



CITY OF KIRKLAND

CITY COUNCIL

Amy Walen, Mayor • Jay Arnold, Deputy Mayor • Dave Asher • Doreen Marchione
Toby Nixon • Jon Pascal • Penny Sweet • Kurt Triplett, City Manager

Vision Statement

Kirkland is one of the most livable cities in America. We are a vibrant, attractive, green and welcoming place to live, work and play. Civic engagement, innovation and diversity are highly valued. We are respectful, fair, and inclusive. We honor our rich heritage while embracing the future. Kirkland strives to be a model, sustainable city that values preserving and enhancing our natural environment for our enjoyment and future generations.

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AGENDA

KIRKLAND CITY COUNCIL MEETING

City Council Chamber
Tuesday, June 6, 2017
6:00 p.m. – Study Session
7:30 p.m. – Regular Meeting

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

PLEASE CALL 48 HOURS IN ADVANCE (425-587-3190) if you require this content in an alternate format or if you need a sign language interpreter in attendance at this meeting.

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

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

1. *CALL TO ORDER*
2. *ROLL CALL*
3. *STUDY SESSION*
 - a. Houghton/Everest Neighborhood Center Plan Amendments
4. *EXECUTIVE SESSION*
5. *HONORS AND PROCLAMATIONS*
 - a. Innovation Triangle Award, Bellevue Mayor John Stokes
 - b. Award Winning City of Kirkland Videos
 - c. Award Winning Bicycle Friendly Community Proclamation
6. *COMMUNICATIONS*
 - a. *Announcements*
 - b. *Items from the Audience*
 - c. *Petitions*
7. *SPECIAL PRESENTATIONS*
 - a. Honoring the Kirkland Youth Council 2017 Graduating Class
 - b. Studio East Community Report

***QUASI-JUDICIAL MATTERS**

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

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

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

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

8. CONSENT CALENDAR

a. Approval of Minutes: May 16, 2017

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

c. General Correspondence

d. Claims

e. Award of Bids

(1) Annual Street Preservation Program, 2017 Phase II Street Overlay Project, Lakeside Industries, Issaquah, WA and Authorize Available Funds for Resurfacing Local Streets by City Crews.

(2) Construction of Schedules A & B for the Annual Striping Program (2017 Project), Specialized Pavement Marking, Tualatin, OR

f. Acceptance of Public Improvements and Establishing Lien Period

g. Approval of Agreements

(1) Resolution R-5256, Authorizing the City Manager to Sign a Voluntary Long Term Renewable Energy Service Agreement with Puget Sound Energy.

h. Other Items of Business

(1) Approving Donation of Surplus Vehicle

(2) Approving Surplus of Equipment Rental Vehicles

(3) Report on Procurement Activities

9. PUBLIC HEARINGS**10. UNFINISHED BUSINESS**

a. 2017 Legislative Update #10

b. Association of Washington Cities 2017 Annual Business Meeting

c. Eastside Rail Corridor Regional Branding Strategy and Memorandum of Understanding

d. Amended Recommendation to Approve Funding from Lodging Tax Reserves for the Kirkland Performance Center Technology Upgrade

e. Totem Lake Connector Bridge - Alternative Selection

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

CITY COUNCIL COMMITTEE agendas and minutes are posted on the City of Kirkland website, www.kirklandwa.gov.

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

11. NEW BUSINESS

12. REPORTS

a. City Council Regional and Committee Reports

b. City Manager Reports

(1) June 13 Retreat II Agenda

(2) Calendar Update

13. ITEMS FROM THE AUDIENCE

14. ADJOURNMENT



CITY OF KIRKLAND
Planning and Community Development Department
123 Fifth Avenue, Kirkland, WA 98033
425.587-3600 - www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Angela Ruggeri, AICP, Senior Planner
Paul Stewart, AICP, Deputy Planning Director
Eric R. Shields, AICP, Planning Director

Date: May 25, 2017

Subject: CITY COUNCIL STUDY SESSION ON PROPOSED COMPREHENSIVE PLAN,
ZONING AND MUNICIPAL CODE AMENDMENTS RELATED TO THE
HOUGHTON/EVEREST NEIGHBORHOOD CENTER (FILE CAM16-02742)

I. RECOMMENDATIONS

- Receive an overview of the proposed Houghton/Everest Neighborhood Center Plan amendments to the Comprehensive Plan, Zoning and Design Guidelines from staff along with the recommendations from the Planning Commission (Exhibit 1) and Houghton Community Council (Attachment 1).
- Direct staff to make any required changes to amendments and to schedule the amendments for Council adoption.

II. BACKGROUND

Resolution R-5231 relating to the Houghton/Everest Neighborhood Center was passed at the Council meeting on January 3, 2017. The resolution states that the Planning Commission (PC) will hold a public hearing on the Comprehensive Plan amendments and zoning regulations for the Houghton/Everest Neighborhood Center and make final recommendations to the City Council by April 30, 2017.

A joint public hearing of the PC and Houghton Community Council (HCC) was held on March 23, 2017. There was not enough time for the PC and HCC to deliberate and make recommendations that evening after taking public comment because of the large citizen turnout at the hearing. The record remained open to written comments and the HCC held deliberation meetings on March 27th and April 24th. The PC held deliberation meetings on April 13th and May 11th. The Design Review Board (DRB), at the request of the PC and HCC, also reviewed the Design Guideline amendments at its May 22nd meeting. The recommendations from the PC and HCC are being presented to the City Council in June rather than May, because of the additional time taken to receive all the public comments and deliberate prior to making a recommendation.

A. CITIZEN INVOLVEMENT

Over the summer and fall of 2016, staff and the consulting team asked citizens, business owners and property owners for opinions, ideas and suggestions in an online survey, through comments on the project website, at neighborhood meetings and at a community workshop. The results of this outreach were reported by the consulting team, including 3 Square Blocks, Berk and Transpo, at the community workshop on November 2, 2016 and at the joint Planning Commission and Houghton Community Council meeting on November 28, 2016. The workshop summary, a video of the workshop, and the survey results can be found on the Houghton/Everest Neighborhood Center & 6th Street Corridor Study webpage at the following link:

http://www.kirklandwa.gov/depart/planning/Development_Info/projects/he6th.htm

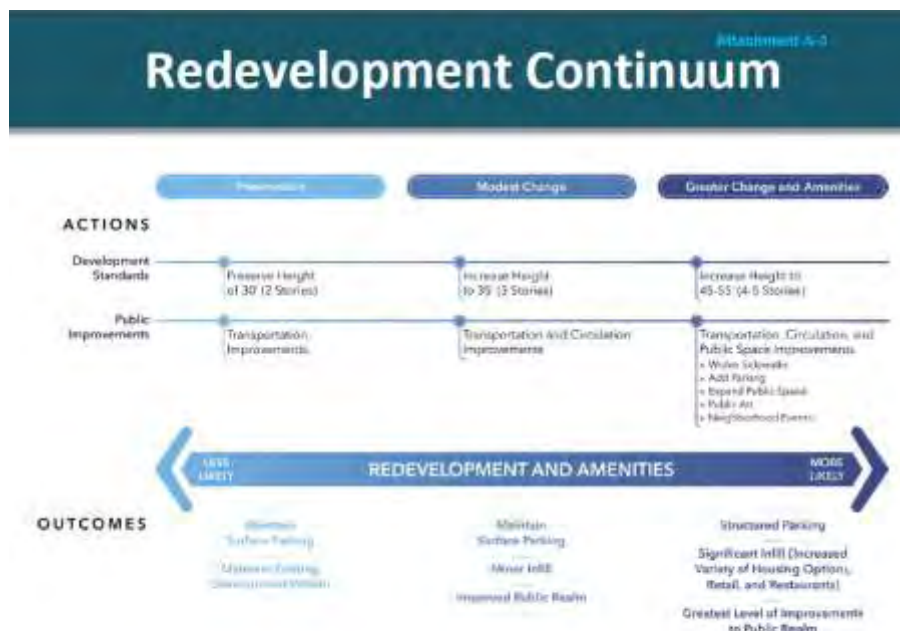
Since that time the PC and HCC have held a number of study sessions (many with open houses before the regular meetings) to discuss the amendments. Information and videos of these study sessions can be found on the PC and HCC webpages at the following links:

http://www.kirklandwa.gov/depart/planning/Boards_and_Commissions/Planning_Commission.htm

http://www.kirklandwa.gov/depart/planning/Boards_and_Commissions/HCC.htm

B. REDEVELOPMENT CONTINUUM

Staff and the consulting team used the following redevelopment continuum to look at potential development standards and to determine which public improvements and amenities could be expected at each level of development. This development continuum was used as a discussion point at the PC and HCC meetings.



C. 6TH STREET CORRIDOR STUDY

The 6th Street Corridor Study was on a parallel track with the Houghton/Everest Neighborhood Center and was useful to the PC and HCC in making their recommendations on the Center since traffic is a major concern for residents in the area. The final results of the Corridor Study will be presented separately to the City Council in the future.

D. PUBLIC COMMENT

There was a large turnout at the public hearing and there has also been an extensive amount of written public comment on this project. The comments are overwhelmingly against higher densities and some support lower densities. There have been a few comments in favor of additional height or density. Nearly all of the negative comments discuss traffic issues, and many say that there is a lack of pedestrian safety. They state that the Houghton shopping centers work well from a retail perspective and therefore any change to zoning allowing additional height or an increase in density is not necessary. The survey results were consistent with the public comments.

Information on public outreach results for the project is available on the project webpage. Public comments have been forwarded to the Planning Commission, Houghton Community Council and City Council as they are received. They are also available on the project webpage.

http://www.kirklandwa.gov/depart/planning/Development_Info/projects/he6th.htm

III. SUMMARY OF HOUGHTON/EVEREST NEIGHBORHOOD CENTER AMENDMENTS

The process to update the Houghton/Everest Neighborhood Center began last summer. Typically, the PC takes the lead on neighborhood plan updates. However, since the southern portion of the Neighborhood Center is within the jurisdiction of the HCC, the PC and the HCC have worked on this update process together. Most of the PC and HCC meetings were held jointly.

As a result of the extensive public involvement, the HCC on April 24th and the Planning Commission on May 11th provided their recommendations to the City Council. There were some differences in the HCC and PC recommendations to the City Council, but there was overall support for the amendments which are outlined in the PC recommendation to the City Council shown in Exhibit 1.

The proposed amendments include changes to the Central Houghton Neighborhood Plan, the Everest Neighborhood Plan, the Land Use Chapter of the Comprehensive Plan, the Zoning Map and Code and the Design Guidelines. All changes are outlined in the Planning Commission recommendation (Exhibit 1). Areas where the HCC is proposing adjustments are outlined in Attachment 1 to Exhibit 1.

IV. CITY COUNCIL - NEXT STEPS

At the study session on June 6, 2017, the City Council can direct staff to schedule the plan and code amendments for Council adoption at a future meeting.

The amendments will be presented to the Houghton Community Council for final action following action by the City Council on the ordinances.

Exhibit:

1. Planning Commission Recommendation

Attachments to Exhibit 1:

1. HCC Recommendation
2. Central Houghton Neighborhood Plan
3. Everest Neighborhood Plan
4. Land Use Map
5. Proposed Zoning Map amendments
6. Design Guidelines
7. Table LU-2 – Residential Densities and Comparable Zones
8. Zoning Code Chapters 5 and 10 – definitions
9. Zoning Code Chapter 25 – High Density Residential Regulations
10. Zoning Code Chapter 35 – Commercial Zoning
11. Zoning Code Chapter 92 – Design Regulations
12. Zoning Code Section 95.42 – Land Use Buffer Requirements
13. Zoning Code Chapter 105 – Pedestrian Access & Parking Requirements
14. Zoning Code Chapter 110 – Required Public Improvements
15. Zoning Code Chapter 112 – Affordable Housing
16. Zoning Code Chapter 142 – Design Review
17. Zoning Code Plate 34 – O – Pedestrian Circulation & Vehicular Access HENC
18. Berk Report
19. Transpo Report

cc: Planning Commission
Houghton Community Council



CITY OF KIRKLAND
Planning and Building Department
123 Fifth Avenue, Kirkland, WA 98033
425.587.3600 www.kirklandwa.gov

MEMORANDUM

To: City Council

From: Eric Laliberte, Planning Commission Chair

Date: May 25, 2017

Subject: Houghton/Everest Neighborhood Center
File No. CAM16-02742

INTRODUCTION

On behalf of the Planning Commission, I am pleased to submit our recommendation for approval of the Houghton/Everest Neighborhood Center Plan and related Zoning and Municipal Code amendments for consideration by the City Council.

Houghton/Everest Neighborhood Center



The study of these proposed amendments included an extensive public process involving the Planning Commission (PC), Houghton Community Council (HCC), Central Houghton Neighborhood Association and Everest Neighborhood Association. Input that was received from interested citizens, business owners, survey results, open houses, study sessions, and the joint public hearing has all been considered before making this recommendation.

Since the southern portion of the Houghton/Everest Neighborhood Center is within the jurisdictional boundaries of the HCC, the majority of the meetings were held jointly with the PC and HCC. Working together enabled the PC and HCC to discuss a number of issues in a productive and cooperative manner. With only a few exceptions, the Planning Commission and Houghton Community Council agreed on the recommendations. The exceptions are outlined in the HCC recommendation which is included as Attachment 1.

BACKGROUND DISCUSSION

The City Council was given a project update on the Houghton/Everest Neighborhood Study at its study session on January 17, 2017 and was provided with more information on traffic and transportation options for the 6th Street Corridor at the study session on February 21, 2017. The packets for both study sessions can be found at the following link.

<http://www.kirklandwa.gov/depart/council/Meetings/Agendas.htm>

Public Comment

There was a large turnout at the public hearing and there has also been an extensive amount of written public comment on this project. The comments are overwhelmingly against higher densities and some support lower densities. There have been a few comments in favor of additional height or density. Nearly all of the negative comments are very similar. They primarily say that traffic is already bad, pedestrian safety is an issue, the Houghton Shopping Centers work well from a retail perspective and therefore no change to zoning and no density increases are the preferred outcome. The survey results were consistent with the public comments.

Information on public outreach results for the project is available on the project webpage. Public comments have been forwarded to the Planning Commission, Houghton Community Council and City Council as they are received. They are also available on the project webpage.

http://www.kirklandwa.gov/depart/planning/Development_Info/projects/he6th.htm

GENERAL RECOMMENDATIONS BY THE PC AND HCC

As part of the discussion of the Neighborhood Center the PC and HCC decided that two additional recommendations should be made to the City Council.

1. Maintain the City owned apartment complex property in Central Houghton located between 106th Avenue NE and the Cross Kirkland Corridor (CKC) as affordable housing.

The PC and HCC felt strongly that this valuable affordable housing resource should not be lost.

2. Require 14' sidewalks in all commercial areas.

The requirement is presently for 8' to 10' sidewalks unless specifically called out in the Zoning Code. The PC and HCC recommend that the 14' requirement be made the norm, rather than an exception.

HOUGHTON/EVEREST NEIGHBORHOOD CENTER

A Neighborhood Center is defined in the City's Comprehensive Plan (see below). The Comprehensive Plan also provides principles for development standards and land use plans in Neighborhood Centers in Policy LU-5.6, which is also included below.

Neighborhood Center (Mixed Use) - A Neighborhood Center is an area that serves the needs for goods and services of the local community as well as the subregional market. These districts vary in uses and intensities and may include office, retail, restaurants, housing, hotels and service businesses. These centers provide facilities to serve the everyday needs of the neighborhood and grocery stores are considered a high-priority anchor for these areas. Residential uses are encouraged where they support and do not displace the commercial viability of these areas.

*Policy LU-**5.6: Maintain and enhance Kirkland's diverse Neighborhood Centers to serve as business centers and as walkable focal points for the local community. Reflect the following principles in development standards and land use plans for these areas:***

- ◆ Preserve and enhance neighborhood-serving retail, especially grocery stores.
- ◆ Promote a mix of complementary uses.
- ◆ Support redevelopment at an intensity that helps meet Kirkland's required growth targets in walkable neighborhoods with good transit service.
- ◆ Create gathering places and opportunities for social interaction.

- ◆ Create and maintain unique places that complement and reflect the character of the surrounding neighborhood.

The general principles for Neighborhood Centers are intended to preserve and enhance vibrant, economically healthy, and walkable communities. The neighborhood plan for each village should ensure that the vision responds to the unique qualities of the area.

The Land Use Concept embodied in the Land Use Element is to “maintain a balanced and complete community by retaining the community’s character and quality of life, while accommodating growth and minimizing traffic congestion.”

The Element highlights key provisions such as:

- ◆ Seeks a compact and walkable community with shops, services and employment close to home; numerous civic activities and entertainment options; high-quality educational facilities; numerous parks; and a variety of housing choices;
- ◆ Identifies the values that must be weighed in managing growth. Goals and policies promote a land use pattern that is orderly, compact, well-designed, and responsive both to the natural and physical environment;
- ◆ Proposes a land use pattern that supports a multimodal transportation system and results in more efficient service delivery. Placing urban neighborhoods around commercial areas allows residents to walk or bicycle to corner stores or neighborhood centers, and then connect by transit to other commercial areas. High-capacity transit could connect and serve larger commercial areas, both inside and outside of the community;
- ◆ Protects existing residential neighborhoods. Goals and policies support a stable nucleus of single-family housing and more housing options. Higher-density residential areas continue to be located near commercial centers and transportation hubs.

The Land Use Element also contains Policy LU-3.2:

Policy LU-3.2: Encourage residential development within commercial areas.

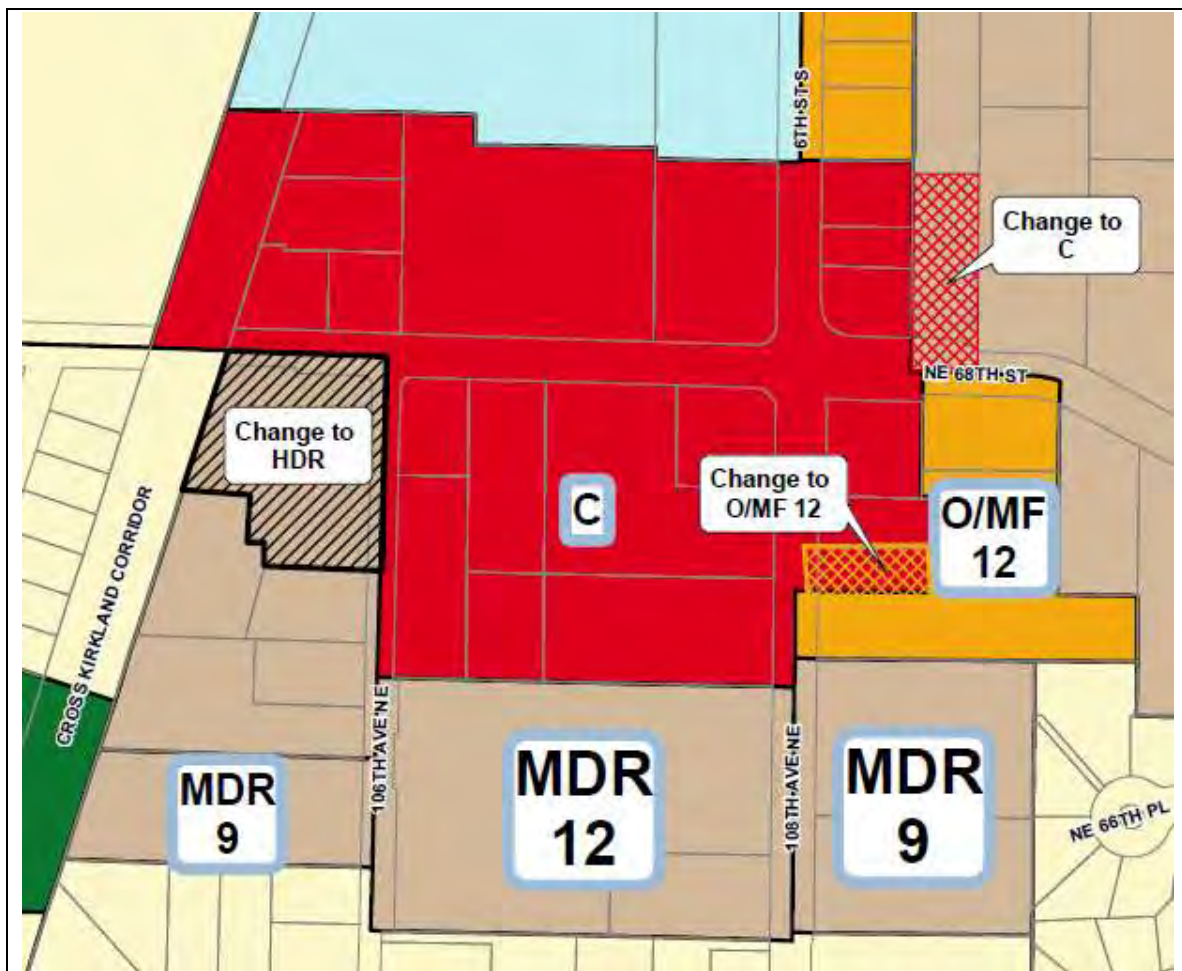
Incorporating residential development into commercial areas provides benefits for businesses and residents alike. Housing within commercial areas provides the opportunity for people to live close to shops, services, and places of employment. Conversely, residents living within commercial areas create a localized market for nearby goods and services, provide

increased security, and help to create a “sense of community” for those districts.

Residential development within commercial areas should be compatible with and complementary to business activity.

COMPREHENSIVE PLAN RECOMMENDATIONS

The revised land use map is shown below and is included in Attachment 4.



The proposed amendments to both plans are provided in Attachments 2, 3 and 4. They include the following key concepts:

Central Houghton Neighborhood Plan

The existing Central Houghton Neighborhood Plan was updated in 2012 and contains a goal and several policies regarding the Neighborhood Center (See Attachment 2). The proposed amendments to the plan include:

- The Neighborhood Center is primarily to serve the adjacent neighborhoods.
- Maximum height in the Neighborhood Center is limited to 35'.
- Heights above 30' are only allowed between 106th Avenue NE and 108th Avenue NE if buildings step up to three stories. Careful attention must be given to design, pedestrian orientation and neighborhood serving uses must be provided.
- Higher density residential uses are allowed on properties west of 106th Avenue NE and directly south of NE 68th Street.
- The City property has been removed from the Neighborhood Center and will remain under the medium density designation.
- The split land use designation for the Northwest University office building has been corrected and it is recommended that the entire site be designated O/MF 12. A small portion of the site was previously designated commercial (see hatched area in Central Houghton on map). This property has been removed from the Neighborhood Center.
- Clarification of transportation policy wording is also included.

Everest Neighborhood Plan

The existing Everest Neighborhood Plan is in an older format that does not contain specific goals and policies, but does have text or narrative regarding the Houghton/Everest Neighborhood Center (See Attachment 3). The proposed amendments to the plan include:

- The Neighborhood Center is primarily to serve the adjacent neighborhoods.
- Maximum height in the Neighborhood Center is limited to 35'.
- Heights above 30' are only allowed between the Cross Kirkland Corridor and 108th Avenue NE if buildings step up to three stories. Careful attention must be given to design, pedestrian orientation and neighborhood serving uses must be provided.
- The property to the east of the properties adjacent to 6th Street South has been designated commercial to encourage development and combined access with adjacent properties (see hatched area in Everest on map). This property was previously designated medium density residential, 12 units/acre. It is allowed to be developed as a commercial property, however, due to an old law suit related to the site.

The potential changes to the Comprehensive Plan are included as attachments to this memo.

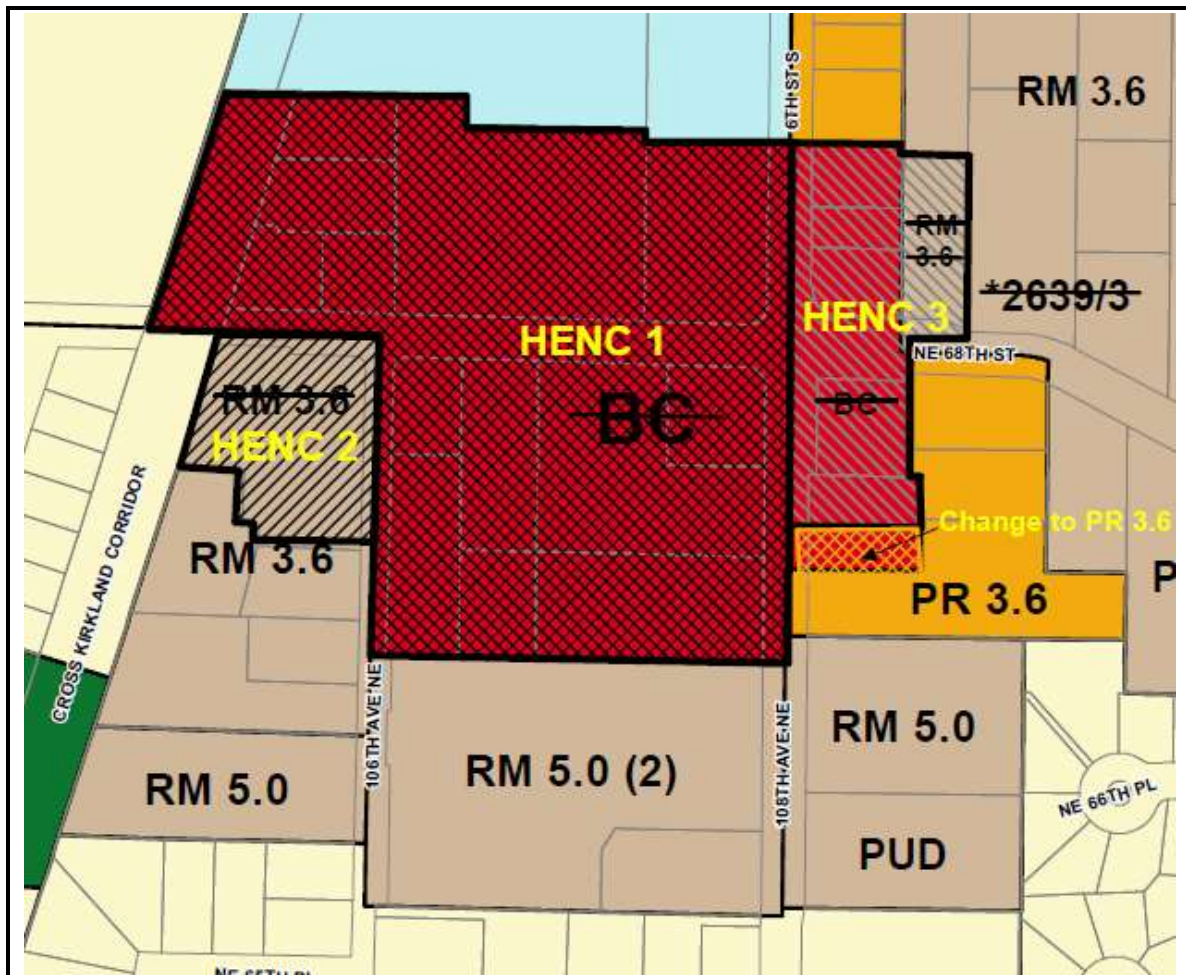
ZONING MAP AND CODE RECOMMENDATIONS

Current zoning on the properties within the study area consists of Commercial (BC), Office/Residential at 3600 square feet/unit (PR 3.6) and Medium Density

Residential at 3600 square feet/unit (RM 3.6). Three new zoning districts are proposed for the Neighborhood Center, which are shown in the graphic below and in Attachment 5. They include Houghton Everest Neighborhood Center Zones 1, 2, and 3 (HENC 1, 2 and 3). Basic zoning parameters are listed below for each zone. These amendments regulate the changes to the Comprehensive Plan described above.

Revised Zones

The map below shows the three proposed zones for the Houghton/Everest Neighborhood Center. A summary of the proposed requirements for each zone is also included.



HENC 1 Zone – Central Area

Uses: Mixed use with commercial on ground floor/residential or office above.

- To ensure that the center continues to provide shops and services, office use is limited to 20% of building square footage for all areas except the existing office park north of NE 68th Street and west of what would be the northern extension of 106th Avenue NE.

Design Review: Required

Master Access & Circulation Plan: Required to be developed for the entire zone with any new development proposal.

- Access points consolidated and safe pedestrian connections provided.

Height: 30' maximum height allowed outright

35' allowed if following conditions are met:

- Careful attention is given to building modulation, the use of materials, and design treatments to reduce the appearance of bulk and mass.
- New development must include a 20,000 square foot grocery store, hardware store, or drug store.
- Development above 2 stories must step back from the surrounding right-of-way and the Cross Kirkland Corridor.
- Public open space and gathering spaces including public art are required.
- 14 foot sidewalks along NE 68th Street, 108th Avenue NE and 6th Street South adjacent to the HENC 1 portion of the Center
- Green buildings
- 10% affordable housing for residential uses

Density: No density limit for 30' height limit
48 units/acre for 35' height limit

Additional Requirements: Development above 2 stories must step back from the surrounding right-of-way and the Cross Kirkland Corridor.

HENC 2 Zone – Western Residential Area

Uses: Residential with no density limit

Design Review: Required

Height: 30' maximum height

Additional Requirements:

- Careful attention is given to building modulation, the use of materials, and design treatments to reduce the appearance of bulk and mass
- Development above 2 stories must step back from the surrounding right-of-way and the Cross Kirkland Corridor.
- Public connection to the Cross Kirkland Corridor.
- Green buildings

- 10% affordable housing

HENC 3 Zone – Area East of 6th Street South and 108th Avenue NE

Uses: Retail, residential and office

Design Review: Required

Height: 30' maximum height

Additional Requirements: Development above 2 stories must step back from the right-of-way.

Design Guidelines (see Attachment 6)

The existing Design Guidelines for Pedestrian Oriented Business Districts will be used for design review of projects in the Houghton/Everest Neighborhood Center. Additions to the Design Guidelines for the Neighborhood Center and for development locations adjacent to the Cross Kirkland Corridor have been included. These proposed amendments were also discussed and edited by the Design Review Board on May 22, 2017.

COMPREHENSIVE PLAN AND ZONING CODE AMENDMENTS

The following list includes all proposed amendments to the Comprehensive Plan, Zoning Code and Design Guidelines.

Specific Comprehensive Plan Changes

Land Use Chapter

- City's Land Use Map (Attachment 7)
- Table LU-2 – Residential Densities and Comparable Zones (Attachment 9).

Central Houghton Neighborhood Plan (Attachment 2)

Only the amended maps were included in attached plan.

Everest Neighborhood Plan (Attachment 3)

Only the amended maps were included in attached plan.

Specific Zoning Map Changes (Attachment 5)

These include the three new zones that have been developed for the neighborhood center area (Houghton Everest Neighborhood Center 1, 2, and 3 or HENC 1, 2 and 3)

Specific Zoning Code Changes

- Chapters 5 and 10 – Definitions (Attachment 8)
- Chapter 25 – High Density Residential Zoning Chart (Attachment 9)
- Chapter 35 – Commercial Zoning Chart (Attachment 10)

- Chapter 92 – Design Regulations – to be used for Administrative Design Review for smaller projects (Attachment 11)
- Section 95.42 – Minimum Land Use Buffer Requirements (Attachment 12)
- Chapter 105 – Pedestrian Access & Parking Requirements (Attachment 13)
- Chapter 110 – Required Public Improvements (Attachment 14)
- Chapter 112 Affordable Housing – required in HENC 1 (for 35' option) and HENC 2 zones (Attachment 15)
- Chapter 142 – Design Review (Attachment 16)
- Plate 34-0 – Pedestrian Circulation and Vehicular Access in HENC (Attachment 17)

CRITERIA AND FACTORS TO CONSIDER FOR AMENDMENTS

The Zoning Code provides criteria for making a decision on amendments to the Comprehensive Plan, Zoning Map and Zoning Code. The Planning Commission and Houghton Community Council considered the following criteria in their deliberations about their recommendations to the City Council.

Amendments to the Comprehensive Plan

140.25 Factors to Consider in Approving an Amendment to the Comprehensive Plan

For both City and citizen-initiated amendments, the City shall take into consideration, but is not limited to, the following factors when considering approval of a proposed amendment to the [Comprehensive Plan](#):

1. The effect upon the physical, natural, economic, and/or social environments.

The effects of the proposed amendments have been reviewed in detail by Berk Consulting and also by Transpo (see Attachments 18 and 19). The PC and HCC have used this information and the extensive public comment to prepare the recommendations.

2. The compatibility with and impact on adjacent land uses and surrounding neighborhoods.

The amendments have been reviewed carefully to be sure that development will be compatible with adjacent land uses and the surrounding neighborhoods. Public comment requesting development standards for lower, less dense development than were originally considered was taken into account when making the recommendations. The Central Houghton Neighborhood Plan existing height limit of up to five stories is also proposed to be amended to a maximum of 3 stories in response to public comments.

3. The adequacy of and impact on public facilities and services, including utilities, roads, public transportation, parks, recreation, and [schools](#).

The existing Comprehensive Plan allowance of up to five stories was reduced to three stories maximum to reduce impacts. There was also a 48 unit/acre limit put on the density for the 35' development option in HENC 1.

4. The quantity and location of land planned for the proposed land use type and density.

The proposed amendments are for an area designated a Neighborhood Center in the Comprehensive Plan and they meet the Comprehensive Plan description of a neighborhood center.

5. The effect, if any, upon other aspects of the [Comprehensive Plan](#).

The proposed amendments are consistent with other aspects of the Comprehensive Plan

140.30 Criteria for Amending the Comprehensive Plan

The City may amend the [Comprehensive Plan](#) only if it finds that:

1. The amendment must be consistent with the Growth Management Act.

The amendments are consistent with the Growth Management Act policies (RCW 36.70A.020), particularly those relating to urban growth, transportation, housing, environment, and citizen participation and coordination.

2. The amendment must be consistent with the countywide planning policies (CPPs).

The amendments are consistent with the CPPs, which were adopted and ratified by the cities in King County in 2013. The CPPs provide a countywide vision and serve as a framework for each jurisdiction to develop its own comprehensive plan, which must be consistent with the overall vision for the future of King County. Kirkland's Comprehensive Plan for the Houghton/Everest Neighborhood Center is consistent with the overall vision for King County.

3. The amendment must not be in conflict with other goals, policies, and provisions of the Kirkland [Comprehensive Plan](#).

The amendments do not conflict with other provisions of the Kirkland Comprehensive Plan as described at the beginning of this memo.

4. The amendment will result in long-term benefits to the community as a whole, and is in the best interest of the community.

The PC and HCC received extensive public comment requesting development standards for lower, less dense development than was originally considered.

This recommendation was developed with the public comment and the best interest of the community in mind.

5. When applicable, the proposed amendment must be consistent with the [Shoreline Management Act](#) and the City's adopted [shoreline master program](#).

Does not apply.

Rezoning

130.20 Legislative Rezoning – Criteria

The City may decide to approve a legislative rezoning only if it finds that:

1. Conditions have substantially changed since the property was given its present zoning or the proposal implements the policies of the [Comprehensive Plan](#); and

The proposed zoning implements the policies recommended for the Comprehensive Plan for the Houghton/Everest Neighborhood Center.

2. The proposal bears a substantial relationship to the public health, safety, or welfare; and

The PC and HCC received extensive public comment requesting development standards for lower, less dense development than originally proposed. This recommendation took the public comments into account and was developed to bear a substantial relationship to the public health, safety, or welfare.

3. The proposal is in the best interest of the community of Kirkland.

See response to #2 above.

Amendments to Text of the Zoning Code

135.25 Criteria for Amending the Text of the Zoning Code

The City may [amend](#) the text of this code only if it finds that:

1. The proposed amendment is consistent with the applicable provisions of the [Comprehensive Plan](#); and

The proposed amendments are consistent with other provisions of the Kirkland Comprehensive Plan as described at the beginning of this memo.

2. The proposed amendment bears a substantial relation to public health, safety, or welfare; and

The PC and HCC received extensive public comment requesting development standards for a lower, less dense development than originally proposed. This

recommendation took the public comments into account and was developed to bear a substantial relationship to the public health, safety, or welfare

3. The proposed amendment is in the best interest of the residents of Kirkland; and

See response to #2 above.

4. When applicable, the proposed amendment is consistent with the [Shoreline Management Act](#) and the City's adopted [shoreline master program](#).

Does not apply.

Attachments:

1. HCC Recommendation
2. Central Houghton Neighborhood Plan
3. Everest Neighborhood Plan
4. Land Use Map
5. Proposed Zoning Map amendments
6. Design Guidelines
7. Table LU-2 – Residential Densities and Comparable Zones
8. Zoning Code Chapters 5 and 10 – definitions
9. Zoning Code Chapter 25 – High Density Residential Regulations
10. Zoning Code Chapter 35 – Commercial Zoning
11. Zoning Code Chapter 92 – Design Regulations
12. Zoning Code Section 95.42 – Land Use Buffer Requirements
13. Zoning Code Chapter 105 – Pedestrian Access & Parking Requirements
14. Zoning Code Chapter 110 – Required Public Improvements
15. Zoning Code Chapter 112 – Affordable Housing
16. Zoning Code Chapter 142 – Design Review
17. Zoning Code Plate 34 – O – Pedestrian Circulation & Vehicular Access HENC
18. Berk Report
19. Transpo Report



CITY OF KIRKLAND
Planning and Building Department
123 Fifth Avenue, Kirkland, WA 98033
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MEMORANDUM

To: City Council

From: Rick Whitney, Chair
Houghton Community Council

Date: May 22, 2017

Subject: HOUGHTON COMMUNITY COUNCIL RECOMMENDATION ON PROPOSED
COMPREHENSIVE PLAN, ZONING AND MUNICIPAL CODE AMENDMENTS FOR
HOUGHTON/EVEREST NEIGHBORHOOD CENTER (FILE CAM16-02742)

I. INTRODUCTION

On behalf of the Houghton Community Council, I am pleased to submit our recommendation for the Houghton/Everest Neighborhood Center Plan and related code amendments for consideration by the City Council.

II. RECOMMENDATION

After receiving extensive public comment, the Houghton Community Council (HCC) and the Planning Commission (PC) have developed the recommendations that the PC will be presenting to the City Council at the study session on June 6, 2017. Although the HCC and the PC agree on a majority of the issues, the Council still has some points that it would like the City Council to consider before making its final decision on the amendments. These six suggested changes to the PC recommendation are listed below.

ADDITIONAL RECOMMENDATIONS FROM THE HCC

The following additional changes to the Comprehensive Plan and Zoning for Central Houghton are recommended by the HCC.

Comprehensive Plan Amendments

Additions are underlined and deleted wording is crossed out. PC complete proposed wording is highlighted in yellow.

1. Houghton Community Council Recommendation: Delete Policy CH 5.4 and maintain existing RM 3.6 Zoning, which allows residential at 12 unit/acre in the HENC 2 zone.

"Expand the area designated for higher intensity use to properties on west side of 106th Avenue NE of Houghton Center and south of NE 68th St. Allow building heights to step up to five stories through the Design Review process if careful attention is given to pedestrian orientation, building modulation, upper story step backs and use of materials to reduce the appearance of bulk and mass."

Planning Commission Recommendation: Existing Policy CH 5.4 should be amended to read (no additional height, but no density limit):

"Expand the area designated for higher intensity Allow higher residential density use to on properties on the west side of 106th Avenue NE of Houghton Center and south of NE 68th St. ~~Allow building heights to step up to five stories through the Design Review process if careful attention is given to pedestrian orientation, building modulation, upper story step backs and use of materials to reduce the appearance of bulk and mass.~~"

2. Houghton Community Council Recommendation: Modify Policy CH-11.4 to exclude mention of high capacity transit on the Cross Kirkland Corridor.

Planning Commission Recommendation: Existing Policy CH-11.4 should be amended as follows to match the overall goals of the Comprehensive Plan and Transportation Master Plan.

Policy CH-11.4: Support transportation measures that will reduce commuter or pass through traffic through the neighborhood.

The City should support and encourage the following measures:

1. Alternatives to single-occupancy vehicles for commuting purposes, such as public transportation, bicycling, walking, commuter pools high capacity transit and high-occupancy vehicles (HOV)., ~~and potentially other transportation modes such as light rail.~~
2. Improvements to the I-405/SR 520 corridors.

Zoning Code Amendments

3. Houghton Community Council Recommendation: Retain existing zoning in HENC 2 at RM 3.6 (12 units/acre) to protect both CKC and transition to single family homes.

Planning Commission Recommendation: No Density limit in HENC 2, but maintain the 30' height limit.

4. Houghton Community Council Recommendation: Include a cross section with specific development requirements for NE 68th Street in the Zoning Code.

Planning Commission Recommendation: This does not belong in the Zoning Code. It will be included in the 6th Street Corridor Study.

5. Houghton Community Council Recommendation: Prohibit drive through facilities except gas stations.

Planning Commission Recommendation: Allow drive through facilities for drug stores and gas stations.

6. Houghton Community Council Recommendation: Limit office to 20% of the building square footage. Do not allow office above the ground floor for zone HENC 1.

Planning Commission Recommendation: Limit office to 20% of the building square footage, but it can be above the ground floor. The 20% limit does not apply to the existing office complex in the Everest portion of the HENC 1 zone.

Central Houghton Neighborhood

1. OVERVIEW

The Central Houghton Neighborhood is bounded by the Cross Kirkland Corridor and the Lakeview Neighborhood on the west; Interstate 405 right-of-way on the east; and NE 68th Street on the north. The southern boundary is the Kirkland City limit (see Figure CH-1, Central Houghton Land Use Map). 108th Avenue NE provides the main north-south vehicular, bicycle and pedestrian connection through the neighborhood, while NE 68th Street provides an east-west connection.

Central Houghton is predominately a single-family neighborhood. Other land uses within the neighborhood consist of medium **and high** density residential, offices, neighborhood-oriented businesses and a variety of schools, including Northwest University.

The **business district Neighborhood Center**, located along NE 68th Street, is the neighborhood's only commercial area. The undeveloped 73-acre Watershed Park takes up a large area in the southeastern corner of the neighborhood. Carillon Woods Neighborhood Park is in the central part of the neighborhood and Phyllis A. Needy Neighborhood Park provides a smaller neighborhood park adjacent to 108th Avenue NE.

2. VISION STATEMENT

The vision statement is a verbal description of the character and qualities of the Central Houghton Neighborhood at a future time when the goals and policy direction expressed in this neighborhood plan are realized.

The Central Houghton Neighborhood has a rich and unique history. The area's political history as part of a separate city until 1968 fostered a deep community identity, establishing a tradition in which residents seek opportunities for involvement and stewardship in the neighborhood's future.

The neighborhood's predominantly low density residential character has been maintained, while the changing and varied needs of the population are accommodated through a diverse housing stock. Greater housing choices, as well as efforts to preserve affordability in housing, help to expand housing opportunities for all residents within the neighborhood.

Central Houghton is a friendly, accessible neighborhood, with safe and inviting pedestrian and bicycle routes. Healthy and active living is promoted through attractive streets and trails. Traffic on the neighborhood's major streets, 108th Avenue NE and NE 68th Street, is managed well, with improvements designed to be compatible with surrounding development. The Cross Kirkland Corridor provides pedestrian and bicycle connections linking the corridor to parks and other neighborhood gathering places.

Figure CH-1: Central Houghton Land Use Map (see attached map)

Local citizens value the variety of opportunities to meet in shops and restaurants within the Houghton/Everest **Business District Neighborhood Center**, as well as in casual locations in the neighborhood's parks and natural areas. The Houghton/Everest **Business District Neighborhood Center** has evolved into a thriving, pedestrian-oriented mixed use center, with businesses available to meet the retail and service needs of the community. Appropriate streetscapes, site layouts and building designs provide an attractive and coordinated appearance within the **district Center**. Careful attention to the placement and design of vehicle and pedestrian access from commercial areas to surrounding streets contributes to an efficient street network, and avoids conflicts with nearby low density areas.

Several schools and the Northwest University campus add to the Central Houghton community by providing neighborhood residents with a connection to the schools' students, parents, and facilities, as well as with residents of other Kirkland neighborhoods and the larger community. These campuses are valued and supported, not only for their role in providing educational opportunities and fostering community relationships, but for the additional open space they provide and share with the neighborhood.

The Central Houghton Neighborhood provides many beautiful open space experiences including the views, tree canopy and neighborhood parks. The residents cherish and preserve the territorial views, including the expansive views of Lake Washington, Seattle and the Olympic Mountains, the slopes, and the natural watershed areas that contribute to the neighborhood's distinctive character. The tree canopy in the neighborhood has been managed and enhanced, and adds to the neighborhood's peaceful setting. The neighborhood's parks meet the needs of the neighborhood's residents. Phyllis A. Needy Park provides a place for active play for the neighborhood's youngest residents, while Carillon Woods meets the neighborhood's recreational needs with a play area and both paved and natural trails. Opportunities for residents to quietly observe and enjoy wildlife habitat and open space exist at Carillon Woods and at the south end of the neighborhood, in the Watershed Natural Area.

Central Houghton residents take great pleasure and pride in calling this beautiful neighborhood their home.

3. HISTORICAL CONTEXT

provide important ecological functions such as flood and storm water conveyance, water quality, fish habitat, wildlife and riparian corridors, and open space benefits.

Water quality is an important issue in the Central Houghton Neighborhood. Daylighted streams in the neighborhood should be kept clean and maintained in their natural state. Even in areas without significant streams, water from the neighborhood drains to Lake Washington and so pesticide and fertilizer use should be discouraged.

Policy CH-2.2: Ensure that development is designed to avoid damage to life and property on properties containing high or moderate landslide or erosion hazards areas.

The Central Houghton Neighborhood contains medium and high landslide hazard areas (see Figure CH-3). These areas are prone to landslides that may be triggered by natural events or by manmade activities including grading operations, land clearing, irrigation, or the load characteristics of buildings on hillsides.

Policy CH-2.3: Protect wildlife throughout the neighborhood and encourage the creation of backyard sanctuaries for wildlife habitat.

The National Wildlife Federation has designated the City of Kirkland as a certified Community Wildlife Habitat. The Community Wildlife Habitat Program for the City began in the Central Houghton Neighborhood. Central Houghton contains many wildlife corridors connecting parks and along stream channels to Lake Washington and Yarrow Bay Wetlands. Residents are encouraged to continue to improve wildlife habitat on their private property by planting native vegetation, and providing food, water, shelter and space for wildlife.

5. LAND USE

Residential land uses occupy the majority of the Central Houghton neighborhood. Schools, including the expansive campus of Northwest University, are dispersed throughout the low-density residential core, while two large park and open space areas, Carillon Woods and the Watershed Natural Area, are located in the central and southern portions of the neighborhood. Multifamily apartments and condominiums are clustered along the northern edge of Central Houghton, where they adjoin the neighborhood's only commercial area, the Houghton/Everest Neighborhood Center.

RESIDENTIAL

Goal CH-3: Promote and retain the residential character of the neighborhood while accommodating compatible infill development and redevelopment.

Policy CH-3.1: Retain the predominately detached single-family housing style in the Central Houghton neighborhood.

Central Houghton is a well established neighborhood that has predominately low density (five to six dwelling units per acre) traditional single-family residential development. The land use transitions from low density residential to medium **and high** density multifamily and commercial development in the northern portion of the neighborhood near NE 68th Street. A mix of housing styles and sizes is important to the neighborhood's character.

Goal CH-4: Allow alternative residential development options that are compatible with surrounding development.

Policy CH-4.1: Allow a variety of development styles that provide housing choice in low density areas.

Providing housing options for a wide spectrum of households is an important value to support and encourage. Alternative housing provides more housing choice to meet changing housing demographics such as smaller households and an aging population. Allowing design innovations can help lower land and development costs and improve affordability. Compatibility with the predominant traditional detached single-family housing style in the neighborhood will determine the acceptance of housing alternatives. Alternative housing types such as cottage, compact single-family, accessory dwelling units, and clustered dwellings are appropriate options to serve a diverse population and changing household size and composition.

Policy CH-4.2: Encourage diversity in size of dwelling units by preserving and/or promoting smaller homes on smaller lots.

Diversity can be achieved by allowing properties to subdivide into lots that are smaller than the normal minimum lot size allowed in the zone if the size of houses on the small lots is limited. This encourages diversity, maintains neighborhood character, and provides more housing choice. Up to 50 percent of the single-family lots in a subdivision should be allowed to be smaller than the zoning designation allows if a small house is retained or built on the small lots. The lots containing the small houses should be no less than 5,000 square feet in the RS 7.2 zones and no less than 6,000 square feet in the RS 8.5 zones. The size of the houses on the small lots would be limited by a maximum floor area ratio and all other zoning regulations would apply.

Policy CH-4.3: The residential land south of NE 68th Street and surrounding the Houghton/Everest Neighborhood Center area is suitable for medium residential densities (see MDR and O/MF land use designations on Figure CH-1).

The area south of NE 68th Street and surrounding the Houghton/Everest Center is appropriate for medium densities because of topographic features and surrounding neighborhood conditions. This area provides a good transition between the low density residential uses to the south, and the commercial shopping area to the north.

COMMERCIAL

Houghton/Everest Neighborhood Center

The Houghton/Everest Neighborhood Center is defined as a “Neighborhood Center” commercial area in the Land Use Element of the Comprehensive Plan. It includes properties on the north and south sides of NE 68th Street in both the Central Houghton and Everest Neighborhoods.



Goal CH-5: Promote a strong and vibrant Neighborhood Center with a mix of commercial and residential uses that primarily serve the adjacent neighborhoods..

Policy CH-5.1: Coordinate with the Everest Neighborhood to develop a plan for the Houghton/ Everest Neighborhood Center, which overlays properties along the NE 68th Street corridor in both the Everest and Central Houghton neighborhoods (see inset).

This plan should promote a coordinated strategy for the Neighborhood Center while minimizing adverse impacts on surrounding residential areas. The existing land use map designations will be used until the land use, zoning and development regulations for the entire Neighborhood Center are re-examined.

Policy CH-5.2: Encourage a mix of uses within the Houghton/Everest Neighborhood Center that includes commercial development such as neighborhood-oriented shops, services, and offices, as well as multifamily residential use.

A variety of uses, including retail, office and residential, should be combined in order to contribute to a vibrant mixed use Neighborhood Center.

Policy CH-5.3: Implement transportation improvements including those in the 6th Street Corridor Study that support the existing and planned land uses in the Neighborhood Center and adjoining neighborhoods.

A review of transportation impacts should be done for all new development in the Neighborhood Center. This review should also include determination of the best location for a new east/west connection between 106th Avenue NE and 108th Avenue NE. with Transportation system improvements should be designed to encourage traffic to use existing arterials and to include traffic calming devices on neighborhood streets. Alternate modes of transportation should also be encouraged.

Policy CH-5.4: ~~Expand the area designated for higher intensity use to~~ Allow higher residential density on properties on the west side of 106th Avenue NE of Houghton Center and south of NE 68th Street.

Land located west of the Houghton Center shopping area, directly east of the Cross Kirkland Corridor, has the potential to provide higher density residential use within walking distance of retail and business services. The Cross Kirkland Corridor provides a wide buffer between this area and the low density residential area to the west. A connection to the Cross Kirkland Corridor should be provided from 106th Street through this area.

Goal CH-6: Promote high quality design by establishing building, site, and pedestrian design standards that apply to commercial and multifamily development in the Houghton/Everest Neighborhood Center.

Policy CH-6.1: Establish design guidelines and regulations that apply to all new, expanded or remodeled commercial, multifamily or mixed use buildings in the Houghton/Everest Neighborhood Center.

These design guidelines and regulations should support appropriate building scale and massing, produce buildings that exhibit high quality design with a sense of permanence, and incorporate site design which includes pedestrian features and amenities that contribute to the livability of the surrounding area. They should also strengthen the visual identity of the neighborhood center by addressing streetscape improvements and public views to the lake along NE 68th Street.

Houghton Center: The shopping center development located at the southwest corner of NE 68th Street and 108th Avenue NE (shown in yellow on the map) is known as the “Houghton Center.” This large strip retail development sits on several parcels occupying approximately five acres. Redevelopment to a more cohesive, pedestrian-oriented concept may be feasible since a single owner controls the bulk of the site. In addition to its potential to serve the community through expanded neighborhood commercial uses, Houghton Center can contribute to the

livability and vitality of the neighborhood by providing residents and visitors with a welcoming place to shop, congregate and relax.

Houghton Center

Goal CH-7: Support the transition of the Houghton Center into a pedestrian-oriented mixed use development with access to transit, that includes including retail, with office or residential and other compatible uses that primarily serve the adjacent neighborhoods..

Policy CH-7.1: Promote a pedestrian-oriented development concept through standards for a coordinated master plan for Houghton Center including retail, with office and/or residential and other compatible uses.

A master plan for the Houghton Center should provide for a complementary arrangement of facilities, pedestrian amenities, open spaces, and linkages, as well as shared parking that meets the needs of Houghton Center and a coordinated sign system.

Policy CH-7.2: Reduce ingress and egress conflicts within and around Houghton Center through creation of a circulation system for vehicles and pedestrians as part of a master plan for development of the property.

The circulation system for both pedestrians and vehicles should provide the minimum amount of ingress and egress locations necessary for an effective circulation system into and through Houghton Center.

Policy CH-7.3: Allow building heights to step up to five-three stories if certain retail uses that primarily serve the neighborhood are provided. Careful attention is should be given through the Design Review process to pedestrian orientation, building modulation, upper story stepbacks, and use of materials to reduce the appearance of bulk and mass.

Specific design guidelines should be developed to ensure that modulation is used to break down scale and massing of buildings into smaller and varied volumes, and to provide upper story stepbacks from the sidewalks to improve the pedestrian experience and maintain human scale.

Policy CH-7.4: Provide gathering spaces and relaxation areas within Houghton Center.

Houghton Center is an important community meeting place within the Central Houghton Neighborhood. Gathering spaces should be provided when Houghton Center redevelops as a way to provide places to meet neighbors and enjoy the facilities.

SCHOOLS AND PLACES OF WORSHIP

A strong relationship between schools, places of worship and the surrounding community is a key factor to ensuring compatibility and minimizing conflicts.

It is important to consider the location of new buildings on campus in relationship to the surrounding single-family residential areas. New structures should be placed far enough away from single-family residential uses to minimize impacts.

Policy CH-9.4: Traffic should be routed away from local residential streets to the extent possible.

Traffic routing can have a great impact on the surrounding neighborhood. Primary access to the University should continue to be off of 108th Avenue NE.

Policy CH-9.5: University activities should be buffered on all sides to protect adjacent single-family residential development.

The university should be buffered from surrounding areas to reduce visual and noise impacts and protect the privacy of those living within the surrounding single-family neighborhood.

TRANSITIONAL AREAS

When locating institutional and commercial uses adjacent to residential areas, techniques should be used to minimize impacts on adjacent residential areas such as ensuring there is adequate parking on neighborhood streets for residents and businesses, minimizing noise in evening hours, and minimizing glare from commercial lighting.

Figure CH-4: Central Houghton Street Classifications

Goal CH-10: Minimize impacts between residential uses and adjoining institutional and commercial uses.

Policy CH-10.1: Mitigate negative impacts of commercial and institutional development on residential areas to protect neighborhood character.

Regulating building height, building mass, building placement, vehicular access and traffic impacts and/or providing landscape buffers can be used to reduce negative impacts of commercial and institutional uses on surrounding residential uses. Mitigate adverse impacts through environmental review, development regulations and appropriate conditions imposed through development review.

6. TRANSPORTATION

The circulation patterns in the Central Houghton Neighborhood are well established. 108th Avenue NE, a designated minor arterial, provides the primary north-south route through the Central Houghton Neighborhood. It also provides local access for a substantial number of residences, schools and businesses (see Figures CH-5 and CH-6).

NE 68th Street which forms the northern boundary of the neighborhood is also a minor arterial. NE 52nd Street is designated a collector street providing an east-west connection between 108th Avenue NE and Lake Washington Boulevard. NE 53rd Street between 108th Avenue NE and 114th Avenue NE is also a collector street. All other streets within the neighborhood are classified as neighborhood access streets. They provide access to adjacent residences and connect to the collectors and minor arterials.

Nonmotorized transportation is addressed in the City's Active Transportation Plan and implemented through the Capital Improvement Program or through private development. The design of these improvements should enhance neighborhood access while fitting into the unique areas they traverse.

Goal CH-11: Maintain mobility along 108th Avenue NE as a major vehicle, transit, pedestrian and bicycle corridor through the neighborhood.

Policy CH-11.1: ~~Retain~~ The existing three-lane configuration for 108th Avenue NE, ~~should be monitored to determine appropriate measures to mitigate transportation impacts.~~

Traffic on 108th Avenue NE is often heavy, particularly during morning and evening commute periods. Congestion restricts local access to and from 108th Avenue NE and creates conflicts for bicyclists, **transit riders**, adjacent residents, and pedestrians, including children arriving at and leaving the schools. Future traffic levels should be monitored and appropriate measures should be considered to mitigate impacts.

Policy CH-11.2: Enhance attractiveness and accessibility of 108th Avenue NE for all modes of transportation.

A master plan for 108th Avenue NE should be established through a public process. The plan should consider installation of streetscape amenities such as pedestrian lighting, street furniture, and low level landscaping to enhance the pedestrian experience and the continuation, widening and signing of bicycle lanes.

Policy CH-11.3: Implementation of street improvements should occur through both the City's Capital Improvement Program process and through site-specific private development.

The means to implement improvements should be determined on a comprehensive area-wide basis and, to the extent possible, on an incremental basis by encouraging or requiring the incorporation of improvements into private developments.

Policy CH-11.4: Support transportation measures that will reduce commuter or pass through traffic through the neighborhood.

The City should support and encourage the following measures:

1. Alternatives to single-occupancy vehicles for commuting purposes, such as public transportation, **bicycling, walking, commuter pools, high capacity transit and** high-occupancy vehicles (HOV), ~~and potentially other transportation modes such as light rail.~~

2. Improvements to the I-405/SR 520 corridors.

Goal CH-12: Encourage mobility and the use of nonmotorized transportation by providing improvements for pedestrians and bicyclists.

Policy CH-12.1: Improve the pedestrian and bicycle circulation systems both as a recreation amenity and alternative transportation option.

Pedestrian and bicycle pathways are part of the transportation system but also provide recreational opportunities. Pathways and trails should be provided to activity nodes such as the Houghton/Everest Neighborhood Center, parks and transit facilities, and the Lakeview Neighborhood. Directional signs indicating path locations should also be provided.

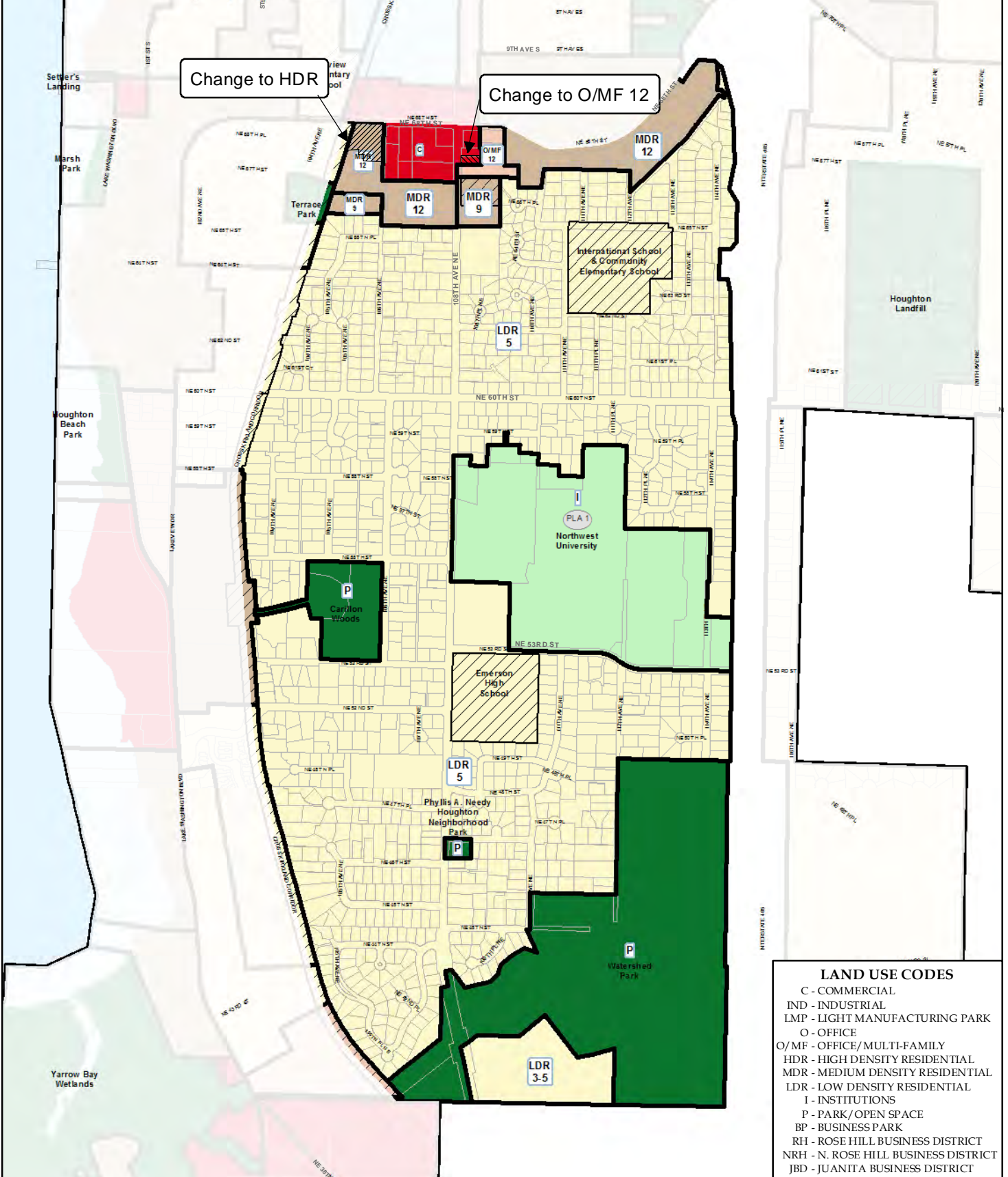
Policy CH-12.2: Support future development of the Cross Kirkland Corridor as a multipurpose trail for pedestrians and bicycles with access points along the corridor consistent with the CKC Master Plan and the Park Recreation and Open Space Plan.

The unused BNSF railroad right-of-way, known as the Cross Kirkland Corridor, provides an opportunity for a bicycle, pedestrian and ~~rail transportation corridor~~ high capacity transit corridor. Pedestrian and bicycle transportation is a high priority, but regardless of the function of the corridor it should be designed so that it will:

- Serve as a gateway to the City.
- Provide neighborhood pedestrian and bicycle connections, with the highest priority access points at NE 52nd, NE 60th and NE 68th Streets.
- Be compatible with adjacent neighborhoods.
- Ensure a high degree of safety.
- Show environmental stewardship.

Figure CH-5: Central Houghton Pedestrian System

7. OPEN SPACE AND PARKS



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

Central Houghton Neighborhood Land Use Map

ORDINANCE NO. 4494
 ADOPTED BY the Kirkland City Council
 December 8, 2015

LAND USE BOUNDARIES

SUBAREA BOUNDARY

TOTEM CENTER

PUBLIC FACILITIES

PARCEL BOUNDARIES

PLANNED AREA NUMBER

LAND USE CODE

DENSITY (UNITS/ACRE)

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

Maps produced December 21, 2015

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Everest Neighborhood

Figure EV-1 identifies moderate and high landslide slopes and seismic hazard areas within the Everest Neighborhood. Moderate and high landslide slopes exist in the northern and eastern portions of the Everest Neighborhood. Due to the possibility of landslides, excessive erosion, or other problems associated with development on slopes, a slope stability analysis should be required prior to development on these environmentally sensitive slopes. If landslide or drainage problems are likely to occur as a result of the proposed development, then the type, design, and/or density of the land use should be restricted as necessary to avoid these problems. Existing vegetation in these areas should be preserved to the greatest extent feasible to help stabilize the slope and maintain drainage patterns. Seismic hazard soils are shown in wetland and stream areas (see Environment Element Chapter).

The functional integrity of watercourses is to be maintained or improved.

Several streams exist in the Everest Neighborhood (see Figure EV-2). These streams should be preserved and maintained in their natural state, or where necessary restored to a natural condition to provide not only for the storage and flow of the natural drainage system, but also to provide natural amenities in the area.

Wetlands exist in the southeast portion of the Everest Neighborhood.

In the southeast portion of the Everest Neighborhood, the water table is at, or very near, the surface (see Figure EV-2). In this vicinity the surface is wet and soggy, indicating the presence of a wetland providing important water storage and water filtration functions as well as providing habitat for a number of wildlife species. Many of the wetland areas are now in public ownership; however, future proposals for development in this area should take these hydrologic and biologic conditions into consideration. Specific methods for preserving the wetland areas should be part of future development proposals (see Environment Element).

3. LAND USE

Figure EV-3 shows the land use designations in the Everest Neighborhood.

RESIDENTIAL

Single-family densities are to be maintained west and south of Everest Park.

Most of the Everest Neighborhood is residential in character, including older single-family homes, which add variety to Kirkland's housing supply and provide alternatives to multifamily units and newer single-family homes (see Land Use Chapter). The residential land immediately west and south of Everest Park should be maintained at low residential densities (up to five dwelling units per acre). New single-family development could help stabilize and prolong single-family use in this area.

Figure EV-1: Everest Geologically Hazardous Areas

Figure EV-2: Everest Wetlands, Streams, and Lakes

Figure EV-3: Everest Land Use (see map at end of this document)

Single-family designation on the hillside east of Everest Park is to be maintained.

The hillside in the eastern portion of the Everest Neighborhood contains single-family homes and undeveloped land. Vehicular access is limited, and perhaps for this reason, there is a quiet and secluded character to this residential area. Due to the existing commitments to single-family use, and because of geologically hazardous slope conditions and drainage hazards associated with intense development on these slopes, the eastern portion of the Everest Neighborhood should generally retain its low-density residential classification (up to five dwelling units per acre).

Residential development south of Alexander Avenue should have a base density of three dwelling units per acre, according to standards.

On the hillside south of Alexander Avenue, single-family residential densities should be limited due to geologically hazardous slope conditions. The base density for residential development on these slopes should be three dwelling units per acre, subject to the following standards:

- (1) Preparation of a slope stability analysis;
- (2) Maintenance of maximum vegetative cover;
- (3) Retention of watercourses and wetlands in a natural state;
- (4) Control of surface runoff at predevelopment levels;

- (7) As each existing parcel is further subdivided, the layout of lots should allow for an efficient and coordinated layout of lots on adjacent parcels. Access roads should be located to be shared by adjacent parcels, if it doesn't result in a reduction in the number of lots.

Midblock split of professional office/multifamily uses between 6th Street South and 7th Street South is discussed.

The block fronting on 6th Street South (see Figure EV-3) may develop as either office or multifamily. Multifamily should be medium density (up to nine dwelling units per acre). The easterly extension of such future development should be strictly limited to the midblock line between 6th and 7th Streets South, and access should be restricted to 6th Street South only.



Multifamily development along NE 68th Street and east of 6th Street South (up to 12 dwelling units per acre) is to be continued.

The southern portion of the Everest Neighborhood is impacted by the existence of a freeway interchange and by heavy traffic volumes along NE 68th Street. South of 9th Avenue South most land has been committed for multifamily use, although a few older single-family homes and some undeveloped land still exists. Future multifamily development in this area should be limited to a maximum of 12 dwelling units per acre.



COMMERCIAL

The Houghton/Everest Neighborhood Center to be contained within its present boundaries. A plan for future development of the commercial area should be coordinated with the Central Houghton Neighborhood.

The Houghton/Everest Neighborhood Center is a commercial area that spans the north and south side of NE 68th Street. Commercial uses in this area should satisfy neighborhood needs rather than include intensive uses which would be located more appropriately in the Downtown or other major commercial centers (see the Land Use Chapter). Within the Everest Neighborhood, the height of structures in this area should not exceed 35 feet. The Everest and Central Houghton Neighborhoods should coordinate a plan for the Houghton/Everest Neighborhood Center along both the north and south sides of NE 68th Street and involve the surrounding neighborhoods in the process. The plan should promote a coordinated strategy for future redevelopment of the Neighborhood Center which minimizes adverse impacts on surrounding residential areas. The plan should include a transportation corridor study for 6th Street South.

The existing land available for commercial use is sufficient to meet the needs of the neighborhood. Property along 6th Street South is impacted by heavy traffic volumes and by the existence of industrial and office activities located primarily to the west. These influences detract from the desirability of this area for residential use. Convenient access, however, makes this area suitable for a variety of economic activities.

The Land Use Element designates the Houghton/Everest Neighborhood Center as a commercial and mixed use area. It spans the north and south side of NE 68th Street and includes property on the east side of 6th Street and 108th Avenue NE. The Neighborhood Center should serve the needs for goods and services of the local community. Uses within the neighborhood center may include retail, restaurants, office, service businesses and housing with grocery and drug stores a high priority anchor to serve the everyday needs of the community. Housing provides the opportunity for people to live close to shops, services, employment, transit and the Cross Kirkland Corridor. Redevelopment plans for properties on the west side of 6th Street South/108th Avenue should promote a coordinated strategy for redevelopment of the Neighborhood Center on both sides of NE 68th Street.

The following principles should be incorporated into development plans and standards for the area:

- ◆ **Preserve and enhance neighborhood-serving retail, especially grocery stores.**
- ◆ **Promote a mix of complementary uses.**
- ◆ **Promote high quality design by establishing building, site and pedestrian design standards and guidelines.**
- ◆ **Foster walkable neighborhoods and increased transit service.**
- ◆ **Create gathering places and opportunities for social interaction.**

Building heights should be allowed to step up to three stories if certain retail uses that primarily serve the neighborhood are provided. Careful attention should be given through the Design Review process to pedestrian orientation, building modulation, upper story setbacks, and use of materials to reduce the appearance of bulk and mass.

Properties along 6th Street South, 108th Avenue NE and NE 68th Street are impacted by heavy traffic volumes. Future development and transportation improvements should incorporate the recommendations from the 6th Street Corridor Transportation Study. A new east/west connection from 106th Avenue NE through the Neighborhood Center should also be considered. Properties to the east of 6th Street South should be encouraged to develop together with joint access off of 6th Street South.

Light industrial and office uses are permitted west of 6th Street South and along the Cross Kirkland Corridor subject to standards.

Light industrial and office uses exist and should continue to be permitted on the west side of 6th Street South and to the northeast along the Cross Kirkland Corridor to Kirkland Avenue (see Figure EV-3). In this area there is a trend away from light industrial uses to office and other uses. As redevelopment opportunities adjoining the Corridor arise, connections to the trail and innovative uses that may benefit from pedestrian and bicycle trail users should be encouraged. See Land Use Element for Cross Kirkland Corridor Policies. Further development in the industrial zones, however, should be subject to the following standards in order to maintain a relatively small scale of development in keeping with the existing character of the area:

- (1) Industrial activities should not generate heavy volumes of truck traffic along residential streets. Truck frequency, noise, and hazard can constitute a serious nuisance for residential areas. Therefore, the expansion of existing industrial uses should be permitted only if traffic impacts on residential areas are mitigated.
- (2) The visibility of industrial operations (including manufacturing, processing, storage, and shipping/receiving) from nearby residential development should be limited. Such industrial operations must be oriented away from residential uses and must be visually screened or completely enclosed within structures.
- (3) The height of structures should not exceed 35 feet.
- (4) Hours of operation should be considered on a case-by-case basis depending on the potential impact on the neighborhood. Industrial activities during evening or weekend hours may be permitted if they are not disruptive to nearby residential areas.
- (5) Industrial uses should not create excessive noise, glare, light, dust, fumes, and other adverse conditions which disrupt the residential character of the surrounding area.
- (6) Adequate fencing, landscaping, and/or other visual screening should be provided between residential uses and adjacent industrial developments and their related parking.

Professional office uses permitted east of 6th Street South.

Water, sewer, and drainage facility deficiencies should be corrected or upgraded prior to occupancy of new development. Runoff is to be controlled.

In parts of the Everest Neighborhood, water and sewer service is not adequate to support full development according to the land use designations in Figure EV-3. Isolated problems may also arise with regard to storm drainage as natural areas become developed. Deficiencies in water, sewer, or drainage facilities should not necessarily prohibit development; however, prior to occupancy of new development, the water, sewer, or drainage facilities should be extended and/or upgraded to meet the requirements of designated land use for the area (see Public Services/Facilities Chapter). Furthermore, methods must be implemented to maintain surface runoff at predevelopment levels.

Undergrounding of utilities is to be encouraged.

In order to contribute to a more amenable living environment as well as to enhance views and a sense of community identity, the undergrounding of utilities is to be encouraged (see Public Services/Facilities Chapter, Community Character Chapter and Open Space/Parks Chapter).

TRANSPORTATION

STREETS, BICYCLE AND PEDESTRIAN CIRCULATION

Circulation patterns and improvements are recommended.

The circulation pattern in the Everest Neighborhood is fairly well established and allows for convenient travel through the neighborhood with minimal impacts on the majority of residential uses (see Figures EV-4, EV-5 and EV-6). Kirkland Way and NE 68th Street serve as major east/west corridors for through traffic. Sixth Street South is, and should remain, the major north/south corridor for through traffic. Interstate 405 is located along the eastern boundary of the Everest Neighborhood. Future modifications to circulation patterns in the Everest Neighborhood should conform to the following provisions. See also the Transportation Chapter:

- (1) Industrial traffic in residential areas should be discouraged.

Industrial access should be directed towards the nearest arterial street capable of handling the traffic (see Figure EV-4).

- (2) Kirkland Way and Cross Kirkland Corridor trestle.

Although Kirkland Way presently accommodates a significant amount of traffic, this route poses several problems. Numerous accidents have occurred in the vicinity of the Cross Kirkland Corridor bridge (old railroad trestle crossing). The City should continue to find ways to solve these traffic problems.

- (3) Portions of 10th Street South to remain unopened.

Wetlands are present southeast of Everest Park and therefore 10th Street South south of Slater Avenue South should not become a through traffic route.

- (4) Improve the pedestrian/bicycle circulation system in the neighborhood by providing improvements for pedestrians and bicycles according to Figure EV-5 and consistent with the Transportation Master Plan.

Major pedestrian and bicycle pathways should be built through the area according to the designations shown in Figures EV-5 and EV-6. Unopened segments of 10th Street South, Alexander Avenue, and Slater Avenue South contain unimproved pathways which provide a pedestrian link to Everest Park for the areas to the east. Because of presence of wetlands vehicular and pedestrian access may be limited; however, these pathways should remain. If the rights-of-way are developed, the improvements should be designed to accommodate pedestrian and bicycle traffic in order to maintain the existing access to Everest Park. An additional east/west pedestrian corridor is needed between 10th Street South and 8th Street South. Portions of Kirkland Way between Kirkland Avenue and NE 85th Street lack sidewalks. The City should pursue funding to make sidewalk connections along the street. Furthermore, public pedestrian access should be developed from the east end of 9th Avenue South to NE 70th Street to provide convenient access to public transit facilities near Interstate 405.

- (5) Methods to alleviate traffic and parking problems on 8th Street South should be studied.

The residential portion of 8th Street South between Railroad Avenue and 9th Avenue South has been impacted by traffic and parking associated with industrial uses to the north and users of Everest Park. Consequently, the City should undertake measures to reduce these impacts. Traffic control measures also should be required of future industrial and/or park development.

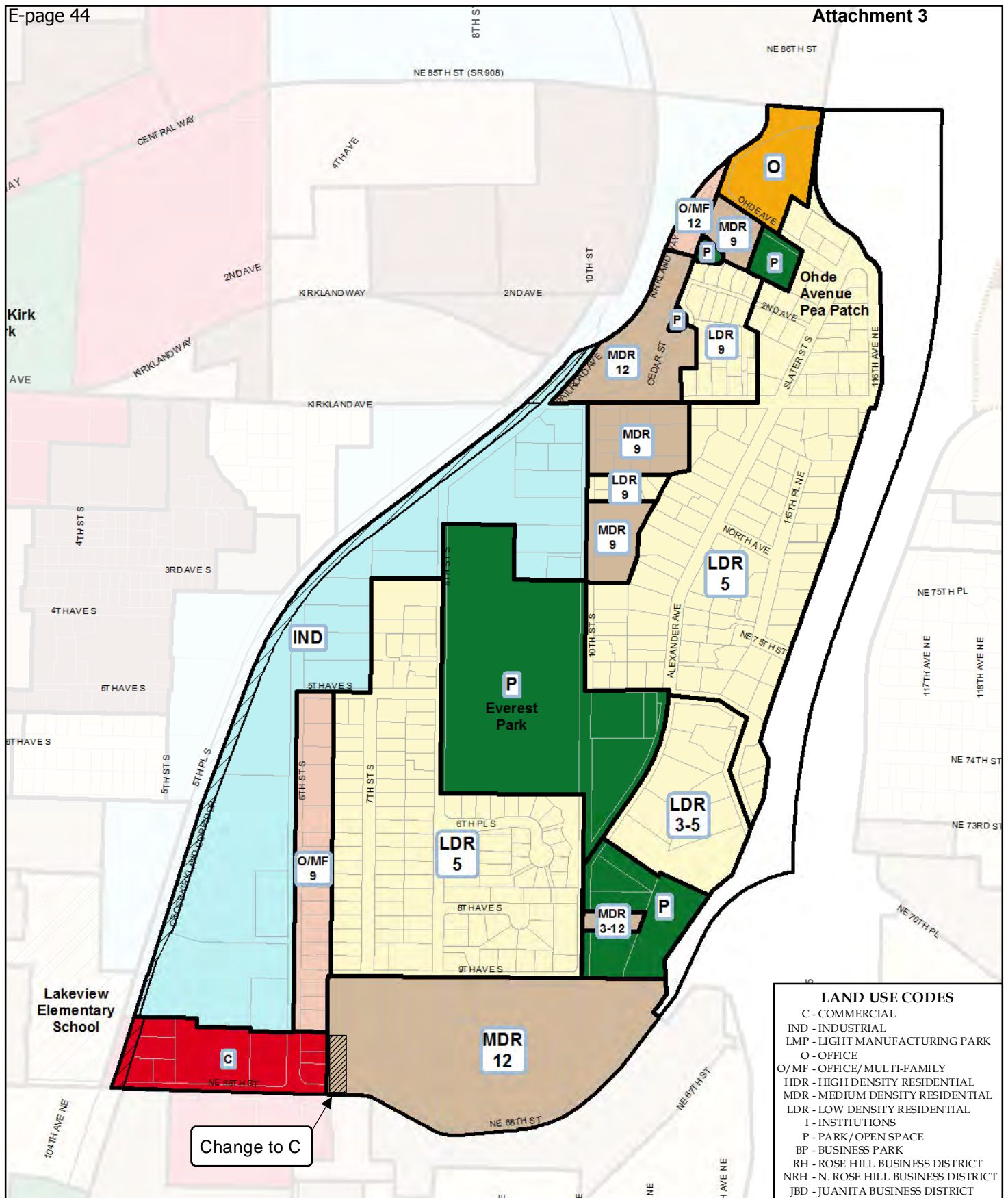
Figure EV-4: Everest Street Classifications

Figure EV-5: Everest Street Pedestrian System

Figure EV-6: Everest Bicycle System

- (6) Support development of the Cross Kirkland Corridor as a multipurpose trail for pedestrians and bicycles with access points along the corridor.

The Cross Kirkland Corridor provides an opportunity for a bicycle, pedestrian and **high capacity transit corridor**. With development, redevelopment or platting, public pedestrian and bicycle access easements should be provided for properties adjacent to the Cross Kirkland Corridor consistent with the CKC Master Plan and the PROS Plan.



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

Everest Neighborhood Land Use Map

ORDINANCE NO. 4494
ADOPTED by the Kirkland City Council
December 8, 2015

LAND USE BOUNDARIES

SUBAREA BOUNDARY

TOTEM CENTER

PUBLIC FACILITIES

PARCEL BOUNDARIES

PLANNED AREA NUMBER

LAND USE CODE
DENSITY (UNITS/ACRE)

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

Maps produced December 8, 2015.

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



0 250 500
Feet

**DR
5**

7TH ST S

9TH AVE S

6TH ST S

Change to
C

NE 68TH ST

Change to
HDR

Change to
O/MF 12

**O/MF
12**

CROSS KIRKLAND CORRIDOR

**MDR
9**

106TH AVENUE

**MDR
12**

108TH AVE NE

**MDR
9**

NE 66TH PL

NE 65TH PL

105TH AVE NE

8.5

LIT

PUD

7TH ST S

9TH AVE S

6TH ST S

RM 3.6

~~RM 3.6~~

~~*2639/3~~

NE 68TH ST

HENC 1

HENC 3

~~BC~~

~~BC~~

~~RM 3.6~~

HENC 2

RM 3.6

Change to PR 3.6

PR 3.6

P

CROSS KIRKLAND CORRIDOR

RM 5.0

RM 5.0 (2)

RM 5.0

PUD

NE 66TH PL

NE 65TH PL

105TH AVE NE

106TH AVE NE

108TH AVE NE

Black Font: Current Zoning
Yellow Font: Proposed Zoning

RS

The City of Kirkland

Design Guidelines

For Pedestrian-Oriented Business Districts



Adopted by the City Council pursuant to
Kirkland Municipal Code Section 3.30.040.

Dated August 3, 2004.

Updated December 11, 2012, R-4945 & R-4946.

Attest:

Joan McBride,
Mayor

Eric Shields
Director,
Planning & Community
Development

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The Illustrations throughout this document are provided by MAKERS.

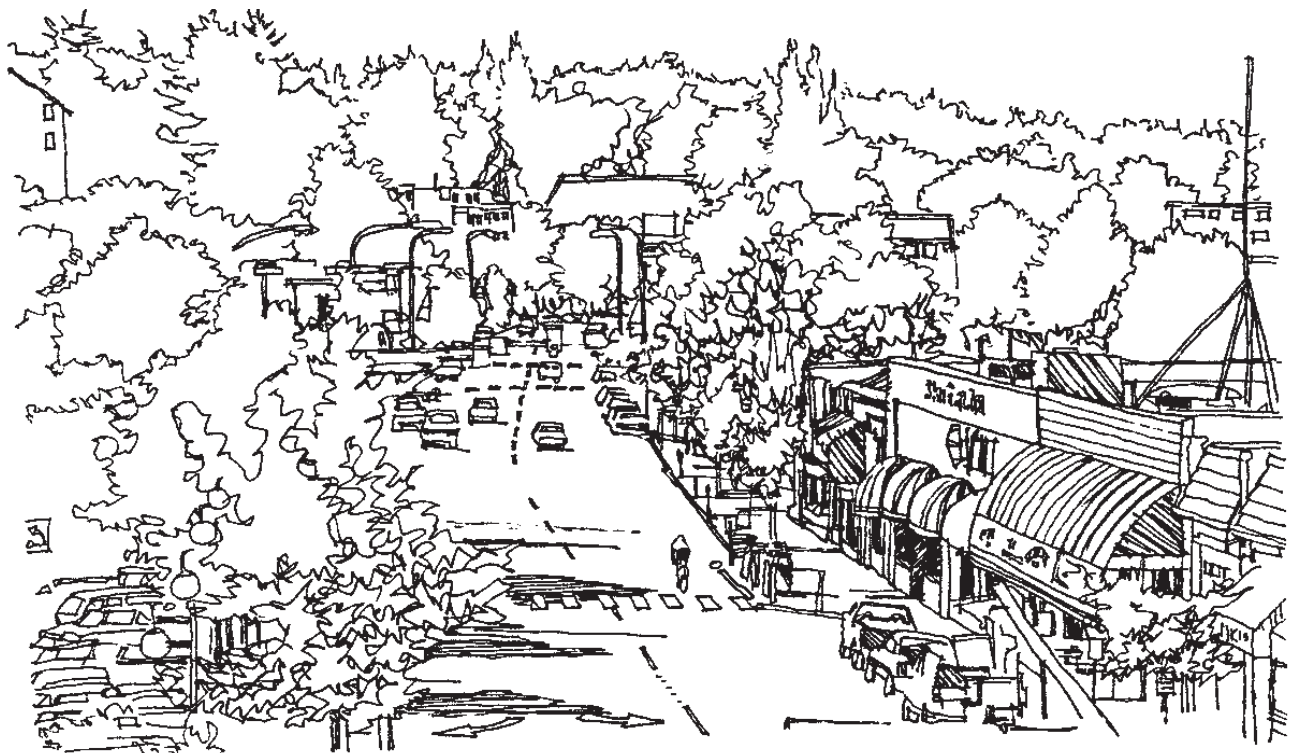
Introduction

This document sets forth a series of Design Guidelines, adopted by Section 3.30 of the Kirkland Municipal Code, that will be used by the City in the design review process. For Board Design Review (BDR), the Design Review Board will use these guidelines in association with the Design Regulations of the Kirkland Zoning Code. To the extent that the standards of the Design Guidelines or Design Regulations address the same issue but are not entirely consistent or contain different levels of specificity, the Design Review Board will determine which standard results in superior design. For Administrative Design Review (ADR), the Planning Official will use these guidelines when necessary to interpret the Design Regulations. They are also intended to assist project developers and their architects by providing graphic examples of the intent of the City's guidelines and regulations.

Most of the concepts presented in the Design Guidelines are applicable to any pedestrian-oriented business district.* “Special Considerations” have been added, such as for Downtown Kirkland, to illustrate how unique characteristics of that pedestrian-oriented business district relate to the Guideline.

The Design Guidelines do not set a particular style of architecture or design theme. Rather, they will establish a greater sense of quality, unity, and conformance with Kirkland's physical assets and civic role.

The Design Guidelines will work with improvements to streets and parks and the development of new public facilities to create a dynamic setting for civic activities and private development. It is important to note that these Guidelines are not intended to slow or restrict development, but rather to add consistency and predictability to the permit review process.



* The guidelines also apply to residential development in the Central Business District (CBD), the Juanita Business District (JBD), the North Rose Hill Business District, the Market Street Corridor (MSC), Totem Center, and Planned Area 5C (PLA5C); and to mixed use development throughout the City.

the Houghton/Everest
Neighborhood Center
(HENC),



Kirkland Design Guidelines

The drawing below illustrates many of the design Guidelines described in this appendix

- 1 Pedestrian plazas and places for vendors encouraged through several regulations.
- 2 Buildings on corner lots may be required to incorporate an architectural or pedestrian-oriented feature at the corner. Many options are possible including plazas, artwork, turrets, curved corners, etc.

← **stepbacks, setbacks,**

Special architectural requirements placed on use of concrete block and metal siding.

- 3 “Architectural scale” requirements direct large buildings to fit more comfortably with neighboring development. This example employs building setbacks, decks, curved surfaces, and recessed entries to reduce appearance of building mass.
- 4 Parking garages on pedestrian-oriented streets or through-block sidewalks may incorporate pedestrian-oriented uses or pedestrian-oriented space into front facades.

Street trees required along certain streets.

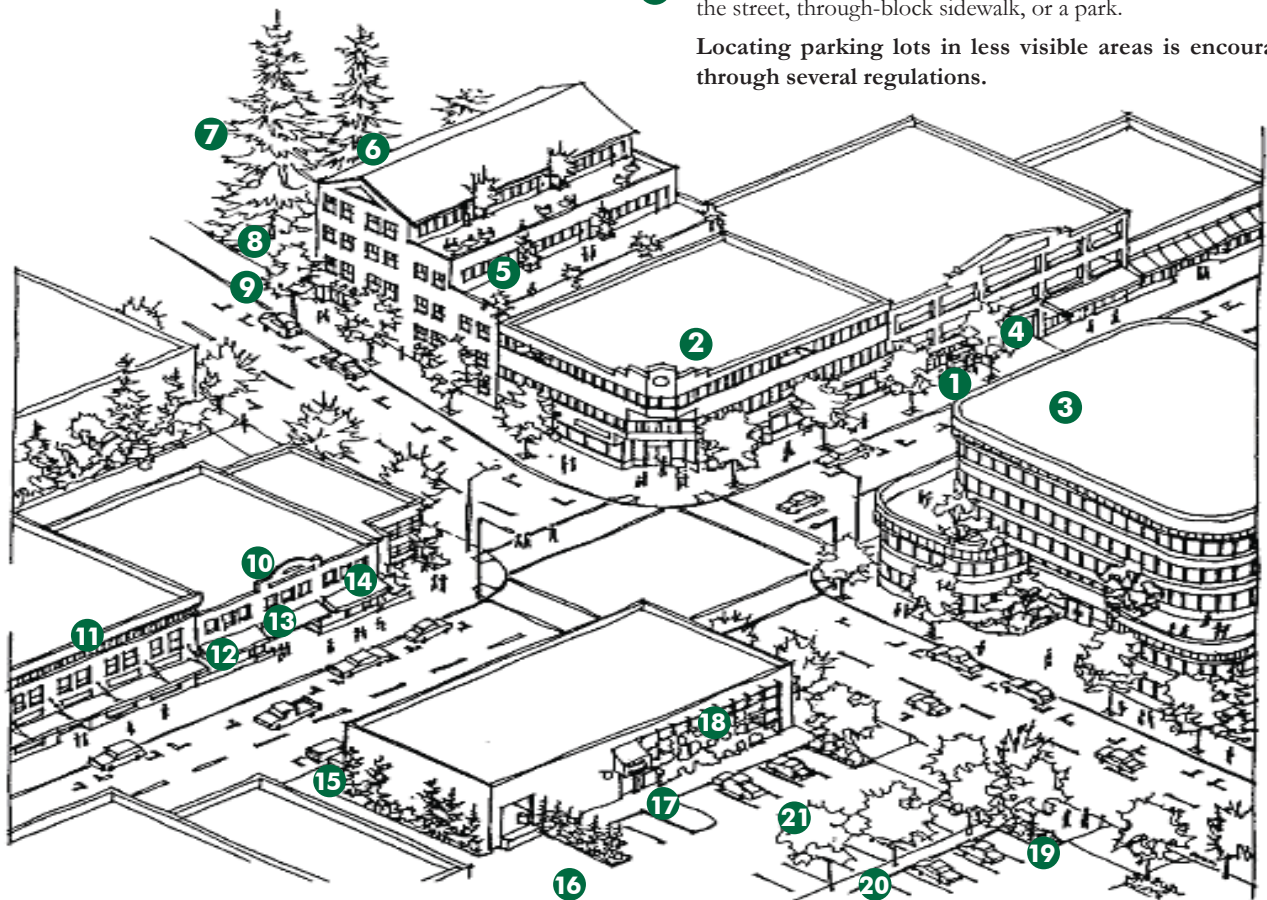
- 5 Human scale features such as balconies or decks, bay windows, covered entries, gable or hipped rooflines, multiple paned windows, or pedestrian-oriented space may be required.
- 6 More flexible method of measuring building height on slopes.
- 7 New policies regarding tree protection and enhancement of wooded slopes. Standards for size, quantity, quality, and maintenance of landscape plant materials are set by the Zoning Code.

- 8 Standards for size, quantity, quality, and maintenance of landscape plant materials are set by the Zoning Code.
- 9 Standards are set for pathway width, pavement, lighting, and site features on required major pathways and public properties.
- 10 A building cornerstone or plaque may be required.
- 11 Covering up existing masonry or details with synthetic materials is restricted.
- 12 Ground story facades of buildings on pedestrian-oriented streets or adjacent to parks may be required to feature display windows, artwork, or pedestrian-oriented space.
- 13 Pedestrian weather protection required on pedestrian-oriented streets.
- 14 Architectural detail elements such as decorative or special windows, doors, railings, grillwork, lighting, trellises, pavements, materials, or artwork to add visual interest may be required.

