and trail facility



Source: Marin County Bicycle Coalition

Serve the transportation needs of pedestrians and bicyclists

A bicycle and pedestrian transportation facility should allow all weather, day and night use. It should be sized to allow simultaneous safe passage for both pedestrians and bicyclists of all skill levels. Its development should include protection of existing connections and include new connections to the City’s streets and trails. The Active Transportation Plan⁷ has a list of such connections.

Plan any transit use in close consultation with the City of Kirkland.

Locating transit stations and associated parking and feeder bus connections has major short- and long-term impacts on the surrounding neighborhoods and on the transportation network. A process to determine station locations should include extensive work with neighborhood groups, appropriate Boards and Commissions and the City Council.

Transit service must be designed to move people

To offer viable travel choices and attract a high level of ridership⁸, transit must have certain characteristics. Service should be frequent, available most of the day, operate between desirable destinations, be easily accessible by potential riders and offer reasonable travel speeds. It should be flexible and offer capacity appropriate for ridership. The best choice of transit technology may vary, with one system best in the shorter term and another better in the longer term.

Consider grade crossing delay and safety

Design of the corridor should consider the potential time delays and safety concerns for users of streets that cross the corridor. Crossings must provide a reasonable level of safety and convenience for both users of the corridor and for street traffic.

Disclose and mitigate environmental impacts

Prior to any development of the corridor, a complete environmental review should be conducted to identify and disclose impacts and to propose mitigations for those impacts. Noise, air quality, surface water and sensitive areas are topics that typically require analysis in an environmental review.

Conclusion

In developing the following conclusions, the Transportation Commission considered comments from the community, previous corridor studies, likely funding sources and the magnitude of costs for various types of projects. These conclusions are the Commission’s opinions on how the corridor should be developed given this information.

Ultimately, the best use of the corridor is as the site of a welcoming, transportation-oriented facility for pedestrians and bicyclists and a high capacity transit system that connects Kirkland to the region. Ideally, trail and transit users could use the corridor simultaneously. The main focus for development of the corridor

Sample transit types

Heavy rail: Sound Transit Sounder



Source: Railpictures.net Image © PNWRailfan

Electric Light Rail: Sound Transit Link



Source: lisatown.com

Diesel multiple unit: DMU in service in Australia



Source: thetransportpolitic.com

Bus Rapid Transit: Community Transit Swift



Source: blogs.seattleweekly.com

in the short term should be on development of a trail. High capacity transit should be added when feasible, more likely in the medium to longer term. While freight operations may be part of a future rail corridor, there does not appear to be much current commercial interest in freight rail service within the city.

Due to its poor physical condition, the current infrastructure in the corridor is not capable of supporting rail traffic that would offer a viable transportation option. A safe, fully featured high-capacity rail system—similar to Link Light Rail—is perhaps the ideal rail option. However, a high capacity rail system is very expensive and would require a great deal of careful planning. For example, an extension of East Link to the north is currently contemplated in the Sound Transit master plan, but would likely not be considered for funding until late in the Sound Transit 2 construction plan. At the soonest, high capacity rail transit wouldn't be open for service until at least 2030. Moreover, the Eastside Rail Corridor may not be the best alignment for such a route. In the shorter term, there may be less expensive corridor transit options that could be developed, such as bus rapid transit linking the South Kirkland Park & Ride and Totem Lake.

A paved, accessible, bicycle and pedestrian trail that meets Kirkland's interests would be far less expensive than a high capacity rail or bus system and would require a less extensive planning process than would a transit option. However, it is important that trail planning be done with rail compatibility as the long term goal.

The Transportation Commission believes that the Eastside Rail Corridor is a transportation facility that represents enormous opportunity for the City of Kirkland and the region. We are fortunate to have such a facility in Kirkland and should strive to see that our interests are met during its development.

City of Kirkland Transportation Commission

The City of Kirkland Transportation Commission is made up of seven members appointed by the City Council to four year terms. The Commission meets every month to make recommendations on transportation policy to the City Council. Visit the Commission webpage where you can join the Transportation Commission List-Serve and automatically receive e-mail updates on the Commission's activities.