Size of parking lots abutting pedestrian-oriented streets may be restricted.

- 15 Quantity and locations of driveways are regulated.
- 16 Visible service areas and loading docks must be screened.
- 17 Provision for pedestrian circulation is required in large parking lots.
- 18 Blank walls near streets or adjacent to through-block sidewalks must be treated with landscaping, artwork, or other treatment.
- 19 Screening of parking lots near streets is required.
- 20 Standards for curbs, signing, lighting, and equipment are set for parking lots.
- 21 Internal landscaping is required on large parking lots visible from the street, through-block sidewalk, or a park.

Locating parking lots in less visible areas is encouraged through several regulations.



Purpose of the Design Guidelines for Downtown Kirkland

In 1989 the Kirkland City Council adopted Kirkland's Downtown Plan which set a vision for the downtown's future and outlined policies and public actions to make that vision a reality. One of the recommended actions is the adoption of a set of Downtown Design Guidelines to be used in reviewing all new development and major renovations in the downtown area. The goal of the Design Guidelines as stated in the plan is to

... balance the desired diversity of project architecture with the equally desired overall coherence of the downtown's visual and historic character. This is to be achieved by injecting into each projects' creative design process a recognition and respect of design guidelines and methods which incorporate new development into downtown's overall pattern.

In addition, the guidelines are intended to further the following urban design goals stated in the plan:

- ◆ Promote a sense of community identity by emphasizing Kirkland's natural assets, maintaining its human scale, and encouraging activities that make downtown the cultural, civic, and commercial heart of the community.
- ◆ Maintain a high-quality environment by ensuring that new construction and site development meet high standards.
- ◆ Orient to the pedestrian by providing weather protection, amenities, human scale elements, and activities that attract people to downtown.
- ◆ Increase a sense of continuity and order by coordinating site orientation, building scale, and streetscape elements of new development to better fit with neighboring buildings.
- ◆ Incorporate parks and natural features by establishing an integrated network of trails, parks, and open spaces and maintaining existing trees and incorporating landscaping into new development.
- ◆ Allow for diversity and growth through flexible guidelines that are adaptable to a variety of conditions and do not restrict new development.

Purpose of the Design Guidelines for PLA5C

Planned Area 5C is part of the Moss Bay Neighborhood and is designated for high density residential and office uses. It is located just east of the Central Business District (CBD) and shares many of the CBD's

characteristics, although retail uses are not allowed.

The adjacent steep hillside to the north of PLA5C is part of the 85th Street right-of-way and it limits potential view obstruction from the five to six story buildings which can be developed in PLA5C.

The following guidelines, which encourage wide sidewalks, do not apply to PLA5C since there are no "pedestrian oriented streets" or "major pedestrian sidewalks" designated in the Zoning Code for this area.

- ◆ Sidewalk Width: Movement Zone
- ◆ Sidewalk Width: Storefront Activity Zone

An additional guideline that does not apply is "Height Measurement on Hillsides."

Purpose of the Design Guidelines for Juanita Business District

The Juanita Business District Plan was adopted in 1990 by the City Council. It states that "the underlying goal of redevelopment in the business district is to create a neighborhood-scale, pedestrian district which takes advantage of the amenities offered by Juanita Bay."

As part of the Juanita Business District Plan, Design Regulations and Design Guidelines were established for new development and major renovations in the Business District (JBD). These guidelines and regulations are intended to further the following urban design features stated in the plan:

- ◆ Pedestrian pathways from the surrounding residential areas to and through the business district and on to Juanita Beach Park should be acquired and improved.
- ◆ View corridors to the lake should be explored through new development in the business district.
- ◆ Entry features, such as signs or sculpture, should be established in the locations shown in the Juanita Business District Plan.
- ◆ Coordinated streetscape improvements should be used throughout the business district, including street trees, street furniture, and other amenities, like flowers, banners, and signs.

Purpose of the Design Guidelines for the Market Street Corridor, including the Market Street Historic District

The City Council adopted the Market Street Corridor Plan in December of 2006 as part of the Market and Norkirk Neighborhood planning process. The new plan



was created for commercial and multifamily properties adjoining Market Street extending from the Central Business District at the south end to 19th Avenue at the north end. The plan includes a vision for the corridor of an attractive, economically healthy area that accommodates neighborhood oriented businesses, office uses and multifamily housing in a way that complements and protects the adjacent residential neighborhoods.

The historic 1890's buildings at the intersection of Market Street and 7th Avenue create a unique sense of place that represents the original town center of Kirkland. The plan establishes an historic district in this area that will reflect the City's past through both its old and new buildings and its streetscape. New development and renovation within this historic district should reflect the scale and design features of the existing historic resources in the district.

As part of the Market Street Corridor Plan, Design Regulations and Guidelines are established for new development and major renovations in the Market Street Corridor (MSC). These guidelines and regulations are intended to further the following design objectives that are stated in the plan:

- ◆ Encourage preservation of structures and locations that reflect Kirkland's heritage.
- ◆ Support a mix of higher intensity uses along the Market Street Corridor while minimizing impacts on adjacent residential neighborhoods.
- ◆ Maintain and enhance the character of the historic intersection at 7th Avenue and Market Street.
- ◆ Provide streetscape, gateway and public art improvements that contribute to a sense of identity and enhanced visual quality.
- ◆ Provide transitions between low density residential uses within the neighborhoods and the commercial and multifamily residential uses along Market Street.

Except for the MSC2 zone, the following guidelines, which suggest wider sidewalks, do not apply since there are no "pedestrian oriented streets" or "major pedestrian sidewalks" designated in the Zoning Code for the Market Street Corridor.

- ◆ Sidewalk Width: Movement Zone
- ◆ Sidewalk Width: Storefront Activity Zone

Additional guidelines that do not apply to the Market Street Corridor include:

- ◆ Protection and Enhancement of Wooded Slopes

- ◆ Height Measurement on Hillsides
- ◆ Culverted Creeks

Purpose of the Design Guidelines for North Rose Hill Business District

The North Rose Hill Business District goals and policies were adopted in 2003 as part of the North Rose Hill Neighborhood Plan. Development in the North Rose Hill Business District (NRHBD) is to complement the Totem Lake neighborhood and encourage increased residential capacity to help meet housing needs. Commercial uses are to be limited to those that are compatible with the residential focus of the NRHBD.

As part of the NRH plan, design regulations and guidelines were established for new development and major renovations in the Business District (NRHBD). These guidelines and regulations are intended to further the following urban design goals and policies stated in the plan:

- ◆ Ensure that public improvements and private development contribute to neighborhood quality and identity in the Business District through:
 - *Establishment of building and site design standards.*
 - *Utilization of the design review process.*
 - *Location and sharing of parking lots .*
 - *Utilization of high quality materials, public art, bicycle and pedestrian amenities, directional signs on all arterials, and other measures for public buildings and public infrastructure, such as streets and parks.*
- ◆ Provide transitions between commercial and residential uses in the neighborhood.
- ◆ Provide streetscape improvements that contribute to a sense of neighborhood identity and enhanced visual quality.

Since the focus of the NRHBD is on increasing residential capacity while accommodating supportive commercial uses, rather than developing into a destination retail business district, the following guidelines do not apply to this business district.

- ◆ Sidewalk Width – Movement Zone
- ◆ Sidewalk Width – Curb Zone
- ◆ Sidewalk Width – The Storefront Activity Zone
- ◆ Pedestrian Coverings
- ◆ Pedestrian-Friendly Building Fronts
- ◆ Upper-Story Activities Overlooking the Street

In addition, the following do not apply:

- ◆ Protection and Enhancement of Wooded Slopes



- ◆ Height Measurement on Hillsides
- ◆ Views of Water
- ◆ Culverted Creeks

Purpose of the Design Guidelines for Totem Center

The Kirkland City Council adopted a new neighborhood plan for Totem Lake in early 2002. The vision set forth in the Plan for Totem Center is of a dense, compact community, with a mix of business, commercial and residential uses and a high level of transit and pedestrian activity.

The Plan establishes key overall design principles for Totem Center, as well as specific design objectives for the Totem Lake Mall (TL 2), Evergreen Hospital campus (TL 3), and the mixed-use area west of the campus (TL 1). Design objectives promoted in the plan for Totem Center include:

- ◆ Accommodate high density, transit-oriented development, consistent with the district's position in an Urban Center.
- ◆ Ensure that public and private development contribute to a lively and inviting character in Totem Center.
- ◆ Reinforce the character of Totem Center through public investments
- ◆ Produce buildings that exhibit high quality design, incorporate pedestrian features and amenities and display elements of both continuity and individuality
- ◆ Provide public spaces that are focal points for the community
- ◆ Provide visual and functional connections between adjacent developments through landscaping, public spaces and pedestrian connections.

Design considerations specific to the three subareas within the district include:

Mixed-Use Area (TL 1)

- ◆ Break up the mass of larger buildings through techniques such as towers over podiums, to create a varied building footprint and the perception of a smaller overall building mass.
- ◆ Incorporate features that create distinctive roof forms, to contribute to a skyline that is visually interesting throughout the district.

- ◆ Ensure appropriate transitions from lower density uses north of Totem Center through providing residentially scaled façades and centered building masses in development along NE 132nd Street.

Retail Center (TL 2)

The Totem Lake Neighborhood Plan direction for the TL2 area is to support its growth as a vibrant, intensive retail center for the Kirkland community and surrounding region. These guidelines are intended to promote the vision of this area as a "village-like" community gathering place, with high-quality urban and architectural design in redevelopment. To provide for flexibility and increased development potential, while ensuring coordinated development and design integrity over time, redevelopment should occur within the context of an overall site development or Master Plan for the entire property.

Evergreen Hospital Medical Center Campus (TL 3)

The Totem Lake Neighborhood Plan acknowledges the important role the hospital plays in the Kirkland community, and supports growth on the campus to strengthen this role. Design objectives stated in the Plan for the Evergreen Hospital campus are consistent with those expressed in the Master Plan approved for the site:

- ◆ Taller buildings should be located toward the center of the site and designed to minimize shadowing and transition impacts on residential areas.
- ◆ Public access to usable green spaces on the campus can help to offset the impacts of taller buildings on the site.
- ◆ Ensure campus edges are compatible with neighboring uses.
- ◆ Enhance and improve pedestrian access with the campus and to surrounding uses, particularly the transit center and to TL 2.

The approved Master Plan for the hospital campus includes additional, unique design guidelines that apply to institutional development in a campus environment:

- ◆ *Respond to Physical Environment:* New buildings should be attractive as well as functional additions to the campus.
- ◆ *Enhance the Skyline:* The upper portion of buildings should be designed to promote visual interest and variety on the skyline, except where building function dictates uninterrupted vertical mass.
- ◆ Avoid blank facades in buildings located on the perimeter of the campus.



- ◆ Use materials and forms that reinforce the visual coherence of the campus.
- ◆ Provide inviting and useable open space.
- ◆ Enhance the campus with landscaping.
- ◆ Guidelines for the transit center to be located on the hospital campus should be developed and incorporated with guidelines for the rest of the campus.

The following guidelines do not apply to Totem Center:

- ◆ Height Measurement on Hillsides
- ◆ Views of Water

Purpose of the Design Guidelines for Neighborhood Business Districts

The Comprehensive Plan establishes a hierarchy of commercial districts, with regional goods and services the upper end and neighborhoods goods and services the lower end.

Kirkland's Neighborhood Business Districts (BN, BN and MSC2) are important in providing neighborhood goods and services. Given the more localized draw for residents to meet their everyday needs, an emphasis on convenient and attractive pedestrian connections and vehicular access is important.

In addition, because these districts are surrounded by residential land uses they serve, the design character in context of new development is critical to ensure that it integrates into the neighborhood.

The design guidelines are intended to further the following design objectives that are stated in the Plan:

- ◆ Establish development standards that promote attractive commercial areas and reflect the distinctive role of each area.
- ◆ Encourage and develop places and events throughout the community where people can gather and interact.
- ◆ Moss Bay neighborhood: Ensure that building design is compatible with the neighborhood in scale, and character.
- ◆ South Rose Hill neighborhood: Residential scale and design are critical to integrate these uses into the residential area.

The following guidelines do not apply to these districts:

- ◆ Protection and Enhancement of Wooded Slopes
- ◆ Height Measurement on Hillsides
- ◆ Culverted Creeks

Pedestrian-Oriented Elements

Introduction

Successful pedestrian-oriented business districts, as opposed to “commercial strips,” depend upon making pedestrian circulation more convenient and attractive than vehicular circulation, because the retail strategy for such districts

Purpose of the Design Guidelines for the Houghton/Everest Neighborhood Center

The plan for the Houghton/Everest Neighborhood Center was adopted in 2017. The primary goal of the plan is to promote a strong and vibrant pedestrian oriented neighborhood center with a mix of commercial and residential land uses that primarily serve the adjacent neighborhoods.

In addition, the neighborhood center contains an important interface with the Cross Kirkland Corridor (CKC). Successfully integrating site and building design, as well as public access, with this important transportation and open space amenity will mutually benefit the neighborhood center and the CKC. Thoughtful design of the interface will attract nonmotorized customers and residents to the neighborhood center and create an attractive and safe space for pedestrians and bicyclists using the CKC.

The Guidelines are intended to further the following design objectives that are stated in the Comprehensive Plan.

- Coordinate development on both sides of the NE 68th Street Corridor in the Everest and Central Houghton neighborhoods.
- Promote a pedestrian-oriented development concept through standards for a coordinated master plan for the center.
- Reduce ingress and egress conflicts within and around the center through creation of a circulation system for all users including vehicles, bicycles and pedestrians.
- Design buildings with careful attention given to modulation, upper story step backs, and use of materials to reduce the appearance of bulk and mass.
- Coordinate street improvements.
- Provide transitions between commercial and low density residential areas.
- Discourage southbound through traffic on 106th Avenue NE.
- Enhance the gateway at the corner of NE 68th Street and 108th Avenue NE.
- Provide gathering spaces and relaxation areas within the center.

The following guidelines do not apply to the Neighborhood Center:

- Protection and Enhancement of Wooded Slopes
- Height Measurement on Hillsides
- Culverted Creeks





On the following pages are described urban design guidelines relating to pedestrian circulation and amenities. The guidelines outline the general issues and present design information, concepts, and solutions to address the issues. The guidelines serve as a conceptual foundation and support the regulations included in the Kirkland Zoning Code.

Sidewalk Width: Movement Zone

Issue

Pedestrian movement is a primary function of sidewalks. The sidewalk has three overlapping parts with different functions: the curb zone, the movement zone, and the storefront or activity zone.

A well-sized and uncluttered movement zone allows pedestrians to move at a comfortable pace. People can window-shop comfortably and enjoy a relaxed atmosphere without bumping into street signs, garbage cans, or other people.

Discussion

An adult person measures approximately 2' across the shoulders, but a pedestrian carrying grocery bags, pushing a baby carriage or bicycle, or walking a dog measures 3' across. A window-shopper will require a minimum of 2'-6" to 3' wide space to avoid being pushed or having their view obstructed.

The movement zone should be at least 10' to 12' wide so that two couples can comfortably pass one another. This same space also will allow one person to pass a couple while another person passes from the opposite direction. In business districts add 3' to the storefront activity zone for window-shopping.

The width of the sidewalk movement zone should consider the function of sidewalks, the level of pedestrian traffic, and the general age groups of the pedestrians (children and the elderly slow traffic on sidewalks that are too narrow).



Guideline

A sidewalk should support a variety and concentration of activity yet avoid overcrowding and congestion. The average sidewalk width should be between 10' and 18'. New buildings on pedestrian-oriented streets should be set back a sufficient distance to provide at least 10' of sidewalk. If outdoor dining, seating, vending, or displays are desired, an additional setback is necessary.

Special Consideration for Downtown Kirkland

Most of the business core of Kirkland is already developed with fairly narrow sidewalks. New development should provide sidewalks at the recommended width. Providing wider sidewalks throughout downtown is a long-term endeavor.

Special Consideration for Juanita Business District

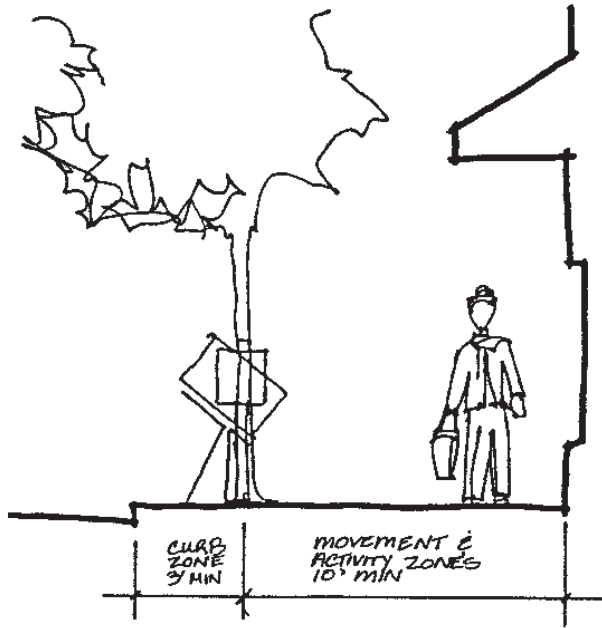
A concentrated, organized, retail-oriented core with a unified pedestrian circulation network is a goal of the Juanita Business District. The pedestrian system will also serve to connect the perimeter of the district to the core.

Special Consideration for Totem Center

New development in TL2 should provide sidewalks at the recommended width, to contribute to the pedestrian-orientation of new development. Public gathering places, such as pedestrian-oriented plazas linked to the sidewalk, should be encouraged.



Sidewalk Width – Curb Zone



Issue

The curb zone contains parking meters, garbage cans, newspaper stands, street signs, light poles, mail boxes, phone booths, bus stops, and trees. The curb zone is also a buffer between vehicular traffic and pedestrians.

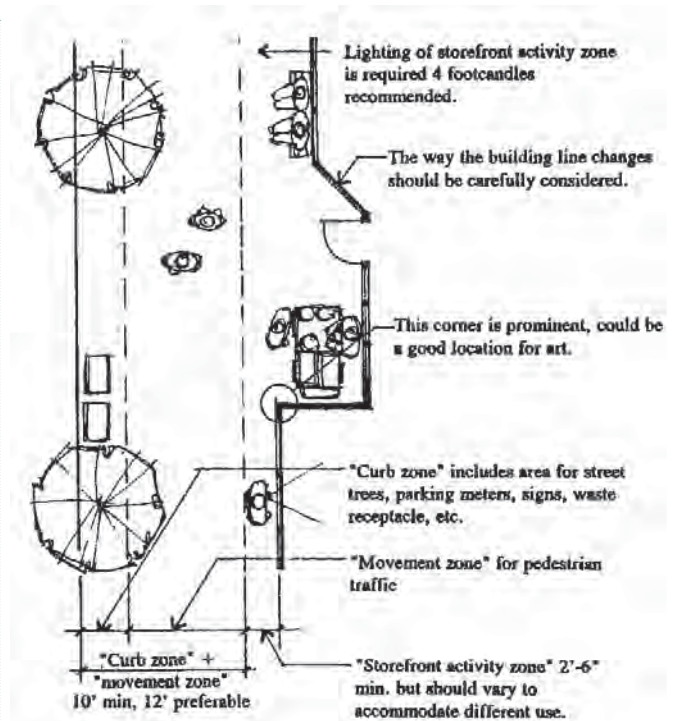
Discussion

The curb zone may be integrated into the sidewalk design in a number of ways.

- ◆ *A curb zone with parallel parking.* Getting in and out of parked cars requires 2'-6"; so the curb zone width should be between 4'-6" and 5'-6".
- ◆ *A curb zone without parallel parking.* Space is not needed to park cars; the curb zone width should be between 3' and 4'.
- ◆ *A curb zone with street furniture clustered in sidewalk bulbs along the street; parking is allotted in the pockets between the bulbs.* Clusters of street elements – benches, newspaper stands, covered bus stops – require a sidewalk width of about 8' to 12'.

The curb zone may be visually separated from the movement zone by changes in color or surface material. Street furniture and other elements may be grouped and unified by color and shape to give the street a less cluttered appearance.

The design of the curb zone and street elements provides an opportunity for Kirkland to develop a visual identity that differs from street to street yet is still characteristic of Kirkland.



Guidelines

Street elements – trees, parking meters, signs – should be organized in the curb zone to reduce congestion. During busy periods, pedestrians may use the curb zone for walking.

Where pedestrian traffic is the heaviest, sidewalk bulbs can be constructed to accommodate bike racks, waste receptacles, and newspaper racks. Corner bulbs also increase pedestrian visibility.



Sidewalk Width – The Storefront Activity Zone

Issue

The storefront activity zone is the most important area for improving pedestrian amenities because it offers protection, provides space for sidewalk activities, and is a transition from the public space of the sidewalk to the private space of the building.

Discussion

At least 10' of the sidewalk must be kept for pedestrian movement. In addition, there must be room for other activities that add life and interest to the street. Window shopping requires a minimum of 2'-6". Other activities require:

- ◆ Bench for sitting: 4' min.
- ◆ Vendor: 4' min. (6' preferable)
- ◆ Outdoor dining: 6' min. (one table)
- ◆ Outdoor displays: 4' min. (6' preferable)

The activity desired in the storefront activity zone can vary from property to property. This may result in a more animated sidewalk environment with protected alcoves and niches.

Guideline

New buildings should be set back a sufficient distance from the front property line a minimum of 10' to allow enough room for pedestrian movement. Wider setbacks should be considered to accommodate other sidewalk uses that would benefit their businesses and the pedestrian environment. Lighting and special paving of the storefront activity zone are also beneficial.

Pedestrian Coverings

Issue

Pedestrian coverings such as awnings and canopies offer shelter, provide spatial enclosure, and add design interest to a retail streetscape.

Discussion

The design of awnings and canopies should be coordinated with a number of factors:

The width of a canopy or awning depends on its function. A 3' to 4' canopy will provide rain cover for window-shopping. A 5' or greater canopy will provide cover for a street sale, and a 7' to 8' canopy will provide room for a window shopper and a passing couple.

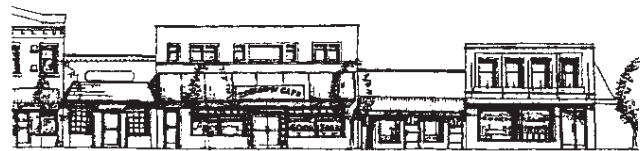
The width of the sidewalk should be considered when sizing the awning. Water spilling down the edges of awnings is unpleasant; thus the awning should be either extended or shortened if there is not room for two people to pass one another either under the awning or outside the awning.

The architecture of the building determines the appropriate placement and style of the canopy or awning. A canopy should be continuous in shape, design, and placement throughout a building.

The overall style of a street should guide the choice of type, color, and size of coverings. The quality of light emanating from awnings or canopies should be controlled. The back-lit plastic awning typical of fast food chains is inappropriate on pedestrian streetscapes.

The crown of trees can be a canopy in its own right by defining space and providing shelter. Canopies and awnings should be appropriately dimensioned to allow for tree growth.

The street type. A rich variety of canopies and awnings is particularly desirable on pedestrian-oriented streets and less important on automobile-oriented streets.



**Nonuniform Awnings and Facades
(Recommended for Pedestrian Oriented Streets)**



Guideline

Awnings or canopies should be required on facades facing pedestrian-oriented sidewalks. A variety of styles and colors should be encouraged on pedestrian-oriented streets, and a more continuous, uniform style encouraged for large developments on entry arterial streets.

“Pedestrian-Friendly” Building Fronts Issue

Building setbacks were originally developed to promote “pedestrian-friendly” building fronts by providing light, air, and safety. But dull building facades and building setbacks that are either too wide or too narrow can destroy a pedestrian streetscape. A successful pedestrian business district must provide interesting, pedestrian-friendly building facades and sidewalk activities.

Discussion

Building fronts should have pedestrian-friendly features transparent or decorative windows, public entrances, murals, bulletin boards, display windows, seating, or street vendors that cover at least 75 percent of the ground-level storefront surface between 2’ and 6’ above the sidewalk.



Sitting areas for restaurant and merchandise displays should allow at least a 10’ wide pavement strip for walking. Planters can define the sitting area and regulate pedestrian flow.

Blank walls severely detract from a pedestrian streetscape. To mitigate the negative effects of blank walls:

- ◆ Recess the wall with niches that invite people to stop, sit, and lean.
- ◆ Allow street vendors.
- ◆ Install trellises with climbing vines or plant materials.
- ◆ Provide a planting bed with plant material that screens at least 50 percent of the surface.
- ◆ Provide artwork on the surface.

Guideline

All building fronts should have pedestrian-friendly features as listed above.

Special Consideration for Downtown Kirkland - Glazing

Building frontages along pedestrian-oriented streets in the Central Business District should be configured to have a 15’ story height to ensure suitability for diverse retail tenants and enhance the pedestrian experience. Where these taller retail stories are required, special attention to storefront detailing is necessary to provide a visual connection between pedestrian and retail activity.

Guideline

Storefronts along pedestrian-oriented streets should be highly transparent with windows of clear vision glass beginning no higher than 2’ above grade to at least 10’ above grade. Windows should extend across, at a minimum, 75% of the façade length. Continuous window walls should be avoided by providing architectural building treatments, mullions, building modulation, entry doors, and/or columns at appropriate intervals.

Special Consideration For Non-Retail Lobbies In Central Business District 1A & 1B

Non-retail uses are generally not allowed along street frontage within Central Business District 1. However, in order to provide pedestrian access to office, hotel, or residential uses located off of the street frontage or above the retail, some allowance for lobbies is necessary.

Guideline

Lobbies for residential, hotel, and office uses may be allowed within the required retail storefront space provided that the street frontage of the lobby is limited relative to the property’s overall retail frontage and that the storefront design of the lobby provides continuity to the retail character of the site and the overall street.

Special Consideration for Totem Center

Since pedestrians move slowly along the sidewalk, the street level of buildings must be interesting and varied. Since the potential exists for large tenants to locate within TL 2, efforts should be made to minimize the impacts of these uses along pedestrian-oriented streets and concourses. Along 120th Avenue NE, buildings should be designed to add vitality along the sidewalk, by providing multiple entrance points to shops, continuous weather protection, outdoor dining, transparency of windows and interactive window displays, entertainment and diverse architectural elements. Ground floor development in TL 2 should be set close to the sidewalk along pedestrian streets and concourses to orient to the pedestrian and provide an appropriately-scaled environment.



Special Consideration for Neighborhood Business Districts

Issue

and Houghton/Everest
Neighborhood Center

To create a focal point for the community and engage pedestrians, buildings are encouraged to be oriented to pedestrian-oriented streets in these zones. However, commercial space that is above or below the grade of the sidewalk can compromise the desired pedestrian orientation.

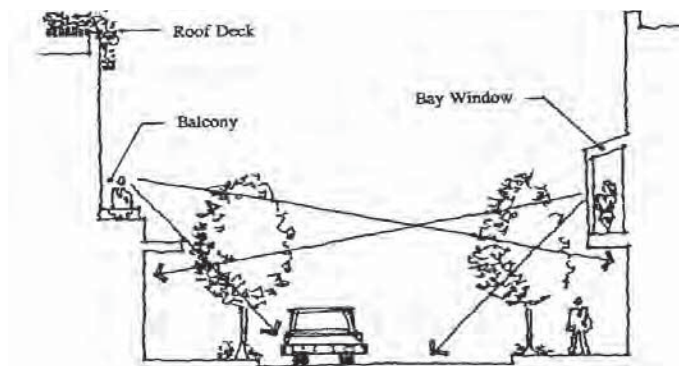
Guideline

Commercial space should generally be at grade with the adjoining sidewalk. Where this is not feasible, the building should be setback from the sidewalk far enough to allow a comfortable grade transition with generous pedestrian-oriented open space.

Upper-Story Activities Overlooking the Street

Issue

Upper-story architectural features such as balconies, roof decks, and bay windows improve the relation between the upper-story living and working units and the street. Upper-story activity provides additional security at night – people overlooking a street tend to “patrol” it – and give the street a more human, people-oriented quality.



Discussion

All buildings should have either an individual balcony or bay window for each dwelling unit or a collective roof deck that overlooks the street or both. This is especially important on the second and third floors where it is easier to establish connection with people on the street level.

Retail stores, offices, and studios liven second stories, particularly at night when second story activities are silhouetted.

Balconies should have direct access from an interior room and be at least 6' in depth so that two or three people can sit at a small table and have enough room to stretch their legs.

Plantings are encouraged on balconies and roof decks in order to bring more greenery into the City. Window seating at bay windows enables people to sit by a window and overlook the street.

Guideline

All buildings on pedestrian-oriented streets should be encouraged to have upper-story activities overlooking the street, as well as balconies and roof decks with direct access from living spaces. Planting trellises and architectural elements are encouraged in conjunction with decks and bay windows. Upper-story commercial activities are also encouraged.

Lighting from Buildings

Issue

Overpowering and uniform illumination creates glare and destroys the quality of night light. Well-placed lights will form individual pools of light and maintain sufficient lighting levels for security and safety purposes.

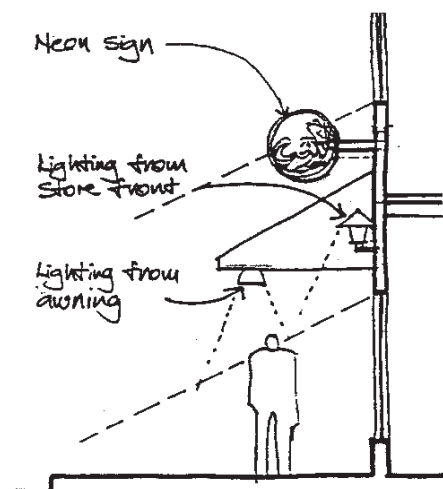
Discussion

All building entries should be lighted to protect occupants and provide an inviting area.

Building facades, awnings, and signs should not be lighted with overpowering and uniform lights. They should be lighted with low-level building-mounted lights and placed apart to form pools of light. Lighting from storefronts, canopies, or awnings is a very attractive and effective way to light sidewalks.

Recommended Minimum Light Level:

- ◆ Primary pedestrian walkway: 2 foot candle
- ◆ Secondary pedestrian walkway: 2 foot candle
- ◆ Parking lot: 1 foot candle



Guideline

All building entries should be well lit. Building facades in pedestrian areas should provide lighting to walkways and sidewalks through building-mounted lights, canopy- or awning-mounted lights, and display window lights. Encourage variety in the use of light fixtures to give visual variety from one building facade to the next. Back-lit or internally-lit translucent awnings should be prohibited.

Pedestrian-Oriented Plazas

Issue

Too often we see well-designed – but empty – plazas. There is no clear formula for designing a plaza, but a poorly designed plaza will not attract people.

Discussion

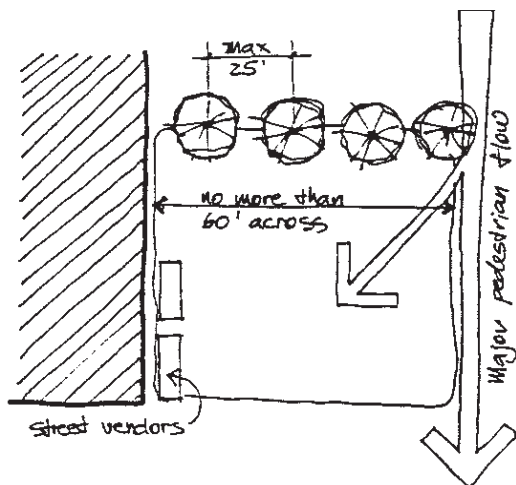
Plazas should be centrally located on major avenues, close to bus stops, or where there are strong pedestrian flows on neighboring sidewalks.

Plazas should be no more than 60' across and no more than 3' above or below the sidewalk. They must be handicapped accessible.

Plazas should have plenty of benches, steps, and ledges for seating. At least one linear foot of seating per 30 square feet of plaza area should be provided; seating should have a minimum depth of 16".

Locate the plaza in a sunny spot and encourage public art and other amenities. At least 50 percent of the total frontage of building walls facing a plaza should be occupied by retail uses, street vendors, or other pedestrian-oriented uses.

Provide plenty of planting beds for ground cover or shrubs. One tree should be required for every 200 square feet at a maximum spacing of 25' apart. Special precaution must be taken to prevent trees from blocking the sun.



Guideline

Successful pedestrian-oriented plazas are generally located in sunny areas along a well-traveled pedestrian route. Plazas must provide plenty of sitting areas and amenities and give people a sense of enclosure and safety.

Special Considerations for Totem Center

Public spaces, such as landscaped and/or furnished plazas and courtyards should be incorporated into the development, and be visible and accessible from either a public sidewalk or pedestrian connection. Primary pedestrian access points to retail development in TL 2 along 120th Avenue NE may be especially effective locations for public plazas.

Open spaces are especially important in TL 1, where the built environment may be dense. Well designed open spaces in front of and between buildings, visually linked with the open spaces of adjacent developments, will help to provide relief for the pedestrian.

Pedestrian Connections

Issue

the Cross Kirkland Corridor and Eastside Rail Corridor,

The ability to walk directly into a commercial center from the public sidewalk or a bus stop is essential to both pedestrian and vehicular safety.

Discussion

Well defined, direct pedestrian connections from the building to the public sidewalk are not always available in commercial centers. The connection between the internal pedestrian system on the site and the public sidewalk is often interrupted by landscaping or an automobile driveway.

Properly located landscaping can be used along with special paving to help define pedestrian links through the site



Guideline

the Cross Kirkland Corridor
and Eastside Rail Corridor,

Commercial developments should have well defined, safe pedestrian walkways that minimize distances from the public sidewalk and transit facilities to the internal pedestrian system and building entrances.

Blank Walls

Issue

Blank walls create imposing and dull visual barriers. On the other hand, blank walls are ready “canvases” for art, murals, and landscaping.

Discussion

Blank walls on street fronts. Blank walls on retail frontage deaden the surrounding space and break the retail continuity of the block. Blank walls should be avoided on street front elevations. The adverse impact of a blank wall on the pedestrian streetscape can be mitigated through art, landscaping, street vendors, signs, kiosks, bus stops, or seating. Design guidelines in New York, San Francisco, and Bellevue recommend that ground floor retail with pedestrian-oriented displays be the primary uses in commercial districts. This approach is meant to restore and maintain vitality on the street via continuous rows of retail establishments.

Blank walls perpendicular to street fronts. In some cases fire walls require the intrusion of a flat, unadorned surface. These conditions merit landscaping or artistic treatment. Examples of such treatment include installing trellises for vines and plant material, providing landscaped planting beds that screen at least 50 percent of the wall, incorporating decorative tile or masonry, or providing artwork (mural, sculpture, relief) on the wall.



Guideline

the Cross Kirkland Corridor
and Eastside Rail Corridor,

Blank walls should be avoided near sidewalks, parks, and pedestrian areas. Where unavoidable, blank walls should be treated with landscaping, art, or other architectural treatments.

Public Improvements and Site Features

Introduction

Site features and pedestrian amenities such as lighting, benches, paving, waste receptacles, and other site elements are an important aspect of a pedestrian-oriented business district's character. If these features are design-coordinated and high quality, they can help to unify and upgrade the district's visual character. Development of a master plan for public spaces can provide a coordinated approach to their installation throughout the district.

The guidelines in this section apply primarily to elements associated with street right-of-ways, public parks, and required *major pedestrian pathways*. Although the standards do not apply to private property, except where a *major pedestrian pathway* is required, property owners are encouraged to utilize the standards in private development where they are appropriate. However, there may be cases where different site features, such as light fixtures and benches, should be selected to complement the architectural design of the individual site.



Special Consideration for Houghton/Everest Neighborhood Center

Through block pedestrian connections and connections to the Cross Kirkland Corridor are important features that will help to provide pedestrian access throughout the center.

Pathway Width

Issue

Pathways must be sufficiently wide to handle projected pedestrian traffic. A pathway that is too narrow will have maintenance problems at its edges. A pathway that is too wide is unnecessarily costly and a poor use of space.

Discussion

A pedestrian path of 10' to 12' can accommodate groups of persons walking four abreast or two couples passing each other.

A path near a major park feature or special facility like a transit center should be at least 12' wide. An 8' path will accommodate pedestrian traffic of less than 1,000 persons per hour.

Empirical Comparison:

- ◆ Green Lake path = 8'
- ◆ Burke-Gilman Path = 8'
- ◆ Typical sidewalk = 8' to 14'

Guideline

Design all major pedestrian pathways to be at least 8' wide.

Other pathways with less activity can be 6' wide.

Special Considerations for Juanita Business District

Through-site connections from street to street are a desirable pedestrian amenity in Land Use Area JBD-1.

The goal of these pedestrian connections will be to knit the individual developments into a more cohesive whole, providing convenient pedestrian mobility throughout even if the parcels are developed individually.

Special Consideration for North Rose Hill Business District

Buildings in the NRHBD will be setback at least ten feet from the sidewalk. Landscaping and entry features will be located within this setback yard. Therefore, the sidewalk can be somewhat narrower than on a pedestrian oriented street.

Special Considerations for Totem Center

Through-site connections from street to street, between the upper and lower portions of TL 2, and within TL 2 are needed to provide convenient pedestrian mobility, and to contribute to the village-like character desired for TL 2. Pedestrian connections to surrounding related uses, such as the hospital campus and transit center should also be provided.



Within TL 1, buildings should be set back at least ten feet from the sidewalk. Landscaping and entry features should be located within this setback yard, allowing the sidewalk to be somewhat narrower than on a pedestrian oriented street.

Pedestrian Paths and Amenities

Issues

Pedestrians require more detailed visual stimuli than do people in fast moving vehicles. Pedestrian paths should be safe, enjoyable, and interesting.

Discussion

Street furniture such as benches, planters, fountains, and sculptures enhance the visual experience and reduce apparent walking lengths. Planters, curbs, rails, and other raised surfaces can also be used for seating. Any height between 12" to 20" will do with 16" to 18" being the best. An appropriate seat width ranges from 6" to 24".

Unit paving such as stones, bricks, or tiles should be installed on small plazas and areas of special interest. Asphalt can be used on minor routes to reduce cost and maintenance.

For safety reasons, lighting should be planned along all pedestrian paths. Lighting can originate either from street lights or from building-mounted lights. Street trees and shrubs should be planted along all pedestrian walkways and used to screen parking lots. For safety and appearance purposes, trees and shrubs should be pruned regularly.

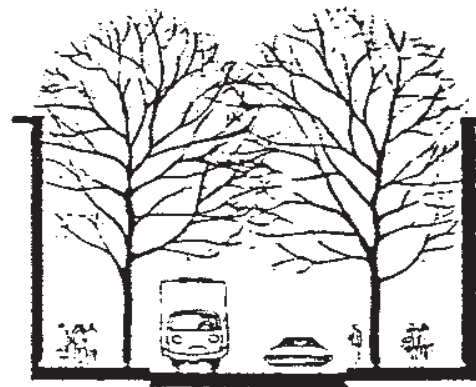
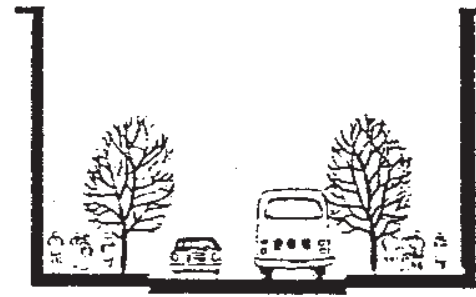
Street Trees

Issues

Streets are the conduits of life in a community. The repetition of trees bordering streets can unify a community's landscape. Trees add color, texture, and form to an otherwise harsh and discordant urban environment.

A strong street tree planting scheme can establish community identity and provide a respite from the weather and the built environment. Large, deciduous trees planted in rows on each side of the street can bring visual continuity to Kirkland – particularly on major entry arterials. Smaller trees should be planted in confined areas.

Street trees will not obscure businesses from the street if the appropriate trees are selected and maintained. Branches can frame ground floor businesses, allowing bus and truck movement while enhancing the pedestrian environment.



Trees should be of adequate size to create an immediate impact and have a good chance of survival. Species with invasive root systems or that are prone to disease, intolerant of pollution, or short-lived should be avoided.

Guideline

The City should prepare a comprehensive street tree planting plan recommending species and generalized locations.

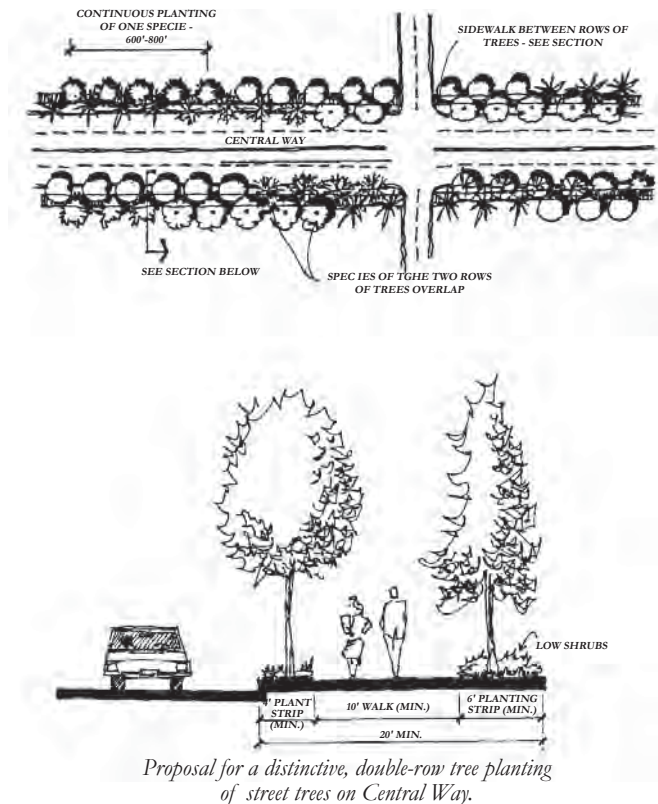
Special Considerations for Downtown Kirkland

A strong street tree planting scheme is especially important in downtown because of the variety of scale and architecture encouraged in private development. Major entries into Kirkland, especially along Central Way, Kirkland Avenue, Lake Street, and Market Street, should be unified by a strong street tree program.

Some preliminary ideas for a street tree planting plan are:

Central Way: Two rows of trees on each side could be planted (one row near the curb and one row in the required setback on the perimeter of parking lots as in Parkplace). The two rows could feature uniform plantings of species approximately 600' to 800' long. The species could change so that different combinations of species occur along Central Way. This would provide a continuous boulevard effect and incorporate the existing trees.





Lake Street and other pedestrian-oriented streets with narrow sidewalks: Flowering pear trees might be a good option since they have tight narrow shapes, attractive flowers, and dark green foliage. Photinia standards might be another option since they are small and have bright red evergreen foliage.

Special Considerations for Juanita Business District

Street trees in the business district should be upgraded with varieties that will not block views of businesses or the lake.

Some preliminary ideas for a street tree planting plan are:

98th Avenue NE: Limb up existing maples and add flowering pear trees (flowers and good fall color) along the curb.

Juanita Drive: Choose street trees that will screen large buildings but still allow views to the lake (flowering pears for example).

97th Avenue NE/120th Place NE: Plant trees to screen parking lots and service entrances. Possibilities are zelkova (elm-like with good fall color) or flowering pears.

Special Considerations for the Market Street Corridor

A consistent street tree plan should be used to add character to the Corridor. The landscape strip on the east side of Market Street adds interest and provides a more secure pedestrian environment. Additional street trees should be considered on the west side of Market Street in order to provide a similar environment.

Special considerations for North Rose Hill Business District

Feature a diverse planting of street trees that take into account width of landscape strip, location of overhead utility lines, and maintenance requirements.

Some preliminary ideas for a street tree planting plan are:

NE 116th Street: Add street trees that will buffer the pedestrian corridor from traffic while providing some visual access to adjacent businesses. (*Quercus rubra* (red oak), *Tilia cordata* ‘Greenspire’ (litttleleaf linden), *Zelkova serrata* ‘Village Green’ for example).

124th Avenue NE: Choose street trees that will buffer the pedestrian but still allow some visual access to adjoining businesses (*Carpinus japonicus* (Japanese hornbeam), *Cercidiphyllum japonicum* (Katsura), *Fraxinus pennsylvanica* ‘Summit’ (Summit ash) for example).

Slater Avenue NE: Add trees with flowers and good fall colors as a transition to the residential portion of the neighborhood (*Malus* sp. (flowering crab), *Styrax japonicus* (Japanese snowbell), *Crataegus phaenopyrum* (Washington hawthorn), *Prunus padus* ‘Summer Glow’ (bird cherry- red leaves) for example).

Special Considerations for Totem Center

Street trees within this area should be selected to achieve the varying objectives of the district. Some preliminary ideas for a street tree planting plan are:

Totem Lake Boulevard: South of NE 128th Street, trees should be planted that balance the goals of creating a “greenway” along the boulevard, providing a safe and inviting pedestrian experience and enabling visibility of the site’s businesses to the freeway traveler. Smaller trees planted at frequent intervals anchored by larger, “boulevard” trees at primary site entrances would achieve these objectives. As an alternative or additional component, groupings of trees planted behind a meandering sidewalk may also be effective.

North of NE 128th Street to NE 132nd Street, plantings should be unified with those used along Totem Lake Boulevard to the south.

120th Avenue NE: South of NE 128th Street, choose street trees that will emphasize the pedestrian connec-



tion between the upper and lower mall, such as the use of larger trees at crossings and major points of entry. Choose spacing and varieties to create a plaza-like character to encourage pedestrian activity. Trees in planters and colorful flower beds will soften the area for pedestrians but allow visual access to adjoining businesses. The tree planting plan used along NE 128th Street between Totem Lake Boulevard and 120th Avenue NE should be continued to the segment of 120th Avenue NE between NE 128th Street and NE 132nd Street, to provide a consistent identity throughout the district.

NE 132nd Street: Create a strong streetscape element, inviting to the pedestrian, with street trees proportionate to adjacent land uses.

Public Improvements and Site Features

Issue and Discussion

The quality and character of public improvements and site features such as street and park lights, benches, planters, waste receptacles, pavement materials, and public signs are critical components of a city's image. Standards for public improvements and site features, along with a master plan for public spaces, will assist in the development of a coordinated streetscape that will unify the variety of private development. Successful standards help assure high quality, low maintenance site features, and simplify the purchase and replacement of features for parks and public works departments.

Since public improvement standards have long-term implications for the community, relevant City departments must be involved in their development to make sure all concerns are met. Standards should permit some flexibility and address technical issues such as cost, availability, handicapped accessibility, and durability.



Special Consideration for Houghton/Everest Neighborhood Center
Pedestrian lighting should be provided along school walk routes and all pedestrian oriented streets in the the center.

Guideline

Planning and Building Department

The ~~Department of Planning and Community Development~~, along with other City departments, should develop a set of public improvement and site feature standards for use in pedestrian-oriented business districts. The standards can be the same or unique for each district. A master plan for public spaces within a district should be adopted to coordinate placement of the features and otherwise carry out the Comprehensive Plan.

The City of Kirkland should work with interested groups to design a public sign system for gateways, pathways, information kiosks, etc., with a signature color palette and identifying logo.

Special Considerations for the Market Street Corridor

An historic style of street light should be used to reflect the nature of the 1890's buildings in the historic district at 7th Avenue and Market Street. These lights may also be used along other stretches of the corridor, particularly in the area between the Historic District and the Central Business District.

Entry Gateway Features

Issue

The Comprehensive Plan calls for gateway features at the key entry points into neighborhoods and business districts. Entry points differ in topography, available space, and surrounding visual character; nevertheless, gateway features should be reinforced by a unified design theme. Gateway features can be different in size or configuration, yet still incorporate similar materials, landscaping, graphics, and design elements.

Discussion

The gateway features should frame and enhance views. Large sign bridges or flashing graphics would dominate the view and are inappropriate. Consistent elements that could be incorporated at all entry points might include:

- ◆ Distinctive landscaping such as floral displays or blue-green colored evergreen foliage.
- ◆ Multicolored masonry, perhaps forming a screen or wall on which an entry sign is placed.
- ◆ A distinctive light such as a column of glass block or cluster of globes.

- ◆ A unifying device such as the district's logo. In Downtown Kirkland, for example, a triangular sail logo could be a metal weather vane or an actual fabric sail on a steel armature.
- ◆ A repetitive element such as a series of closely spaced sails or lights.
- ◆ A trellis incorporating landscaping. A trellis or arbor is adaptable to space constraints.
- ◆ Similar artwork such as a different animal or bird sculpture at each entry.



Guideline

Construct entry gateway features at locations noted in the Comprehensive Plan. Gateways may be constructed in conjunction with commercial development. Emphasis should be placed on framing the view into the district.

Special Consideration for Downtown Kirkland

The transit center is another “gateway” experience. The center should be a focal feature that provides comfort and amenities for transit users. Some form of shelter with a strong architectural identity should be pursued.

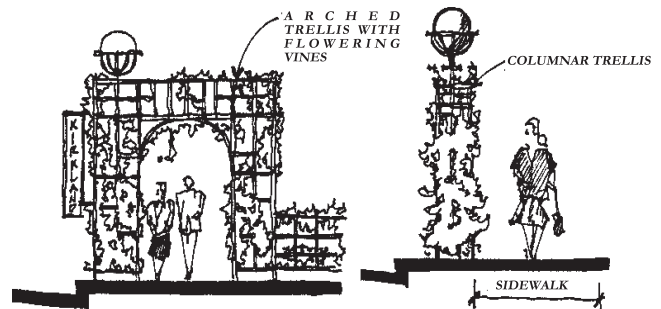
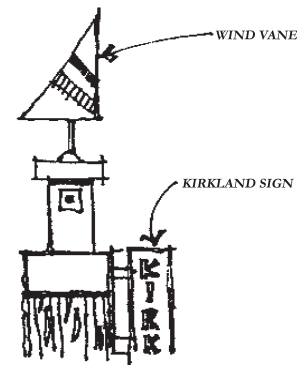
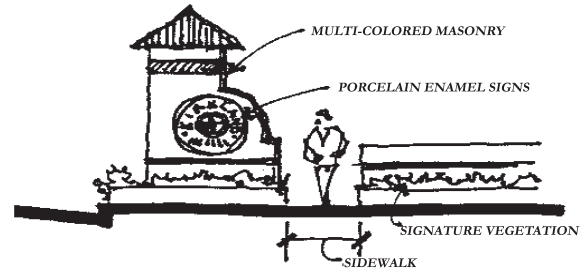
Special Consideration for Juanita Business District

The entry features should be “identity-giving elements” that reflect the business district and Juanita Bay. If successful they can become an identifying symbol or logo for the district and an attraction in themselves.

Special Consideration for North Rose Hill Business District

Use public art and private efforts to establish gateway features that strengthen the character and identity of the neighborhood. Use landscaping, signs, structures or other features that identify the neighborhood.

At the southwest corner of NE 116th Street and 124th Avenue NE a neighborhood gateway feature such as open space or plaza with signage should be integrated with a pedestrian connection linking Slater and NE 116th Street. In the alternative, a corner land mark consisting of a combination of open space and architectural building design features should be provided to identify the business district.



Special Considerations for Totem Center

The Transit Center on the hospital campus should be a “landmark” feature for both the Totem Center district and the hospital campus, providing a focal point for residents, employees and visitors. A combination of signs and symbols linking the transit center to the pedestrian connection along NE 128th Street, the flyer stop and the Park and Ride should be provided. Design of the transit center should be compatible with campus development yet be clearly identifiable as a facility serving the general public.



A prominent entry to the district exists at the intersection of NE 128th Street and Totem Lake Boulevard, where vehicles and pedestrians arrive from the crossing over I-405. Entry features provided in this area should contribute to the identity associated with the Totem Center district.

Public art and private efforts can be used to establish gateway features to strengthen the character and identity of Totem Center and the neighborhood. At the northern entry to Totem Center at 120th Avenue NE and NE 132nd Street, a neighborhood entry sign or other identifying neighborhood feature should be provided. Another important entry point identified in the neighborhood plan is along Totem Lake Boulevard, just east of 120th Avenue NE. A feature providing a sense of entry into the Totem Center district at this location would be appropriate.

Public Art

Issue

Art begins with the perceptions and expressive talents of individual artists. “Public art” applies that expression to the public realm either by its location in a public setting or by its emphasis on subjects relevant to the larger community. Public art contributes to the unique character, history, and sense of place of a community.

Discussion

Public art is more than merely urban decoration; it can play an integral role in civic revitalization. Public art can make us more aware of our surroundings; reinforce the design character of our streets, parks, and buildings; commemorate special events; and serve as a catalyst for public activity and civic pride. At its best, art opens our eyes to new perceptions and helps us understand who we are and what is special about our community.

Public art is generally most effective when it is integrated with larger civic improvement efforts. Opportunities for art can be identified earlier and funding can be used more effectively. For example, emblems, lighting, pavement decorations, and decorative pedestrian furniture can be incorporated as part of a street improvement project at little cost to the total project such as in Seattle’s Third Avenue transit corridor, Port Angeles’s Maritime Flags, and Portland’s Transit Mall.

The involvement of an artist in the design of a park, fountain, street lighting, or signs can add a special quality that has more impact than if the artwork and the functional element were decorated separately. The famous art nouveau detailing on Paris’s metro stations is a good example.

Guideline

Kirkland should continue its tradition of encouraging public art pieces.



Parking Lot Location and Design

Introduction

In pedestrian-oriented business districts, improperly located and poorly designed parking lots can destroy the ambiance and qualities that attract people to the district in the first place. This section contains guidelines to direct development of parking facilities. The number of required stalls is specified in the Kirkland Zoning Code. The guidelines in this section deal with:

- ◆ Parking lot location – Parking in front of buildings is discouraged, and combined lots that serve more than one business or use are encouraged.
- ◆ Parking lot entrances – The number of entries is addressed.
- ◆ Parking lot circulation and pedestrian access – Clear internal vehicular and pedestrian circulation is required, especially in large parking lots.
- ◆ Parking garages – Parking garages provide convenient, less intrusive parking. Yet, garages can themselves be intrusive since they are often large monolithic structures with little refinement, interest, or activity. The guidelines for parking garages are intended to make them fit into the scale and character of pedestrian-oriented districts.
- ◆ Parking Lot Landscaping – Parking lot landscaping should be more extensive if the lot has to be in a location that is visible from a street or public park than if the lot is located at the rear of the site hidden away from streets and neighboring properties. This provision is made to encourage parking lot development in less visible locations.

On the following pages, urban design guidelines are presented that outline design information, concepts, and solutions associated with parking lot development. They serve as a conceptual basis for the regulations in the Zoning Code.

Parking Locations and Entrances

Issue

Parking lots can detract from the pedestrian and visual character of a commercial area. The adverse impacts of parking lots can be mitigated through sensitive design, location, and configuration.

Discussion

The ingress and egress of vehicles in parking lots disrupts pedestrian movement and through traffic – especially near intersections. Moreover, busy streets are a safety hazard. Parking lots that are accessed by a single curb cut reduce potential conflict and use land more efficiently. Also, combining the parking lots of individual stores into a large parking network makes it easier for patrons to find convenient parking stalls.

Parking lots should be encouraged in rear or side yards. The parking lot at Wendy's restaurant on Central Way is an example of this configuration.

The City of Seattle limits parking lot access on pedestrian-oriented streets such as Broadway on Capitol Hill.



Guideline

Minimize the number of driveways by restricting curb cuts and by encouraging property and business owners to combine parking lot entrances and coordinate parking areas. Encourage side and rear yard parking areas by restricting parking in front yards. Require extensive screening where there is front yard parking.

Special Consideration for Downtown Kirkland

Parking lot location and design is critical on busy entry streets such as Market Street, Central Way, Lake Street, Kirkland Avenue, and in the congested core area where pedestrian activities are emphasized. The *Downtown Plan* calls for limiting the number of vehicle curb cuts.

Special Consideration for Juanita Business District and North Rose Hill Business District

Shared accesses and reciprocal vehicular easements should be established in order to reduce the number of curb cuts. The Juanita Business District Plan also encourages shared parking/service areas in Land Use Area JBD-1. This is particularly critical in TL 2, where buildings should front on 120th Avenue NE to foster the desired pedestrian-oriented environment.



Special Consideration for Totem Center

Throughout Totem Center, parking areas located between the street and the building should be discouraged. This is particularly critical in TL 2, where buildings should front on 120th Avenue NE to foster the desired pedestrian-oriented environment.

Circulation Within Parking Lots

Issue

Large parking lots can be confusing unless vehicle and pedestrian circulation patterns are well organized and marked. Parking lots should be combined to reduce driveways and improve circulation.

Discussion

Vehicle Circulation. Parking lots should have few dead-end parking lanes and provide drive-through configurations. The APA *Aesthetics of Parking* publication recommends channelized queuing space at the entrances and exits to parking lots to prevent cars from waiting in the street.

Pedestrian Circulation. Good pedestrian circulation is critical. A clear path from the sidewalk to the building entrance should be required for all sites, even through parking lots in front yards. For sites with large parking lots, clear pedestrian circulation routes within the lot from stalls to the building entrances should be provided. In addition, a raised concrete pavement should also be provided in front of the entrance as a loading or waiting area so the entrance will not be blocked by parked vehicles. Finally, pedestrian access between parking lots on adjacent properties should be provided.

Guideline

Parking lot design should be clear and well organized. Space should be provided for pedestrians to walk safely in all parking lots.

Special Consideration for Downtown Kirkland

Because land is limited in Downtown Kirkland, efficient and compact parking lot configurations are a top priority. Parking lots in the periphery of the core area that accommodate about 100 vehicles (approximately 3/4 to 1 acre) should be articulated with landscaped berms.

Issue

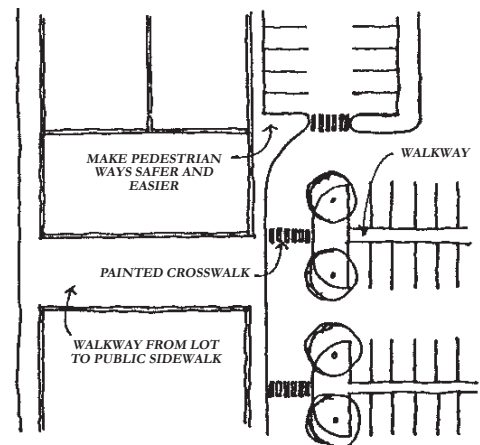
Parking lots are typically unsightly, require vast quantities of space, break the links between buildings, and destroy the continuity of streetfronts. If possible, parking lots should be located at the rear of buildings. When this is not possible, landscaping can be used to break up and screen parking lots.

Discussion

Parking lots can be concealed by a structural screen wall or through the use of plant materials. Plant materials can create dense, hedge-like screens, separating lots from adjacent uses or public right-of-ways. Perimeter plantings must provide an adequate screen. A screen wall constructed in a similar style as adjacent development may be used in lieu of perimeter landscaping.

Trees along the edges of and within parking lots can effectively soften an otherwise barren and hostile space. Interior plantings can be consolidated to provide islands of greenery or be planted at regular intervals. Use of drought-tolerant plants can improve the likelihood that the landscaping will survive and look good.

Landscaping guidelines should be flexible and allow creative screening methods (e.g., clustering trees, berming, mixing structures, and trees). Less landscaping should be required if the lot is hidden from view.



Guideline

Parking lots must be integrated with the fabric of the community by creatively using landscaping to reduce their visual impact.

Special Considerations for the Market Street Corridor

Screening and landscaping should be required where parking is adjacent to single family residential uses in order to reduce impacts on the adjoining homes.

Special Consideration for Juanita Business District, North Rose Hill Business District and Totem Center

Screening and landscaping should be required where parking is adjacent to sidewalks in order to improve visual qualities and reduce clutter.

Within TL 2, the provision of landscaping to soften the impacts of cars and pavement is important. Clusters of trees rather than single trees may be more effective in certain portions of the mall's parking areas. Visibility of the mall from the freeway should be considered when evaluating the locations and types of landscaping to be used.

Parking Garages

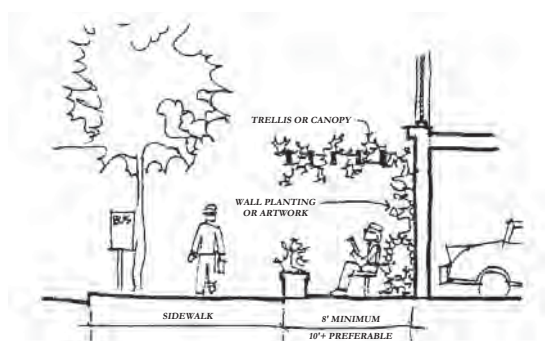
Issue

Parking garages are some of the most unattractive buildings built during the past several decades. Most new parking structures are designed with little or no attention to screening or treatment of the facades.

Discussion

There are several ways to mitigate the visual impacts of parking garages in the urban environment. A garage in a pedestrian area can contain a pedestrian-oriented retail use in the ground floor area of the garage adjacent to the street. Cafes, newsstands, or other small shops can fit well within the typical parking garage, requiring the space equivalent to only one 20' bay of parking.

Also, parking garages can be set back to provide space for a small landscaped plaza with a seating area. Moreover, the wall of the garage behind the plaza can be used as a canvas for landscaping or artwork. Also, the plaza could be covered with a glass canopy or trellis. The plaza should face south to receive sunlight. A plaza of this type is ideal for bus stops or street vendors.



In non-pedestrian areas, dense landscaping around the perimeter of parking garages can help screen their bulk. Strict standards for minimum landscaping around garages should be developed.

Guideline

The intrusive qualities of parking garages must be mitigated. In pedestrian areas, ground-level retail uses or appropriate pedestrian spaces should be required. Also, extensive landscaping should be required near residential areas and in highvisibility locations. On hillsides and near residential areas the stepping back or terracing of upper stories should be considered to reduce scale.

Special Consideration for Downtown Kirkland

Garages built on Downtown Kirkland's perimeter slopes, near residential areas, or near the waterfront can fit less obtrusively into the landscape when terraced. Treatment of the facade of the parking structure can be just as effective in mitigating the visual impacts of parking garages as pedestrian-oriented businesses, plazas, or landscaped setbacks at the ground level.

Special Consideration for Totem Center

The development densities planned for Totem Center may result in the need for large parking structures to support them. Careful design of the structures will be important to retain a visually attractive environment.

The location of parking structures along pedestrian-oriented streets or pedestrian pathways should be discouraged. Where parking structures cannot be located underground and must be provided on the ground floor, an intervening use is desirable to retain the visual interest along the street. If parking areas are located in a separate structure from the primary use, the structure must be set back from the street, and screened with substantial landscaping.

Within TL 2, if it is not possible or practical to locate parking structures behind a building or underground, structured parking should be developed, oriented and screened to complement adjacent buildings, reduce automobile/pedestrian conflicts, and support the pedestrian environment. Artwork, display windows, trellises and/or dense vegetation are examples of screening devices that may be successful in balancing the scale of the structure with the pedestrian environment.





Introduction

When architects talk about a building's "scale," they generally mean the perceived size of the building relative to an individual person or its surroundings. The term "human scale" is used to indicate a building's size relative to a person, but the actual size of a building or room is often not as important as its perceived size. Architects use a variety of design techniques to give a space or structure the desired effect; whether it be to make a room either more intimate or spacious, or a building either more or less imposing. Frank Lloyd Wright, for example, used wide overhangs and horizontal rooflines to make his prairie-style houses appear lower and longer, better fitting into the flat, midwestern landscape. Unless the objective is to produce a grandiose or imposing building, architects generally try to give a building a "good human scale," meaning that the building is of a size and proportion that feels comfortable. For most commercial buildings, the objective is to attract customers and visitors by designing comfortable, inviting buildings.

Generally, people feel more comfortable in a space where they can clearly understand the size of the building by visual clues or proportions. For example, because we know from experience the size of typical doors, windows, railings, etc., using traditionally-sized elements such as these provides a sense of a building's size. Greek temples that feature columns, but not conventional doors, windows, or other elements, do not give a sense of human scale (although the Greeks subtly modified the properties and siting of their temples to achieve the desired scale). The guidelines in this section describe a variety of techniques to give a comfortable human scale by providing building elements that help individuals relate to the building.

"Architectural scale" means the size of a building relative to the buildings or elements around it. When the buildings in a neighborhood are about the same size and proportion, we say they are "in scale." It is important that buildings have generally the same architectural scale so that a few buildings do not overpower the others. The exception to this rule is an important civic or cultural building that has a prominent role in the community. For example, nobody accuses a beautiful cathedral in a medieval European town of being "out of scale." Because the Comprehensive Plan encourages a variety of different uses and building heights, such as in Downtown Kirkland, the buildings' sizes will vary widely. To achieve a more harmonious relationship between the buildings and a more consistent character, design techniques should be used to break the volume of large buildings down into smaller units. Several guidelines in this section are directed toward achieving a consistent scale within districts.

The following guidelines illustrate some design techniques to give buildings a "sense of scale." The regulations in the Zoning Code related to scale require that project architects address the issues of human and architectural scale while providing a wide range of options to do so.

Fenestration Patterns

Issue

The size, location, and number of windows in an urban setting creates a sense of interest that relies on a subtle mixture of correct ratios, proportions, and patterns. Excess window glazing on a storefront provides little visual contrast; blank walls are dull and monotonous. The correct window-to-wall ratio and a mix of fenestration patterns can create an enjoyable and cohesive urban character on both pedestrian- and automobile-oriented streets.

Many local contemporary buildings have "ribbon windows" (continuous horizontal bands of glass) or "window walls" (glass over the entire surface). Although effective in many settings, these window types do little to indicate the scale of the building and do not necessarily complement the architecture of small-scaled buildings. Breaking large expanses or strips of glass with mullions or other devices can help to give the building a more identifiable scale.

Discussion

According to an old architectural cliché, windows are a building's eyes. We look to windows for visual clues as to the size and function of the building. If the window areas are divided into units that we associate with small-scale commercial buildings, then we will be better able to judge the building's size relative to our own bodies. Breaking window areas into units of about 35 square feet or less with each window unit separated by a visible mullion or other element at least 6 inches wide would accomplish this goal. Another successful approach is multiple-paned windows with visible mullions separating several smaller panes of glass. But on the ground floor where transparency is vital to pedestrian qualities, this device may be counterproductive.

Patterns of fenestration should vary depending on whether the street is pedestrian- or automobile-oriented. A window pattern that is interesting from a car may be monotonous to a slow-moving pedestrian; likewise, a window pattern that is interesting to a pedestrian may seem chaotic from a fast-moving car. Thus, pedestrian-oriented fenestration should allow for more complex arrangements and irregularity while automobile-oriented fenestration should have more gradual changes in pattern and larger and more simple window types.

An optimum design goal would allow for varied treatment of window detailing with unifying features such as 18" to 24" sills, vertical modulation in structure, varied setbacks in elevation, and more highly ornamented upper-story windows. Excessive use of ribbon windows throughout a building does not engage the eye and should be avoided.

Guideline



Varied window treatments should be encouraged. Ground floor uses should have large windows that showcase storefront displays to increase pedestrian interest. Architectural detailing at all window jambs, sills, and heads should be emphasized.

Special Considerations for the Market Street Corridor

Window treatment in the historic district should reflect the trim detailing, size, proportions, location and number of windows in the existing historic buildings in the district.

Special Consideration for Downtown Kirkland

Breaking larger window areas into smaller units to achieve a more intimate scale is most important in Design Districts 1, 2, 4, 8, and the southwest portion of 3 where new buildings should fit with older structures that have traditional-styled windows. Architectural Elements Decks, Bay Windows, Arcades, Porches.

Architectural Elements: Decks, Bay Windows, Arcades, Porches Issue

Special elements in a building facade create a distinct character in an urban context. A bay window suggests housing, while an arcade suggests a public walkway with retail frontage. Each element must be designed for an appropriate urban setting and for public or private use. A building should incorporate special features that enhance its character and surroundings. Such features give a building a better defined "human scale."

Discussion

Requirements for specific architectural features should be avoided and variety encouraged. Building designs should incorporate one or more of the following architectural elements: arcade, balcony, bay window, roof deck, trellis, landscaping, awning, cornice, frieze, art concept, or courtyard. Insistence on design control should take a back seat to encouraging the use of such elements.

Guideline

Architectural building elements such as arcades, balconies, bay windows, roof decks, trellises, landscaping, awnings, cornices, friezes, art concepts, and courtyards should be encouraged.



Special Consideration for Downtown Kirkland

Pedestrian features should be differentiated from vehicular features; thus fenestration detailing, cornices, friezes, and smaller art concepts should be concentrated in Design Districts 1 and 2, while landscaping and larger architectural features should be concentrated in Design Districts 3, 5, 7, and 8.

Special Consideration for Totem Center

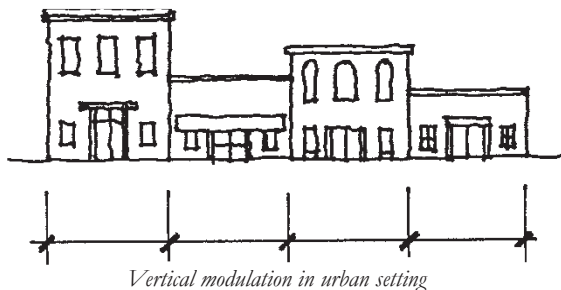
Balconies provide private open space, and help to minimize the vertical mass of structures. Residential building facades visible from streets and public spaces should provide balconies of a sufficient depth to appear integrated with the building and not “tacked on”.

Building Modulation – Vertical Issue

Vertical building modulation is the vertical articulation or division of an imposing building facade through architectural features, setbacks, or varying rooflines. Vertical modulation adds variety and visual relief to long stretches of development on the streetscape. By altering an elevation vertically, a large building will appear to be more of an aggregation of smaller buildings. Vertical modulation is well-suited for residential development and sites with steep topography.

Discussion

Urban design guidelines should address vertical modulation in order to eliminate monotonous facades. Vertical modulation may take the form of balcony setbacks, varied rooflines, bay windows, protruding structures, or vertical circulation elements – the technique used must be integral to the architecture.



Vertical modulation is important primarily in neighborhoods where topography demands a stepping down of structures. The vertical modulation of a large development project in a residential area can make the project appear to be more in scale with the existing neighborhood. Long facades can be vertically modulated to better conform to the layout and development pattern of single-family houses. The vertical modulation of buildings on steep slopes also provides terraced development rather than one single building block, thereby better reflecting the existing terrain.

Guideline

Vertical building modulation should be used to add variety and to make large buildings appear to be an aggregation of smaller buildings.



This building uses both horizontal and vertical modulation to add interest and reduce its visual bulk.

Special Considerations for Totem Center

Since greater heights are allowed in TL 1 than elsewhere in the city, the impacts of increased height are a concern. Impacts associated with taller buildings are generally ones of reduced open space and privacy, shadowing and loss of light.

Massing of development in slimmer but taller towers rather than in shorter, wider buildings presents an opportunity to create open space between existing buildings, particularly when buildings step back from property lines and neighboring structures. For new buildings to fit in to the existing setting, a balance between higher and lower structures should be maintained.

To preserve openness between structures, separation between towers, both on a development site and between adjacent properties, should be provided. The specific separation should be determined based on height, relation and orientation to other tall structures, configuration of building mass and solar access to public spaces.

Taller buildings or “towers” in TL 1 should have relatively compact floor plates. The use of towers above a two-three story podium creates a varied building footprint and the perception of a smaller overall building mass. When the building’s mass is instead concentrated in lower buildings with larger floor plates, greater emphasis should be placed on open space and plazas to provide relief at the pedestrian level.

Design treatments used in the upper portion of a building can promote visual interest and variety in the Totem Center skyline. Treatments that sculpt the facades of a building, provide for variety in materials, texture, pattern or color, or provide a specific architectural rooftop element can contribute to the creation of a varied skyline.

Special Considerations for Neighborhood Business Districts

Issue

and the Houghton/Everest Neighborhood Center

Because these districts are typically integrated into residential areas, the design should reflect the scale of the neighborhood by avoiding long façades without visual relief.

Guideline

Façades over 120 feet in length should incorporate vertical definition including substantial modulation of the exterior wall carried through all floors above the ground floor combined with changes in color and material.

Building Modulation – Horizontal

Issue

Horizontal building modulation is the horizontal articulation or division of larger building façades. The lower portion of a multi-story building should incorporate pedestrian-scale elements and a strong base. The top of the building should incorporate distinctive roof treatments. Elevations that are modulated with horizontal elements appear less massive than those with sheer, flat surfaces. Horizontal modulation is well suited to downtown areas and automobile-oriented streetscapes where the development of tall building masses is more likely.

Discussion

A lively urban character uses a variety of architectural forms and materials that together create an integrated pattern of development with recurring architectural features. Horizontal awnings, balconies, and roof features should be incorporated into new development provided that their appearance varies through the use of color, materials, size, and location.



Horizontal modulation elements: canopy, brick banding, and window details.

Guideline

Horizontal building modulation may be used to reduce the perceived mass of a building and to provide continuity at the ground level of large building complexes. Building design should incorporate strong pedestrian-oriented elements at the ground level and distinctive roof treatments.

Special Consideration for Downtown Kirkland

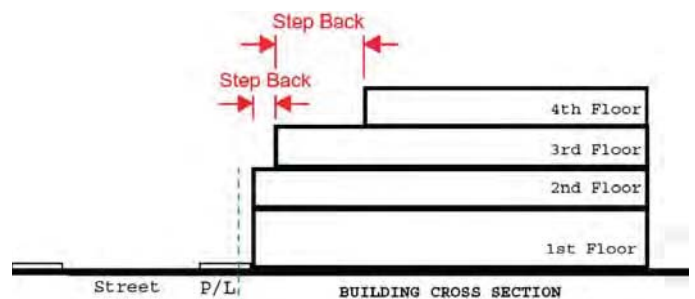
Large-scale developments, particularly east of the core area, should stress continuity in streetscape on the lower two floors. Setback facades and varied forms should be used above the second stories.

Special Consideration for Building Massing in Central Business District 1 (CBD 1A & 1B) - Upper Story Step Backs

and the Houghton/Everest Neighborhood Center

Issue

Taller buildings can negatively affect human scale at the street level and should be mitigated. Upper story step backs provide a way to reduce building massing for larger structures. An upper story building step back is the horizontal distance between a building façade and the building façade of the floor below.



By reducing mass at upper stories, visual focus is oriented towards the building base and the pedestrian experience. In addition, greater solar access may be provided at the street level due to the wider angle which results from the recessed upper stories



*Marina Heights*

Upper story step backs are appropriate in areas where taller buildings are allowed and imposing building facades at the sidewalk are intended to be avoided.

Discussion

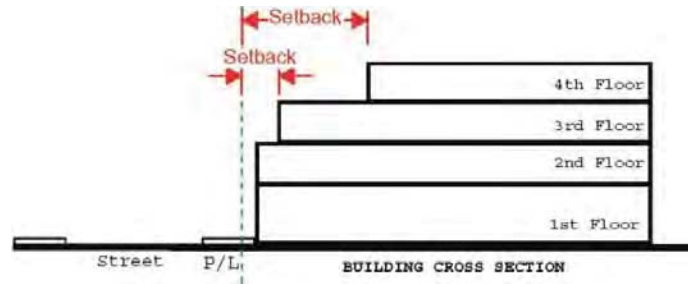
Design guidelines should address upper story step backs to improve the pedestrian experience and maintain human scale. When viewed from across the street, upper story step backs generally reduce perceived building massing and provide additional sunlight at the ground level. When viewed from the sidewalk immediately adjacent to the building, upper story step backs reduce the view of the upper stories and help maintain pedestrian scale by preventing large buildings from looming over the sidewalk.

Since the benefits of upper story step backs are primarily experienced from the public realm in front of buildings, the step backs should be located within a zone along the front property line.

Overly regimented building forms along front facades should be avoided to prevent undesirable building design. The arrangement of building step backs should create varied and attractive buildings consistent with the principles discussed in previous sections.

Upper story step backs also allow for additional eyes on the street in the form of decks and/or balconies. Upper story activities help improve the relationship of the building to the streetscape. Landscaping should also be incorporated at the upper stories to help soften building forms.

In order to quantify upper story step backs, measurement should be taken from the property line. Setback is the term used to describe the distance of a structure from the property line. By measuring from the pre-existing property line, setbacks provide for consistency in measurement and will account for projects where additional right-of-way is proposed or required along the property frontage for wider sidewalks and/or additional public open space.

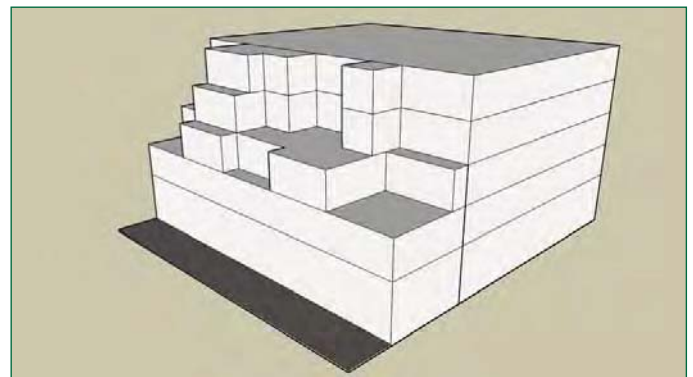


The required upper story setback should be allowed to be reduced if an equal amount of beneficial public open space is provided at the street level. A certain amount of building cantilevering over sidewalks may also be allowed if the pedestrian environment is not adversely affected.

The Kirkland Zoning Code establishes the requirements for upper story setbacks and provisions for allowing reductions to the required upper story setbacks in exchange for open space at the street level. The following guidelines are intended to provide the Design Review Board the tools to create varied and attractive buildings.

Guidelines - Upper Story Setbacks

- ◆ ***Buildings above the second story (or third story where applicable in the Downtown Plan) should utilize upper story step backs to create receding building forms as building height increases, allow for additional solar access, and maintain human scale at the street level.***
- ◆ ***The final arrangement of building mass should be placed in context with existing and/or planned improvements, solar access, important street corners, and orientation with the public realm.***
- ◆ ***A rigid stair step or “wedding cake” approach to upper story step backs is not appropriate.***
- ◆ ***Decks and/or balconies should be designed so that they do not significantly increase the apparent mass of the building within the required upper story setback area.***

*Varied step back approach*

- ◆ In addition to applying setbacks to upper stories, building facades should be well modulated to avoid blank walls and provide architectural interest.
- ◆ Along pedestrian oriented streets, upper story building facades should be stepped back to provide enough space for decks, balconies and other activities overlooking the street
- ◆ Landscaping on upper story terraces should be included where appropriate to soften building forms and provide visual interest.
- ◆ Continuous two or three story street walls should be avoided by incorporating vertical and horizontal modulations into the building form.
- ◆ Limited areas of vertical three, four, or five story walls can be used to create vertical punctuation at key facades. Special attention to maintain an activated streetscape is important in these areas.
- ◆ For properties on Park Lane which front multiple streets and upper story setbacks are proposed to be averaged, concentration of upper story building mass along Park Lane should be avoided.

Guideline - Open Space at Street Level

Reductions to required upper story setbacks may be appropriate where an equal amount of beneficial public open space is created at the street level consistent with the following principles:

- ◆ Public open space should be open to the sky except where overhead weather protection is provided (e.g. canopies and awnings).
- ◆ The space should appear and function as public space rather than private space.
- ◆ A combination of lighting, paving, landscaping and seating should be utilized to enhance the pedestrian experience within the public open space.
- ◆ Public open space should be activated with adjacent shops, outdoor dining, art, water features, and/or landscaping while still allowing enough room for pedestrian flow.
- ◆ Where substantial open space “trade-offs” are proposed, site context should be the primary factor in the placement of the public open space (e.g. important corners, solar access.)

Guideline - Building Cantilevering Over Sidewalks

for CBD 1A & 1B only

Buildings may be allowed to cantilever over sidewalks if a sidewalk dedication and/or easement is required consistent with following guidelines:

- ◆ The total length of cantilevered portions of a building should be no more than 1/3rd of the entire length of the building façade. The cantilevered portions of a building should be spread out and not consolidated in a single area on the building façade.
- ◆ Unobstructed pedestrian flow should be maintained through the subject property to adjoining sidewalks.
- ◆ Space under the building cantilever should appear and function as part of the public realm.
- ◆ The sense of enclosure is minimized.

Special Considerations for Neighborhood Business Districts

Issue

Where buildings are close to the street in these neighborhood areas, vertical building massing can negatively affect human scale at the street level. Upper story step backs provide a way to reduce building massing. An upper story building step back is the horizontal distance between a building façade and the building façade of the floor below.

Guideline

Above the ground floor, buildings should utilize upper story step backs to create receding building forms as building height increases. Rather than a rigid stair step approach, varied step back depths and heights should be used to create well modulated façades and usable decks and balconies overlooking the street.

Issue

Within the South Rose Hill Neighborhood Plan, additional mitigation of scale impacts is called for.

Guideline

Building height, bulk, modulation, and roofline design should reflect the scale and character of adjoining single-family development.



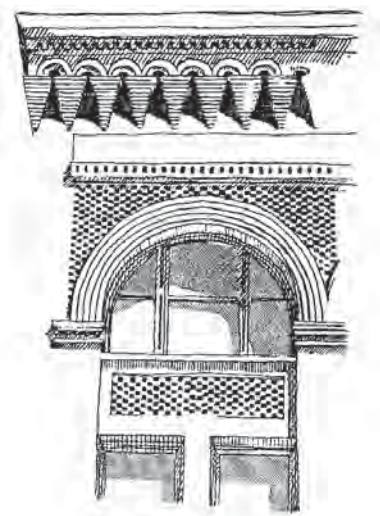
Building Material Color and Detail

Introduction

Many historic cities and towns owe much of their charm to a limited palette of building materials. One thinks of how the white clapboard houses of a New England village or the tile-roofed structures of an Italian hill town provide a more unified, consistent visual character. Today, there is a wide spectrum of building materials available, and modern towns such as Kirkland feature a variety of materials and colors. Architects have demonstrated that materials often considered unattractive, such as cinderblocks or metal siding, can be successfully used in attractive, high-quality buildings.

When buildings are seen from a distance, the most noticeable qualities are the overall form and color. If we take the typical building in Kirkland to be 100' wide and 35' tall, then we must be at least 200' away from the building for it to fit within our cone of vision so that we can perceive its overall shape. At that distance, windows, doors, and other major features are clearly visible.

However, as we approach the building and get within 60' to 80' from the building (approximately the distance across a typical downtown street), we notice not so much the building's overall form as its individual elements. When we get still closer, the most important aspects of a building are its design details, texture of materials, quality of its finishes, and small, decorative elements. In a pedestrian-oriented business district, it is essential that buildings and their contents be attractive up close.



Therefore, these design guidelines are intended to allow a variety of materials and colors, but direct the use of certain materials so that their application does not significantly detract from design consistency or quality. Most of the regulations in the Zoning Code deal with the application of specific materials such as metal siding and cinderblocks so that their potentially negative characteristics are minimized. In addition, the guidelines include guidelines and regulations that require all buildings to incorporate design details and small-scale elements into their facades.

Ornament and Applied Art

Issue

Ornament and applied art add quality, visual interest, and a sense of human scale to the built environment. It is necessary to understand the place and appropriateness of ornament in order to maintain a cohesive and integrated urban setting.

Discussion

Ornament and applied art can be used to emphasize the edges and transition between public and private space, and between walls to ground, roof to sky, and architectural features to adjacent elements. Ornament may consist of raised surfaces, painted surfaces, ornamental or textured banding, changing of materials, or lighting. Therefore, buildings should incorporate art features that emphasize architectural elements and connections. Ornament should also maintain a cohesive relationship to its setting, emphasizing its connection to the surrounding space.

Guideline

Ornament and applied art should be integrated with the structures and the site environment and not haphazardly applied. Significant architectural features should not be hidden, nor should the urban context be overshadowed. Emphasis should be placed on highlighting building features such as doors, windows, eaves, and on materials such as wood siding and ornamental masonry. Ornament may take the form of traditional or contemporary elements. Original artwork or hand-crafted details should be considered in special areas.



Special Considerations for the Market Street Corridor

Emphasis on building features such as doors, windows, cornice treatment, bricks and ornamental masonry should be taken into consideration when designing new or remodeled buildings in the historic district. These features should be in keeping with the building materials, colors and details of the existing historic buildings.

Color

Issue

Color bolsters a sense of place and community identity (e.g., white New England villages, adobe-colored New Mexico towns, limestone Cotswold villages). Kirkland should consider emphasizing the existing color scheme and developing a unified design identity.

Discussion

A variety of colors should be used in Kirkland. By no means should design be limited by overly-restrictive guidelines dictating color use. Based on Kirkland's existing color scheme, the following general guidelines can prevent garish, incongruous colors from being inappropriately applied or juxtaposed to more subdued earth tones and colors.

- ◆ Where appropriate, use the natural colors of materials such as brick, stone, tile, and stained wood (painted wood is acceptable).
- ◆ Use only high-quality coatings for concrete.
- ◆ Emphasize earth tones or subdued colors such as barn red and blue-gray for building walls and large surfaces.
- ◆ Reserve bright colors for trim or accents.
- ◆ Emphasize dark, saturated colors for awnings, and avoid garish and light colors that show dirt.
- ◆ Avoid highly-tinted or mirrored glass (except stained-glass windows).
- ◆ Consider the color of neighboring buildings when selecting colors for new buildings.

Guideline

Color schemes should adhere to the guidelines enumerated above. The use of a range of colors compatible within a coordinated color scheme should be encouraged.

Special Consideration for Houghton/Everest Neighborhood Center

The corner of NE 68th Street and 108th Avenue NE provides a gateway to the Neighborhood Center. Buildings at this corner should be designed to enhance this gateway with elements such as building setbacks and step backs, as architectural features, public open space, view preservation and art (see also Design Guidelines for Entry Gateway Features). Building frontages should encourage street level pedestrian activity.

Street Corners

Issue

Street corners provide special opportunities for visual punctuation and an enhanced pedestrian environment. Buildings on corner sites should incorporate architectural design elements that create visual interest for the pedestrian and provide a sense of human proportion and scale.

Discussion

Corners are crossroads and provide places of heightened pedestrian activity. Rob Krier notes that: "The corner of a building is one of the most important zones and is mainly concerned with the mediation of two facades." Corners may be accentuated by towers and corner building entrances.



Guideline

Buildings should be designed to architecturally enhance building corners.

Special Consideration for Downtown Kirkland

Special attention should be paid to both the design and detailing of new buildings on corner sites in the pedestrian oriented design districts. Existing buildings could incorporate some of these elements (human-scale and visual punctuation) through the use of such elements as awnings and well-designed signs at the corner.

Downtown Kirkland has several "T" intersections, and the building located at the terminus of the street view corridor presents a high-visibility opportunity for special architectural treatment.

The corner of Central Way and Third Street marks a prominent gateway to the core area as well as the Downtown Transit Center and deserves special design emphasis.



Signs

Issues

Kirkland's Zoning Code regulates signs throughout the city in order to create a high-quality urban environment. Automobile-oriented signs typically found on commercial strips can be overpowering and obtrusive. Pedestrian signs are smaller and closer to viewers; thus, creative, well-crafted signs are more cost effective than large signs mounted high on poles.

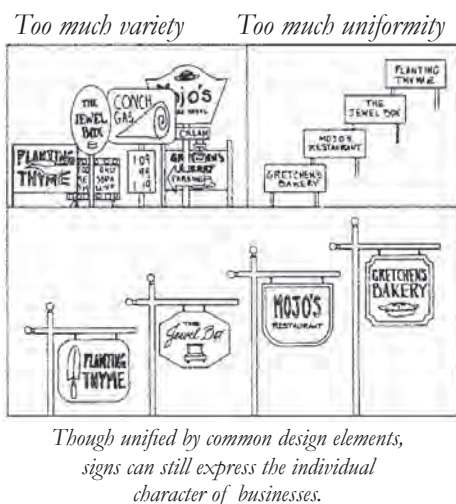
Signs should be an integral part of a building's facade. The location, architectural style, and mounting of signs should conform with a building's architecture and not cover up or conflict with its prominent architectural features. A sign's design and mounting should be appropriate for the setting.

Discussion

Pedestrian-oriented signs are most effective when located within 15' of the ground plane. Three-inch-high letters can be read at 120' and 6" letters read at 300'. Large lettering is not necessary. The signs should be aligned to people on sidewalks and not automobile drivers. "Blade" signs or single signs hanging below canopies or small signs located on canopies or awnings are effective.

Signs with quality graphics and a high level of craftsmanship are important in attracting customers. Sculpted signs and signs that incorporate artwork add interest. Signs with front lighting and down lighting (but not internal lighting) are recommended. Neon signs are appropriate when integrated with the building's architecture.

Generic, internally-lit "can" signs that are meant to be set anywhere are not appropriate. Ground-mounted signs should feature a substantial base and be integrated with the landscaping and other site features. Mounting supports should reflect the materials and design character of the building or site elements or both.



Guidelines

- ◆ All signs should be building-mounted or below 12' in height if ground mounted. Maximum height is measured from the top of the sign to the ground plane.
- ◆ No off-premises commercial signs, except public directional signs, should be permitted. No billboards should be permitted.
- ◆ Signs for individual parking stalls should be discouraged. If necessary, they should not be higher than necessary to be seen above bumpers. Parking lot signs should be limited to one sign per entrance and should not extend more than 12' above the ground.
- ◆ Neon signs, sculptural signs, and signs incorporating artwork are encouraged.
- ◆ Signs that are integrated with a building's architecture are encouraged.
- ◆ Shingle signs and blade signs hung from canopies or from building facades are encouraged.
- ◆ Traditional signs such as barber poles are encouraged.

Special Considerations for Downtown Kirkland

- ◆ The Downtown Plan's mandate for high-quality development should also be reflected in sign design.
- ◆ No internally lit plastic-faced or can signs should be permitted.
- ◆ All signs in the downtown should be pedestrian-oriented. Master-planned sites such as Parkplace may also include signs oriented to automobile traffic for the whole complex.

Special Considerations for Totem Center

- ◆ Signs within the TL2 should be coordinated through a sign package for the entire property.

Special Considerations for the Market Street Corridor

Electrical signs are not allowed along the Market Street Corridor. Signs within the historic district should reflect the historic nature of the buildings in the area.



Natural Features

Introduction

General

An important aspect of a pedestrian-oriented business district is its physical setting. Natural features of a place are key to residents' and visitors' perception. This section lays out guidelines which serve to merge the design of structures and places with the natural environment. It discusses concepts behind new landscaping as well as the maintenance and protection of existing natural features.

Special Considerations for Downtown Kirkland

A primary goal stated in the Downtown Plan's Vision Statement is to "clarify Downtown's natural physical setting." Besides its excellent waterfront, Downtown Kirkland's most important natural feature is its bowl-shaped topography which provides views down from the heights and views from the downtown of the wooded hillsides surrounding the district. The valley topography also helps to define the downtown's edges and facilitates the transition from largely commercial activities in the valley floor to the mostly residential areas in the uplands. Although Peter Kirk Park is a man-made open space, it too provides a naturalizing function.

Special Considerations for Juanita Business District

The underlying goal of redevelopment in the business district is to create a neighborhood-scale, pedestrian district which takes advantage of the amenities offered by Juanita Bay.

Special Considerations for Totem Center

An important goal in the Totem Lake Neighborhood Plan is to establish a "greenway" extending in an east/west direction across the neighborhood. Portions of the greenway follow Totem Lake Boulevard, along the western boundary of TL 2. Properties abutting the designated greenbelt should be landscaped with materials that complement the natural areas of the greenway where possible.

Visual Quality of Landscapes

Issue

The relationship between landscaping and architecture is symbiotic; plant materials add to a building's richness, while the building points to the architectural qualities of the landscaping.

Discussion

Foliage can soften the hard edges and improve the visual quality of the urban environment. Landscaping treatment in the urban environment can be categorized as a *pedestrian/ auto, pedestrian, or building landscape*.



The Pedestrian/Auto Landscape applies to where the pedestrian and auto are in close proximity. Raised planting strips can be used to protect the pedestrian from high-speed and high-volume traffic. Street trees help create a hospitable environment for both the pedestrian and the driver by reducing scale, providing shade and seasonal variety, and mitigating noise impacts.

The Pedestrian Landscape offers variety at the ground level through the use of shrubs, ground cover, and trees. Pedestrian circulation, complete with entry and resting points, should be emphasized. If used effectively, plant materials can give the pedestrian visual cues for moving through the urban environment. Plant materials that provide variety in texture, color, fragrance, and shape are especially desirable.

The Building Landscape. Landscaping around urban buildings – particularly buildings with blank walls – can reduce scale and add diversity through pattern, color, and form.

Examples of how landscaping is used to soften and enhance the visual quality of the urban environment include:

- ◆ Dense screening of parking lots;
- ◆ Tall cylindrical trees to mark an entry;



- ◆ Continuous street tree plantings to protect pedestrians;
- ◆ Several clusters of dense trees along long building facades;
- ◆ Cluster plantings at focal points;
- ◆ Parking with trees and shrubs planted internally as well as on the perimeter.

Guidelines

The placement and amount of landscaping for new and existing development should be mandated through design standards. Special consideration should be given to the purpose and context of the proposed landscaping. The pedestrian/auto landscape requires strong plantings of a structural nature to act as buffers or screens.

The pedestrian landscape should emphasize the subtle characteristics of the plant materials. The building landscape should use landscaping that complements the building's favorable qualities and screens its faults.

Special Consideration for North Rose Hill Business District

A dense landscape buffer should be utilized to provide a transition separating commercial uses from adjoining single family or multi-family residential uses.

Special Consideration for Totem Center

Within TL 1, special landscaping elements such as gateways, arches, fountains and sculptures should be incorporated, in order to create a lively streetscape and provide visual interest along the street edge. Where possible, existing mature landscaping should be retained and incorporated into new development to soften the impact of increased site coverage and preserve the green character of the area.

Protection and Enhancement of Wooded Slopes

Issue

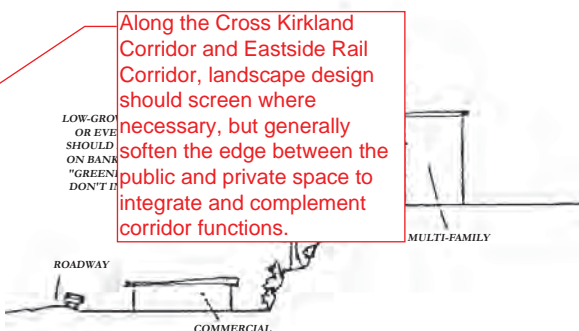
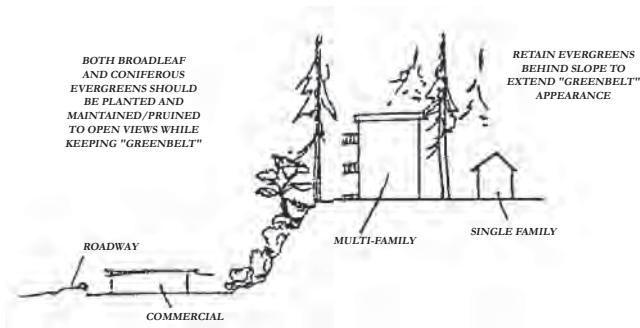
Topography provides opportunities for natural screening that maintains views.

Discussion

New plantings on wooded slopes should be selected for their slender, open growth pattern. Limbing-up and thinning-out branches should also be allowed to maintain views while keeping the character of the wooded hillsides. Weed species should be removed and replaced with appropriate native species. Wooded slopes can:

- ◆ Reduce visual impacts of the urban environment.

- ◆ Separate uses by providing a transition zone.
- ◆ Mitigate urban noise and air pollution for upland uses.
- ◆ Provide wildlife habitat.



Guidelines

Vegetation on slopes should be preserved and maintained as a buffer using native vegetation wherever possible.

New multifamily and single-family residential developments on slopes should be required to retain about 30 percent of the site in wooded open space and inventoried significant trees. Tree removal or enhancement can be determined by the use and site design.

Property owners of lowlands should be sensitive to upland uses and enhance hillsides to maintain existing views. Deciduous trees should be restricted to small varieties; coniferous evergreens should be thinned-out or limbed-up to allow for views from adjoining properties.

In developments above view slopes, coniferous evergreens should be incorporated into the site back from the slope to give continuity with the wooded slope. The back sides of commercial lots at the base of hillsides should be planted to screen upland properties from unsightly views of rooftops.



Special Consideration for Downtown Kirkland

Using and enhancing existing wooded slopes is especially important to Kirkland's natural setting. The hillsides surrounding Downtown Kirkland can provide a "ring of green." As vegetation ascends the slope it provides a "greenbelt" effect. The proper maintenance or enhancement of such slopes need not disrupt view corridors of upland properties.

Special Consideration for Juanita Business District

The views of wooded hillsides surrounding the Juanita Business District are a local asset that can be used to upgrade the area's visual impact.

Height Measurement on Hillsides

Issue

Maintaining views and enhancing natural land forms is important to the design character of Kirkland. The scale relationships of built forms to their terrain should minimize visual barriers to views and lessen the impact on surrounding neighborhoods. In order to promote responsible design, building height restrictions should permit a development envelope that conforms to the terrain. Terracing, the stepping down of horizontal elements, is an effective way to develop hillsides and maintain views.

Discussion

The visual character of a landscape should be reflected in the buildings. Buildings that do not conform to steep inclines detract from the natural features of the site and should be avoided. In contrast, buildings that use the terrain as an opportunity for variation in the built form easily fit into their setting without disruption. Terracing a building to roughly parallel the slope of a site will create a building envelope that follows the contour of its property. Terraced roof decks, modulated roofs, and sloped roofs can carry out this objective.



Terraced buildings reflect the hillside topography ringing Kirkland's Downtown.

Guideline

The top of the building should roughly follow the slope of the existing terrain.

Views of Water

Issue

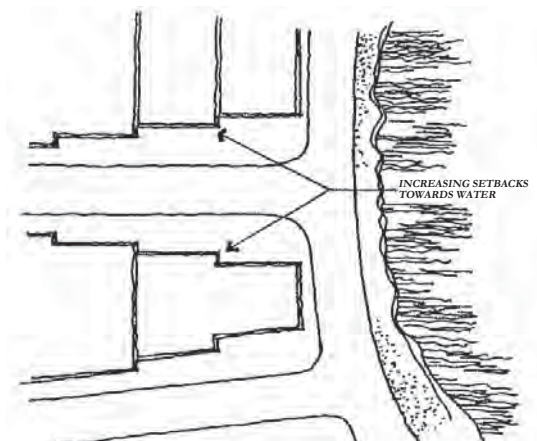
Views of Lake Washington give Kirkland its sense of place within the regional context. The waterfront remains an exceptional resource that should be better linked to nearby districts. A water view is a recurring reminder of the direction, function, and origin of Kirkland.

Discussion

Views may be considered in three ways. The *distant panorama* may be seen from one-quarter to more than one mile away. Development has eliminated most of Kirkland's panoramic views; remaining views should be protected. *View corridors* are places where an avenue between buildings creates a slotted visual path allowing a glimpse of the water beyond. *Proximity views* are those adjacent to and within one block away from the waterfront; they extend the waterfront's character. Each type of view is critical to Kirkland's urban design character.

View corridors and panoramic views from higher ground can be protected by height restrictions and limitations on rooftop clutter. Existing structures in some areas block views of the Lake. With renovation of existing structures, opening up of views should be encouraged. New development should respect the existing view corridors.

Proximity views require much larger fields of vision, therefore, development should remain a comfortable distance from the shore and be set back along view corridors. This will allow views of the water to widen from increasingly closer distances and will eliminate an abrupt change between development and shoreline.



Guideline

Existing views should be maintained. This can be accomplished by widening setbacks as development approaches the water. Buildings should step down hillsides. Buildings and rooftop appurtenances should be placed perpendicular to the water in order to safeguard views.

Special Consideration for Juanita Business District

View corridors to the Lake should be explored through new development in the business district. Existing residential views and view opportunities through Juanita Beach Park and down public streets should be preserved.

Culverted Creeks

Issue

Often stream beds fall victim to progress and their stream banks are reduced to a drain pipe. One way to further the objective of clarifying the natural physical setting is to reopen stream beds wherever possible.

Guideline

Opportunities should be sought to restore portions of culverted creeks to their natural state.

Special Consideration for Downtown Kirkland

A former stream bed, now enclosed in culverts, flows through the center of downtown from 6th Street, through Peter Kirk Park, just south of Central Way and into Marina Park. A restored stream bed could be incorporated in the parks and other public sites, and possibly on private property.

Special Considerations for Totem Center

One channel of the Totem Lake tributary extends along I-405, west of Totem Lake Boulevard in a culvert to Totem Lake. If it is feasible, restoration of this stream bed could be incorporated into the “greenway” design developed for this segment of Totem Lake Boulevard. Another tributary of Juanita Creek runs across the northwest section of Totem Center, with portions in a culvert and other portions remaining in an open stream bed. Redevelopment of these properties could include restoration of the culverted portions of the stream as an amenity provided on site.

Special Consideration for Houghton/ Everest Neighborhood Center
Buildings, landscaping and street
scape features along the NE 68th
Street corridor should be designed to
preserve views from the public right-of-
way. Public spaces should be oriented
to take advantage of views when
possible.



Table LU-2
Residential Densities and Comparable Zones

General Residential Densities	Residential Densities as Specified in Comprehensive Plan in Dwelling Units per Net Acre (d/a)	Comparable Zoning Classification
GREENBELT/URBAN SEPARATOR	Up to 1 d/a	RSA – 1
LOW DENSITY	Up to 1 d/a	RS – 35,000, RSX – 35,000
	Up to 3 d/a	RS – 12,500, RSX – 12,500
	4 – 5 d/a	RS – 8,500, RSX – 8,500, RS – 7,200, RSX – 7,200, RSA – 4
	6 d/a	RS – 7,200, RSX – 7,200, RSA – 6
	7 d/a	RS – 6,300
	8 – 9 d/a	RS – 5,000, RSX – 5,000, RSA – 8
MEDIUM DENSITY	8 – 9 d/a	RM – 5,000, RMA – 5,000
	10 – 14 d/a	RM – 3,600, RMA – 3,600
HIGH DENSITY	15 – 18 d/a	RM – 2,400, RMA – 2,400, BNA
	19 – 24 d/a	RM – 1,800, RMA – 1,800, BNA
	48 d/a	BN, MSC 2
	<u>More than 48 d/a</u>	<u>HENC 2</u>

.130 Clustered Development

The grouping or attaching of buildings in such a manner as to achieve larger aggregations of open space than would normally be possible from lot by lot development at a given density.

.135 Code (this)

The code of the City of Kirkland adopted as KMC Title 23.

.140 Commercial Recreation Area and Use

A commercial recreational facility, including swimming pools, tennis courts, play facilities and/or other similar uses.

.142 Commercial Use

A place of employment or a commercial enterprise that meets the definition of office use, retail establishment, restaurant or tavern, or entertainment, cultural and/or recreational facility.

.145 Commercial Zones

The following zones: BN; BNA; BC; BC 1; BC 2; BCX; CBD; JBD 1; JBD 2; JBD 4; JBD 5; JBD 6; MSC 2; MSC 3; NRH 1A; NRH 1B; NRH 4; RH 1A; RH 1B; RH 2A; RH 2B; RH 2C; RH 3; RH 5A; RH 5B; RH 5C; RH 7; TL 2; TL 4A; TL 4B; TL 4C; TL 5; TL 6A; TL 6B; TL 8; YBD 2; YBD 3.

HENC 143

.150 Common Recreational Open Space Usable for Many Activities

Any area available to all of the residents of the subject property that is appropriate for a variety of active and passive recreational activities, if that area:

1. Is not covered by residential buildings, parking or driving areas; and
2. Is not covered by any vegetation that impedes access; and
3. Is not on a slope that is too steep for the recreational activities.

.153 Community Facility

A use which serves the public and is generally of a public service, noncommercial nature, such as food banks, clothing banks, and other nonprofit social service organizations.

.155 Community Recreation Area or Clubhouse

An area devoted to facilities and equipment for recreational purposes, swimming pools, tennis courts, playgrounds, community club houses and other similar uses maintained and operated by a nonprofit club or organization whose membership is limited to the residents within a specified geographic area.

.160 Comprehensive Plan

The Comprehensive Plan of the City, listing the goals and policies regarding land use within the city.

idents share bathroom and/or kitchen facilities. "Residential suites" does not include dwelling units, assisted living facility, bed and breakfast house, convalescent center, nursing home, facility housing individuals who are incarcerated as the result of a conviction or other court order, or secure community transition facility. For purposes of zones where minimum density or affordable housing is required, each living unit shall equate to one (1) dwelling unit.

.780 Residential Use

Developments in which persons sleep and prepare food, other than developments used for transient occupancy.

.785 Residential Zone

The following zones: RS 35; RSX 35; RS 12.5; RSX 12.5; RS 8.5; RSX 8.5; RSA 8; RS 7.2; RSX 7.2; RS 6.3; RSA 6; RS 5.0; RSX 5.0; RSA 4; RSA 1; RM 5.0; RMA 5.0; RM 3.6; RMA 3.6; RM 2.4; RMA 2.4; RM 1.8; RMA 1.8; WD I; WD II; WD III; TL 1B; TL 9B; TL 11; PLA 2; PLA 3B; PLA 3C; PLA 5A, D, E; PLA 6A, C, D, E, F, H, I, J, K; PLA 7A, B, C; PLA 9; PLA 15B; PLA 16; PLA 17.

HENC 2

.790 Restaurant or Tavern

Commercial use which sells prepared food or beverages and where the seating and associated circulation areas exceed 10 percent of the gross floor area of the use.

.795 Retail Establishment

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. The sale and consumption of food are included if: (a) the seating and associated circulation area does not exceed more than 10 percent of the gross floor area of the use, and (b) it can be demonstrated to the City that the floor plan is designed to preclude the seating area from being expanded.

.800 Retention of Storm Water

The collection of water, due to precipitation, in a given area and the dispersal of these waters through the natural process of groundwater recharge and evaporation or the incorporation of this collection area into a natural stream and lake system and setting.

.805 Right-of-Way

Land dedicated primarily to the movement of vehicles and pedestrians and providing for primary access to adjacent parcels. Secondly, the land provides space for utility lines and appurtenances and other publicly owned devices.

.810 Right-of-Way Realignment

The changing of the horizontal position of the right-of-way.

.815 Roofline

The line formed by the outside of the gable of the roof, or if the roof is flat or mansard, the top of the roof or mansard.

10.25 Zoning Categories Adopted

The City is divided into the following zoning categories:

<u>Zoning Category</u>	<u>Symbol</u>
1. Single-Family Residential Zones	RS, RSA and RSX (followed by a designation indicating minimum lot size per dwelling unit or units per acre)
2. Multifamily Residential Zones	RM and RMA (followed by a designation indicating minimum lot size per dwelling unit)
3. Professional Office/Residential Zones	PR and PRA (followed by a designation indicating minimum lot size per dwelling unit)
4. Professional Office Zones	PO
5. Waterfront Districts	WD (followed by a designation indicating which Waterfront District)
6. Yarrow Bay Business District	YBD (followed by a designation indicating which sub-zone within the Yarrow Bay Business District)
7. Neighborhood Business	BN and BNA
8. Community Business	BC, BC 1, BC 2 and BCX
9. Central Business District	CBD (followed by a designation indicating which sub-zone within the Central Business District)
10. Juanita Business District	JBD (followed by a designation indicating which sub-zone within the Juanita Business District)
11. Market Street Corridor	MSC (followed by a designation indicating which sub-zone within the Market Street Corridor)
12. North Rose Hill Business District	NRH (followed by a designation indicating which sub-zone within the North Rose Hill Business District)
13. Rose Hill Business District	RH (followed by a designation indicating which sub-zone within the Rose Hill Business District)
14. Business District Core (BDC) and Totem Lake Business District (TLBD)	TL (followed by a designation indicating which sub-zone within Business District Core (BDC) or the Totem Lake Business District)
15. Light Industrial Zones	LIT, TL 7B
16. Planned Areas	PLA (followed by a designation indicating which Planned Area, and in some cases, which sub-zone within a Planned Area)
17. Park/Public Use Zones	P

(Ord. 4495 § 2, 2015; Ord. 4333 § 1, 2011; Ord. 4196 § 1, 2009; Ord. 4121 § 1, 2008; Ord. 4037 § 1, 2006; Ord. 4030 § 1, 2006; Ord. 3972 § 1, 2004; Ord. 3889 § 2, 2003)

10.30 Overlay Designations Adopted

The following overlay zones apply in various areas:

<u>Overlay Zoning Category</u>	<u>Symbol</u>
1. Holmes Point Overlay Zone	"HP"
2. Adult Activities Overlay Zone	"AE"
3. Historic Landmark Overlay Zone	"HL"
4. Equestrian Overlay Zone	"EQ"

9.5 Houghton Everest Neighborhood Center.
HENC (followed by a designation indicating which sub-zone within the HENC)

Kirkland Zoning Code

25.05

CHAPTER 25 – HIGH DENSITY RESIDENTIAL ZONES (RM 2.4; RMA 2.4; RM 1.8; RMA 1.8; PLA 5A, PLA 5D, PLA 5E; PLA 6A, PLA 6D, PLA 6I, PLA 6J; PLA 7A, PLA 7B)

^
HENC 2

Sections:

25.05	User Guide
25.05.010	Applicable Zones
25.05.020	Common Code References
25.10	General Regulations
25.10.010	All High Density Residential Zones
25.10.020	RM, RMA Zones
25.10.030	PLA 5A Zones
25.10.040	PLA 5D Zones
25.10.050	PLA 5E Zones
25.10.060	PLA 6A Zones
25.10.070	PLA 6I Zones
25.20	Permitted Uses
25.30	Density/Dimensions
25.40	Development Standards
25.05	<u>User Guide</u>

25.10.080 HENC 2 Zone

- Step 1. Check that the zone of interest is included in KZC 25.05.010, Applicable Zones. If not, select the chapter where it is located.
- Step 2. Refer to KZC 25.05.020, Common Code References, for relevant information found elsewhere in the code.
- Step 3. Refer to the General Regulations in KZC 25.10 that apply to the zones as noted.
- Step 4. Find the Use of interest in the Permitted Uses Table in KZC 25.20 and read across to the column pertaining to the zone of interest. If a Use is not listed in the table, it is not allowed. A listed use is permitted unless "NP" (Not Permitted) is noted for the table. Note the Required Review Process and Special Regulations that are applicable. There are links to the Special Regulations listed immediately following the table (PU-1, PU-2, PU-3, etc.).
- Step 5. Find the Use of interest in the Density/Dimensions Table in KZC 25.30 and read across the columns. Note the standards (Minimum Lot Size, Required Yards, Maximum Lot Coverage, and Maximum Height of Structure) and Special Regulations that are applicable. There are links to the Special Regulations listed immediately following the table (DD-1, DD-2, DD-3, etc.).

25.05

Kirkland Zoning Code

Step 6. Find the Use of interest in the Development Standards Table in KZC 25.40 and read across the columns. Note the standards (Landscape Category, Sign Category, and Required Parking Spaces) and Special Regulations that are applicable. There are links to the Special Regulations listed immediately following the table (DS-1, DS-2, DS-3, etc.).

Note: Not all uses listed in the Density/Dimensions and Development Standards Tables are permitted in each zone addressed in this chapter. Permitted uses are determined only by the Permitted Uses Table.

25.05.010 Applicable Zones

This chapter contains the regulations for uses in the high density residential zones of the City:

RM 2.4; RMA 2.4; RM 1.8; RMA 1.8; PLA 5A, D, E; PLA 6A, D, I, J; PLA 7A, B.

25.05.020 Common Code References

HENC 2

1. Refer to Chapter 1 KZC to determine what other provisions of this code may apply to the subject property.
2. Public park development standards will be determined on a case-by-case basis. See KZC 45.50.
3. Review processes, density/dimensions and development standards for shoreline uses can be found in Chapter 83 KZC, Shoreline Management.
4. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities, and activities associated with Assisted Living Facility; Detached, Attached or Stacked Dwelling Units; and Detached Dwelling Unit uses.
5. Chapter 115 KZC contains regulations regarding common recreational space requirements for Detached, Attached or Stacked Dwelling Units uses.
6. Development adjoining the Cross Kirkland Corridor or Eastside Rail Corridor shall comply with the standards of KZC 115.24.
7. Structures located within 30 feet of a parcel in a low density zone or a low density use in PLA 17 shall comply with additional limitations on structure size established by KZC 115.136.
8. A hazardous liquid pipeline extends through or near the RMA 2.4 and RMA 3.6 zones in the vicinity of 136th Avenue NE. Refer to Chapter 118 KZC for regulations pertaining to properties near hazardous liquid pipelines.

(Ord. 4476 § 2, 2015)

Kirkland Zoning Code**25.10****25.10 General Regulations****25.10.010 All High Density Residential Zones**

The following regulations apply to all uses in these zones unless otherwise noted:

1. Developments creating four or more new dwelling units shall provide at least 10 percent of the units as affordable housing units as defined in Chapter 5 KZC. Two additional units may be constructed for each affordable housing unit provided. In such cases, the minimum lot size listed in the Use Regulations shall be used to establish the base number of units allowed on the site, but shall not limit the size of individual lots. See Chapter 112 KZC for additional affordable housing incentives and requirements.

25.10.020 RM, RMA Zones

1. If the subject property is located east of JBD 2 and west of 100th Avenue NE, the following regulation applies:

Must provide a public pedestrian access easement if the Planning Official determines that it will furnish a pedestrian connection or part of a connection between 98th Avenue NE and 100th Avenue NE. Pathway improvements will also be required if the easement will be used immediately. No more than two complete connections shall be required.

2. If the subject property is located within the North Rose Hill neighborhood, east of Slater Avenue NE and north of NE 116th Street, the minimum required front yard is 10 feet. Ground floor canopies and similar entry features may encroach into the front yard; provided, the total horizontal dimension of such elements may not exceed 25 percent of the length of the structure. No parking may encroach into the required 10-foot front yard.
3. Any required yard abutting Lake Washington Boulevard or Lake Street South must be increased two feet for each one foot the structure exceeds 25 feet above average building elevation. (Does not apply to Piers, Docks, Boat Lifts and Canopies Serving Detached, Attached or Stacked Dwelling Units and Public Park uses).
4. If the property is located in the NE 85th Street Subarea, the following shall apply:
 - a. If the subject property is located south of NE 85th Street between 124th Avenue NE and 120th Avenue NE, the applicant shall to the extent possible save existing viable significant trees within the required landscape buffer separating nonresidential development from adjacent single-family homes.
 - b. If the subject property is located directly north of the RH 4 zone, the applicant shall install a through-block pedestrian pathway pursuant to the standards in KZC 105.19 to connect an east-west pedestrian pathway designated in the Comprehensive Plan between 124th Avenue NE and 120th Avenue NE. (See Plate 34K).
5. May not use lands waterward of the ordinary high water mark to determine lot size or to calculate allowable density.
6. Residential uses may have an associated private shoreline park that is commonly owned and used by residents and guests.

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7. For properties within the jurisdiction of the Shoreline Management Act that have a shoreline setback requirement as established in Chapter 83 KZC and the setback requirement is met, the minimum required front yard is either: 10 feet or the average of the existing front yards on the properties abutting each side of the subject property. For the reduction in front yard, the shoreline setback is considered conforming if a reduction in the required shoreline setback is approved through KZC 83.380. This regulation does not pertain to the School or Day-Care Center uses that accommodate 50 or more students or children.

25.10.030 PLA 5A Zones

1. If the subject property abuts the 4th Avenue right-of-way or the easterly extension of the alignment of that right-of-way to 10th Street, the following regulations apply:
 - a. The City may require the applicant to dedicate and improve land as shown in the Public Improvements Master Plan adopted by the City for this area.
 - b. Any required yard of the subject property abutting the 4th Avenue right-of-way or the easterly extension of that right-of-way will be regulated as a front yard.
 - c. Service and parking areas must, to the maximum extent possible, be located and oriented away from the 4th Avenue right-of-way unless primary vehicular access to the subject property is directly from that right-of-way.

(Does not apply to Public Utility, Government Facility or Community Facility and Public Park uses).

25.10.040 PLA 5D Zones

1. Any portion of a structure that exceeds 30 feet above average building elevation must be set back from the front property line one foot for each one foot that the portion of the structure exceeds 30 feet above average building elevation (does not apply to Detached Dwelling and Public Park uses).
2. The minimum setback from a lot containing a low density use within PLA 5A of any structure that exceeds 30 feet above average building elevation is twice the height of that structure as measured on the side of the structure closest to the lot containing a low density use within PLA 5A (does not apply to Detached Dwelling and Public Park uses).
3. If the subject property abuts the 4th Avenue right-of-way or the easterly extension of the alignment of that right-of-way to 10th Street, the following regulations apply:
 - a. The City may require the applicant to dedicate and improve land as shown in the Public Improvements Master Plan adopted by the City for this area.
 - b. Any required yard of the subject property abutting the 4th Avenue right-of-way or the easterly extension of that right-of-way will be regulated as a front yard.

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- c. Any required yard of the subject property abutting 5th Avenue will be regulated as a rear yard.
- d. Service and parking areas must, to the maximum extent possible, be located and oriented away from the 4th Avenue right-of-way unless primary vehicular access to the subject property is directly from that right-of-way.

(Does not apply to Public Park uses).

25.10.050 PLA 5E Zones

- 1. Primary vehicular access must be directly from 2nd Street unless this is not possible (does not apply to Detached Dwelling and Public Park uses).

25.10.060 PLA 6A Zones

- 1. The required yard of a structure abutting Lake Washington Boulevard or Lake Street South must be increased two feet for each one foot that structure exceeds 25 feet above average building elevation (does not apply to Public Park uses).

25.10.070 PLA 6I Zones

- 1. The required yard of a structure abutting Lake Washington Boulevard or Lake Street South must be increased two feet for each one foot that structure exceeds 25 feet above average building elevation (does not apply to Public Park uses).

(Ord. 4476 § 2, 2015)

25.10.080 HENC 2 Zone

(see next page)

25.10.080 HENC 2 Zone General Regulations

1. Adjacent to NE 68th Street, 106th Avenue NE and the Cross Kirkland Corridor (CKC), any portion of a structure greater than two stories in height must be stepped back from the façade below by an average of 15' with a minimum step back of 5'.

The Design Review Board is authorized to allow rooftop deck and/or garden structures within the step back area.

2. Development adjoining the Cross Kirkland Corridor shall comply with the standards of KZC 115.24. A safe public pedestrian connection through the site to the Cross Kirkland Corridor is required (for approximate location see Plate 34-O).

3. Minimum 14' wide sidewalks are required along NE 68th Street.

4. Development shall comply with City approved green building standards.

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25.20 Permitted Uses

HENC2

Permitted Uses Table – High Density Residential Zones

(RM 2.4; RMA 2.4; RM 1.8; RMA 1.8; PLA 5A, PLA 5D, PLA 5E; PLA 6A, PLA 6D, PLA 6I, PLA 6J; PLA 7A, PLA 7B)

(See also KZC 25.30, Density/Dimensions Table, and KZC 25.40, Development Standards Table)

Use		Required Review Process:								
		I = Process I, Chapter 145 KZC IIA = Process IIA, Chapter 150 KZC IIB = Process IIB, Chapter 152 KZC					DR = Design Review, Chapter 142 KZC None = No Required Review Process			
		NP = Use Not Permitted # = Applicable Special Regulations (listed after the table)								
		RM, RMA	PLA 5A	PLA 5D	PLA 5E	PLA 6A	PLA 6D	PLA 6I	PLA 6J	PLA 7A, B
25.20.010	Assisted Living Facility	None 1, 2, 3, 4	None 2, 3, 4	None 2, 3, 4	None 2, 3, 4	None 2, 3, 4	I or None 2, 3, 4, 5	IIA 2, 3, 4	None 2, 3, 4	None 2, 3, 4
25.20.020	Church	IIA 1, 6	IIA	IIA	IIA	IIA	IIA	IIA	IIA	IIA
25.20.030	Community Facility	IIA 1, 7, 8	IIA	IIA	IIA	IIA	IIA	IIA	IIA	IIA
25.20.040	Convalescent Center	IIA 1, 3	I 3	IIA 3	IIA 3	IIA 3	IIA 3	IIA 3	IIA 3	IIA 3
25.20.050	Detached, Attached, or Stacked Dwelling Units	None 1, 9	None	None	None	None	I or None 5, 12	None	None	None
25.20.060	Detached Dwelling Unit	None 13	None 13	None 13	None 13	None 13	None 13	None 13	None 13	None 13
25.20.070	Government Facility	IIA 1, 8	IIA	IIA	IIA	IIA	IIA	IIA	IIA	IIA
25.20.080	Grocery Store, Drug Store, Laundromat, Dry Cleaners, Barber Shop, Beauty Shop or Shoe Repair Shop	IIA 14	NP	NP	NP	NP	NP	NP	NP	NP
25.20.090	Mini-School or Mini-Day-Care Center	None 1, 15, 16, 17, 18, 19	None 16, 17, 19, 20, 21	None 16, 17, 19, 20, 21	None 16, 17, 19, 20, 21	None 16, 17, 19, 20, 21	None 16, 17, 19, 20, 21	None 16, 17, 19, 20, 21	None 16, 17, 19, 20, 21	None 16, 17, 19, 21

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HENC 2

Permitted Uses Table – High Density Residential Zones (Continued)
 (RM 2.4; RMA 2.4; RM 1.8; RMA 1.8; PLA 5A, PLA 5D, PLA 5E; PLA 6A, PLA 6D, PLA 6I, PLA 6J; PLA 7A, PLA 7B)
 (See also KZC 25.30, Density/Dimensions Table, and KZC 25.40, Development Standards Table)

Use		Required Review Process:								
		I = Process I, Chapter 145 KZC IIA = Process IIA, Chapter 150 KZC IIB = Process IIB, Chapter 152 KZC			DR = Design Review, Chapter 142 KZC None = No Required Review Process NP = Use Not Permitted # = Applicable Special Regulations (listed after the table)					
		RM, RMA	PLA 5A	PLA 5D	PLA 5E	PLA 6A	PLA 6D	PLA 6I	PLA 6J	PLA 7A, B
25.20.100	Nursing Home	IIA 1, 3	I 3	IIA 3	IIA 3	IIA 3	IIA 3	IIA 3	IIA 3	IIA 3
25.20.110	Office Uses (Stand-Alone or Mixed with Detached, Attached, or Stacked Dwelling Units)	NP	NP	NP	NP	NP	NP	NP	NP	None 22, 23, 24
25.20.120	Piers, Docks, Boat Lifts and Canopies Serving Detached, Attached or Stacked Dwelling Units	I 11	NP	NP	NP	NP	NP	NP	NP	NP
25.20.130	Public Park	See KZC 45.50 for required review process.								
25.20.140	Public Utility	IIA 1, 8	None	IIA	IIA	IIA	IIA	IIA	IIA	IIA
25.20.150	School or Day-Care Center	IIA 1, 10, 15, 16, 18, 19	IIA 10, 16, 19, 20, 21	IIA 10, 16, 19, 20, 21	IIA 10, 16, 19, 20, 21	IIA 10, 16, 19, 20, 21	IIA 10, 16, 19, 21, 25	IIA 10, 16, 19, 20, 21	IIA 10, 16, 19, 20, 21	IIA 10, 16, 19, 21

Permitted Uses (PU) Special Regulations:

and HENC 2

PU-1. Within the NE 85th Street Subarea, D.R., Chapter 142 KZC.

PU-2. A facility that provides both independent dwelling units and assisted living units shall be processed as an assisted living facility.

PU-3. If a nursing home use is combined with an assisted living facility use in order to provide a continuum of care for residents, the required review process shall be the least intensive process between the two uses.

25.20**Kirkland Zoning Code**

- PU-4. The assisted living facility shall provide usable recreation space of at least 100 square feet per unit, in the aggregate, for both assisted living units and independent dwelling units, with a minimum of 50 square feet of usable recreation space per unit located outside.
- PU-5. If between 1,800 and 3,600 square feet of lot area per unit, then Process I, Chapter 145 KZC. If 3,600 square feet of lot area per unit or more, then None.
- PU-6. The property must be served by a collector or arterial street.
- PU-7. A community facility use is not permitted on properties within the jurisdiction of the Shoreline Management Act.
- PU-8. Site design must minimize adverse impacts on surrounding residential neighborhoods.
- PU-9. Development located in the RM 3.6 zone in North Rose Hill, lying between Slater Avenue NE and 124th Avenue NE, and NE 108th Place (extended) and approximately NE 113th Place (extended) shall comply with the following:
- Each development shall incorporate at least two acres; and
 - Significant vegetation that provides protection from I-405 shall be retained to the maximum extent feasible.
- PU-10. Structured play areas must be set back from all property lines as follows:
- Twenty feet if this use can accommodate 50 or more students or children.
 - Ten feet if this use can accommodate 13 to 49 students or children.
- PU-11. See Chapter 141 KZC for additional procedural requirements in addition to those in Chapter 145 KZC.
- PU-12. If proposed development contains less than 3,600 square feet of lot area per unit, the following right-of-way improvements shall be required on rights-of-way which serve the subject property. The improvements shall extend from State Street to the eastern boundary of the subject property/frontage on the right-of-way.
- On 2nd Avenue South, 3rd Avenue South, and 5th Avenue South:
20 feet of paved surface, six-inch vertical curb on each side, five-foot sidewalk on north side adjacent to curb and two-foot utility strip on each side. In addition, right-of-way dedication on 5th Avenue South will be required as necessary to install these improvements.
 - On 4th Avenue South:
24 feet of paved surface, six-inch vertical curb on each side, five-foot sidewalk on north side adjacent to curb and five-foot six-inch utility strip on each side.
- PU-13. For this use, only one dwelling unit may be on each lot regardless of the size of the lot.
- PU-14.
- This use may be permitted only if it is specifically consistent with the Comprehensive Plan in the proposed location.
 - May only be permitted if placement, orientation, and scale indicate this use is primarily intended to serve the immediate residential area.
 - Must be located on a collector arterial or higher volume right-of-way.
 - Placement and scale must indicate pedestrian orientation.
 - Must mitigate traffic impacts on residential neighborhood.

Kirkland Zoning Code**25.20**

- f. May not be located above the ground floor of a structure.
- g. Hours of operation may be limited by the City to reduce impacts on nearby residential uses.
- h. This use is not permitted in an RM zone located within the NE 85th Street Subarea.

PU-15. May locate on the subject property if:

- a. It will not be materially detrimental to the character of the neighborhood in which it is located.
- b. Site and building design minimizes adverse impacts on surrounding residential neighborhoods.

PU-16. A six-foot-high fence is required along the property line adjacent to the outside play areas.

PU-17. Structured play areas must be set back from all property lines by five feet.

PU-18. To reduce impacts on nearby residential uses, hours of operation of the use may be limited and parking and passenger loading areas relocated.

PU-19. May include accessory living facilities for staff persons.

PU-20. May locate on the subject property only if:

- a. It will serve the immediate neighborhood in which it is located; or
- b. It will not be materially detrimental to the character of the neighborhood in which it is located.

PU-21. Hours of operation may be limited by the City to reduce impacts on nearby residential uses.

PU-22. This use is permitted only in PLA 7B, extending 50 feet west of the property line adjoining 4th Street, south of 4th Avenue.

PU-23. The following regulations apply to veterinary offices only:

- a. May only treat small animals on the subject property.
- b. Outside runs and other outside facilities for the animals are not permitted.
- c. Site must be designed so that noise from this use will not be audible off the subject property. A certification to this effect, signed by an Acoustical Engineer, must be submitted with the development permit application.
- d. A veterinary office is not permitted in any development containing dwelling units.

PU-24. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if:

- a. The ancillary assembled or manufactured goods are subordinate to and dependent on this use.
- b. The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other office uses.

PU-25. May locate on the subject property only if:

- a. It will serve the immediate neighborhood in which it is located; or
- b. It will not be materially detrimental to the character of the neighborhood in which it is located; or
- c. The property is served by a collector or arterial street.

(Ord. 4476 § 2, 2015)

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Kirkland Zoning Code

25.30 Density/Dimensions

Density/Dimensions Table – High Density Residential Zones

(RM 2.4; RMA 2.4; RM 1.8; RMA 1.8; PLA 5A, PLA 5D, PLA 5E; PLA 6A, PLA 6D, PLA 6I, PLA 6J; PLA 7A, PLA 7B)

(Refer to KZC 25.20, Permitted Uses Table, to determine if a use is allowed in the zone; see also KZC 25.40, Development Standards Table)

USE	Minimum Lot Size	REQUIRED YARDS (See Ch. 115 KZC)			Maximum Lot Coverage	Maximum Height of Structure ABE = Average Building Elevation
		Front	Side	Rear		
25.30.010 Assisted Living Facility ¹	3,600 sq. ft.	20' RM, RMA: 20' ²	5' ⁴ RMA: 5'	10'	60%	RM, PLA 6A, PLA 6D, PLA 6J: 30' above ABE. ⁵ RMA: 35' above ABE. PLA 5A, PLA 5E, PLA 6I: 30' above ABE. PLA 5D: 30' above ABE. ⁶ PLA 7A, 7B: 30' above ABE. ⁷
		PLA 5A: ³ HENC 2				
		10'	0	0	80%	
25.30.020 Church	7,200 sq. ft.	20' RM, RMA: 20' ²	20'	20'	70%	RM, PLA 6D: 30' above ABE. ⁵ RMA: 35' above ABE. PLA 5A, PLA 5E, PLA 6I: 30' above ABE. PLA 5D: The lower of 4 stories or 40' above ABE. PLA 6A, PLA 6J: 30' above ABE. ^{5, 12} PLA 7A, 7B: 30' above ABE. ⁷
		HENC 2				
		10'	0	0	80%	
25.30.030 Community Facility	None	20' RM, RMA: 20' ²	10'	10'	70%	RM, PLA 6A, PLA 6D, PLA 6J: 30' above ABE. ⁵ RMA: 35' above ABE. PLA 5A, PLA 5E, PLA 6I: 30' above ABE. PLA 5D: The lower of 4 stories or 40' above ABE. PLA 7A, 7B: 30' above ABE. ⁷
		HENC 2				
		10'	0	0	80%	

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HENC 2

Density/Dimensions Table – High Density Residential Zones (Continued)

(RM 2.4; RMA 2.4; RM 1.8; RMA 1.8; PLA 5A, PLA 5D, PLA 5E; PLA 6A, PLA 6D, PLA 6I, PLA 6J; PLA 7A, PLA 7B)

(Refer to KZC 25.20, Permitted Uses Table, to determine if a use is allowed in the zone; see also KZC 25.40, Development Standards Table)

USE	Minimum Lot Size	REQUIRED YARDS (See Ch. 115 KZC)			Maximum Lot Coverage	Maximum Height of Structure ABE = Average Building Elevation
		Front	Side	Rear		
25.30.040 Convalescent Center	7,200 sq. ft. PLA 6I: None	20' RM, RMA: 20' ²	10'	10'	70%	RM, PLA 6A, PLA 6D, PLA 6J: 30' above ABE. ⁵ RMA: 35' above ABE. PLA 5A, PLA 5E, PLA 6I: 30' above ABE. PLA 5D: The lower of 4 stories or 40' above ABE. PLA 7A, 7B: 30' above ABE. ⁷
		10'	0	0	80%	
25.30.050 Detached, Attached or Stacked Dwelling Units	3,600 sq. ft. with at least 1,800 sq. ft. per unit. RM, RMA: 3,600 sq. ft. ⁸ PLA 6I: 3,600 sq. ft. with at least 2,400 sq. ft. per unit. PLA 7A, 7B: 3,600 sq. ft. ¹⁴	20' RM, RMA: 20' ²	Detached units, 5'; attached or stacked units, 5', 4', 10' RMA: 5'	10' ¹¹	60%	RM, PLA 6A, PLA 6D, PLA 6J: 30' above ABE. ^{5, 12} RMA: 35' above ABE. PLA 5A, PLA 5E, PLA 6I: 30' above ABE. PLA 5D: 30' above ABE. ⁶ PLA 7A, 7B: 30' above ABE. ^{7, 12}
		10'	0	0	86%	
25.30.060 Detached Dwelling Unit	3,600 sq. ft.	20' RM, RMA: 20' ² PLA 6I: 10'	5' RM, RMA: 5' ⁴	10'	60%	RM, PLA 6A, PLA 6D, PLA 6J: 30' above ABE. ^{5, 12} RMA: 35' above ABE. ¹² PLA 5A, PLA 5D, PLA 5E: 25' above ABE. PLA 6I: 30' above ABE. PLA 7A, 7B: 30' above ABE. ^{7, 12}

HENC 2:
3600 sq. ft.
No density limit

HENC 2

HENC 2

HENC 2

HENC 2

HENC 2

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HENC 2

Density/Dimensions Table – High Density Residential Zones (Continued)

(RM 2.4; RMA 2.4; RM 1.8; RMA 1.8; PLA 5A, PLA 5D, PLA 5E; PLA 6A, PLA 6D, PLA 6I, PLA 6J; PLA 7A, PLA 7B)

(Refer to KZC 25.20, Permitted Uses Table, to determine if a use is allowed in the zone; see also KZC 25.40, Development Standards Table)

USE	Minimum Lot Size	REQUIRED YARDS (See Ch. 115 KZC)			Maximum Lot Coverage	Maximum Height of Structure ABE = Average Building Elevation
		Front	Side	Rear		
25.30.070 Government Facility	None	20' RM, RMA: 20' ²	10'	10'	70%	RM, PLA 6A, PLA 6D, PLA 6J: 30' above ABE. ⁵ RMA: 35' above ABE. PLA 5A, PLA 5E, PLA 6I: 30' above ABE. PLA 5D: The lower of 4 stories or 40' above ABE. PLA 7A, 7B: 30' above ABE. ⁷
		10'	0	0	80%	
25.30.080 Grocery Store, Drug Store, Laundromat, Dry Cleaners, Barber Shop, Beauty Shop or Shoe Repair Shop	7,200 sq. ft. ⁹	20' ²	5' ⁴	10'	60%	RM: 30' above ABE. ⁵ RMA: 35' above ABE.
		10'	0	0	80%	
25.30.090 Mini-School or Mini-Day-Care Center	3,600 sq. ft.	20' RM, RMA: 20' ²	5' ⁴	10'	60%	RM, PLA 6A, PLA 6D, PLA 6J: 30' above ABE. ⁵ RMA: 35' above ABE. PLA 5D: 30' above ABE. ⁶ PLA 5A, PLA 5E, PLA 6I: 30' above ABE. PLA 7A, 7B: 30' above ABE. ⁷
		10'	0	0	80%	
25.30.100 Nursing Home	7,200 sq. ft. PLA 6I: None	20' RM, RMA: 20' ²	10'	10'	70%	RM, PLA 6A, PLA 6D, PLA 6J: 30' above ABE. ⁵ RMA: 35' above ABE. PLA 5A, PLA 5E, PLA 6I: 30' above ABE. PLA 5D: The lower of 4 stories or 40' above ABE. PLA 7A, 7B: 30' above ABE. ⁷
		10'	0	0	80%	

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HENC 2

Density/Dimensions Table – High Density Residential Zones (Continued)

(RM 2.4; RMA 2.4; RM 1.8; RMA 1.8; PLA 5A, PLA 5D, PLA 5E; PLA 6A, PLA 6D, PLA 6I, PLA 6J; PLA 7A, PLA 7B)

(Refer to KZC 25.20, Permitted Uses Table, to determine if a use is allowed in the zone; see also KZC 25.40, Development Standards Table)

USE		Minimum Lot Size	REQUIRED YARDS (See Ch. 115 KZC)			Maximum Lot Coverage	Maximum Height of Structure ABE = Average Building Elevation
			Front	Side	Rear		
25.30.110	Office Uses (Stand-Alone or Mixed with Detached, Attached, or Stacked Dwelling Units)	3,600 sq. ft. with at least 1,800 sq. ft. per unit	20'	5' ⁴	10'	80%	30' above ABE.
25.30.120	Piers, Docks, Boat Lifts and Canopies Serving Detached, Attached or Stacked Dwelling Units	None	See Chapter 83 KZC.			—	Landward of the ordinary high water mark: RM: 30' above ABE. RMA: 35' above ABE.
25.30.130	Public Park	Development standards will be determined on a case-by-case basis.					
25.30.140	Public Utility	None	20' RM, RMA: 20' ²	20'	RM, RMA, PLA 5D, PLA 6A, PLA 6D, PLA 6J: 20' PLA 5A, PLA 5E, PLA 6I, PLA 7A, 7B: 10' HENC2=0	70%	RM, PLA 6A, PLA 6D, PLA 6J: 30' above ABE. ⁵ RMA: 35' above ABE. PLA 5A, PLA 5E, PLA 6I: 30' above ABE. PLA 5D: The lower of 4 stories or 40' above ABE. PLA 7A, 7B: 30' above ABE. ⁷
25.30.150	School or Day-Care Center	7,200 sq. ft.	If this use can accommodate 50 or more students or children, then:			70%	RM: 30' above ABE. ^{5, 15} RMA: 35' above ABE. PLA 5A, PLA 5E, PLA 6I: 30' above ABE. ¹⁵ PLA 5D: The lower of 4 stories or 40' above ABE. PLA 6A, PLA 6D, PLA 6J: 30' above ABE. ^{5, 15} PLA 7A, 7B: 30' above ABE. ^{7, 15}
			50'	50'	50'		
			If this use can accommodate 13 to 49 students or children, then:				
			20'	20'	20'		
			RM, RMA: ²				

Development Standards (DS) Special Regulations:

- DS-1. If the subject property is located within the NRH neighborhood, west of Slater Avenue NE and south of NE 100th Street, and if it adjoins a low density zone or a low density use in PLA 17, then Landscape Category A applies.
- DS-2. No parking is required for day-care or school ancillary to this use.
- DS-3. Landscape Category A or B may be required depending on the type of use on the subject property and the impacts associated with the use on the nearby uses.
- DS-4. One pedestal sign with a readerboard having electronic programming is allowed at a fire station only if:
- a. It is a pedestal sign (see Plate 12) having a maximum of 40 square feet of sign area per sign face;
 - b. The electronic readerboard is no more than 50 percent of the sign area;
 - c. Moving graphics and text or video are not part of the sign;
 - d. The electronic readerboard does not change text and/or images at a rate less than one every seven seconds and shall be readily legible given the text size and the speed limit of the adjacent right-of-way;
 - e. The electronic readerboard displays messages regarding public service announcements or City events only;
 - f. The intensity of the display shall not produce glare that extends to adjacent properties and the signs shall be equipped with a device which automatically dims the intensity of the lights during hours of darkness;
 - g. The electronic readerboard is turned off between 10:00 p.m. and 6:00 a.m. except during emergencies;
 - h. It is located to have the least impact on surrounding residential properties.
- If it is determined that the electronic readerboard constitutes a traffic hazard for any reason, the Planning Director may impose additional conditions.
- DS-5. Except for low density uses, if the subject property is located within the NRH neighborhood, west of Slater Avenue NE and south of NE 100th Street, and if it adjoins a low density zone or a low density use in PLA 17, then Landscape Category A applies.
- DS-6. When a low density use adjoins a detached dwelling unit in a low density zone, Landscape Category E applies.
- DS-7. An on-site passenger loading area may be required depending on the number of attendees and the extent of the abutting right-of-way improvements.
- DS-8. The location of parking and passenger loading areas shall be designed to reduce impacts on nearby residential uses.
- DS-9. An on-site passenger loading area must be provided. The City shall determine the appropriate size of the loading area on a case-by-case basis, depending on the number of attendees and the extent of the abutting right-of-way improvements. Carpooling, staggered loading/unloading time, right-of-way improvements or other means may be required to reduce traffic impacts on nearby residential uses.

(Ord. 4487 § 1, 2015; Ord. 4476 § 2, 2015)

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DD-14. Minimum amount of lot area per dwelling unit is as follows:

- a. In the PLA 7A zone, the minimum lot area per unit is 2,400 square feet.
- b. In the PLA 7B zone, the minimum lot area per unit is 1,800 square feet.

DD-15. For school use, structure height may be increased, up to 35 feet, if:

- a. The school can accommodate 200 or more students; and
- b. The required side and rear yards for the portions of the structure exceeding the basic maximum structure height are increased by one foot for each additional one foot of structure height; and
- c. The increased height is not specifically inconsistent with the applicable neighborhood plan provisions of the Comprehensive Plan; and
- d. The increased height will not result in a structure that is incompatible with surrounding uses or improvements.

This special regulation is not effective within the disapproval jurisdiction of the Houghton Community Council.

(Ord. 4476 § 2, 2015)

25.40 Development Standards

HENC 2

Development Standards Table – High Density Residential Zones

(RM 2.4; RMA 2.4; RM 1.8; RMA 1.8; PLA 5A, PLA 5D, PLA 5E; PLA 6A, PLA 6D, PLA 6I, PLA 6J; PLA 7A, PLA 7B)

(Refer to KZC 25.20, Permitted Uses Table, to determine if a use is allowed in the zone; see also KZC 25.30, Density/Dimensions Table)

Use		Landscape Category (Chapter 95 KZC)	Sign Category (Chapter 100 KZC)	Required Parking Spaces (Chapter 105 KZC)
25.40.010	Assisted Living Facility	D RM, RMA: D ¹	A	1.7 per independent unit. 1 per assisted living unit.
25.40.020	Church	C RM, RMA: C ¹	B	1 for every 4 people based on maximum occupancy load of any area of worship. ²
25.40.030	Community Facility	C ³ RM, RMA: C ^{1, 3}	B RM, RMA: B ⁴	See KZC 105.25.
25.40.040	Convalescent Center	C RM, RMA: C ¹	B	1 for each bed.

25.40

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HENC 2

Development Standards Table – High Density Residential Zones (Continued)

(RM 2.4; RMA 2.4; RM 1.8; RMA 1.8; PLA 5A, PLA 5D, PLA 5E; PLA 6A, PLA 6D, PLA 6I, PLA 6J; PLA 7A, PLA 7B)

(Refer to KZC 25.20, Permitted Uses Table, to determine if a use is allowed in the zone; see also KZC 25.30, Density/Dimensions Table)

Use	Landscape Category (Chapter 95 KZC)	Sign Category (Chapter 100 KZC)	Required Parking Spaces (Chapter 105 KZC)
25.40.050 Detached, Attached, or Stacked Dwelling Units	D RM, RMA: D ^{5, 6} PLA 7A, 7B: D ⁶ HENC 2	A	1.2 per studio unit. 1.3 per 1 bedroom unit. 1.6 per 2 bedroom unit. 1.8 per 3 or more bedroom unit. See KZC 105.20 for visitor parking requirements.
25.40.060 Detached Dwelling Unit	E	A	2.0 per unit.
25.40.070 Government Facility	C ³ RM, RMA: C ^{1, 3}	B RM, RMA: B ⁴	See KZC 105.25.
25.40.080 Grocery Store, Drug Store, Laundromat, Dry Cleaners, Barber Shop, Beauty Shop or Shoe Repair Shop	B	E	1 per each 300 sq. ft. of gross floor area.
25.40.090 Mini-School or Mini-Day-Care Center	E RM, RMA: D	B	See KZC 105.25. ^{7, 8} RM, RMA: See KZC 105.25. ⁷
25.40.100 Nursing Home	C RM, RMA: C ¹	B	1 for each bed.
25.40.110 Office Uses (Stand-Alone or Mixed with Detached, Attached, or Stacked Dwelling Units)	C	D	See KZC 105.25.
25.40.120 Piers, Docks, Boat Lifts and Canopies Serving Detached, Attached or Stacked Dwelling Units	B	B	None
25.40.130 Public Park	Development standards will be determined on a case-by-case basis.		
25.40.140 Public Utility	A ³ RM, RMA: A ^{1, 3} PLA 7A, PLA 7B: A	B RM, RMA: B ⁴	See KZC 105.25.
25.40.150 School or Day-Care Center	D	B	See KZC 105.25. ^{8, 9} RM, RMA: See KZC 105.25. ⁹

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Density/Dimensions (DD) Special Regulations:

- DD-1. For density purposes, two assisted living units shall constitute one dwelling unit. Total dwelling units may not exceed the number of stacked dwelling units allowed on the subject property. Through Process IIB, Chapter 152 KZC, up to 1-1/2 times the number of stacked dwelling units allowed on the property may be approved if the following criteria are met:
- Project is of superior design; and
 - Project will not create impacts that are substantially different than would be created by a permitted multifamily development.
- DD-2. See KZC 25.10.020(7).
- DD-3. The required yard of any structure abutting a lot containing a low density use within PLA 5 must be increased one foot for each one foot that structure exceeds 20 feet above average building elevation.
- DD-4. Five feet but two side yards must equal at least 15 feet.
- DD-5. If adjoining a low density zone other than RSX, then 25 feet above average building elevation.
- DD-6. If the development contains at least one acre, then the lower of four stories or 40 feet above average building elevation.
- DD-7. If adjoining a low density zone other than RSX, or detached dwelling unit in PLA 7C, then 25 feet above average building elevation.
- DD-8. With a density as established on the Zoning Map. Minimum amount of lot area per dwelling unit is as follows:
- In RM 5.0 and RMA 5.0 zones, the minimum lot area per unit is 5,000 square feet.
 - In RM 3.6 and RMA 3.6 zones, the minimum lot area per unit is 3,600 square feet.
 - In RM 2.4 and RMA 2.4 zones, the minimum lot area per unit is 2,400 square feet.
 - In RM 1.8 and RMA 1.8 zones, the minimum lot area per unit is 1,800 square feet.
- DD-9. Gross floor area may not exceed 3,000 square feet.
- DD-10. The side yard may be reduced to zero feet if the side of the dwelling unit is attached to a dwelling unit on an adjoining lot. If one side of a dwelling unit is so attached and the opposite side is not, the side that is not attached must provide a minimum side yard of five feet; provided, that for PLA 5A this special regulation shall not supersede minimum yard requirements when abutting a lot containing a low density use within the PLA 5 zone.
- DD-11. The rear yard may be reduced to zero feet if the rear of the dwelling unit is attached to a dwelling unit on an adjoining lot; provided, that for PLA 5A this special regulation shall not supersede minimum yard requirements when abutting a lot containing a low density use within the PLA 5 zone.
- DD-12. Where the 25-foot height limitation results solely from an adjoining low density zone occupied by a school that has been allowed to increase its height to at least 30 feet, then a structure height of 30 feet above average building elevation is allowed.
- DD-13. See KZC 25.05.020(3).

Kirkland Zoning Code

35.05

CHAPTER 35 – COMMERCIAL ZONES (BN, BNA, BC, BC 1, BC 2, BCX)

Sections:

- 35.05 User Guide
 - 35.05.010 Applicable Zones
 - 35.05.020 Common Code References
- 35.10 General Regulations
 - 35.10.010 All Commercial Zones
 - 35.10.020 BN, BNA Zones
 - 35.10.030 BC, BC 1, BC 2 Zones
 - 35.10.040 BCX Zones
- 35.20 Permitted Uses
- 35.30 Density/Dimensions
- 35.40 Development Standards

35.05 User Guide

- Step 1. Check that the zone of interest is included in KZC 35.05.010, Applicable Zones. If not, select the chapter where it is located.
- Step 2. Refer to KZC 35.05.020, Common Code References, for relevant information found elsewhere in the code.
- Step 3. Refer to the General Regulations in KZC 35.10 that apply to the zones as noted.
- Step 4. Find the Use of interest in the Permitted Uses Table in KZC 35.20 and read across to the column pertaining to the zone of interest. If a Use is not listed in the table, it is not allowed. A listed use is permitted unless "NP" (Not Permitted) is noted for the table. Note the Required Review Process and Special Regulations that are applicable. There are links to the Special Regulations listed immediately following the table (PU-1, PU-2, PU-3, etc.).
- Step 5. Find the Use of interest in the Density/Dimensions Table in KZC 35.30 and read across the columns. Note the standards (Minimum Lot Size, Required Yards, Maximum Lot Coverage, and Maximum Height of Structure) and Special Regulations that are applicable. There are links to the Special Regulations listed immediately following the table (DD-1, DD-2, DD-3, etc.).
- Step 6. Find the Use of interest in the Development Standards Table in KZC 35.40 and read across the columns. Note the standards (Landscape Category, Sign Category, and Required Parking Spaces) and Special Regulations that are applicable. There are links to the Special Regulations listed immediately following the table (DS-1, DS-2, DS-3, etc.).

Note: Not all uses listed in the Density/Dimensions and Development Standards Tables are permitted in each zone addressed in this chapter. Permitted uses are determined only by the Permitted Uses Table.

35.10**Kirkland Zoning Code****35.05.010** Applicable Zones

This chapter contains the regulations for uses in the commercial zones (BN, BNA, BC, BC 1, BC 2, BCX) of the City.

HENC 1#3

35.05.020 Common Code References

1. Refer to Chapter 1 KZC to determine what other provisions of this code may apply to the subject property.
2. Public park development standards will be determined on a case-by-case basis. See KZC 45.50.
3. Review processes, density/dimensions and development standards for shoreline uses can be found in Chapter 83 KZC, Shoreline Management.
4. Some development standards or design regulations may be modified as part of the design review process. See Chapters 92 and 142 KZC for requirements.
5. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities, and activities associated with Assisted Living Facility, Attached or Stacked Dwelling Units, and Stacked Dwelling Unit uses.
6. Development adjoining the Cross Kirkland Corridor or Eastside Rail Corridor shall comply with the standards of KZC 115.24.
7. Structures located within 30 feet of a parcel in a low density zone or a low density use in PLA 17 shall comply with additional limitations on structure size established by KZC 115.136.

(Ord. 4476 § 2, 2015)

35.10 General Regulations**35.10.010** All Commercial Zones

The following regulations apply to all uses in these zones unless otherwise noted:

1. Surface parking areas shall not be located between the street and building unless no feasible alternative exists. Parking areas located to the side of the building are allowed; provided, that the parking area and vehicular access occupies less than 30 percent of the property frontage and design techniques adequately minimize the visibility of the parking.

35.10.020 BN, BNA Zones

1. The following commercial frontage requirements shall apply to all development that includes dwelling units or assisted living uses:
 - a. The street level floor of all buildings shall be limited to one or more of the following uses: Retail; Restaurant or Tavern; Entertainment, Cultural and/or Recreational Facility; or Office. These uses shall be oriented toward fronting arterial and collector streets and have a minimum depth of 20 feet and an average depth of at least 30 feet (as measured from the face of the building along the street).

The Design Review Board (or Planning Director if not subject to DR) may approve a minor reduction in the depth requirements if the applicant demonstrates that the requirement is not feasible given the configuration of existing or proposed improvements and that the design of the commercial frontage will maximize visual interest. The Design Review Board (or Planning Director if not subject to DR) may modify the frontage requirement where the property abuts residential zones in order to create a more effective transition between uses.
 - b. The commercial floor shall be a minimum of 13 feet in height. In the BN zone, the height of the structure may exceed the maximum height of structure by three feet for a three-story building with the required 13-foot commercial floor.
 - c. Other uses allowed in this zone and parking shall not be located on the street level floor unless an intervening commercial frontage is provided between the street and those other uses or parking subject to the standards above. Lobbies for residential or assisted living uses may be allowed within the commercial frontage provided they do not exceed 20 percent of the building's linear commercial frontage along the street.
2. Where Landscape Category B is specified, the width of the required landscape strip shall be 10 feet for properties within the Moss Bay neighborhood and 20 feet for properties within the South Rose Hill neighborhood. All other provisions of Chapter 95 KZC shall apply.
3. In the BNA zone, developments may elect to provide affordable housing units as defined in Chapter 5 KZC subject to the voluntary use provisions of Chapter 112 KZC.

35.10.030 BC, BC 1, BC 2 Zones

1. In the BC zone, at least 75 percent of the total gross floor area located on the ground floor of all structures on the subject property must contain retail establishments, restaurants, taverns, hotels or motels, or offices. These uses shall be oriented to an adjacent arterial, a major pedestrian sidewalk, a through-block pedestrian pathway or an internal pathway.
2. In the BC 1 and BC 2 zones, the following requirements shall apply to all development that includes residential or assisted living uses:
 - a. The development must include commercial use(s) with gross floor area on the ground floor equal to or greater than 25 percent of the parcel size for the subject property. Commercial floor area shall be one or more of the following uses: Retail; Restaurant or Tavern; Entertainment, Cultural and/or Recreational Facility; or Office.

35.10**Kirkland Zoning Code**

- b. The commercial floor shall be a minimum of 13 feet in height.
 - c. Commercial uses shall be oriented to adjoining arterials.
 - d. Residential uses, assisted living uses, and parking for those uses shall not be located on the street level floor unless an intervening commercial frontage is provided between the street and those other uses or parking subject to the standards above. The intervening commercial frontage shall be a minimum of 20 feet in depth. The Planning Director may approve a minor reduction in the depth requirements if the applicant demonstrates that the requirement is not feasible given the configuration of existing or proposed improvements and that the design of the commercial frontage will maximize visual interest. Lobbies for residential or assisted living uses may be allowed within the commercial frontage provided they do not exceed 20 percent of the building's linear commercial frontage along the street.
- 3. In BC 1 and BC 2 zones, developments creating four or more new dwelling units shall provide at least 10 percent of the units as affordable housing units as defined in Chapter 5 KZC. Two additional units may be constructed for each affordable housing unit provided. See Chapter 112 KZC for additional affordable housing incentives and requirements.
 - 4. In the BC 1 and BC 2 zones, side and rear yards abutting a residential zone shall be 20 feet.
 - 5. In the BC 1 and BC 2 zones, all required yards for any portion of a structure must be increased one foot for each foot that any portion of the structure exceeds 35 feet above average building elevation (does not apply to Public Park uses).
 - 6. Maximum height of structure is as follows:
 - a. In the BC zone, if adjoining a low density zone other than RSX, then 25 feet above average building elevation. Otherwise, 30 feet above average building elevation.
 - b. In the BC 1 zone, 35 feet above average building elevation.
 - c. In the BC 2 zone, 35 feet above average building elevation. Structure height may be increased to 60 feet in height if:
 - 1) At least 50 percent of the floor area is residential;
 - 2) Parking is located away from the street by placing it behind buildings, to the side of buildings, or in a parking structure;
 - 3) The ground floor is a minimum 15 feet in height for all retail, restaurant, or office uses (except parking garages); and
 - 4) The required yards of any portion of the structure are increased one foot for each foot that any portion of the structure exceeds 30 feet above average building elevation (does not apply to Public Park uses).

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35.10.040 BCX Zones

1. The required yard of any portion of the structure must be increased one foot for each foot that any portion of the structure exceeds 30 feet above average building elevation (does not apply to Public Park uses).
2. The following requirements shall apply to all development that includes residential or assisted living uses:
 - a. The development must include commercial use(s) with gross floor area on the ground floor equal to or greater than 25 percent of the parcel size for the subject property. Commercial floor area shall be one or more of the following uses: Retail; Restaurant or Tavern; Entertainment, Cultural and/or Recreational Facility; or Office.
 - b. The commercial floor shall be a minimum of 13 feet in height. The height of the structure may exceed the maximum height of structure by three feet.
 - c. Commercial uses shall be oriented to adjoining arterials.
 - d. Residential uses, assisted living uses, and parking for those uses shall not be located on the street level floor unless an intervening commercial frontage is provided between the street and those other uses or parking subject to the standards above. The intervening commercial frontage shall be a minimum of 20 feet in depth. The Planning Director may approve a minor reduction in the depth requirements if the applicant demonstrates that the requirement is not feasible given the configuration of existing or proposed improvements and that the design of the commercial frontage will maximize visual interest. Lobbies for residential or assisted living uses may be allowed within the commercial frontage provided they do not exceed 20 percent of the building's linear commercial frontage along the street.

(Ord. 4476 § 2, 2015)

35.10.050 HENC 1 & 3 Zones

(see next page)

35.10.050 HENC 1 and 3 Zones - General Regulations

1. In the HENC 1 and 3 zones:

- a. At least 75 percent of the total gross floor area located on the ground floor of all structures on the subject property must contain retail establishments, restaurants, taverns or offices. These uses shall be oriented to a pedestrian oriented street, a major pedestrian sidewalk, a through-block pathway or the Cross Kirkland Corridor.
- b. Adjacent to NE 68 Street, 106th Avenue NE, 108th Avenue NE and 6th Street South and the Cross Kirkland Corridor (CKC), any portion of a structure greater than two stories in height must be stepped back from the façade below by an average of 15' with a minimum step back of 5'.

The Design Review Board is authorized to allow rooftop deck and/or garden structures within the step back area.

- c. Development adjoining the Cross Kirkland Corridor shall comply with the standards of KZC 115.24. Safe public pedestrian connections through sites to the Cross Kirkland Corridor are required (for approximate locations see Plate 34-O).
- d. Minimum 14' wide sidewalks are required along NE 68th Street, 106th Avenue NE, 108th Avenue NE and 6th Street South on the side of the right-of-way that abuts HENC 1.
- e. Drive-in and drive-through facilities are allowed for gas stations and drug stores. All other drive-in and drive-through facilities are prohibited.

2. In the HENC 1 zone:

- a. A master circulation and driveway access plan for all of HENC 1 is required with any new development. The plan must include east/west vehicular access through sites on both north and south side of NE 68th Street (see Plate 34-O for approximate locations).
- b. No more than 20% of the gross floor area for any building may include office uses. This requirement does not apply to the area in HENC 1 that is located north of NE 68th Street between the Cross Kirkland Corridor and what would be the northern extension of 106th Avenue NE.
- c. Development adjoining the Cross Kirkland Corridor shall comply with the standards of KZC 115.24. A safe public pedestrian connection through the site to the Cross Kirkland Corridor is required (for approximate location see Plate 34-O).

- d. Structure height may be increased to 35' above ABE if;
- (1). The development includes a grocery store, hardware store, or drug store containing at least 20,000 square feet of gross floor area.
 - (2) The development is approved by the Design Review Board.

The plan includes public gathering places, community plazas and public art. At least one of these public areas must measure a minimum of 1500 square feet with a minimum width of 30'.

- (3) The commercial floor shall be a minimum of 13 feet in height.
- (4) Maximum allowed lot area per residential dwelling unit is 900 square feet.
- (5) Development shall comply with City approved green building standards.
- (6) If the project contains dwelling units, at least 10% of the units must be affordable per Chapter 112 of the Kirkland Zoning Code.

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35.20 Permitted Uses

Permitted Uses Table – Commercial Zones (BN, BNA, BC, BC 1, BC 2, BCX)
 (See also KZC 35.30, Density/Dimensions Table, and KZC 35.40, Development Standards Table)

Use		Required Review Process:		
		BN, BNA	BC, BC 1, BC 2	BCX
35.20.010	Assisted Living Facility	DR 1, 2, 3	None 1, 2, 4	None 1, 2, 5
35.20.020	Attached or Stacked Dwelling Units*	DR 3	None 4	None 5
35.20.030*	Reserved			
35.20.040	Church	DR 10	None 10	None 10
35.20.050	Community Facility	DR	None	None
35.20.060	Convalescent Center	DR	None 2	None
35.20.070	Entertainment, Cultural and/or Recreational Facility	DR 11, 12, 13, 14	None	None
35.20.080	Government Facility	DR	None	None
35.20.090	Hotel or Motel	NP	None 15	None 15
35.20.100	Mini-School or Mini-Day-Care Center	DR 10, 16, 17	None 10, 16, 17	None 10, 16, 17
35.20.110	Nursing Home	DR	None 2	None

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Permitted Uses Table – Commercial Zones (BN, BNA, BC, BC 1, BC 2, BCX) (Continued)
 (See also KZC 35.30, Density/Dimensions Table, and KZC 35.40, Development Standards Table)

Use		Required Review Process:		
		BN, BNA	BC, BC 1, BC 2	BCX
		I = Process I, Chapter 145 KZC IIA = Process IIA, Chapter 150 KZC IIB = Process IIB, Chapter 152 KZC NP = Use Not Permitted # = Applicable Special Regulations (listed after the table)		
		DR = Design Review, Chapter 142 KZC None = No Required Review Process		
35.20.120	Office Use	DR 18, 19, 20, 21	None 18, 19	None 18, 19
35.20.130	Private Lodge or Club	DR	None	None
35.20.140	Public Park	See KZC 45.50 for required review process.		
35.20.150	Public Utility	IIA	None	None
35.20.160	Restaurant or Tavern	DR 11, 12, 13	None 11, 13	None 11, 13
35.20.170*	Retail Establishment other than those specifically listed in this zone, selling goods, or providing services	NP	None 11, 12, 23, 30	None 11, 12, 23
35.20.180*	Retail Establishment providing banking and related financial services	DR 11	None 11	None 11
35.20.190*	Retail Establishment providing laundry, dry cleaning, barber, beauty or shoe repair services	DR 11, 12, 13	None 11, 12	None 11, 12
35.20.200	Retail Establishment providing storage services	NP	None 25, 26	None 25
35.20.210*	Retail Establishment providing vehicle or boat sales or vehicle or boat service or repair	NP	None 27	None 6, 7, 8, 9
35.20.220*	Retail Establishment selling drugs, books, flowers, liquor, hardware supplies, garden supplies or works of art	DR 11, 23, 30	None 11, 12, 23, 30	None 11, 12, 23

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Permitted Uses Table – Commercial Zones (BN, BNA, BC, BC 1, BC 2, BCX) (Continued)
 (See also KZC 35.30, Density/Dimensions Table, and KZC 35.40, Development Standards Table)

Use		Required Review Process:		
		BN, BNA	BC, BC 1, BC 2	BCX
		I = Process I, Chapter 145 KZC IIA = Process IIA, Chapter 150 KZC IIB = Process IIB, Chapter 152 KZC NP = Use Not Permitted # = Applicable Special Regulations (listed after the table)		
		DR = Design Review, Chapter 142 KZC None = No Required Review Process		
35.20.230*	Retail Establishment selling groceries and related items	DR 11, 23	None 11, 12, 23, 30	None 11, 12, 23
35.20.240*	Retail Variety or Department Store	DR 11, 23	None 11, 12, 23, 30	None 11, 12, 23
35.20.250	School or Day-Care Center	DR 10, 16, 17	None 10, 16, 17	None 10, 16, 17
35.20.260*	Reserved			
35.20.270	Vehicle Service Station	DR 17, 28, 29	I 28	I 28

Permitted Uses (PU) Special Regulations:

- PU-1. A facility that provides both independent dwelling units and assisted living units shall be processed as an assisted living facility.
- PU-2. If a nursing home use is combined with an assisted living facility use in order to provide a continuum of care for residents, the required review process shall be the least intensive process between the two uses.
- PU-3. This use is only allowed on the street level floor subject to the provisions of KZC 35.10.020(1).
- PU-4*. Attached Dwelling Units are not allowed in the BC, BC 1 and BC 2 zones. In the BC zone, this use, with the exception of a lobby, may not be located on the ground floor of a structure. In the BC 1 and BC 2 zones, this use is only allowed subject to the provisions of KZC 35.10.030(2).
- PU-5*. Attached Dwelling Units are not allowed in the BCX zone. This use is only allowed subject to the provisions of KZC 35.10.040(2).
- PU-6*. This use specifically excludes new or used vehicle or boat sales or rentals, except motorcycle sales, service, or rental is permitted if conducted indoors.

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- PU-7. No openings (i.e., doors, windows which open, etc.) shall be permitted in any facade of the building adjoining to any residentially zoned property. Windows are permitted if they are triple-paned and unable to be opened.
- PU-8. Storage of used parts and tires must be conducted entirely within an enclosed structure. Outdoor vehicle parking or storage areas must be buffered as required for a parking area in KZC 95.45. See KZC 115.105, Outdoor Use, Activity and Storage, for additional regulations.
- PU-9. Prior to occupancy of the structure, documentation must be provided and stamped by a licensed professional verifying that the expected noise to be emanating from the site adjoining to any residential zoned property complies with the standards set forth in WAC 173-60-040(1) for a Class B source property and a Class A receiving property.
- PU-10. May include accessory living facilities for staff persons.
- PU-11. Uses with drive-in and drive-through facilities are prohibited in the BN zone. Access from drive-through facilities must be approved by the Public Works Department. Drive-through facilities must be designed so that vehicles will not block traffic in the right-of-way while waiting in line to be served.
- PU-12. Ancillary assembly and manufactured goods on the premises of this use are permitted only if:
- The assembled or manufactured goods are directly related to and are dependent upon this use, and are available for purchase and removal from the premises.
 - The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other retail uses.
- PU-13. For restaurants with drive-in or drive-through facilities, one outdoor waste receptacle shall be provided for every eight parking stalls.
- PU-14. Entertainment, cultural and/or recreational facilities are only allowed in BNA zone.
- PU-15. May include ancillary meeting and convention facilities.
- PU-16. A six-foot-high fence is required along the property lines adjacent to the outside play areas.
- PU-17. Hours of operation may be limited by the City to reduce impacts on nearby residential uses.
- PU-18. The following regulations apply to veterinary offices only:
- May only treat small animals on the subject property.
 - Outside runs and other outside facilities for the animals are not permitted.
 - Site must be designed so that noise from this use will not be audible off the subject property. A certification to this effect, signed by an Acoustical Engineer, must be submitted with the development permit application.
- PU-19. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if:
- The ancillary assembled or manufactured goods are subordinate to and dependent on this use.
 - The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other office uses.

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- PU-20. At least 75 percent of the total gross floor area located on the ground floor of all structures on the subject property must contain retail establishments, restaurants, taverns, hotels or motels, or offices. These uses shall be oriented to an adjacent arterial, a major pedestrian sidewalk, a through-block pedestrian pathway or an internal pathway.
- PU-21. For properties located within the Moss Bay neighborhood, this use not allowed above the street level floor of any structure.
- PU-22*. Reserved.
- PU-23. A delicatessen, bakery, or other similar use may include, as part of the use, accessory seating if:
- The seating and associated circulation area does not exceed more than 10 percent of the gross floor area of the use; and
 - It can be demonstrated to the City that the floor plan is designed to preclude the seating area from being expanded.
- PU-24*. Reserved.
- PU-25. May include accessory living facilities for resident security manager.
- PU-26. This use not permitted in BC 1 and BC 2 zones or if any portion of the property is located within 150 feet of the Cross Kirkland Corridor.
- PU-27. Vehicle and boat rental are allowed as part of this use.
- PU-28. May not be more than two vehicle service stations at any intersection.
- PU-29. This use is not allowed in the BN zone.
- PU-30. Retail establishments selling marijuana or products containing marijuana are not permitted on properties abutting the school walk routes shown on Plate 46.

(Ord. 4479 § 1, 2015; Ord. 4476 § 2, 2015)

**Code reviser's note: This section of the code has been modified from what was shown in Ord. 4476 to simplify the code and reflect the intent of the City.*

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35.30 Density/Dimensions

Density/Dimensions Table – Commercial Zones (BN, BNA, BC, BC 1, BC 2, BCX) ← HENC 1 & 3
 (Refer to KZC 35.20, Permitted Uses Table, to determine if a use is allowed in the zone; see also KZC 35.40, Development Standards Table)

USE	Minimum Lot Size	* REQUIRED YARDS (See Ch. 115 KZC)			Maximum Lot Coverage	** Maximum Height of Structure ABE = Average Building Elevation
		Front	Side	Rear		
35.30.010 Assisted Living Facility HENC 1 & 3 →	BN: None ³ BNA: None ^{2, 3} BC, BC 1, BC 2: None ¹ BCX: None	BN, BNA: ⁴ BC, BC 1, BC 2: ^{4, 5} BCX: ^{4, 6}				
35.30.020* Attached or Stacked Dwelling Units HENC 1 & 3 →	BN: None ^{2, 7} BC, BCX: None BC, BC 1, BC 2: None ¹⁶	⁴				
35.30.030* Reserved						
35.30.040 Church	None	BN, BC, BCX: 20' BNA, BC 1, BC 2: 10'	BN, BNA: 10' BC, BC 1, BC 2: 0' ⁸ BCX: 0'	BN, BNA: 10' BC, BC 1, BC 2: 0' ⁸ BCX: 0'	80%	BN: 30' above ABE. ^{9, 10} BNA: 35' above ABE. ^{9, 10} BC, BC 1, BC 2: ¹¹ BCX: 30' above ABE.
35.30.050 Community Facility	None	BN, BC, BCX: 20' BNA, BC 1, BC 2: 10'	BN, BNA: 10' BC, BC 1, BC 2: 0' ⁸ BCX: 0'	BN, BNA: 10' BC, BC 1, BC 2: 0' ⁸ BCX: 0'	80%	BN: 30' above ABE. ^{9, 10} BNA: 35' above ABE. ^{9, 10} BC, BC 1, BC 2: ¹¹ BCX: 30' above ABE.
35.30.060 Convalescent Center	None	BN, BC, BCX: 20' BNA, BC 1, BC 2: 10'	BN, BNA: 10' BC, BC 1, BC 2: 0' ⁸ BCX: 0'	BN, BNA: 10' BC, BC 1, BC 2: 0' ⁸ BCX: 0'	80%	BNA: 35' above ABE. ^{9, 10} BC, BC 1, BC 2: ¹¹ BCX: 30' above ABE.
35.30.070 Entertainment, Cultural and/or Recreational Facility	None BNA: None ¹³	BNA: 10' BC: 20' BC 1, BC 2: 10' BCX: 20'	BNA: 10' BC, BC 1, BC 2: 0' ⁸ BCX: 0'	BNA: 10' BC, BC 1, BC 2: 0' ⁸ BCX: 0'	80%	BN: 30' above ABE. ^{9, 10} BNA: 35' above ABE. ^{9, 10} BC, BC 1, BC 2: ¹¹ BCX: 30' above ABE.

* See attached for required yards for HENC 1 & 3.
 ** Maximum height in HENC 1 & 3 127 is 30' above ABE, except see 35.10.050.
 (Revised 3/15)

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Kirkland Zoning Code

Density/Dimensions Table – Commercial Zones (BN, BNA, BC, BC 1, BC 2, BCX) (Continued) - HENC 1#3
 (Refer to KZC 35.20, Permitted Uses Table, to determine if a use is allowed in the zone; see also KZC 35.40, Development Standards Table)

USE		Minimum Lot Size	* REQUIRED YARDS (See Ch. 115 KZC)			Maximum Lot Coverage	** Maximum Height of Structure ABE = Average Building Elevation
			Front	Side	Rear		
35.30.080	Government Facility	None	BN, BC, BCX: 20' BNA, BC 1, BC 2: 10'	BN, BNA: 10' BC, BC 1, BC 2: 0' ⁸ BCX: 0'	BN, BNA: 10' BC, BC 1, BC 2: 0' ⁸ BCX: 0'	80%	BN: 30' above ABE. ^{9, 10} BNA: 35' above ABE. ^{9, 10} BC, BC 1, BC 2: ¹¹ BCX: 30' above ABE.
35.30.090	Hotel or Motel	None	BC, BCX: 20' BC 1, BC 2: 10'	BC, BC 1, BC 2: 0' ⁸ BCX: 0'	BC, BC 1, BC 2: 0' ⁸ BCX: 0'	80%	BC, BC 1, BC 2: ¹¹ BCX: 30' above ABE.
35.30.100	Mini-School or Mini-Day-Care Center	None	BN: 0' BNA, BC 1, BC 2: 10' BC, BCX: 20'	BN, BNA: 10' BC, BC 1, BC 2: 0' ⁸ BCX: 0'	BN, BNA: 10' BC, BC 1, BC 2: 0' ⁸ BCX: 0'	80%	BN: 30' above ABE. ^{9, 10} BNA: 35' above ABE. ^{9, 10} BC, BC 1, BC 2: ¹¹ BCX: 30' above ABE.
35.30.110	Nursing Home	None	BN, BC, BCX: 20' BNA, BC 1, BC 2: 10'	BN, BNA: 10' BC, BC 1, BC 2: 0' ⁸ BCX: 0'	BN, BNA: 10' BC, BC 1, BC 2: 0' ⁸ BCX: 0'	80%	BN: 30' above ABE. ^{9, 10} BNA: 35' above ABE. ^{9, 10} BC, BC 1, BC 2: ¹¹ BCX: 30' above ABE.
35.30.120	Office Use	None	BN: 0' BNA, BC 1, BC 2: 10' BC, BCX: 20'	BN, BNA: 10' BC, BC 1, BC 2: 0' ⁸ BCX: 0'	BN, BNA: 10' BC, BC 1, BC 2: 0' ⁸ BCX: 0'	80%	BN: 30' above ABE. ^{9, 10} BNA: 35' above ABE. ^{9, 10} BC, BC 1, BC 2: ¹¹ BCX: 30' above ABE.
35.30.130	Private Lodge or Club	None	BN, BC, BCX: 20' BNA, BC 1, BC 2: 10'	BN, BNA: 10' BC, BC 1, BC 2: 0' ⁸ BCX: 0'	BN, BNA: 10' BC, BC 1, BC 2: 0' ⁸ BCX: 0'	80%	BN: 30' above ABE. ^{9, 10} BNA: 35' above ABE. ^{9, 10} BC, BC 1, BC 2: ¹¹ BCX: 30' above ABE.
35.30.140	Public Park	Development standards will be determined on a case-by-case basis.					
35.30.150	Public Utility	None	BN, BC, BCX: 20' BNA, BC 1, BC 2: 10'	BN, BNA: 20' BC, BC 1, BC 2: 0' ⁸ BCX: 0'	BN, BNA: 20' BC, BC 1, BC 2: 0' ⁸ BCX: 0'	80%	BN: 30' above ABE. ^{9, 10} BNA: 35' above ABE. ^{9, 10} BC, BC 1, BC 2: ¹¹ BCX: 30' above ABE.

* See attached for required yards for HENC 1#3. (Except public parks)
 ** Maximum height in HENC 1#3 is 30' above ABE, except see 35.10.050.

Density/Dimensions Table – Commercial Zones (BN, BNA, BC, BC 1, BC 2, BCX) (Continued) **HENC 1#3**
 (Refer to KZC 35.20, Permitted Uses Table, to determine if a use is allowed in the zone; see also KZC 35.40, Development Standards Table)

USE	Minimum Lot Size	* REQUIRED YARDS (See Ch. 115 KZC)			Maximum Lot Coverage	** Maximum Height of Structure ABE = Average Building Elevation	
		Front	Side	Rear			
35.30.160 Restaurant or Tavern	None ¹²	BN: 0' BNA, BC 1, BC 2: 10' BC, BCX: 20'	BN, BNA: 10' BC, BC 1, BC 2: 0' ⁸ BCX: 0'	BN, BNA: 10' BC, BC 1, BC 2: 0' ⁸ BCX: 0'	80%	BN: 30' above ABE. ^{9, 10} BNA: 35' above ABE. ^{9, 10} BC, BC 1, BC 2: ¹¹ BCX: 30' above ABE.	
35.30.170* Retail Establishment other than those specifically listed in this zone, selling goods, or providing services	None	BC, BCX: 20' BC 1, BC 2: 10'	BC, BC 1, BC 2: 0' ⁸ BCX: 0'	BC, BC 1, BC 2: 0' ⁸ BCX: 0'	80%	BC, BC 1, BC 2: ¹¹ BCX: 30' above ABE.	
35.30.180* Retail Establishment providing banking and related financial services	None ¹²	BN: 0' BC, BCX: 20' BNA, BC 1, BC 2: 10'	BN, BNA: 10' BC, BC 1, BC 2: 0' ⁸ BCX: 0'	BN, BNA: 10' BC, BC 1, BC 2: 0' ⁸ BCX: 0'	80%	BN: 30' above ABE. ^{9, 10} BNA: 35' above ABE. ^{9, 10} BC, BC 1, BC 2: ¹¹ BCX: 30' above ABE.	
35.30.190* Retail Establishment providing laundry, dry cleaning, barber, beauty or shoe repair services	None ¹²	BN: 0' BC, BCX: 20' BNA, BC 1, BC 2: 10'	BN, BNA: 10' BC, BC 1, BC 2: 0' ⁸ BCX: 0'	BN, BNA: 10' BC, BC 1, BC 2: 0' ⁸ BCX: 0'	80%	BN: 30' above ABE. ^{9, 10} BNA: 35' above ABE. ^{9, 10} BC, BC 1, BC 2: ¹¹ BCX: 30' above ABE.	
35.30.200 Retail Establishment providing storage services	None	BC, BCX: 20'	BC: 0' ⁸ BCX: 0'	BC: 0' ⁸ BCX: 0'	80%	BC: ¹¹ BCX: 30' above ABE.	
35.30.210* Retail Establishment providing vehicle or boat sales or vehicle or boat service or repair	None	BC, BCX: 20' BC 1, BC 2: 10'	BC, BCX, BC 1, BC 2: 0' ⁸	BC, BCX, BC 1, BC 2: 0' ⁸	80%	BC, BC 1, BC 2: ¹¹ BCX: 30' above ABE.	
35.30.220* Retail Establishment selling drugs, books, flowers, liquor, hardware supplies, garden supplies or works of art	None ¹⁴ HENC 1#3 None	BN: 0' BC, BCX: 20' BNA, BC 1, BC 2: 10'	BN, BNA: 10' BC, BC 1, BC 2: 0' ⁸ BCX: 0'	BN, BNA: 10' BC, BC 1, BC 2: 0' ⁸ BCX: 0'	80%	BN: 30' above ABE. ^{9, 10} BNA: 35' above ABE. ^{9, 10} BC, BC 1, BC 2: ¹¹ BCX: 30' above ABE.	
35.30.230* Retail Establishment selling groceries and related items	None ¹⁴ HENC 1#3 None	BN: 0' BC, BCX: 20' BNA, BC 1, BC 2: 10'	BN, BNA: 10' BC, BC 1, BC 2: 0' ⁸ BCX: 0'	BN, BNA: 10' BC, BC 1, BC 2: 0' ⁸ BCX: 0'	80%	BN: 30' above ABE. ^{9, 10} BNA: 35' above ABE. ^{9, 10} BC, BC 1, BC 2: ¹¹ BCX: 30' above ABE.	

* See attached for required yards for HENC 1#3.

** Maximum height in HENC 1#3 is 29' 30" above ABE, except see 35.10.050. (Revised 7/15)

Density/Dimensions Table – Commercial Zones (BN, BNA, BC, BC 1, BC 2, BCX) (Continued) ← HENC 1-3
(Refer to KZC 35.20, Permitted Uses Table, to determine if a use is allowed in the zone; see also KZC 35.40, Development Standards Table)

USE		Minimum Lot Size	* REQUIRED YARDS (See Ch. 115 KZC)			Maximum Lot Coverage	** Maximum Height of Structure ABE = Average Building Elevation
			Front	Side	Rear		
35.30.240*	Retail Variety or Department Store	None ¹⁴ HENC 1-3 None	BN: 0' BC, BCX: 20' BNA, BC 1, BC 2: 10'	BN, BNA: 10' BC, BC 1, BC 2: 0' ⁸ BCX: 0'	BN, BNA: 10' BC, BC 1, BC 2: 0' ⁸ BCX: 0'	80%	BN: 30' above ABE. ^{9, 10} BNA: 35' above ABE. ^{9, 10} BC, BC 1, BC 2: ¹¹ BCX: 30' above ABE.
35.30.250	School or Day-Care Center	None	BN: 0' BNA, BC 1, BC 2: 10' BC, BCX: 20'	BN, BNA: 10' BC, BC 1, BC 2: 0' ⁸ BCX: 0'	BN, BNA: 10' BC, BC 1, BC 2: 0' ⁸ BCX: 0'	80%	BN: 30' above ABE. ^{9, 10, 15} BNA: 35' above ABE. ^{9, 10, 15} BC, BC 1, BC 2: ¹¹ BCX: 30' above ABE.
35.30.260*	Reserved						
35.30.270	Vehicle Service Station	22,500 sq. ft.	40'	15'	15'	80%	BNA: 35' above ABE. ^{9, 10} BC, BC 1, BC 2: ¹¹ BCX: 30' above ABE.
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Density/Dimensions (DD) Special Regulations:

- DD-1. In BC 1 and BC 2, subject to density limits listed for attached and stacked dwelling units. For density purposes, two assisted living units constitute one dwelling unit.
- DD-2. In the BNA zone, the gross floor area of this use shall not exceed 50 percent of the total gross floor area on the subject property.
- DD-3. For density purposes, two assisted living units shall constitute one dwelling unit. Total dwelling units may not exceed the number of stacked dwelling units allowed on the subject property.
- DD-4. Same as the regulations for the ground floor use.
- DD-5. See KZC 35.10.030(2).
- DD-6. See KZC 35.10.040(2).

* See attached for required yards for HENC 1-3, except vehicle service station.
 ** Maximum height in HENC 1-3 is 30' above ABE, except see 35.10.050.

35.30 Density/Dimensions Charts for HENC 1 and 3 Zones

Required Yards:

All retail uses (except storage services) and restaurants or taverns

Front 0, Side 0, Rear 0

Remaining ground floor uses:

Front 10', Side 0, Rear 0

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- DD-7. The minimum amount of lot area per dwelling unit is as follows:
- a. In the BN zone, 900 square feet.
 - b. In the BNA zone:
 - i. North of NE 140th Street, 1,800 square feet.
 - ii. South of NE 124th Street, 2,400 square feet.
- DD-8. See KZC 35.10.030(4) and (5).
- DD-9. If adjoining a low density zone other than RSX or RSA, then 25 feet above ABE.
- DD-10. See KZC 35.10.020(1)(b).
- DD-11. See KZC 35.10.030(5) and (6).
- DD-12. Gross floor area for this use may not exceed 10,000 square feet, except in the BN zone the limit shall be 4,000 square feet.
- DD-13. Gross floor area for this use may not exceed 10,000 square feet.
- DD-14. The gross floor area for this use may not exceed 10,000 square feet. Exceptions:
- a. Retail establishments selling groceries and related items in the BNA zone are not subject to this limit.
 - b. In the BN zone, the limit shall be 4,000 square feet.
- DD-15. For school use, structure height may be increased, up to 35 feet, if:
- a. The school can accommodate 200 or more students; and
 - b. The required side and rear yards for the portions of the structure exceeding the basic maximum structure height are increased by one foot for each additional one foot of structure height; and
 - c. The increased height is not specifically inconsistent with the applicable neighborhood plan provisions of the Comprehensive Plan.
 - d. The increased height will not result in a structure that is incompatible with surrounding uses or improvements.
- This special regulation is not effective within the disapproval jurisdiction of the Houghton Community Council.*
- DD-16. Nine hundred square feet per unit in BC 1 and BC 2.
- DD-17. Gas pump islands may extend 20 feet into the front yard. Canopies or covers over gas pump islands may not be closer than 10 feet to any property line. Outdoor parking and service areas may not be closer than 10 feet to any property line. See KZC 115.105, Outdoor Use, Activity and Storage, for further regulations.