Commission members:
Donald Samdahl, Chair
Joel Pfundt, Vice Chair
Morgan Hopper
Tom Neir
Thomas Pendergrass
Sandeep Singhal
Michael Snow
Carl Wilson

Summary of interests

- **Serve transportation needs of Kirkland**
- **Keep the Corridor in public ownership**
- **Develop a plan to actively use the corridor in the near future**
- **Maintain the corridor in good condition**
- **Contribute to economic sustainability**
- **Connect Totem Lake**
- **Protect neighborhood feel and atmosphere**
- **Plan for a multi use facility**
- **Serve the transportation needs of pedestrians and bicyclists**
- **Plan any transit use in close consultation with the City of Kirkland**
- **Transit service must be designed to move people**
- **Consider grade crossing delay and safety**
- **Disclose and mitigate environmental impacts**

¹ The Cross Kirkland trail was originally envisioned as a trail that would operate beside what was at the time an active railroad corridor.

² 2009 Final PSRC and Sound Transit BNSF Eastside Commuter Rail Feasibility Study, 2009 Puget Sound Regional Council <http://www.psrc.org/transportation/bnsf>

³ City of Kirkland Council Goals. <http://www.ci.kirkland.wa.us/Assets/City+Council+Goals.pdf>

⁴ BNSF Corridor Preservation Study, Final Report May, 2007 Puget Sound Regional Council. Page 7. http://www.psrc.org/assets/3176/07-20_BNSFfinalreport.pdf

⁵ In cooperation with member cities, Puget Sound Regional Council has designated an number of Urban Centers where regional growth is to be targeted. Totem Lake is the only Urban Center in Kirkland. Downtown Bellevue, downtown Redmond and Overlake are examples of other nearby Urban Centers.

⁶ Puget Sound Energy and Cascade Water Alliance are examples of current and potential users respectively.

⁷ *More People, More Places, More Often, an Active Transportation Plan* City of Kirkland, March 2009. Page 100. http://www.ci.kirkland.wa.us/depart/Public_Works/Transportation_Streets/Active_Transportation_Plan.htm

⁸ Ridership on existing King County Metro routes could be a reasonable benchmark.

PROPOSED 2011 – 2013 PLANNING WORK PROGRAM: LONG RANGE TASKS January, 2011

				2011												2012				2013			
TASK	PROJECT MANAGER	2011 STAFF		J	F	M	A	M	J	J	A	S	O	N	D	1st	2nd	3rd	4th	1st	2nd	3rd	4th
POLICIES, PLANS & REGULATIONS																							
1.0	Comprehensive Plan		.7 FTE																				
1.1	• Annual Comp Plan Update	Brill																					
1.2	• Annex Neighborhood Boundaries	McMahan																					
1.3	• GMA/Comp Plan																						
1.4	• Transp. Principles/Policy	PW - Godfrey																					
1.5	• Private Amendment Request							????	????	????													
1.6	• Touchstone Planned Action	Ruggeri																					
2.0	Neighborhood Plans		2.0 FTE																				
2.1	• Lakeview Plan	Soloff																					
2.2	• Central Houghton Plan	Ruggeri																					
2.3	• Neighborhood Planning Assess																						
2.4	• Bridle Trails & South Rose Hill	(1.0 FTE)																					
2.5	• Everest and Moss Bay																						
3.0	Code Amendments		.7 FTE																				
3.1	• Misc. Code Amend	Regala																					
3.2	• Totem Lake																						
3.3	• CBD Retail	McMahan																					
4.0	Housing		.7 FTE																				
4.1	• TOD @ Park & Ride	Collins																					
4.2	• Housing Preservation																						
4.3	• Affordable Housing Strategies	Nelson/ARCH																					
5.0	Natural Env/Stewardship		1.2 FTE																				
5.1	• SMP Annexation Area	Swan																					
5.2	• LID/Green Codes	Barnes																					
5.3	• Critical Area Regs																						
5.4	• Urban Forestry	Powers																					
5.5	• Green Team/Env. Stewardship	Stewart/Schroder																					
6.0	Database Management		.2 FTE																				
6.1	• Community Profile	Goble																					
6.2	• LU Capacity	Nelson																					
7.0	Regional Coordination		.1 FTE																				
7.1		Shields																					
8.0	Annexation		.5 FTE																				
8.1	• Annexation Transition Work	Various																					
8.2	• Conduct Census																						
	Planning Commission Tasks																						
	Other Tasks																						