(Ord. 4476 § 2, 2015)

**Code reviser's note: This section of the code has been modified from what was shown in Ord. 4476 to simplify the code and reflect the intent of the City.*

35.40**Kirkland Zoning Code**35.40 Development Standards

Development Standards Table – Commercial Zones (BN, BNA, BC, BC 1, BC 2, BCX) ← HENC 1 + 3
 (Refer to KZC 35.20, Permitted Uses Table, to determine if a use is allowed in the zone; see also KZC 35.30, Density/Dimensions Table)

	Use	Landscape Category (Chapter 95 KZC)	Sign Category (Chapter 100 KZC)	Required Parking Spaces (Chapter 105 KZC)
35.40.010	Assisted Living Facility	1	A	1.7 per independent unit. 1 per assisted living unit.
35.40.020	Attached or Stacked Dwelling Units	1	A	1.2 per studio unit. 1.3 per 1 bedroom unit. 1.6 per 2 bedroom unit. 1.8 per 3 or more bedroom unit. See KZC 105.20 for visitor parking requirements.
35.40.030*	Reserved			
35.40.040	Church	C	B	1 for every four people based on maximum occupancy load of any area of worship. ³
35.40.050	Community Facility	C ⁴	B BN, BNA: B ⁵	See KZC 105.25.
35.40.060	Convalescent Center	C BN, BNA: B ⁶	B	1 for each bed.
35.40.070	Entertainment, Cultural and/or Recreational Facility	B BNA: B ⁶	E BNA: D	See KZC 105.25.
35.40.080	Government Facility	C ⁴	B BN, BNA: B ⁵	See KZC 105.25.
35.40.090	Hotel or Motel	B	E	1 per each room. ⁷
35.40.100	Mini-School or Mini-Day-Care Center	D BN, BNA: B ⁶	B	See KZC 105.25. ^{8, 9}
35.40.110	Nursing Home	C BN, BNA: B ⁶	B	1 for each bed.

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Development Standards Table – Commercial Zones (BN, BNA, BC, BC 1, BC 2, BCX) (Continued) ← HENC 1#3
 (Refer to KZC 35.20, Permitted Uses Table, to determine if a use is allowed in the zone; see also KZC 35.30, Density/Dimensions Table)

Use	Landscape Category (Chapter 95 KZC)	Sign Category (Chapter 100 KZC)	Required Parking Spaces (Chapter 105 KZC)
35.40.120 Office Use	BN, BNA: B ⁶ HENC 1#3 → BC, BC 1, BC 2: C BCX: B	D	1 per each 300 sq. ft. of gross floor area. ¹³
35.40.130 Private Lodge or Club	C BN, BNA: B ⁶	B	1 per each 300 sq. ft. of gross floor area.
35.40.140 Public Park	Development standards will be determined on a case-by-case basis.		
35.40.150 Public Utility	A ⁴	B BN, BNA: B ⁵	See KZC 105.25.
35.40.160 Restaurant or Tavern	BN, BNA: B ⁶ BC, BC 1, BC 2, BCX: B ¹⁰	E BN, BNA: D	1 per each 100 sq. ft. of gross floor area.
35.40.170* Retail Establishment other than those specifically listed in this zone, selling goods, or providing services	B	E	1 per each 300 sq. ft. of gross floor area.
35.40.180* Retail Establishment providing banking and related financial services	B ⁶	BN, BNA: D HENC 1#3 → BC, BC 1, BC 2, BCX: E	1 per each 300 sq. ft. of gross floor area.
35.40.190* Retail Establishment providing laundry, dry cleaning, barber, beauty or shoe repair services	B ⁶	BN, BNA: D A → BC, BC 1, BC 2, BCX: E	1 per each 300 sq. ft. of gross floor area.
35.40.200 Retail Establishment providing storage services	A	E	See KZC 105.25.
35.40.210* Retail Establishment providing vehicle or boat sales or vehicle or boat service or repair	A	E	BC, BC 1, BC 2: See KZC 105.25. ¹¹ BCX: 1 per each 250 sq. ft. of gross floor area. ²
35.40.220* Retail Establishment selling drugs, books, flowers, liquor, hardware supplies, garden supplies or works of art	B ⁶	BN, BNA: D HENC 1#3 → BC, BC 1, BC 2, BCX: E	1 per each 300 sq. ft. of gross floor area.

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Development Standards Table – Commercial Zones (BN, BNA, BC, BC 1, BC 2, BCX) (Continued) **HENC 173**
 (Refer to KZC 35.20, Permitted Uses Table, to determine if a use is allowed in the zone; see also KZC 35.30, Density/Dimensions Table)

Use	Landscape Category (Chapter 95 KZC)	Sign Category (Chapter 100 KZC)	Required Parking Spaces (Chapter 105 KZC)
35.40.230* Retail Establishment selling groceries and related items	B ⁶	BN, BNA: D BC, BC 1, BC 2, BCX: E	1 per each 300 sq. ft. of gross floor area.
35.40.240* Retail Variety or Department Store	B ⁶	BN, BNA: D BC, BC 1, BC 2, BCX: E	1 per each 300 sq. ft. of gross floor area.
35.40.250 School or Day-Care Center	D BN, BNA: B ⁶	B	See KZC 105.25. ^{9, 12}
35.40.260* Reserved			
35.40.270 Vehicle Service Station	A	E BNA: D	See KZC 105.25.

Development Standards (DS) Special Regulations:

- DS-1. Same as the regulations for the ground floor use.
- DS-2. Ten percent of the required parking spaces on site must have a minimum dimension of 10 feet wide by 30 feet long for motor home/travel trailer use.
- DS-3. No parking is required for day-care or school ancillary to this use.
- DS-4. Landscape Category A or B may be required depending on the type of use on the subject property and the impacts associated with the use on the nearby uses.
- DS-5. One pedestal sign with a readerboard having electronic programming is allowed at a fire station only if:
 - a. It is a pedestal sign (see Plate 12) having a maximum of 40 square feet of sign area per sign face;
 - b. The electronic readerboard is no more than 50 percent of the sign area;
 - c. Moving graphics and text or video are not part of the sign;
 - d. The electronic readerboard does not change text and/or images at a rate less than one every seven seconds and shall be readily legible given the text size and the speed limit of the adjacent right-of-way;
 - e. The electronic readerboard displays messages regarding public service announcements or City events only;
 - f. The intensity of the display shall not produce glare that extends to adjacent properties and the signs shall be equipped with a device which automatically dims the intensity of the lights during hours of darkness;

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- g. The electronic readerboard is turned off between 10:00 p.m. and 6:00 a.m. except during emergencies;
 - h. It is located to have the least impact on surrounding residential properties.
- If it is determined that the electronic readerboard constitutes a traffic hazard for any reason, the Planning Director may impose additional conditions.

DS-6. See KZC 35.10.020(2).

DS-7. Excludes parking requirements for ancillary meeting and convention facilities. Additional parking requirement for these ancillary uses shall be determined on a case-by-case basis.

DS-8. An on-site passenger loading area may be required depending on the number of attendees and the extent of the abutting right-of-way improvements.

DS-9. The location of parking and passenger loading areas shall be designed to reduce impacts on nearby residential uses.

DS-10. For restaurants with drive-in or drive-through facilities Landscape Category A shall apply.

DS-11. Outdoor vehicle or boat parking or storage areas must be buffered as required for a parking area in KZC 95.45. See KZC 115.105, Outdoor Use, Activity and Storage, for further regulations.

DS-12. An on-site passenger loading area must be provided. The City shall determine the appropriate size of the loading areas on a case-by-case basis, depending on the number of attendees and the extent of the abutting right-of-way improvements. Carpooling, staggered loading/unloading time, right-of-way improvements or other means may be required to reduce traffic impacts on nearby residential uses.

DS-13. If a medical, dental or veterinary office, then one per each 200 square feet of gross floor area.

(Ord. 4487 § 1, 2015; Ord. 4476 § 2, 2015)

**Code reviser's note: This section of the code has been modified from what was shown in Ord. 4476 to simplify the code and reflect the intent of the City.*

92.05

INTRODUCTION

1. General – This chapter establishes the design regulations that apply to development in Design Districts including the Central Business District (CBD), Market Street Corridor (MSC), Neighborhood Business Districts (BN, BNA), Juanita Business District (JBD), Rose Hill Business District (RHBD), Totem Lake Business District (TLBD), North Rose Hill Business District (NRHBD), Business District Core (BDC), Yarrow Bay Business District (YBD) and in PLA 5C. Houghton/Everest Neighborhood Center (HENC)
Special provisions that apply to a particular Design District are noted in the section headings of the chapter.
2. Applicability – The provisions of this chapter apply to all new development, with the exception of development in the TL 7 zone. The provisions of Chapters 142 and 162 KZC regarding Design Review and nonconformance establish which of the regulations of this chapter apply to developed sites. Where provisions of this chapter conflict with provisions in any other section of the code, this chapter prevails. For more information on each Design District refer to the Design Guidelines applicable to that Design District adopted by reference in Chapter 3.30 KMC.
3. Design Review Procedures – The City will use Chapter 142 KZC to apply the regulations of this chapter to development activities that require Design Review approval.
4. Relationship to Other Regulations – Refer to the following chapters of the Zoning Code for additional requirements related to new development on or adjacent to the subject property.
 - a. Landscaping – Chapter 95 KZC describes the installation and maintenance of landscaping requirements on the subject property.
 - b. Installation of Sidewalks, Public Pedestrian Pathways and Public Improvements – Chapter 110 KZC describes the regulations for the installation of public sidewalks, major pedestrian sidewalks, pedestrian-oriented sidewalks, or other public improvements on or adjacent to the subject property in zones subject to Design Review. Plate 34 in Chapter 180 KZC provides the location and designation of the sidewalk, pedestrian walkways, pathways or other required public improvements within each Design District.
 - c. Pedestrian Access to Buildings, Installation of Pedestrian Pathways, Pedestrian Weather Protection – Chapter 105 KZC describes the requirements for pedestrian access to buildings and between properties, through parking areas and requirements for pedestrian weather protection. See also Plate 34 in Chapter 180 KZC.
 - d. Parking Area Location and Design, Pedestrian and Vehicular Access – Chapter 105 KZC describes the requirements for parking lot design, number of driveways, or pedestrian and vehicular access through parking areas.
 - e. Screening of Loading Areas, Outdoor Storage Areas and Garbage Receptacles – Chapter 95 KZC describes the location and screening requirements of outdoor storage. Chapter 115 KZC describes the screening of loading areas, waste storage and garbage disposal facilities.
5. Dedication – The City may require the applicant to dedicate development rights, air space, or an easement to the City to ensure compliance with any of the requirements of this chapter.
6. Design Districts in Rose Hill Business District – Various places in this chapter refer to the three (3) Design Districts in the Rose Hill Business District: Regional Center, Neighborhood Center and East End. Figure 92.05.A below describes where these are located. For a more detailed description of each area, see the Design Guidelines for the Rose Hill Business District adopted by reference in Chapter 3.30 KMC.

- 1) Locate and orient the building towards the street corner (within 10 feet of corner property line). To qualify for this option, the building must have direct pedestrian access from the street corner. Exception: Properties in the RHBD Regional Center must provide a 10-foot minimum setback between NE 85th Street and any building.
 - 2) Provide an architectural feature that adds identity or demarcation of the area. Such an architectural element may have a sign incorporated into it (as long as such sign does not identify an individual business or businesses) (see Figure 92.10.D).
 - 3) Provide a "pedestrian-oriented space" at the corner leading directly to a building entry or entries (see KZC 92.15 and Figure 92.10.D).
 - 4) Install substantial landscaping (at least 30-foot by 30-foot or 900 square feet of ground surface area with trees, shrubs, and/or ground cover).
- b. RHBD Properties Located at the 124th, 126th, and 128th Avenue NE Intersections – Buildings must be located at the street corner and provide pedestrian-oriented facades along both streets. Exceptions:
- 1) Setbacks will be allowed only where the space between the sidewalk and the building meets the definition of a pedestrian-oriented space. An example is shown in Figure 92.10.D.
 - 2) Vehicle sales and properties on the west side of the 124th Avenue NE are exempt from this standard because of transmission line easement limitations.

Building located directly on a street corner with direct pedestrian access and pedestrian-oriented facades.

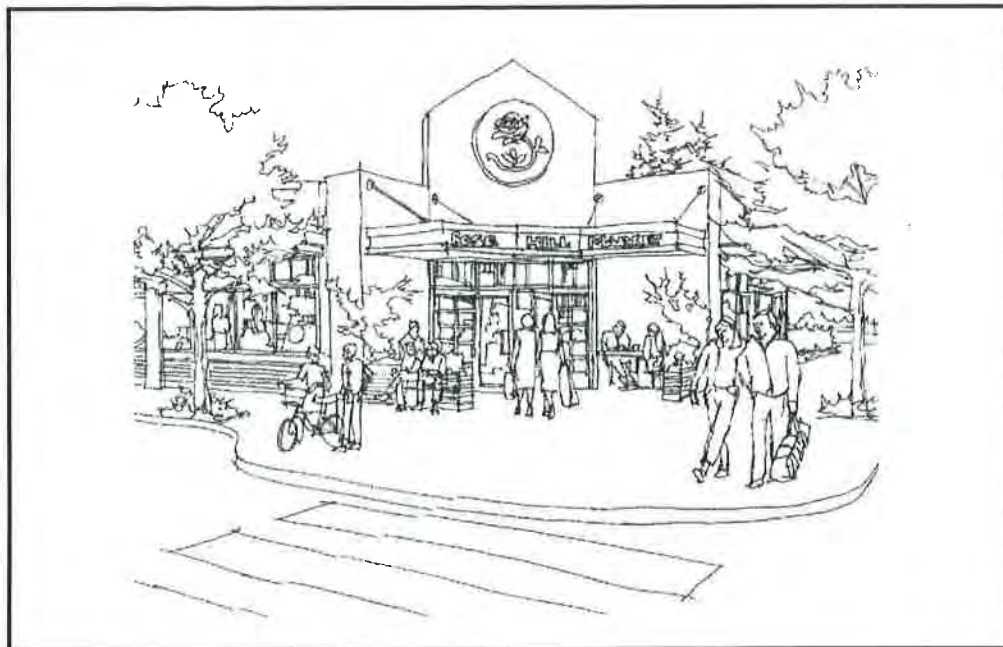


FIGURE 92.10.D

7. Building Location at Street Corners in CBD and HENC 1#3
and HENC 1#3
- a. Building Corners in the CBD – If the subject property is adjacent to the intersection of two (2) streets, at least one (1) of which is a pedestrian-oriented street, the applicant shall use

92.15 PEDESTRIAN-ORIENTED IMPROVEMENTS ON OR ADJACENT TO THE SUBJECT PROPERTY

1. All Zones – Pedestrian-Oriented Space and Plazas in Parking Areas – The applicant must provide at least 175 square feet of pedestrian-oriented space at the main building entrance in a central location, or adjacent to a parking area. This area must be raised at least six (6) inches above the parking lot surface and must be paved with concrete or unit pavers.

2. Pedestrian-Oriented Space and Plazas in BDC, CBD, BN, BNA, MSC 2, NRHBD, RHBD and TLBD Zones

- a. In the CBD, BN, BNA, MSC 2 or in BDC – If the subject property abuts a pedestrian-oriented street (see Plate 34 in Chapter 180 KZC) or public park, the space, if any, between the sidewalk and the building must be developed consistent with the following criteria:

- 1) Enhance visual and pedestrian access, including handicapped access, onto the subject property from the sidewalk.
- 2) Contain paved walking surface of either concrete or approved unit pavers.
- 3) Contain on-site or building-mounted lighting which provides adequate illumination.
- 4) Contain two (2) linear feet of seating area or one (1) individual seat per 65 square feet of area between the sidewalk and the building.
- 5) Contain landscaping such as trees, shrubs, trellises, or potted plants.
- 6) It may not include asphalt or gravel pavement or be adjacent to an unscreened parking area, a chain link fence or a blank wall which does not comply with the requirements of subsection (3) of this section, Blank Wall Treatment.
- 7) An alternative solution for the pedestrian-oriented space may be established through a Conceptual Master Plan in TL 2.

- b. In the NRHBD Zones – If the subject property abuts a major pedestrian sidewalk on the southwest corner of NE 116th Street and 124th Avenue NE (see Plate 34 in Chapter 180 KZC), the space, if any, between the sidewalk and the building must be developed consistent with the following criteria:

- 1) Enhance visual and pedestrian access, including handicapped access, onto the subject property from the sidewalk.
- 2) Contain paved walking surface of either concrete or approved unit pavers.
- 3) Contain on-site or building-mounted lighting which provides adequate illumination.
- 4) Contain two (2) linear feet of seating area or one (1) individual seat per 65 square feet of area between the sidewalk and the building.
- 5) Contain landscaping, such as trees, shrubs, trellises, or potted plants.
- 6) In the alternative, the pedestrian-oriented space can be integrated with a pedestrian connection linking Slater Avenue NE and NE 116th Street, anywhere on the subject property, consistent with the criteria in subsections (2)(b)(1) through (5) of this section.

- c. In the RHBD and TLBD Zones – All nonresidential uses must provide pedestrian-oriented space in conjunction with new development according to the formula below. For the pur-

2. Standards. The applicant shall provide the following at a minimum:

- a. Living plant material which will cover 80 percent of the area to be landscaped within two (2) years. If the material to be used does not spread over time, the applicant shall re-plant the entire area involved immediately. Any area that will not be covered with living plant material must be covered with nonliving groundcover.
- b. One (1) tree for each 1,000 square feet of area to be landscaped. At the time of planting, deciduous trees must be at least two (2) inches in caliper and coniferous trees must be at least five (5) feet in height.
- c. If a development requires approval through Process I, IIA or IIB as described in Chapters 145, 150 and 152 KZC, respectively, the City may require additional vegetation to be planted along a building facade if:
 - 1) The building facade is more than 25 feet high or more than 50 feet long; or
 - 2) Additional landscaping is necessary to provide a visual break in the facade.
- d. In RHBD varieties of rose shrubs or ground cover along with other plant materials shall be included in the on-site landscaping.
- e. If development is subject to Design Review as described in Chapter 142 KZC, the City will review plant choice and specific plant location as part of the Design Review approval. The City may also require or permit modification to the required plant size as part of Design Review approval.

(Ord. 4238 § 2, 2010)

95.42 Minimum Land Use Buffer Requirements

The applicant shall comply with the provisions specified in the following chart and with all other applicable provisions of this chapter. Land use buffer requirements may apply to the subject property, depending on what permitted use exists on the adjoining property or, if no permitted use exists, depending on the zone that the adjoining property is in.

LANDSCAPING CATEGORY ↓	ADJOINING PROPERTY →	*Public park or low density residential use or if no permitted use exists on the adjoining property then a low density zone.	Medium or high density residential use or if no permitted use exists on the adjoining property then a medium density or high density zone.	Institutional or office use or if no permitted use exists on the adjoining property then an institutional or office zone.	A commercial use or an industrial use or if no permitted use exists on the adjoining property then a commercial or industrial zone.
A		Must comply with subsection (1) (Buffering Standard 1)	Must comply with subsection (1) (Buffering Standard 1)	Must comply with subsection (2) (Buffering Standard 2)	
B		Must comply with subsection (1) (Buffering Standard 1)	Must comply with subsection (1) (Buffering Standard 1)		
C		Must comply with subsection (1) (Buffering Standard 1)	Must comply with subsection (2) (Buffering Standard 2)		
D		Must comply with subsection (2) (Buffering Standard 2)			
E					
Footnotes:		*If the adjoining property is zoned Central Business District, Juanita Business District, North Rose Hill Business District, Rose Hill Business District, Business District Core or is located in TL 5, this section KZC 95.42 does not apply.			

This chart establishes which buffering standard applies in a particular case. The following subsections establish the specific requirement for each standard:

1. For standard 1, the applicant shall provide a 15-foot-wide landscaped strip with a 6-foot-high solid screening fence or wall. Except for public utilities, the fence or wall must be placed on the outside edge of the land use buffer or on the property line when adjacent to private property. For public utilities, the fence or wall may be placed either on the outside or inside edge of the landscaping strip. A fence or wall is not required when the land use buffer is adjacent and parallel to a public right-of-way that is improved for vehicular use. See KZC 115.40 for additional fence standards. The land use buffer must be planted as follows:
 - a. Trees planted at the rate of one (1) tree per 20 linear feet of land use buffer, with deciduous trees of two and one-half (2-1/2) inch caliper, minimum, and/or coniferous trees eight (8) feet in height, minimum. At least 70 percent of trees shall be evergreen. The trees shall be distributed evenly throughout the buffer, spaced no more than 20 feet apart on center.
 - b. Large shrubs or a mix of shrubs planted to attain coverage of at least 60 percent of the land use buffer area within two (2) years, planted at the following sizes and spacing, depending on type:
 - 1) Low shrub – (mature size under three (3) feet tall), 1- or 2-gallon pot or balled and burlapped equivalent;
 - 2) Medium shrub – (mature size from three (3) to six (6) feet tall), 2- or 3-gallon pot or balled and burlapped equivalent;
 - 3) Large shrub – (mature size over six (6) feet tall), 5-gallon pot or balled and burlapped equivalent.

- c. Living ground covers planted from either 4-inch pot with 12-inch spacing or 1-gallon pot with 18-inch spacing to cover within two (2) years 60 percent of the land use buffer not needed for viability of the shrubs or trees.
2. For standard 2, the applicant shall provide a 5-foot-wide landscaped strip with a 6-foot-high solid screening fence or wall. Except for public utilities, the fence or wall must be placed on the outside edge of the land use buffer or on the property line when adjacent to private property. For public utilities, the fence or wall may be placed either on the outside or inside edge of the landscaping strip. A fence or wall is not required when the land use buffer is adjacent and parallel to a public right-of-way that is improved for vehicular use. See KZC 115.40 for additional fence standards. The landscaped strip must be planted as follows:
 - a. One (1) row of trees planted no more than 10 feet apart on center along the entire length of the buffer, with deciduous trees of 2-inch caliper, minimum, and/or coniferous trees at least six (6) feet in height, minimum. At least 50 percent of the required trees shall be ever-green.
 - b. Living ground covers planted from either 4-inch pot with 12-inch spacing or 1-gallon pot with 18-inch spacing to cover within two (2) years 60 percent of the land use buffer not needed for viability of the trees.
3. Plant Standards. All plant materials used shall meet the most recent American Association of Nurserymen Standards for nursery stock: ANSI Z60.1.
4. Location of the Land Use Buffer. The applicant shall provide the required buffer along the entire common border between the subject property and the adjoining property.
5. Multiple Buffering Requirement. If the subject property borders more than one (1) adjoining property along the same property line, the applicant shall provide a gradual transition between different land use buffers. This transition must occur totally within the area which has the less stringent buffering requirement. The specific design of the transition must be approved by the City.
6. Adjoining Property Containing Several Uses. If the adjoining property contains several permitted uses, the applicant may provide the least stringent land use buffer required for any of these uses.
7. Subject Property Containing Several Uses. If the subject property contains more than one (1) use, the applicant shall comply with the land use buffering requirement that pertains to the use within the most stringent landscaping category that abuts the property to be buffered.
8. Subject Property Containing School. If the subject property is occupied by a school, land use buffers are not required along property lines adjacent to a street.
9. Encroachment into Land Use Buffer. Typical incidental extensions of structures such as chimneys, bay windows, greenhouse windows, cornices, eaves, awnings, and canopies may be permitted in land use buffers as set forth in KZC 115.115(3)(d); provided, that:
 - a. Buffer planting standards are met; and
 - b. Required plantings will be able to attain full size and form typical to their species.

(Ord. 4495 § 2, 2015; Ord. 4238 § 2, 2010)

- i. Nonconforming access easements and tracts which were legally created shall not be required to comply with the dimensional standards of subsection (1) of this section.

(Ord. 4491 §§ 3, 4, 2015; Ord. 4350 § 1, 2012; Ord. 4072 § 1, 2007; Ord. 3954 § 1, 2004; Ord. 3852 § 1, 2002; Ord. 3814 § 1, 2001)

105.12 Maximum Allowable Grade

The slope of vehicular access easements and tracts, and the slope of entrance and exit driveways, except driveways for detached single-family residences, shall not exceed six (6) percent for the first 20 feet from the face of the abutting right-of-way curb. Thereafter, the slope shall not exceed 15 percent. The Departments of Public Works and Fire are authorized to modify the standards for maximum allowable grade on a case-by-case basis.

105.15 Exception in Design Districts

If the subject property is within a Design District, the requirements contained within the applicable use zone charts, Chapter 92 or 110 KZC supersede any conflicting provisions of this chapter. The provisions of this chapter that do not conflict with the Design District chapters and Chapter 92 KZC apply to properties in their respective zones.

(Ord. 4320 § 1, 2011; Ord. 4097 § 1, 2007; Ord. 4037 § 1, 2006; Ord. 4030 § 1, 2006; Ord. 3944 § 1, 2004; Ord. 3833 § 1, 2002)

105.17 Site Plan Review

Before commencing any development activity on a new parking area or any alteration or improvement to an existing parking area (except routine maintenance), the applicant must submit a site plan for approval by the Planning and Building Department. Parking areas must comply with the Zoning Code. The site plan must be drawn to scale and show the following items:

1. All buildings on the subject property.
2. All parking and driving areas and pedestrian and bicycle facilities on the subject property.
3. All landscaping and buffering on the subject property.
4. The nature of the use of all adjoining properties.
5. All adjoining rights-of-way.
6. All transit stops and/or facilities on abutting rights-of-way.

(Ord. 4491 § 3, 2015)

105.18 Pedestrian Access

1. General – Promoting an interconnected network of pedestrian routes within neighborhoods is an important goal within the City. Providing pedestrian access from buildings to abutting rights-of-way, walkways and other uses on the subject property, and connections between properties help meet the objectives of nonmotorized transportation policies. Installing pedestrian connections and other pedestrian improvements with new development reduces the reliance on vehicles, reduces traffic congestion and promotes nonmotorized travel options and provides health benefits. This section establishes regulations for pedestrian access that primarily serves users of the subject property and for which dedication of public access rights is not required. KZC 105.19 establishes regulations for public pedestrian access for which dedication of public access is required.

2. Pedestrian Access – Location – All new development, except detached single-family and duplex uses, shall comply with the following pedestrian access requirements pursuant to the standards in subsection (3) of this section:
 - a. From Buildings to Sidewalks and Transit Facilities – Provide pedestrian walkways designed to minimize walking distance from the primary entrances to all buildings to the abutting right-of-way, pedestrian walkway and transit facilities pursuant to the applicable standard in subsection (3) of this section.
 - b. Between Uses on Subject Property – Provide pedestrian walkways between the primary entrances to all businesses, uses, and/or buildings on the subject property pursuant to the applicable standard in subsection (3) of this section.
 - c. Along Building Facades Not Adjacent to a Sidewalk in the Rose Hill Business District (RHBD) and Totem Lake Business District (TLBD) Design Districts – In RHBD and TLBD Design Districts, for buildings that do not front on a public sidewalk, a pedestrian walkway shall be provided along the entire facade of all building facades containing the primary entrance (see Figure 105.18.A). The walkway shall meet the through-block pedestrian pathway standards in KZC 105.19(2)(b) (see also Figure 105.19.A) except public dedication will typically not be required. Exceptions may be approved as part of Design Review in the following circumstances: where new development is less than 2,000 square feet of gross floor area, features a landscaped front yard area and parking is located to the side or rear, only direct pedestrian access shall be provided from the abutting sidewalk to the primary entrance to the buildings.
 - d. Between Properties – Provide pedestrian walkways connecting to adjacent properties pursuant to the applicable standards in subsection (3) of this section. Exceptions: Pedestrian connections to industrial uses are not required. The location for the access points at property edges and to adjacent lots shall be coordinated with existing and planned development to provide convenient pedestrian links between developments. Where there are topographic changes in elevation between properties, stairs or ramps shall be provided to make the pedestrian connection.
 - e. Through Parking Areas – All parking lots which contain more than 25 stalls must include pedestrian walkways through the parking lot to the main building entrance or a central location. The walkways must meet the development standards pursuant to subsection (3) of this section (see Figures 105.18.B and C).
 - f. Through Parking Garages – Provide marked pedestrian routes through parking garages from the parking area to the abutting public right-of-way and to the pedestrian entrance of the building. Install walkways pursuant to standards in subsection (3) of this section.
3. Pedestrian Access – Required Improvements
 - a. Pedestrian Walkway Standards – General – The applicant shall install pedestrian walkways pursuant to the following standards:
 - 1) Must be at least five (5) feet wide;
 - 2) Must be distinguishable from traffic lanes by painted markings, pavement material, texture, or raised in elevation;
 - 3) Must have adequate lighting for security and safety. Lights must be nonglare and mounted no more than 20 feet above the ground;
 - 4) Must be centrally located on the subject property;

- 5) Must be accessible;
 - 6) Barriers which limit future pedestrian access between the subject property and adjacent properties are not permitted;
 - 7) Easements to provide rights of access between adjacent properties shall be recorded prior to project occupancy.
- b. Overhead Weather Protection – Location – The applicant shall provide pedestrian overhead weather protection in the following locations:

- 1) Along any portion of the building which is adjacent to a pedestrian walkway or sidewalk;
- 2) Over the primary exterior entrance to all buildings including residential units.
- 3) Exceptions in Design Districts:

In CBD Zones: Along at least 80 percent of the frontage of the subject property on each pedestrian-oriented street.

In RHBD, BN, BNA, MSC 2 and TLBD Zones: Along at least 75 percent of a pedestrian-oriented building facade.

In JBD Zones: Along 100 percent of a building facade abutting a street or through-block pathway.

For more information regarding designated pedestrian-oriented streets see Plate 34 in Chapter 180 KZC, and pedestrian-oriented facades in Chapter 92 KZC.

- c. Overhead Weather Protection – Configuration – The overhead weather protection may be composed of awnings, marquees, canopies, building overhangs, covered porches, recessed entries or other similar features. The overhead weather protection must cover at least five (5) feet of the width of the adjacent walkway and must be at least eight (8) feet above the ground immediately below it.

If development is subject to Design Review, the City will specifically review and approve the color, material and configuration of all overhead weather protection and the material and configuration of all pedestrian walkways as part of the Design Review decision.

Pedestrian Walkway Along Building Facade

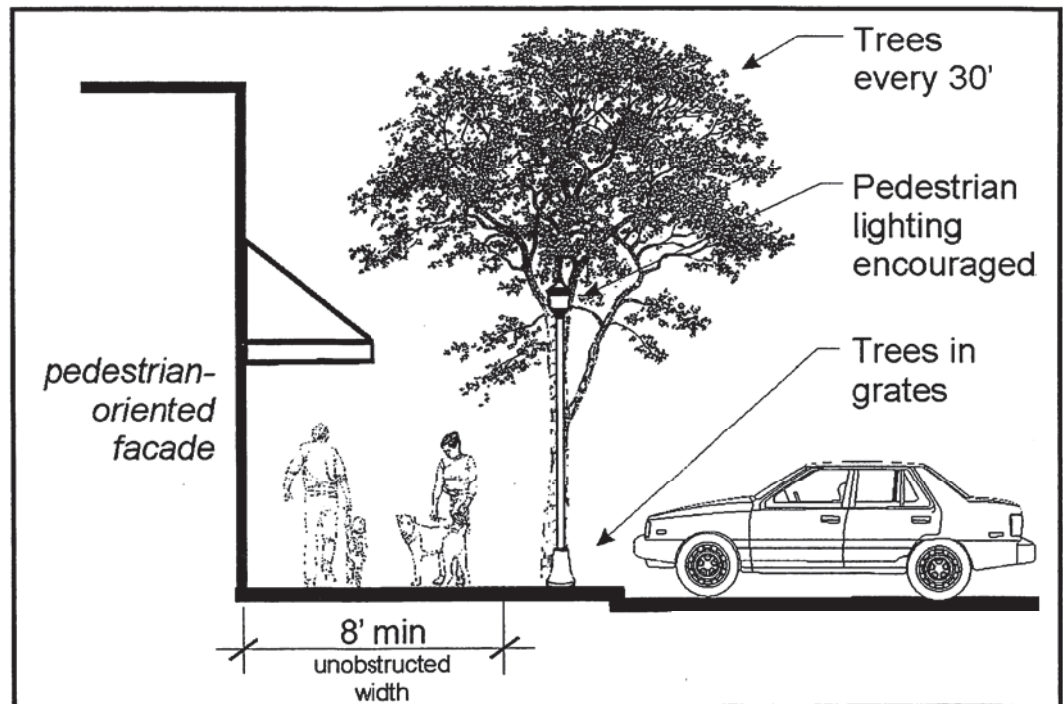


FIGURE 105.18.A

- d. Pedestrian Walkways Through Parking Areas and Parking Garage Standards – The applicant shall install pedestrian walkways through parking areas and parking garages pursuant to the following standards (see Figure 105.18.B):
- 1) Must be installed pursuant to the standards described in subsection (3)(a) of this section;
 - 2) Walkway shall not use vehicle entrance or exit driveways from the parking area to a public right-of-way;
 - 3) Must connect from the parking spaces to the pedestrian entrance of the building served by the parking.

Pedestrian Access From Street or Pedestrian Walkway to Building Entrance

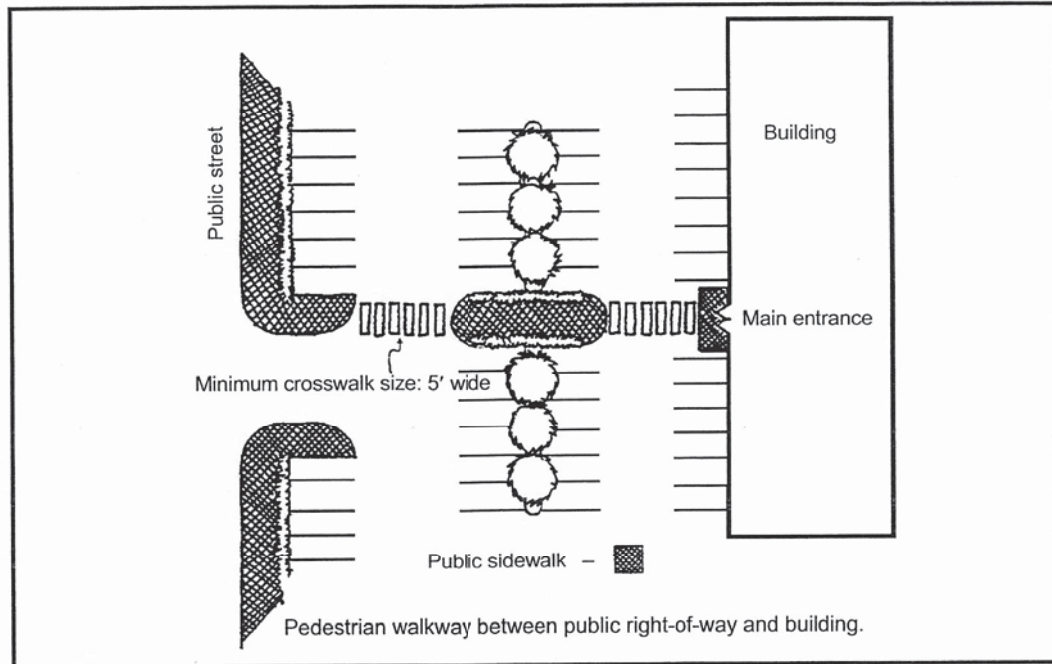


FIGURE 105.18.B

- 4) All parking lots that contain more than 25,000 square feet of paved area, including access lanes and driveways, must include clearly identified pedestrian routes from the parking stalls to the main building entrance or central location (see Figure 105.18.C). At a minimum, walkways must be provided for every three (3) driving aisles or at a distance of not more than 150-foot intervals, whichever is less, and meet the standards of subsection (3)(a) of this section.

Pathways must be provided through parking areas.

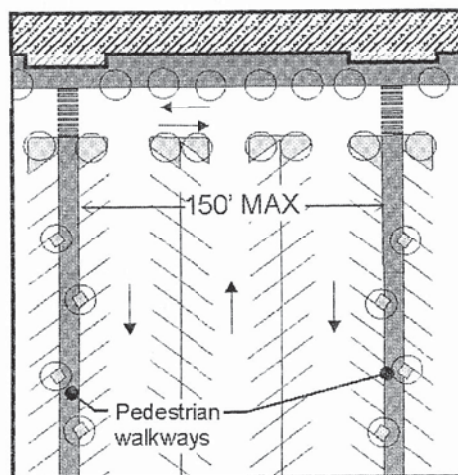


FIGURE 105.18.C

(Ord. 4495 § 2, 2015; Ord. 4390 § 1, 2012; Ord. 4350 § 1, 2012; Ord. 4320 § 1, 2011; Ord. 4121 § 1, 2008; Ord. 4097 § 1, 2007)

105.50 Location of Parking Areas – Adjoining Low Density Zones

The applicant shall locate a parking area for a use other than a detached dwelling unit as far as possible from any adjoining low density zone, or existing low density permitted use.

105.55 Location of Parking Areas – Required Setback Yards

For regulations on parking areas in required setback yards, see Chapter 115 KZC.

105.58 Location of Parking Areas Specific to Design Districts

If the subject property is located in a Design District, the applicant shall locate parking areas on the subject property according to the following requirements:

1. Location of Parking Areas in the CBD, BDC (TL 1, TL 2, TL 3) Zones

- a. Parking areas shall not be located between a pedestrian-oriented street and a building unless specified in a Conceptual Master Plan in TL 2. (See Plate 34 in Chapter 180 KZC and Chapters 92 and 110 KZC for additional requirements regarding pedestrian-oriented streets).
- b. On all other streets, parking lots shall not be located between the street and the building on the subject property unless no other feasible alternative exists.

2. Location of Parking Areas in the JBD 2, NRHBD and YBD Zones – Parking areas shall not be located between the street and the building unless no other feasible alternative exists on the subject property.

3. Location of Parking Areas in Certain TLBD and RHBD Zones – Parking areas and vehicular access may not occupy more than 50 percent of the street frontage in the following zones (see Figure 105.58.A):

- a. TL 4, only properties fronting on 120th Avenue NE;
- b. TL 5;
- c. TL 6A, only properties fronting on 124th Avenue NE. Auto dealers in this zone are exempt from this requirement;
- d. TL 6B, only properties fronting on NE 124th Street;
- e. TL 10E.

Alternative configurations may be considered through the Design Review process, if the project meets the objectives of the KMC Design Guidelines for the Totem Lake Business District.

- f. In the Regional Center (RH 1A, RH 2A, RH 3 and RH 5A zones west of 124th Avenue). For parcels over two (2) acres in size, parking lots and vehicular access areas may not occupy more than 50 percent of the NE 85th Street property frontage (see Figure 105.58.A). Alternative configurations will be considered through the Design Review process, if the project meets the intent of the KMC Design Guidelines for the Rose Hill Business District.

110.45 Minor Arterial Streets

The Public Works Director shall determine the extent and nature of other improvements required in minor arterial streets on a case-by-case basis. See also KZC 110.65 through 110.75 for other requirements that apply to improvements in the right-of-way.

(Ord. 4001 § 1, 2005; Ord. 3886 § 1, 2003)

110.50 Principal Arterial Streets

The Public Works Director shall determine the extent and nature of improvements required in principal arterial streets on a case-by-case basis. See also KZC 110.65 through 110.75 for other requirements that apply to improvements in the right-of-way.

(Ord. 4001 § 1, 2005; Ord. 3886 § 1, 2003)

110.52 Sidewalks and Other Public Improvements in Design Districts

1. This section contains regulations that require various sidewalks, pedestrian circulation and pedestrian-oriented improvements on or adjacent to properties located in Design Districts subject to Design Review pursuant to Chapter 142 KZC such as CBD, JBD, TLBD, BDC, RHBD, NRHBD and YBD zones.

HENC → The applicant must comply with the following development standards in accordance with the location and designation of the abutting right-of-way as a pedestrian-oriented street or major pedestrian sidewalk shown in Plate 34 of Chapter 180 KZC. See also Public Works Pre-Approved Plans manual for public improvements for each Design District. If the required sidewalk improvements cannot be accommodated within the existing right-of-way, the difference may be made up with a public easement over private property; provided, that a minimum of five (5) feet from the curb shall be retained as public right-of-way and may not be in an easement. Buildings may cantilever over such easement areas, flush with the property line in accordance with the International Building Code as adopted in KMC Title 21. (See Figure 110.52.A and Plate 34.)

2. Pedestrian-Oriented Street Standards – Unless a different standard is specified in the applicable use zone chart, the applicant shall install a 10-foot-wide sidewalk along the entire frontage of the subject property abutting each pedestrian-oriented street. (See Figure 110.52.A.)

Required Sidewalk on Pedestrian-Oriented Streets and Major Pedestrian Sidewalks

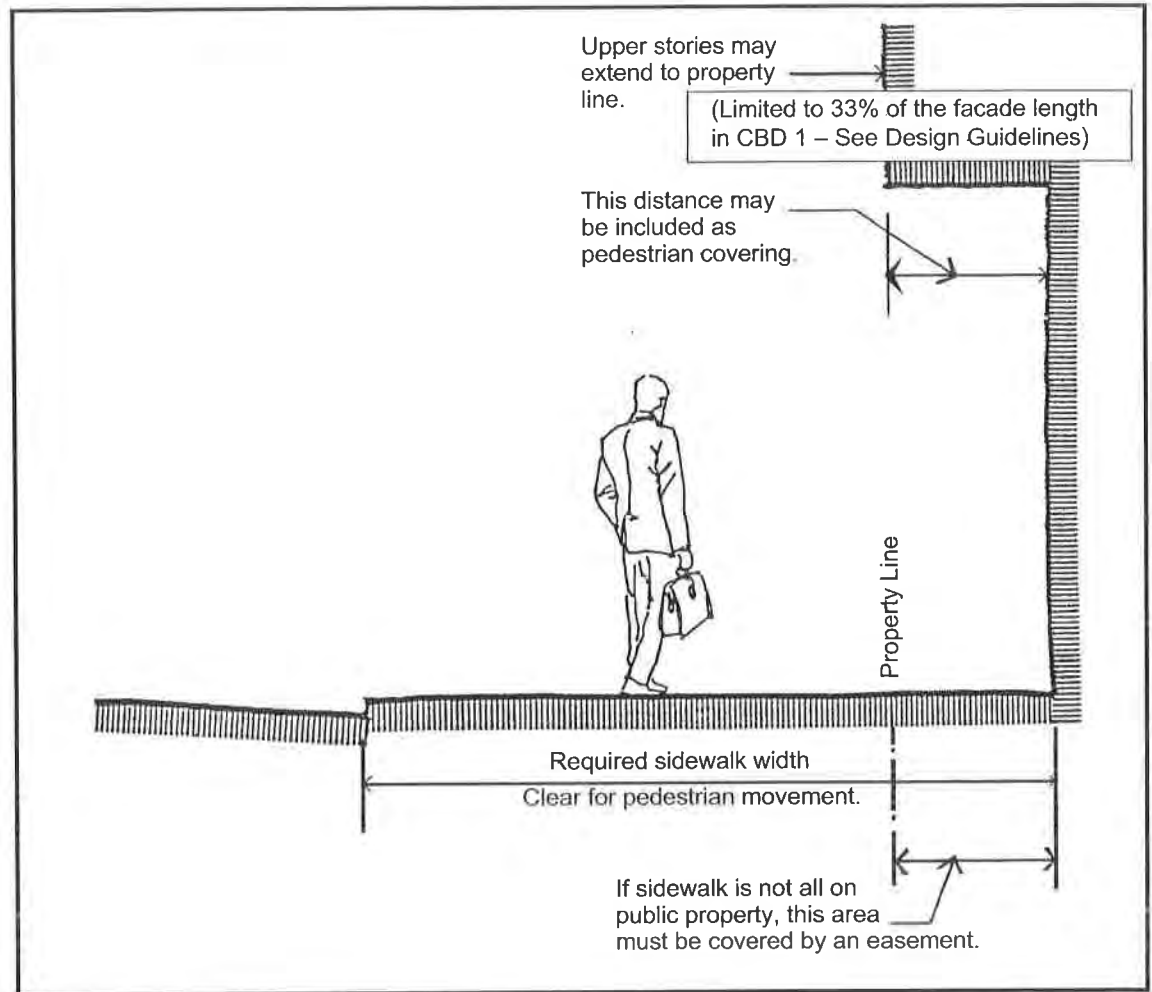


FIGURE 110.52.A

3. Major Pedestrian Sidewalk Standards – If the subject property abuts a street designated to contain a major pedestrian sidewalk in Plate 34, Chapter 180 KZC, the applicant shall install that sidewalk on and/or adjacent to the subject property consistent with the following standards:
 - a. Install in the approximate location and make the connections shown in Plate 34;
 - b. A sidewalk width of at least eight (8) feet, unless otherwise noted in Plate 34;
 - c. Have adequate lighting with increased illumination around building entrances and transit stops; and
 - d. If parcels are developed in aggregate, then alternative solutions may be proposed.
4. Streets in the Totem Lake Business District – Streets in the Totem Lake Business District designated as major pedestrian sidewalks in Plate 34.E that are also shown to be within the landscaped boulevard alignment or “Circulator” in Plate 34.D in Chapter 180 KZC may have varied or additional requirements, such as wider sidewalks, widened and meandering planting areas,

Chapter 112 – AFFORDABLE HOUSING INCENTIVES – MULTIFAMILY

Sections:

- 112.05 User Guide
- 112.10 Purpose
- 112.15 Affordable Housing Requirement
- 112.20 Basic Affordable Housing Incentives
- 112.25 Additional Affordable Housing Incentives
- 112.30 Alternative Compliance
- 112.35 Affordability Provisions
- 112.40 Regulatory Review and Evaluation

112.05 User Guide

This chapter offers dimensional standard flexibility and density and economic incentives to encourage construction of affordable housing units in commercial zones, high density residential zones, medium density zones and office zones.

If you are interested in proposing four (4) more residential units in commercial zones, high density residential zones, medium density zones or office zones, or you wish to participate in the City's decision on such a project, you should read this chapter.

(Ord. 4392 § 1, 2012; Ord. 4222 § 1, 2009; Ord. 3938 § 1, 2004)

112.10 Purpose

There is a limited stock of land within the City zoned and available for residential development and there is a demonstrated need in the City for housing which is affordable to persons of low and moderate income. Therefore, this chapter provides development incentives in exchange for the public benefit of providing affordable housing units in commercial zones, high density residential zones, medium density zones and office zones.

(Ord. 4392 § 1, 2012; Ord. 4222 § 1, 2009; Ord. 3938 § 1, 2004)

112.15 Affordable Housing Requirement

1. Applicability –

- a. Minimum Requirement – All developments creating four (4) or more new dwelling units in commercial, high density residential, medium density and office zones shall provide at least 10 percent of the units as affordable housing units and comply with the provisions of this chapter as established in the General Regulations or the Special Regulations for the specific use in Chapters 15 through 56 KZC. This subsection is not effective within the disapproval jurisdiction of the Houghton Community Council, **except in the HENC 1 & 2 zones.**
- b. Voluntary Use – All other provisions of this chapter are available for use within the disapproval jurisdiction of the Houghton Community Council and in developments where the minimum requirement does not apply; provided, however, the provisions of this chapter are not available for use in developments located within the BN zone.

2. Calculation in Density-Limited Zones – For developments in density-limited zones, the required amount of affordable housing shall be calculated based on the number of dwelling units proposed prior to the addition of any bonus units allowed pursuant to KZC 112.20.

HENC 2

3. Calculation in CBD 5A, RH, TL and PLA 5C Zones – For developments in the CBD 5A, RH, TL and PLA 5C Zones, the required amount of affordable housing shall be calculated based on the total number of dwelling units proposed. HENC2
4. Rounding and Alternative Compliance – In all zones, the number of affordable housing units required is determined by rounding up to the next whole number of units if the fraction of the whole number is at least 0.66. KZC 112.30 establishes methods for alternative compliance, including payment in lieu of construction for portions of required affordable housing units that are less than 0.66 units.

(Ord. 4476 § 3, 2015; Ord. 4474 § 1, 2015; Ord. 4392 § 1, 2012; Ord. 4390 § 1, 2012; Ord. 4337 § 1, 2011; Ord. 4286 § 1, 2011; Ord. 4222 § 1, 2009; Ord. 3938 § 1, 2004)

112.20 Basic Affordable Housing Incentives

1. Approval Process – The City will use the underlying permit process to review and decide upon an application utilizing the affordable housing incentives identified in this section.
2. Bonus
 - a. Height Bonus. In RH, PLA 5C, and TL use zones where there is no minimum lot size per dwelling unit, additional building height has been granted in exchange for affordable housing, as reflected in each Use Zone Chart for the RH and TL zones and table for the PLA 5C zone.
 - b. Development Capacity Bonus. On lots or portions of lots in the RH 8 use zone located more than 120 feet north of NE 85th Street, between 132nd Avenue NE and parcels abutting 131st Avenue NE, and in the CBD 5A use zone where there is no minimum lot size per dwelling unit, additional residential development capacity has been granted in exchange for affordable housing as reflected in the Use Zone Chart. in the HENC 2 use zone,
 - c. Bonus Units. In use zones where the number of dwelling units allowed on the subject property is determined by dividing the lot size by the required minimum lot area per unit, two (2) additional units ("bonus units") may be constructed for each affordable housing unit provided. (See Plate 32 for example of bonus unit calculations.)
 - d. Maximum Unit Bonuses. The maximum number of bonus units achieved through a basic affordable housing incentive shall be 25 percent of the number of units allowed based on the underlying zone of the subject property.
 - e. Density Bonus for Assisted Living Facilities. The affordable housing density bonus may be used for assisted living facilities to the extent that the bonus for affordable housing may not exceed 25 percent of the base density of the underlying zone of the subject property.
3. Alternative Affordability Levels – An applicant may propose affordability levels different from those defined in Chapter 5 KZC for the affordable housing units.

- a. In use zones where a density bonus is provided in exchange for affordable housing units, the ratio of bonus units per affordable housing unit for alternative affordability levels will be as follows:

Affordability Level	Bonus Unit to Affordable Unit Ratio
<i>Renter-Occupied Housing</i>	
60% of median income	1.9 to 1
70% of median income	1.8 to 1
<i>Owner-Occupied Housing</i>	
90% of median income	2.1 to 1
80% of median income	2.2 to 1

- b. In the CBD 5A, RH, TL and PLA 5C use zones, the percent of affordable units required for alternative affordability levels will be as follows:

Affordability Level	% of Project Units Required to Be Affordable
<i>Renter-Occupied Housing</i>	
60% of median income	13%
70% of median income	17%
<i>Owner-Occupied Housing</i>	
70% of median income	8%
90% of median income	13%
100% of median income	21%

- c. To encourage "pioneer developments" in the Rose Hill and Totem Lake business districts, the definition of affordable housing for projects in the RH and TL zones shall be as provided in the following table. This subsection shall apply only to those projects which meet the affordability requirements on site or off site. This subsection shall not apply to those projects which elect to use a payment in lieu of constructing affordable units as authorized in KZC 112.30(4).

The affordable housing requirements for projects vested on or after the effective date of the ordinance codified in this section must be targeted for households whose incomes do not exceed the following:

Number of Total Units		Affordability Level	
<i>RH Zones</i>	<i>TL Zones</i>	<i>Renter-Occupied</i>	<i>Owner-Occupied</i>
First 50 units	First 150 units	70% of median income	100% of median income
Second 50 units	Second 150 units	60% of median income	90% of median income
All subsequent units	All subsequent units	50% of median income	80% of median income

"Number of Total Units" shall mean the total number of housing units (affordable and otherwise) permitted to be constructed within the RH and TL zones where affordable housing units are required and which have not received funding from public sources.

Chapter 142 – DESIGN REVIEW**Sections:**

- 142.05 User Guide
- 142.15 Development Activities Requiring D.R. Approval
- 142.25 Administrative Design Review (A.D.R.) Process
- 142.35 Design Board Review (D.B.R.) Process
- 142.37 Design Departure and Minor Variations
- 142.40 Appeals of Design Review Board Decisions
- 142.50 Modifications
- 142.55 Lapse of Approval for Design Review Board Decisions
- 142.60 Bonds

142.05 User Guide

Various places in this code indicate that certain developments, activities, or uses are required to be reviewed through design review or D.R. Design review may either be administrative design review (A.D.R.) or design board review (D.B.R.). This chapter describes these design review processes.

(Ord. 4177 § 2, 2009; Ord. 4107 § 1, 2007; Ord. 4097 § 1, 2007; Ord. 4037 § 1, 2006; Ord. 4030 § 1, 2006)

142.15 Development Activities Requiring D.R. Approval1. Design Board Review (D.B.R.)

- a. The following development activities shall be reviewed by the Design Review Board pursuant to KZC 142.35:
 - 1) New buildings greater than one (1) story in height or greater than 10,000 square feet of gross floor area, or in the Market Street Corridor Historic District (MSC 3 Zone).
 - 2) Additions to existing buildings where:
 - a) The new gross floor area is greater than 10 percent of the existing building's gross floor area; and
 - b) The addition is greater than 2,000 square feet of gross floor area; and
 - c) Either:
 - 1) The existing building and addition total more than 10,000 square feet of gross floor area; or
 - 2) The addition adds another story; or
 - 3) Is in the Market Street Corridor Historic District (MSC 3 zone).
 - 3) Renovations to existing facades, where the building is identified by the City as an historic structure or is in the Market Street Corridor Historic District (MSC 3 zone).
- b. Exemptions from D.B.R. – The following development activities shall be reviewed through the administrative design review process in KZC 142.25:
 - 1) Any development where administrative design review is indicated in the applicable Use Zone Chart.

- 2) Any development in the following zones within the NE 85th Street Subarea: RH 8 except development that includes lots or portions of lots located more than 120 feet north of NE 85th Street, between 132nd Avenue NE and properties abutting 131st Avenue NE, PR 3.6, RM, PLA 17A.
- 3) Any development in the MSC 1 and MSC 4 zones located within the Market Street Corridor.
2. Administrative Design Review (A.D.R.) – All other development activities not requiring D.B.R. review under subsection (1) of this section shall be reviewed through the A.D.R. process pursuant to KZC 142.25.
3. Exemptions from Design Review – The following development activities shall be exempt from either A.D.R. or D.B.R. and compliance with the design regulations of Chapter 92 KZC:
 - a. Any activity which does not require a building permit; or
 - b. Interior work that does not alter the exterior of the structure; or
 - c. Normal building maintenance including the repair or maintenance of structural members; or
 - d. Any development listed as exempt in the applicable Use Zone Chart.

(Ord. 4498 § 3, 2015; Ord. 4392 § 1, 2012; Ord. 4390 § 1, 2012; Ord. 4177 § 2, 2009; Ord. 4107 § 1, 2007; Ord. 4097 § 1, 2007; Ord. 4037 § 1, 2006; Ord. 4030 § 1, 2006; Ord. 3833 § 1, 2002)

142.25 Administrative Design Review (A.D.R.) Process

1. Authority – The Planning Official shall conduct A.D.R. in conjunction with a related development permit pursuant to this section.

The Planning Official shall review the A.D.R. application for compliance with the design regulations contained in Chapter 92 KZC, or in zones where so specified, with the applicable design guidelines adopted by KMC 3.30.040. In addition, the following guidelines and policies shall be used to interpret how the regulations apply to the subject property:

- a. Design guidelines for pedestrian-oriented business districts, as adopted in KMC 3.30.040.
- b. Design guidelines for the Rose Hill Business District (RHBD), the Totem Lake Business District (TLBD) and Yarrow Bay Business District (YBD) as adopted in KMC 3.30.040.
- c. For review of attached or stacked dwelling units within the NE 85th Street Subarea, the PLA 5C Zone, the Houghton/ Everest Neighborhood Center, and the Market Street Corridor, Design Guidelines for Residential Development as adopted in KMC 3.30.040.
2. Application – As part of any application for a development permit requiring A.D.R., the applicant shall show compliance with the design regulations in Chapter 92 KZC, or where applicable, the design guidelines adopted by KMC 3.30.040, by submitting an A.D.R. application on a form provided by the Planning and Building Department. The application shall include all documents and exhibits listed on the application form, as well as application materials required as a result of a pre-design conference.
3. Pre-Design Conference – Before applying for A.D.R. approval, the applicant may schedule a pre-design meeting with the Planning Official. The meeting will be scheduled by the Planning Official upon written request by the applicant. The purpose of this meeting is to provide an opportunity for an applicant to discuss the project concept with the Planning Official and for the

- c. The Design Guidelines for Residential Development, as adopted in KMC 3.30.040, for review of attached and stacked dwelling units located within the NE 85th Street Subarea, the PLA 5C zone, and the Market Street Corridor.
 - d. The Parkplace Master Plan and Design Guidelines for CBD 5A as adopted in Chapter 3.30 KMC.
4. The Design Review Board is authorized to approve minor variations in development standards within certain Design Districts described in KZC 142.37, provided the variation complies with the criteria of KZC 142.37.
5. Pre-Design Conference – Before applying for D.B.R. approval, the applicant shall attend a pre-design conference with the Planning Official. The conference will be scheduled by the Planning Official upon written request by the applicant. The purpose of this conference is for the Planning Official to discuss how the design regulations, design guidelines, and other applicable provisions of this code and the Comprehensive Plan relate to the proposed development and to assist the applicant in preparing for the conceptual design conference. A pre-design conference may be combined with a pre-submittal meeting.
6. Conceptual Design Conference – Before applying for design review approval, the applicant shall attend a conceptual design conference (CDC) with the Design Review Board. The conference will be scheduled by the Planning Official to occur within 30 days of written request by the applicant. The applicant shall submit a complete application for Design Review within six (6) months following the CDC, or the results of the CDC will be null and void and a new CDC will be required prior to application for design review approval. The purpose of this conference is to provide an opportunity for the applicant to discuss the project concept with the Design Review Board and:
 - a. To discuss how the design regulations, design guidelines and other applicable provisions of the Comprehensive Plan affect or pertain to the proposed development;
 - b. For the Design Review Board to designate which design regulations, design guidelines and other applicable provisions of the Comprehensive Plan apply to the proposed development based primarily on the location and nature of the proposed development; and
 - c. For the Design Review Board to determine what models, drawings, perspectives, 3-D CAD models, or other application materials the applicant will need to submit with the design review application.
7. Application – Following the conceptual design conference, the applicant shall submit the design review application on a form provided by the Planning and Building Department. The application shall include all documents and exhibits listed on the application, as well as all application materials required as a result of the conceptual design conference.
8. Public Notice
 - a. Contents – On receipt of a complete design review application, the Planning Official shall schedule a design response conference with the Design Review Board to occur within 60 calendar days of receiving the complete application. The Planning Official shall provide public notice of the design response conference. Public notice shall contain the name of the applicant and project, the location of the subject property, a description of the proposed project, time and place of the first design response conference, and a statement of the availability of the application file.

Conceptual Master Plan Conference for TL 5 – The Design Review Board shall consider a Conceptual Master Plan (CMP) for properties over four (4) acres in size in TL 5. The CMP shall incorporate the design principles set forth in the special regulations for the use in the TL 5 zoning chart.

Conceptual Master Plan Conference for RHBD – The Design Review Board shall consider a Conceptual Master Plan (CMP) in the RH 3 zone within the NE 85th Street Subarea. The CMP shall incorporate the design considerations for the RH 3 zone set forth in the Design Guidelines for the Rose Hill Business District.

10. Approval – After reviewing the D.B.R. application and other application materials, the Design Review Board may grant, deny or conditionally approve subject to modifications the D.B.R. application for the proposed development. No development permit for the subject property requiring D.B.R. approval will be issued until the proposed development is granted D.B.R. approval or conditional approval. The terms of D.B.R. 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 D.B.R. approval or conditional approval. The Planning Official shall send written notice of the D.B.R. decision to the applicant and all other parties who participated in the conference(s) within 14 calendar days of the approval. If the D.B.R. is denied, the decision shall specify the reasons for denial. The final D.B.R. decision of the City on the D.B.R. application shall be the date of distribution of the written D.B.R. decision or, if the D.B.R. decision is appealed, the date of the City's final decision on the appeal. Notwithstanding any other provision of this code, if an applicant submits a complete application for a building permit for the approved D.B.R. development within 180 days of the final D.B.R. decision, the date of vesting for the building permit application shall be the date of the final D.B.R. decision.

Additional Approval Provision for TL 2 and TL 5 – The Notice of Approval for a Conceptual Master Plan (CMP) shall set thresholds for subsequent D.B.R. or A.D.R. review of projects following approval of a CMP in TL 2 or TL 5. The Notice of Approval shall also include a phasing plan for all improvements shown or described in the CMP.

Additional Approval Provision for RHBD – The Design Review Board shall determine the thresholds for subsequent D.B.R. or A.D.R. review of projects following approval of a Conceptual Master Plan (CMP) in the RHBD. The Notice of Approval for the CMP will state the thresholds for future review of projects and also include a phasing plan for all improvements shown or described in the CMP.

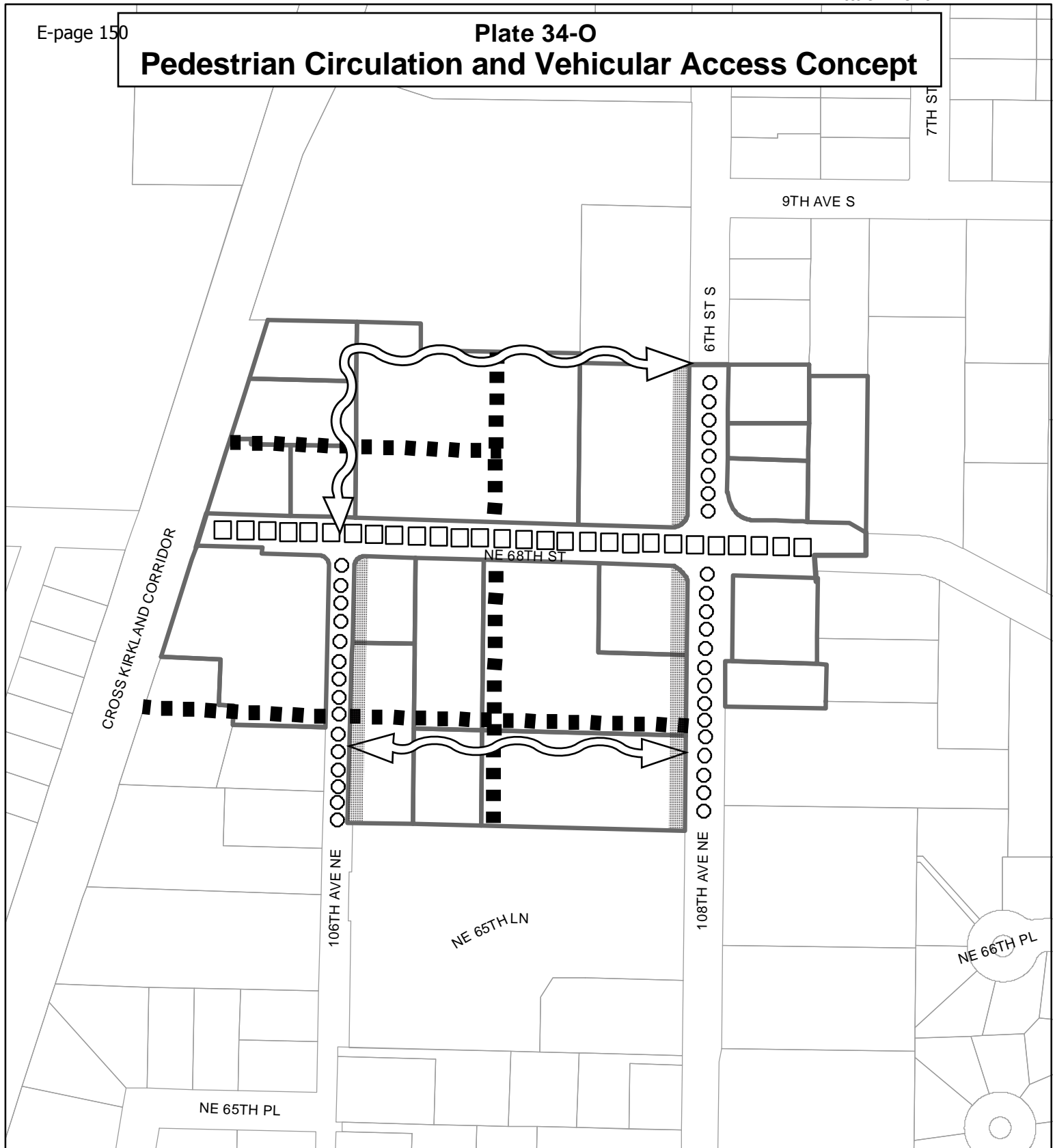
(Ord. 4496 § 3, 2015; Ord. 4495 § 2, 2015; Ord. 4491 § 3, 2015; Ord. 4392 § 1, 2012; Ord. 4193 § 1, 2009; Ord. 4177 § 2, 2009; Ord. 4171 § 1, 2009; Ord. 4121 § 1, 2008; Ord. 4107 § 1, 2007; Ord. 4097 § 1, 2007; Ord. 4037 § 1, 2006; Ord. 4030 § 1, 2006; Ord. 3956 § 1, 2004; Ord. 3954 § 1, 2004; Ord. 3889 § 2, 2003; Ord. 3833 § 1, 2002; Ord. 3814 § 1, 2001)

142.37 Design Departure and Minor Variations

1. General – This section provides a mechanism for obtaining approval to depart from strict adherence to the design regulations or for requesting minor variations from requirements in the following zones:
 - a. In the CBD and YBD: minimum required yards; and
 - b. In the Business District Core: minimum required yards, floor plate maximums and building separation requirements; and
 - c. In the RHBD, the PLA 5C zone, and the TLBD: minimum required yards, and landscape buffer; and

the HENC,

Plate 34-O Pedestrian Circulation and Vehicular Access Concept



- ○ ○ ○ **Major Ped Sidewalks**
(14' sidewalk width required on side of street where indicated)
- □ □ □ **Pedestrian-Oriented Street**
(14' sidewalk width required on both sides of street)
- ■ ■ ■ **Through-Block Pathway**
(Location Estimated)
- ~~~~~> **Vehicular Access**
(Location Estimated)

Houghton/Everest Neighborhood Center

Physical Condition and Development Feasibility Assessment



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Introduction

The HE6th Neighborhood Center lies at the intersection of the City of Kirkland's Houghton and Everest Neighborhoods. It is anchored by two active grocery store retail centers, the Cross Kirkland Corridor, and two arterial streets that carry vehicles, bicycles, and buses. The neighborhood is bordered by Google's newly expanded Kirkland campus, with Downtown Kirkland located about a mile to the northeast. Lake Washington sits just down the hill to the west of HE6th. Exhibit 1 shows the study area boundary, with the NE 68th Street running east-west and 6th Street South running north-south.

Exhibit 1. HE6th Study Area Aerial



Source: Google Earth, 2016; BERK, 2016

This study evaluates the development feasibility of the parcels within the Neighborhood Center, testing three different development intensities that could occur under varying regulatory scenarios – preservation of current conditions, modest change, and greater change. The feasibility assessment tests these scenarios under current market conditions and community goals. As part of the process, the local community, the City of Kirkland, stakeholders in the Central Houghton and Everest neighborhoods, and landowners were asked to provide input on their desires for HE6th's future, as well as their impression of what kind of change is realistic. This input, along with assumptions based on the market, fed into a series of pro forma models that helped inform an understanding of the likelihood of redevelopment under each scenario.

The following sections outline the existing physical conditions of HE6th, along with an evaluation of the potential for redevelopment under each regulatory scenario, and concludes with a summary of key findings.

Physical Condition Assessment

The physical condition assessment evaluates the existing conditions of streets, circulation, public spaces, use types, structures, parking, green space, zoning, and redevelopment potential.

STUDY AREA

The study area is just under 14 acres in size. There are 25 parcels, which are identified by their size (in acres) in Exhibit 2.

Exhibit 2. Parcels Size (acres)



Source: King County Assessor, 2016; BERK, 2016

STREETS + PUBLIC SPACES

Arterials + Local Access Streets

The neighborhood center is anchored by the two main arterials of 108th Avenue NE/6th Street S and NE 68th Street. Exhibit 3 shows the two arterials crossing in the center of the study area. 6th Street S has three vehicle lanes, a bike lane, and narrow sidewalks, and access to local bus routes. NE 68th Street has three to four vehicle lanes, a bike lane, narrow sidewalks, and landscaping along the street edge. It is bordered by surface parking throughout much of the study area.

There are a few local access streets in the neighborhood, although the main circulation is along the arterials, where the ingress and egress for the local retail is found.

Cross Kirkland Corridor

The Cross Kirkland Corridor runs through the western side of the study area (Exhibit 3), and is the primary

open space in the Neighborhood Center. The Corridor is a 5.75-mile recreational path that runs from South Kirkland Park & Ride through the Totem Lake Business District. It was an active railroad line until 2008. There is a trailhead located at NE 68th Street, within the study area. The Master Plan for the Corridor includes future plans to connect the Cross Kirkland Corridor with the Redmond Central Connector, the future 520 connection, and other regional trails, as well as extending the Corridor along other sections of the Eastside Rail Corridor. (City of Kirkland, 2016)

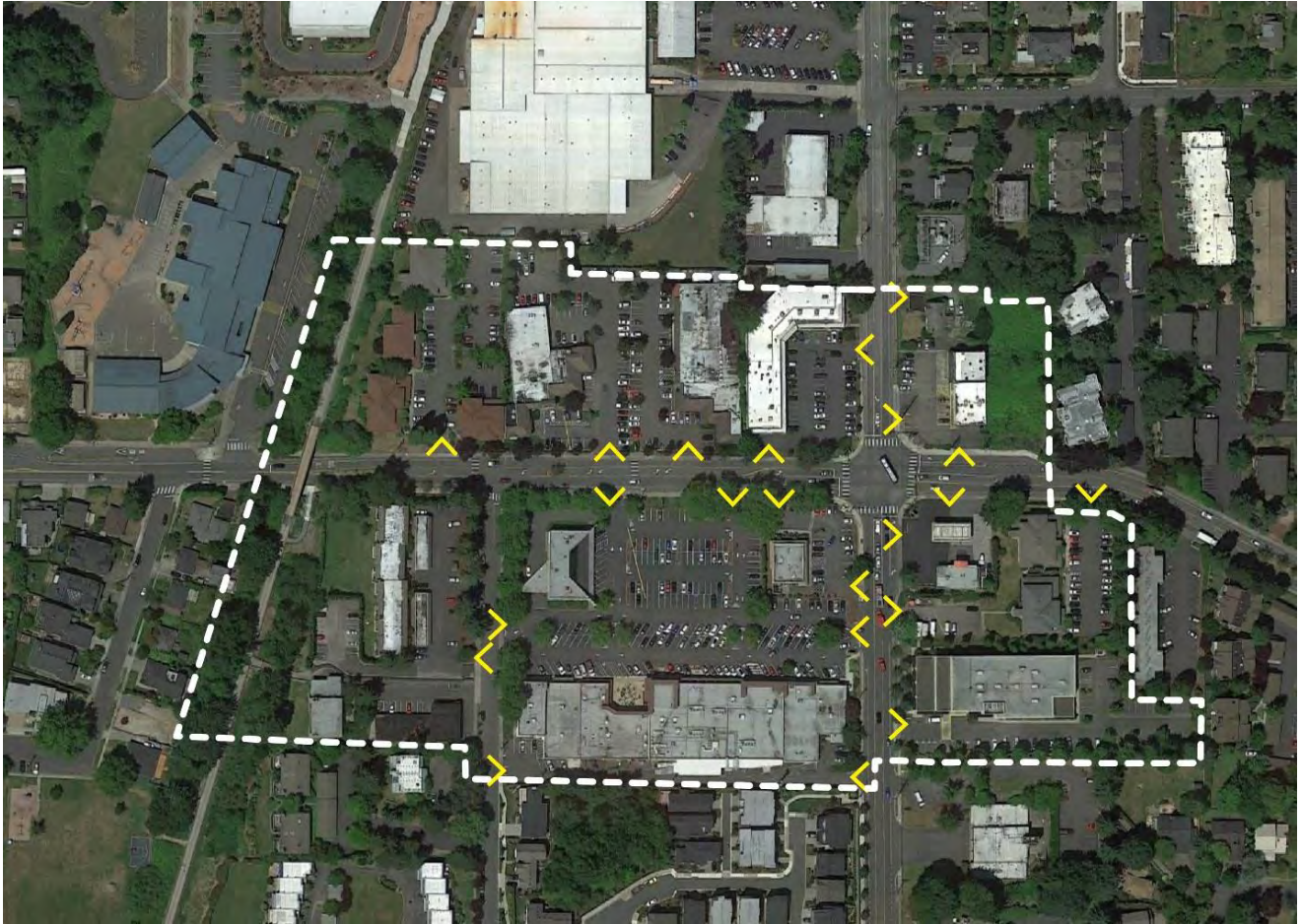
Exhibit 3. Arterial Streets and Cross Kirkland Corridor



Source: BERK, 2016; Google Earth, 2016

Curb Cuts and Access Management

There are frequent curb cuts along the arterials running through the Neighborhood Center, creating vehicle, bicycle, and pedestrian conflicts. Exhibit 4 shows the location of all 22 curb cuts in the study area.

Exhibit 4. Curb Cuts

Source: BERK, 2016; Google Earth, 2016

BUILDINGS, PARKING, GREEN SPACE

The most common use of land within HE6th is for parking and parking circulation. There are 657 parking spaces associated with the developments in the Neighborhood Center, as identified for the individual parking lots in Exhibit 5. The parking is generally located in front of the buildings and along the street, with the buildings set back behind the parking areas.

There is also some green space in the area, with the majority of it concentrated within or near the Cross Kirkland Corridor (discussed above, and highlighted in Exhibit 3. There are small landscaped areas and residential lawns scattered throughout the Neighborhood Center as well.

Exhibit 5. Buildings, Parking, and Green Space



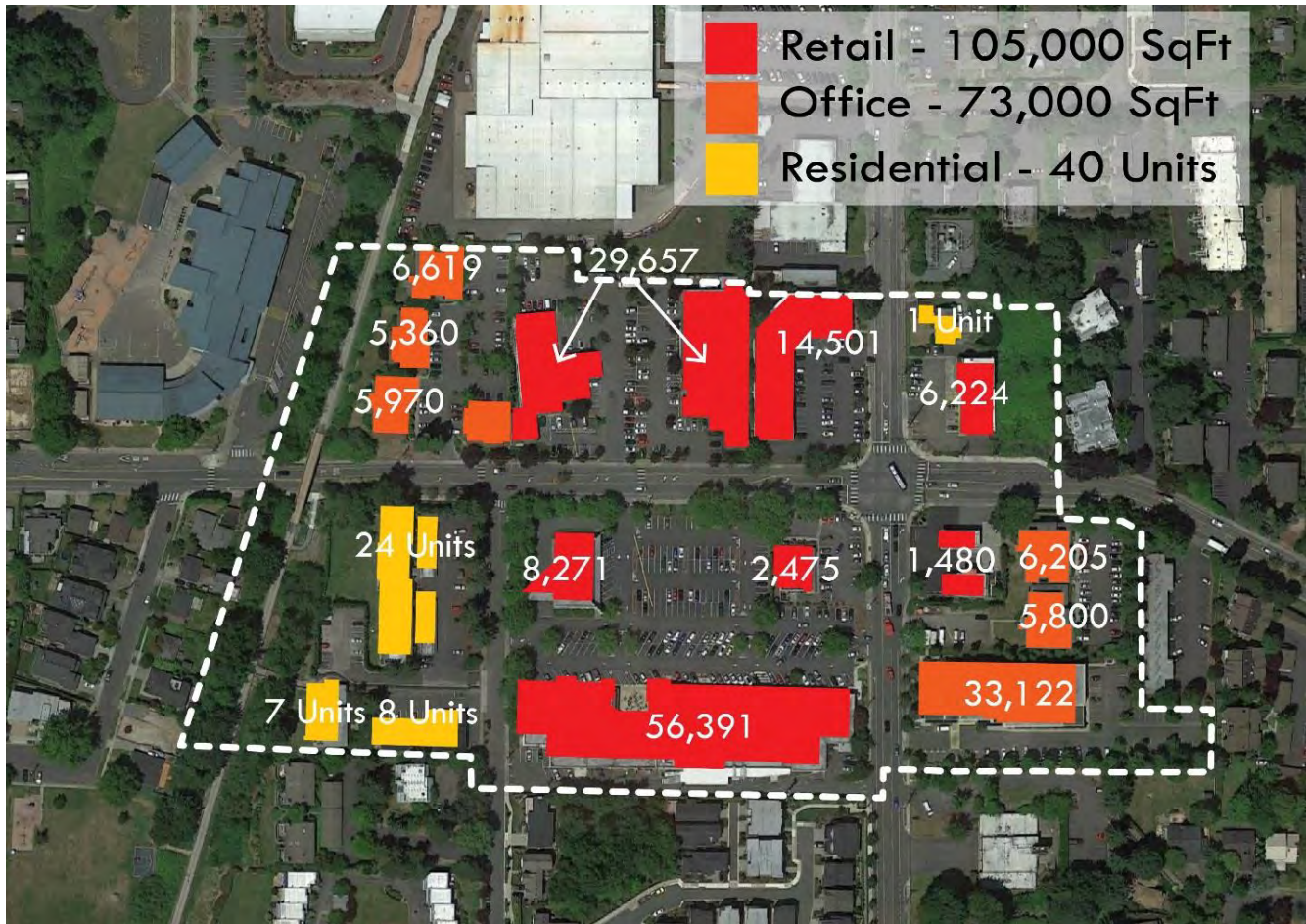
Source: BERK, 2016

LAND USE

Existing Land Use + Buildings

The HE6th area is currently occupied by large and small format retail in strip-mall development. The structures are one or two stories high and set back from the street. There are two grocery stores including a Metropolitan Market and a PCC, as well as additional neighborhood-serving retail. There are a couple of parcels occupied by office uses and some multi-family apartment units. The surrounding land uses include office space to the north, a school to the west, multifamily to the south, and office and multifamily to the east.

Exhibit 6 shows the building footprints and use type for the structures within the HE6th study area. There is a total of 105,000 square feet of retail, 73,000 square feet of office, and 40 residential units. Individual building square footages are identified in Exhibit 6 as well.

Exhibit 6. Existing Land Use of HE6th Structures

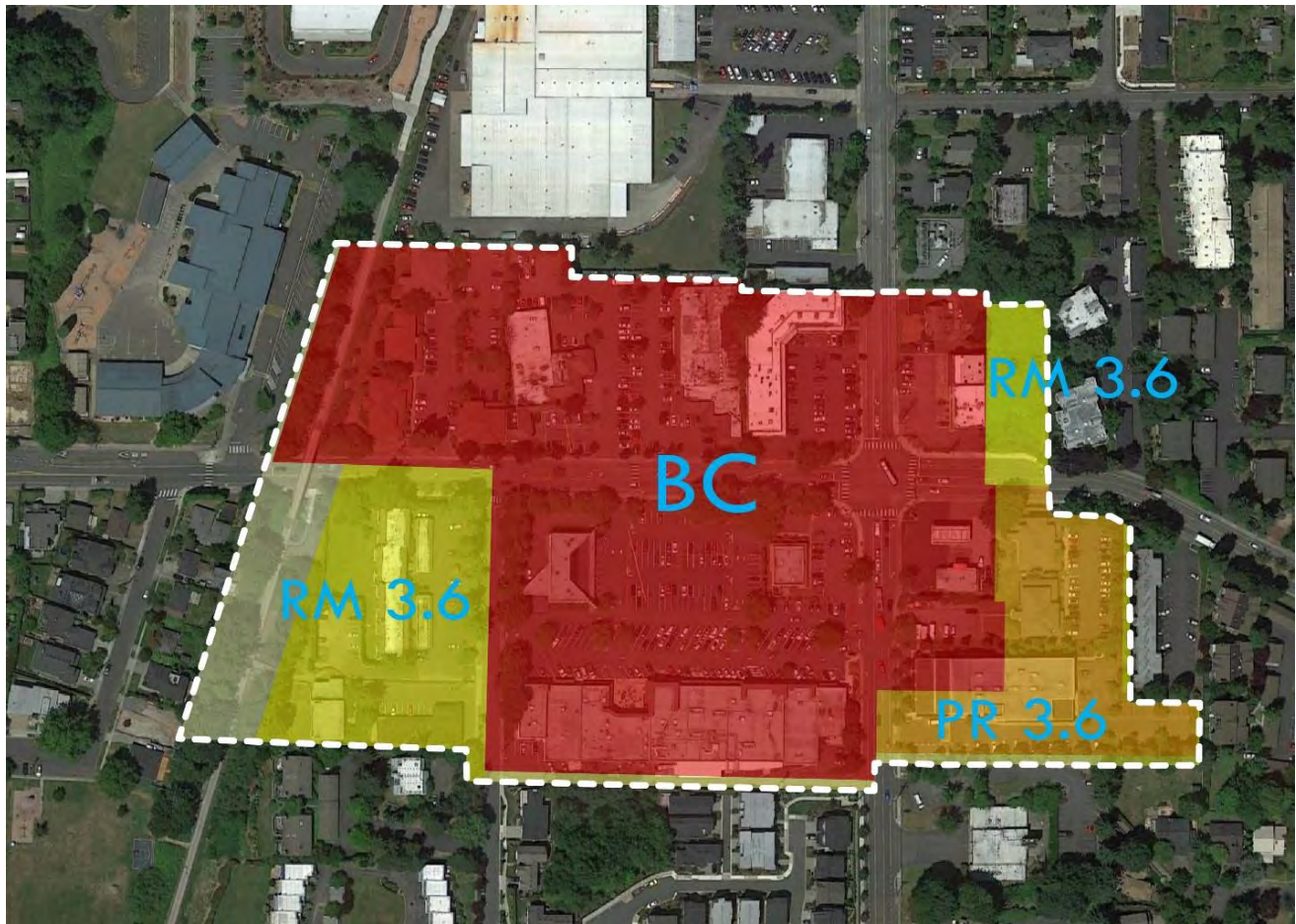
Source: BERK, 2016

Future Land Use

Future land use in HE6th is primarily Commercial, with a few parcels designated as Medium Density Residential. Low Density Residential overlaps with the study area, however the only parcel designated as Low Density Residential is occupied by the Cross Kirkland Corridor, which is unlikely to see a change of use during the planning period.

Zoning

There are three main zoning district within the study area, with most of HE6th falling within the BC zone. Exhibit 7 shows the boundaries of each zoning district within HE6th. Summaries of key development regulations for the Neighborhood Center's zones are included in Exhibit 8. Generally, buildings are restricted to 30-foot heights, setbacks are required to be 20 feet (with some exceptions), and maximum lot coverage is between 60 and 80 percent. Zoning of the surrounding area includes low density residential to the west, industrial mixed use to the north, and medium density residential to the east and south. There are a few parcels zoned as office mixed-use to the southeast of the study area.

Exhibit 7. HE6th Zoning

Source: City of Kirkland, 2016; BERK, 2016; Google Earth, 2016

Exhibit 8. Zoning District Summaries

TOPIC	BC – COMMUNITY BUSINESS (COMMERCIAL MIXED-USE)	RM 3.6 – MULTI-FAMILY RESIDENTIAL (MEDIUM DENSITY RESIDENTIAL)	PR 3.6 – OFFICE
Ground Floor Retail Requirement	<ul style="list-style-type: none"> At least 75 percent of total gross floor area on the ground floor must contain retail, restaurants, taverns, hotels, motels, or offices, which must be oriented to an arterial, major pedestrian sidewalk, and pedestrian pathway, or internal pathway 	<ul style="list-style-type: none"> Not regulated 	<ul style="list-style-type: none"> Not regulated
Affordable Housing	<ul style="list-style-type: none"> Not regulated 	<ul style="list-style-type: none"> Medium density residential developments with four or more new units must provide at least 10 percent of units as affordable housing Two additional units can be built for each affordable unit provided 	<ul style="list-style-type: none"> Developments with four or more new units must provide at least 10 percent of units as affordable housing Two additional units can be built for each affordable unit provided
Maximum height	<ul style="list-style-type: none"> If adjoining a low-density zone (other than RSX), then 25 feet above average building elevation If not adjoining a low-density zone, 30 feet above average building elevation 	<ul style="list-style-type: none"> 30 feet above average building elevation 	<ul style="list-style-type: none"> 30 feet above average building elevation

TOPIC	BC – COMMUNITY BUSINESS (COMMERCIAL MIXED-USE)	RM 3.6 – MULTI-FAMILY RESIDENTIAL (MEDIUM DENSITY RESIDENTIAL)	PR 3.6 – OFFICE
Allowed Uses and Review Process	<ul style="list-style-type: none"> Other than the development of parks, and vehicle service stations, the BC zone does not require any additional review processes for allowed uses. 	<ul style="list-style-type: none"> Some use types require additional review processes (Process IIA, Process I as defined by KZC Chapter 145) Unlike other medium density residential zones, RM 3.6 does not allow for entertainment facilities, golf courses, hotels, office uses, public access facilities, or restaurants 	<ul style="list-style-type: none"> Some use types require additional review processes (Process I as defined by KZC Chapter 145) Unlike other office zones, PR 3.6 does not allow for waterfront-related uses, hospitals, developments with attached or stacked dwelling units, restaurants, or taverns
Minimum Lot Size	<ul style="list-style-type: none"> Vehicle Service Station – 22,500 Sq. Ft. All other – None (with some gross floor area restrictions) 	<ul style="list-style-type: none"> Assisted Living Facility, Detached or Attached Dwelling Units, Mini School/Day-Care – 3,600 Sq. Ft. Church, Convalescent Center, Entertainment/Cultural/Recreational Facilities, Small format retail (grocery, barber, etc.), Nursing Home, Restaurant, School/Day-Care – 7,200 Sq. Ft. Golf Course – 1 Acre All other allowed uses - None 	<ul style="list-style-type: none"> Varies depending on use Assisted Living Facility, Dwelling Unit, Mini-School, Mini-Day Care, – 3,600 Sq. Ft. Church, Convalescent Center, Funeral Home, Nursing Home, Retail Establishment, School, Day Care – 7,200 Sq. Ft. All other - None
Required Setbacks	<ul style="list-style-type: none"> Front – 20 feet Side – 0 feet Rear – 0 feet Vehicle service station – 40 feet front, 15 feet side, 15 feet rear 	<ul style="list-style-type: none"> Front – 20 to 30 feet, varies based on use Side – 5 to 20 feet, varies based on use Rear – 10 to 20, varies based on use Golf Course – 50 feet front, 50 feet side, 50 feet rear School or Day-Care – varies based on student capacity 	<ul style="list-style-type: none"> Front – 20 feet Side – 5 to 20 feet, varies based on use Rear – 10 to 20 feet, varies based on use
Maximum Lot Coverage	<ul style="list-style-type: none"> 80 percent 	<ul style="list-style-type: none"> 60 to 80 percent, varies based on use 	<ul style="list-style-type: none"> 70 percent

TOPIC	BC – COMMUNITY BUSINESS (COMMERCIAL MIXED-USE)	RM 3.6 – MULTI-FAMILY RESIDENTIAL (MEDIUM DENSITY RESIDENTIAL)	PR 3.6 – OFFICE
Parking Requirement*	<ul style="list-style-type: none"> 1.2 per studio unit 1.3 per 1 bedroom unit 1.6 per 2 bedroom unit 1.8 per 3 or more bedroom unit 1 per 300 sq ft of office or retail 	<ul style="list-style-type: none"> 1.2 per studio unit 1.3 per 1 bedroom unit 1.6 per 2 bedroom unit 1.8 per 3 or more bedroom unit 1 per 300 sq ft of office or retail 	<ul style="list-style-type: none"> 1.2 per studio unit 1.3 per 1 bedroom unit 1.6 per 2 bedroom unit 1.8 per 3 or more bedroom unit 1 per 300 sq ft of office or retail

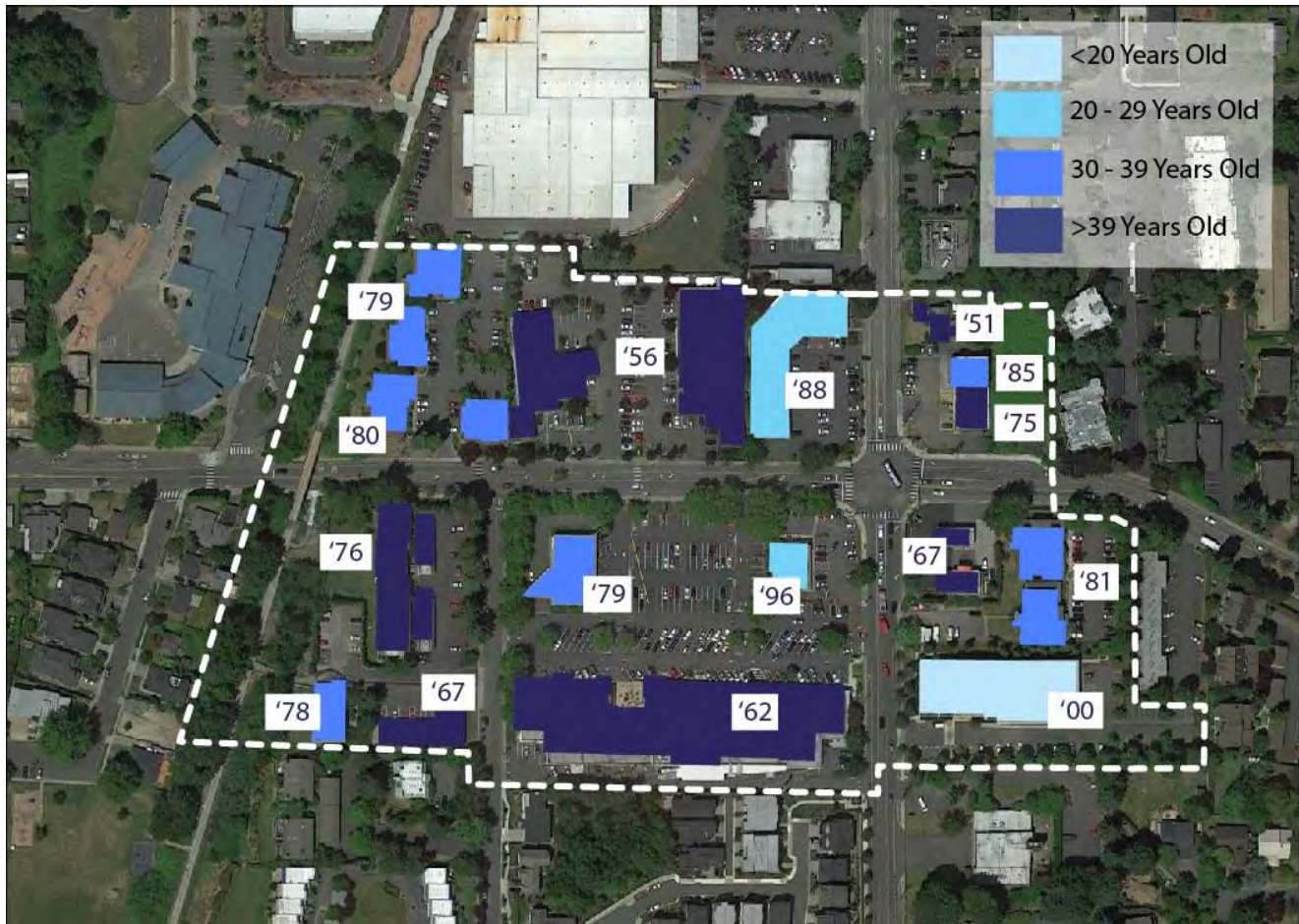
Note: Landscape and signage requirements vary based on development type.

*Additional parking requirements for specific uses provided in KMC Chapters 15, 20, 35. For medium and high-density residential uses, a minimum of ten percent of the total number of required parking spaces must be for guest parking.

Source: Kirkland Zoning Code, Chapters 15, 20, 35

AGE OF BUILDINGS

Exhibit 9 shows the year that structures within the HE6th study area were built, with more recent construction shown in lighter blue and older construction shown in darker blue. All but three of the buildings were constructed at least 30 years ago, with a notable share that are 40 years or older in age. Generally, buildings are expected to have a useful life of around 40 years. Since so many of the HE6th's buildings are 40 years old or close to it, the buildings are becoming out of date. When a structure no longer fits the quality or behavioral floor plate demands of tenants, buildings may be vacated by current tenants and become hard to lease. As buildings in the HE6th area age, it is important to consider the feasibility of redevelopment and avoiding future declines due to vacancy.

Exhibit 9. Year Built and Age of Buildings

Source: BERK, 2016; King County Assessor, 2016

REDEVELOPABLE PROPERTIES

Exhibit 10 shows the properties that were identified as redevelopable in the City's 2016 Comprehensive Plan Development Capacity Analysis. These are properties whose improvement value is less than 50 percent of the land value. The properties shaded in blue are the properties that are most likely to change given existing or new development regulations. Additional parcels within the Neighborhood Center may redevelop as well.

Exhibit 10. Redevelopable Properties in HE6th from the Comprehensive Plan

Source: BERK, 2016; City of Kirkland, 2016

For the land use and transportation analysis additional properties are assumed to be more likely to redevelop than those identified in the Comprehensive Plan (See Exhibit 11).

Exhibit 11. Redevelopable Properties in HE6 for Land Use and Transportation Analysis

Plan Scenarios + Neighborhood Goals

The following plan scenarios – Preservation Scenario, Modest Change Scenario, and Greater Change and Amenities Scenario – test the trade-offs between different levels development within the Neighborhood Center. They are meant to provide an overview of the potential resulting development as well as outline the potential feasibility of redevelopment under each scenario, given the current market and the existing land use conditions of the study area.

In addition, the scenarios are reviewed with the Houghton Center Neighborhood Plan goals and policies as a backdrop, recognizing that the project's study area overlaps with the Houghton Center Neighborhood Plan's boundaries. Relevant goals of the Plan prioritize the following:

- Protecting and enhancing the natural environment
- Promoting and retaining the residential character while accommodating compatible infill development and redevelopment
- Allowing for alternative residential development options that are compatible
- Promoting a strong and vibrant Neighborhood Center with a mix of commercial and residential uses.
- Promoting high quality design by establishing design standards that apply to commercial and multifamily development
- Supporting the transition of Houghton Center into a pedestrian-oriented mixed use development
- Minimizing impacts between residential uses and adjoining commercial uses
- Maintaining mobility along 108th Avenue NE as a major vehicle, transit, pedestrian, and bicycle corridor
- Encouraging mobility and the use of non-motorized transportation
- Preserving public view corridors and natural features that contribute to the visual identity
- Enhancing gateways to the neighborhood to strengthen identity
- Providing public improvements that contribute to a sense of identity and visual quality (Central Houghton Neighborhood Association, 2012)

The plan, including policies related to the goals summarized above, is included as an attachment. The policies listed below on neighborhood transition to a pedestrian-oriented mixed use center, among other policies, help guide the analysis of potential scenarios that is provided in the following sections:

- **Policy CH-7.1.** Promote a pedestrian-oriented development concept through standards for a coordinated master plan for Houghton Center including retail, with office and/or residential and



Houghton Plaza, Kirkland, WA (Source: BERK)

other compatible uses.

- **Policy CH-7.3.** Allow building heights to step up to five stories if careful attention is given to building modulation, upper story setbacks, and use of materials to reduce the appearance of bulk and mass.
- **Policy CH-7.5.** Provide gathering spaces and relation areas within Houghton Center.

To meet these neighborhood goals significant investment will be required for redevelopment of private properties and in public spaces. Public space investments can be required through development standards and design guidelines, can be supported by an increased taxed base and impact fees for new development, through City investments, or as public/private partnerships. For the City to require public space investments by private developers the value of the development must be able to support the cost of expanding and improving public spaces. The scenarios consider the potential for development at a variety of scales to be able to support public improvements based on community goals.

DEVELOPMENT ASSUMPTIONS AND CAPACITY BY SCENARIO

Based on the properties that are assumed to redevelop during the planning period (see Exhibit 11) a land capacity model was developed. The land capacity model shows the amount of development, by scenario, if each of the redevelopable properties is redeveloped during the planning period plus existing development on parcels not anticipated to redevelop. Exhibit 12 shows the amount of development by land use for each scenario at full build-out.

Exhibit 12. Land Capacity by Scenario

SCENARIOS	GREATER CHANGE		MODEST CHANGE	PRESERVATION	
	5 Stories	4 Stories	3 Stories	EXISTING DEVELOPMENT	CURRENT ZONING
RESIDENTIAL UNITS	862	702	574	39	360
RETAIL SQUARE FEET	113,480	113,480	113,480	105,092	113,480
OFFICE SQUARE FEET	122,476	122,476	122,476	73,150	122,476

Source: City of Kirkland, 2016; BERK, 2017

Exhibit 13. Assumed Development Intensity by Scenario in the BC Zone

	GREATER CHANGE	MODEST CHANGE	PRESERVATION
Floor to Area Ratio (FAR)	3.0	2.0	1.3
Retail FAR	0.3	0.3	0.3
Residential FAR	2.5	1.5	0.8
Office FAR	0.2	0.2	0.2
Residential Units per Acre	125	80	38

Source: BERK, 2016; City of Kirkland, 2016

PRESERVATION SCENARIO

Overview

The Preservation Scenario includes any potential development allowed under existing regulations. With 30-foot height limits and other development regulations, such as parking minimums (see Exhibit 8), redevelopment of the HE6th properties is unlikely in the current market, given the cost of land and the permitted development opportunities.

Redevelopment Potential

If a new development were to occur under the Preservation Scenario, the resulting development would likely maintain surface parking and the existing one-story strip-style development pattern. If 2 stories were built, the building footprint (and the ground floor retail space) would be reduced to almost half the amount of space to account for surface parking requirements of one stall per 300 square feet of retail (see Exhibit 8). The footprint would be further reduced by the addition of a third story, which isn't currently feasible under the 30-foot height limit.

Allowed uses include a wide range of retail uses, as well as office use. Residential use is allowed in the BC zone where the units are not located on the ground floor.

The Preservation Scenario does not address many of the goals in the Houghton Neighborhood Center Plan. It would create public improvements and contribute to some pedestrian-oriented changes, as well as prevent additional impacts between the residential uses and adjoining commercial uses. Mobility along 108th Avenue NE would not decrease, other than impacts attributed to regional growth.

Public Improvements

Public improvements from redevelopment under the Preservation Scenario would likely be limited to traffic improvements since no new design standard would be implemented.

Development Feasibility

Since higher value land requires a higher value development to support the costs, it would be difficult to come up with a development concept that would justify redevelopment under Preservation. Current height limits inhibit redevelopment and an increase in building square footage would yield less first floor retail space than existing buildings to account for more surface parking. Structured parking would not be a feasible development cost given the amount of profitable building square footage allowed.

MODEST CHANGE SCENARIO

Overview

A modest change scenario would involve raising building heights to allow for three stories. It is expected that this scenario would continue to result in surface parking lots, which would constrain the size of the building footprint. Redevelopment would also bring some improvements to public space.

Redevelopment Potential

The Modest Change Scenario could catalyze minor infill and an improvement in the public realm. An increase in allowed building heights from 30 feet to 35 feet would allow for up to three stories of mixed-use development. Changes to building setbacks would require buildings abut wide sidewalks, creating a more attractive pedestrian environment. The floor area ratio (FAR) would increase from .37 to between 1.5 and 2.0, allowing for more building. Exhibit 14 shows the comparison between building under the Preservation Scenario and the Modest Change Scenario.

In addition to the potential for a residential and retail mixed-use concept, office uses already exist in the neighborhood and some redevelopment concepts could incorporate office.



Three Story Mixed-Use Development Example

Exhibit 14. Modest Change Comparison

	PRESERVATION SCENARIO	MODEST CHANGE SCENARIO
Building Height	30 feet	35 feet
Front Setback	20 feet	Buildings would abut wide sidewalks
Lot Coverage	80%	80%
Residential Parking Requirements	Average of 1.5 per unit	Same as existing
Commercial Parking Requirements	1 per 300 Sq Ft	Same as existing
Floor to Area Ratio	0.37	1.5 to 2.0

Source: BERK, 2016

The development potential under this scenario is a better fit for the Central Houghton Neighborhood Plan goals than likely development under the Preservation Scenario. In particular, it accomplishes some of the

goals around compatible infill redevelopment, alternative residential options, a mix of retail options, and pedestrian-oriented development.

Public Improvements

The Modest Change Scenario would include both transportation and public space improvements to support redevelopment and neighborhood goals. Transportation and circulation improvements would focus on the arterial corridors and public space improvements would create an environment that prioritizes both vehicles and pedestrians. Additional public space improvements may be adopted by the City to further neighborhood goals as redevelopment occurs.



Pedestrian oriented mixed-use development, Marina Heights, Kirkland WA. (Source: City of Kirkland)

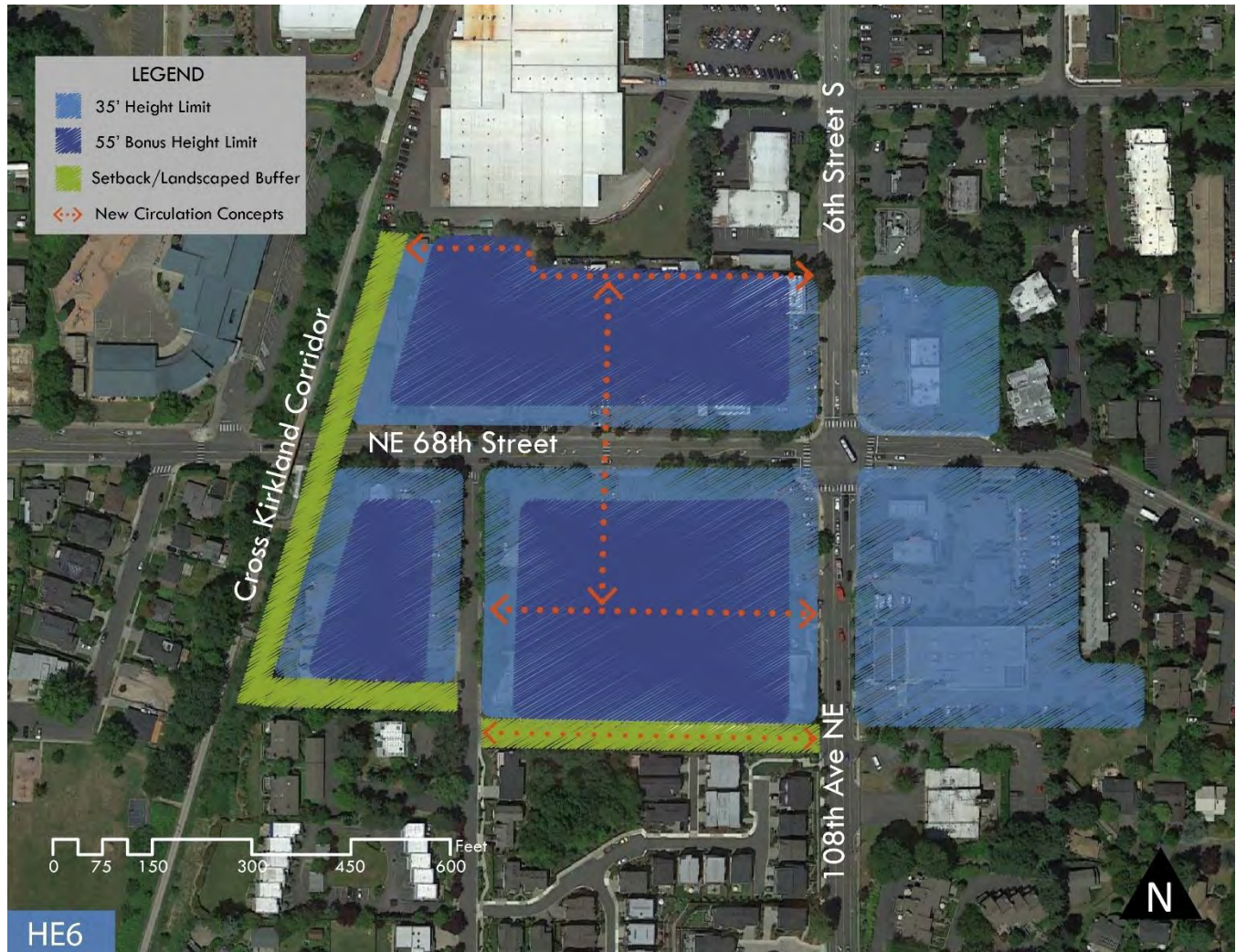
Development Feasibility

The modest change scenario would be more likely to incentivize development than the Preservation Scenario given the greater potential for improvement value. However, the need to accommodate surface parking constrains building sizes and only some development concepts would be able to include structured parking as a feasible development cost. The overall value of three story development is less likely to support the cost of public improvements by private developers.

GREATER CHANGE AND AMENITIES SCENARIO

Overview

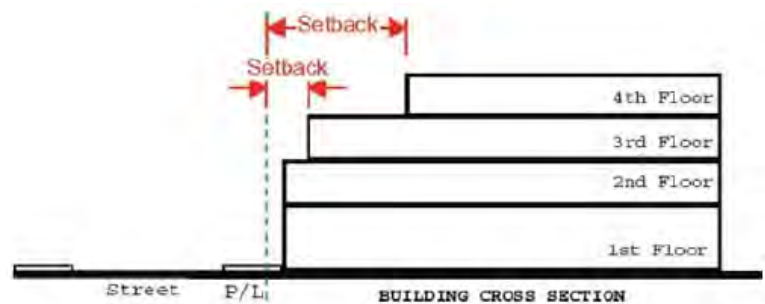
A Greater Change and Amenities scenario would allow for 5-story building heights, and include additional design standards to improve the public space. The mixed-use development-type would create a livelier Neighborhood Center and would allow for greater amenities. The higher value development allowed under the Greater Change and Amenities Scenario would support the high land costs, which incentivizes redevelopment. Building heights would be limited to 35' within 30' of the public right of way along all public streets. A building height bonus up to 55' would be allowed if certain incentives are met such as providing a grocery store and public space. The building height bonus would only be available to properties west of 108th Avenue NE/6th Street S. In addition, new circulation improvements would be required on large sites with flexibility on the final alignments. Circulation improvements may be public or private and serve vehicles and/or pedestrians. Landscaped buffers would be required along the Cross Kirkland Corridor and along the southern boundary of the Neighborhood Center adjacent to lower-density residential development.

Exhibit 15. Greater Change Buildings Heights, Buffers, and Circulation

Source: BERK, 2017

Redevelopment Potential

Redevelopment under this scenario would include significant infill, as well as an increased variety of housing options, retail, and other amenities in mixed-use style development. Building heights of 55 feet would allow for buildings of up to 5 stories. Requirements could incorporate reduced bulk and mass for upper stories through setbacks and additional design guidelines. The diagram to the right shows an example of upper stories that are stepped back from the street frontage to reduce the bulk. This can be an effective in minimizing the impact of the height of the structure. Stepbacks also create the opportunity for terrace and roof deck amenities.



4-Story building example with setbacks, Kirkland Pedestrian-Oriented Business Districts Design Guidelines (Source: City of Kirkland)

In addition to the potential for a residential and retail mixed-use concept, office uses already exist in the

neighborhood and some redevelopment concepts could incorporate office.

Appropriate development standards would create pedestrian-oriented retail spaces along wide sidewalks and greater potential for usable building square footages. Parking would be tucked inside the building on the ground floor and below surface level since the development would support structured parking. Floor to area ratios in this scenario would be increased from .37 to between 2.5 and 3.0. Exhibit 16 shows the comparison between building under the Preservation Scenario and the Greater Change Scenario.

Exhibit 16. Greater Change and Amenities Comparison

	PRESERVATION SCENARIO	GREATER CHANGE & AMENITIES SCENARIO
Building Height	30 feet	55 feet
Front Setback	20 feet	Buildings would abut wide sidewalks
Lot Coverage	80%	No limit
Residential Parking Requirements	Average of 1.5 per unit	Same as existing
Commercial Parking Requirements	1 per 300 Sq Ft	Same as existing
Floor to Area Ratio	0.37	2.5 to 3.0

Source: BERK, 2016

The development potential under this scenario is a better fit for the Central Houghton Neighborhood Plan goals than likely development under the Preservation Scenario. As with the Modest Change Scenario, it accomplishes some of the goals around compatible infill redevelopment, alternative residential options, a mix of retail options, and pedestrian-oriented development. In addition, the Greater Change and Amenities Scenario addresses circulation for all modes along the arterials, enhances the gateway to the neighborhood, provides public improvements, and promotes high quality design through establishing standards.

Public Improvements

This scenario would require improvements to streets and public spaces to support the new development. Transportation and circulation improvements for vehicles would be implemented. Public space improvements would likely include wider sidewalks, expanded public amenity spaces, public art, and neighborhood event space.

The City of Kirkland has a set of design guidelines that apply in the Pedestrian-Oriented Business Districts. A summary sheet from the existing guidelines is provided in Appendix A. These guidelines, which have already been developed and implemented in parts of the City, could easily be integrated into any a change scenario in HE6th and their previous implementation provides some predictability in the results.



Outdoor dining at the PCC in Columbia City

Development Feasibility

Redevelopment under this scenario is more likely due to the greater value of development and the ability to support higher land costs. More retail and amenity potential within the development are an attractive asset and would incentivize development as well. While there would be no change to parking requirements, potential developments under the Greater Change and Amenities Scenario would make structured parking a feasible construction cost.

SCENARIO OUTCOMES

It's difficult to predict the outcome for each scenario. Changes to the economy, construction costs, housing costs, and other factors all have the potential to significantly change future outcomes. However, the community has an opportunity to put in place goals, policies, plans, and regulations that support desired community outcomes based on community values. Exhibit 17 highlights the more likely outcomes between the three scenarios.

Exhibit 17. Scenario Outcomes

Preservation	Modest Change	Greater Change and Amenities
<ul style="list-style-type: none"> • Maintain existing neighborhood character • Auto-oriented design • Surface parking lots • Risk of declining retail over time • Prioritize the movement of vehicles through the neighborhood • Unsafe pedestrian environment • Lower scale buildings 	<ul style="list-style-type: none"> • Maintain existing neighborhood character • Less incentives for change; minor infill • Minor improvements to streets and public spaces • Surface parking lots • Prioritize the movement of vehicles through the neighborhood • Unsafe pedestrian environment • Lower scale buildings • Design guidelines and design review • Transportation Improvements 	<ul style="list-style-type: none"> • Pedestrian oriented design • Greater retail amenities • Safer pedestrian environment • Park once • Expanded and improved public spaces • Green infrastructure and improved <u>stormwater</u> management • Design guidelines and design review • Greater housing choices • Reduce surface parking • Fiscal Sustainability

Source: BERK, 2016

Development Feasibility

OVERVIEW OF MARKET CONDITIONS

The HE6th neighborhood is an attractive area for development and is well situated near schools, the newly expanded 375,000 square foot Google Campus, and at the intersection of two residential neighborhoods (Houghton and Everest). The area itself has two grocery stores and a variety of neighborhood-serving retail.

Rents in the area are high and could potentially support new mixed-use development. Residential rents of around \$3.00 per square foot and retail rents of around \$30 per square foot could be expected. The land values are estimated to be around \$100 per square foot. The value for single-family development, where allowed, may compete with multifamily development depending on future zoning scenarios.

National economic recovery since the recession and the regional economic strength as a result of growing industries has led to strong development markets and a pronounced real estate cycle. This in turn has created competition and supply pressures on the construction industry, leading to high construction costs. These factors speak to why development feasibility must be evaluated on a more comprehensive scale than a site-specific scale - it is not just about feasibility of development on a particular parcel, but about how development of a particular parcel compares to development opportunities somewhere else in the region, state, or country (especially in a region where investors have a global reach).

What we've heard from property owners and developers

Property owners and developers have indicated redevelopment is not likely or feasible under current zoning and development standards. Recent history supports this fact as a new building has not be constructed in the neighborhood center for over 15 years despite two strong real estate cycles. Property

owners have indicated support for five story development to accommodate the costs of providing structured parking and public amenities needed to support redevelopment and community goals as outlined in the Central Houghton Neighborhood Plan.

VARIABLES AFFECTING DEVELOPMENT FEASIBILITY

The following variables impact the cost of development and can fluctuate depending on the current market and regulations. Some of these factors are relatively fixed, such as the site size, some are based on the economy and market conditions, such as cap rates, and some are related to the regulatory environment, such as parking requirements. The impacts of individual factors were considered as feasibility was analyzed.

- **Floor Area Ratio (FAR).** Floor to area ratio is a common metric used by cities to regulate the bulk and scale of development and is calculated by dividing the gross building square footage (above grade) by the lot size. Higher floor to area ratios allow more built square footage that can be constructed on a parcel and may lead to higher financial returns from the development. On the contrary, allowing an FAR that is above what is supported by the market can lead to longer term speculation and development stagnation.
- **Parking Requirements.** Parking requirements can have a significant impact on construction costs and financial feasibility for development particularly for structured parking which typically costs between \$30,000 to \$50,000 per parking space.
- **Residential Rents.** Residential rents in the Puget Sound have been growing recently, and the market for residential apartment units is strong. Residential rents are around \$3.00 per square foot, varying by unit size and type, market demand, quality of construction, location, and available on-site amenities. (Dupre + Scott, 2016)
- **Retail Rents.** Retail rents in the Puget Sound are strong and the growth in residents and employees in the area creates demand for neighborhood-serving retail in the HE6th area. Retail rents are around \$30 per square foot, varying by building type, market demand, quality of construction, location, and amenities. (Dupre + Scott, 2016)
- **Construction Costs.** Construction costs vary depending on the development type and the construction market. The Puget Sound is currently experiencing heightened levels of construction, which are pushing construction costs up. This can fluctuate as the market goes through cycles.
- **Site Size.** The size of a development site impacts the type and scale of the development. Larger sites are more suited for mixed-use residential and large format retail, such as grocery stores, than smaller sites. HE6th has several large parcels.
- **Capitalization Rates (Cap Rates).** Cap rates are a way of assessing real estate value and measuring investments in one market versus another. A cap rate is the ratio of the net operating income to the value of the building. High cap rates mean that the building has a lower total value, and vice versa. Cap rates for apartment development in the Puget Sound area are currently around 5%.
- **Residual Land Value and Land Price.** Land price rests on the potential of the land. Zoning and development regulations placed on land create constraints and opportunities on the value of a future

development.

- **Design Guidelines and Public Space Improvements.** The City of Kirkland has detailed design guidelines and requirements for public space allocation and improvements, but currently the design guidelines do not apply to the study area. If design guidelines are adopted for the study area in support of neighborhood goals to improve public spaces, then higher value development will be more likely to support developer funded improvements while also increasing the City's tax base.

Exhibit 18 visualizes the concept of residual land value, which is equal to the value of the development itself minus the costs of development. The calculation provides an understanding of how much land cost a development can support, which can vary depending on land ownership or purchasing costs on a particular site. A higher land value requires a higher development value to pay for purchasing the site.

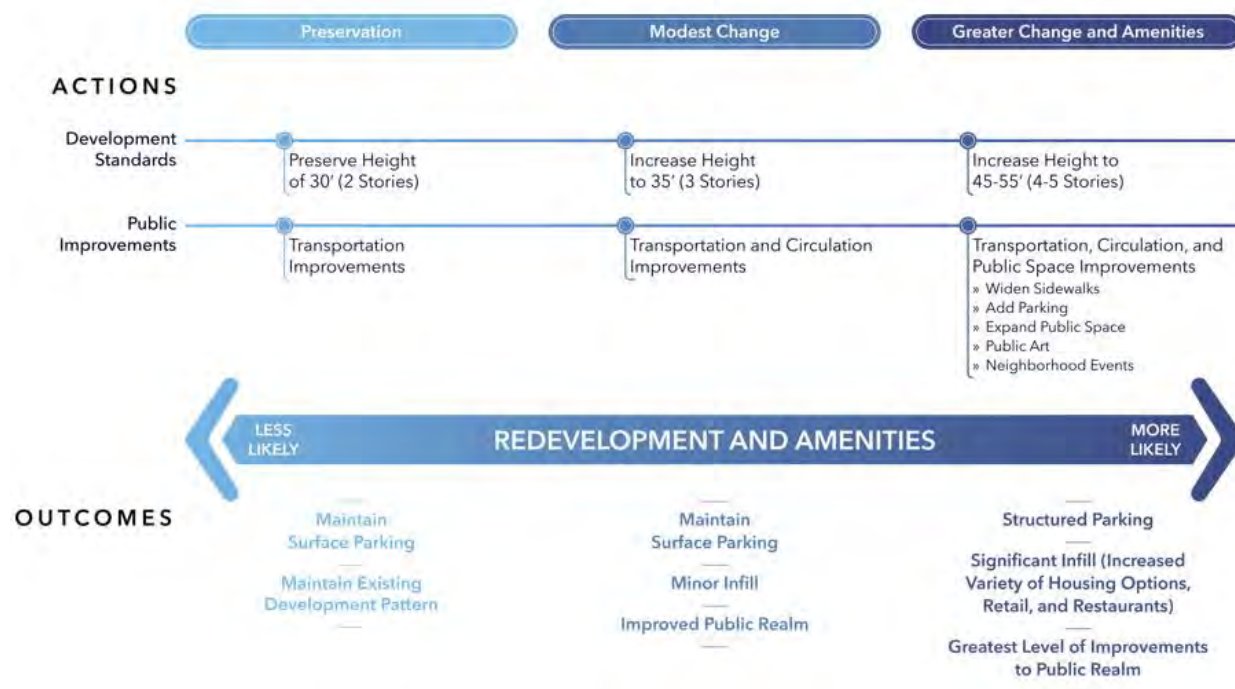
Exhibit 18. Residual Land Value Equation



DEVELOPMENT TRADE-OFFS

As discussed in previous sections, policies in the community have an impact on the value of development and the land costs. Regulations regarding the type of development that can occur can create a greater or more constrained opportunity on a parcel. The likelihood of redevelopment must be assessed according to what is possible under current conditions, or under potential scenarios.

Exhibit 19 considers the likelihood of development under different change scenarios. Community members weighed the risks and benefits of these different alternatives, and identified that a key risk of Preservation is the potential lack of redevelopment and a key risk of change is that there is uncertainty associated with future development. An example of the tradeoffs of these scenarios for a particular parcel within the study area are discussed in more detail in the following sections.

Exhibit 19. Development Trade-offs

Source: BERK, 2016; 3 Square Blocks, 2016

FEASIBILITY EXAMPLE: HOUGHTON VILLAGE SITE CONCEPTS

The Houghton Village site, which is located in the center of the HE6th study area, was built in 1956 and has been identified in the city's Development Capacity Analysis as redevelopable. This means the site's improvement value is less than 50 percent of the land value, which may indicate a potential for a higher and better use. Currently, the structures on the site are occupied by PCC and a variety of smaller neighborhood-serving businesses. Given current market conditions, as well as other constraints, the property is unlikely to feasibly redevelop as a new one-story strip-style development.

Exhibit 20 shows the location of the site being analyzed.

Exhibit 20. Houghton Village Site

Source: BERK, 2016; City of Kirkland, 2016

In order to test the redevelopment feasibility in HE6th more thoroughly, six different concepts were developed for the site. The six tested concepts are summarized in Exhibit 21 and include both a small retail format and large retail format concept for 3-story, 4-story, 5-story buildings. Large format retail is intended for stores, such as grocery stores, that need a larger footprint and would take up a larger portion of the first floor of the structure. Smaller format retail would be more likely to include smaller spaces on the periphery of the building, such as shops and restaurants. A small format retail concept would mean that less of the first floor of the structure is devoted to retail space, allowing for ground floor tucked-in parking and alleviating the need for greater amounts of expensive below-grade structured parking. All concepts assume the existing site size of 2.2 acres (95,656 square feet).

Exhibit 21. Houghton Village Development Concepts

	RESIDENTIAL (UNITS)	RETAIL (SQ FT)	PARKING	FAR
Existing	0	17,530	120	.2
3-Story, Small Format Retail	129	12,000	209	1.7
3-Story, Large Format Retail	129	40,000	302	1.7
4-Story, Small Format Retail	193	12,000	293	1.9

4-Story, Large Format Retail	193	40,000	386	1.9
5-Story, Small Format Retail	258	13,000	381	2.8
5-Story, Large Format Retail	258	42,000	478	2.8

*FAR calculation includes all building square footage located above ground. Below-grade parking is not included.

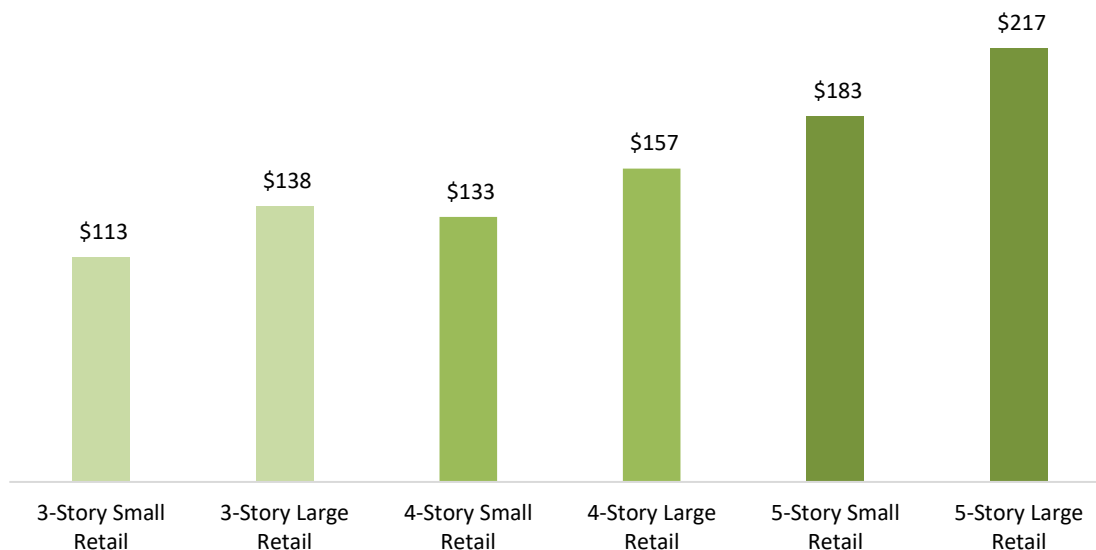
Source: BERK, 2016; King County Assessor, 2016

Three key measures help track the comparative value of the six development concepts on the Houghton Village site. These measures are:

- **Value**, which is calculated by dividing the net operating income by the assumed capitalization rate of 5 percent;
- **Project costs**, which are the total “hard” costs of construction and the total “soft” costs of design, entitlements, engineering, and developer costs, not including land acquisition; and
- **Residual land value per square foot (land)**. This is the profit potential of the development, minus any costs associated with developing the land. Using the residual land value divided by square feet of land allows for easy comparison of the value created on the land by each development concept.

Exhibit 22 shows the value created per square foot of land for the six development concepts. With more building stories (and thus more building square footage), there is more opportunity to create residual land value. The exercise also indicated that large format retail creates more value than small format retail, no matter what the number of stories are.

Exhibit 22. Houghton Village Site Residual Land Value per Square Foot



Source: BERK, 2016; Dupre + Scott, 2016; King County Assessor, 2016

Some of the significant factors that contribute to the variation in residual land value in the different concepts tested include the following:

- **Parking**. Parking requirements vary based on the type of development, and the amount of each use

type included. In addition, the location of the parking impacts the cost of construction as surface parking, first floor covered parking, and below ground parking can range in cost from around \$7,500 per stall to \$50,000 per stall. While there is a great cost to structured parking, there is also the opportunity cost associated with using land for surface parking instead of for building structures. Parking in the concepts tested were compliant with existing parking requirements. The assumptions used in this model were \$7,500 per stall for surface parking, \$30,000 per stall for first floor structured parking, and \$40,000 per stall for below grade structured parking



The Meyden, a 5-story mixed-use building in Bellevue with stepbacks on the upper floors. (Source: 3 Square Blocks)

- **Unit mix.** The unit mix of a building impacts the net operating income. Smaller units are generally able to produce higher rents per square foot than larger units, and more small units can fit into the same space as fewer larger units. All unit mixes were the same for these concepts, with 35 percent studios, 50 percent one-bedrooms, and 15 percent two-bedrooms.
- **Rents.** Rents for residential and retail spaces are market driven and are closely tied to the relationship between supply and demand, as well as the strength of the regional economy. Rents in the test concepts are consistent with the local market, and range from \$2.8 to \$3.2 per square foot for residential and \$30 per square foot for retail.
- **Construction Costs and Tenant Improvements.** Construction costs can vary greatly depending on the use type, the size of the building, the quality of the materials, site constraints, buried parking, and more. In addition, construction costs can be much higher if the market is strong and there is competition for resources. Construction cost assumptions in this example were \$170 per square foot for residential floors, and \$210 per square foot for the podium floor with tenant improvements. The 5-story building is assumed to have upper-story construction costs of \$160 per square foot.
- **Site Constraints.** A development site can constrain development potential if there are challenges associated with slopes, environmental hazards, parcel size, parcel layout, and others. The same site was used for all six of the concepts tested and has previously been graded and used for retail uses so no site constraint costs were assumed.

FEASIBILITY EXAMPLE: HOUGHTON PLAZA SITE

A similar analysis was done on the Houghton Plaza site as that done on the Houghton Village site. This second analysis was done to test the questions of redevelopment feasibility on a different site, of a different size, with different potential.

The Houghton Plaza site was built in 1988 and has been identified in the city's Development Capacity

Analysis as redevelopable. This means the site's improvement value is less than 50 percent of the land value, which may indicate a potential for a higher and better use. The Houghton Plaza site, which is in the center of the site along 6th Street S and NE 68th Street, is currently a one-story strip-style development with 33 parking spaces situated on an acre of land. The land value is around \$50 per square foot.

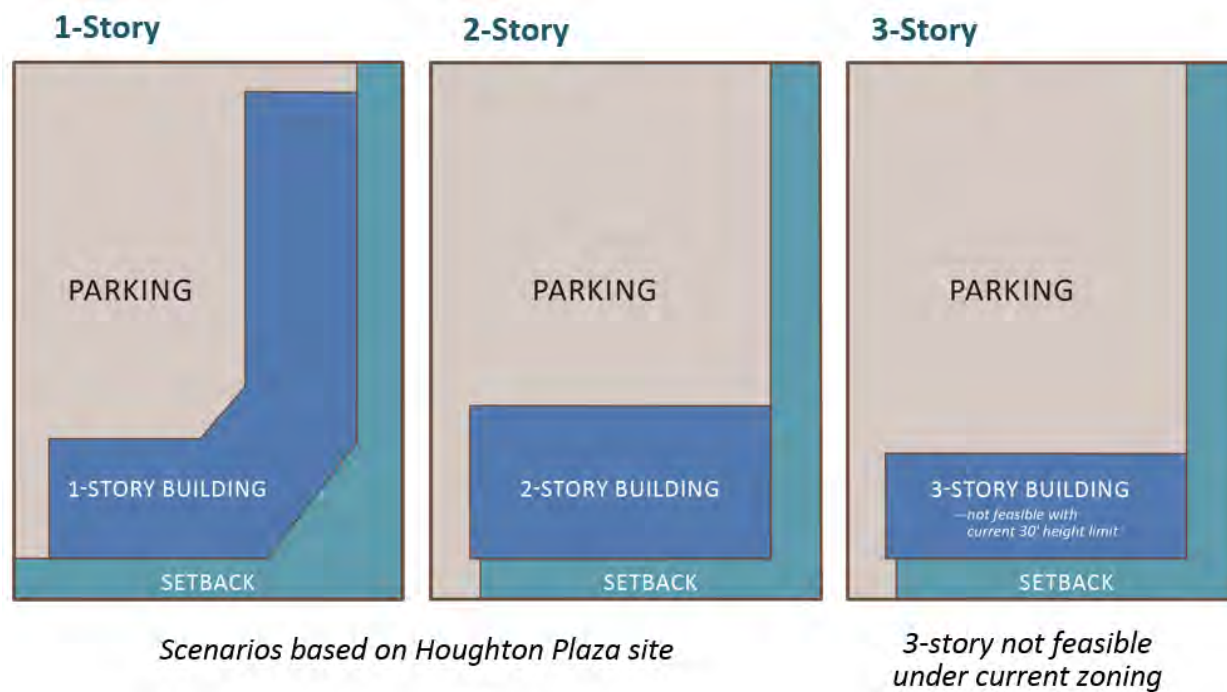
Exhibit 23 Exhibit 20 shows the location of the site being analyzed.

Exhibit 23. Houghton Plaza Site



Source: BERK, 2016; City of Kirkland, 2016

Exhibit 24 shows potential development options on the Houghton Plaza site under a Preservation Scenario, where both one, two, and three story development would be difficult to site on the parcel given the parking requirements. There would be less space for a building footprint since surface parking would occupy an increasingly large portion of the lot with each additional story of the structure due to the added building square footage that would generate a need for more parking. The site under current regulations could not support a building with enough value to make structured underground parking a feasible construction cost. Given the 30-foot height limits, there would be additional constraints making a 3-story building unfeasible for regulatory and cost reasons.

Exhibit 24. Preservation Scenario Development Concepts

Source: BERK, 2016; 3 Square Blocks, 2016

Three different concepts were developed for the analysis. These concepts (see Exhibit 25 for summary) include a 3-story, 4-story, and 5-story building. All concepts assume the existing site size of .98 acres (42,852 square feet).

Exhibit 25. Houghton Plaza Site Development Concepts

	RESIDENTIAL (UNITS)	RETAIL (SQ FT)	PARKING	FAR
Existing	0	13,777	33	.3
3-Story	71	11,000	130	2.0
4-Story	106	10,000	172	2.6
5-Story	142	10,000	219	3.3

*FAR calculation includes all building square footage located above ground. Below-grade parking is not included.

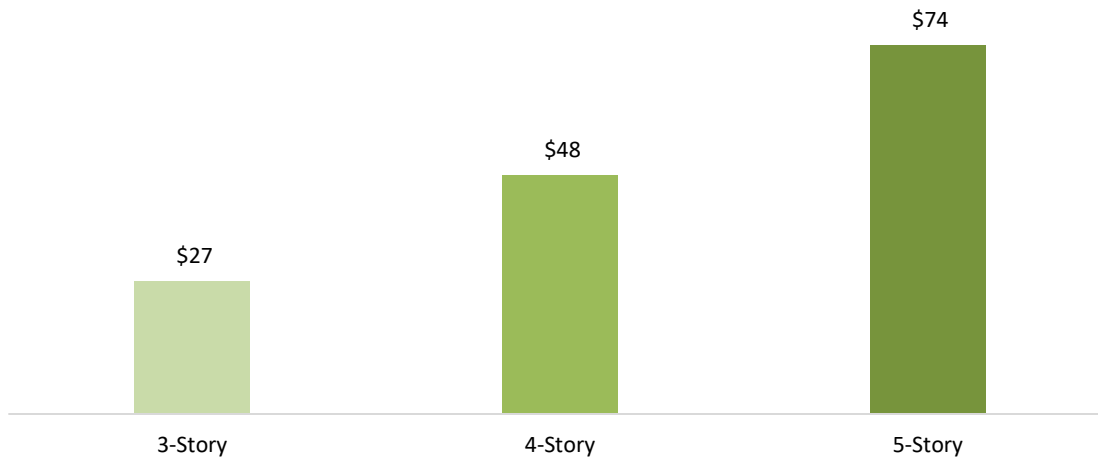
Source: BERK, 2016; King County Assessor, 2016

The same set of key measures that were used to evaluate the Houghton Village site – project value, project costs, and residual land value per square foot (land) – were used to evaluate the Houghton Plaza site.

Exhibit 26 shows the value created per square foot of land for the three development concepts being tested. With more building stories (and thus more building square footage), there is more opportunity to create residual land value. All parking in these concepts is structured, unlike the Houghton Village concepts which included some surface parking, which is a contributing factor to the lower residual land

values per square foot compared to the Houghton Village analysis.

Exhibit 26. Houghton Plaza Site Residual Land Value per Square Foot



Source: BERK, 2016; Dupre + Scott, 2016; King County Assessor, 2016

The following describes the assumptions made in this analysis for some of the significant factors that contribute to the variation in residual land value. The assumptions are consistent with those used in the Houghton Village site analysis.

- **Parking.** The assumptions used in this model were \$30,000 per stall for first floor structured parking, and \$40,000 per stall for below grade structured parking
- **Unit mix.** All unit mixes were the same for these concepts, with 35 percent studios, 50 percent one-bedrooms, and 15 percent two-bedrooms.
- **Rents.** Rents in the test concepts are consistent with the local market, and range from \$2.8 to \$3.2 per square foot for residential and \$30 per square foot for retail.
- **Construction Costs and Tenant Improvements.** Construction cost assumptions in this example were \$170 per square foot for residential floors, and \$210 per square foot for the podium floor with tenant improvements. The 5-story building is assumed to have upper-story construction costs of \$160 per square foot.
- **Site Constraints.** A development site can constrain development potential if there are challenges associated with slopes, environmental hazards, parcel size, parcel layout, and others. The same site was used for all six of the concepts tested and has previously been graded and used for retail uses so no site constraint costs were assumed.



3-story Boulevard Condominium, mixed-use development in Kirkland, WA. (Source: 3 Square Blocks)

Conclusion + Key Findings

Under Kirkland's current market conditions, redevelopment of a one, two, or three story building allowed under the Preservation Scenario is not likely to occur. However, this scenario would maintain the existing successful Neighborhood Center which is frequented by the existing community. The additional scenarios – Moderate Growth Scenario and Greater Change and Amenities Scenario – would be more likely to incentivize redevelopment while providing some added benefits and some risks of uncertainty. In evaluating the scenarios, some key findings were identified:

Key findings from the physical condition assessment and development feasibility analysis are:

- The neighborhood center is currently defined by an auto-oriented development pattern with many curb cuts, inadequate pedestrian facilities to support a walkable neighborhood, and large surface parking lots. This is inconsistent with the goals adopted in the Central Houghton Neighborhood Plan.
- Existing developments have minimal incentive to redevelop under current zoning and development standards. Land values appear to be increasing, which would further constrain redevelopment under the Preservation Scenario.
- If redevelopment does not occur, there is a risk of losing tenants as buildings continue to age beyond the typical useful life of 40 years.
- Although redevelopment under any of the scenarios tested would require the right market factors, regulatory environment, and development concept, the feasibility and likelihood of development increases from the 3-story concept to the 5-story concept along with an increase in the ability to fund public amenities.
- Parking regulations put pressure on development costs while reducing potential for income particularly related to the high costs for structured parking. Requiring more parking than is required can have large implications on both development feasibility and profitability, as well as amenities for the neighborhood. Options such as reduced parking requirements, providing public parking, and supporting shared parking reductions will increase development feasibility by reducing construction costs and creating more opportunities to invest in public amenities.
- Potential for development on the site must be weighed against potential opportunities elsewhere. Even if a development is feasible to build, it isn't necessarily as profitable as an opportunity to develop somewhere else locally or regionally.
- The more height that is allowed, the greater the potential for development given the greater potential for value creation on a particular parcel assuming rents support the cost of construction and land. Six-story development is the maximum height for 5 over 1 type construction and any height limits below six-stories will be a limiting factor in the attractiveness of the development in comparison to other areas that allow for six-story development.
- Larger first floor retail space such as a grocery store would create a higher value project for any of the 3, 4, or 5 story buildings. With two grocery stores already operating in the neighborhood center other large format anchor tenants may be harder to attract than smaller format tenants.

APPENDIX A. DESIGN GUIDELINES FOR KIRKLAND PEDESTRIAN-ORIENTED BUSINESS DISTRICTS

Kirkland Design Guidelines

The drawing below illustrates many of the design Guidelines described in this appendix

- 1 Pedestrian plazas and places for vendors encouraged through several regulations

- 2 Buildings on corner lots may be required to incorporate an architectural or pedestrian-oriented feature at the corner. Many options are possible including plazas, artwork, turrets, curved corners, etc.

Special architectural requirements placed on use of concrete block and metal siding.

- 3 "Architectural scale" requirements direct large buildings to fit more comfortably with neighboring development. This example employs building setbacks, decks, curved surfaces, and recessed entries to reduce appearance of building mass.

- 4 Parking garages on pedestrian-oriented streets or through-block sidewalks may incorporate pedestrian-oriented uses or pedestrian-oriented space into front facades.

Street trees required along certain streets.

- 5 Human scale features such as balconies or decks, bay windows, covered entries, gable or hipped rooflines, multiple paned windows, or pedestrian-oriented space may be required.

- 6 More flexible method of measuring building height on slopes.

- 7 New policies regarding tree protection and enhancement of wooded slopes. Standards for size, quantity, quality, and maintenance of landscape plant materials are set by the Zoning Code.

- 8 Standards for size, quantity, quality and maintenance of landscape plant materials are set by the Zoning Code.

- 9 Standards are set for pathway width, pavement, lighting, and site features on required major pathways and public properties.

- 10 A building cornerstone or plaque may be required.

- 11 Covering up existing masonry or details with synthetic materials is restricted.

- 12 Ground story facades of buildings on pedestrian-oriented streets or adjacent to parks may be required to feature display windows, artwork, or pedestrian-oriented space.

- 13 Pedestrian weather protection required on pedestrian-oriented streets.

- 14 Architectural detail elements such as decorative or special windows, doors, railings, gillwork, lighting, trellises, pavements, materials, or artwork to add visual interest may be required.

Size of parking lots abutting pedestrian-oriented streets may be restricted.

- 15 Quantity and locations of driveways are regulated.

- 16 Visible service areas and loading docks must be screened.

- 17 Provision for pedestrian circulation is required in large parking lots.

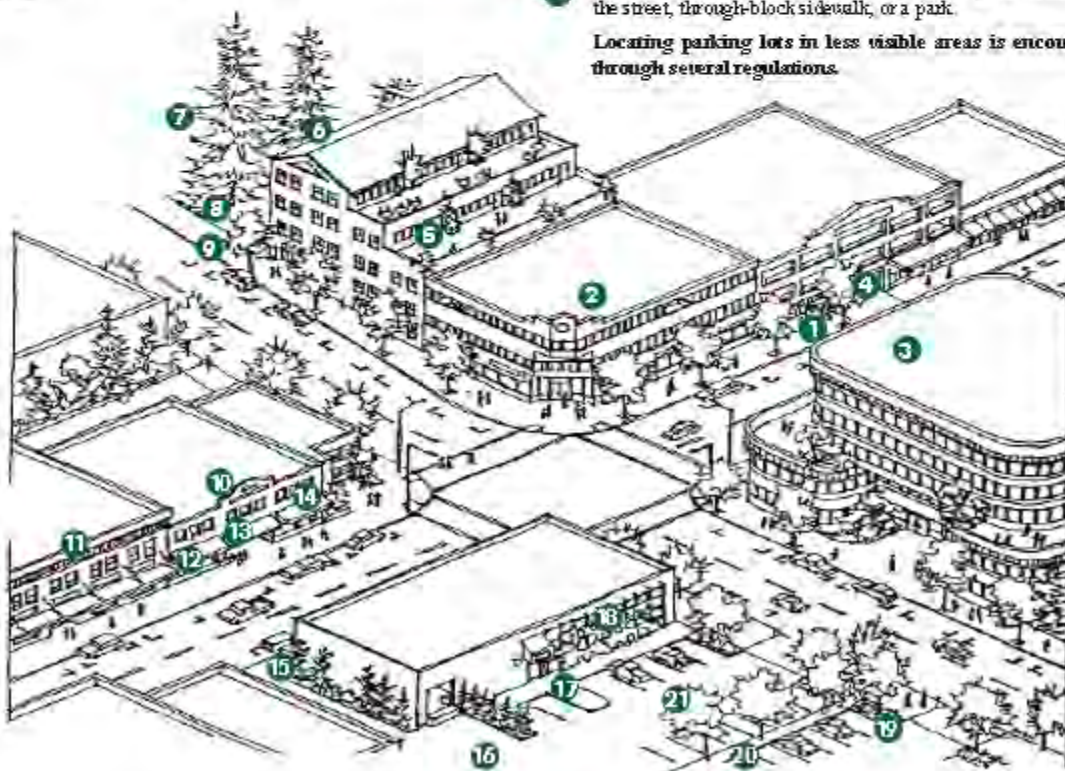
- 18 Blank walls near streets or adjacent to through-block sidewalks must be treated with landscaping, artwork, or other treatment.

- 19 Screening of parking lots near streets is required.

- 20 Standards for curbs, signing, lighting, and equipment are set for parking lots.

- 21 Internal landscaping is required on large parking lots visible from the street, through-block sidewalk, or a park.

Locating parking lots in less visible areas is encouraged through several regulations.



MEMORANDUM

Date:	March 17, 2017	TG:	16090.00
To:	Joel Pfundt, City of Kirkland Angela Ruggeri, City of Kirkland		
From:	Jeanne Acutanza, Josh Steiner, Paul Sharman, Transpo Group		
cc:	Jeff Arango, BERK		
Subject:	Houghton / Everest Neighborhood and 6th Street Corridor - Proposed Land Use Trip Generation Comparison and Methods		

Purpose and Background

The purpose of this memorandum is to summarize the baseline scenario of development and potential investments against comparative growth scenarios in vehicle trips resulting from proposed land use options in the Houghton / Everest Neighborhood Center. The Houghton / Everest Neighborhood Center is located adjacent to 6th St S/108th Ave NE & NE 68th St intersection in Kirkland, WA. As part of the Houghton / Everest Neighborhood Center and 6th Street Corridor Study, the City of Kirkland is evaluating land use alternatives for the center while evaluating transportation alternatives in the area to serve anticipated growth in vehicle, transit, pedestrian, and bicycle trips.

Two land use scenarios are being studied in comparison to the current 'maximum' land use allowed under the comprehensive plan (2035 Comp Plan Scenario) with maximum height of 30 feet. The two other scenarios are: a modest development scenario with a maximum development height of 35 feet (Modest Change Scenario), and a greater development scenario with a maximum development height of 55 feet (Greater Change Scenario). This memorandum outlines the effects of the Greater Change Scenario against the future baseline scenario of planned growth represented by the 2035 Comp Plan Scenario. These are also reflected against anticipated 2035 land use conditions and anticipated background infrastructure investments. These conditions of an assumed 2035 timeframe with and without growth in the Center are also compared to potential investments that could be in place if this greater development occurred. This memorandum describes the methods applied and results.

Trip Generation Methodology

Trip generation estimates have been prepared for the project based on trip rates identified using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 9th Edition (2012). The methodology used in this analysis also accounts for pass-by trips, which are those trips that are attracted to the land use but are not directly generated by the land use. Pass-by trip rates are provided in the ITE *Trip Generation Manual*, 9th Edition (2012) and applies for the PM peak hour of certain land uses, which in this study are ITE 850 Supermarket and ITE 851 Convenience Store.

Trip generation was calculated for the PM peak hour and Daily for each of the development scenarios. Substitutions needed to be made to account for the ITE manual not containing all the same daily land uses as the PM period. These substitutions include replacing ITE 223 Mid-Rise Apartment with ITE 220 Apartment and ITE 936 Coffee/Donut Shop without Drive-Through Window with ITE 932 High-Turnover (Sit Down) Restaurant. Consideration was given to the similarity in land use type when deciding on a land use alternative. ITE also provides rates for the proportion of vehicles entering and exiting the land use during the study period. These rates are

different based on the study period; however, daily rates are not available so a 50%-In/50%-Out split was assumed. This represents a vehicle both entering and exiting the land use each day. Existing (2016) trips are based on volumes in the City's travel demand model. Existing Zoning (2035) calculated trips were added to the Existing (2016) volumes to arrive at 2035 baseline (Existing Zoning) volumes. Modest and Greater Change are compared to the 2035 baseline.

Development Land Use

Trip growth was calculated for four land use scenarios provided by BERK Consulting for the proposed development. These scenarios include existing "Existing 2016" conditions, "2035 Current Comp Plan," "2035 Modest Change," and "2035 Greater Change," which represent increases in development building height. The land uses contain a combination of apartments, office space, retail, supermarket, convenience store, and coffee shop land uses. Commercial land uses are consistent between the "Comp Plan," "Modest," and "Greater" scenarios, with the difference being the number of total residential dwelling units. Land use by scenario is shown in Table 1 and reflects changes in the number of dwelling units. These are assumed to be multi-family housing above ground level office and retail.

Table 1. Houghton Everest Neighborhood Land Use

Scenario	Existing	2035 Comp Plan	2035 Modest Change	2035 Greater Change
			35 ft.	55 ft.
Residential (Dwelling Units)	39	360	574	862
Retail (Square Feet)	105,092	113,480	113,480	113,480
Office (Square Feet)	73,150	122,476	122,476	122,476

Trip Generation Results for each Land Use Scenario

Trip generation rates for each land use in the Houghton / Everest Neighborhood Center were multiplied by the existing and proposed number of development units to arrive at PM and Daily trips generated for each land use. To create a consistent application of trip generations, ITE trip generation was applied to all cases, even existing. This is appropriate to provide relative comparisons. Table 2 summarizes the resulting net new weekday daily and PM peak hour vehicle trip generation for each scenario.

Table 2. Trips Generated by Houghton Everest Neighborhood Center by Scenario

Scenario	Daily	PM Peak Hour
Existing Trips	9,853	677
2035 Comp Plan	12,903	898
Increased Trips	3,050	221
Percent Change over Existing	31%	33%
2035 Modest Change	14,327	982
Increased Trips	1,424	84
Percent Change over Comp Plan	11%	9%
2035 Greater Change	16,730	1,122
Increased Trips	3,827	224
Percent Change over Comp Plan	30%	25%

Notes: Vehicle volumes are Total Entering Volume (TEV) which account for vehicles entering the intersection.

Existing Zoning (2035) assumes PM peak hour growth rate applied to Existing (2016) volumes.

PM Volumes are derived from the City's comprehensive plan model.

Daily volumes assume 12% increase over Existing (2016), consistent with average change in PM Peak Hour volumes

More extensive trip generation summaries broken out by specific land uses can be found in **Attachment A**.

As shown in Table 2, the development is anticipated to generate up to 3,827 new daily trips, and 224 PM peak hour trips in the “Greater” scenario compared to the Existing Comp Plan (2035) scenario. A lesser number of trips are expected to be generated in the “Moderate” scenario.

Figures 1 and 2 highlight the daily and PM peak hour number of trips traveling to and from the development, respectively, by scenario. In future growth scenarios, the baseline growth accounts for the slightly less than half of trip growth between existing and the greatest build scenario.

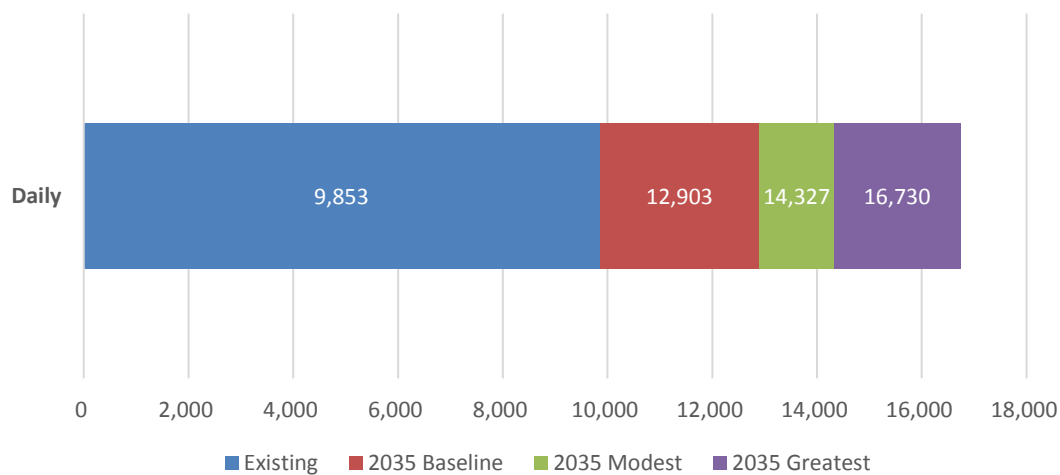
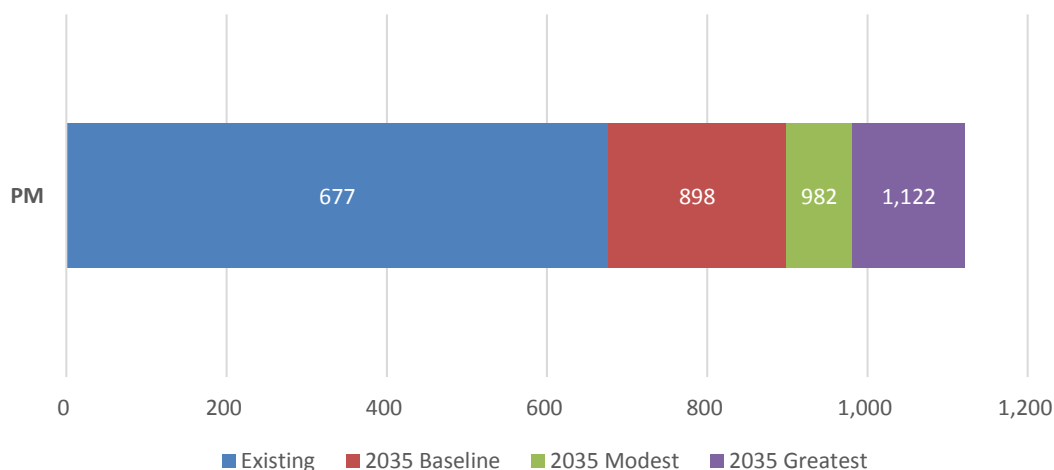
Figure 1 - Daily Trips to/from Development

Figure 2 - PM Trips to/from Development



Impact on Corridor

In order to understand the relative impact of the trip generated by the development scenarios as compared to the future Comprehensive Plan, we have analyzed the impacts of these development scenarios assuming future infrastructure investments along the 6th / 108th corridor. First we distributed a portion of the increased traffic from future development on to existing operations. It is important to note not all development related trips use this central intersection as other routes are available for trips. It should also be noted that the baseline growth in 2035 assumes development on the site consistent with what is currently approved in the comprehensive plan.

Table 3 compares intersection operations at NE 68th Street & 108th Avenue for Existing, Baseline 2035, Modest Development Scenario and Greatest Development Scenario. Existing intersection level of service is at LOS E, which will grow to LOS F in the future baseline scenario. Future development will further increase the average delay per vehicle to well beyond reasonable intersection operations in all future cases.

Table 3. NE 68th Street & 108th Ave NE Intersection Operations by Scenario

Scenario	LOS	Delay (sec/veh)	Worst Movement	Total Entering Vehicles
Existing – 2016	E	62	SB	2,520
Baseline – 2035	F	142	SB	3,855
Modest - 2035	F	148	SB	3,920
Greater Change Development - 2035	F	119*	SB	4,025

Notes: * Assumes added southbound right turn lane as part of Greater Change option

It is expected that new development in the Houghton Everest Neighborhood Center would also provide an opportunity to improve NE 68th Street Corridor which currently has many conflicting movements and poorly controlled access points. As part of the corridor study improving access to reduce conflicts was studied. Without any major changes or new development, the most that could be done would be to install medians, close driveways and reduce crosswalks. It was assumed that with the “Greater Change” option, additional roadway right of way (up to 80 feet) could be

dedicated and would accommodate extending full bike lanes, adding a median, wider sidewalks and closing driveways while adding a new signal at 106th Avenue NE. A southbound right-turn lane is also assumed as part of the redevelopment in the “Greater Change” option and is reflected in the operations noted in Table 3 above. **Attachment B** includes conceptual images of NE 68th Street currently in 60’ of right of way and with the Greater Change and an 80’ wide right of way.

Corridor travel times were also simulated using VISSIM for future (2035) operations with and without the transit investments (68th Street northbound Business Access and Transit (BAT) lane and 60th Street northbound queue jump). The corridor results are summarized in Table 4.

Table 4. 6th Street Corridor Future (2035) Operations with and without Transit Investments

Scenario	GP Northbound Travel Time (minutes)	Transit Northbound Transit Travel Time
<i>Future Baseline</i>	11:32	11:59
<i>Future With Improvements</i>	8:57	9:37
Delta (reduction)	-2:35 (-22%)	-2:22 (-23%)

Attachment C provides a concept of this transit signal priority and queue jump for Northbound Transit on 108th Avenue that requires right of way and property acquisition.

Potential background investments

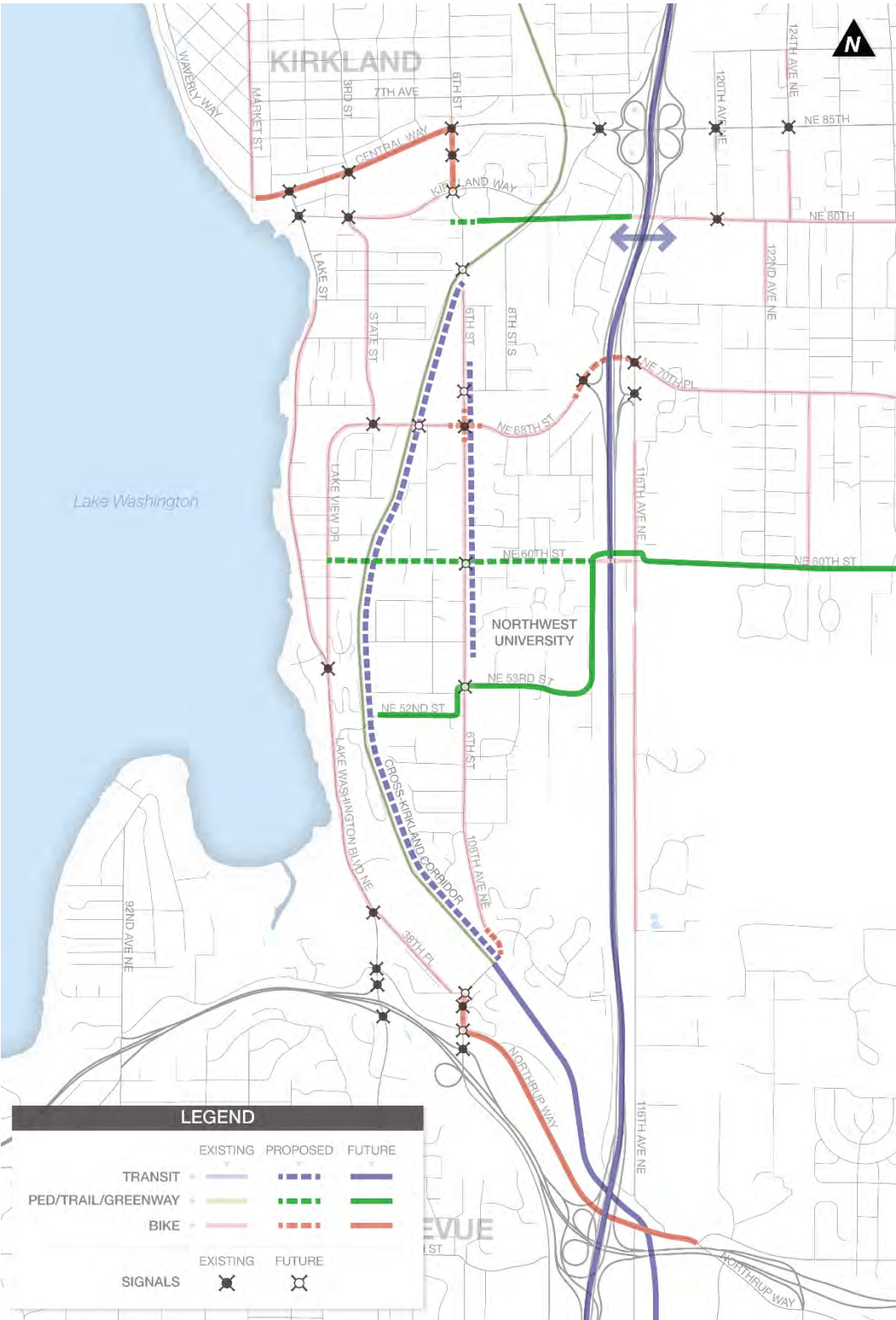
The corridor study is proposing potential solutions that meet community values as developed during a community workshop and feedback throughout the course of this project. These values were described as moving people, connecting communities and accommodating future growth. An initial set of solutions and a preferred set of recommendations is described in a previous memorandum. Table 5 provides a brief summary of the solutions recommended including the improvements on NE 68th Street to improve access (shown in **Attachment B**) and the transit signal priority concept (shown in **Attachment C**).

Table 5. Potential Infrastructure Investments by Mode

Transit Improvements	Pedestrian Improvements	Bike Improvements	Vehicular Improvements
<p>1A. <i>Transit Signal Priority at 6th Street and Kirkland Way</i></p> <p>3A. <i>Bus Rapid Transit on the Cross Kirkland Corridor (CKC)</i></p> <p>3B. <i>Bus Intersection at 6th Street & CKC</i></p> <p>5B. <i>Houghton Park and Ride lease for Private Shuttle Use</i></p> <p>7E. <i>Widen 108th to provide the maximum level of queue jump & install new signal at 60th</i></p> <p>11A. <i>Install new signal at 53rd and relocate & improve existing bus stop</i></p> <p>12A. <i>Park and Ride permitting for transit users at S Kirkland Park and Ride</i></p> <p>12B. <i>Improve Access / Egress from S Kirkland P&R</i></p> <p>12C. <i>New signal controlled access to S Kirkland P&R</i></p> <p>12F. <i>Install real time parking occupancy at S Kirkland P&R</i></p> <p>E1. <i>Education Campaign promoting the value of Transit in Kirkland</i></p> <p>E2. <i>Monitor Performance (in person throughput) along 6th Street to understand need for transit investment</i></p>	<p>1C. <i>Crosswalk Improvements at 6th Street & Kirkland Way Intersection</i></p> <p>9A. <i>Improve CKC trail access (also for bikes), especially at 60th St.</i></p> <p>12D. <i>Connect the CKC trail to the back of the S Kirkland P&R</i></p> <p>P4. <i>Develop land use policies promoting "trail oriented development"</i></p> <p>E3. <i>Greenway promotion of 60th Street as well as other corridors across the city.</i></p>	<p>7C. <i>Continue and complete Bike Network connections along 108th Ave.</i></p> <p>8D. <i>Full Bicycle Intersection at 68th St & 108th Ave Ne</i></p> <p>8E. <i>Install green bike boxes in intersection to allow safer bike left turns</i></p> <p>10A. <i>Designate 60th St as Neighborhood Greenway</i></p> <p>12E. <i>Install bike racks or bike share at S Kirkland P&R</i></p>	<p>1B. <i>Signal Coordination along 6th Street</i></p> <p>2A. <i>Kirkland Way and Railroad Ave Intersection Improvements</i></p> <p>4A. <i>Reassess installation of planned signal improvement at 6th Street & 9th Ave</i></p> <p>5A. <i>Improve and expand 70th Street Overpass</i></p> <p>7D. <i>Install "don't block the box" pavement markings at Fire Station Exit on 108th</i></p> <p>8A. <i>Driveway consolidation around 68th St / 108th Ave businesses</i></p> <p>8C. <i>Reduce business access on 68th & 108th to signalized intersections and install new signal at 106th.</i></p> <p>P3. <i>Citywide Parking Management strategies such as shared parking and joint parking use.</i></p>

How these investments improve the transportation network are shown in Figure 3, below. Each color denotes a specific modal priority given to that corridor. Dashed lines represent classifications proposed as a result of this project. The primary proposed network changes include classifying the Cross Kirkland Corridor as a Transit facility, creating a neighborhood greenway on 60th Street, investing in transit improvements along the 6th Street / 108th Ave corridor and finishing bike network connections throughout the 6th Street corridor where they are lacking.

Figure 3 – Proposed Corridor Transportation Network with Improvements



The major transit investment along the 6th Street / 108th Ave corridor is the addition of two northbound transit queue jumps at 60th Street and 68th Street. Conceptual drawings of how these queue jumps would operate are attached in **Attachment B**. In order to understand the benefit provided by these queue jumps, VISSIM was used to simulate travel time savings for transit users with and without transit queue jumps. The results of these simulations are summarized in Table 4.

Conclusion

Transportation analysis results anticipate increasing traffic volumes, which will impact operations along the 6th Street Corridor into the future. Potential infrastructure investments to meet growth as well as address other objectives such as connecting the community and moving people have a range of trade-offs. Significant forecasted growth in Kirkland's Comprehensive Plan along with anticipated regional growth outside of Kirkland will provide challenges for traffic across the entire 6th Street Corridor. Development in the Houghton / Everest neighborhood center would result in new businesses, residents and amenities in the neighborhood that could bring up to two hundred trips to and from the neighborhood center over current planned growth in the PM peak hour. By investing in multi-modal transportation solutions, especially those that meet the community values, we can help to relieve the new demands on the transportation system. Investing in transit infrastructure along 6th Street / 108th Ave or, in the long term, on the Cross Kirkland Corridor will have the biggest impact on congestion relief and the ability to move more people. Additionally, with further pedestrian and bicycle network improvements we can make the 6th Street / 108th Ave corridor attractive for all users.

ATTACHMENT A – Trip Generation by Scenario

ATTACHMENT A

Daily Trip Generation:

Existing Land Use	Size	Units	Inbound Trips	Outbound Trips	Total Trips
Mid-Rise Apartment	39	<i>Dwelling Units</i>	130	130	259
Office	73,150	<i>ft²</i>	403	403	807
Retail	61,217	<i>ft²</i>	1,357	1,357	2,713
Supermarket	39,000	<i>ft²</i>	1,994	1,994	3,987
Convenience Store	2,400	<i>ft²</i>	886	886	1,771
Coffee Shop	2,475	<i>ft²</i>	157	157	315
<i>Retail LU Total</i>	<i>105,092</i>				
Total			4,926	4,926	9,853

2035 Baseline:

Land Use	Size	Units	Inbound Trips	Outbound Trips	Total Trips
Mid-Rise Apartment	360	<i>Dwelling Units</i>	1,197	1,197	2,394
Office	122,476	<i>ft²</i>	675	675	1,351
Retail	69,605	<i>ft²</i>	1,542	1,542	3,085
Supermarket	39,000	<i>ft²</i>	1,994	1,994	3,987
Convenience Store	2,400	<i>ft²</i>	886	886	1,771
Coffee Shop	2,475	<i>ft²</i>	157	157	315
<i>Retail LU Total</i>	<i>113,480</i>				
Total			6,452	6,452	12,903
<i>Growth (2035 - Existing)</i>			1,525	1,525	3,050

Modest Development:

Land Use	Size	Units	Inbound Trips	Outbound Trips	Total Trips
Mid-Rise Apartment	574	<i>Dwelling Units</i>	1,909	1,909	3,818
Office	122,476	<i>ft²</i>	675	675	1,351
Retail	69,605	<i>ft²</i>	1,542	1,542	3,085
Supermarket	39,000	<i>ft²</i>	1,994	1,994	3,987
Convenience Store	2,400	<i>ft²</i>	886	886	1,771
Coffee Shop	2,475	<i>ft²</i>	157	157	315
<i>Retail LU Total</i>	<i>113,480</i>				
Total			7,163	7,163	14,327
<i>Growth (Modest - 2035)</i>			712	712	1,424

Greatest Development:

Land Use	Size	Units	Inbound Trips	Outbound Trips	Total Trips
Mid-Rise Apartment	862	<i>Dwelling Units</i>	2,868	2,868	5,735
Office	122,476	<i>ft²</i>	675	675	1,351
Retail	61,217	<i>ft²</i>	1,357	1,357	2,713
Supermarket	47,388	<i>ft²</i>	2,422	2,422	4,845
Convenience Store	2,400	<i>ft²</i>	886	886	1,771
Coffee Shop	2,475	<i>ft²</i>	157	157	315
<i>Retail LU Total</i>	<i>113,480</i>				
Total			8,365	8,365	16,730
<i>Growth (Greatest - 2035)</i>			1,914	1,914	3,827

PM Peak Hour Trip Generation:

Existing Land Use	Size	Units	Inbound Trips	Outbound Trips	Total Trips
Mid-Rise Apartment	39	<i>Dwelling Units</i>	9	6	15
Office	73,150	<i>ft²</i>	19	90	109
Retail	61,217	<i>ft²</i>	73	93	166
Supermarket	39,000	<i>ft²</i>	121	116	237
Convenience Store	2,400	<i>ft²</i>	25	24	49
Coffee Shop	2,475	<i>ft²</i>	50	50	101
<i>Retail LU Total</i>	<i>105,092</i>				
Total			296	380	677

2035 Baseline:

Land Use	Size	Units	Inbound Trips	Outbound Trips	Total Trips
Mid-Rise Apartment	360	<i>Dwelling Units</i>	81	59	140
Office	122,476	<i>ft²</i>	31	151	182
Retail	69,605	<i>ft²</i>	83	106	189
Supermarket	39,000	<i>ft²</i>	121	116	237
Convenience Store	2,400	<i>ft²</i>	25	24	49
Coffee Shop	2,475	<i>ft²</i>	50	50	101
<i>Retail LU Total</i>	<i>113,480</i>				
Total			392	506	898
<i>Growth (2035 - Existing)</i>			95	126	221

Modest Development:

Land Use	Size	Units	Inbound Trips	Outbound Trips	Total Trips
Mid-Rise Apartment	574	<i>Dwelling Units</i>	130	94	224
Office	122,476	<i>ft²</i>	31	151	182
Retail	69,605	<i>ft²</i>	83	106	189
Supermarket	39,000	<i>ft²</i>	121	116	237
Convenience Store	2,400	<i>ft²</i>	25	24	49
Coffee Shop	2,475	<i>ft²</i>	50	50	101
<i>Retail LU Total</i>	<i>113,480</i>				
Total			440	542	982
<i>Growth (Modest - 2035)</i>			48	35	83

Greatest Development:

Land Use	Size	Units	Inbound Trips	Outbound Trips	Total Trips
Mid-Rise Apartment	862	<i>Dwelling Units</i>	195	141	336
Office	122,476	<i>ft²</i>	31	151	182
Retail	61,217	<i>ft²</i>	73	93	166
Supermarket	47,388	<i>ft²</i>	147	141	288
Convenience Store	2,400	<i>ft²</i>	25	24	49
Coffee Shop	2,475	<i>ft²</i>	50	50	101
<i>Retail LU Total</i>	<i>113,480</i>				
Total			521	601	1,122
<i>Growth (Greatest - 2035)</i>			130	95	224

30%

25%

ATTACHMENT B – NE 68th Street Concepts for Consolidating Access

8 A NE 68th Street existing 60' Right of Way

8 C Greater Change and 80' Right of Way

NE 68th Street Existing 60' Right of Way



NE 68th St - Improvement Concept A

Kirkland 6th Street Corridor

January 25, 2017

FIGURE
8Atranspogroup
WHAT TRANSPORTATION CAN BE.

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NE 68th Street Greater Change and 80' Right of Way



NE 68th St - Improvement Concept C

Kirkland 6th Street Corridor

January 25, 2017

FIGURE

transpogroup **57**
WHAT TRANSPORTATION CAN BE.

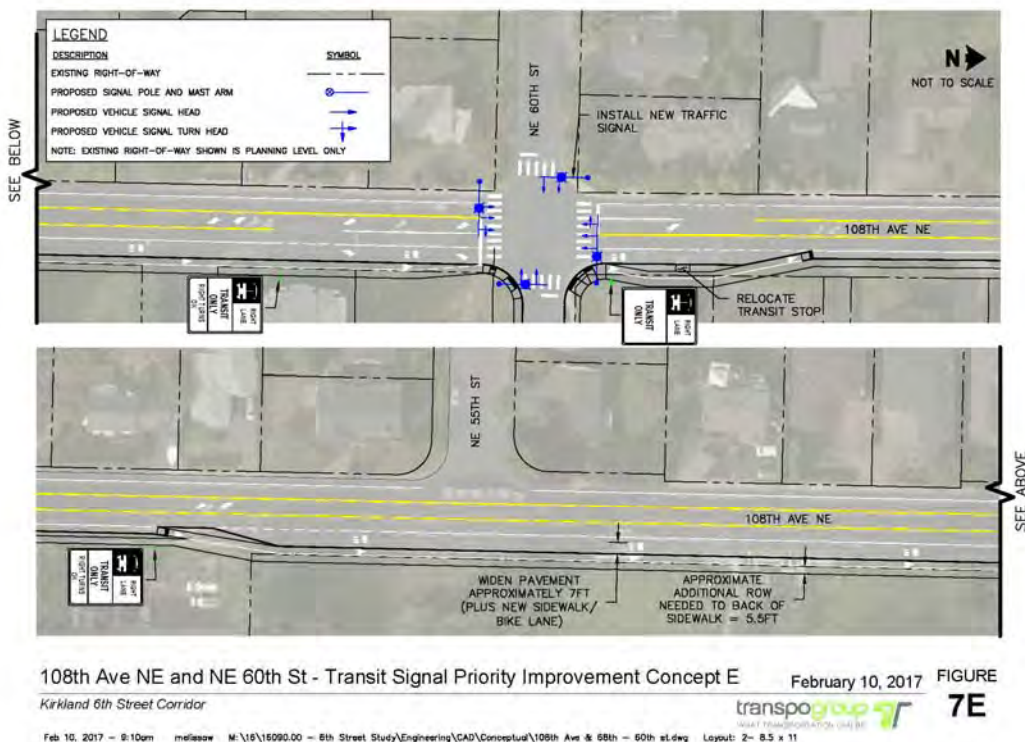
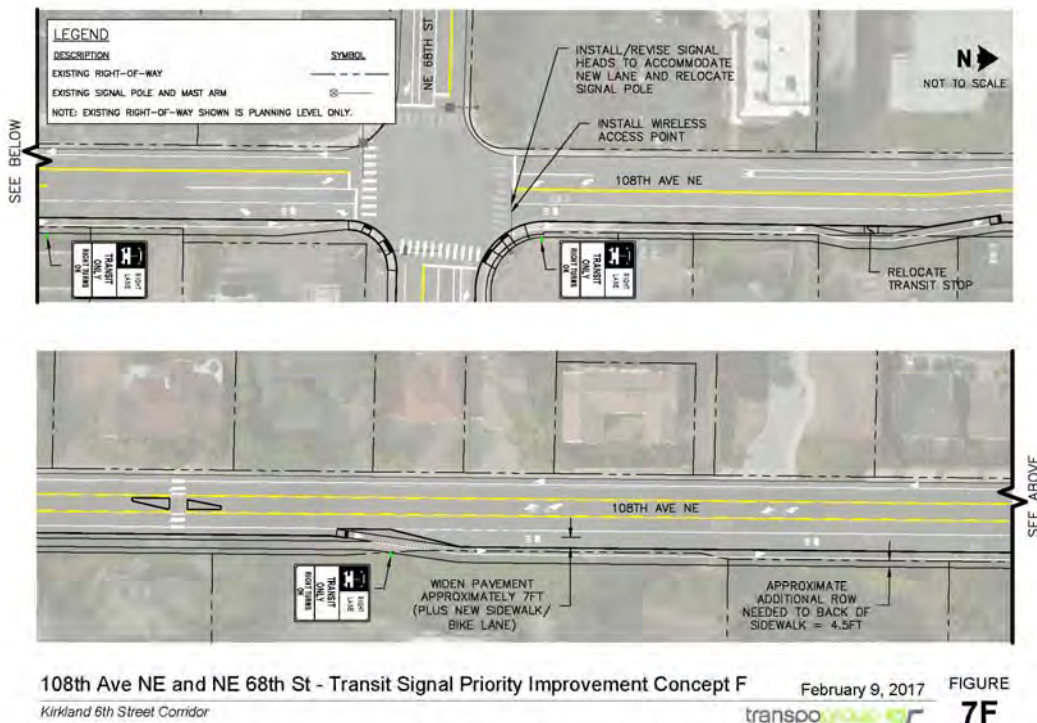
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**ATTACHMENT C – 108th Avenue NE Transit Signal Priority and
Queue Jump Concept**

108th Avenue Transit Signal Priority & Queue Jump NE 68th to NE 53rd



**CITY OF KIRKLAND****Information Technology Department****123 Fifth Avenue, Kirkland, WA 98033 425.587.3050****www.kirklandwa.gov****MEMORANDUM**

To: Kurt Triplett, City Manager

From: Brenda Cooper, CIO

Date: 05/24/2017

Subject: Outside Recognition for City Video

RECOMMENDATION

City Council recognize the talents and efforts of staff who were involved in the production of two multiple-award winning videos. Excerpts of the videos will be played during the meeting.

**BACKGROUND DISCUSSION**

The Information Technology Department is pleased to report that the [UnUsual Suspect - House Prowl](#) Video received 2 Bronze Telly awards under the categories General Government Relations and General Safety. Telly Awards are national honors acknowledging the best productions on TV, cable and the web, from commercials to film productions. Entrants do not compete against one another, but are scored against standards, and awards are given in two levels: silver and bronze. UnUsual Suspect – House Prowl scored high enough to win a bronze award in two categories. Entrants for the Telly award include other governments and also major studios such as Bloomberg, Comcast, ESPN, Fox, HBO, The History Channel, and more.

Additionally, Kirkland won awards from the Alliance for Community Media in two categories in the Best of the Northwest Awards: [The UnUsual Suspect - Car Prowl Crime Prevention PSA](#) and the [Kalakala Video documentary](#). The Best of the Northwest Awards showcases exceptional programs in community media. This awards contest honors outstanding programs telecast on or produced by community access or local origination television channels in the Alliance for Community Media ~ Northwest Region. The Alliance for Community Media ~ Northwest Region represents and advocates on behalf of all media creators and providers including videographers, musicians, graphic designers and Public, Educational and Governmental (PEG) cable TV access organizations, community media centers, and access producers throughout Alaska, Alberta, British Columbia, Idaho, Montana, Oregon, Utah, Washington, and Wyoming.

Both videos have performed very well on social media with the UnUsual Suspects video set getting over 500 Youtube views and the Kalakala Video getting nearly 2,000 views.

The staff who worked on these videos includes Dimitri Ancira, Mike Connor, Matt Cruz, Terry Creighton, Kathy Cummings, Ellen Miller-Wolfe, Rob Mullin and Inga Hyché. Police Chief Cherie Harris was the on-camera spokesperson for the UnUsual Suspects video and volunteer actor, JR Morgan, played the part of the prowler.



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

MEMORANDUM

To: Kurt Triplett, City Manager

From: Joel Pfundt, Transportation Manager
Kathy Brown, Public Works Director

Date: May 23, 2017

Subject: BICYCLE FRIENDLY COMMUNITY – BRONZE LEVEL AWARD

RECOMMENDATION:

Staff recommends that the Mayor proclaim Kirkland a Bicycle Friendly Community with the Bronze Level Award from the League of American Bicyclists.

BACKGROUND DISCUSSION:

The City of Kirkland was awarded a bronze level award by the League of American Bicyclists on May 11, 2017. Only eighteen cities in the State of Washington have been awarded bronze, silver, or gold levels. Only Seattle holds the gold award; four cities hold silver awards.

The award recognizes Kirkland's commitment to improving conditions for bicycling through investment in bicycling promotion, education programs, infrastructure, and pro-bicycling policies. Since 2015, the City has implemented several changes to encourage residents to walk and bike more including:

- [Park Lane redesign](#) – Developed in 2015, Kirkland downtown's Park Lane was redesigned with a curbless, brick-lined surface that is shared by cars, people riding bikes, and people walking.
- [The Cross Kirkland Corridor interim trail](#) (CKC) is a ten-foot-wide, 5.75-mile crushed gravel trail that runs from the South Kirkland Park & Ride, at the City's southern boundary, north through the Totem Lake Business District. The CKC embodies Kirkland's vision of being a walkable, livable, connected and sustainable community.
- [The Complete Streets Ordinance](#) was updated in 2016 to emphasize that transportation facilities should accommodate travelers of all ages, all abilities and all modes of transportation.
- [No Parking in Bike Lanes Ordinance](#) was passed in 2016 in an effort at keeping bikers safe by making it illegal to park a vehicle in a designated bike lane.

Other initiatives to increase safety for people riding bikes are currently in progress including:

- Initiation of [Neighborhood Greenways](#) which are designated residential streets, generally off main arterials, with low volumes of vehicular traffic and low speeds where people who walk or bike are given priorities. (Construction 2018)
- [Juanita Drive Quick Wins](#) are capital projects aimed at improving safety on Juanita Drive. (construction 2017)
- [Lakefront Bicycle and Pedestrian Improvements](#) are aimed at improving safety for walking and bicycling along Kirkland's north-to-south corridor of Lake Washington Boulevard, Lake Street, Market Street and 98th Avenue NE. (Initiating 2017)
- [100th Avenue NE redesign](#) will provide opportunities to improve the overall corridor performance and safety for all modes of travel. (In design 2017)
- Totem Lake 120th Avenue redesign includes shared bicycle and pedestrian paths along 120th Avenue NE and Totem Lake Boulevard. (Phase 1 construction 2017)
- Expansion of Bicycle Parking (2017-2018)
- Expansion of Wayfinding signage (2017-2018)
- [Totem Lake Connector](#) is a bicycle and pedestrian bridge, which will connect the two ends of the 5.75-mile Cross Kirkland Corridor currently severed by one of Kirkland's most complicated intersections: Totem Lake Boulevard and Northeast 124th Street. (In design 2017)

In addition to the specific projects above, City staff evaluates each paving, restriping, and private development project to maximize opportunities for creating bike lanes.



A PROCLAMATION OF THE CITY OF KIRKLAND

Proclaiming Kirkland, Washington as a Bronze Level "Bicycle Friendly Community"

WHEREAS, the City of Kirkland has received a bronze level award from the League of American Bicyclists, a group founded in 1880 to advocate for better roads for bicycling, representing the nation's 57 million cyclists in its mission to promote cycling for fun, fitness, and transportation; and

WHEREAS, Kirkland becomes one of 291 Bicycle Friendly Communities across 48 States; and

WHEREAS, Kirkland residents know bicycling is about mobility, sustainability, health and so much more; and

WHEREAS, this award recognizes Kirkland's commitment to improving conditions for bicycling through investment in bicycle promotion, education programs, infrastructure and pro-bicycling policies; and

WHEREAS, Kirkland has implemented several policy changes to encourage residents to walk and bike more including the adoption of the Transportation Master Plan in November 2015, which addresses current and future conditions with a multi-modal approach, emphasizing the critical role of transit, bicycle, and pedestrian networks; and

WHEREAS, the Kirkland Complete Streets Ordinance was updated in 2016 to emphasize that transportation facilities should accommodate travelers of all ages, all abilities and all modes of transportation; and

WHEREAS, the No Parking in Bike Lanes Ordinance was passed in 2016 in an effort to keep bikers safe by making it illegal to park a vehicle in a designated bike lane; and

WHEREAS, Kirkland has constructed multiple projects since 2015 that encourage residents to walk and bike more, including the Park Lane redesign, adding bike lanes where feasible during the annual Street Overlay Program, and the Cross Kirkland Corridor Interim Trail which provides a 5.75-mile crushed gravel trail from Kirkland's southern boundary to the northern boundary, connecting eight of 13 neighborhoods;

NOW, THEREFORE, I, Amy Walen, the Mayor of Kirkland, do hereby proclaim Kirkland, Washington as a Bicycle Friendly Community and affirm the Council's commitment to continue to make Kirkland a great place to live, work, visit and play.

Signed this 6th day of June, 2017

Amy Walen, Mayor

**CITY OF KIRKLAND**

123 Fifth Avenue, Kirkland, WA 98033 425.587.3800
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Amy Bolen, Executive Assistant
Regula Schubiger, Youth Services Coordinator

Date: May 25, 2017

Subject: HONORING OUTGOING YOUTH COUNCIL MEMBERS

RECOMMENDATION:

It is recommended that the City Council recognize outgoing Youth Council members for their years of service. This is an opportunity for Councilmembers to express their gratitude publicly, and present a token of their appreciation.

BACKGROUND DISCUSSION:

In the past, outgoing Board and Commission members were honored at the All City Dinner each fall. Since the actual term of most board and commission members expires in March of each year, some chose not to attend the All City dinner months after their term had ended. The Council decided to solve this by honoring outgoing members during Council meetings in April of each year. This occurred recently, on April 18, 2017. However, since the Youth Council had not completed their school year yet, their recognition was postponed until June.

Please recognize the following outgoing Youth Council members, who are graduating high school this month:

Name	High School	Years Served
Elizabeth Bensussen	Lake Washington High School	4 years
Brooklyn Brace	Juanita High School	2 years
Caden Chan	International Community School	2 years
Amber Gerbert-Goldsmith	Juanita High School	1 year
Megan Gertmenian	Lake Washington High School	5 years
Alex Lyon	Lake Washington High School	1 year
Catherine Ross	Lake Washington High School	5 years

Going forward, Council has asked to recognize the outgoing (graduating) Youth Council members in April, along with the other outgoing board and commission members, on an annual basis.



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

MEMORANDUM

To: Kurt Triplett, City Manager
From: Amy Bolen, Executive Assistant
Date: June 1, 2017
Subject: STUDIO EAST SPECIAL PRESENTATION

RECOMMENDATION:

It is recommended that City Council hear a Special Presentation from Studio East.

BACKGROUND DISCUSSION:

For over 25 years, Studio East has been creating opportunities for young people to discover and explore the performing arts, building confidence, responsibility, communication, collaboration and leadership. They are here today to discuss the impact Studio East has had on the Kirkland Community over the years, and future funding priorities.

Lani Brockman, Executive Artistic Director, is expected to make the presentation. Lani will discuss the impact Studio East has had on the Kirkland community over the years, and future funding priorities.

<http://studio-east.org/>



KIRKLAND CITY COUNCIL REGULAR MEETING MINUTES
May 16, 2017

1. CALL TO ORDER

Motion to Approve the remote attendance of Councilmember Marchione for this meeting in accordance with section 3.24 of the Council's Policies and Procedures related to remote attendance.

Moved by Councilmember Dave Asher, seconded by Deputy Mayor Jay Arnold

Vote: Motion carried 7-0

Yes: Deputy Mayor Jay Arnold, Councilmember Dave Asher, Councilmember Doreen Marchione, Councilmember Toby Nixon, Councilmember Jon Pascal, Councilmember Penny Sweet, and Mayor Amy Walen.

2. ROLL CALL

ROLL CALL:

Members Present: Deputy Mayor Jay Arnold, Councilmember Dave Asher, Councilmember Doreen Marchione, Councilmember Toby Nixon, Councilmember Jon Pascal, Councilmember Penny Sweet, and Mayor Amy Walen.

Members Absent: None.

3. STUDY SESSION

a. Marina Expansion and Breakwater Engineering Study

Joining Council for the study session were City Manager Kurt Triplett, Parks and Community Services Deputy Director Michael Cogle, Economic Development Manager Ellen Miller-Wolfe, CIP Project Coordinator Brian Baker, and Reid Middleton Waterfront Group Director Shannon Kinsella.

4. EXECUTIVE SESSION

None.

5. HONORS AND PROCLAMATIONS

a. Affordable Housing Week Proclamation

Imagine Housing representative Aimee Voelz and Hopelink Family Development Case Manager Joy Horbochuk accepted the proclamation from Mayor Walen and Councilmember Asher.

b. Kids to Parks Proclamation

Kirkland Park Board youth member Kobey Chew accepted the proclamation from Mayor Walen and Councilmember Nixon.

c. Community Hero Award

Fire Chief Joe Sanford presented the award to Steven Charie for his actions in saving the life of a fellow citizen. Deputy Chiefs Helen Ahrens-Byington and Tim Day were also present to help present the award.

6. COMMUNICATIONS

a. Announcements

b. Items from the Audience

Larry Kilbride
Samantha St. John
Jessica Beck
Jeanne Large
Kalpita Kothary
Andrew Klein
Ryan Snell
Kambiz Rahimi

Motion to Refer the first three issues brought forward by Kalpita Kothary during the Items from the Audience to the Public Safety committee for further review and to request a staff report on the final item.

Moved by Deputy Mayor Jay Arnold, seconded by Councilmember Toby Nixon
Vote: Motion carried 7-0

Yes: Deputy Mayor Jay Arnold, Councilmember Dave Asher, Councilmember Doreen Marchione, Councilmember Toby Nixon, Councilmember Jon Pascal, Councilmember Penny Sweet, and Mayor Amy Walen.

Motion to Refer the matter of Airbnb type uses in residential areas to the Planning and Economic Development committee for further discussion and review.

Moved by Councilmember Toby Nixon, seconded by Councilmember Penny Sweet
Vote: Motion carried 7-0

Yes: Deputy Mayor Jay Arnold, Councilmember Dave Asher, Councilmember Doreen Marchione, Councilmember Toby Nixon, Councilmember Jon Pascal, Councilmember Penny Sweet, and Mayor Amy Walen.

c. Petitions

7. SPECIAL PRESENTATIONS

None.

8. CONSENT CALENDAR

a. Approval of Minutes

(1) May 2, 2017

- b. Audit of Accounts:
Payroll \$3,080,683.10
Bills \$2,247,898.31
run #1618 checks #610814 - 610984
run #1619 checks #611011 - 611156

c. General Correspondence

d. Claims

e. Award of Bids

- (1) Citywide School Walk Route Enhancements 126th Avenue NE Sidewalk Project

The City Council awarded the construction contract for the project to Kamins Construction Company of Bothell, Washington, in the amount of \$229,637.80 via approval of the Consent Calendar.

f. Acceptance of Public Improvements and Establishing Lien Period

g. Approval of Agreements

- (1) Forbes Creek/North Rose Hill Basin Retrofit Project Grant Agreement

The City Council authorized the City Manager to sign the grant agreement via approval of the Consent Calendar.

h. Other Items of Business

- (1) Parking Concepts at Peter Kirk Park

The City Council approved the fiscal note authorizing one-time expenditure by the City Manager's office of up to \$15,000 of the Council Special Projects Reserve to fund professional services for the development of parking concepts in Peter Kirk Park via approval of the Consent Calendar.

- (2) Report on Procurement Activities

Motion to Approve the Consent Calendar.

Moved by Councilmember Dave Asher, seconded by Councilmember Penny Sweet

Vote: Motion carried 7-0

Yes: Deputy Mayor Jay Arnold, Councilmember Dave Asher, Councilmember Doreen Marchione, Councilmember Toby Nixon, Councilmember Jon Pascal, Councilmember Penny Sweet, and Mayor Amy Walen.

9. PUBLIC HEARINGS

None.

10. UNFINISHED BUSINESS

a. 2017 Legislative Update #9

City Manager Kurt Triplett provided the ninth update on the City's legislative interests in the legislative session and presented the Council with a letter for their approval and signature to be sent to the nine members the Kirkland delegation sharing the City's opinions on the State budget proposals. Councilmember Nixon reported on the bill signing for HB1594 and HB 1595.

Motion to Approve sending a letter to legislators sharing the City's position on State budget proposals.

Moved by Councilmember Dave Asher, seconded by Deputy Mayor Jay Arnold
Vote: Motion carried 7-0

Yes: Deputy Mayor Jay Arnold, Councilmember Dave Asher, Councilmember Doreen Marchione, Councilmember Toby Nixon, Councilmember Jon Pascal, Councilmember Penny Sweet, and Mayor Amy Walen.

b. Resolution R-5255, Approving Changes to Downtown Parking.

Transportation Engineering Manager Joel Pfundt reviewed the proposed changes for Council consideration and responded to Council questions.

Motion to Approve Resolution R-5255, entitled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND APPROVING CHANGES TO DOWNTOWN PARKING."

Moved by Councilmember Penny Sweet, seconded by Deputy Mayor Jay Arnold
Vote: Motion carried 7-0

Yes: Deputy Mayor Jay Arnold, Councilmember Dave Asher, Councilmember Doreen Marchione, Councilmember Toby Nixon, Councilmember Jon Pascal, Councilmember Penny Sweet, and Mayor Amy Walen.

c. Human Services Commission Interview Selection Committee Recommendation

Motion to Approve the Human Services Commission Interview Selection Committee Recommendation.

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

Yes: Deputy Mayor Jay Arnold, Councilmember Dave Asher, Councilmember Toby Nixon, Councilmember Jon Pascal, Councilmember Penny Sweet, and Mayor Amy Walen.

Councilmember Marchione did not vote.

d. Fire Station Project Update

Deputy City Manager Marilynne Beard provided an update on the project and options for Council consideration and responded to Council questions.

Motion to Set aside efforts to co-locate on the site with Rite Aid and continue condemnation proceedings.

Moved by Councilmember Dave Asher, seconded by Councilmember Jon Pascal
Vote: Motion carried 7-0

Yes: Deputy Mayor Jay Arnold, Councilmember Dave Asher, Councilmember Doreen Marchione, Councilmember Toby Nixon, Councilmember Jon Pascal, Councilmember Penny Sweet, and Mayor Amy Walen.

11. NEW BUSINESS

a. Puget Sound Energy Green Direct Program

Deputy City Manager Tracey Dunlap provided an overview of the program for Council consideration and responded to Council questions.

Motion to Direct staff to bring back a resolution to enroll the City of Kirkland in the Puget Sound Energy's Green Direct Program.

Moved by Deputy Mayor Jay Arnold, seconded by Councilmember Dave Asher
Vote: Motion carried 7-0

Yes: Deputy Mayor Jay Arnold, Councilmember Dave Asher, Councilmember Doreen Marchione, Councilmember Toby Nixon, Councilmember Jon Pascal, Councilmember Penny Sweet, and Mayor Amy Walen.

12. REPORTS

a. City Council Regional and Committee Reports

Councilmembers shared information regarding the Sound Cities Association Networking Dinner; a ribbon cutting for the opening of Truth Psychotherapy; the Sound Cities Association Public Issues Committee meeting; the celebration for the installation of "The Spikes" on the Cross Kirkland Corridor; an upcoming presentation of the State of the City Address to the Kirkland Alliance of Neighborhoods; the upcoming renaming celebration of Bud Holman Park in Kingsgate; the Juanita Neighborhood Association meeting; the Lakeview Parent Teacher Student Association meeting; a meeting with the "Old Timers;" a talk with the St. John's Episcopal Church Men's Group; an Eastside Transportation Partnership meeting; the upcoming 7 Hills of Kirkland cycling event and the upcoming Kiwanis 7 Hills of Kirkland pancake breakfast; a King County Regional Water Quality Committee meeting; the Eastside Transportation Forum; a King County Emergency Management Advisory Committee meeting; the Greater Kirkland Chamber of Commerce luncheon; a King County Solid Waste Advisory Committee meeting; the upcoming 4th of July Celebrate Kirkland Fundraising auction; a meeting with the Eastside Greenway Alliance; an upcoming Eastside

Rail Corridor Regional Advisory Council; and the Celebrate Kirkland T-shirt Theme contest is open.

b. City Manager Reports

City Manager Kurt Triplett noted that he was reelected Chair of the Eastside Public Safety Communications Agency (EPSCA) which also involves being a member of the joint board of the Puget Sound Emergency Radio Network (PSERN) project and proposed a presentation for the Council on the work being done for the PSERN project.

(1) Calendar Update

City Manager Kurt Triplett reminded the Council of the interviews for the Human Services Commission on June 12 and the City Council Retreat the following day on June 13; proposed and received Council approval to postpone the Capital Improvement Program (CIP) discussion items scheduled for the retreat to the CIP study session on June 20 and making the Council Retreat a little shorter by delaying the start time; Council requested that the June 12th meeting be scheduled to start at 5:00 to allow for longer interviews; the Council explored the need for a conversation around future growth; and the Council noted conflicts with the August 8 council meeting and National Night Out and the primary elections.

13. ITEMS FROM THE AUDIENCE

Larry Killbride
Jeanne Large

14. ADJOURNMENT

The Kirkland City Council regular meeting was adjourned at 9:19 p.m.

City Clerk

Mayor



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

MEMORANDUM

To: Kurt Triplett, City Manager
From: Kathi Anderson, City Clerk
Date: May 25, 2017
Subject: CLAIM(S) FOR DAMAGES

RECOMMENDATION

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

POLICY IMPLICATIONS

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

BACKGROUND DISCUSSION

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

- (1) Gil Darves
11713 93rd Avenue NE #6
Kirkland, WA 98034

Amount: \$3,543.00 + tax

Nature of Claim: Claimant states damage to property resulted from water run-off damage during the repaving of 93rd Avenue, Juanita.

- (2) Victoria Jones
PO Box 3244
Kirkland, WA 98083

Amount: Unspecified Amount

Nature of Claim: Claimant states injury occurred as a result of tripping on uneven pavement at Lake Street and 2nd.

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



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

MEMORANDUM

To: Kurt Triplett, City Manager

From: Dave Snider, P.E., Capital Projects Manager
George Minassian, P.E., Project Engineer
Kathy Brown, Public Works Director

Date: May 24, 2017

Subject: ANNUAL STREET PRESERVATION PROGRAM (2017 PHASE II STREET OVERLAY PROJECT) - AWARD CONTRACT

RECOMMENDATION:

City Council to:

- Award the construction contract for the Annual Street Preservation Program, 2017 Phase II Street Overlay Project, to Lakeside Industries of Issaquah, WA, in the amount of \$1,870,091.25, and
- Authorize the use of up to \$100,000 in available Street Preservation Program funds for the roadway maintenance and repair of the highest priority Neighborhood Access streets with the work to be done by City Crews.

By taking action on this item under the Consent Calendar, City Council is awarding a construction contract for the subject project and authorizing up to \$100,000 of available funds to be used by City Crews for maintaining and repairing of local streets.

BACKGROUND DISCUSSION:

The City uses a Pavement Management System to manage and prioritize preservation treatments throughout the City's street network. The Pavement Management System considers all City streets in terms of existing pavement conditions (PCI), prior maintenance histories, the City's annual budget for street preservation, and other factors to determine the most cost-effective treatment. Once selected for treatment, candidate streets are then reviewed for potential conflicts with other construction projects (i.e. other CIP projects, private development, WSDOT, and private utility companies, etc.) before making it onto the current year's program list (Attachment A).

The 2017 Annual Preservation Program includes three phases. The Phase I component is the Curb Ramp & Concrete Repairs Project; a contract for that phase was awarded by City Council at their meeting on May 2, 2017, and that work is currently under construction. In past years, the concrete repair work (Phase I) was bid together with the overlay project (Phase II) under a single contract. With the revenue and scope increases due to the passing of Proposition 1, staff split the work into two contracts to facilitate an earlier start for construction and to maximize the time for completing a larger-scale program. The Phase III component of the Annual Street Preservation Program is the Slurry Seal Project which is scheduled to be bid late-May for construction during the drier months of mid to late summer.

For the 2017 Street Overlay Project, the highest ranking streets will receive subgrade preparation and repair, pavement milling, and the application of a new wearing surface layer of asphalt. This year's Project was bid with five schedules of work for a total of seven lane miles.

With an engineer's estimate of \$1.97 million for all overlay schedules, the Phase II Project was first advertised on May 8, with three bids received on May 23, 2017, as follows:

Contractor	Total of Base Bid Schedules
Lakeside Industries	\$1,870,091.25
Watson Asphalt	\$1,925,213.10
<i>Engineer's Estimate</i>	<i>\$1,972,320.75</i>
CEMEX	\$2,200,626.55

A comparison of the unit prices shows that the average cost of asphalt in 2017 increased to \$75.50/ton from \$73.08/ton in 2016 (Attachment B); based on the bid results, all five schedules of work can be awarded. In addition, the lower than expected bid amount has led to a substantial construction contingency balance.

The advantageous bid provides the City with an opportunity to address a backlog of roadway repair and maintenance needs on a one-time basis. Staff is recommending transferring approximately \$100,000 of the available Project budget to the Streets operating budget for City crews to perform maintenance/repair work on four small segments of neighborhood streets with severely damaged pavement. This work will involve roadway base repairs in some locations, milling, and patching or "pre-level" of the repaired segments. It should be noted that small-scale, isolated pavement repairs of this nature should not be in conflict with limits set in State Law (RCW 35.23.352) for in-house construction work. The planned work is of a maintenance scope; and even if all the work were construction overlay, the cost estimate for each site is less than the \$65,000 limit set for in-house, non-maintenance work. The planned locations include NE 143rd Street east of 84th Avenue NE; NE 114th Street Cul-de-Sac off of 127th Avenue NE; 94th Avenue NE south of NE 137th Street; and 94th Avenue NE north of 139th St (see Attachment A). Staff will evaluate each individual project for compliance with state public works limitations prior to commencing the work and will not proceed with any actions that are not compliant. If approved by the Council, staff will make the appropriate budget adjustment as part of the mid-biennial budget update.

The 2017 Street Preservation Project has a base CIP budget of \$1,650,000 that includes a \$900,000 contribution in Water Sewer Utility funds to pay for the NE 80th Street overlay, as a result of the major utility work completed in 2016. With \$2,326,000 in levy revenue generated by the passage of Proposition 1, the total Annual Street Preservation Program budget of \$3,976,000 for 2017 (Attachment C).

The anticipated expenses for the Annual Street Preservation Program in 2017 are as follows:

Phase	Status	Amount
Phase I Curbs and Ramps	Under Construction	\$ 573,224
Phase II Overlay	This Memo	\$1,870,091
Phase III Slurry Seal	Late Summer	\$ 325,000
Engineering, Admin, Inspection	On-Going	\$ 797,869
Budget Adjustment: Transfer to Maintenance	Summer 2017	\$ 100,000

Contingency	Balance Remaining	\$ 309,816
	TOTAL	\$3,976,000

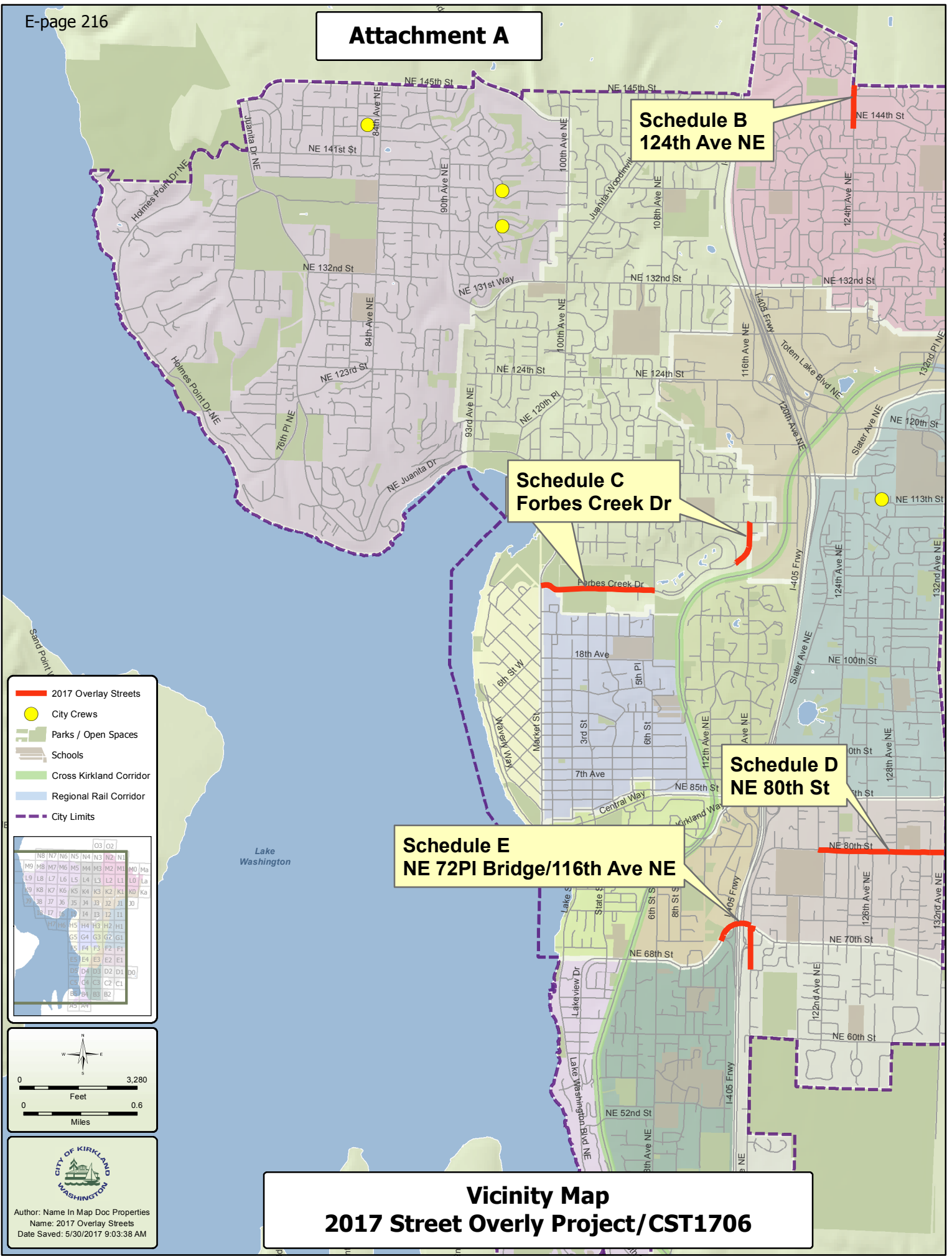
With a City Council award of the construction contract at the June 6 meeting, staff will begin the pre-construction public outreach process by notifying adjacent property owners with an informational mailer describing the Annual Street Preservation Program. This information, along with a regularly updated construction schedule, will also be posted on the City's web site. Construction notice signs will be installed on higher volume streets in advance of the overlay, and portable construction notice signs will be placed on residential streets a few days prior to construction. Door hangers describing the work will also be distributed to all adjacent homes and businesses at least 24 hours prior to construction.

Attachment A – Vicinity Map

Attachment B – Annual Cost Comparison

Attachment C – Project Budget Report

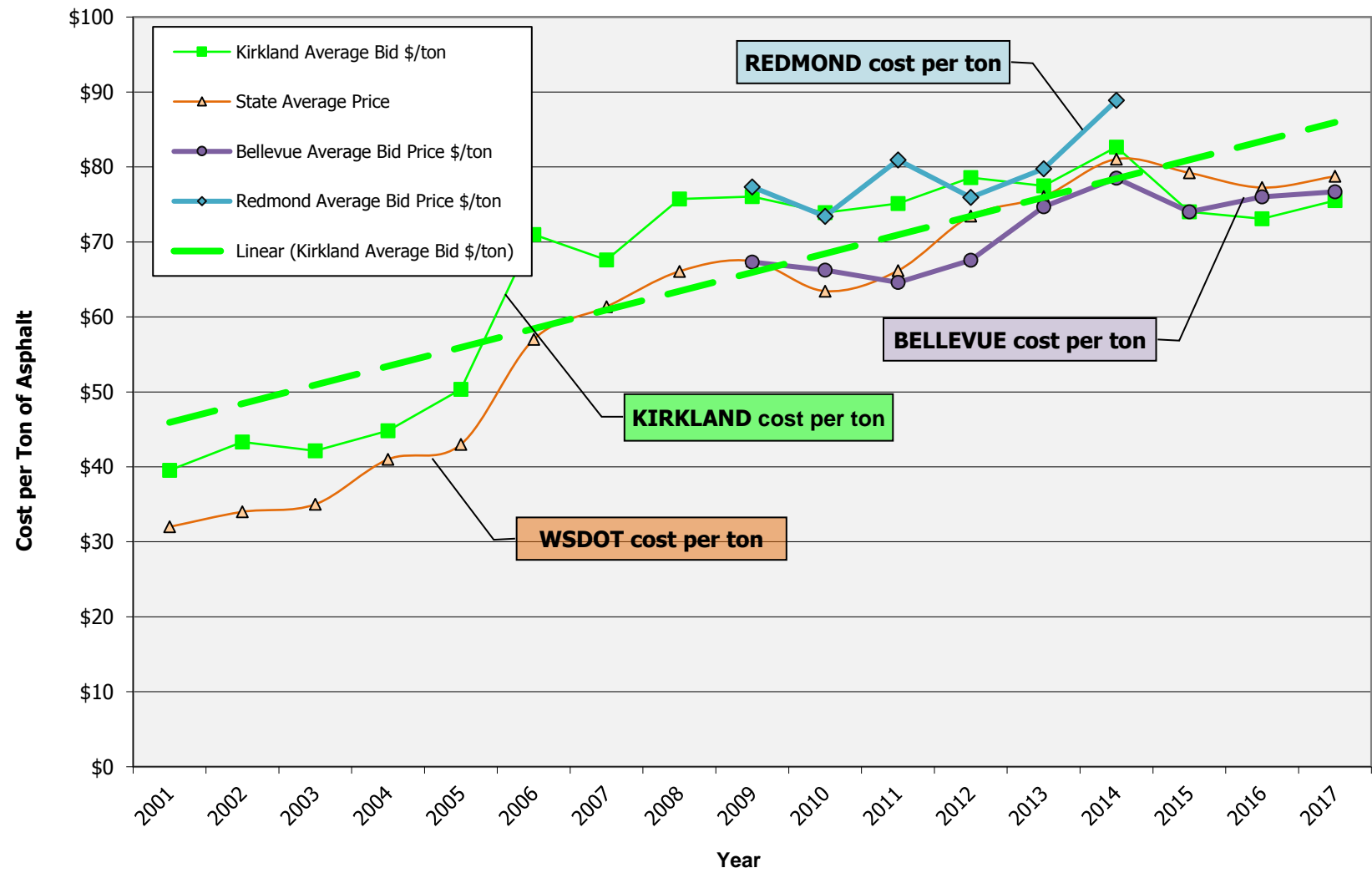
Attachment A



Vicinity Map 2017 Street Overlay Project/CST1706

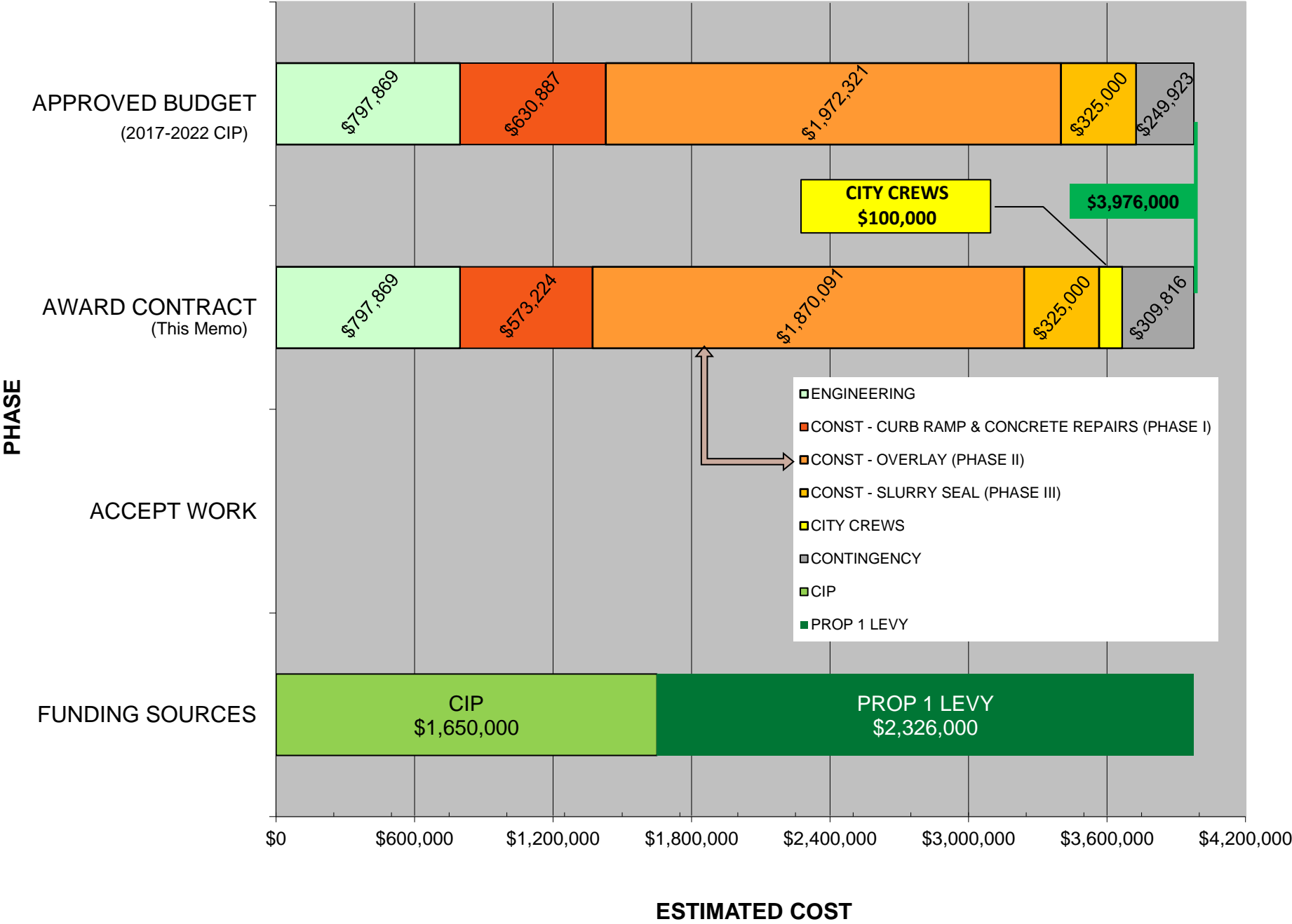
Kirkland Annual Street Overlay Program
Cost Comparison

ATTACHMENT B



Project Budget Report
2017 Street Overlay Project
(ST-1706)

Attachment C





CITY OF KIRKLAND

Department of Public Works

123 Fifth Avenue, Kirkland, WA 98033 425.587.3800

www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Lane Kawaoka, P.E., Project Engineer
David Snider, P.E., Capital Projects Manager
Kathy Brown, Public Works Director

Date: May 24, 2017

Subject: ANNUAL STRIPING PROGRAM (2017 PROJECT) – AWARD

RECOMMENDATION:

City Council to award a contract for the construction of Schedules A & B for the Annual Striping Program (2017 Project) to Specialized Pavement Marking of Tualatin, Oregon, in the amount of \$289,413.50.

By taking action on this memo during approval of the consent calendar, City Council is awarding the construction contract for the Annual Striping Program (2017 Project).

BACKGROUND DISCUSSION:

The Annual Striping Program maintains the pavement markings that define the travel paths for motorists, bicyclists, and pedestrians. The 2017 Striping Project includes all arterials and collectors throughout the City (Attachment A). The Project's scope includes the repainting of automobile lane lines, roadway symbols and on-street public parking lines. The work also includes replacing worn thermoplastic crosswalk markings, stops bars, turn arrows and other on-pavement symbols.

The Annual Striping Program is included in the Capital Improvement Program with a current budget of \$400,000 for all elements of the Project including project management and administration, public outreach, inspection, and construction with contingency (Attachment B). In order to maximize the amount of work to be accomplished, without exceeding the current year's budget, the contract is comprised of a base scope of work plus bid prices on alternative schedules of work. With an engineer's estimate of \$311,010 for construction of the Base Bid elements (Schedules A + B), staff advertised for contractor bids on April 20, 2017. On May 5, three bids were received, however, one bid was deemed non-responsive, leaving two eligible bids with Specialized Pavement Marking, Inc., being the lowest responsive bidder. The bid results are as follows:

Table 1 – Bid Results

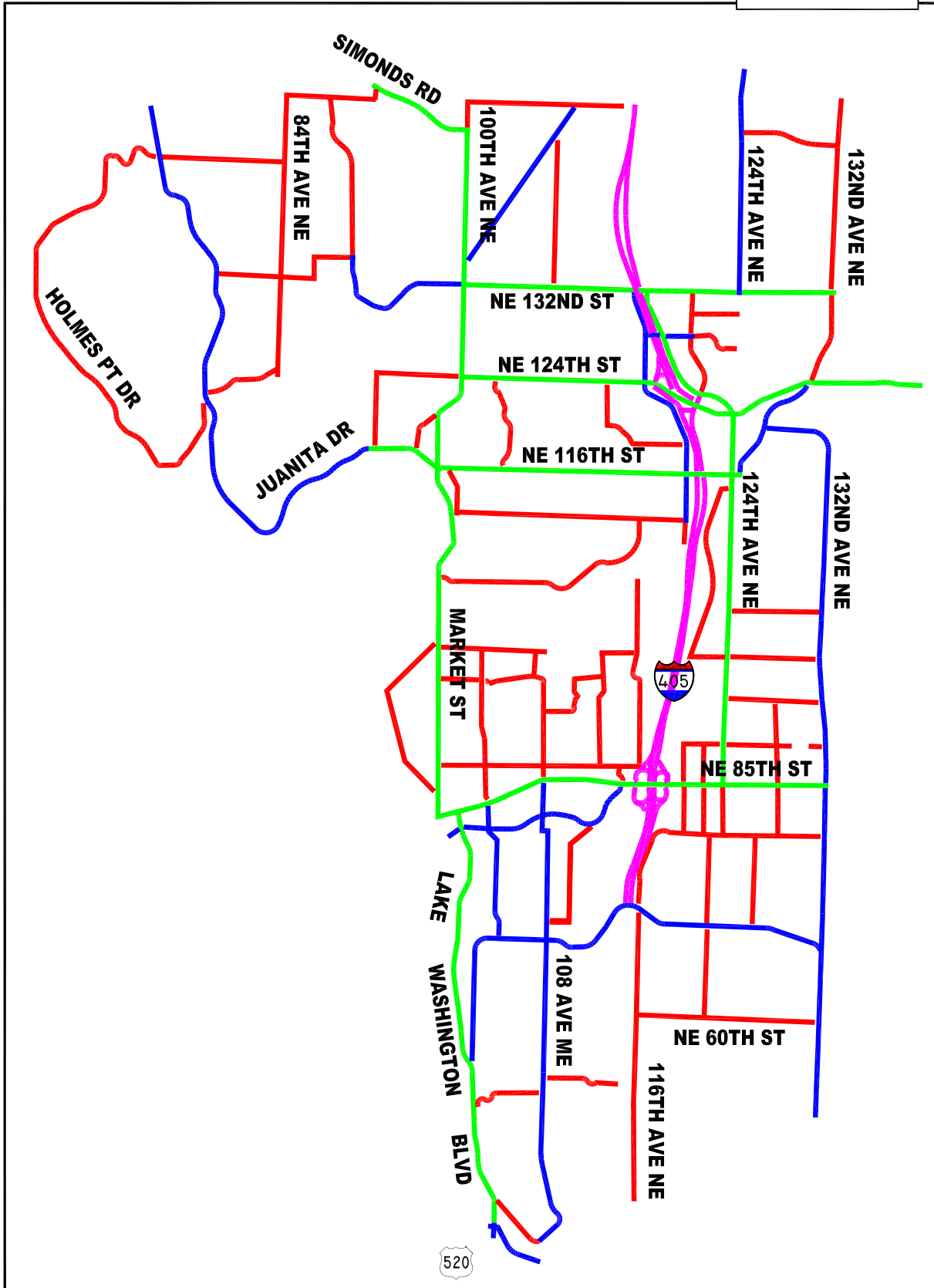
Contractor	Specialized Pavement Marking, Inc.	Stripe Rite, Inc.	Engineers' Estimate
Schedule A	\$152,201.00	\$194,116.00	\$189,626
Schedule B	\$137,212.50	\$116,786.25	\$121,384
Base Bid - Schedule A & B	\$289,413.50	\$310,902.25	\$311,010
Alternative Schedule C	\$52,688.00	\$44,379.50	\$ 41,640
Alternative Schedule D	\$128,797.50	\$121,680.00	\$145,300
Alternative Schedule E	\$64,019.45	\$94,962.85	\$109,020
All Schedules	\$571,549.75	\$571,924.60	\$606,970

The Base Bid, as the basis for award on this contract, consists of two schedules: Schedule A (re-painting/stripping) and Schedule B (thermoplastic on school walk route and densely populated areas). A price for Alternative Schedules C, D & E, for additional work to complete the City's entire thermoplastic inventory, was also included. The 2017 Project was bid this way so staff could make a recommendation to City Council for an award that maximizes the amount of work to be accomplished without exceeding the budget. In order to achieve this, staff recommends an award of the Base Bid (Schedules A and B) as the elements of the current year's Program. The addition of the entire Alternative Schedule C, D & E would exceed the Project budget. Once construction begins, however, staff proposes to increase various quantities of those bid items within the Alternative Schedules in order to fully utilize the currently available construction contingency budget (Attachment B).

With City Council's award of the construction contract at its meeting of June 6, the work will begin in late June and be complete by the end of September, 2017, weather dependent. In advance of the work, staff will update all Project information on the City's web site, including regularly updated construction timelines.

Attachment A – Vicinity Map

Attachment B – Project Budget Report



Street Classification and State Routes

- Principal Arterial
- Minor Arterial
- Collector
- State Routes and Intersate

KIRKLAND, WA



VICINITY MAP

Annual Striping Program (2017 Project)
(CST - 1780)

Attachment B

PROJECT BUDGET REPORT

PHASE

APPROVED BUDGET
(2017-2022 CIP)

AWARD
(this memo)

ACCEPT WORK
(fall 2017)

FUNDING

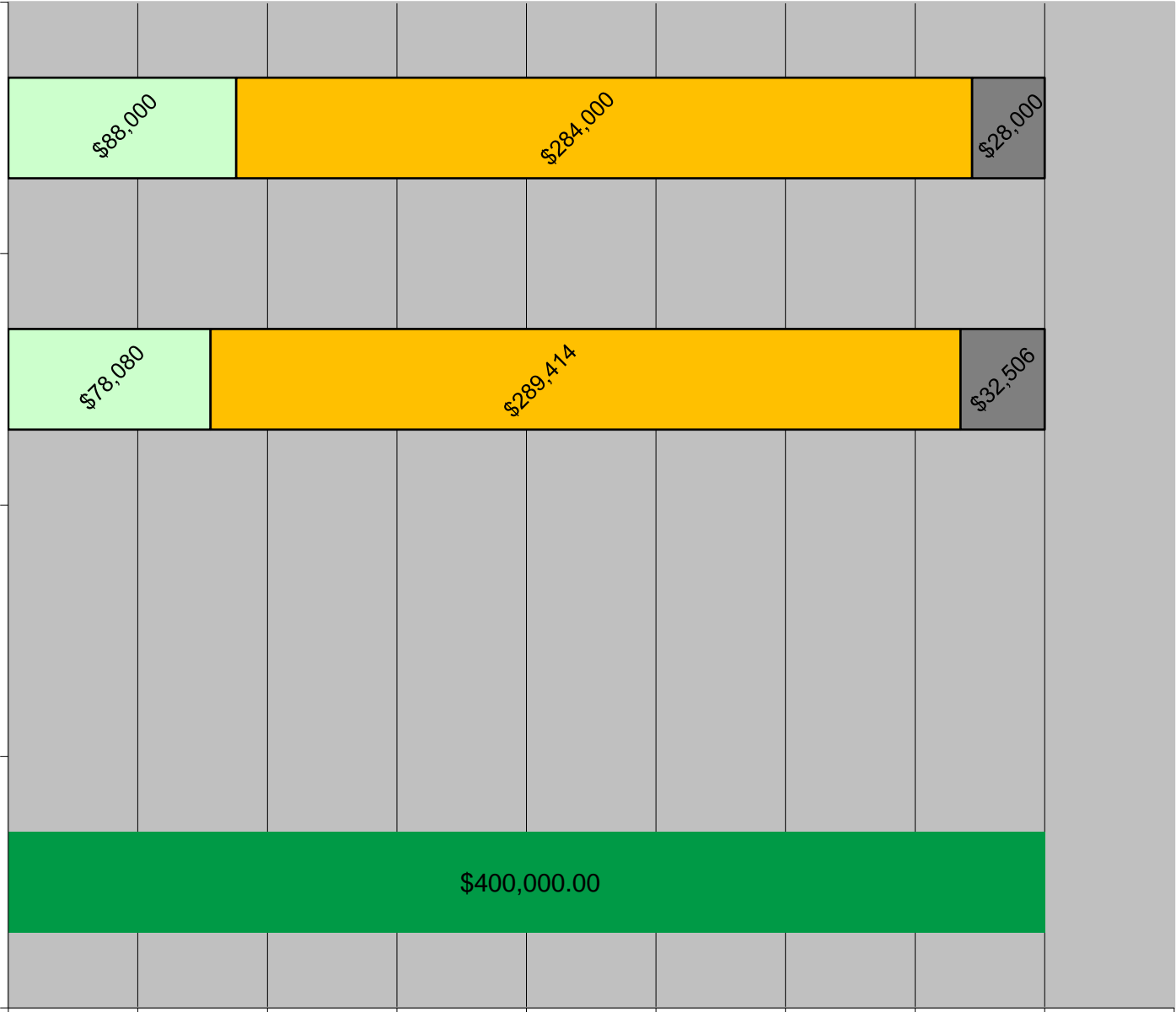
LEGEND

ENGINEERING

CONSTRUCTION
(Schedule A & B)

CITY FUNDING

CONTINGENCY



\$- \$50,000 \$100,000 \$150,000 \$200,000 \$250,000 \$300,000 \$350,000 \$400,000 \$450,000

ESTIMATED COST



CITY OF KIRKLAND
City Manager's Office
123 Fifth Avenue, Kirkland, WA 98033 425.587.3001
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager
From: Tracey Dunlap, Deputy City Manager
Date: May 17, 2017
Subject: PUGET SOUND ENERGY GREEN DIRECT PROGRAM AUTHORIZATION

RECOMMENDATION:

City Council authorize the City Manager to execute the agreement for City participation in the Puget Sound Energy Green Direct Program. By approving the consent calendar, the Council will authorize the City Manager to execute the agreement.

BACKGROUND DISCUSSION:

At the May 16, 2017 City Council meeting, the Council received a [briefing](#) on Puget Sound Energy's Green Direct program that allows participants to directly invest in a specific green energy project and lock in the power cost from that project for a period of 10 or 20 years. The Council directed staff to bring back a resolution to authorize the City Manager to execute the agreement to participate in the program for a 10 year period. A sample of the letter that PSE provides with the agreement is attached as Exhibit 1 and the agreement itself is attached to the resolution.

November 30, 2016

Dear Customer,

Thank you for your recent Enrollment Request for *Green Direct*, PSE's Voluntary Long Term Renewable Energy Schedule. We are writing now to provide you with the requisite Schedule 139 Service Agreement that will, once executed by each of us, represent your commitment to purchase this renewable energy product. We ask that you execute and return to us the Service Agreement at your earliest possible convenience.

We have identified a new Resource Option that meets the needs of this service and have negotiated the terms of an agreement between PSE and the owner of that resource. PSE will sign a contract and commit to purchase the power from that resource only in the event that PSE has received from customers executed service agreements in an aggregate amount matching the supply available. The new wind Resource Option is expected to be online by January 1, 2019.

As this product was developed to help PSE's customers meet their carbon goals at a long-term, cost-competitive price, there are future states of interest to many customers:

- Customers may continue to take advantage of energy efficiency services provided by PSE as there is no penalty for load reduction due to conservation. Similarly, customers may self-generate on site with no penalty.
- If a participating customer location is shut down, the contract may be transferred to another location.
- If two customer locations are merged the resulting customer location will go forward on Schedule 139 for the remaining term of the contract.
- Future open seasons, based on resource availability, will allow existing customers to expand or extend their initial commitments, including the initial Resource Option at the UTC-approved prices.
- If the Resource Option underperforms over a year then PSE will work with customers to identify and procure alternative RECs that meet customers' renewable energy goals.
- If the Resource Option will not be adequate to meet the full requirements of the customer(s) on an ongoing basis, then PSE may terminate the service agreement with no liability to the Customer or to PSE. If a replacement resource can be mutually agreed upon, a new Service Agreement will be created.

Once PSE has received signed Service Agreements under Schedule 139 that in aggregate match the capacity of the renewable energy supplier's resource we will countersign and return to you the Service Agreement between us, which will then be effective and binding on each of us. Because demand for this program is strong, we anticipate obtaining the requisite number of executed service agreements. However, in the event that we have not received the necessary volume of signed agreements we will inform you of such fact and at your discretion either return to you unsigned by us the Service Agreement or extend the period during which we may continue to solicit a sufficient number of participants necessary to trigger the Renewable Subscription Resource Option within PSE's Schedule 139, *Green Direct* product. If the Resource Option is not available for any reason, there is zero financial risk for the customer.

If you have any questions please contact Sam Osborne, Tom MacLean or your PSE representative.

Sincerely,

Samuel S. Osborne
Assistant General Counsel
Puget Sound Energy, Inc.
10885 NE 4th Street PSE-11N
Bellevue, Washington 98004-5591
P 425-462-3399
M 206-604-3312
samuel.osborne@pse.com

Thomas F. MacLean, PhD
Manager, Customer Renewable Energy Programs
Puget Sound Energy, Inc.
10885 NE 4th Street EST-10E
Bellevue, Washington 98004-5591
P 425-462-3064
M 206-747-1836
Thomas.maclean@pse.com

RESOLUTION R-5256

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND
AUTHORIZING THE CITY MANAGER TO SIGN A VOLUNTARY LONG
TERM RENEWABLE ENERGY SERVICE AGREEMENT WITH PUGET
SOUND ENERGY.

1 WHEREAS, the City of Kirkland currently contracts with Puget
2 Sound Energy to provide renewable Green Power for approximately
3 49% of the City's electricity use; and
4

5 WHEREAS, the City of Kirkland ("City") wishes replace the Green
6 Power program and provide nearly all of the City's electricity use through
7 participation in Puget Sound Energy's Green Direct program that allows
8 participants to directly invest in a specific renewable energy project; and
9

10 WHEREAS, the City and Puget Sound Energy have worked jointly
11 to encourage the development of renewable energy projects that
12 provide clean energy to customers at stable long-term contracted rates,
13 support the local economy, support regional and national energy
14 independence, and can be leveraged for external benefit; and
15

16 WHEREAS, in 2007, the City Council adopted strong greenhouse
17 gas (CO2) reduction targets for the City and community to bring Kirkland
18 to 80% below 2005 levels by 2050; and
19

20 WHEREAS, in 2009, the City Council adopted the Climate
21 Protection Action Plan through Resolution R-4760 to achieve
22 greenhouse gas reduction targets by reporting annual greenhouse gas
23 inventories for the government to allow quicker revisions and
24 corrections to better meet targets; and
25

26 WHEREAS, in 2014, the City of Kirkland joined King County-Cities
27 Climate Collaboration (K4C) to work alongside other cities with joint
28 funding, outreach and coordination to find innovative solutions to
29 climate challenges in our region; and
30

31 WHEREAS, in 2015, the City Council adopted the Comprehensive
32 Plan which included elements of Goal E5 to target carbon neutrality by
33 2050 to greatly reduce the impacts of climate change; and
34

35 WHEREAS, Puget Sound Energy estimates that the City's current
36 purchase of Green Power reduces carbon emissions by approximately
37 1,460,000 pounds of CO2 annually and the use of Green Direct power
38 will provide a reduction of 3,250,000 pounds of CO2 based on all eligible
39 City use, an additional CO2 reduction of 1,790,000 pounds annually;
40 and
41

42 WHEREAS, Puget Sound Energy agrees to sell and the City
43 agrees to purchase renewable energy credits and renewable energy at
44 a contracted volume for various subscribed and identified service
45 addresses, allowing the City to lock in stable and predictable prices for

46 electricity for ten years, removing City electricity costs from a sometimes
47 volatile and unpredictable energy market.

48
49 NOW, THEREFORE, be it resolved by the City Council of the City
50 of Kirkland as follows:

51
52 Section 1. The City Manager is authorized and directed to
53 execute on behalf of the City of Kirkland an agreement substantially
54 similar to that attached as Exhibit "A", which is entitled "Voluntary Long
55 Term Renewable Energy Service Agreement."

56
57 Passed by majority vote of the Kirkland City Council in open
58 meeting this ____ day of _____, 2017.

59
60 Signed in authentication thereof this ____ day of _____,
61 2017.

MAYOR

Attest:

City Clerk

Issued: August 1, 2016
Effective: September 30, 2016
Attachment "A" to Schedule 139, Page 1

WN U-60

PUGET SOUND ENERGY

**SCHEDULE 139
VOLUNTARY LONG TERM RENEWABLE ENERGY SERVICE AGREEMENT****Attachment "A" – Service Agreement**

THIS SCHEDULE 139 VOLUNTARY LONG TERM RENEWABLE ENERGY SERVICE AGREEMENT ("Service Agreement"), dated as of the _____, is made and entered into by and between **City of Kirkland** (the "Customer") and PUGET SOUND ENERGY, a Washington Corporation, (the "Company"), for service under the Company's Electric Tariff G Schedule 139. Terms defined in Schedule 139 and in the General Rules and Provisions (Schedule 80) of the Company's tariff for electric service shall have the same meanings where used in this Agreement.

RECITALS

- A. The Company is a public service company engaged in the sale and delivery of electric energy pursuant to its Electric Tariff G.
- B. Customer is receiving Electric Service under the Company's Electric Tariff G, Schedule 24, 25, 26, 31, 40, 43, 46 or 49, and desires to participate in the Company's Voluntary Long Term Renewable Energy program offered under Schedule 139.
- C. The Company and the Customer have worked jointly to encourage the development of Renewable Energy projects that (i) could provide clean energy to customers at a long-term contracted rate, (ii) support the local economy, and (iii) could be publicized and leveraged for external benefit. The Parties agree that the Wind – 10 Year (the "Resource Option") should meet these criteria, and the Parties thus now agree to enter into this Service Agreement with each other, for mutual benefit.
- D. The Company will sell and the Customer will purchase from the Company Renewable Energy Credits (RECs), where applicable, and Renewable Energy at a contracted volume equal to 100% of the load of all meters located at each subscribed service address (the sum of Anticipated Average Annual Loads) as listed in Section 5, with such amount to be allocated from Renewable Energy generated by the Resource Option, pursuant to one of the contracted rates described.

AGREEMENT

- 1. **Request and Acknowledgement.** The Customer requests service under Schedule 139 and acknowledges that Schedule 139 requires a minimum term. Service under Schedule 139 will be billed on the Customer's existing statement. The Resource Option Energy Charge is fixed as shown in Section 7. The Energy Charge Credit will be updated with each general rate case, power cost only rate case or other power-related filings.
- 2. **Resource.** Under this Service Agreement the Company will receive Renewable Energy into its Balancing Authority Area from where it can serve the Customer.
- 3. **Renewable Energy Credits.** The Company will acquire the RECs that are created with the electricity production, where applicable. The Company will transfer the RECs to the Customer

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which must be retired in WREGIS. Alternatively, at the Customer's request, the Company will retire the RECs in WREGIS. As the Customer is receiving a retail product, the RECs may not be resold or transferred to another party.

4. **Resource Option.**
Number: 13901W10
Description: Large wind project in Thurston and Lewis Counties, Washington
5. **Customer Service Address and Account Numbers.** The Customer requests service under this Service Agreement for the service addresses, account numbers and meter numbers listed in Attachment B. The aggregated Anticipated Average Annual Load is included in Attachment B.
6. **Term.** The term of this Service Agreement shall commence in the year **2019**, on the first day of the Customer's normal billing cycle, in the first month following the commencement of commercial operation of the Resource Option, and delivery therefrom of energy to the Company sufficient to satisfy the obligations set forth in this Service Agreement. This Service Agreement terminates in the year **2028** after 12 billing cycles.
7. **Rates.** Schedule 139 rates are in addition to all charges under the Customer's existing Electric Service schedule. Rates include a charge per kWh for the contracted energy as outlined in Table 1 and a credit for the energy-related power cost component of the Energy Charge set forth in Schedule 24, 25, 26, 31, 40, 43, 46 or 49 of the Electric Tariff WN U-60 under which the Customer is taking Electric Service. The Energy Charge Credit will be updated with each general rate case, power cost only rate case, or other power-related filings, while the Resource Option Energy Charge will remain fixed as outlined in the Table 1. below.

Table 1

Calendar Year	2019	2020	2021	2022	2023	2024	2025
Rate per kWh	\$0.05111	\$0.05213	\$0.05318	\$0.05424	\$0.05532	\$0.05643	\$0.05756
Calendar Year	2026	2027	2028	2029	2030	2031	2032
Rate per kWh	\$0.05871	\$0.05989	\$0.06108	NA	NA	NA	NA
Calendar Year	2033	2034	2035	2036	2037	2038	
Rate per kWh	NA	NA	NA	NA	NA	NA	

8. **Early Exit Fee.** Customers may elect to terminate this Service Agreement prior to the Termination Date with 60 days' notice to the Company. Customers who choose to discontinue their service under this Schedule will be charged for the net cost of the remaining Renewable Energy that was to be delivered to the Customer under the remaining term of the Service Agreement. This amount will be based on: 1) the remaining term of the Service Agreement, 2) the amount of annual Renewable Energy needs ("full requirements") of each of the discontinued Customer' locations as listed in Section 5 of the Service Agreement, 3) the contracted energy rates agreed to in Section 7 of the Service Agreement, and 4) a credit for PSE's then-current

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avoided costs (filed consistent with WAC 480-107-055). Termination of service under this Schedule will follow receipt and processing of the termination request by the Company.

9. **Resource Option Inadequacy.** If the Resource Option will not be available at the start of the commencement year, the Customer's agreement will be delayed to align with the Resource Option. If the Renewable Energy produced by the Resource Option and purchased by the Company is insufficient in any calendar year to satisfy the full requirements of the Customer, the Company will work with the Customer to source and retire for the Customer RECs from alternative resources, with costs for the RECs limited to the net amount to be collected under Schedule 139 from the Customer for the remainder of the calendar year. If, at the Company's determination, the Resource Option will not be adequate to meet the full requirements of the Customer, then this Service Agreement will be terminated with no liability to the Customer or to the Company. If a replacement project can be sourced and mutually agreed upon, a new Service Agreement will be created.
10. **Credit.** Customer authorizes that the Company may run a credit report on Customer and/or request audited financial statements for the purpose of determining the Customer's creditworthiness for this service.
11. **Energy Efficiency Services.** The Customer and the Company will continue to partner on mutually beneficial energy efficiency projects which will reduce energy demand on an annual basis. These services will have no bearing on the cost of energy as proposed in Table 1.
12. **Electrical Work.** In order to ensure continued qualification for service under Schedule 139, the Customer must contact the Company through their business account services representative when any electrical work is being conducted.
13. **Governing Law.** This Service Agreement will be governed by and interpreted, construed and enforced in accordance with the laws of the State of Washington.

IN WITNESS WHEREOF, the Parties, by their duly authorized representatives, have executed this Agreement as of the date first written above.

PUGET SOUND ENERGY

By _____

Its _____

CUSTOMER

By _____

Its _____

SCHEDULE 139
VOLUNTARY LONG TERM RENEWABLE ENERGY SERVICE AGREEMENT
Attachment "B" to Service Agreement

Account	BP	Customer	Meter	Rate	Address	City	ZIP	AVG	Yes/No	Contract
200004461303	1002234090	CITY OF KIRKLAND	U019204981	SCH 24EC	1 AV & KIRKLAND AV	Kirkland	98033	20,951		
200016339018	1003409924	CITY OF KIRKLAND PUBLIC WORKS	Z005857293	SCH 24EC	10 AV S & LAKE ST S	Kirkland	98033	1,349		
220008871851	1000864838	CITY OF KIRKLAND	A016324344	SCH 24EC	100 PARK LN #LIGS	Kirkland	98033	7,236		
200003511116	1002844100	CITY OF KIRKLAND	Z004555566	SCH 24EC	1016 STATE ST S	Kirkland	98033	3,343		
200017455649	1003409924	CITY OF KIRKLAND PUBLIC WORKS	U091830241	SCH 24EC	10351 NE 124TH ST	Kirkland	98034	0		
200003521925	1004311787	CITY OF KIRKLAND	U013802641	SCH 24EL	10400 NE 68TH ST	Kirkland	98033	0		
200006830950	1002840835	CITY OF KIRKLAND	Z004555543	SCH 8E	105 STATE ST S	Kirkland	98033	7,449		
220000588321	1003409924	CITY OF KIRKLAND PUBLIC WORKS	Z015559216	SCH 24EC	10601 NE 132ND ST #SIGNAL	Kirkland	98034	2,034		
200003920382	1003409924	CITY OF KIRKLAND PUBLIC WORKS	U096611973	SCH 24EC	108 AVE NE & NE 53 ST	Kirkland	98034	0		
200011800865	1000864838	CITY OF KIRKLAND	A013547464	SCH 24EC	10811 NE 47TH ST	Kirkland	98033	221		
200001510045	1000864838	CITY OF KIRKLAND	O079261579	SCH 7E	10824 NE 116TH ST	Kirkland	98034	12,984		
200003111404	1003409924	CITY OF KIRKLAND PUBLIC WORKS	A091621042	SCH 24EC	10916 NE 124TH ST	Kirkland	98034	0		
200005547613	1000818230	CITY OF KIRKLAND PARKS DEPT	U022257127	SCH 24EC	111 WAVERLY WAY #PATHWA	Kirkland	98033	9,481		
200020914384	1004842789	CITY OF KIRKLAND	H092221013	SCH 24EC	112 AV NE & NE 102 ST	Kirkland	98033	0		
200022865980	1002234090	CITY OF KIRKLAND	Z009879658	SCH 24EC	114TH AVE NE & NE 85TH ST #SIGN	Kirkland	98033	9,664		
200024516466	1000864838	CITY OF KIRKLAND	H074651687	SCH 24EC	116 AVE NE & NE 106 LN	Kirkland	98033	0		
200001512215	1000864838	CITY OF KIRKLAND	U011074232	SCH 24EC	116 WAY NE & NE 132 ST	Kirkland	98034	12,484		
220011651316	1002844100	CITY OF KIRKLAND	Z014644605	SCH 24EC	11615 120TH AVE NE #SAS 54	Kirkland	98034	30,546		
200009555232	1000864838	CITY OF KIRKLAND	U025628550	SCH 24EC	11700 NE 100TH PL	Kirkland	98033	0		
220005227636	1000394473	CITY OF KIRKLAND PUBLIC WORKS	A011380501	SCH 24EL	11702 98TH AVE NE #PED X	Kirkland	98034	1,605		
220002201865	1000864838	CITY OF KIRKLAND	Z016313719	SCH 25EC	11740 NE 118TH ST	Kirkland	98034	1,348,705		
200010363154	1003302489	CITY OF KIRKLAND PARKS	J058826992	SCH 24EC	11810 108TH AVE NE	Kirkland	98034	15,797		
200001511282	1000864838	CITY OF KIRKLAND	J065405474	SCH 24EC	11811 108TH AVE NE #GRNHSE	Kirkland	98034	10		
220006089159	1000864838	CITY OF KIRKLAND	A015274302	SCH 24EC	11930 124TH AVE NE #SIGNAL	Kirkland	98034	29,349		
200014545657	1003409924	CITY OF KIRKLAND PUBLIC WORKS	U096430964	SCH 24EC	120 AVE NE & NE 118 ST	Kirkland	98034	2,537		
200023406305	1003409924	CITY OF KIRKLAND PUBLIC WORKS	Z007545065	SCH 24EL	12003 NE 128TH ST	Kirkland	98034	21,860		
220008126462	1000394473	CITY OF KIRKLAND PUBLIC WORKS	Z017453013	SCH 24EC	12005 NE 85TH ST #SIGNAL	Kirkland	98033	11,168		
220005443373	1000864838	CITY OF KIRKLAND	B033228200	SCH 24EC	12032 HOLMES POINT DR NE	Kirkland	98034	4,587		
200003978653	1000864838	CITY OF KIRKLAND	U096673479	SCH 24EC	12036 NE 80TH ST	Kirkland	98033	7,354		
200006469338	1003409924	CITY OF KIRKLAND PUBLIC WORKS	U096673344	SCH 24EC	122 AVE NE & NE 85 ST	Kirkland	98033	5,911		
200001457429	1002559007	CITY OF KIRKLAND	Z003498755	SCH 26EC	123 5TH AVE	Kirkland	98033	1,148,254		
200001510870	1000864838	CITY OF KIRKLAND	A011382803	SCH 24EC	12329 102ND LN NE #X-WALK	Kirkland	98034	4		
200014216135	1003409924	CITY OF KIRKLAND PUBLIC WORKS	U096674878	SCH 24EC	124 AVE NE & NE 100 ST	Kirkland	98033	5,425		
200004236630	1000586162	CITY OF KIRKLAND PUBLIC WORKS	Z007912114	SCH 24EC	124 AVE NE & NE 124 ST #SIGNAL	Kirkland	98034	26,607		
220008120747	1000394473	CITY OF KIRKLAND PUBLIC WORKS	Z017324494	SCH 24EC	12400 NE 85TH ST #SIGNAL	Kirkland	98033	18,607		
200005606369	1003409924	CITY OF KIRKLAND PUBLIC WORKS	U094239330	SCH 24EC	12401 NE 108TH ST	Kirkland	98033	2,052		
200000413472	1000394473	CITY OF KIRKLAND PUBLIC WORKS	U010631601	SCH 24EC	12415 132ND AVE NE	Kirkland	98034	22,637		
200003973738	1004927736	CITY OF KIRKLAND-FACILITIES	Z076226406	SCH 24EC	12421 103RD AVE NE	Kirkland	98034	76,111		
200001511951	1000864838	CITY OF KIRKLAND	H095011384	SCH 7E	12421 103RD AVE NE #RESTRM	Kirkland	98034	417		
200009659422	1003409924	CITY OF KIRKLAND PUBLIC WORKS	N096828957	SCH 24EC	12540 NE 124TH ST	Kirkland	98034	0		
200022902338	1000864838	CITY OF KIRKLAND	U099290252	SCH 24EC	12730 NE 72ND ST	Kirkland	98033	385		
200003538184	1002844100	CITY OF KIRKLAND	U025244338	SCH 24EC	12790 116TH AVE NE	Kirkland	98034	14,724		
200000419735	1000586162	CITY OF KIRKLAND PUBLIC WORKS	H056040121	SCH 24EC	128 LN NE & NE 124 ST	Kirkland	98034	19,895		
200001511506	1000864838	CITY OF KIRKLAND	U020046983	SCH 24EC	12800 NE 85TH ST	Kirkland	98033	19,587		
200003511702	1002844100	CITY OF KIRKLAND	Z009879653	SCH 24EC	12804 TOTEM LAKE BLVD NE	Kirkland	98034	7,569		
200021027616	1002234090	CITY OF KIRKLAND	U096610105	SCH 24EC	13 AV & 4 ST	Kirkland	98033	0		
200013037961	1003409924	CITY OF KIRKLAND PUBLIC WORKS	H062762376	SCH 24EC	13005 120TH AVE NE	Kirkland	98034	9,634		
200002335327	1004391412	CITY OF KIRKLAND PUBLIC WORKS	Z004605045	SCH 25EC	13013 NE 65TH ST	Kirkland	98033	73,992		
200003955388	1004391412	CITY OF KIRKLAND PUBLIC WORKS	Z001921594	SCH 24EC	13100 NE 108TH ST	Kirkland	98033	19,826		
200024942969	1000864838	CITY OF KIRKLAND	J052801321	SCH 24EC	132 AV NE & NE 106 ST	Kirkland	98033	0		
200023722263	1003409924	CITY OF KIRKLAND PUBLIC WORKS	Z009442191	SCH 24EC	132 AV NE & NE 112 ST	Kirkland	98033	2,383		
200017543782	1003654414	CITY OF KIRKLAND	U013203634	SCH 24EC	132 AV NE & NE 132 ST	Kirkland	98033	1,661		
200021753880	1004391412	CITY OF KIRKLAND PUBLIC WORKS	Z020014095	SCH 24EC	132 AV NE & NE 85 ST	Redmond	98052	33,668		
200000413860	1000394473	CITY OF KIRKLAND PUBLIC WORKS	U097024111	SCH 24EC	132 AVE NE & NE 132 ST	Kirkland	98033	17,024		
200000411732	1000394473	CITY OF KIRKLAND PUBLIC WORKS	B037487424	SCH 24EC	132 AVE NE & NE 140 ST	Kirkland	98033	34,397		
200000414256	1000394473	CITY OF KIRKLAND PUBLIC WORKS	U091840970	SCH 24EC	132 PL NE & NE 124 ST	Kirkland	98034	17,535		
200011075427	1001232579	CITY OF KIRKLAND	Z004796349	SCH 24EC	13200 124TH AVE NE	Kirkland	98034	5,554		
220008131173	1000394473	CITY OF KIRKLAND PUBLIC WORKS	Z017324492	SCH 24EC	13200 NE 85TH ST #SIGNAL	Kirkland	98033	14,303		
200000412912	1000394473	CITY OF KIRKLAND PUBLIC WORKS	Z004555550	SCH 24EC	13201 100TH AVE NE	Kirkland	98034	11,149		
200000414058	1000394473	CITY OF KIRKLAND PUBLIC WORKS	Z008249201	SCH 24EC	13321 100TH AVE NE #TFCSIG	Kirkland	98034	9,075		
200000414652	1000394473	CITY OF KIRKLAND PUBLIC WORKS	U097027988	SCH 24EC	132 CT NE & NE 124 ST	Kirkland	98034	21,516		
200000412508	1000394473	CITY OF KIRKLAND PUBLIC WORKS	A091662184	SCH 24EC	13402 116TH AVE NE	Kirkland	98034	0		
200011832637	1002844100	CITY OF KIRKLAND	A077050886	SCH 24EC	135 LAKE ST S	Kirkland	98033	1,656		
200000412326	1000394473	CITY OF KIRKLAND PUBLIC WORKS	U015039367	SCH 24EC	13625 116TH AVE NE	Kirkland	98034	0		
200000413274	1000394473	CITY OF KIRKLAND PUBLIC WORKS	R062081307	SCH 24EC	13680 JUANITA WOODINVILLE WAY NE	Kirkland	98034	30,925		
200000412136	1000394473	CITY OF KIRKLAND PUBLIC WORKS	U019616765	SCH 24EC	13700 124TH AVE NE	Kirkland	98034	2,778		
200000412714	1000394473	CITY OF KIRKLAND PUBLIC WORKS	Z014644619	SCH 24EC	13705 100TH AVE NE #TFCSIG	Kirkland	98034	20,095		
200011832793	1002844100	CITY OF KIRKLAND	Z007545112	SCH 24EL	14 MAIN ST S #SLUTE	Kirkland	98033	7,409		
200000411914	1000394473	CITY OF KIRKLAND PUBLIC WORKS	U019616809	SCH 24EC	14000 124TH AVE NE	Kirkland	98034	1,649		
200001512637	1000864838	CITY OF KIRKLAND	U021804342	SCH 24EC	14048 108TH AVE NE #RADAR	Kirkland	98034	0		
220011554098	1000088955	CITY OF KIRKLAND	A019413203	SCH 24EC	14128 117TH PL NE #RADAR	Kirkland	98034	0		
200000414843	1000394473	CITY OF KIRKLAND PUBLIC WORKS	U094876029	SCH 24EC	14140 JUANITA DR NE	Kirkland	98034	6,581		
200000413662	1000394473	CITY OF KIRKLAND PUBLIC WORKS	Z004892474	SCH 24EC	14400 124TH AVE NE	Kirkland	98034	3,214		
200022431536	1000864838	CITY OF KIRKLAND	U096610379	SCH 24EC	15 AV & 3 ST	Kirkland	98033	0		
200001511043	1000864838	CITY OF KIRKLAND	A011377719	SCH 24EC	1715 MARKET ST #X-WALK	Kirkland	98033	4		
200004679698	1003928917	CITY OF KIRKLAND PUBLIC WORKS	Z001761458	SCH 24EC	18 AV W & 10 ST	Kirkland	98033	6,961		
200001265558	1000864838	CITY OF KIRKLAND	U013871958	SCH 24EC	19 AV & 6 ST CRESTWD PK	Kirkland	98033	7,517		
200007375534	1003409924	CITY OF KIRKLAND PUBLIC WORKS	U096613447	SCH 24EL	200 LAKE SHORE PLZ	Kirkland	98033	2,478		
20001270854	1003409924	CITY OF KIRKLAND PUBLIC WORKS	Z016743678	SCH 24EC	200 LAKE SHORE PLZ	Kirkland	98033	26,591		
200001479514	1000864838	CITY OF KIRKLAND	Z006312921	SCH 24EC	202 3RD ST #A CITY	Kirkland	98033	36,748		
200021216078	1002331870	CITY OF KIRKLAND	U011427085	SCH 24EC	203 MARKET ST	Kirkland	98033	12,061		
200010263529	1003409924	CITY OF KIRKLAND PUBLIC WORKS	Z017453000	SCH 24EC	2085 98TH AVE NE #CABINET	Kirkland	98033	6,090		
200025380755	1000318046	CITY OF KIRKLAND-MARINA PARK	U022257473	SCH 24EC	25 LAKE SHORE PLZ	Kirkland	98033	8,630		
200024395408	1000318046	CITY OF KIRKLAND-MARINA PARK	A077276962	SCH 24EC	2525 LAKE SHORE PLZ #PARK	Kirkland	98033	24,564		
200025216934	1000093792	CITY OF KIRKLAND PARKS & COMMUNITY SERVI	Z009442028	SCH 24EC	297 LAKE AVE W	Kirkland	98033	6,592		
200001479712	1000864838	CITY OF KIRKLAND	Z009569024	SCH 24EC	3 ST & CENTRAL WAY	Kirkland	98033	12,507		
200012759342	1004048836	CITY OF KIRKLAND	Z003462007	SCH 25EC	3 ST & CENTRAL WAY	Kirkland	98033	53,163		

200001549845	1004487768	CITY OF KIRKLAND	U023857501	SCH_24EC	310 1ST ST	Kirkland	98033	30,102	
200019795091	1002559007	CITY OF KIRKLAND	N096462984	SCH_24EC	340 KIRKLAND AVE #PARK L	Kirkland	98033	5,886	
200017315801	1002336899	CITY OF KIRKLAND	Z002767617	SCH_25EC	352 KIRKLAND AVE	Kirkland	98033	123,624	
200009539657	1002614540	CITY OF KIRKLAND PUBLIC WORKS	Z018600431	SCH_24EC	3709 101ST WAY NE	Kirkland	98033	7,885	
200021637851	1003011568	CITY OF KIRKLAND	Z003522500	SCH_24EC	400 KIRKLAND AVE	Kirkland	98033	76,888	
2000222801134	1000864838	CITY OF KIRKLAND	H069130883	SCH_24EC	4240 108TH AVE NE #MEDIAN	Kirkland	98033	0	
200015915347	1002234090	CITY OF KIRKLAND	B035007010	SCH_24EC	47 MARKET ST #BOAT L	Kirkland	98033	9,255	
200008186963	1001865523	CITY OF KIRKLAND-EVEREST PARK	U096849136	SCH_24EC	500 8TH ST S	Kirkland	98033	9,516	
200023328640	1000088955	CITY OF KIRKLAND	U096607935	SCH_24EC	505 MARKET ST	Kirkland	98033	12,623	
200023328640	1000088955	CITY OF KIRKLAND	U096612123	SCH_24EC	505 MARKET ST	Kirkland	98033	39,038	
220008195335	1003409924	CITY OF KIRKLAND PUBLIC WORKS	Z017453015	SCH_24EC	5550 LAKE WASHINGTON BLVD NE	Kirkland	98033	8,148	
200001510474	1000864838	CITY OF KIRKLAND	A011380679	SCH_24EC	5919 124TH CT NE #X-WALK	Kirkland	98033	1	
200022708545	1003011568	CITY OF KIRKLAND	U096612908	SCH_24EL	6 ST & 4 AVE # ST LT	Kirkland	98033	4,328	
200001479845	1000864838	CITY OF KIRKLAND	Z005636073	SCH_24EC	602 6TH ST #TFC LT	Kirkland	98033	15,049	
200005068800	1003409924	CITY OF KIRKLAND PUBLIC WORKS	U096610237	SCH_24EC	6302 108TH AVE NE	Kirkland	98033	0	
200011833221	1002844100	CITY OF KIRKLAND	Z008550759	SCH_24EC	633 WAVERLY WAY	Kirkland	98033	16,624	
200014108837	1003817395	CITY OF KIRKLAND PARKS DEPT	A095953870	SCH_24EC	651 WAVERLY WAY	Kirkland	98033	8,034	
200001005285	1001890089	CITY OF KIRKLAND PARK MAINT	U096613391	SCH_24EC	6603 LAKE WASHINGTON BLVD NE	Kirkland	98033	7,631	
220006699213	1002234090	CITY OF KIRKLAND	B036237443	SCH_8E	6705 106TH AVE NE	Kirkland	98033	149	
220006699205	1002234090	CITY OF KIRKLAND	U096608474	SCH_8E	6711 106TH AVE NE #HSE	Kirkland	98033	1,768	
220002145070	1004391412	CITY OF KIRKLAND PUBLIC WORKS	A013543155	SCH_24EC	6721 111TH AVE NE #RRSB	Kirkland	98033	1	
200007543982	1000864838	CITY OF KIRKLAND	C074539604	SCH_24EC	701 LAKE ST S	Kirkland	98033	5,703	
200009619251	1003409924	CITY OF KIRKLAND PUBLIC WORKS	R042900362	SCH_24EC	7054 140TH AVE NE #OTHR	Redmond	98052	16,782	
200003713092	1004633666	CITY OF KIRKLAND PUBLIC WORKS	Z002790443	SCH_24EC	74 KIRKLAND AVE	Kirkland	98033	85,805	
200001510706	1000864838	CITY OF KIRKLAND	A011380678	SCH_24EC	7421 132ND AVE NE #X-WALK	Kirkland	98033	2	
200018973525	1002100707	CITY OF KIRKLAND	U025243841	SCH_24EC	8206 124TH AVE NE	Kirkland	98033	0	
200010264436	1003409924	CITY OF KIRKLAND PUBLIC WORKS	N013333806	SCH_24EC	829 5TH AVE #ST LGT	Kirkland	98033	6,162	
200010264667	1003409924	CITY OF KIRKLAND PUBLIC WORKS	U024661032	SCH_24EC	8411 NE 141ST ST	Kirkland	98034	2,076	
200000435020	1000394473	CITY OF KIRKLAND PUBLIC WORKS	A012956813	SCH_24EC	8629 120TH AVE NE #SVC	Kirkland	98033	54	
200016753978	1002234090	CITY OF KIRKLAND	R048248947	SCH_24EC	9 AV & 1 ST SPRINKLERS	Kirkland	98033	0	
200003501083	1002844100	CITY OF KIRKLAND	U013006426	SCH_24EC	90 CENTRAL WAY #LIGHTS	Kirkland	98033	3,670	
200018999793	1002234090	CITY OF KIRKLAND	Z003498842	SCH_25EC	904 8TH ST	Kirkland	98033	208,628	
200010461180	1003011568	CITY OF KIRKLAND	Z036270490	SCH_24EC	9616 NE 38TH ST	Kirkland	98033	13,648	
200006831214	1002840835	CITY OF KIRKLAND	A077274480	SCH_24EC	9703 NE JUANITA DR #CON	Kirkland	98034	41,148	
220008841953	1002840835	CITY OF KIRKLAND	U095019323	SCH_24EC	9703 NE JUANITA DR #TRLR	Kirkland	98034	447	
200000178380	1003409924	CITY OF KIRKLAND PUBLIC WORKS	U096431004	SCH_24EC	98 AVE NE & NE 120 PL	Kirkland	98033	5,397	
200014815514	1003409924	CITY OF KIRKLAND PUBLIC WORKS	U012217543	SCH_24EC	9800 NE 116TH ST #TFC	Kirkland	98034	30,278	
200001513346	1000864838	CITY OF KIRKLAND	Z009569020	SCH_24EC	9800 NE 120TH PL #X-WALK	Kirkland	98034	868	
200005522087	1002559007	CITY OF KIRKLAND	U018043752	SCH_24EC	9840 FORBES CREEK DR	Kirkland	98033	14	
220005992635	1000864838	CITY OF KIRKLAND	A014521822	SCH_24EC	CKC - 7TH AVENUE #MP1743	Kirkland	98034	1,530	
200003129372	1003409924	CITY OF KIRKLAND PUBLIC WORKS	C082948775	SCH_24EC	COMM AV & LK ST LIGHTING	Kirkland	98033	5,872	
200000414454	1000394473	CITY OF KIRKLAND PUBLIC WORKS	U096433005	SCH_24EC	JUANITA DR & NE 122 ST # SIGNAL	Kirkland	98034	4,574	
200014108613	1003817395	CITY OF KIRKLAND PARKS DEPT	U012216035	SCH_24EC	JUANITA DR NE AND 97 AVE NE	Kirkland	98034	39,985	
200013215690	1003409924	CITY OF KIRKLAND PUBLIC WORKS	Z002780869	SCH_24EC	KIRKLAND AVE & 3 ST S	Kirkland	98033	130,289	
200006380568	1000864838	CITY OF KIRKLAND	U096610044	SCH_24EC	LK-WA BLVD NE & NE 59 ST	Kirkland	98033	19,333	
200008852234	1000864838	CITY OF KIRKLAND	C068834631	SCH_24EC	MARKET ST & FORBES CRK RD	Kirkland	98033	6,203	
200001392246	1004453239	CITY OF KIRKLAND (STREET SIGNAL)	Z004892510	SCH_24EL	NE 116 ST & 124 AVE NE	Kirkland	98034	8,367	
200010270086	1003409924	CITY OF KIRKLAND PUBLIC WORKS	U011691151	SCH_24EC	NE 120 ST & SLATER AVE NE	Kirkland	98033	57,524	
200001979844	1004391412	CITY OF KIRKLAND PUBLIC WORKS	U094841802	SCH_24EL	NE 124 ST & 105 AVE NE	Kirkland	98034	4,169	
220011732793	1003409924	CITY OF KIRKLAND PUBLIC WORKS	U010629368	SCH_24EC	NE 124TH ST & WILLOWS RD NE	Kirkland	98034	9,751	
200001979620	1004391412	CITY OF KIRKLAND PUBLIC WORKS	J056101688	SCH_24EC	NE 128TH ST & 100TH AVE NE	Kirkland	98034	40,748	
200018075065	1000586162	CITY OF KIRKLAND PUBLIC WORKS	U015038216	SCH_24EC	NE 42ND ST & 108TH AVE NE # MEDIAN IRRIGATION	Kirkland	98033	0	
200016285922	1003409924	CITY OF KIRKLAND PUBLIC WORKS	Z007415875	SCH_24EC	NE 68 ST AND 108 AVE NE	Kirkland	98033	8,113	
200000972824	1003409924	CITY OF KIRKLAND PUBLIC WORKS	U096673246	SCH_24EC	NE 90 ST AND 124 AVE NE	Kirkland	98034	6,738	
200014108142	1003817395	CITY OF KIRKLAND PARKS DEPT	Z007833938	SCH_24EC	NE JUANITA DR & NE 120TH PL	Kirkland	98034	21,860	
200024694776	1000774203	CITY OF KIRKLAND	H079318064	SCH_24EC	NORTHUP WY & LK-WASH BLVD NE	Kirkland	98033	615	
200003511876	1002844100	CITY OF KIRKLAND	U014433737	SCH_24EC	SLATER AVE NE & NE 100TH ST # BRIDGE	Kirkland	98033	4,382	
200009115482	1002234090	CITY OF KIRKLAND	U096610864	SCH_24EC	TERR PK 104 AV NE & NE 67 ST	Kirkland	98033	0	

4,646,119
0.53037883

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

To: Kurt Triplett, City Manager

From: Joe Sanford, Fire Chief
Kathy Brown, Public Works Director
Tim Llewellyn, Fleet Supervisor

Date: May 15, 2017

Subject: DONATION OF EQUIPMENT RENTAL VEHICLE

RECOMMENDATION:

It is recommended that the City Council approve the donation of the surplus Equipment Rental vehicle identified in this memo to the Washington State Patrol (WSP) Fire Training Academy at North Bend, WA.

Approval of the consent calendar will authorize this surplus vehicle donation.

BACKGROUND DISCUSSION:

The City Council approved the surplus of the below vehicle at the City Council Meeting of October 20, 2015, consistent with the City's Equipment Rental Replacement Schedule Policy. If approved by City Council, the vehicle will be donated to the WSP Fire Training Academy at North Bend, WA.

<u>Fleet #</u>	<u>Year</u>	<u>Make</u>	<u>VIN/Serial Number</u>	<u>License #</u>	<u>Mileage</u>
F609	1995	Seagrave Pumper	1F9E02TXSCST2008	16966D	83,912

For clarification purposes, The pumper (F609) served as a frontline and eventually a reserve vehicle within Fire Operations for 21 years, 3 years beyond its anticipated useful life of 18 years. It was then retained in a surplus status during the early warranty period of its replacement pumper.

The WSP Fire Academy desires to obtain F609 for training purposes. It has been inspected by both the Fire Academy's Maintenance Supervisor, and the Deputy State Fire Marshal who administers the Academy.

F609 has an estimated auction value between \$5,000 and \$7,000 as determined by historic public auction proceeds of pumpers of similar age and type. The forgone auction proceeds can be replaced over time by the fleet fund as money is set aside for the replacement vehicle.

Kirkland Fire Chief Joe Sanford has proposed that F609 be donated to the WSP Fire Training Academy at North Bend, WA in accordance with the KMC Chapter 3.86, The Sale and Disposal of Surplus Personal Property.

Tim Llewellyn, the Fleet Supervisor is in accordance with this donation proposal, and will make the necessary arrangements if approved.



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

MEMORANDUM

To: Kurt Triplett, City Manager

From: Tim Llewellyn, Fleet Supervisor
Kathy Brown, Public Works Director

Date: May 12, 2017

Subject: SURPLUS OF EQUIPMENT RENTAL VEHICLE/EQUIPMENT

RECOMMENDATION:

It is recommended that the City Council approve the surplus of the Equipment Rental vehicles/equipment identified in this memo and thus remove them from the City's Equipment Rental Replacement Schedule.

Approval of the consent calendar will authorize these vehicle surplus actions.

BACKGROUND DISCUSSION:

The surplus of vehicles and equipment which have been replaced with new vehicles or equipment, or which no longer meet the needs of the City, is consistent with the City's Equipment Rental Replacement Schedule Policy. Under this policy, if approved by City Council, vehicles or equipment are sold or disposed of in accordance with the Kirkland Municipal Code, Chapter 3.86, Sale and Disposal of Surplus Personal Property.

The criteria for replacement are reviewed annually for each vehicle by Fleet Management prior to making a recommendation. Replacement criteria include the following:

- wear and tear on the engine, drive train, and transmission
- condition of the structural body and major component parts
- the vehicle's frequency and nature of past repairs
- changes in the vehicle's mission as identified by the Department which it serves
- changes in technology
- vehicle right-sizing
- the impact of future alternative fuels usage
- specific vehicle replacement funding accrued

The decision to replace a vehicle requires the consensus of the Fleet Management staff (currently representing more than 120 years of experience among its six members) and the department which it serves. Vehicles should be replaced close to the point to where major repairs and expenses occur in order to maximize their usefulness without sacrificing resale value with consideration given to the vehicle's established accounting life.

The accounting life of a vehicle is the number of years of anticipated useful life to City operations. They are determined by historical averages and replacement cycles of actual City vehicles. The accounting life provides a timeline basis for the accrual of vehicle Replacement

Reserve charges, and, at the end of which, there should be sufficient funds in the Replacement Reserve Fund to purchase a similar replacement vehicle. The accounting life is a guideline only, and the actual usage of vehicles typically vary from averages.

The City of Kirkland standard accounting life for a vehicle, which is also consistent with the industry standard, is 8 years or 80,000 miles, whichever comes first. This life is also supported by FleetAnswers.com which recently published Municipal Vehicle Replacement Trends. Among cities, the average age of replacement for cars is 6.7 years, for class 1-5 trucks it is 7.7 years, and for police vehicles it is 4 years. The City's standard for Fire Engines/Pumpers and for Fire Ladder/Aerial apparatus is 18 years.

The following equipment is recommended for surplus with this memo:

<u>Fleet #</u>	<u>Year</u>	<u>Make</u>	<u>VIN/Serial Number</u>	<u>License #</u>	<u>Mileage</u>
<u>F104</u>	<u>2007</u>	Ford Escape	1FMCU59H08KA17075	44122D	59,257
<u>F214</u>	<u>2006</u>	Dodge Durango	1D8HB38N96F159279	42063D	67,309
<u>P113</u>	<u>2011</u>	Dodge Charger	2B3CL1CT8BH567881	53454D	54,040
<u>PU-38</u>	<u>2006</u>	Ford F350 Pickup	1FTWW33Y36EC71772	41611D	59,563
<u>PU-39</u>	<u>2006</u>	Chevrolet 1500 Pickup	1GCEC14V46E205308	31116D	73,575
<u>PU-67</u>	<u>2007</u>	Chevrolet 1500 Pickup	1GCEC14C87Z591143	44192D	44,474
<u>PU-68</u>	<u>2007</u>	Chevrolet 1500 Pickup	1GCEC14C67Z590296	44187D	60,383
<u>PU-74</u>	<u>2008</u>	Ford F150 Pickup	1FTRF14V58KD35742	46267D	57,981

F104 is a 2007 Ford Escape which was originally assigned to Fire Department for for 4 years, and was then re-assigned to the Public Works Maintenance Center for use as an Administration vehicle for 6 years. F104 has exceeded its anticipated useful life of 8 years by 2 years.

F214 is a 2006 Dodge Durango. It was assigned to the Fire Department Deputy Chief of Operations for 8 years. It then was assigned to Fire Prevention for an additional 3 years. F214 has exceeded its anticipated useful life of 8 years by 3 years.

P113 is a 2011 Dodge Charger. It was assigned to Police Patrol for 4 years, then re-assigned to Police Crime Prevention for an additional 2 years, until it developed transmission issues. P113 exceeded its anticipated useful life of 4 years by 2 years.

PU-38 is a 2006 Ford F350 pickup assigned to Parks Operations and Maintenance. It has exceeded its anticipated useful life of 8 years by an additional 3 years of service. PU-38 will be temporarily retained for use by Parks seasonal/temporary workers.

PU-39 is a 2006 Chevrolet 1500 pickup assigned to Parks Operations and Maintenance. It has also exceeded its anticipated useful life of 8 years by an additional 3 years of service. PU-39 will be temporarily retained for use by Parks seasonal/temporary workers.

PU-67 is a 2007 Chevrolet 1500 pickup assigned to Parks Operations and Maintenance. It has exceeded its anticipated useful life of 8 years by an additional 2 years of service. PU-67 will be temporarily retained for use by Parks seasonal/temporary workers.

PU-68 is a 2007 Chevrolet 1500 pickup assigned to Parks Operations and Maintenance. It has also exceeded its anticipated useful life of 8 years by an additional 2 years of service. PU-68 will be temporarily retained for use by Parks seasonal/temporary workers.

PU-74 is a 2008 Ford F150 pickup assigned to Parks Operations and Maintenance. It has also exceeded its anticipated useful life of 8 years by an additional 1 year of service. PU-74 will be temporarily retained for use by Parks seasonal/temporary workers.

**CITY OF KIRKLAND**

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

MEMORANDUM

To: Kurt Triplett, City Manager

From: Greg Piland, Purchasing Agent

Date: May 19, 2017

Subject: REPORT ON PROCUREMENT ACTIVITIES FOR COUNCIL MEETING OF June 6, 2017.

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

The City's major procurement activities initiated since the last report dated May 03, 2017 are as follows:

	Project	Process	Estimate/Price	Status
1.	Design Services for Parks Brochure	Request for Proposals	Amendment contract value \$16,128.00 Total contract value \$71,884.00	Amended contract awarded to Creative Fuel Studios from Kent, WA.
2.	SharePoint Upgrade, Redesign, and Migration Project	Request for Proposals	\$65,000.00	Contract awarded to Affirma Consulting LLC from Bellevue, WA.
3.	Juanita Drive Quick Wins construction inspection.	A&E Roster Process	\$305,275.00	Contract awarded to Perteet, Inc. based on qualifications per RCW 39.80.
4.	Juanita Drive Quick Wins	Invitation for Bids	\$1,194,868.50	Contract awarded to Road Construction NW, Inc. of Renton, WA.
5.	Streetlight Knockdown at three locations	Job order contracting	\$73,961.13	Contract awarded to Burton Construction, Inc. of Spokane, WA.

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



CITY OF KIRKLAND
City Manager's Office
123 Fifth Avenue, Kirkland, WA 98033 425.587.3001
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager
From: Lorrie McKay, Intergovernmental Relations Manager
Date: May 26, 2017
Subject: 2017 LEGISLATIVE UPDATE #10

RECOMMENDATION:

Council should receive its tenth update on the 2017 legislative session.

BACKGROUND DISCUSSION:

This memo reflects an update of the City's legislative interests as of May 26.

The regular 2017 session concluded April 23. Governor Inslee immediately convened the legislature in its first special session in order to complete their work on the biennial budgets and matters necessary to implement the budget. By law, special sessions of the legislature can only run for 30 consecutive days. The first special session concluded May 23rd without the legislature completing their work. The Governor convened a second special session at noon on May 23rd. In addition to their budget work, lawmakers may also take up other policy matters as they choose during special session. There will be a state revenue forecast released around June 20th, after which it is speculated that lawmakers may take action. State budgets are due by June 30th, which is the end of the state fiscal year. After that point, their options without a budget are very limited, including government shut down.

Council's Legislative Workgroup

The Council's Legislative Workgroup (Mayor Walen, Councilmember Asher and Councilmember Marchione) meets weekly throughout the session on Friday's at 3:30pm. While the Legislative Workgroup met on May 26, it did not meet at its regular time.

Summary Status of the City's 2017 legislative priorities

Three of the City's legislative priorities were passed by the legislature during the regular session. As of the writing of this memo, the Governor had signed all three into law.

Bills (City Priorities) Signed into Law by the Governor

- Allow local jurisdictions the option to set a lower taxing limit for a Metropolitan Park District (MPD) ([Senate Bill 5138](#)) Concerning metropolitan park districts. (Senator Palumbo, LD 1)
Senate Bill 5138 was signed into law by the Governor on May 5.

- Support updates to the Public Records Act that will:
 - Exempt non-appointed volunteers from records requests, except for responsive records already retained by jurisdiction
([House Bill 1594](#)) Improving Public Records Administration. (Rep. McBride, LD 48)
HB 1594 was signed into law by the Governor on May 16.
 - Establish a nominal fee for filing records requests and a per document charge for electronic records
([House Bill 1595](#)) Concerning costs associated with responding to public records requests. (Rep. Nealey, LD 16).
HB 1595 was signed into law by the Governor on May 16.

City's Legislative Priorities Still Alive in the 2nd Special Session's Budget Work

As part of the legislative process, bills that did not pass during the regular session are "by resolution, reintroduced and retained in present status." In most cases, this means that they revert back to their highest position achieved in their house of origin. As mentioned, the Governor convened the second special session of 2017 on May 23rd, and while most bills were again reintroduced and retained in present status by resolution, there were two changes in status to within the City's 'housing' related legislative priorities (See Attachment A).

- New policies and funding tools to address homelessness and create more affordable housing:
 - Housing Trust Fund
 - Senate ([SB 5086](#)) proposed 2017-2019 capital budget includes \$99 million
May 23 - By resolution, reintroduced and retained in present status (Senate Rules 3)
 - House ([HB 1075](#)) proposed 2017-2019 capital budget includes \$106 million
May 23 - By resolution, reintroduced and retained in present status (House Rules 2 Review)
 - REET 2 Flexibility to include affordable housing
([House Bill 1797](#)) Concerning encouraging affordable housing development and preservation by providing cities limited sales tax remittance for qualifying investments, providing cities and counties authority to use real estate excise taxes to support affordable housing, and providing cities and counties with councilmanic authority to impose the affordable housing sales tax. (Rep. McBride, LD 48)
This housing 'the local sources' bill is considered "necessary to implement the budget" (NTIB).
May 23 - House Rules Committee relieved of further consideration. Placed on 2nd reading

([Senate Bill 5254](#)) Ensuring adequacy of buildable lands and zoning in urban growth areas and providing funding for low-income housing and homelessness programs. (Sen. Fain, 47)
SB 5254 is considered NTIB.
May 23 - By resolution, reintroduced and retained in present status (Senate Rules for second reading)
 - Extend document recording fee for housing (eliminate sunset) and increase the fee
([House Bill 1570](#)) Concerning access to homeless housing and assistance. (Rep. Macri, 43)
In addition to being included in SB 5254, extending the document recording fee, increasing the fee and eliminating the sunset is included in HB 1570.
1570 too is considered NTIB.
May 23 - House Rules Committee relieved of further consideration. Placed on 2nd reading
May 25 – PASSED House: 50 yeas; 44 nays; 0 absent; 4 excused

- Allow Kingsgate Park and Ride to be used for an affordable housing Transit Oriented Development (House Bill 1147) A budget proviso was included in SHB 1147, the House proposed 2017-19 Transportation Budget. Section 218, sub-section (3) does not provide any funding, but does direct WDOT to explore Transit Oriented Development at the Kingsgate site, requires a report back to the House and Senate Transportation Committees by the end of December 2017.
May 23 - By resolution, reintroduced and retained in present status (House Rules 2 Consideration).
- Support adequate and sustainable funding to maintain high-quality statewide training for law enforcement personnel
 - The Senate proposed 2017-2019 operating budget ([SB 5048](#)) provides funding provided for eight additional Basic Law Enforcement Academies in each fiscal year. Employing agencies will continue to pay a 25% share. \$1.7M for 2018, \$1.7M in 2019. 3.4M for 2017-19 biennium. There are no additional classes funded in the supplemental budget.
May 23 - By resolution, reintroduced and retained in present status (Senate Rules 3)
 - The House proposed 2017-2019 operating budget ([HB 1067](#)) provides funding for 6 BLEA classes and it fully funds 2017 Supplemental
May 23 - By resolution, reintroduced and retained in present status (House Rules 2 Review)
- Capital or transportation budget funding for a multimodal safety improvement project connecting the Cross Kirkland Corridor with the Redmond Central Connector
 - Senate (SB 5086) proposed 2017-2019 capital budget includes \$1.4 million toward this regional trail connection project.
May 23 - By resolution, reintroduced and retained in present status (Senate Rules 3)
 - House (HB 1075) proposed 2017-2019 capital budget includes \$1.1 million toward this project, with no matching requirement.
May 23 - By resolution, reintroduced and retained in present status (House Rules 2 Review)
- Allow both the state and local governments the option of replacing the property tax cap, currently fixed at 1 percent, with a cap that is indexed to both population growth and inflation. ([House Bill 1764](#)) Replacing the one percent property tax revenue limit with a limit tied to cost drivers. (Rep. Lytton, LD 40).
This bill is also considered NTIB.
May 23 - By resolution, reintroduced and retained in present status (House Rules 2 Review)

Proposed Legislation of Concern to the City of Kirkland

1. ([Senate Bill 5711](#)) Concerning telecommunications services. (Senator Erickson, LD 42). A Carlyle / Sheldon amendment, considered acceptable by Kirkland City staff from Planning, CAO and Public Works as well as the AWC has continued to be discussed in stakeholder negotiations throughout the first special session and into the second. At the writing of this memo, the bill was, on May 23, by resolution, reintroduced and retained in present status (Senate Rules).

In-District Meetings with City's Legislative Delegation

Since the May 16 meeting of the full Council its Legislative Workgroup has scheduled is interested in-district meetings with the nine members of the City's state delegation. The in-district meetings are an

opportunity to remind them of Kirkland's legislative priority items that are alive in the special session and advocate for the City's interests. The Workgroup provides a packet of related materials (Attachments C, D, E, F, G, H and I) to each lawmaker at each meeting. The in-district meetings are scheduled as follows:

- ✓ Senator Palumbo (1st LD) – Monday, May 22
- ✓ Representative Goodman (45th LD) – Wednesday, May 24
- ✓ Representative Slatter (48th LD) – Friday, May 26
- ✓ Senator Rossi (45th LD) – Tuesday, May 30
- ✓ Representative McBride (48th LD) – Tuesday, May 30
- ✓ Representative Stanford (1st LD) – Wednesday, May 31
- ✓ Representative Kloba (1st LD) – Wednesday, May 31
- ✓ Senator Kuderer (48th LD) – Wednesday, June 7

- Springer (45th LD) – *To Be Scheduled*

Attachments: A. 2017 Legislative Priorities Status (5/26/17)
 B. Bill Tracker – Recommended Positions (5/26/17)
 C. City's Adopted 2017 Legislative Priorities
 D. Copy of City's May 17, 2017 Letter to Delegation Re: Proposed Budgets
 E. AWC Issue Paper Re: BLEA Funding
 F. Letter from Sue Rahr Re: BLEA Funding
 G. City's Background Brochure on Regional Trail Connection at Willows Road
 H. WSAC Issue Paper Re: Replacing the 1% Property Tax Cap
 I. WSAC Compilation of Op-Eds Re: Replacing the 1% Property Tax Cap

Legislative Priority	Bill #	Prime Sponsor	Status
<p>New policies and funding tools to address homelessness and create more affordable housing.</p> <ul style="list-style-type: none"> Restore the Housing Trust Fund (HTF) to pre-recession levels <ul style="list-style-type: none"> Add affordable housing to the list of eligible projects that can be funded by REET 1 and REET 2 <ul style="list-style-type: none"> Extend document recording fee for housing (eliminate sunset) and increase the fee 	<p>SB 5086</p> <p>HB 1075</p> <p>HB 1797</p> <p>SB 5254</p> <p>SB 5254</p> <p>HB 1570</p>	<p>Sen. Honeyford</p> <p>Rep. Tharinger</p> <p>Rep. McBride</p> <p>Sen. Fain</p> <p>Sen. Fain</p> <p>Rep. Macri</p>	<p align="center">2017 2nd SPECIAL SESSION</p> <p>> \$99M 5/23 - By resolution, reintroduced and retained in present status (Senate Rules 3)</p> <p>> \$106M 5/23 - By resolution, reintroduced and retained in present status (House Rules 2 Review)</p> <p>5/23 – Rules committee relieved of further consideration. Placed on 2nd reading</p> <p>5/23 - By resolution, reintroduced and retained in present status (Placed on second reading by Senate Rules Committee)</p> <p>5/23 - By resolution, reintroduced and retained in present status (Placed on second reading by Senate Rules Committee)</p> <p>5/23 – Rules committee relieved of further consideration. Placed on 2nd reading 5/25 – PASSED 50 yeas; 44 nays; 0 abs; 4 excused</p>
Allow Kingsgate Park and Ride to be used for an affordable housing Transit Oriented Development	SHB 1147	Rep. Clibborn	5/23 - By resolution, reintroduced and retained in present status (House Rules 2 Consideration)
Support adequate and sustainable funding to maintain high-quality statewide training for law enforcement personnel	<p>SB 5048</p> <p>HB 1067</p>	<p>Sen. Honeyford</p> <p>Rep. Ormsby</p>	<p>> Senate - 8 BLEA classes. No 2017 Supplemental funding 5/23 - By resolution, reintroduced and retained in present status Returned to Senate Rules 3</p> <p>> House - 6 BLEA classes. Fully funds 2017 Supplemental 5/23 - By resolution, reintroduced and retained in present status (House Rules 2 Review)</p>
Allow local jurisdictions the option to set a lower taxing limit for a Metropolitan Park District (MPD)	SB 5138	Sen. Palumbo	5/5 – Signed into Law by the Governor (effective date 7/23/17)
Capital or transportation budget funding for a multimodal safety improvement project connecting the CKC with the RCC	<p>SB 5086</p> <p>HB 1075</p>	<p>Sen. Honeyford</p> <p>Rep. Tharinger</p>	<p>> “Willows Road Regional Trail Connection (Kirkland). . . \$1,442,000” 5/23 - By resolution, reintroduced and retained in present status. Returned to Senate Rules 3</p> <p>> “Willows Road Regional Trail Connection (Kirkland). . . \$1,100,000” 5/23 - By resolution, reintroduced and retained in present status House Rules 2 Review</p>
Allow both the state and local governments the option of replacing the property tax cap, currently fixed at 1 percent, with a cap that is indexed to both population growth and inflation.	HB 1764	Rep. Lytton	5/23 - By resolution, reintroduced and retained in present status (House Rules 2 Review)
Support updates to the Public Records Act that will:			
<ul style="list-style-type: none"> Exempt non-appointed volunteers from records requests, except for responsive records already retained by jurisdiction 	HB 1594	Rep. McBride	5/16 – Signed into Law by the Governor
<ul style="list-style-type: none"> Establish a nominal fee for filing records requests and a per document charge for electronic records 	HB 1595	Rep. Nealey	5/16 – Signed into Law by the Governor

* No HIGHLIGHTS = No change in status from last update.

Bill	Title	Position	Sponsor	Status
Support				
HB 1048	Promoting a sustainable, local renewable energy industry through modifying renewable energy system tax incentives and providing guidance for renewable energy system component recycling (solar bill)	Support	Morris	3/10 - Heard in Finance NTIB 4/24 - By rez, reintroduced & retained in present status 5/23 - By rez, reintroduced & retained in present status
HB 1153	Concerning crimes against vulnerable persons.	Support	Goodman	2/27 - PASSED - 92 yeas; 4 nays; 0 abs; 2 xsd 4/10 - PASSED - 47 yeas; 0 nys; 0 absnt; 2 exsd 5/10 - Signed into Law by Governor
HB 1163	Concerning domestic violence.	Support (w/ cntxt)	Goodman	3/1 - PASSED - 93 yeas; 5 nays; 0 abs; 0 xsd 4/11 - PASSED - 49 yeas; 0 nys; 0 absnt; 0 exsd 5/10 - Signed into Law by Governor
HB 1184	Modifying patronizing a prostitute provisions.	Support	Orwall	2/2 - PASSED - 98 yeas; 0 nays; 0 absent 4/6 - PASSED - 49 yeas; 0 nays; 0 absent 5/5 - Signed into Law by Governor
HB 1417	Concerning the harmonization of the open public meetings act with the public records act in relation to information tech security matters.	Support	Hudgins	2/28 - PASSED - 98 yeas; 0 nays; 0 absent 4/10 - PASSED - 47 yeas; 0 nys; 0 absnt; 2 exsd 4/27 - Signed into Law by Governor
HB 1532	Concerning the exemption of property taxes for nonprofit homeownership development.	Support	Lytton	3/7 - PASSED - 79 yeas; 18 nays; 0 abs; 1 xsd 4/3 - Passed to Rules 2nd Reading 4/24 - By rez, reintroduced & retained in present status 5/23 - By rez, reintroduced & retained in present status
HB 1570	Concerning access to homeless housing and assistance.	Support	Macri	5/23 - By rez, reintroduced & retained in present status 5/25 - PASSED - 50 yeas; 44 nays; 4 excsd
HB 1594	Improving public records administration.	Support	McBride	3/3 - PASSED - 79 yeas; 18 nays; 1 absent 4/10 - PASSED - 40 yeas; 7 nays; 2 excused 4/17 - House concurred 5/16 - Signed into Law by Governor
HB 1595	Concerning costs associated with responding to public records requests	Support	Nealy	3/3 - PASSED - 79 yeas; 18 nays; 1 absent 4/7 - PASSED - 43 yeas; 4 nays; 0 abs; 2 exsd 4/17 - House concurred 5/16 - Signed into Law by Governor
HB 1616	Clarifying the type of land eligible for purchase under the affordable housing land acquisition revolving loan fund program.	Support	McBride	2/28 - PASSED - 79 yeas; 19 nays; 0 absent 3/31 - PASSED - 45 yeas; 1 nay 5/10 - Signed into Law by Governor
HB 1764	Replacing the one percent property tax revenue limit with a limit tied to cost drivers.	Support	Lytton	1/27 - Referred to Finance 4/4 - Rules 2 Review 4/24 - By rez, reintroduced & retained in present status 5/23 - By rez, reintroduced & retained in present status
HB 1797	Concerning encouraging affordable housing development and preservation by providing cities limited sales tax remittance for qualifying investments, providing cities and counties authority to use real estate excise taxes to support affordable housing, and providing cities and counties with councilmanic authority to impose the affordable housing sales tax.	Support	McBride	3/7 - Referred to Rules 2 Review - NTIB 4/5 - Placed on 2nd Reading by Rules 4/24 - By rez, reintroduced & retained in present status 5/23 - Rules Comm. Relieved. Placed on 2nd reading
HB 2200	Protecting the privacy and security of internet users.	Support	Hansen	4/12 - Heard in Technology & Econ Development 4/19 - PASSED - 87 yeas; 10 nys; 0 abs; 1 exsd 4/23 - Returned to House Rules 4/24 - By rez, reintroduced & retained in present status 5/1 - Placed on 3rd reading 5/2 - PASSED - 79 yeas; 13 nys; 0 abs; 6 excsd 5/5 - Referred to Senate Energy, Enviro & Telcom 5/23 - Rules Relieved. Placed on 2nd reading 5/25 - PASSED - 72 yeas; 22 nys; 4 excsd 5/29 - Referred to Senate Energy, Enviro & Telcom
Oppose				
HB 2005	Improving the business climate in this state by simplifying the administration of municipal general business licenses.	Oppose	Lytton	3/2 - PASSED - 96 yeas; 2 nays; 0 exsd 4/10 - PASSED - 49 yeas; 0 nys; 0 absnt; 2 exsd 5/5 - Signed into Law by the Governor

Bill	Title	Position	Sponsor	Status
Support				
SB 5030	Concerning human trafficking, prostitution, and commercial sexual abuse of a minor.	Support	Darneille	2/8 - PASSED 48 yeas, 0 nays, 1xcsd 4/6 - PASSED 97 yeas; 1 excused 5/5 - Signed into Law by Governor
SB 5138	Concerning metropolitan park districts.	Support	Palumbo	2/15 - PASSED 43 yeas, 2 nays, 4excscd 4/5 - PASSED 55 yeas; 42 nays; 1 excused 4/14 - Senate concurred 5/5 - Signed into Law by Governor
SB 5254	Ensuring adequacy of buildable lands and zoning in urban growth areas and providing funding for low-income housing and homelessness programs.	Support (REET 1&2 and DRF)	Fain	2/22 - Heard in Ways & Means - NTIB 3/20 - Executive Action taken 3/22 - Passed to Rules for 2nd Reading 3/29 - Placed on 2nd Reading by Rules 4/24 - By rez, reintroduced & retained in present status 5/23 - By rez, reintroduced & retained in present status
SB 5499	Promoting a sustainable, local renewable energy industry through modifying renewable energy system tax incentives and providing guidance	Support	Palumbo	1/26 - Referred to Energy, Enviro & Telecomm 4/6 - Heard in Energy, Enviro & Telecomm 4/24 - By rez, reintroduced & retained in present status 5/23 - By rez, reintroduced & retained in present status
SB 5919	Concerning consumer protection of internet privacy.	Support	Ranker	4/5 - Referred to Energy, Enviro & Telecom 4/24 - By rez, reintroduced & retained in present status 5/23 - By rez, reintroduced & retained in present status
Monitor				
SB 5046	Providing public notices of public health, safety, and welfare in a language other than English.	Monitor	Hasagawa	2/27 - PASSED 49 yeas, 0 nays, 0 xcscd 4/11 - PASSED - 52 yes; 45 no; 0 abs; 1 exd 4/21 - House receded amndmnts & flr amndmnts adptd 4/21 - PASSED - 51 yes; 46 no; 0 abs; 1 exd 4/21 - Senate concurred 5/5 - Signed into Law by Governor (eff 7/23/17)
Oppose				
SB 5711	Concerning telecommunications services.	Oppose	Erickson	2/24 - Placed on 2nd reading by Rules 3/17 - Returned to Rules 4/24 - By rez, reintroduced & retained in present status 5/23 - By rez, reintroduced & retained in present status



CITY OF KIRKLAND 2017 LEGISLATIVE AGENDA

General Principles

Kirkland supports legislation to promote the City Council's goals and protect the City's ability to provide basic municipal services to its citizens.

- Protect shared state revenue sources available to the City, including the State Annexation Sales Tax Credit, and provide new revenue options and flexibility in the use of existing revenues.
- Support long-term sustainability efforts related to City financial, environmental and transportation goals.
- Oppose unfunded mandates.
- Oppose any further shifting of costs or services from the State or counties to cities.

City of Kirkland 2017 Legislative Priorities

- Kirkland supports new funding and policy tools to address homelessness and create more affordable housing, such as:
 - Restore the Housing Trust Fund (HTF) to pre-recession levels
 - Add affordable housing to the list of eligible projects that can be funded by REET 1 and REET 2
 - Extend document recording fee for housing (eliminate sunset) and increase the fee
- Kirkland supports allowing Kingsgate Park and Ride to be used for an affordable housing Transit Oriented Development.
- Kirkland supports adequate and sustainable funding to maintain high-quality statewide training for law enforcement personnel.
- Kirkland supports allowing local jurisdictions the option to set a lower taxing limit for a Metropolitan Park District (MPD).
- Kirkland supports capital or transportation budget funding for a multimodal safety improvement project connecting the Cross Kirkland Corridor with the Redmond Central Connector.
- Kirkland supports allowing both the state and local governments the option of replacing the property tax cap, currently fixed at 1 percent, with a cap that is indexed to both population growth and inflation.
- Kirkland supports updates to the Public Records Act that will:
 - Exempt non-appointed volunteers from records requests, except for responsive records already retained by the jurisdiction
 - Establish a nominal fee for filing records requests and a per document charge for electronic records
 - Create a path to predictability on fines for jurisdictions that make good faith efforts to comply with records requests.



May 17, 2017

The Honorable Senator Dino Rossi
Vice Chair, Senate Ways & Means Committee
PO Box 40445
Olympia, WA 98504

Dear Senator Rossi,

I imagine you are hearing a lot about various aspects of the state budget from many different perspectives. On behalf of the City of Kirkland, I am writing to express where Kirkland is encouraged and where we have concerns.

Budget Appropriations

As local elected officials, we do appreciate the difficult budget decisions you are challenged with, and we are encouraged to see the House and Senate fully fund the most critical and long-standing shared revenues, including liquor profits and taxes and municipal criminal justice assistance. State support through this type of funding helps us deliver vital public safety services to our residents.

There are some specific budget proposals that are of concern, however, which we would like to bring to your attention.

Operating Budget

- **Proposed Elimination of LEOFF 2 Pension Contributions:** Kirkland strongly opposes the Senate budget proposal to eliminate the state's long-standing commitment to LEOFF 2 pension contributions, dedicated to helping pay a portion of police and fire personnel pension costs. We support a budget that maintains this critical program.

To illustrate the impact to the City of Kirkland if LEOFF 2 contributions were eliminated, we took numbers for the 2017 calendar year and find that the impact of the Senate proposal would be a 66.6% increase in costs (\$727,000 annually), all of which would hit the City's General Fund.

2017 LEOFF 2 Retirement Costs to the City of Kirkland

Group	Under Current Structure	In Proposed Senate Budget	Change
IAFF	546,312	910,520	364,208
Fire Management	30,798	51,330	20,532
Police Commissioned	440,725	734,541	293,816
Police Lieutenants	35,733	59,555	23,822
Police Management	36,832	61,387	24,555
Total	1,090,400	1,817,334	726,933

The table illustrates what the impact would be if the Senate's LEOFF 2 proposal had been put into place on January 1, 2017.

- Proposed New LEOFF 1 eligibility requirements: The Senate budget proposes new eligibility requirements on Fire Insurance Premium Tax distributions to 44 cities that assist with pre-LEOFF and LEOFF 1 firefighter retirement and medical costs. The provision in the Senate proposal that "... a city's distribution would be frozen at \$2,000 per firefighter eligible for the pension fund, or the 2017 distribution, whichever is less," is very concerning to the City of Kirkland. The fire insurance premium tax helps fund the City's continuing financial obligations related to LEOFF 1 retirees. For Kirkland that represents approximately \$100,000 per year. However, the liability for the City on LEOFF 1 medical costs is actuarially determined to be \$18 million over the next several decades. We use every penny of our current distribution toward the medical expenses of our LEOFF 1 retirees.
- 2017 Supplemental Budget Funding for Basic Law Enforcement Academy: We are pleased to see support for additional funding for needed Basic Law Enforcement Academy training in the 2017-19 operating budget. However, the Senate proposal does not provide funding for additional classes funded in the 2017 supplemental budget. Without funding for additional classes in the supplemental budget, Kirkland's police department's ability to get new recruits out on the street will be severely inhibited.

Kirkland's police force has experienced the departure of a handful of police officers, most of which were largely unanticipated and all of whom were very experienced officers. The department has studied the status of officers who are eligible to retire over the next four years and has determined that we will lose 24 people by 2020, which is 24% of our police force. Our need for basic law enforcement training classes is critical.

Capital Budget

- Willows Road Regional Trail Connection project: The City of Kirkland is grateful that funding for the Willows Road Regional Trail Connection project is included in both Senate and House proposed capital budgets. Of course, we would like to see \$1.4 million, the amount in the Senate budget included in the final budget.

Revenue

Revenues have increased both for the state and local governments overall, but not in sufficient quantities to address the needs of a growing state. Unilateral elimination or significant reduction of state funding to cities is not a sustainable way to support our growing economy. We support the Legislature in securing sufficient revenue to fund state programs and obligations.

As locally elected officials, we respect the fact there are different philosophies and approaches to budgeting and governing. As we discussed with you our legislative breakfast back in December, and as reflected in the City's 2017 legislative priorities, Kirkland supports allowing both the state and local governments the option of replacing the property tax cap, currently fixed at 1 percent, with a cap that is indexed to both population growth and inflation.

- HB 1764 includes these provisions and allows this as a local option for elected city and county officials.

Also, the City of Kirkland is supporting individual bills that provide greater state and local revenue to address critical issues in our community. There are two bills that we hope to see move forward which reflect Kirkland's priority support for new funding and policy tools to address homelessness and create more affordable housing. The bills are:

- HB 1570 and HB 1797 which provide for an increase and permanent extension of the document recording fee that funds state and local homeless programs and a suite of new local revenue options to address affordable housing and homelessness at the local level, respectively.

We truly appreciate the challenges you face in this process, and we respect your commitment to ensuring our state and its local communities thrive. Thank you for your consideration to the matters highlighted herein.

Sincerely,

KIRKLAND CITY COUNCIL

A handwritten signature in blue ink, appearing to read "Amy Walen", with a long horizontal flourish extending to the right.

Amy Walen, Mayor
City of Kirkland

Basic Law Enforcement Academy Issue Brief

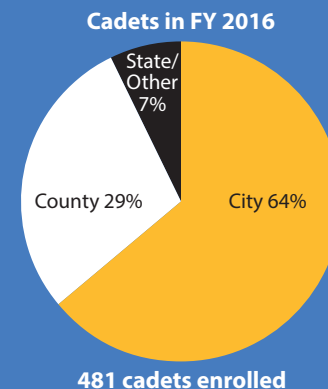
Local governments fund law enforcement training

Washington is a national pioneer in centralized, state-mandated law enforcement training. To pay for the basic training of police officers, a portion of city traffic ticket revenue is sent to the state – \$22.2 million in fiscal year 2016. Agencies are facing a wave of retirements; 17% of officers are eligible for retirement today with an additional 5% becoming eligible in the next three years. Law enforcement training must be prioritized and the Legislature should support increased class funding for the Basic Law Enforcement Academy.



Strong cities need:

- Increased funding in the 2017 supplemental budget to cover eight additional classes
- 18 classes each fiscal year in the 2017-19 budget



More details

Why was the Criminal Justice Training Commission created?

In the early 1970s, numerous basic law enforcement trainings were being held around the state – independently taught without standardized curriculum. In response, the Washington Legislature established the Washington State Criminal Justice Training Commission (CJTC), to provide standardized, mandatory training for law enforcement agencies statewide. Washington was the first state in the nation to provide mandated law enforcement training through the Basic Law Enforcement Academy (BLEA).

How much money do locals send to the PSEA?

With PSEA's elimination, it is much more difficult to track the funds. However, cities and counties sent the state's general fund more than \$22.2 million in traffic ticket revenue in FY 2016. It costs the CJTC \$5.3 million dollars per year to provide mandated training to local law enforcement.

How much are cities being asked to pay?

For more than 30 years, the traffic ticket revenue sent from local police to the state was used to cover the full cost of training local law enforcement officers, as agreed to when the training mandate was established. The state now requires local governments to pay 25% of the BLEA cost - \$3,187 per cadet trained.

How is the Basic Law Enforcement Academy funded?

To pay for the mandated training, Washington State and local governments agreed that the training would be funded through an added percentage to every traffic ticket written by local law enforcement. In 1984, the state created a special account – the Public Safety and Education Account (PSEA) – where funds were placed to pay for BLEA and other public safety uses. In 2009, the state eliminated the PSEA account and began depositing the dedicated traffic ticket revenue into the general fund. As a result, the funding for BLEA and the CJTC was shifted to the general fund.

Contact:

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Gov. Relations Analyst
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WASHINGTON STATE CRIMINAL JUSTICE TRAINING COMMISSION

Attachment f

Susan L. Rahr, Executive Director

19010 1st Avenue South • Burien, WA 98148 • Phone: 206-835-7300 • www.cjtc.state.wa.us

The Honorable John Braun, Chair, Senate Ways & Means Committee
The Honorable Dino Rossi, Vice-Chair, Senate Ways & Means
The Honorable Sharon Brown, Vice-Chair, Senate Ways & Means
The Honorable Kevin Ranker, Ranking Member, Senate Ways & Means
The Honorable Christine Rolfes, Assistant Ranking Member, Senate Ways & Means
The Honorable Mark Schoesler, Majority Leader, Senate
The Honorable Joe Fain, Floor Leader, Senate
The Honorable Sharon Nelson, Minority Leader, Senate
The Honorable Marko Liias, Minority Floor Leader, Senate

The Honorable Timm Ormsby Chair, House Appropriations Committee
The Honorable June Robinson, Vice-Chair, House Appropriations Committee
The Honorable Bruce Chandler, Ranking Member, House Appropriations Committee
The Honorable Drew MacEwen, Assistant Ranking Member, House Appropriations Committee
The Honorable Drew Stokesbary, Assistant Ranking Member, House Appropriations Committee
The Honorable Frank Chopp, Speaker, House of Representatives
The Honorable Pat Sullivan, Majority Leader, House of Representatives
The Honorable Dan Kristiansen, Minority Leader, House of Representatives
The Honorable J.T. Wilcox, Minority Floor Leader, House of Representatives

May 17, 2017

RE: Support full funding for Basic Law Enforcement Academy (BLEA) training classes

I am writing in hopes of averting an unnecessary crisis for public safety in our cities and counties. In February of this year, you received Senate and House letters about the urgent need to fund eight (8) additional Basic Law Enforcement Academy (BLEA) classes, signed by 49 Members in all. The letters also outlined the need for \$2.4 million in supplemental funding for FY 2107 due to the near doubling in demand for training new peace officers across the state.

I am deeply grateful that the Senate Budget included adequate funding for the upcoming 2018-2019 fiscal years. If that budget is adopted you will not have to go through this frustrating supplemental process for the academy again next year. However, in order to head off huge backlogs between now and this fall, it is vital that the Legislature also include the above-referenced \$2.4 million in supplemental budget funds – which was in the House-passed budget but not the Senate-approved version.

We find ourselves in this current position because the last two biennial budgets significantly underfunded the dramatic increase in training demand, leaving us with no option but to request supplemental funding three years in a row. Those biennial budgets were based on recession level hiring trends. We now have three years of post-recession data on which to base our projections going forward. All indicators show that trends we have seen for the past three years are very likely to continue because 17 percent of the current peace officer workforce of 10,000 is eligible to retire over the next three years. That means we need the capacity to train 1,700 new officers in the next three years just to replace attrition from retirements. That figure does not

May 17, 2017

Page 2

include attrition due to other factors. With funding for 18 BLEA classes per year we will have the capacity to train 600 new officers per year and keep up with the expected retirements.

I am aware that some legislators are concerned that I have gone ahead and scheduled classes in anticipation of receiving supplemental funding. Please let me explain why this is absolutely necessary.

I must have staff hired, trained and in place two months before the start of each five-month class to properly screen and pre-test recruits. Therefore, I had to make the decision in December of 2016 (seven months before the final 2017 supplemental budget will be voted on by the Legislature) to schedule the classes that will graduate in the 2017 fiscal year.

The alternative would have been for me to simply not schedule the critically needed additional eight classes and lay off trainers until the Legislature passed the budget...possibly not until June 30, 2017. This would have created an impossible situation. We would not have been able to resume new classes until sometime after July 2017. In the meantime, our backlog of officers needing mandated training would grow to nearly 400. Once the biennial budget passed I would have to begin hiring new staff to replace those laid off in January and get them trained and prepared to resume classes in October – that would be best-case scenario. By then the backlog would have grown to over 600, with 200 of them long past the six-month legal mandate, before they even begin a five-month academy.

The impact on your constituent communities of that delay? More than 600 officers, who are needed on the street, will be waiting over a year to get through the logjam in the training pipeline. This backlog will take over a year to clear. Our situation is not unlike that of public schools. We can't wait until students show up at the door to begin hiring and training teachers and equipping classrooms.

It is not my intent to create a crisis and then ask for funding. The crisis has been created by a funding process that doesn't work for training structure in the state and creates a "Catch 22" for me as the Executive Director. Thankfully, this will not be a problem going forward if the Senate's biennial budget for CJTC is adopted, raising our base level of funding from 10 to 18 classes per year. That provides adequate funding to meet the need without relying on supplemental funding. For our Eastern Washington agencies, it allows us to continue to schedule two academies each year in Spokane.

I sincerely appreciate the difficult decisions that you are grappling with to balance the budget and I will gladly meet with you or your staff at any time to further clarify the urgency of this supplemental request.

Sincerely,



Susan L. Rahr,
Executive Director



CITY OF KIRKLAND



DEVELOPING MULTI-MODAL TRANSPORTATION TO PREPARE FOR FUTURE GROWTH



The Willows Road Regional Trail Connection will create a safe walking and bicycling link to transit centers, the Totem Lake and Redmond urban centers, Woodinville's Wine Country, as well as high-tech, aerospace and manufacturing hubs.

Willows Road Regional Trail Connection

This project will complement a walking and bicycling network that will connect to thousands of jobs, businesses and homes.

The Willows Road Regional Trail Connection will provide a safe, separated shared-use trail that will connect Kirkland to King County's trail network and increase Kirkland's non-motorized access to transit and jobs. The project connects the Totem Lake and Redmond urban centers, Woodinville's Wine Country, the Willows Road high-tech corridor, as well as aerospace and manufacturing in Totem Lake.

Capital Funding Request: Up to \$2.8 million to complete the design and construction of a one-third mile pedestrian and bicycle connection. The connection can be designed and constructed in 12 to 18 months.

Project timeliness: Urgency for this non-motorized project is intensified by many Totem Lake-area development as well as impending regional trail improvements in King County and Redmond.

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Future bus
rapid transit

Totem Lake Urban Center

Totem Lake
pedestrian bridge

Willows Road Regional Trail

Cross Kirkland Corridor

Alexander
Graham Bell
Elementary School

To
Kirkland
Bellevue
Renton

Crestwood
Park

Norbes
Creek
Park

Mark
Twain
Park

Lake Washington
Institute of
Technology

Village at
Totem Lake

Evergreen
Hospital

T Totem Lake
Transit Center

Kingsgate Park
and Ride P

T Totem Lake
Transit Freeway Station

Juanita
Senior High
School

North
Kirkland Com
Ctr & Park

Brookhaven
Park

Juanita
Elementary
School

Kamiaki
Jr High

Evergreen Hill Neighborhood

Robert
Frost
Elementary

Kingsgate
Park

Windsor
Vista
Park

Helen
Keller
Elementary

Edith
Moulton
Park









405

The MISSING link

The Willows Road regional trail connection will complete a walking and bicycling connection to Puget Sound's regional trail network, the Totem Lake and Redmond urban centers, the Woodinville Wine Country and the Willows Road high-tech corridor.

It will follow the east side of Willows Road between NE 124th Street and 139th Avenue NE. The Eastside Rail Corridor intersects Willows Road at 139th Avenue NE and the Sammamish River Trail intersects at NE 124th Street.

LEGEND

-  Willows Road Regional Trail Connection
-  Existing bike lanes
-  Planned bike lanes/facilities
-  Funded bicycling/pedestrian projects
-  Cross Kirkland Corridor
-  Redmond Central Connector
-  Park & Ride
-  Transit Center



Connection to destinations: The Willows Road Regional Trail Connection provides alternative transportation and recreation to a variety of commercial, transit, residential and medical destinations, including:

- The Village at Totem Lake, as well as several upcoming residential and commercial developments in the Totem Lake Urban Center.
- The high-tech corridor of Willows Road; aerospace and manufacturing companies in Totem Lake.
- Evergreen Health Hospital, Kirkland's largest employer.
- ParMac Business District along the Cross Kirkland Corridor.
- Lake Washington Institute of Technology.
- Sound Transit's future bus rapid transit stop at the Kingsgate Park and Ride, which includes a new 600-stall parking garage, as well as a proposed Transit-Oriented Development.
- Two Urban Centers (Totem Lake and Redmond) and the Woodinville Wine Country.
- More than 20,000 existing housing units and 1,800 businesses within half mile of Cross Kirkland Corridor.

Connectivity: The Willows Road Regional Trail Connection will amplify the connectivity of public and private projects that are either planned or complete. Those include:

- Extensions of pedestrian and bicycle improvements along 139th Avenue NE, from Astronics Corporation to the Evergreen Hill Neighborhood: (Public/private partnership project between Astronics Corporation and City of Kirkland estimated at \$800,000 and to begin in 2017).
- Links to privately funded bike lanes being constructed along NE 124th Street from Willows Road to Slater Avenue. (Proctor Willows is constructing 425 new residential units and 15,000 square feet of commercial ground floor retail to the southwest corner of Willows Road and NE 124th Street).
- Local and regional connections to the Cross Kirkland Corridor, less than a mile away. In January 2015, Kirkland completed construction of a 5.75-mile multi-use path along the Cross Kirkland Corridor, which connects to East Link in Bellevue and beyond.
- An extension of the \$12.1M Totem Lake Connector Pedestrian Bridge (currently in pre-design phase).
- The City of Redmond's plans to construct a trail along the Redmond Central Connector from Redmond Central Connector Phase II (NE 100th Street) to the Kirkland/Redmond boundary.
- King County's plans to do a request for proposals/qualifications for a potential excursion train along the



The Village at Totem Lake is one of many mixed-used developments that would benefit from this shared-use trail. In total, Kirkland has permitted or is reviewing 3,376 residential units and 482,376 square-feet of commercial space.

Eastside Rail Corridor north of 132nd Avenue NE in 2017. The Willows Road Regional Trail Connection will benefit the planned Eastside Rail Corridor trail as well as an excursion train.

Policy Direction: Regional and local jurisdictions have identified the Willows Road Regional Trail Connection as an essential non-motorized link. Those policies include:

- King County's Eastside Rail Corridor Master Plan, which calls for "a new shared-use path connection from the hairpin bend in Willows Road NE connecting down to the NE 124th Street intersection."
- King County Council's November 2015 approval of Motion 14455, which says "if no feasible proposal for rail-based service be submitted ... (rail) removal activities will start on the mainline portion of the Eastside Rail Corridor and then move to the Redmond Spur." The rail-based service proposal phase is expected to conclude in mid-2017.
- The Regional Advisory Council's Eastside Rail Corridor report (Creating Connections, Oct. 2013), which calls for developing a continuous trail between Kirkland and Redmond. "Making these connections will also ensure the Eastside Rail Corridor is accessible to more people who live, work, commute and play in this region."
- Kirkland's Totem Lake Neighborhood Plan, which calls for establishing "a transportation network that emphasizes pedestrian and transit use and is consistent with the regional transit plan." (Goal TL-13).

Coordinating entities: The project involves coordination with King County, City of Redmond, the Eastside Rail Corridor Regional Advisory Council, Sound Transit, Puget Sound Energy and Private Development.



**Washington State
Association of Counties**
The Voice of Washington Counties

2017 Legislative Session

Property Tax

Strengthen Locally Accountable Public Finance Decisions

Counties only have two principal sources of tax revenue to support public services - **property tax and sales tax** - a structure that dates back to the farm-based economy of the 1850s. Property tax far exceeds any other revenue source for counties, accounting for nearly half of all General Fund and Road Fund revenues.

Arbitrary 1% Cap on Revenue

By voter initiative and then passed into law by the Washington State Legislature, county **property tax levies can only increase by 1% per year**, plus revenue from new construction. This cap on revenue has resulted in the cost of maintaining services far out pacing the income.

Limit Property Tax Revenue to Inflation & Population Growth

The cost for essential services rising 3-5% yearly, while revenue collection remains stagnant.

Counties are Being Left Behind

The State reliance on Sales & Use tax, and other revenue streams, is resulting in economic recovery for the state while counties are left behind.

For comparison the State of Washington:

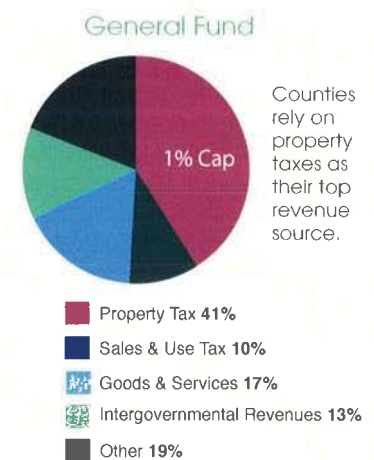
- Receives revenue from 36 separate taxes
- Only relies on property tax for ~10% of its General Fund revenue
- Largest revenue source is Retail Sales & Use Tax, which grows annually at an average rate of approximately 6%

Impacts

Counties are struggling to keep up with demand because of the 1% property tax cap that limits revenue growth.

Counties across the state have experienced:

- **Reduction** in the number of deputies on the road
- **Cuts** to law enforcement training
- **Delayed** public safety response times & justice proceedings
- **Caps** on inmates booked into county jails
- **Overcrowding** in jails
- **Increased** diversion from road funds for law enforcement
- **Dangerous** road and bridge conditions



Approximately

\$10

An annual increase of \$10 of home owners' property tax in King & Clark counties could fix their general fund deficits

A New Approach is Needed

Lawmakers need to replace the 1% property tax cap with a cap to a factor of inflation plus the rate of population growth - the actual factors that drive county costs. Locally accountable officials will then be able to publicly decide whether or not to utilize the new cap.

Josh Weiss

Director, Policy & Legislative Relations
(360) 489-3015
jweiss@wsac.org

COMMUNITIES IN CRISIS



Newspapers across the state agree — it's time to restore local control to our counties and cities.

[READ MORE](#)



**Washington State
Association of Counties**
The Voice of Washington Counties

206 Tenth Avenue SE
Olympia, WA 98501
P: 360-753-1886

Take a moment to read through these recent newspaper editorials – you will see that our communities are rallying to replace the arbitrary 1% cap on annual property tax.

We have accompanied sheriffs, prosecutors, mayors, fire officials, auditors and other elected leaders to editorial board meetings in newspaper offices across the state. We have had overwhelming support from the state's daily newspapers. You'll see from these headlines that once they fully understand how much counties and other local governments are mandated to handle but that they can't do it within current funding structure, they support replacing the 1% property tax cap. They support *local decision-making* for funding essential public safety and government services.

The Senate budget creates a new state property tax that is exempt from the 1% cap but puts community safety at risk by not addressing the 1% cap for local governments. It's time to give local control back to local governments so they can make decisions about how best to serve and support their communities.

Josh Weiss,
Policy and Legislative Relations Director, General Counsel

THE SPOKESMAN-REVIEW

Sun., May 14, 2017

Knezovich: Senate budget puts public safety at risk

By Ozzie Knezovich

Special to The Spokesman-Review

Spokane County is one of many counties across our state facing a financial crisis. That crisis has jeopardized public safety for too long. It's time for our legislators to give counties local control to fund basic safety needs before this situation gets worse.

Many people don't know that counties are responsible for providing law enforcement, criminal justice, and public safety services for our communities. The cost to provide these services uses 75 percent of the county's general fund, which is financed by property taxes.

However, for the last decade, counties have dealt with an annual 1 percent cap on increases in property tax revenue we can receive. Meanwhile, the cost of providing essential public safety services has outpaced revenue by 3 percent to 5 percent year over year – and that doesn't add up. Today, we have a significant budget gap that has gotten so bad that we're struggling to fund basic public safety services.

As the sheriff, I see the impact of those budget struggles every day. Nearly 10 years ago, we had to cut 34 deputy positions due to the recession. We have not been able to hire those positions back – a full decade later. Yet our population continues to rise, so we are serving more and more people with fewer dollars per person each year.

We all know that property crime is an issue. Our agency does the best it can with the resources we have. Unfortunately, with our limited number of investigators, we cannot investigate one-third of solvable felony property crimes.

For these reasons, I have joined many law enforcement leaders across the state to support

the replacement of the 1 percent property tax cap with a formula that accounts for inflation and population growth. That would put local control back to our county management, so we can fund the important county services that keep us safe. These local funding decisions

"The state Senate's proposed budget not only ignores the funding fix for local government, but it implements a new state property tax levy for education that is exempt from the 1 percent limit."

shouldn't be made by politicians in Olympia. They should be made in our counties, where we have a full understanding of our local needs.

To rub salt in the wound, the state Senate's proposed budget not only ignores the funding fix for local government, but it implements a new state property tax levy for education that is exempt from the 1 percent limit imposed on cities and counties.

In addition, the Senate's budget proposal actually pushes unfunded mandates on county government that will further impact our ability to provide essential public safety services. The Senate saves billions of dollars for the state by shifting the financial burden to counties, without any local control to pay for it.

In closing, we need our legislators to replace the 1 percent property revenue cap in their final budget. Anything less is putting the public safety of millions of Washington residents at risk. As our legislators go back to the drawing board to work through the budget, they must consider the systemic issue and allow counties to have local control.

Ozzie Knezovich is the sheriff of Spokane County.

THE SPOKESMAN-REVIEW

Fri., March 3, 2017

Lift tax cap to maintain vital services

OPINION

If one were to devise a funding formula that reflects the reality of government budgeting, it would account for inflation and population gains.

Instead, Washington state has imposed a 1 percent annual property tax cap on what governments can collect. Before that, local governments were allowed 6 percent growth. Now they face a structural imbalance as expenses outpace revenue.

The 1 percent cap is the product of two ballot initiatives. I-722 imposed a 2 percent cap, but the courts ruled it was unconstitutional. I-747 lowered it to 1 percent, and it passed in 2001. The state Supreme Court tossed it in 2007. Then-Gov. Chris Gregoire called for the Legislature to adopt the limit, and it did. Local governments have been struggling to maintain services ever since.

Counties in particular are hurting, because they've lost sales tax dollars to annexations by cities. The Growth Management Act has stymied commercial ventures in county locales. Counties' biggest expense is public safety, which includes jails and the administration of the courts for the state. Spokane County has lost 34 deputy positions, while population and property crimes have increased. When the city of Spokane carved out the north Costco for annexation, it took the sales tax dollars and left the neighborhoods for the county to patrol.

By law, citizens have a right to an attorney, but the state only covers about 5 percent of indigent defense costs. In 2014, Spokane County's cost for that was \$8.8 million; the state covered \$481,000. The state ranks 44th in covering public defense costs. For counties, this is a crushing unfunded mandate.

The situation in rural areas is even more dire. A 1 percent increase in the town of Rosalia translates to about \$660.

The town's phone bill alone is about one-third of that. The town marshal has been laid off, and the nearest law enforcement officer is 30 minutes away.

Lincoln County has had to divert \$500,000 from its roads fund to hire sheriff's deputies. Even then, there are times when the county has nobody on patrol. This occurs in other counties, too.

If legislators won't give local governments more money, they should allow them to raise more from local property taxes. Two bipartisan bills – SB 5772 and HB 1764 – would end the 1 percent cap and allow local governments to factor in cost drivers (inflation and population), with a cap of 5 percent growth per year. As is the case now, elected officials would have to take an annual vote on whether to take an increase, so voters can note.

Republican officials across the state – some of whom voted for I-747 – support this change. These aren't tax-happy politicians. Spokane County Commissioners Al French and Shelly O'Quinn endorse the legislation because costs continually outpace revenue. So does Spokane Sheriff Ozzie Knezovich. Commissioner Josh Kerns did not respond to inquiries.

Legislators often raise taxes without going to the voters. They shouldn't continue to shackle local governments that are, in many instances, performing state-prescribed duties. It's time to allow budgeting to reflect reality.

"If legislators won't give local governments more money, they should allow them to raise more from local property taxes."

Editorial: 1 percent property tax cap is starving counties

Sun Apr 9th, 2017

By The Herald Editorial Board

Since 2007, Washington state's 39 counties have been on a voter-imposed revenue diet, not allowed to collect more than 1 percent additional in property tax revenue than was collected the previous year.

That 1 percent cap was born out of Tim Eyman's Initiative 747, passed by the voters in 2000. While it was found unconstitutional by the state Supreme Court a year later, the Legislature re-enacted the cap during a 2007 special session.

In that time, county governments, including Snohomish County, have indeed slimmed down. Snohomish County, mandated to provide the same core services it always has, now does that with 150 fewer county employees throughout its departments.

But Snohomish County officials and county officials throughout the state say the revenue cap isn't trimming fat any longer, but cutting into the muscle and bone required to offer the services that county residents depend upon, especially those for law enforcement, courts and county jails.

Increasingly, public safety makes up a larger portion of county spending. County Executive Dave Somers says that when he started as a county council member 15 years ago, public safety accounted for about 56 percent of the county budget; the figure now is 76 percent.

That's a figure shared by most counties, said Eric Johnson, executive director of the Washington State Association of Counties, during a meeting last week with The Herald Editorial Board.

Even as counties have diverted money from other departments to keep sheriff deputies on the road and courts and jails staffed, counties have had to make cuts to that core duty, Johnson said. In the past decade, counties have cut law enforcement staffing by about 5 percent, about 118 officers; 13 counties don't offer 24-hour patrols; nine counties are operating jails over their designed capacity; prosecutors are seeking more plea bargains and court proceedings are more frequently delayed.

"Republicans elected not to put the same 1 percent cap on the state's property tax levy for schools."

The diversions from other departments have meant less money for county roads and bridges and cuts to departments and services, including public health, elections, senior services, parks and recreation, housing programs, cooperative extension, sewer treatment and solid waste, growth management and planning and more.

A recent study showed Snohomish County has about a \$96 million backlog in facility needs and infrastructure improvements, some of which is being addressed with the recently approved courthouse renovation.

The 1 percent cap on property tax revenue cuts deep because counties rely on only two sources of tax revenue: the property tax and sales tax. And the property tax accounts for about 67 percent of each county's tax revenue. By contrast, the state and cities

draw from a more diversified revenue portfolio that includes property and sales taxes, but also utility taxes and business taxes.

The 1 percent cap allows counties to seek more by going to the voters, and counties that don't take the 1 percent increase during one or more years can "bank" that capacity for later use. Snohomish County is doing just that to help pay for the renovation of the county courthouse. About a third of counties bank that capacity, Somers said, but are wary of using it and hold it in reserve for emergencies and unforeseen expenditures.

"If Senate Republicans recognize that capping the property tax puts an unworkable limit on the revenue raised for schools, how then can counties fairly be expected to manage under that cap?"

What the counties seek now is to scrap the 1 percent cap and replace it with a maximum limit that is based on inflation and each county's population growth up to 5 percent above the previous year.

While the 1 percent cap has still allowed for counties' revenues to grow between 1 percent and 3 percent, due in part to growth, the counties are seeing their costs increase 3 percent to 5 percent to sustain current employment and program levels. The cap isn't allowing counties to maintain the same level of service from year to year.

Legislation has been proposed in both House and Senate that would replace the cap, and there's bipartisan support for each. House Bill 1764, for example, was co-sponsored by Rep. John Koster, R-Arlington, a former Snohomish County council member familiar with the budget crunch.

And Republicans in the Senate have provided some cover for the counties, whether they intended to or not. In proposing a levy swap as part of their K-12 education funding plan, Senate Republicans elected

not to put the same 1 percent cap on the state's property tax levy for schools.

If Senate Republicans recognize that capping the property tax puts an unworkable limit on the revenue raised for schools, how then can counties fairly be expected to manage under that cap?

Using inflation and population growth as proposed, Snohomish County would have been able to increase its property tax revenue by up to 4.6 percent, according to county estimates. That doesn't mean the county would have taken that full amount, Somers said, but county officials want that flexibility to collect what they need for the services they need to provide.

"This is about local control," Johnson said.

This wouldn't mean a full 5 percent increase on property tax bills. The Snohomish County's take from each \$1 of property tax collected amounts to about 14 cents in the most recent budget.

Taxpayers, in passing the 1 percent cap, wanted to see some accountability by county governments. For a decade, counties have lived within that limit, found efficiencies, made cuts and improved procedures.

The 1 percent cap is no longer about getting county officials to live within their means; it has become a starvation diet that threatens public safety and other important services.

April 16, 2017

Our Voice: Counties need property tax cap lifted

BY THE HERALD EDITORIAL BOARD

Taxes are a tricky topic.

Nobody is enthusiastic about paying more of them.

Add to the list of perennial debates in Olympia the issue of the 1 percent property tax cap.

The cap limits the amount government jurisdictions can collect 1 percent more in property taxes than was collected the previous year.

For many government entities — cities and the state, for example — 1 percent is sufficient for their operations because their tax base is also growing.

But not for the majority of counties — especially in rural areas where revenue generated from sales tax dollars is minimal.

Many years ago the annual increase limit was set at 6 percent. But in 2001, Initiative 747 was approved by voters to cap the annual increase at 1 percent.

In 2007, the state Supreme Court struck down the citizens initiative, but then the Legislature moved to reinstate it — and counties have been struggling ever since.

Counties are responsible for public safety and operating the criminal justice system, from jails to courts to deputies to covering the costs of indigent defense.

On average, 75 percent of counties' annual expenses are for criminal and civil justice matters.

And since the counties depend primarily on property taxes for their

revenue source, the 1 percent cap, in many cases, means they don't have enough money to keep up with the population growth.

Counties, essentially, are being asked to do more, for more people, without the resources they need.

The Association of Washington Counties is proposing legislation that would change this imbalance by using a calculation that includes population and inflation as factors in setting annual increases, with a cap at 5 percent.

That mechanism, outlined by House Bill 1764, is included in the House budget. But as written, it would lift the cap for all government bodies.

We think that is too broad because it would benefit cities and the state, neither of which are suffering like the counties.

The legislation should be narrowed so it changes the tax model for counties only. That would limit the potential burden on taxpayers, and would improve the legislation's chances in the Senate.

The state and city governments receive taxes from four sources: property taxes, sales taxes, business taxes and utility taxes. Counties receive revenue from just two: property tax and sales tax.

Take a look around Franklin County and you'll see how those two streams are limited when you think about opportunities for that revenue outside of city boundaries.

"Let's see if the Legislature can see the importance of fixing the system for counties this go around."

While Benton County enjoys life in an economic bubble thanks to Hanford cleanup and other factors, Franklin County is not as lucky. Pasco has experienced massive growth, placing further demand on county services. Of the 85,000 or so people living in Franklin County, 65,000 of those live in Pasco. The county provides services to them all, but with a 1 percent cap on the property tax that is collected, the need for services is outstripping revenue.

County officials pushing for the change emphasize that what they really want is local control and more flexibility to raise property taxes if necessary — and to face local voters for the consequences.

Elsewhere in the state, counties are in much more dire straits. Thirteen counties in Washington don't have full-time law enforcement. That means they don't have staff 24 hours a day. If something bad happens when no one is on duty, imagine the consequences.

Counties deserve some relief and local control to make local decisions. The Legislature needs to recognize the limitations placed on the counties under the current model. Counties have critical responsibilities and don't have the ability to increase tax support as demand for services increase.

The proposed inflation and population formula seems reasonable. Let's see if the Legislature can see the importance of fixing the system for counties this go around.

APRIL 22, 2017

Counties, cities need leeway on property taxes

The Olympian Editorial Board

As Washington lawmakers sail into their first overtime session, they are rightly focused on school funding. That much is unavoidable. The Legislature is under state Supreme Court orders to fix the state's unconstitutional system of funding K-12 schools.

But as legislators tinker with the property tax system that is at the heart of the school funding debate, they will be remiss if they fail — as they did in 2015 — to give local governments more leeway to set their local property tax rates.

Many county governments around the state are struggling to meet public demands after the Great Recession shrank services and staffing. The average county government's staffing in our state is still about 11 percent lower than before the cuts, said Eric Johnson, executive director for the Washington State Association of Counties, in a meeting last week with The Olympian Editorial Board.

This squeeze is felt acutely by police agencies, jails and courts that are battling to keep up with growing problems. In Thurston County, for example, the sheriff's office is still operating with a bit fewer deputies than in 1997, Sheriff John Snaza says. In the prosecutor's office, staffing is still below prerecession levels, even as Prosecutor Jon Tunheim's deputies also face growing caseloads.

The mental health and addiction problems that feed into this clogged criminal justice system require prevention and family wellness programs that the county just can't pay for today, says Bud Blake, chairman of the Thurston County Board of Commissioners.

The state's property tax cap is one reason counties such as Thurston aren't keeping up. The 1 percent cap limits

a jurisdiction's total increase in tax collections to 1 percent a year, plus an allowance for new construction.

Though we're not big fans of property taxes, we think the cap imposed by Initiative 747 in 2001 is too tight. On average, property taxes account for two-thirds of a county's revenue and costs for services are growing 3 to 5 percent, including personnel expenses, according to Johnson. Cities face similar constraints but are less than half as dependent on property taxes as counties or fire districts.

“They will be remiss if they fail — as they did in 2015 — to give local governments more leeway to set their local property tax rates.”

Two bills introduced in the House and Senate would ease the counties' pressure, while still keeping a brake on property tax increases that did get out of hand in the 1990s.

House Bill 1764 and Senate Bill 5772 would let local governments' tax collections grow at the rate of inflation and population growth. The total increase would be capped hard at 5 percent.

Practically speaking this would result in a new cap of about 2.4 percent a year, under current conditions in Thurston County, Johnson of the WSAC says. The resulting tax increase for a typical or average home would amount to about \$6.48 a year — or just \$3.78 more than the 1 percent increase — for the county's share.

All three Thurston County commissioners support the legislation, according to Commissioner Blake, a political independent.

“Though we’re not big fans of property taxes, we think the cap imposed by Initiative 747 in 2001 is too tight.”

HB 1764 is co-sponsored by Democratic Rep. Kristine Lytton of Anacortes and Republican Rep. John Koster of Arlington.

Tax rebel Tim Eyman opposes any change in the tax lid. He steered Initiative 747 to victory only to see the Supreme Court strike it down in 2007.

The Legislature quickly re-enacted the 1 percent cap, fearing a public backlash. And Eyman insists the cap is still needed. He notes that local governments have options — such as asking voters to approve the tax increases, up to 6 percent a year.

That is true. But as Johnson of WSAC notes, some counties would actually receive less new revenue from

such a “levy lift” than they would pay for the election needed to approve it.

In Thurston County, Blake said he is not ready to raise property taxes much higher than the 1 percent limit — “1.1, 1.2 or 1.3 percent, but not 2 percent.” If the tax collections were raised by more than 1 percent, he said commissioners might still ask voters to approve it.

As legislators dwell on the larger issue of school financing, they should keep counties and cities in mind. If lawmakers restructure the state’s funding system for schools in a way that is less dependent on property taxes overall, the impact of a higher tax lid for local governments would be fully offset.

In the end, it costs money to run government. Those who complain of slower police response times in rural areas or the lack of a foot patrol on Olympia’s downtown streets must realize these services don’t come free.

When politicians ask for too much, voters can always hold them accountable. That is how the system should work.



Local control needed for funding local government

Jim Johnson Special to the Union-Bulletin May 21, 2017

A growing coalition of leaders from counties, cities, public safety, criminal justice, public health and labor unions across the state has been asking legislators in Olympia to give more local control back to local governments.

Local control lets us, your elected county leaders, make decisions for which you can hold us accountable. We live here and understand the growing needs of our communities when it comes to, among other things, public safety.

Like all counties in Washington state, Walla Walla County is responsible for providing law enforcement, criminal justice and public safety services. And the cost of providing these services accounts for about 75 percent of the total county budget. For most counties, property tax revenue is the primary source of funding for essential government services.

Over the last decade, local governments have faced a 1 percent statutory cap on the annual property revenue increases. Those taxes pay for the cost of providing essential services like law enforcement, health, planning and road maintenance. These costs, however, have outpaced revenues by 3-5 percent year over year.

Over time, this deficit has created a structural budget gap that grows wider each year. Many counties are struggling to fund basic public safety

services at the levels these communities require and deserve.

In Walla Walla County, we have been more fortunate than some others in that we have not taken the 1 percent maximum increase each year. When that happens, counties are entitled to “bank” that 1 percent and carry it over to a subsequent year.

For Walla Walla County, we now have 3 percent “banked” capacity. The idea behind “banking” is that it can be saved for a future time when local needs dictate its use.

But our situation is certainly not typical. In fact, only 14 of Washington’s 39 counties have any “banked” capacity. That leaves 25 counties that have utilized the 1 percent cap and are still not able to provide appropriate levels of service to citizens. Many have had to cut programs, eliminate open positions and divert road funds for public safety needs.

Across the state there are 5 percent fewer county commissioned officers than there were five years ago. There are 593 structurally deficient or functionally obsolete county bridges, and nine counties are operating jails with an average daily population that is higher than that for which the facility was designed.

Property crimes are up 40 percent in King County, yet it has lost 50

positions in the prosecutor’s office, and have a backlog of more than 400 felony cases. In Lewis County, the sheriff has four deputies covering 2,400 square miles. About 14 counties do not have 24-hour law enforcement coverage.

The fact that we have “banked” capacity in Walla Walla County has meant some hard decisions. Current and former county commissioners have sought to balance the level of requests with the additional burden a property tax increase would mean to citizens.

It falls to Commissioners to take a hard look at those and proceed accordingly. That is probably the most difficult part of this job.

So, what’s the solution?

As a member of the Legislative Steering Committee of the Washington State Association of Counties, I have been in Olympia every other week during the current legislative session working with commissioners and council members from around the state on issues and legislation affecting counties.

One is a proposal to replace the 1 percent cap on property tax increases with a cap that’s based on population growth and inflation. This new cap is supported by members of both parties because it is fair and more realistically



tioned to the economic factors of the community.

This change means we can better serve citizens as our county grows and the cost of living increases. As more people move to our community we need more officers and judges, as well as other county staff and resources.

The availability of services should be based on the need in the community, not on how much money is available in the budget. Many counties currently can't keep up with the demands for services under this funding structure. Many continue to cut public safety even as their communities grow.

At some point, that could apply to Walla Walla County.

As locally accountable officials we will be able to publicly decide whether or not to utilize this new cap. This leaves the management of this issue in the hands of your locally elected officials who are accountable to you, the voters.

Without help from the state or other funding sources, the cuts to public health and safety that have befallen many counties (and could take place here) will continue to hit counties hard, and the only choice we would have is to cut back on services.

We have shared these concerns and examples with our elected officials in Olympia and called on them to have the political courage to give local

government the tools we need for our communities.

As budget negotiations continue, our legislators need to stand up for the safety of our communities and give local control back to local governments by replacing the 1 percent property tax revenue cap with a new one that relates to economic reality.

We ask our legislators to replace the 1 percent with a more realistic option that keeps up with the needs of our population by taking into account inflation and population growth. Without any changes, many counties (and we could be among them) will be forced to continue to cut back on public safety and other vitally essential services.

Jim Johnson is a member of the Board of Walla Walla County Commissioners. He can be reached at jjohnson@co.walla-walla.wa.us.

WASHINGTON COUNTIES IN CRISIS

IN THEIR OWN WORDS

Counties and cities are responsible for law enforcement, criminal justice and public safety. But for the last decade, Washington counties have faced a 1% cap on the annual property tax increases they can receive. Costs have outpaced revenue, creating a budget gap that gets worse every year. Here are some first-hand accounts of the situation from across the State of Washington:

Public Safety

"Our county has lost 10 deputy positions. I'm a second-generation sheriff, and today I have the same number of deputies that my father did in 1976."

Sheriff Mark Nelson, Cowlitz County

"Our county does not currently have 24-hour law enforcement coverage."

Dave Sauter, Klickitat County Commissioner

"Our jail is often staffed with only one person, when there should be at least four people working. And at times, we have to measure response time in hours, not minutes."

Sheriff Scott Johnson, Pacific County

"We have four deputies covering 2,400 square miles while simultaneously facing growing homeless and opioid addiction issues."

Sheriff Rob Snaza, Lewis County

"Property crimes are up more than 40% in King County and we don't have the resources to combat the issue."

Ken Thomas, City of Kent Police Chief

"To fund police officer positions, our community ran a GoFundMe campaign."

Dan Yourkoski, Normandy Park Chief of Police

"Delayed response times are the result of an ongoing shortage in deputy staffing levels, tracing back to budget cuts of 34 deputies nearly 10 years ago. Our limited resources mean we cannot investigate one third of all solvable felony property crimes."

Chris Wiese, Business Operations Director for Spokane County Sheriff's Office

Justice

"We have lost more than 50 positions in my office since this tax cap went into effect. We have a backlog of more than 400 felony cases. It feels like the era of perpetual cuts."

Dan Satterberg, King County Prosecutor

Fire Safety and Response

"The 1% revenue cap doesn't allow our department to update equipment. The average age of our essential equipment is 14 years."

Keith Wright, Central Pierce County Fire Chief

"In Thurston County, fire service requests have increased up to 8% each year. But the cost to go out for a ballot measure to the voters can exceed the cost of adding a firefighter to the streets."

Steve Brooks, Lacey Fire District Chief

Health

"We are no longer able to track the estimated 100,000 cases of latent Tuberculosis in our county, so we can't treat people before they become contagious. Also, we are stretched beyond capacity to investigate other infectious diseases so we're not proactively able to prevent outbreaks."

Kathy Lambert, King County Councilmember

Local Control for Local Budget Management

"As a fiscally conservative republican, I originally voted in support of the 1% property revenue cap, but I was wrong. Currently, Kittitas County has two unfunded sheriff deputy positions and four unfunded correctional officer positions."

Paul Jewell, Kittitas County Commissioner

"We are in budgeting crisis mode—having to choose among necessities, such as whether to fix the falling court house roof or invest in infrastructures and salaries. As a rural county, we can't rely on increases to sales tax."

Tammie Ownbey, Pend Oreille County Clerk

"Lincoln County has had to divert \$500,000 from the road fund to traffic policing."

Scott Hutsell, Lincoln County Commissioner

KEEP COMMUNITIES STRONG

Empower Local Decisions

FINANCIAL CRISIS PUTS PUBLIC SAFETY AND HEALTH AND HUMAN SERVICES AT RISK.

That's why we've formed a coalition that includes representatives from counties, cities, public safety, criminal justice, public health and labor unions. We're asking the legislature to replace the 1% cap on property tax revenue with a cap more closely tied to cost drivers.

THE SITUATION

Counties and cities are responsible for law enforcement, criminal justice, and public safety. But, for the last decade, Washington counties and cities have faced a 1% cap on the annual property tax increases they can receive.

Over time, costs have outpaced revenue, creating a budget gap that gets worse every year.



OUR COALITION:

Association of Washington Cities (AWC)

International Brotherhood of Teamsters

Joint Council of Teamsters

Metropolitan King County Council

Professional & Technical Employees Local 17

Sound Cities Association

Washington Association of County Officials

Washington State Labor Council

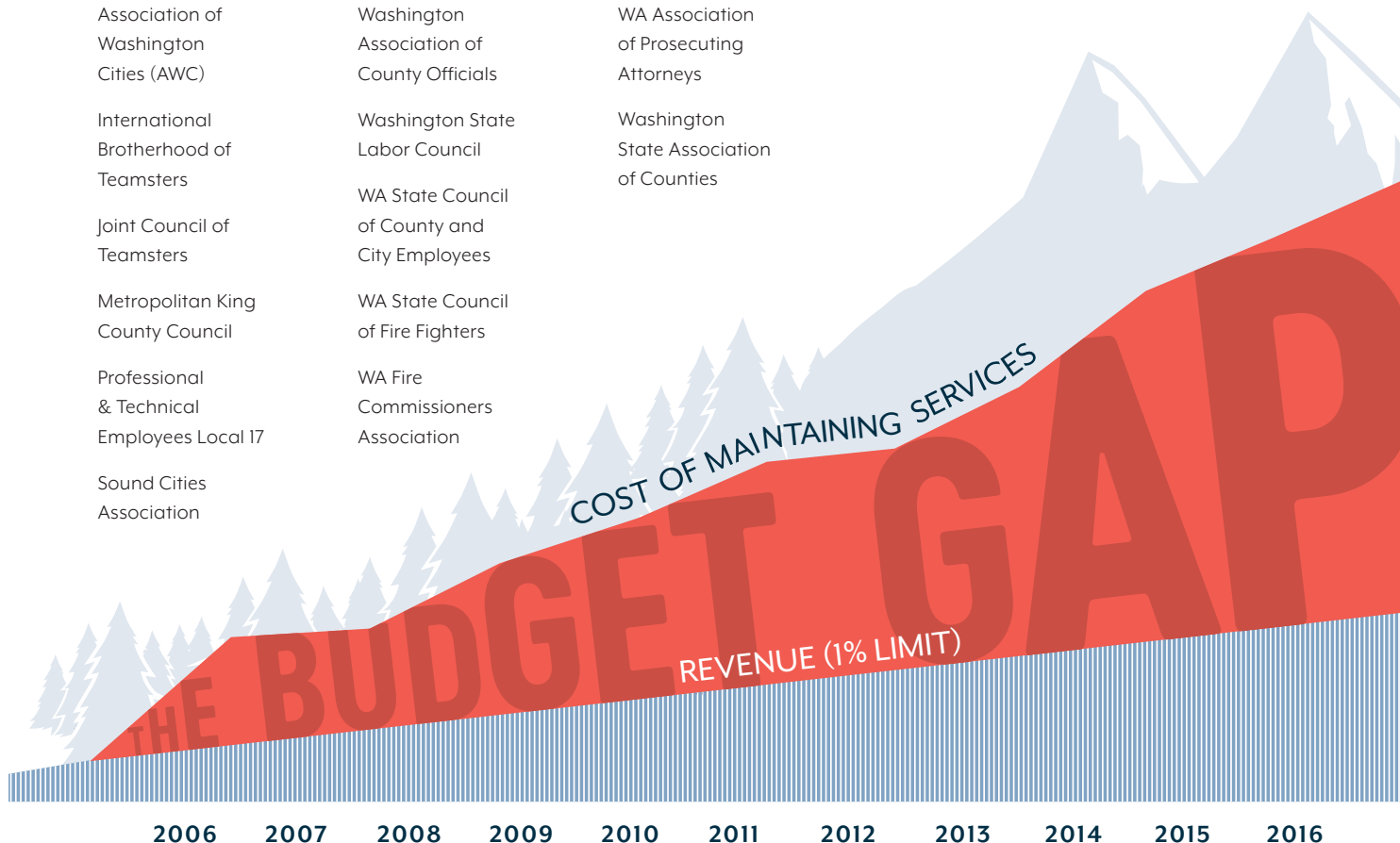
WA State Council of County and City Employees

WA State Council of Fire Fighters

WA Fire Commissioners Association

WA Association of Prosecuting Attorneys

Washington State Association of Counties



Our community leaders work to be responsible stewards of their budgets, implementing lean and efficient management techniques. But it has not been enough. These examples help demonstrate the problems facing our communities today:

CITIES ACROSS WASHINGTON ARE STRUGGLING

Property tax comprises nearly 25% of a Washington city's revenue source. But on average, cities only receive 13 cents for each property tax dollar. That revenue is used to support critical community services including police officers, firefighters, street and sidewalk maintenance and parks.

Domestic Violence Loses its Voice:

Due to the current property tax cap, the City of Kent ceased funding for domestic violence advocates. The city lost two prosecutor positions solely dedicated to domestic violence cases.

Citizen GoFundMe Campaign Keeps Officers on the Street:

A group of concerned citizens implemented a GoFundMe campaign to maintain police force positions until a levy was passed. Although the levy was passed, the city still had to cut 3 positions, leaving only 7 officers remaining.

Levy Lifts not Enough:

The City of Shoreline has needed two levy lid lifts just to maintain basic public safety programs, parks and community services. The levy lid lifts did not fund new services, programs or facilities, rather they have just helped the city keep up with inflation.

ESSENTIAL COMMUNITY SERVICES ELIMINATED

Communities have needed to reduce or eliminate basic programs and services including crime prevention programs, fingerprinting, passport renewals, COLA provisions for non-represented employees and more. Roads, signage, police vehicles, city hall maintenance and services and recreation centers have all seen funding reduced or eliminated.

Justice System Disrupted:

King County has lost 142 sworn deputies and 40 deputy prosecutors since 2007. The county has also eliminated the Terrorism Task Force and Fraud/Forgery unit. They currently have more than 400 felony cases on backlog.

Infectious Disease Dangers:

King County can no longer track the estimated 100,000 cases of latent Tuberculosis and treat people before they become contagious. The County also can't investigate other infectious diseases, making it difficult to stop these outbreaks before they begin.

Police Station Closed:

In 2014, the Town of Rosalia was forced to close its police department due to lack of funding. Today, Rosalia relies on the County Sheriff's department for all public safety needs.

THE SOLUTION.

Our coalition is asking the legislature to restore local control to our counties and cities. Our citizens deserve elected officials who have authority to account for inflation and population growth.

Keep communities strong. Empower local control.
#LocalControl



CITY OF KIRKLAND

City Manager's Office

123 Fifth Avenue, Kirkland, WA 98033 425.587.3001

www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Lorrie McKay, Intergovernmental Relations Manager

Date: May 18, 2017

Subject: AWC's 2017 ANNUAL BUSINESS MEETING, JUNE 22 IN VANCOUVER, WA

RECOMMENDATION:

City Council be made aware that no members are planning to attend the Association of Washington Cities (AWC) 2017 Annual Business Meeting in Vancouver, Washington. With no councilmembers attending, there is no need to designate voting delegates to represent the City of Kirkland.

BACKGROUND DISCUSSION:

The AWC 2017 Business Meeting will be held Thursday, June 22 from 4 to 5:45 held at the Hilton Vancouver Washington Convention Center. Designated voting delegates (or proxies) must be present at the meeting to cast a vote.

Staff has polled all seven members of the City Council and no councilmember is available to participate in this year's business meeting.

Should members of the Council wish to participate, Council may designate up to three voting delegates for the business meeting. These delegates vote on issues like the Statement of Policy and the board of directors. Voting delegates may be elected officials or city staff. The names of the designated voting delegates need to be filed with the AWC in advance of the June 22 meeting.

Next year's AWC Annual Conference and Business Meeting will be held June 26-29 in Yakima.

Attachments: A. 2017 Conference Schedule (Updated 4/21/17)

Conference schedule

All conference sessions and events are at the Hilton Vancouver Washington Convention Center, 301 W. 6th Street, Vancouver, WA 98660, unless otherwise noted.

Subject to change.

[Get a preview of Annual Conference sessions](#)

Tuesday, June 20

3 – 6 pm	AWC registration desk open
5:30 – 7 pm	President's Welcome Reception <i>Light appetizers and hosted bar; dinner on your own</i>

Wednesday, June 21

6:30 – 7:30 am	Wellness activity
7:30 am – 6 pm	AWC registration desk open
8 am – 5 pm	Exhibit Hall open
8 – 11:30 am	Early start sessions/mobile tours
Noon – 1:30 pm	Welcome and opening lunch Parade of flags Keynote
2 – 3 pm	Concurrent sessions/mobile tours
3:15 – 4:30 pm	Concurrent sessions/mobile tours
5:30 – 7 pm	Evening Reception <i>Light appetizers and hosted bar; dinner on your own</i>

Thursday, June 22

6:30 – 8 am	Wellness activity: Fun run and walk
6 am – 5:30 pm	AWC registration desk open
6:45 – 9 am	Networking breakfast/Committee meetings
8 am – 3 pm	Exhibit Hall open
9:15 – 10:15 am	<p>General session: Times are uncivil and residents don't want to engage: How do we fix it?</p> <p>Polarization in the political process and among elected officials is more contentious than ever before, and it's making governing hard. Effective decision-making depends on collaboration and inclusive public engagement. Government works best when a well-informed community takes part in the process. This session shows you how to get there using best practices.</p>  <p><i>Speaker: Carolyn N. Long, Sam Reed Distinguished Professor in Civic Education and Public Civility, Washington State University Vancouver</i></p>

Thursday, June 22

10:45 – 11:45 am	Concurrent sessions/mobile tours
Noon – 1 pm	Center for Quality Communities fundraiser lunch Join us as we honor this year's scholarship winners and continue our efforts to raise funds that nurture young community members to take on new leadership roles.
1:30 – 2:30 pm	Concurrent sessions/mobile tours
2:45 – 3:45 pm	Concurrent sessions/mobile tours
4 – 5:45 pm	AWC Business Meeting
5:45 – 7:30 pm	Exhibitor Reception <i>Appetizers and hosted bar; dinner on your own</i>
6 – 8:30 pm	RMSA Annual Meeting & Dinner

Friday, June 23

6:30 – 7:30 am	Wellness activity
7 am – Noon	AWC registration desk open
7:30 – 8:30 am	Networking breakfast
8:45 – 9:45 am	Concurrent sessions/mobile tour
9 am – Noon	Poverty immersion workshop <i>Separate registration required.</i>
10 – 11 am	Concurrent sessions/mobile tours

Updated: 4/21/17



CITY OF KIRKLAND
City Manager's Office
123 Fifth Avenue, Kirkland, WA 98033 425.587.3001
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Kari Page, Senior Neighborhood Services Outreach Coordinator
Kathy Brown, Public Works Director

Date: May 26, 2017

Subject: Eastside Rail Corridor (ERC) – Regional Advisory Council (RAC)
ERC Regional Branding Strategy – to communicate the shared vision
Memorandum of Understanding – new structure of the ERC RAC

RECOMMENDATION:

City Council to:

- Receive the draft Eastside Rail Corridor (ERC) Regional Branding Strategy and Memorandum of Understanding to review prior to the upcoming Regional Advisory Council (RAC) meeting scheduled for Wednesday, June 7 from 1:00 to 3:00 p.m. (Kirkland City Council Chambers)
- Provide input to Deputy Mayor Jay Arnold, Kirkland's RAC Representative

BACKGROUND DISCUSSION:

There are two items being considered in the near future by the RAC: 1) A Regional Branding Strategy, and 2) an updated Memorandum of Understanding. These items are described below.

ERC Regional Branding Strategy: During the September 2016 ERC RAC meeting, the RAC Staff Team was directed to work with the Eastside Greenway Alliance (EGA) to develop a process for re-branding the ERC. The re-branding is intended to communicate the planned uses of the corridor in a way that reflects the jurisdictions' respective and shared visions. If this effort moves forward, the re-branding shall incorporate existing "brands" (such as the Cross Kirkland Corridor and the Redmond Central Connector) and shall engage the public to build regional momentum and excitement for the ERC.

The attached Draft Regional Branding Strategy (Attachment A) is being presented as the staff recommendation to the RAC next month.

Deputy Mayor Arnold, City Manager Kurt Triplett, Public Works Director Kathy Brown and Cross Kirkland Coordinator Kari Page reviewed drafts of the MOU and collaborated with EGA representatives on the branding proposal to ensure the documents reflected Kirkland's interests of including transit on the ERC, no infringement of any party's jurisdictional authority over their individually owned segments, and respect for the local Cross Kirkland Corridor and Redmond Central Connector brands. Those interests are now included in the two documents.

With input from each member jurisdiction, the RAC could decide move forward with the re-branding effort as proposed, modify the proposal, postpone the effort to a later date, or not move forward at all. This is an opportunity for the full Kirkland City Council to weigh in on the process and possible options. The proposal asks for monetary contributions from each of the ERC owner jurisdictions and easement holders roughly proportional to the ownership/easement percentage of the ERC. Kirkland's portion would be between \$7,019 and \$8,773.

Memorandum of Understanding: The RAC was created with the approval of King County Council Motion 13801 on December 11, 2012. The Motion established the ERC as a corridor of regional significance and declared the regional ownership partnership with the original members being only existing owners (Sound Transit, Redmond, Kirkland, King County) and easement holders (Sound Transit and Puget Sound Energy). The purpose was to immediately initiate a regional planning process. The first accomplishment was the 2013 Creating Connections Report. Since then, the owners have worked together on issues, such as interim trail design details, funding to reconnect the previously demolished Wilburton tunnel on I-405, and on maximizing trail connections to Sound Transit's East Link stations.

Recently, the RAC directed the Staff Team to draft a Memorandum of Understanding (MOU) between the owner/easement jurisdictions (now including the City of Woodinville in addition to the original owner group), the two non-owner jurisdictions through which the ERC passes (Bellevue and Renton), and the Eastside Greenway Alliance (a non-profit and private sector community interest group). The MOU establishes this expanded ERC RAC as the entity to carry out the regional planning and to coordinate the development activities to ensure effective use of the rail-banked portion of the ERC and the Redmond Spur. The MOU outlines the purpose of the ERC RAC, reiterates the shared vision, lists the membership entities, creates a rotating Vice-Chair position, sets forth a quarterly meeting schedule, limits any RAC jurisdictional authority over the individually owned segments, and outlines the role of the Staff Team. The draft MOU is included as Attachment B.

CONCLUSION

Following a City Council briefing, staff and Deputy Mayor Jay Arnold are seeking input from the City Council on these two RAC June 7 agenda items. If any significant changes are made to the final MOU at the RAC meeting, the final draft will be brought back to the Council for their input prior to the Mayor's signature.

Attachments:

- A ERC Regional Branding Strategy
- B Memorandum of Understanding

REGIONAL BRANDING STRATEGY

for the Eastside Rail Corridor (ERC)



At the September 2016 ERC Regional Advisory Council (RAC) meeting, ERC stakeholders reached consensus that the Eastside Greenway Alliance should coordinate efforts among stakeholders in order to move forward with rebranding the Eastside Rail Corridor.

The ERC Principal Staff Team (PST), which includes the EGA, has developed the following process and rationale for the EGA re-brand. As proposed, the re-brand would involve and be collaboratively funded by RAC entities. The rebranding project will result in an agreed upon vision, name, and visual identity, plus directions for application of that identity, for example in signage and wayfinding.

Why Collaboratively Develop a Regional Brand Now?

- To shape the public vision of the corridor and manage expectations during construction.
The anticipated uses of the corridor include trail, transit, and utilities and these uses may take years to implement in the corridor. Developing a brand that communicates these uses will help to manage community expectations during the lengthy construction process as it evolves over time.
- To ensure that a new name and brand for the corridor meets all stakeholder needs and expectations.
King County (KC) will open its first segment of the interim (gravel) ERC later this year. With long-standing agreement among the RAC entities that a new name is needed, KC must move forward with the renaming soon. This collaborative regional brand provides an opportunity for all owners, easement owners and underlying jurisdictions to develop a brand that complements the jurisdictions' respective and shared visions for the corridor and efforts to build and brand their corridor segments.
- To build momentum and buzz around the corridor – which can translate into the funding needed to build it.
Coming together to commission a regional brand will demonstrate to potential public/private funders that the trail is a shared regional priority. A regional name will help owners – both individually and collectively – to point to cohesion, which is looked upon favorably by funders.
- To build public and corporate support.
The rebrand process will include engaging the public along the way. This will serve as an opportunity to educate the business community, community leaders and residents about development of the corridor. Lack of a brand allows others to continue to perceive the project as not real or too distant to warrant attention or to shape public perception of the corridor in ways that don't support the shared vision.

What Must the Regional Brand Communicate?

- The multi-use vision of the corridor, including trail, transit, and utilities
- The regional significance of the corridor as a destination for economic development
- Its opportunity to promote recreational tourism
- The transportation, recreation, public health, and environmental benefits of the corridor
- The accessibility of the facility to all users
- That the corridor is part of the King County Regional Trails system, and that the Cross Kirkland Corridor and Redmond Central Connector are nested brands and segments within the corridor
- Potentially other issues, identified by the consultant and the stakeholders during “discovery” project phase.

How will the Regional Brand be Funded?

Using a scope of work developed in consultation among the PST, and cost estimates provided by three branding consultants, the EGA estimates needing a base contract of \$60,000, with an additional \$15,000 contingency

available. This totals \$75,000 to fund the project among ERC stakeholders, including corridor owners, easement owners, adjacent jurisdictions, and the EGA. Attached is a method for allocating a percentage of the branding fee to each stakeholder. The funding breakdown is based upon per mile ownership; per mile stakeholder jurisdiction at a reduced percentage per mile; and easement holder and non-owner percentages.

How and When will the Regional Brand Be Developed?

The PST recommends hiring a branding consultant to develop the brand at the direction of and in close collaboration with project funders and RAC members, with distinct and intentional public outreach. The following process has been developed in consultation with several Puget Sound area and national brand consulting firms. The branding effort is estimated to take around six months from the date of contract execution. The goal is to begin the work as soon as funding is in place and RAC member entities have committed resources commensurate with their level of interest in participating in the project.

1. The project will begin with posting an RFP on King County's website and will follow public procurement requirements.
2. Following procurement guidelines, a scoring group of 5-7 PST Members, limited to one member per agency or organization, shall be identified and will meet to review received proposals and select firms for interviews.
3. The scoring group will then interview, score and rank the proposers against the previously agreed upon scoring criteria that was published in the original RFP.
4. The proposer will then work with the PST to prepare a scope of work not to exceed \$60,000. With the help of the proposer (the branding expert), the scope will identify appropriate forums for input by the RAC, the PST and the public.
5. The scope will then be presented to the RAC for input and approval.
6. Pending RAC approval, King County will proceed to contracting.
7. The branding firm will then execute the agreed upon scope. The EGA, in close coordination with King County and the scoring group, will be the primary point of contact with the branding agency. King County will also designate someone responsible for administering the contract and invoicing.
8. The RAC will be the final decision maker on all branding materials, with deeper involvement at key milestones a self-selected sub-committee of the RAC

Group Roles and Responsibilities

- King County: Fiscal agent and contract procurement administrator
- EGA (TPL as lead): Primary point of contact to consultant and convener of ERC public agencies
- PST: Makes technical and policy recommendations to RAC sub-committee on branding issues.
- RAC sub-committee: Will meet as needed (outside of typically scheduled RAC meetings) to provide input to branding process for key milestones and decision points. Makes recommendations to the full RAC.
- RAC: Provides input and is final decision maker on branding within the structure and schedule of existing RAC meetings.

Anticipated Deliverables (continues on next page)

1. Name for the corridor
2. Summary Vision statement, such as a tag line, to capture the vision of the corridor for the general public (this vision statement is not intended to replace the RAC vision)
3. Branded logo, including applications at different scales
4. Design guidelines demonstrating the application of brand identity on
 - a. All applicable trail signage (kiosks, informational signage, wayfinding signage, and other small signage as determined by the consultant in coordination with the branding subgroup)
 - b. A website and electronic newsletters
 - c. Brochures and print materials



Branding Funding Strategy

Agency	Miles	% share	Total Money suggested	Base Sum (80%)	Contingency (20%)	Notes
OWNERS- 100% COST OF THEIR PERCENTAGE OF MILEAGE MINUS CITY AND EASEMENT HOLDERS						
KC	15.8	32.14568	\$24,109.26	\$19,287.41	\$4,821.85	Note, also an easement holder
ST	1.1	2.23799	\$1,678.49	\$1,342.79	\$335.70	
Kirk	5.75	11.69859	\$8,773.94	\$7,019.15	\$1,754.79	
Red	3.9	7.934693	\$5,951.02	\$4,760.82	\$1,190.20	
	26.55	54.01695	\$40,512.71	\$32,410.17	\$8,102.54	
STAKEHOLDER CITIES, AS NON-OWNERS OR OWNERS OF NON-RAILBANKED AREAS BEAR 40% OF THE COST OF THEIR PERECENT MILEAGE						
Bellevue	7.5	11.29944	\$8,474.58	\$6,779.66	\$1,694.92	Mileage percentage x .5
Renton	2.5	3.766478	\$2,824.86	\$2,259.89	\$564.97	Mileage percentage x .5
Wood	2.6	3.917137	\$2,937.85	\$2,350.28	\$587.57	
	12.6	18.98305	\$14,237.29	\$11,389.83	\$2,847.46	
EASEMENT HOLDERS BEAR 10% OF COST OF BRANDING						
PSE	29.15	10	\$7,500.00	\$6,000.00	\$1,500.00	Not an owner, but interest over whole corridor
ST	29.15	10	\$7,500.00	\$6,000.00	\$1,500.00	Same interest as PSE plus interest as an owner (above)
		20	\$15,000.00	\$12,000.00	\$3,000.00	
OTHER						
EGA	29.15	7	\$5,250.00	\$4,200.00	\$1,050.00	
Total		100	\$75,000.00	\$60,000.00	\$15,000.00	

DRAFT 5/19/17

MEMORANDUM OF UNDERSTANDING
Regarding the Organization of the
Eastside Rail Corridor Regional Advisory Council

This MEMORANDUM OF UNDERSTANDING is made by and among KING COUNTY, THE CITY OF KIRKLAND, THE CITY OF REDMOND, A CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY (SOUND TRANSIT), PUGET SOUND ENERGY (PSE), THE CITY OF BELLEVUE, THE CITY OF WOODINVILLE, THE CITY OF RENTON, and THE EASTSIDE GREENWAY ALLIANCE (EGA) (collectively, the “Parties”). This MOU sets forth the Parties’ mutual understanding regarding, and intent to structure the Eastside Rail Corridor Regional Advisory Council (ERC RAC).

RECITALS

WHEREAS, King County, the City of Kirkland, the City of Redmond, and Sound Transit are owner jurisdictions of portions of the Eastside Rail Corridor; and,

WHEREAS, Puget Sound Energy, King County and Sound Transit are easement holders of the corridor; and

WHEREAS, the cities of Bellevue, Woodinville, and Renton are jurisdictions through which sections of the corridor pass; and

WHEREAS, the Eastside Greenway Alliance has been an active voice for the non-profit and private sector community interested in the potential mobility and recreation options provided by the corridor and,

WHEREAS, the Eastside Rail Corridor Regional Advisory Council (ERC RAC) was established by King County Council ordinance as a collaborative group to carry out a regional planning process to coordinate planning and development activities so as to ensure effective use of the rail banked portion of the ERC and the Redmond Spur.,

WHEREAS, development of the Eastside Rail Corridor will enhance the mobility of our region by creating a critical north-south transportation corridor that will allow for multimodal connections, including high-capacity transit (e.g., heavy rail, light rail, or other forms of fixed guideway transportation) and non-motorized trail use. The corridor will help us integrate the pieces of our larger transportation networks. The corridor will enable key utility improvements to help meet the demands of a growing population. The corridor will expand the recreation network, creating equitable access for all residents, and benefiting generations of Puget Sound residents; and,

WHEREAS, the ERC RAC has evolved to include members from non-owner jurisdictions and groups to support in the development of the vision of the corridor and surrounding land uses; and

WHEREAS, the owners and easement holders of the Eastside Rail Corridor retain their jurisdictional authority and are implementing and planning projects within and over their individually owned segments of the corridor and this MOU does not affect or limit any owners' or easement holders' property rights within the corridor;

THEREFORE, the parties above have reached the following understanding:

SECTION 1. Purpose of the ERC RAC:

The purposes of the ERC RAC are consistent with the owner and easement holder uses and plans for the corridor, (1) to set and advance the multiple use vision of the ERC, as initially set forth in the RAC's Creating Connections report, which emphasized the transportation mobility, utility, recreational and equity benefits of the corridor and (2) to support the implementation of the ERC Regional Trail as identified in the King County Trail Master Plan and in corresponding plans developed by certain RAC member jurisdictions. The RAC will also serve as a venue for coordinating efforts of member jurisdictions to advance common goals such as: advocating for the funding and implementation of Trail Master Plan improvements and collaborating to develop a brand identity for the corridor, compatible with existing identities in several RAC member jurisdictions.

The ERC RAC will serve as a venue to jointly:

- Coordinate the planning, development, public engagement, and communications and marketing activities to the extent possible to ensure effective use of the railbanked portion of the corridor.
- Coordinate the partner planning process for the trail, high-capacity transit, and utility uses in the ERC.
- Coordinate with affected cities around local planning and development.
- Address both near-term and long-term recommendations.
- Recommend any needed changes to the county's countywide planning policies.
- Coordinate on funding capital projects and potentially operations.
- Develop legislative agendas and lobbying as it pertains to ERC projects and issues.

The RAC will create a work plan every year that includes information about projects that the owners and easement holders plan to implement. Owners and easement holders will assign staff to participate in coordination and collaboration efforts.

SECTION 2a. ERC RAC Membership:

The ERC RAC membership will be driven by the ERC RAC vision. Members will include owner jurisdictions (King County, City of Kirkland, City of Redmond, Sound Transit) as well as easement holders (PSE, King County, Sound Transit), and cities

directly adjacent to the corridor who hold permitting and land use authority, (City of Woodinville, City of Bellevue, City of Renton), Snohomish County and the Eastside Greenway Alliance. King County will have four representatives, the King County Executive (or his/her designee), and three members from the County Council. The Eastside Greenway Alliance will have 1 member appointed to serve as representative of the Alliance. All other parties will have one representative from each party as a member of the committee.

SECTION 2b. New ERC RAC Membership:

The ERC RAC will add or remove members, membership agencies and jurisdictions based on the following processes:

- Consensus agreement of the current RAC membership
- Signed letter of interest by all parties acknowledging the change to the membership structure

SECTION 3. ERC RAC Leadership:

The ERC RAC will have a Chair and a Vice Chair. The Chair will be from King County. The Vice Chair will be an elected representative of another ERC owner. The Chair and Vice Chair position will be selected annually by the ownership jurisdiction members of the ERC RAC. The ERC RAC will operate under a consensus model, and will not take votes approving or disapproving any particular item of which is before the committee. The ERC RAC may establish subcommittees of members and staff as needed to address special and or specific issues related to the work of the ERC RAC.

SECTION 4. ERC RAC Meetings:

The ERC RAC will meet on a quarterly basis. Meetings take place in a standing time slot mutually agreed upon by the Chair and Vice Chair of the ERC RAC, after consultation with other ERC RAC members. The meeting dates for each will be set in the fourth meeting of prior year. The ERC RAC meeting frequency can be adjusted by consensus of the parties belonging to the ERC RAC.

SECTION 5. ERC RAC Staffing:

The work of the ERC RAC will be supported by a staff group comprised of senior staff from RAC member entities and invited technical experts, to undertake work addressing the RAC priorities. The staff group will serve as an information sharing venue for distributing information on completed, current, and anticipated activities that provide tangible outcomes supporting the vision. The staff group will make recommendations on information items that should be placed on the RAC agenda. King County will deploy staff resources specifically to support the RAC operations and actions.

SECTION 6. Jurisdictional Authority.

Nothing herein is intended to limit or affect the Parties' jurisdictional authority over their individually owned segments of the Eastside Rail Corridor.

SECTION 7. No Partnership.

This MOU shall not be interpreted or construed to create an association, joint venture, or partnership between the Parties or to impose any partnership obligations or other liability thereon. No party shall have any right, power, or authority to enter into any agreement or undertaking for or on behalf of, to act as, or be an agent or representative of, any other party.

IN WITNESS WHEREOF, the Parties hereto have executed this MOU, effective as of the date first written below.

Signatories:

King County

City of Kirkland

City of Redmond

Sound Transit

Puget Sound Energy

Eastside Greenway Alliance

City of Bellevue

DRAFT 5/19/17

City of Renton

City of Woodinville

DRAFT



CITY OF KIRKLAND

City Manager's Office

123 Fifth Avenue, Kirkland, WA 98033 425.587.3001

www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Ellen Miller-Wolfe, Economic Development Manager

Date: May 22, 2017

Subject: Amended recommendation to approve funding from lodging tax reserves for the Kirkland Performance Center Technology Upgrades

RECOMMENDATION:

It is recommended that the City Council approve by motion the amended recommendation of the Tourism Development Committee (TDC) to commit \$100,000 from lodging tax reserves to fund the Kirkland Performance Center's (KPC) Technology Upgrades, conditioned on a KPC commitment of \$14,332 for Phase 1 and commitment to fund all further upgrades as outlined in the original revised proposal.

BACKGROUND DISCUSSION:

At the February 16, 2016 City Council meeting the City Council approved the TDC recommendation to commit \$100,000 from lodging tax reserves to partially fund the KPC's Technology Upgrade Proposal. The funding was to be contingent on the KPC successfully raising the remaining \$400,000 required to fund the full proposal (Attachment A).

A year later, on February 2, 2017, the KPC returned to the TDC with an update on fundraising efforts and a revised proposal and timeline. The revised proposal stated the total cost of the upgrades as being \$220,920 and asked the TDC for \$40,000 (based on the funding level of 20% by the City, the City's share of the original proposal costs). The reason KPC provided for the lower revised proposal was due to the cost of technology going down and a better knowledge of what customers require. KPC also stated that the capital campaign to raise the additional funding had been delayed and would not start until 2018.

At the February meeting the TDC expressed its strong interest in the upgrades happening as soon as possible. The TDC requested that the KPC create phases to the project so it could evaluate funding a phase of the project at the outset. (Attachment B)

The KPC returned to the TDC to discuss the topic in March and April with a final proposal that was presented and approved on May 4, 2017 (Attachment C). In that final revised proposal the KPC expressed its willingness to provide \$14,332 as a match to the City's \$100,000. The funds would be used to purchase and install a digital projector, a digital sound console and associated cabling improvements.

The TDC discussed that the KPC should commit to funding and implementing the remaining upgrade needs in the original proposal and added that to their recommendation to City Council.

Additionally, KPC will apply for a 4Culture equipment grant. Finally, with the commitment from the city to reimburse the funds, KPC will front the costs of the purchase and construction associated with the installation of the equipment. KPC will also guarantee any cost overruns above the amount contributed by the City.

Those voting in support of the recommendation included the Chair, Toby Nixon. There was one vote in opposition from Jac Cooper, representing The Woodmark Hotel. He stated his belief that tourism funds should be used for marketing and promotion to directly attract overnight visitors to Kirkland, and other City funds should cover the technology upgrades (Attachment D).

The TDC has the authority under state law for "supporting the operations and capital expenditures of tourism-related facilities owned or operated by a municipality" (RCW 67.28.1816). Past capital expenditures of the TDC included improvements to the Chamber's Visitor Center. In recent years lodging tax expenditures have primarily focused on tourism marketing and support for tourism events.

Other municipalities use lodging taxes for capital improvements. The KPC's Executive Director noted theatres in Longview and Bellingham that have benefitted from tourism sources.

The decision to not advertise for other proposals (RFP), as is the usual practice of announcing the availability of lodging tax funds, was reviewed by the City Attorney and found to be supportable. The rationale is that the KPC is City property and the City's major tourism asset, and also there would be no comparable facilities who could compete for this funding.

Fund Balance and Reserve Policies

At the time of the original allocation of \$100,000 the budgeted balance in the TDC reserve fund was \$190,548. The \$100,000 committed in 2016 has been carried over into the 2017/18 budget. With this allocation the current anticipated reserve balance at the end of 2018 is \$156,500 which is in compliance with the City's reserve policy.

If the Council needs more information to make a decision, staff will work with the KPC to provide it.

If the Council concurs with the recommendation of the Tourism Development Committee, it should approve a motion supporting the recommendation of the TDC and authorizing \$100,000 from lodging tax reserves to fund the Kirkland Performance Center's (KPC) Technology Upgrades, conditioned on a KPC commitment of \$14,332 for Phase 1 and to fund all further upgrades as outlined in the original revised proposal.



CITY OF KIRKLAND

City Manager's Office

123 Fifth Avenue, Kirkland, WA 98033 425.587.3001

www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Ellen Miller-Wolfe, Economic Development Manager

Date: February 4, 2016

Subject: Recommendation to approve funding from lodging tax reserves for the Kirkland Performance Center Technology Upgrades

RECOMMENDATION:

It is recommended that the City Council approve by motion the recommendation of the Tourism Development Committee (TDC) to commit \$100,000 from lodging tax reserves to partially fund the Kirkland Performance Center's Technology Upgrade Proposal. The funding is contingent on the Kirkland Performance Center successfully raising the remaining \$400,000 required to fund the full proposal.

BACKGROUND DISCUSSION:

The TDC which acts as the City's Lodging Tax Advisory Committee (LTAC) received a request from the KPC to partially fund needed technical equipment upgrades. The KPC is currently using 20-year old, antiquated equipment that, according to the Executive Director, Jeff Lockhart, and described in the Kirkland Performance Center Technology Upgrade Project Summary (Attachment A), limits the KPC's ability to attract entertainment and business meetings, each of which depend upon state-of-the-art digitized equipment. Further, the quality of the equipment decidedly places the KPC at a competitive disadvantage compared to existing community entertainment and convention centers (Edmonds Center for the Arts, Meydenbauer Center in Bellevue, Federal Way Performing Arts and Conference Center) as well as new centers (Tateuchi Center Bellevue) planned for the near future. New technical equipment for the KPC will attract more quality entertainment, business meetings and recording opportunities and result in more overnight stays for attendees of those programs.

The Tourism Development Committee heard and discussed the proposal at its meetings on January 7, 2016. (Attachment B) and February 4, 2016 (Attachment C). The TDC has the authority under state law for "supporting the operations and capital expenditures of tourism-related facilities owned or operated by a municipality" (RCW 67.28.1816). Past capital expenditures of the TDC included improvements to the Chamber's Visitor Center. In recent years lodging tax expenditures have primarily focused on tourism marketing and support for tourism events.

Other municipalities use lodging taxes for capital improvements. The KPC's Executive Director noted theatres in Longview and Bellingham that have benefitted from tourism sources.

The decision to not advertise for other proposals (RFP), as is the usual practice of announcing the availability of lodging tax funds, was reviewed by the City Attorney and found to be supportable. The rationale is that the KPC is City property and the City's major tourism asset, and also there would be no comparable facilities who could compete for this funding.

Fund Balance and Reserve Policies

The budgeted balance in the TDC reserve fund is \$190,548. This is the number recognized and adopted by the Council during the 2015-2016 budget process. It is not the usual policy of the City to update reserve amounts in between biennial budgets so the next time the TDC reserves would be officially recognized and updated would be at the end of 2016. However, in 2015 the Lodging Tax Fund spent \$81,000 less than budgeted and revenue came in at \$44,000 higher. This provides an additional \$125,000 that flow to TDC reserves when these funds are officially recognized in 2016. However the Council could also ask staff to update the reserve amounts earlier in the year and the Finance Department has confirmed that there is approximately \$320,000 now in the cash balance, and this amount can only be spent on tourism-related activities.

The City of Kirkland sets a target of at least \$50,000 in the reserve. So even without recognizing the new revenue, allocating \$100,000 to the KPC complies with Kirkland's current financial practice, as \$90,548 in recognized revenue would be remaining.

However the TDC has adopted its own tourism reserve policy that recommends that the TDC not draw down reserves to more than half of annual lodging tax revenue. This reserve policy has not been reviewed and approved by the Council, so it is not binding on the City. However it was important to the TDC to remain within their adopted policy. Revenue has been coming at approximately \$300,000 annually and the cash balance is currently at approximately \$320,000 (which is the \$190,000 reserve plus the additional cash balance). Therefore this withdrawal, if approved, meets TDC policy as well as city-wide practice regarding remaining TDC reserves.

The \$190,000 in the fiscal note is based on budgeted reserves including Council-approved adjustments. Since the City did not adjust budgets for the 2015 performance, the \$124,000 is not in the budgeted reserve number but will be recognized by the Council in the future.

Those voting in support of the \$100,000 request included the Chair, Toby Nixon. There was one vote in opposition from Jac Cooper, representing The Woodmark Hotel. He stated his belief that tourism funds should be used for marketing and promotion to directly attract overnight visitors to Kirkland, and other City funds should cover capital expenses like those under consideration here.

KIRKLAND PERFORMANCE CENTER TECHNOLOGY UPGRADE



PROJECT SUMMARY

2015-16

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INTRODUCTION

Kirkland Performance Center (KPC) is preparing for a capital project focused on a much needed upgrade to its production technology. For KPC, this proposed capital project will create a contemporary and forward-looking technological platform for performing arts, corporate meetings and conferences, arts education, web-based streaming capabilities, and audio-video production. As authorized by the KPC's Executive Committee of the Board of Directors, the KPC administration team has undertaken an intensive planning phase for this project.

This document is the summary of the KPC Technology Upgrade Project Plan. Its objectives are as follows:

1. To establish the objectives, project phases, and outcomes to accomplish the capital funding project.
2. To outline necessary equipment and labor for the proposed project.
3. To define funding sources for the project and assure normal operations continue throughout.

CASE STATEMENT

Kirkland Performance Center (KPC) is a vital arts resource in the Eastside community that has benefited hundreds of thousands of people. KPC's unique relationship and kindred partnership with the City of Kirkland and the support received by the municipality has added to the quality of life "Kirklanders" enjoy as their lives are enhanced by local, national, and international artists. Visitors to KPC are not merely passive observers; they are artists, students, and engaged patrons.

KPC's mission is to enrich, educate, and entertain through performances that ignite the imagination and connect audiences and artists. It asserts the belief that each and every individual has a purpose that is awakened when encountering creativity and its expression in the context of performing arts excellence and connectivity. Core to this belief is the interconnectivity between industry and artistry. Artistry can enhance enterprise and economic development, and symbiotically, industry can provide resources and networks that support artistic endeavor. KPC desires to achieve a greater platform of influence and leadership in the Eastside arts and business community by providing an evolved and technologically "current" environment for both creative artistic expression and business communications applications that enhance and complement one another.

KPC plans to invest in a new phase of production and communications technology to provide artists, students, clients, and customers the opportunity and resources to express their craft and share their work with the highest caliber technological excellence. Updating KPC's production value to offer industry standard equipment will

position KPC as an innovative leader that attracts businesses and production enterprises that desire an environment that meets and enhances their creative communications needs.

Kirkland Performance Center, built in early 2000, has provided a unique and intimate performance center experience for the Eastside region, yet is currently using production technology that is outdated and at the end of its useful life, after nearly sixteen years of exhausted service. Today's expectations of theatres and event venues assume state-of-the-art multi-media and production technology infrastructure. Over the last decade, advances in communications and media technologies have allowed opportunities to transform the theater experience throughout the performing arts and business communications world.

The standard for audio/visual elements and production values in theaters is higher than ever, and technological advances in the performing arts industry have provided artists with a way to produce events that are digitally efficient throughout the globe. KPC's research has shown that in our market area the majority of competitive performing arts venues have state of the art production and communications technology. These venues include, but are not limited to:

- Edmonds Center for the Performing Arts - Edmonds, WA
- Neptune Theatre – Seattle, WA
- Broadway Center for the Performing Arts – Tacoma, WA
- Columbia Theater – Longview, WA

It is becoming increasingly challenging for KPC to attract higher quality and more diverse shows and production opportunities with our current production technology. There have been artists/performance groups, corporations, and film and recording production companies that have declined presenting at KPC due to technological limitations. Seattle International Film Festival, which has used KPC as a venue for the past 6 years, has to rent and use their own projector in order to show films in the theater. This limits their ability to run multiple screening events at KPC. With upgrades to the current production technology, there are opportunities for expanded usage of the facility for business communications and multi-media production.

KPC's current system is even becoming obsolete with shows that have been presented in the 2015/16 season. During the Macy Gray performance at Kirkland Performance Center (November 7th, 2015), audio equipment had to be supplemented by the artist with rentals in order for the band to use their instruments and necessary monitors. This required time and staff support, increasing load-in and sound check work. KPC was reliant on the performer-rented equipment for this sold out show that brought ticket buyers from across Washington State

and Canada to the theater. Although this is not the case with all presented performances, this is the increasing trend with higher profile artists that draw larger audiences from across the region.

The Columbia Theater in Longview, Washington – a comparable venue to Kirkland Performance Center - underwent an 11 million dollar remodel which began in 2009 to remodel and restore the vaudeville era venue. In the following years, as the theater received funding, they spent \$100,000 on new lighting installation (October 2014) and \$20,000 on video projection (Spring 2015). The Columbia Theater saw a 50% increase in show bookings after the upgrades to the facility and technology. Their shows have also begun to draw audiences from Portland, Oregon (58 miles from Longview, WA). They were also able to increase their theater overall usage rental prices and include lighting rental at the cost of \$2400 per event. Due to the similarities in proposed upgrades, KPC expects and hopes to follow in the trend of the Columbia Theater.

Please see Appendix A for more information on the Columbia Theater and additional case studies.

It is KPC's desire to partner with the City of Kirkland and local businesses to encourage and attract tourism and business demand that benefits the surrounding economy. KPC's location makes it an ideal tourism draw to Downtown Kirkland. Increased demand and usage of KPC by diverse constituency groups provides the opportunity to increase hotel stays, restaurant spending, and shopping. An update to KPC's technology is expected to create a demand for local services by visitors not only locally but from a 50+ mile radius and beyond.

Please see Appendix B for Venue Tourism Revenue Comparisons.

There is a scarcity of meeting venues for over 100 people in Kirkland. KPC fulfills that need and can provide a venue with state of the art production and presentation technology. However, it has been noted that the introduction of new performing arts facilities in the region will become a credible threat to KPC and the community that it serves in the near future. Theaters currently in construction, including the Tateuchi Center for the Performing Arts (Bellevue, WA), the Federal Way Center for the Performing Arts, and the Vashon Island Center for the Arts will all have current technology that outperforms the production and communications equipment in place at KPC. The consideration of upgrades to KPC's technological and production infrastructure will allow KPC to continue as a leading center for performing arts and business communications in the Eastside region.

Given the production and business communications constraints of the current equipment, KPC is in need. KPC's vision is to evolve a fantastic building that currently employs technology that reflects the past into one that projects the technological future. The plan will utilize the strong foundation of KPC's well-designed and

beautiful theater space into a 21st century platform for production. Beginning in summer 2016, KPC will update all production lighting, front of house sound applications, video and audio recording infrastructure, online streaming capabilities, video projection technology, audience services, and lighting for video production. The intended result will offer a fully equipped space that uses technology to inspire creativity and seizes opportunities in the changing world of arts, business, and communications.

Please see Appendix C for a more detailed comparison of current and proposed technology/equipment.

PROJECT CONCEPT

The KPC technology upgrade project will include:

- Purchase and installation of all sound applications:
 - Front of house console
 - Monitor system
 - Sound speakers
 - Cabling, and digital wiring
- Purchase and installation of all stage lighting
- Purchase and installation of new facility theatrical lighting
- Purchase and installation of video and audio recording equipment and infrastructure
- Purchase and installation of video projection technology
- Purchase and installation of video production rigging and infrastructure
- Purchase and installation of internet streaming production equipment and infrastructure
- Concessions area and equipment upgrades
- Necessary labor for installation support

Please see Appendix D for proposed equipment with MSRP listing and labor expenses.

Prospect Approach, Fundraising Sources, and Public Announcements

The organization-wide goal is to rely on a small number of significant gifts and grants to fund the majority of this campaign. KPC will conduct a low profile, one to one solicitation approach. 59.6% of the \$500,000 goal will be raised in Major Gifts, the potential sources of which are outlined below:

- City of Kirkland project support - \$100,000
- 4Culture Equipment Grant - \$50,000
- State of Washington project support, with assistance from private donors - \$48,000
- Private Major Gifts - \$100,000, with \$10,000 already received from a private family foundation

Plans for subsequent donor approaches will be developed if needed at the appropriate times. During the project, KPC may announce that a committee will be formed to meet project needs, or even to report that major gifts have been received. When the project becomes “public,” it will receive major visibility through various media outlets and events. At that time, a minimum of 80% of the needed pledges will have been made and the final goal will have been confirmed. Additional funds will be contributed by KPC donors, patrons, and various KPC supporters.

Assumptions

1. KPC is adequately staffed to conduct the project. The current staff is stable and will continue their quality service for the duration of the project. Current theater operations and general operation fundraising will continue as usual.
2. The funds will come from several sources including The City of Kirkland, 4Culture, public and private foundations, corporations, and individuals. Although there is dependence on a limited number of major gifts, gifts and grants of every size will be received with gratitude.
3. KPC has the capability for research to identify potential major donors, and to determine appropriate strategies in asking for the gifts and grants.
4. KPC has started a designated fund to begin the project with a \$10,000.00 contribution toward the goal.

PREMISES OF THE PROJECT

1. The goal will be \$500,000.00
2. The period of fundraising will be dependent upon additional major gifts to the project.
3. The project will have its own identity, but it will be managed in conjunction with other on-going KPC fundraising activities. It will be carefully coordinated with KPC’s various annual fund programs and continuing promotional and event schedules.

4. KPC development programs will continue throughout the project and all donors/friends, whether or not they are capital prospects, will be asked to participate in annual giving programs. Thus, the specific capital fundraising targets of the campaign will be presented as an enhancement to, rather than in place of, continual private support.
5. It is the goal if KPC to diversify donation sources and attain new donors to the organization specifically for this project.
6. KPC leadership understands that City of Kirkland Tourism funds will not be spent on the project until all other campaign fundraising is completed and funds have been committed as bankable pledges.

OUTCOMES

As a result of this successful project:

1. The funds necessary to complete the project will be raised.
2. There will be a re-focus on the mission of Kirkland Performance Center and present significance.
3. New major donors to KPC will be identified and cultivated for future projects and campaigns.
4. There will be updated production and communications infrastructure installed at KPC. KPC's programs and offerings will be enhanced.
5. Kirkland Performance Center will be positioned for its next capital campaign.
6. KPC has full confidence that due to technology upgrades there will be potential for higher profile artists with tourist recognition and more corporate business use of the facility leading to an increase in overnight hotel stays and revenue for retail stores and restaurants in the surrounding Downtown Kirkland area.
7. There will be increased confidence in KPC's leadership.

ESTIMATED PROJECT PHASES

Broad outlines of project activity, dates dependent upon major gifts

I. Planning Phase

- Final approval of the project plan
- Finalize major gift prospect lists, research KPC giving relationships
- Further development of project plan and budgeting details
- Begin soliciting major leadership gifts

II. Implementation Phase

- Begin solicitation of KPC Board members (contributions/referral networks)
- Produce project collateral / literature if needed

- Continuation of corporate, foundation, and individual gift efforts

III. *Completion Phase*

- Continue prospective donor contact and cultivation as required
- Continue major gifts solicitations
- Continue distribution of project information to prospects
- Ongoing recognition of donors of major gifts
- KPC tech project completion celebration

Columbia Theater – Longview, WA

Gian Paul Morelli, Executive Director

- Began 11 million dollar remodel and restoration of vaudeville era theater (excluding major tech equipment) in 2009
- Serves the Longview, WA population – 50% retired/unemployed/receiving government assistance
- Theater upgrades brought new sense of pride/commerce to the city since remodel and tech upgrades
 - October 2014 - \$100,000 lighting installation
 - Spring 2015 - \$20,000 video projector
- After 2014 went from 47 total annual events to 82 annual events
 - 32 presented shows / 50 rental shows
 - 50% increase in show bookings
- Increased rental prices for theater usage
 - Able to charge rentals for lighting at each presentation for a cost of \$2,400 per event after upgrade
 - Increased theater rental usage for business purposes – considered the main presentation auditorium in Longview, WA
 - Increased usage has been “profound” (no exact percentages/data)
- Shows are beginning to draw Portland residents for presented shows (58 miles away)

Mount Baker Theater – Bellingham, WA

Brad Burdick, Executive Director

- Theater invests in LED light conversion every year (beginning in 2010)
- Profound payoff in energy/labor savings
- More technical ability with lighting after upgrade (color changes, dimmable LED colors)
- Upgraded sound system in 2000 with plans to upgrade again – currently renting sound equipment for artists at a large cost when necessary

Neptune Theater – Seattle, WA

Josh LaBelle, STG Executive Director

- Lighting - ETC LED Par cans and numerous moving lights
- Sound – D&B Speakers and Midas mixing board
- 3rd full season (September 2014 – August 2015) at The Neptune after upgrading to performance venue (after housing single screen movie theater)
 - 185 performances and private events
 - 114,664 patrons served
 - Total gross ticket sales: \$2.7M

APPENDIX B
VENUE TOURISM REVENUE COMPARISONS

Kirkland Performance Center (KPC) has been in contact with several regional performing arts venues throughout November/December 2015 for information regarding the economic impact of tourism as it relates to ticket sales for the venue and the surrounding tourist economy (hotels, restaurants, etc.). This information also includes percentages of overnight stays of patrons attending events traveling from 30-50 miles away. Data varies from not tracked to extensive reporting, depending on the venue. Most venues have rough estimates, but are not structured to gather specific data.

Venues and organizations approached include:

- | | |
|--|--|
| <ul style="list-style-type: none"> • ArtsFund (Seattle, WA) | <p>2014 Economic Survey – Included as supplemental material</p> <p>Full report can be found at:</p> <p>http://www.artsfund.org/programs/2014-economic-impact-study</p> |
| <ul style="list-style-type: none"> • Seattle Theater Group (Seattle, WA) | <p>Data available – January 2016</p> |
| <ul style="list-style-type: none"> • City of Edmonds (Edmonds, WA) | <p>Referred to Federal Way – Included as supplemental material</p> <p>Full report can be found at :</p> <p>http://www.cityoffederalway.com/09webb</p> |
| <ul style="list-style-type: none"> • Meydenbauer Center (Bellevue, WA) | <p>Referred to ArtsFund 2014 Economic Survey Report – Included</p> <p>Please see above</p> |
| <ul style="list-style-type: none"> • Visit Seattle (Seattle, WA) | <p>Data available – January 2016</p> |
| <ul style="list-style-type: none"> • Columbia Theater (Longview, WA) | <p>Data included below (1)</p> |
| <ul style="list-style-type: none"> • Mount Baker Theater (Bellingham, WA) | <p>Data included below (2)</p> |

1. Columbia Theater – Longview, WA

Gian Paul Morelli – Executive Director

- Theater remodel and tech upgrades brought new sense of pride and new commerce to the city
- After 2014, theater went from 47 to 82 annual events post-upgrades/remodel
 - 32 presented season shows, 50 rental shows
 - 50% increase in show bookings
- Theater is beginning to draw Portland (58 miles away) residents for events on a regular basis
- Exact tourism numbers not available as the momentum is new for the venue and is in the process of being tracked for the first time this year

2. Mount Baker Theater (MBT) – Bellingham, WA

Brad Burdick – Executive Director

- Executive Director (Brad Burdick) serves on the Bellingham Tourism Commission (19 years)
- MBT receives \$400,000 a year as a management fee for partially offset administrative costs to run the theater, which is considered a city facility
- MBT generates appx. 20% of total ticket sales for “tourism” as defined by state statute
- Theater estimates that 15% of numbers above are from overnight stays
- MBT purchases between 400-500 room nights annually for artists performing at the venue
- Annual attendance is 110,000
- Venue annual operating total budget is \$3.3 million

APPENDIX C
TECHNOLOGIES UPGRADE COMPARISON

Section 1: House Interior, Exterior and Stage Lighting assets and effects

Currently, KPC uses industry standard stage lighting and effects, circa 1998. Since then, efficiency and efficacy has been greatly improved in regards to wattage consumption and versatility. For example, the basic lights, or “Pars” above the KPC stage currently require a 750 watt lamp per instrument. There are 56 Pars consuming 42,000 watts per hour. The demand requires twenty-four 2.4K dimmers to operate the Pars as needed adding additional wattage consumption. With LED technology, KPC can cut this power consumption from 750W per instrument to 15W per instrument as well as run all Pars from one single 2.4K dimmer. The basic power savings are calculated below:

20 conventional Pars @ 750W per = 15,000wh (current system)
36 LED Pars @ 15W per = 540wh

For productions at KPC, there would still be a need for conventional instruments, but would no longer be the main source. New LED instruments will be put in place to cover more than 90% of production demand.



ECT Par
Current KPC lighting (750w)



ECT LED Par
Proposed KPC Lighting (15w)



Martin MAC 250
Current (1500w)



Martin Quantam LED
Proposed (50w)

House and exterior lighting is another area that we propose improving upon. This again returns to the efficacy of the fixtures as well as the visibility of the building itself. The lights currently above the KPC Auditorium are not standard lighting fixtures. They are “Strip Lights” designed for orchestra lighting and meant to be hung and used above the stage. In 2003, it was determined that the original Auditorium lighting was too dim. As there was extra strip lights already in-house, these lights were re-tasked to fit above the seat section of the Auditorium. The original cans were relocated to the stairway and the problem of finding funds for house lighting was temporarily delayed. What was a short-term fix has remained the solution for almost thirteen years.

Both the strip lights and cans are “lamp concealed” meaning the bulb is recessed below the fixture making the light directional. This is very ineffective for lighting a large area. A more efficient solution is the exposed lamp fixture which includes a refractive area around the lamp itself that diffuses the light over a large area while keeping the light itself warm. The current KPC Auditorium lighting fixtures hold a total of 120 individual lamps to cover an area that is 50’ by 70’. Current exposed lamp chandelier LED lights will reduce this need to just 12 and give far better coverage.



Altman Borderlights – Current KPC house lights (100w per bulb)



Chroma Q Spectra - Proposed House Lights (25w)



Example of Chroma Q Within Auditorium

Track and soffit lighting are currently the main source for lobby lighting. The original central chandelier is also a lamp concealed fixture. This not only generates a great amount of watt hours, but requires over 80 individual lamps drawing between 25w – 45w each to light an area of 16' by 120'. The proposal would implement LED strips and inserts dropping for 80 to 50 fixtures and the usage per lamp from the 35w average to 3w - 15w per fixture.



KPC track lights – current lobby lights (50w per bulb)



Proposed Jesco Strip and Spotlight (15W)



Soffit lighting Example – jesco

Section 2: Auditorium and Facility Audio

KPC is one of the best acoustically designed performance settings in all of Washington State. The intimate setting and proximity to the artist is unique. The systems that are currently in place are far outdated and do not meet the basic needs of many clients KPC should and could be attracting. KPC loud speaker system is similar to a home surround sound system. With little speaker surface in the room, the existing speakers must be turned up loudly to reach the persons in the back of the room while punishing those persons closer to the front. We often hear that it is too loud or hard to understand. This problem is solved with the proposed speaker configuration.



Current Speaker Surface



Proposed Speaker Surface

The current mixing console also presents a problem for most artists and technicians. It is also cumbersome, weighing over 300lbs and is 6' by 3.5' taking up an entire section of seating at the back right side of the auditorium. This reduces our seating capacity by eight seats. The proposed upgrade from analogue to digital weighs 100lbs, is 3' by 3' and has so many more built in options, it would be pages to list. The most important point is the digital console is the industry standard and is expected and often required for performances. We currently are forced to rent these consoles to meet the needs of performing artists.



Current KPC Mixing Console



Proposed Mixing Console

The sound system in the lobby is also very limited. The proposed system would allow for better sound throughout the theater and would allow KPC to attract corporate as well as public interest for meetings, luncheons, and events that could include the lobby space by integrating audio and video.

Section 3: Video, Recording and Streaming

KPC currently has a home theater projection system. Although we host such clients as Warren Miller Films, Manhattan Short Film Festival and the Seattle International Film Festival, we do not have the equipment in-house to meet the client needs. These are high visibility rentals for KPC that attract audiences from a wide geographical range. KPC's clients are currently tasked with sourcing the proper equipment. KPC can attract more than projection focused rentals if outfitted correctly.

In addition to projection equipment, KPC has included filming and streaming equipment and technology to this proposal, which the venue currently is without. With the installation of equipment such as Jibs and hard disc recording, KPC can attract clients and artists that will see KPC as a filming and recording venue. This would also allow for streaming capabilities within the auditorium, increasing the appeal as a corporate meeting venue.



Example of Jib with camera attached



Example of Remote Jib

APPENDIX D
EQUIPMENT AND LABOR PRICE LIST

Dept	Item	Cost per Unit	Qty	Sub total	Notes	Estimated MSRP Total	Legend		
1	ETC LED Par	\$630.00	36	\$22,680.00	MSRP	\$520,567.00	1=Lights	Stage	
1	Cabling	\$2,500.00		\$2,500.00	Estimated		2=Audio		
1	Rigging	\$2,000.00		\$2,000.00	Estimated		3=Lights	Facility	
1	Martin Quantum Profile	\$6,500.00	8	\$78,000.00	MSRP		4=Audio	Facility	
1	Altman Spectra Cyc RGBA100	\$1,350.00	8	\$10,800.00	MSRP		5=Labor/Install		
			Total	\$115,980.00			6=Video	and Streaming	
							7=Concessions		
2	JBL VXT V25	\$13,500.00	5	\$67,500.00	MSRP				
2	JBL VXT G28	\$5,575.00	3	\$16,725.00	MSRP				
2	Rigging and fly equip	\$15,000.00		\$15,000.00	Estimated				
2	DSP and Amps and cabling	\$4,800.00	10	\$48,000.00	Estimated				
2	Yamaha CL5	\$21,000.00	1	\$21,000.00	MSRP				
2	Snake	\$2,500.00	1	\$2,500.00	MSRP				
2	JBL VXT F12	\$2,350.00	8	\$18,800.00	MSRP				
			Total	\$189,525.00					
3	Kichler 29w 35* LED Outdoor Lights	\$390.00	24	\$9,360.00	MSRP				
3	Chroma-Q Inspire LED House Lights	\$1,900.00	16	\$30,400.00	MSRP				
3	Jesco LED lighting strips and inserts	\$300.00	50	\$15,000.00	MSRP				
3	Installation and retrofitting	\$3,500.00		\$3,500.00	MSRP				
			Total	\$58,260.00					
4	JBL 8128 Speakers	\$47.00	16	\$752.00	MSRP				
4	QSC CX254 Amp	\$1,600.00	1	\$1,600.00	MSRP				
4	Cabling and mounting/misc	\$1,250.00		\$1,250.00	Estimated				
			Total	\$3,602.00					
5	Installation and Labor	\$250.00	75	\$18,750.00	Estimated				
5	Misc equipment	\$3,000.00		\$3,000.00	Estimated				
5	Shopstar Chain Hoist Motor	\$2,150.00	3	\$6,450.00	MSRP				
			Total	\$28,200.00					
6	JIB Auditorium	\$15,000.00	2	\$30,000.00	MSRP				
6	Editing Suit Computer	\$3,500.00	1	\$3,500.00	MSRP				
6	Cat5 and Network	\$6,500.00		\$6,500.00	Estimated				
6	Video Projection	\$20,000.00	1	\$20,000.00	Estimated				
6	Misc and Incidentals	\$10,000.00		\$10,000.00	Estimated				
			Total	\$70,000.00					
7	Concessions Refrigeration	\$14,500.00	1	\$14,500.00	MSRP				
7	Taps and fountains	\$5,500.00	1	\$5,500.00	MSRP				
7	Digital Signage	\$7,500.00	2	\$15,000.00	MSRP				
7	Construction	\$20,000.00		\$20,000.00	Estimated				
			Total	\$55,000.00					



**City of Kirkland
Tourism Development Committee (TDC) Minutes
January 7, 2016 9-10am
Norkirk Room**

Present: Toby Nixon (chair), Jac Cooper, Lori Goldfarb, Troy Longwith, Ardene Skraban,

Absent: Jennifer Gill, Michelle Quisenberry

Guests: Jeff Lockhart and Molly Arkin from Kirkland Performance Center.

Welcome of New Members: The Committee conducted introductions and welcomed new members Troy Longwith, General Manager at The Heathman Hotel and Ardene Skraban, General Manager at the Courtyard by Marriott.

Approval of Minutes: The minutes from Oct 1, 2015 were approved (Lori moved, Ardene seconded, unanimous)

Kirkland Performance Center Presentation:

Ellen explained the Tourism Development Committee's reserve policy and that there are sufficient funds to grant the request of \$100,000 from the Kirkland Performance Center. She also explained that the Kirkland Performance Center is owned by the City of Kirkland and that tourism funding can be used for capital improvement of city owned facilities.

Jeff Lockhart, Executive Director of the Kirkland Performance Center presented the technology upgrade project proposal. The technology hasn't been upgraded since 2000 and the KPC is finding it hard to compete and attract professional acts and business clientele. There is also demand for a state of the art recording stage from the film industry. In 2015 there were 1500 first time patrons to the Kirkland Performance Center and technology upgrades will be a catalyst for local commerce and tourism. The Kirkland Performance Center with 400 seats positions itself as the premier intimate theatre experience.

After the proposal Ellen shared the City of Kirkland's \$600,000 Capital Improvement investment in facility improvements over the next three years.

Toby asked for clarification on what exactly was going to be purchased. Jeff went over the equipment in detail. Questions arose regarding actual cost of equipment and it was clarified that a competitive bidding process would take place. The total cost of the upgrade is \$500,000 and the Kirkland Performance Center is requesting \$100,000 in tourism funding.

The strategy is to raise the total funding needed for the complete upgrade and install it within a few weeks. Installation in summer of 2016 is an initial target.

Questions arose regarding a depreciation schedule for the equipment and when it needs to be replaced. Jeff explained that a schedule would be developed and managed moving forward. There is limited after-market value for the current equipment that would be replaced.

The committee decided that it would discuss the proposal further in the February meeting when hopefully the absent members are able to attend or call in.

Ellen suggested holding the February meeting at the Kirkland Performance Center.

Staff Reports

Agenda Items for the Year and Tourism Funding Schedule: Philly went over the tourism funding schedule and draft agenda items for the year.

Art Integration Plan for the CKC: Philly mentioned the CKC Art Integration Plan meeting and invited the TDC to attend.

Waterfront Update:

Ellen explained the King County Ferry proposal and some of the challenges including parking and infrastructure that the City would need addressed. Argosy was awarded the lease to the Marina Dock space. A parasailing company also applied and there may be a second RFP for a smaller space on the Second Ave dock. A request is in to the City Manager for continued study and permitting of the Marina dock expansion.

Kirkland Downtown Association:

Ellen reported that the Kirkland Downtown Association is separating from the Kirkland Chamber.

Other:

Jac asked why the TDC was not required to open up the application publically to fund the Kirkland Performance Center. Ellen mentioned that City staff asked and received a legal opinion and that because it was a city-owned facility and one of a kind a competitive RFP process was not required.

Meeting adjourned at 10:20 a.m.

Minutes prepared by Philly Hoshko



**City of Kirkland
Tourism Development Committee (TDC) Special Meeting Minutes
February 4, 2016 9-10am
Kirkland Performance Center**

Present: Toby Nixon (chair), Jac Cooper, Lori Goldfarb, Troy Longwith, Michelle Quisenberry, Ellen Miller-Wolfe (staff), Philly Marsh (staff)

Absent: Jennifer Gill, Ardene Skraban

Guests: Jeff Lockhart, Jeff Cole and Molly Arkin from Kirkland Performance Center. Chris Dodd, City of Kirkland Facilities Manager

Welcome: Meeting came to order at 9:07am. Quick introductions were made.

Tour of Kirkland Performance Center: Jeff Lockhart gave a quick introduction and the members took a tour of the Kirkland Performance Center. Jeff explained and pointed out the light, sound, camera and projection upgrades that would occur as part of the proposal.

Following the tour Chris Dodd, City of Kirkland Facilities Manager gave background on the Capital Improvement Projects that the City of Kirkland has already funded taking place over the next four years. \$400,000 will be invested for roof, HVAC, interior painting and water heating improvements.

Jeff Lockhart gave a recap of the proposal and that the total funding needed is \$500,000 for the technology upgrade proposal. The Kirkland Performance Center (KPC) is asking the Tourism Development Committee for \$100,000. The \$100,000 commitment will help in leveraging other funds but is contingent on the remaining funding being raised.

Jeff Cole, the president of the KPC board stated that the board is 100% behind the proposal for the needed investment in technology infrastructure. The upgrades are needed to be competitive in the type and caliber of programming the KPC would like to bring to Kirkland.

Questions were asked regarding an ROI analysis and depreciation schedule. The KPC would set up a depreciation schedule for the equipment so the equipment could be replaced without another capital campaign. With upgraded equipment the KPC would be able to charge more for rentals which would fund the depreciation account.

A question was asked regarding the capital campaign and board participation. The board would participate and contribute the campaign and Jeff Lockhart shared that he would like 80% of the needed funding raised before going to the public.

The KPC's hope is to have the funds raised by July and equipment installed by their season opening in September.

Toby asked if the committee thought this investment would bring visitors and increase hotel stays. Jac stated that he felt the upgrades were needed but did not believe that tourism funding was the right source to fund the request. He noted that \$100,000 is a large investment that could be used for more direct tourism marketing to increase hotel stays.

Jeff Lockhart shared that other municipality tourism funds go toward theatre funding including Bellingham in which 400,000 goes to the Theater, Longview, Washington, Federal way and Leavenworth.

Troy Longwith mentioned that it was as good use of fund and with a higher caliber of out of state performers coming through they would stay at the Kirkland boutique hotels.

Lori mentioned that it is a great place to gather people and accommodate groups for corporate bookings.

Philly mentioned an initiative she is hoping to achieve with the Kirkland Performance Center, The Woodmark Hotel and The Heathman Hotel to come up with a marketing plan to attract corporate groups to have their conference at the KPC and stay at the Kirkland hotels.

Toby suggested that the KPC should present to City Council and ask for council contingency funding as well.

The Tourism Development Committee approved a recommendation to City Council to commit \$100,000 of Tourism Reserves to fund the Kirkland Performance Center technology upgrades proposal, contingent on the Kirkland Performance Center successfully raising the remaining amount needed to fund the full proposal.

Troy moved, Lori seconded, 4 in favor (Troy, Lori, Michelle, Toby), 1 opposed (Jac) Motion passed.

Meeting adjourned at 10:04am

Minutes prepared by Philly Marsh

FISCAL NOTE*CITY OF KIRKLAND*

Source of Request							
Ellen Miller-Wolfe, Economic Development Manager							
Description of Request							
Funding of \$100,000 from the Lodging Tax Fund reserve for partially fund technical equipment at the Kirkland Performance Center.							
Legality/City Policy Basis							
The Kirkland Performance Center is a City-owned facility.							
Fiscal Impact							
One-time use of \$100,000 from Lodging Tax Fund Reserve. The budgeted balance in the TDC reserve fund is \$190,548, adopted by the Council during the 2015-2016 budget process. The projected cash balance is approximately \$320,000 (which is the \$190,000 reserve plus the additional cash balance from unbudgeted revenue and under-expeditures in 2015). This additional cash balance will be realized in the June budget adjustments, which would bring the balance in line with the TDC reserve policy.							
Recommended Funding Source(s)							
	Description	2016 Est End Balance	Prior Auth. 2015-16 Uses	Prior Auth. 2015-16 Additions	Amount This Request	Revised 2016 End Balance	2016 Target
Reserve	Lodging Tax Fund Reserve	190,548	0	0	100,000	90,548	N/A
	No previous Council-authorized uses or additions to this reserve. The additional cash balance in the fund will be recognized in the June adjustments to bring the balance in line with the TDC reserve policy.						
Revenue/Exp Savings							
Other Source							
Other Information							
Prepared By	Neil Kruse, Senior Financial Analyst				Date	February 4, 2016	



City of Kirkland
Tourism Development Committee (TDC) Meeting Minutes
February 2, 2017 9am-10am
Kirkland City Hall – Norkirk Room

Present: Toby Nixon (Chair), Jac Cooper, Lori Goldfarb, Troy Longwith, Jennifer Gill (by phone), Philly Marsh (staff)

Absent: Ardene Skraban, Michelle Quisenberry, Ellen Miller-Wolfe (staff)

Guests: Jeff Lockhardt and Kirstin Larson of Kirkland Performance Center

Welcome: Meeting came to order at 9:04am. Minutes from September 8, 2016 were approved. (Troy moved, Lori Seconded, unanimous)

Kirkland Performance Center Revised Proposal

Jeff Lockhart explained the revised Kirkland Performance Center proposal asking the TDC for \$40,000 to assist with the technology upgrades of the Kirkland Performance Center. The upgrades will assist in bringing additional meetings and events to the KPC. The reason for the revised proposal with a lower requested amount is due to the cost of technology going down and having a better knowledge of what renters require. A capital campaign to raise the additional funding needed (\$220,920 total) will start in 2018.

A committee member asked if KPC is establishing a reserve account for future needed upgrade. Their response was that part of their strategic planning effort is to develop a contingency plan with a depreciation schedule. There is a seven-ten year shelf life of the equipment being procured.

A committee member commented that funding should come out of City CIP funds instead of TDC funds because it is a capital asset that should be replaced by the City General Fund.

There were questions from the Committee on how other funding sources responded to the original requests. Jeff responded that the proposal did not match some funding sources criteria and also when the development director left the campaign slowed.

The Committee was concerned with the length of time it would take to raise the additional funding and for the project to be implemented. They asked if the project could occur in phases so the \$40,000 requested from the TDC could complete part of the project. KPC will revise the proposal in phases.

It was also mentioned that the KPC can make a request to City Council to use council contingency funding paired with TDC funding to pay for a first phase which would be the Audio and Lighting.

The TDC requested that staff find out more regarding the City's opportunity to help share the cost between Council contingency funding and the Capital Improvement budget.

Tourism Legislation

The TDC reviewed the current Washington Tourism Legislation HB 1123 and SB 5241 that would develop a funding mechanism for a Tourism Marketing Account. Staff presented past discussions and asked the committee if they would like to edit their previous position of neutral. Due to no direct benefit the Committee will remain neutral.

Cultural Access Washington

Staff presented the status of Cultural Access Washington. Last year the Washington State legislature granted local governments the authority to create a Cultural Access Program. King County is determining whether to put a measure on an upcoming ballot. Committee members asked if there was a factsheet for all the state, county and local taxes. The hotels would like to know how these new taxes work the tax caps.

Marina Dock Engineering Study

The City hired Reid Middleton engineering group to conduct a feasibility study of expanding the Marina Park Dock. The project is funded through port funding matched by General Fund moorage fees. The study is expected to be complete by April with several alternatives. Port funding is expected to continue and could be a source of funds for the next phase.

Port Funding for Tourism Marketing

The Port is soliciting proposals for Tourism Marketing. The City is working in collaboration with the Kirkland Downtown Association to prepare a grant application for an advertising campaign in Alaska Airlines Magazine.

Revenue Report

Philly recapped the 2016 revenue report that had a Tourism Revenue increase of 2%.

For the Good of the Order

Float Plane

Toby gave an update on the Float Plane issue. A hearing was held on Monday night and there were balanced comments from both sides. The hearing examiner is collecting more data and will make a decision next week.

New Events

The Committee request to conduct a post mortem on Tourism Funding. They would like to brainstorm options for criteria and how to grant funding to encourage new events.

Meeting Adjourned at 10:05am

Minutes Prepared by Philly Marsh

KIRKLAND PERFORMANCE CENTER

**Kirkland Performance Center
KPC Technology Project Update /Proposal
April 2017**

The Kirkland Performance Center (KPC) profoundly appreciates our long partnership with the City of Kirkland. With your support, KPC continues to operate as a gathering space for artistic expression, cultural exchange, and business meetings. Not only does this strengthen the fabric of our community, but it also contributes to the vitality of Kirkland's economy. With the facility in use over 240 days a year, KPC draws more than 80,000 people to Downtown Kirkland—providing year-round opportunities for local merchants, restaurants, and hotels.

KPC has recently engaged in a multiyear review to examine our opportunities for growth and to better understand the funding needed to keep our doors open to the community as a rental facility and performance space. As part of this process, we have identified the necessity of updating our production technology to meet community, business and performance demands. Our technology is now over 17 years old, and limits our ability to attract headliners, festivals, or to be booked as a rental facility for major cultural, film, and business events.

Increased demand and usage of KPC by a more well-known set of performers, and the ability to attract a more diverse set of cultural groups and artistic festivals will provide the opportunity to increase the number of visitors from over 50 miles away as well as to increase hotel stays, restaurant spending, and shopping. We have our sights set on attracting acts, festivals, and cultural events that will encourage people to travel to downtown Kirkland.

Recognizing this, in 2015, the City of Kirkland Tourism Development Committee recommended a pledge of \$100,000 dollars to support KPC's goal, which was approved by the Kirkland City Council in February, 2016. This funding was conditional on matching funds from KPC. Since that time, KPC has collaborated with the Tourism Development Committee throughout 2016-17 to refocus this ask and is now proposing a more focused ask than originally discussed in 2015. Since 2015 KPC has learned that to continue to operate it will need to generate over \$350,000 year over year in contributed income just to keep our doors open. In addition, because ticket costs do not cover artist fees and operating costs, KPC will need to continue to raise funds to cover the production costs associated with bringing well-known acts and cultural performances—acts that encourage people to travel—to Downtown Kirkland.

In addition, KPC is strongly committed to maintaining a viable financial position while upgrading its technology capabilities. Thus, the KPC Board has determined that the organization would not be successful in undertaking a major capital fundraising campaign at the same time as fundraising for operating and production costs, and is respectfully requesting the release of technology funding already allocated to upgrade its technology from the City of Kirkland.

KIRKLAND PERFORMANCE CENTER

Background:

Three years ago, a new leadership team under the direction of Executive Director Jeff Lockhart was installed at KPC. At the time the new team took over, KPC's financial condition was unhealthy. KPC's line of credit for \$100k was maxed out, all organization credit cards were maxed out, and the accounts payable was \$180,000 with a major portion of it over 270 days' delinquent.

The KPC board was considering a variety of strategies including bankruptcy. Because a bankruptcy would cause negative implications to the city, community, and the KPC, the board of directors felt that it was crucial to move forward with an aggressive financial strategy that that would infuse necessary operating capital. The goal was to cure the organizations negative financial condition without declaring bankruptcy.

Consequently, KPC embarked on a strategy that requested donors to its endowment to unrestrict their contributions so KPC could fund working capital and thereby address its financial deficiencies. To date, KPC has moved \$185,000 from the endowment into the operations of the organization.

While KPC is prohibited from borrowing from its endowment it is permitted to dispersed unrestricted funds to the organization for operational purposes. However, the board has made a moral commitment to repay these funds to the endowment. With no express timeline, the board has made this repayment commitment a high priority.

Where KPC is today:

KPC's line of credit has been paid down to zero. KPC's accounts payable are all net 30. The organization carries no credit card debt. KPC currently has a 50K cash reserve. However, the organization still "owes" its endowment \$185,000. The KPC board continues to remain firmly committed to the achieved operational excellence and will not allow the organization to stray from this objective by embarking on any initiative that would diminish the commitment to KPCs operational health and vitality.

Where KPC is going:

The KPC needs to continue to raise approximately \$350,000 year over year just to continue operations. This is 1/3rd of our annual revenue. Most of our funds are generated by a single event with unpredictable results (an auction). Without a sophisticated system of fundraising in place, a one-time capital campaign at this time would actually undermine our ability to bring in the operating funds we need to stay afloat long term. As an organization, we need to invest in a system of bringing in a reliable stream of contributed income. Consequently, the KPC board at the March 2017 board meeting approved a plan that included 3 initiatives:

1. Obtaining a consultant firm specializing in non-profit development /advancement strategies through events / grants/ donor cultivation to solidify the KPC board commitment to a strong long term workable operations position.

KIRKLAND PERFORMANCE CENTER

2. Invest in software that allows KPC to consolidate its ticketing services, patron contact systems, and donor & patron record keeping in one strategic CRM tool.
3. Implement an employee compensation and benefit package is competitive in the market to ensure KPC does not lose key staff members to our competitors.

Commitment need from Kirkland:

KPC is grateful to the Tourism Development Committee (TDC) and Kirkland City Council (KCC) for its current commitment of 100k to KPC's technology upgrade. KPC is requesting the TDC make a recommendation to the KCC to release the \$100,000 already allocated to KPC to pay for the equipment and installation of the sound and video projector needs as outlined in the attached document spreadsheet. KPC respectfully requests that the KCC provide this tourism funding with a KPC contribution of \$14,332. The KPC commits to all further upgrades as outlined in the original proposal.

KPC Contribution:

Instead of embarking on a capital campaign, KPC will instead direct our fundraising efforts toward obtaining sponsorship of well-known acts and festivals that will bring customers from a larger geographic range. In addition, KPC will shoulder the risk and cost of producing these shows, and will invest in creating a more predictable fundraising mechanism for generating ongoing contributed income for operations. Finally, with the commitment from the city to reimburse, KPC will front the costs of the purchase and construction associated with the installation of the equipment. KPC will also guarantee any cost overruns above the amount contributed by the City. As well, KPC is submitting a grant request to 4Culture in May 2017 to be considered for its most recent round of funding for nonprofit arts organization equipment needs. Please note quotes are open for 21 days only from April 20, 2017. KPC will not proceed forward with orders for equipment or enter into any vendor contract regarding this proposal until it has confirmation from the City of Kirkland.

Implementation:

As outlined in the attached document there are 3 phases associated in the implementation of this equipment:

3 phases:

Phase 1: Sound console and software	\$36,332
Phase 2: Speakers/cabling	\$43,000
Phase 3: Video projector	\$35,000
Total:	\$114,332 **

(**\$100,000 City of Kirkland + \$14,332 KPC = \$114,332)

KPC Tech Upgrade April 2017

Category	Item	Overall Cost	Description
Sound console/speakers	Yamaha CL5	\$27,500	Mixing console
	RIO 3224	\$3,224	Mixing console hardware operational channel inputs
	RIO 1608	\$1,608	Mixing console hardware operational channel inputs
	Danley Sound System	\$32,000	Venue speaker system
	Installation/Cabling	\$7,000	Install and cabling for speakers and mixing console
	Tax	\$8,000.0	
	Total	\$79,332	
Projector	*Barco DP2K- 10s (DCI compliant)	\$32,000	Venue video projector (DCI compliant and compatible with all applications)
	Tax	\$3,000	
	Total	\$35,000	
	Total of entire quote	114,332	



City of Kirkland
Tourism Development Committee (TDC) Meeting Minutes
May 4, 2017 9am-11am
Kirkland City Hall – Norkirk Room

Present: Toby Nixon (Chair), Jac Cooper, Lori Goldfarb, Troy Longwith, Ardene Skraban, Michelle Quisenberry (by phone) Jennifer Gill (By Phone) Ellen Miller-Wolfe (staff), Philly Marsh (Staff)

Absent:

Guests:

Brian Baker, CIP Marina Expansion Study
Jeff Lockhardt and Kirstin Larson of the Kirkland Performance Center

Welcome:

Meeting came to order at 9:04am. Approval of minutes from April 6, 2017 were delayed.

Marina Expansion Study

Ellen introduced the marina expansion engineering feasibility project and provided background on the study. Brian explained the options developed by Reid Middletown.

Comments from the committee included:

- There is such a need for expanded moorage. Lake Washington is not going to go away and boating and the influx of people in the area is only going to grow. Alternative 2 is a better option to maximize space in the future as market and demand prove themselves.
- Look at it as a 25 year plan and build out for that.
- Start with phase one. Prove that demand is there and make financial projections to fund next phases.
- Marina capital improvements are expensive but the return on investment is going to be well worth it.
- We need to capitalize on having the only downtown on the lake.
- The work absolutely needs to be done.

Funding Criteria and New Event Brainstorm

Philly presented the draft criteria and ranking developed by staff. The Committee discussed the criteria and felt that the Tourism Attraction should be worth at least 50 points and that Economic Impact and Project Success and Sustainability should be 10 points each. The TDC liked the bonus points for new

events and shoulder season events. Philly will add criteria to the application and present it to the TDC at the June meeting for approval.

SIFF Update and Funding Decision

Jeff Lockhart, Executive Director, Kirkland Performance Center and Sarah Wilke, Executive Director of SIFF have discussed and decided to have an October/November Event in lieu of one day during the SIFF June Festival that cannot be offered. The event would debut a film from a local producer with a Filmmaker's forum. Jeff highlighted the successful event with local author, Sherman Alexie, where the brought in local businesses to do pop ups.

The Committee asked if it was possible to determine a date prior to SIFF in June so we can capitalize on letting the audience know it is happening. KPC also mentioned it would like to do more film throughout the year and have a stronger partnership with SIFF. Upgraded equipment would help with this. Brand equity with SIFF throughout the year is great.

Jac asked if the TDC funding comes back to the community. Jeff stated that SIFF pays the standard rental rate of a \$1500 minimum.

The Tourism Development Committee had no objection to leaving the SIFF funding as is with the change of scope.

KPC Proposal

Jeff Lockhart explained the background of the proposal. The KPC current proposal is for \$100,000 from the TDC with a \$14,332 match from the KPC. KPC also will apply for the 4Culture equipment grant.

Jeff explained the three phases of the project and the total contribution needed. The phases are based on cash flow and the whole project can be done within a few months.

Toby explained what the City Council approved last time (\$100,000 City commitment toward \$500,000 in improvements) and stated Council would be more amenable to this revised proposal if there is a future commitment by KPC to the larger strategic plan and KPC's willingness to assure the funding for the future needs.

Jac believes that we are doing this because it needs to be done and not based on the tourism criteria. He feels that funding it is a responsibility of the City's General Fund.

KPC responded that they bring 80,000 visitors into downtown Kirkland each year throughout the year. 240 event currently and this will allow more events to happen. KPC explained that with the better equipment they will have the better performers and can host events that are more of a regional draw.

Staff explained that they researched other City funding sources including the CIP and there is no available funding other than Tourism money.

Motion: Recommend to the City Council to allocate \$100,000 to Kirkland Performance Center with a commitment from Kirkland Performance Center to cover the remaining equipment replacement needs.

(Moved by Jenn, seconded by Lori)

Discussion: Jac amends to commit \$50,000 to Kirkland Performance Center. Jenn and Lori state they believe this reduced level of commitment would not result in a successful project.

Motion to amend dies for lack of a second.

All in favor of original motion (Jenn, Lori, Arden, Toby)

All oppose (Jac)

Motion passes.

Meeting adjourned at 11:04pm

Minutes Prepared by Philly Marsh

DRAFT



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

MEMORANDUM

To: Kurt Triplett, City Manager

From: Aaron McDonald, P.E., Senior Capital Projects Engineer
Kathy Brown, Public Works Department Director
Dave Snider, Capital Improvement Projects Manager

Date: May 24, 2017

Subject: TOTEM LAKE CONNECTOR PROJECT – ALTERNATIVE SELECTION

RECOMMENDATION:

City Council to select by motion one of four bridge alternatives to advance to final design.

With City Council approval, staff will move forward with design and will provide status reports to the Council throughout the design process, including at 30% design and sometime prior to final design.

BACKGROUND DISCUSSION:

The Totem Lake Connector Bridge Project (Project) will provide a safe and alternative route for users of the Cross Kirkland Corridor (CKC) across the NE 124th St/124th Ave NE/Totem Lake Blvd. intersection, one of Kirkland's busiest. This Project is a key component of the Cross Kirkland Corridor Master Plan and compliments the Totem Lake Park improvements, providing an unmatched viewing opportunity from high above the lake/wetland complex. The Project also supports development of the CKC as part of a region-wide transportation network providing opportunities for alternative commuting, recreation, and community gathering spaces. Locally, it supports development of the Totem Lake Urban Center into a vibrant, pedestrian-friendly location that will ultimately provide housing, retail, and entertainment options for current and future area residents.

The Project is included in the 2017-2022 Capital Improvement Program as project CNM-0086-100 with a current budget of \$12.86M (\$5,730,100 funded and \$6,379,900 unfunded). The current work focuses on developing and selecting a preferred design alternative which, with City Council approval, will be developed into a completed close-to-bid-ready design package for use in pursuing outside funding opportunities for construction. The Project is also a key item in the 2017-2018 City Work Program (Initiatives 1 and 6).

The Project schedule is built around an upcoming competitive Congestion Mitigation and Air Quality (CMAQ) grant opportunity with a call for proposals occurring in May, 2018. Other grant

opportunities (such as 2017 TIGER Grant) are also recognized and will be pursued, as-appropriate. Major milestones to achieve the May 2018 timeline are shown below in Table 1:

Table 1. Project Schedule

Notice to Proceed issued to COWI NA for Alternatives Development	Selection of Final Alternative for Design	30% Design Submitted for Selected Alternative	Design Complete	CMAQ Call for Proposals
November 2016	June 2017	July 2017	March 2018	May 2018

To support the Alternatives Development and Selection process, three meetings have been held with City Council. The focus of each of these meetings was:

- **February 3, 2017 – Council Retreat**
 - Project and goals for the CKC discussed: *Connect Kirkland, Shape a place unique to Kirkland, Foster a greener Kirkland, Activate Kirkland and Evolve with time.*
- **February 7, 2017 – Council Study Session**
 - Project update: discussion of the design team selection process, public outreach plan, and discussion of the Project schedule and outcomes.
- **April 4, 2017 – Council Study Session**
 - Project update: provided results of public open houses and online survey, and previewed upcoming project milestones and decisions. Discussed key design parameters including Level of Service goals and potential deck widths.
 - At this meeting, City Council selected 3 alternatives to advance for further study – subsequently, a 4th alternative was included after additional City Council polling results.

PUBLIC PROCESS:

To anchor the public process, a series of open house meetings were held to involve the public in identifying alternatives that best meet the goals of both the CKC Master Plan and the project design objectives to develop a bridge structure that achieves:

- *Gateway Feature* (distinct, memorable feature while traveling along or beneath the bridge).
- *Sense of Place* (establishes a landmark that defines existing and future community).
- *Integration with Setting* (design of a structure that stands in harmony with its environment and responds to its surroundings).
- *User Experience* (Provides interesting experience while traveling along the bridge).

These are important guides to keep in mind as alternatives are evaluated.

Open House #1 (February 2, 2017, Kirkland Justice Center)

This open house was focused on re-introducing the Project to the public and reminding participants of all the work that had been done to-date that supported this Project including; development of the CKC Master Plan, Totem Lake Park Master Plan, Totem Lake Neighborhood Plan, Transportation Master Plan, and Eastside Rail Corridor planning. Displays are presented as **Attachment A**.

Open House #2 (March 16, 2017, Kirkland Justice Center)

At this second open house, 33 participants were shown the boards from the first open house, with two new additions: Bridge Elements and Features, and Bridge Concept Studies (**Attachment B**). Participants were asked to identify their favorite concept.

As a second exercise to identify preferred bridge widths, a mock-up of the various width options was provided by using tape on the floor to "create" the different widths for participants to experience. Participants favored a 14 foot width (21 out of 35 votes).

Open House #3 (May 4, 2017, Kirkland Justice Center)

At the 3rd open house, a new series of display boards was presented that included photo renderings of each of the 4 selected alternatives. Various viewpoints and details are presented in each board for each bridge alternative, maintaining the same layout for each board to aid in comparisons between the alternatives (**Attachment C**).

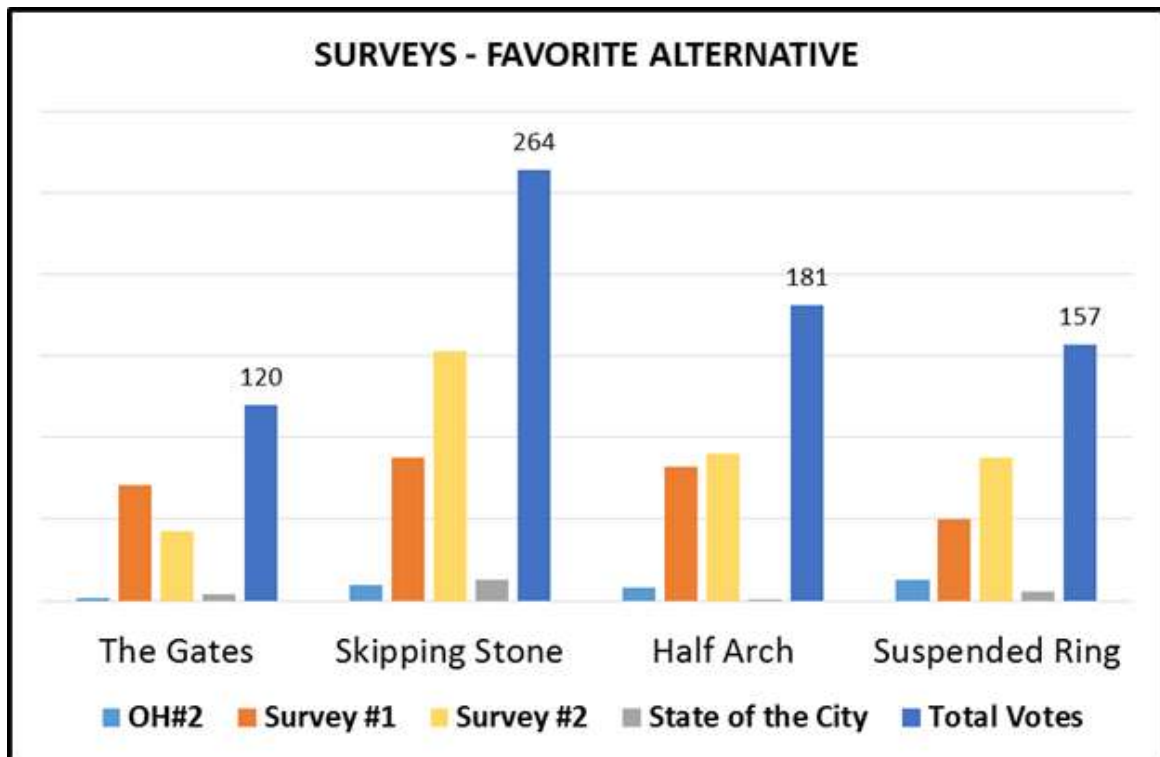
Due to unfavorable weather that evening, turnout was low (7 people) and a poll was not taken (all participants had previously submitted their favorites in an online survey)

Online Survey Results

A number of online surveys were developed to help gauge interest in, and identify favorite concept(s) to aid in refining selections and understanding preferences. Two surveys were conducted and the results are presented in Figure 1 below:

Figure 1. Survey Results

Total responses: 698



Note that although we had many participants (698), this was not a statistically valid methodology, and respondents represent a small fraction of the residents, businesses, and travelers that will experience the finished product. We also note that the area is growing rapidly, and decisions today will affect the experience of future residents, businesses, and users of the city transportation infrastructure.

TRANSPORTATION COMMISSION COMMENTS:

(These comments represent a synopsis of discussions at several Transportation Commission meetings and are provided by Joel Pfundt, City of Kirkland Transportation Engineering Manager)

In February and April of 2017, City staff presented the Project to the Transportation Commission for review and comment.

In February, staff described the process, goals, scope, schedule and current challenges. The Commission was very supportive of the Project and saw the potential it has to connect the different quadrants of Totem Lake. Commission members encouraged staff to carefully balance the various design elements of the Project.

In April, staff provided an update on the status of the Project design. The Commission was supportive of a width of 14 feet for the bridge because it balances the desired level of service with project cost. The majority of the Commission (five members) preferred the Skipping Stone alternative, while the Half Arch and Suspended Ring were each

supported by one Commissioner. There was a desire to combine the Skipping Stone and Suspended Ring alternatives, but a recognition that the design challenges and costs of this option deemed it to be impractical.

CULTURAL ARTS COMMISSION COMMENTS:

(These comments represent a synopsis of discussions at the May 17th Cultural Arts Commission Meeting – prepared by Ellen Miller-Wolfe, City of Kirkland Economic Development Manager)

Members of the Cultural Arts Commission had many different opinions about the bridge designs. Several had difficulty envisioning the future Totem Lake and whether or not it or the present Totem Lake, or some hybrid, should inform the design of the bridge. Also, Commissioners discussed whether the bridge should be an icon that draws visitors to Totem Lake or whether the bridge design should be tailored to the views of its principal consumers, the pedestrian and bike travelers it will carry. The Commission also discussed whether the bridge should mimic the landscape like the skipping stone design, or be contrasting like the more angular designs and the “exclamation point”, the suspended ring. All agreed that the bridge touchdown in Totem Lake Park, as a part of the Park, needed to be seriously considered.

There were outliers among Commissioners who preferred the Arches and more angular designs, but for the majority of members, the preference was for the Skipping Stone design with its curvilinear lines and horizontality. However, there also was strong support for the Suspended Ring, as the “surprise” or “exclamation point” from another design.

There was general sentiment that light and color could add to whatever design was chosen and provide more of a dramatic and iconic look. The Commission asked that these elements be seriously considered and incorporated as the design of the bridge advances. There were misgivings about the number of current and future power lines that would mar the presence of the bridge. In concert with the bridge cabling, many felt that there would be too much of a cluttered setting. (See **Attachment D** for meeting minutes)

BERGER PARTNERSHIP COMMENTS:

The Berger Partnership was asked to review the four alternatives and to comment on how they integrated with the Cross Kirkland Corridor Master Plan, and the Totem Lake Master Plan. In general, Berger is pleased with the potential designs and provided comments on the concepts as well as technical considerations. Their comments are provided in **Attachment E**.

OTHER PUBLIC FORUMS:

A number of other presentations were provided to interested groups including:

Neighborhoods	Businesses/Groups	Councils/Boards
KAN (x2), Moss Bay	Kirkland Conversations (x2)	Parks (x2)
Juanita, Norkirk	Kiwanis	Youth Council

DESIGN ACCOMPLISHMENTS:

A number of studies were undertaken to define and inform key design elements/decisions:

- 1) **Basis of Design** – document defining key technical aspects such as governing design codes, design life, bridge geometry, design loads, deflection and vibration criteria.
- 2) **Level of Service (LOS)** – study process that defines the uses, numbers of users, and future expected uses to assist in determining the expected traffic volumes (pedestrians, bicyclists, runners, skaters, etc.) to be accommodated.
- 3) **Recommended Width** – in conjunction with the LOS study, an iterative process that uses models, studies, and real-world data from similar environments to identify a width that provides the designated LOS, and provides an acceptable user experience now, and in the future.
- 4) **Type, Size and Location (TS&L) Study** – a formal design document following well-established procedures that identifies critical details of each bridge design, articulates the process followed to evaluate and document variations, and provides a detailed cost estimate based on design considerations and the best available cost data to-date.

TYPE, SIZE AND LOCATION DOCUMENT AND ALTERNATIVES EVALUATION:

The Type, Size and Location (TS&L) study presents reviewers and decision makers with a concise presentation of the background studies and information used to develop and evaluate selected concepts. This allows for an informed final concept selection. The following list shows the major headings contained in the attached 40-page report (**Attachment F**):

1. Executive Summary
2. Bridge Design Criteria
3. Project Goals and Objectives
4. Project Constraints
5. Project Studies
6. Structural Alternatives
7. Alternative Evaluation
8. Recommendation and Conclusions

Also part of the TS&L study are supporting studies, estimates, drawings, and other information used to inform the above. Appendices included are:

Appendix A	10% Drawings	Appendix H	Level of Service & Width
Appendix B	Cost estimate	Appendix I	Public Outreach
Appendix C	Basis of Design	Appendix J	Arborist Survey
Appendix D	Geotechnical Borehole Logs	Appendix K	Stopping Sight Distance
Appendix E	Draft Wetlands Delineation	Appendix L	Utilities
Appendix F	APE Request Letter	Appendix M	Alignment Studies
Appendix G	Hazardous Materials Report		

PROJECT GOALS AND OBJECTIVES:

The following City of Kirkland Project Goals and Objectives were considered throughout the development of the Project and are presented below:

- **Fulfill the Vision** – *Distinguish the CKC as a unique cultural and recreational destination for the community and region. Provide an experience beyond that of a typical regional trail. Design a structure that stands in harmony with its surroundings and responds to the various constraints and features of the site.*
- **Support Economic Development** – *Utilize the corridor's development to catalyze economic growth, encouraging residential and commercial development that can charge the corridor and city with energy and vitality.*
- **Connect to Regional Trails** – *Connecting to new and existing trail facilities will make the CKC available to more users and regional destinations. A convenient, direct link between the currently disconnected CKC Trail segments will greatly increase the functionality of the trail and will attract users.*
- **Non-Motorized Transportation Artery** – *The CKC will connect with significant growth and high-density use areas to provide unimpeded travel. Ensuring connections are made with the CKC and key streets, schools, parks, commercial land, and transit will maximize public benefit.*
- **Safety** – *The Totem Lake Connector Project will significantly improve safety by providing CKC users with a grade-separated crossing of NE 124th Street and Totem Lake Boulevard. Crime Prevention through Environmental Design (CPTED) will be implemented by providing clear sightlines throughout the project.*
- **Create a Destination** – *The CKC and TLC are envisioned to become destinations. This linear "park" with the future redevelopment of Totem Lake Park, provides Kirkland residents and visitors with superb recreational opportunities and an enjoyable environment to travel within and between places.*
- **Ease of Construction/Fabrication** – *Minimizing traffic disruption at the busiest intersection in Kirkland.*
- **Minimize Environmental Impacts** – *Limit impacts to nearby wetlands and natural site features.*

PROJECT CONSTRAINTS:

The items that were considered to have the greatest effect on the Project design and/or were critical from a project success perspective are:

- **Utilities** - *multiple public and private utilities exist along, or crossing the corridor and are considered in the design. Additional City IT infrastructure is planned to be integrated into the final design.*
- **Wetlands/Permitting** – *wetland delineation, cultural resources reviews, and Hazardous Materials inventories have been completed.*
- **Traffic Impacts** – *minimizing traffic disruptions during construction have been key considerations during alternatives development.*
- **Constructability** – *ease of fabrication and cost have been at the forefront during alternatives development.*
- **Future Transit** – *future transit easements have been maintained with each alternative.*
- **Geotechnical** – *limited preliminary geotechnical borings to determine general foundation conditions have been completed. Work indicates that most foundations will reach depths of over 40 feet to provide adequate support.*
- **Drainage** – *alternatives are being developed to manage both existing drainage along the CKC in the project area, and additional drainage requirements to support the structure. This design process is also being coordinated with multiple other city projects in the area to identify any efficiencies and/or opportunities.*

PROJECT STUDIES:

A number of studies and information gathering exercises were performed to understand:

- **Aesthetics/Public Opinion** – *as detailed in Public Process above, the Project is designed to meet the four objectives. A robust public outreach process was completed to ensure city residents had multiple opportunities to provide input.*
- **Geotechnical Environment** – *a preliminary investigation to support the alternatives development and cost estimate. Future work will add to, and verify sub-surface conditions and inform seismic design work.*
- **Level of Service** – *an extensive multi-discipline study to verify desirable trail/deck width and plan for expected current and future levels of use.*
- **Cost Estimate** – *a detailed line-item cost estimate using current established prices. Of note is the potential variation in commodities prices (steel) and the current and future economic and construction environments.*

STRUCTURAL ALTERNATIVES:

Four (4) alternatives were developed and further explored to provide a number of choices to select from.

Alternative Evaluation

The following discussion illustrates the criteria developed by the Team to allow comparison of the alternatives, along with an expected range of design and construction costs. The Team has developed a more detailed cost estimate than would normally be

available at this point in the process to support the decision process. Table 2 below gives estimated costs using a high steel cost (\$2/lb). The table also illustrates the percentage of each range using the least expensive option as the base (100%):

Table 2. Cost Comparison

	Option A: The Gates	Option B: Skipping Stone	Option C: Half Arches	Option D: Suspended Ring
Comparative Cost (High Steel Price)	\$16.4M	\$16.6M	\$19.2M	\$20.8M
% of Lowest Cost Option	100%	101%	117%	127%

The above estimates include all costs to complete construction. Ongoing maintenance needs are separate and costs have not been estimated.

Criteria were developed to support comparisons between the four alternatives as shown below in Table 3. Note that the "Operations and Maintenance" criterion is merely a ranking that reflects the relative cost and complexity of ongoing maintenance and periodic repairs. The Operations and Maintenance scores are not intended to represent cost estimates. A higher score in this category means that maintenance and repairs will be relatively less complex and will cost relatively less. For example, the Skipping Stone received a high score because it will have a low future maintenance cost compared to other options. The Suspended Ring received a low score, because this option will be more complex and costly to maintain than the other options, primarily due to the need to regularly paint large amounts of steel in this design.

Table 3. Evaluation Criteria (Higher number = better score)

Criteria	A Gates	B Skipping Stone	C Half Arches	D Suspended Ring	RAW DATA
Public Preference (from survey data)	17	36	26	22	
Total Project Costs - Phase II	100	99	85	79	
*TOTAL =	117	135	111	101	

Criteria	A Gates	B Skipping Stone	C Half Arches	D Suspended Ring	PROFESSIONAL JUDGMENT
Additional project Costs	8	7	7	3	
Environmental Impacts	3	3	3	5	
Geotechnical	8	8	6	10	
Structural	6	10	6	8	
Constructability	10	8	7	4	
Operations & Maintenance	8	9	8	4	
*TOTAL =	43	45	37	34	
*IN ALL CASES, THE HIGHEST NUMBER INDICATES HIGHEST-SCORING OPTION					

CONSULTANT DESIGN TEAM RECOMMENDATION:

While the choice is a City Council decision, the design team has made a recommendation of the option that in their professional judgment best supports the city goals for the Project:

- **Recommended Alternative – Skipping Stone Design**
- **Recommended Deck Width – 14 feet**
 - **Note:** a 14 foot width provides enough space for all anticipated uses without crowding. A 14 foot width may be divided with a centerline if desired/needed. To delineate separated uses (i.e., bikes and pedestrians) a minimum width of 16 feet would be required. The design team estimates this would add \$1.5M - \$2M to each of the options. The design team does not recommend additional widening to support use delineations due to the limitations on free movement, safety (speed differentials), and the potential for creating user conflicts.

Structural Alternatives

Four (4) bridge options have been developed as part of the Type, Size and Location study. Each of the options are shown below with key items highlighted.

Alignment and Profile

Initial studies were undertaken to explore alignment and profile alternatives. It was determined that an alignment where the centerline of the bridge profile was shifted to the west side of the

corridor was optimal for current and future improvements along the trail. A simple linear alignment with a "loop" structure at the park end is efficient, practical, and provides for an interesting park overlook and user experience.

Bridge Approaches

The south approach to the bridge is envisioned to be a fill-slope structure composed of retained earth and/or Mechanically Stabilized Earth (MSE) wall as a cost efficiency.



(Retained earth)

(MSE wall)

The bridge profile was determined to have a maximum 4.75% grade on the south approach, and a maximum grade of 4.3% along the "loop" centerline of the north approach, providing a grade on the inside of the loop of less than 5%. This profile meets all ADA requirements and allows for an uninterrupted grade on ascent/descent of the bridge structure. Paving will be used on the south approach to allow for limited settlement common to this type of construction without cracking.

Bridge Alternatives

The four selected alternatives are shown below, along with a discussion of specific engineering and construction details. Also included is a typical bridge cross-section for each alternative.

OPTION A- THE GATES



The Gates are comprised of a series of three V-shaped towers with stay cables supporting the bridge spans at their third points on each side of the deck. This option utilizes symmetric spans with equal towers at each location.

- **Foundations and Substructure**

The V-shaped towers are supported on pedestals attached to drilled-shaft foundations approximately 50 feet in depth.

- **Superstructure**

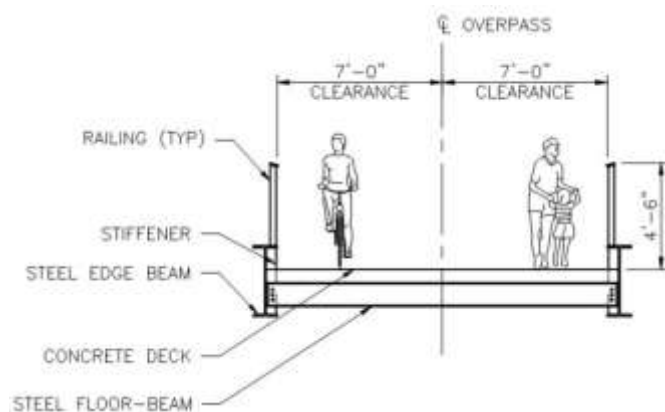
A simple and effective superstructure utilizing 2 edge beams, floor beams and concrete deck. Pedestrian railings attach to the top of the edge beams.

- **Constructability**

Construction can be accomplished using a balanced cantilever method. The decks are built-out in equal increments from the supports to the middle sections, which will then be dropped into place and spliced in with a single night-time road closure for each span (2 total)

- **Vibration Analysis**

Preliminary analysis indicates the need for damping structures on the two center spans. The dampers can be easily attached and remain accessible for adjustments and maintenance.



OPTION B - SKIPPING STONE



The Skipping Stone has a strong fluid form that engages the connection between Lake Washington and Totem Lake. The sense of motion of a skipping stone implies a reconnection between the community and nature

- **Foundations and Substructure**

The main spans are placed on post-tensioned "Y" piers supported on single drilled shafts. The same support system is used for the ramp structure, except that the drilled shafts are of a smaller diameter.

- **Superstructure**

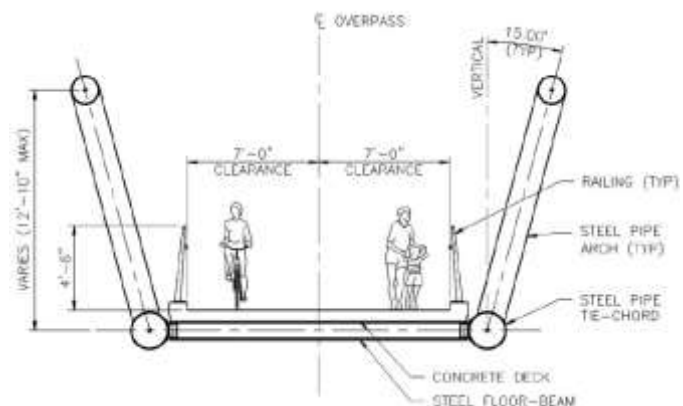
The Skipping Stone uses a system similar to The gates, except that the steel edge beams are composed of circular sections. Concrete curbs on each side of the deck provide attachment for railings.

- **Constructability**

Construction is straight-forward, but requires a larger laydown area for assembly of the steel arch components. Roadway closures may be a bit longer to place the main spans, but can be accomplished during night-time.

- **Vibration Analysis**

Damping is unlikely to be needed with this design due to the inherent stiffness of the structure.



OPTION C - HALF ARCHES



The Half Arches features two spans stepping down towards the lake and providing a landmark form with an expressive gesture of motion toward Totem Lake. Paired vertical elements create a series of portals and providing an interesting experience for users moving across the bridge.

- **Foundations and Substructure**

Each of the steel towers is supported on two drilled shaft foundations with backstay cable tie-down piers placed adjacent. Soil anchors are also anticipated to resist uplift forces. The loop ramp is supported on six circular concrete columns each on a single drilled shaft.

- **Superstructure**

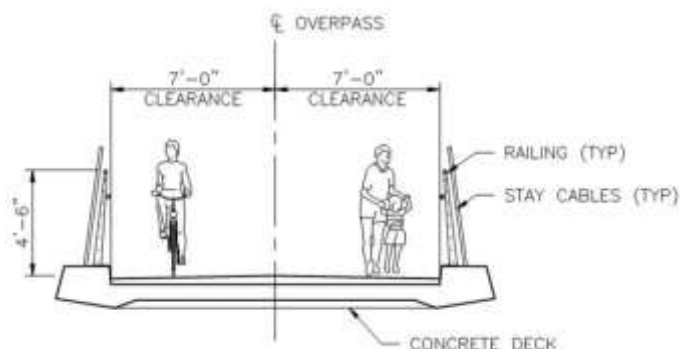
Deck sections are a combination of Cast-In-Place (CIP) sections at the higher-force areas, along with pre-cast panel sections, which can be erected one panel at a time in a balanced fashion.

- **Constructability**

The most complicated part to construct will be the arch support towers and arches. The arches will be assembled on the ground and lifted into place. The loop ramp will be a formed and CIP construction.

- **Vibration Analysis**

This option may require damping to resist user-induced vibrations. Further analysis will be needed to determine the exact need and placement.



OPTION D - SUSPENDED RING



The Suspended Ring places the main structural feature at the edge of Totem Lake Park and creates a visual way-finding element. Special "water droplet" portals are created within the cone of cables supporting the 'hovering' ramp structure above the wetlands.

- **Foundations and Substructure**

The main bridge sits on five piers, each supported by a single drilled shaft foundation. For the loop ramp, support is provided by a single mast attached to a drilled shaft with a floating attachment to allow some movement when loaded.

- **Superstructure**

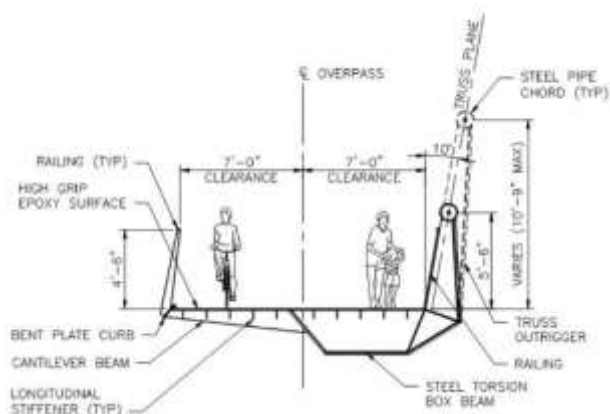
The superstructure is a unique built-up steel torsion box girder that resists bending and lateral loads. Support is provided by cables placed along the inside circumference of the ramp, providing an unobstructed view from the outer ramp edge.

- **Constructability**

This option requires the most complex fabrication and placement operations for erection of the loop ramp.

- **Vibration Analysis**

The Suspended Ring will require substantial dampening in the loop ramp structure. Dampers would be installed within the torsion box with access hatches for maintenance.

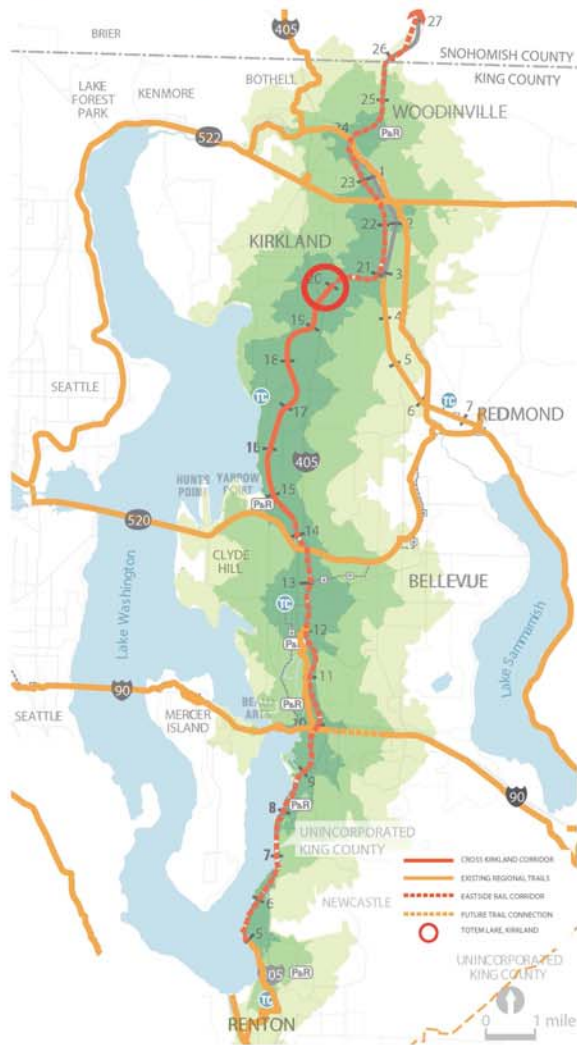


Conclusion

Staff is asking City Council to select a preferred alternative to advance to final design. While staff does not offer a recommendation, they have provided multiple viewpoints of various stakeholders, along with technical criteria, to aid City Council in selecting the alternative that best suits the multiple needs of the project and the City, now and into the future. If the Council needs additional information, staff will work to provide it as soon as possible in order to maintain the 2018 CMAQ grant deadline. If Council is prepared to select an alternative, it should do so by motion.

CKC TRAIL CHARACTERISTICS

REGIONAL TRAIL NETWORK

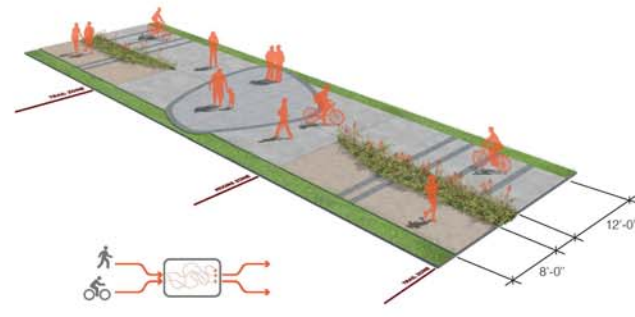


TRAIL TYPES AND ELEMENTS FOR THE CROSS KIRKLAND CORRIDOR (CKC) PER THE MASTER PLAN



PRIMARY TRAIL

The primary trail is envisioned as a shared use path that cyclists and pedestrians use, as it will tend to be wide, flat and smooth and will appeal to a wide variety of users. This trail is consistent with the vast majority of the regional trail system.



MIXING ZONES

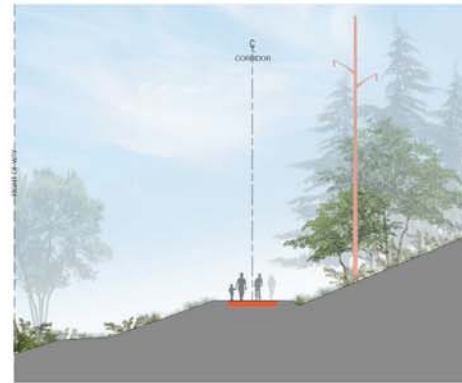
Areas of high activity along the trail corridor, including trail access points, pedestrian crossing points, and when the primary and side trails join apply a kit of parts to intuitively slow and alert trail users to "heads up" moments.



GRADE TRANSITIONED SIDE TRAIL

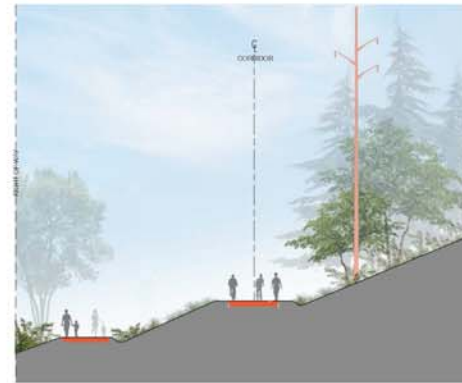
A side, parallel trail may provide an alternate, slower speed, less direct, more interesting and rich route for corridor users.

REPRESENTATIVE CKC TRAIL CONFIGURATIONS



NEAR TERM PRIMARY TRAIL

The primary trail is generally assumed to be on the old trackway alignment, on the centerline of the corridor. To provide the 16-foot (or wider) trail envelope, the existing track bed must be widened through a combination of cut/fill grading.



NEAR TERM PRIMARY TRAIL AND SIDE TRAIL

A parallel side trail may be added to the corridor where desired and where space and topography allow.



LONG TERM TRAIL WITH TRANSIT

The primary trail layout on the historic trackway allows for a future 40-foot transit envelope to be constructed east of the trail envelope. (See the Transit and Utility Study in the appendix of the CKC Master Plan document for more information.)

PROVIDING CONNECTIONS FOR A GROWING REGION

PUGET SOUND REGIONAL GROWTH PLAN



DESIGNATED REGIONAL GROWTH CENTERS AND MANUFACTURING/INDUSTRIAL CENTERS

EMERGING PRIORITIES

- 01 FULFIL THE VISION**
Distinguish the CKC as a unique cultural and recreational destination for the community and region. Provide an experience beyond that of a typical regional trail.
- 02 SUPPORT ECONOMIC DEVELOPMENT**
Utilize the corridor's development to catalyze economic growth, encouraging residential and commercial development that can charge the corridor and city with energy and vitality.

Totem Lake, 6th Street S, and the Parmac area are re-imagined as an "active zone" in this master plan.
- 03 CONNECT TO REGIONAL TRAILS/TRANSIT**
Connecting to new and existing trail/transit facilities will make the CKC available to more users and regional destinations.

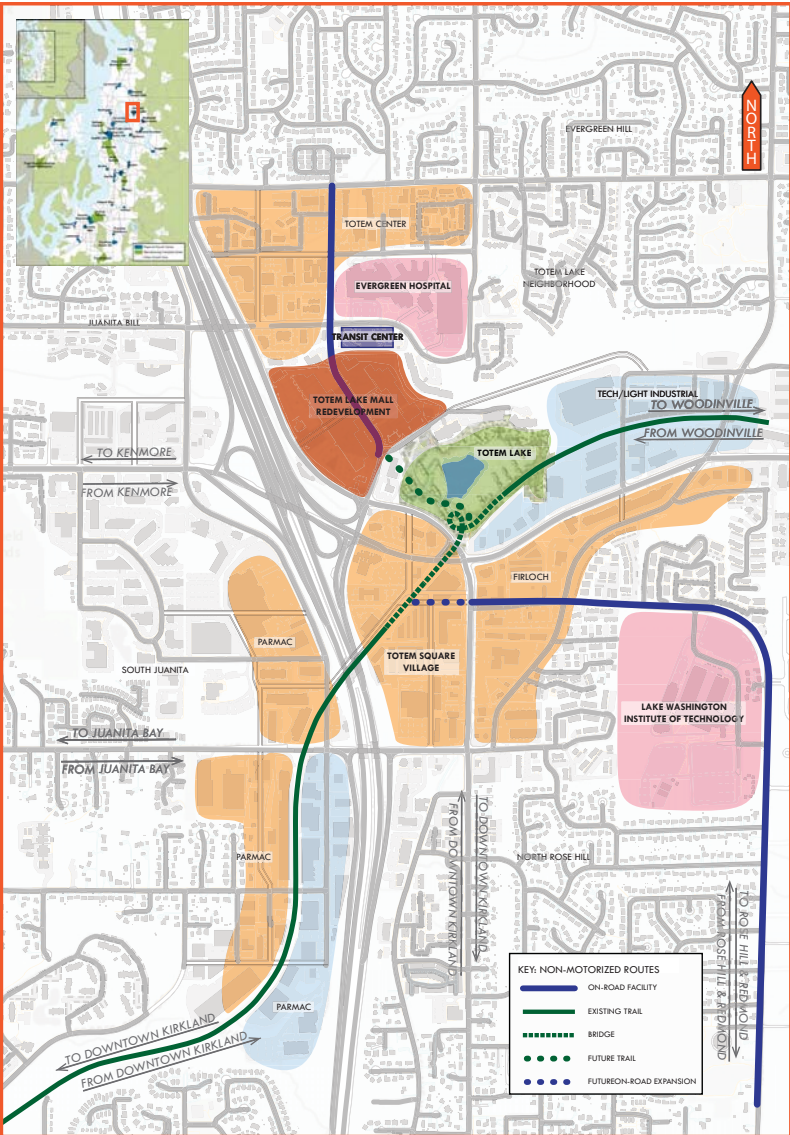
Connections to the South Kirkland Park and Ride, Totem Lake Transit Center, the new 520 trail, and Redmond Central Connector.
- 04 NON-MOTORIZED TRANSPORTATION ARTERY**
The CKC will connect with significant growth and density high-use areas with unimpeded travel.

Ensuring connections are made with the CKC and key streets, schools, parks, commercial land, and transit will maximize the public benefit.
- 05 SAFETY**
The Totem Lake Non-Motorized Bridge project will prioritize projects that significantly improve safety by providing CKC users with a grade separated crossing of 124th Avenue NE and NE 124th Street.

A convenient, direct link between the currently disconnected CKC Trail segments will greatly increase the functionality of the trail and will attract users.

The CKC Trail is a fully off-street facility that provides non-motorized commuters with a safe route to regional destinations.
- 06 CREATE A DESTINATION**
The CKC and Totem Lake Non-Motorized Bridge are envisioned to become destinations. This linear 'park,' with the future redevelopment of Totem Lake Park provides Kirkland residents and visitors with superb recreational opportunities and an enjoyable environment to travel within and between places.

TOTEM LAKE GROWTH PLAN

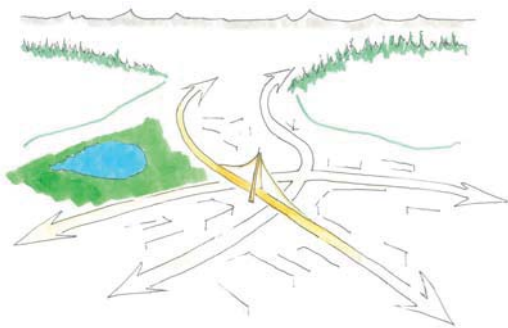


COMPOSITE DEVELOPMENT AND INFRASTRUCTURE PLAN

BRIDGE GOALS, ALIGNMENT, AND EXPERIENCE

PROJECT DESCRIPTION

A grade-separated crossing of NE 124th Street and Totem Lake Boulevard provides safe passage across the highest traffic intersection on the CKC. This crossing is envisioned to be a structurally expressive bridge that will become a landmark for the City and Totem Lake as one of the more dramatic experiences on the corridor, its form is derived by the restrictions imposed by clearance requirements of traffic and overhead power lines. The passage of the trail over this busy intersection becomes a gateway to the neighborhood as well as a powerful symbol for the growth and change of Totem Lake into an increasingly important center of retail, residential, and commercial activity for Kirkland and the region.*



CKC TOTEM LAKE PARK AND BRIDGE VISION



CKC MASTER PLAN TOTEM LAKE GATEWAY AND PARK PLAN

PROPOSED BRIDGE ALIGNMENT



PROPOSED BRIDGE ALIGNMENT

*Text excerpt from CKC Master Plan

HOW THE NEW BRIDGE WILL FIT INTO THE SITE



01 SOUTH APPROACH FROM 124TH AVE NE



02 NORTH APPROACH FROM THE 120TH AVE NE



03 NORTHEAST APPROACH FROM TOTEM LAKE BLVD



AERIAL VIEW OF THE FUTURE BRIDGE SITE LOOKING SOUTHWEST



08 EAST APPROACH FROM NE 124TH STREET



07 WEST APPROACH FROM NE 124TH STREET



04 NORTH APPROACH FROM THE EXISTING CKC



05 VIEW OF TOTEM LAKE FROM EXISTING BOARDWALK TRAIL



06 SOUTH APPROACH FROM THE EXISTING CKC

BRIDGE CONCEPT STUDIES

STARTING FROM A WIDE RANGE OF BRIDGE TYPES

As a start of the design exercise, a wide range of un-vetted structural systems and forms were conceived for the site as showcased below in the following sketches. A handful of them are vetted as the most appropriate for the site, meeting constructability needs, and providing an attractive crossing. See more information on these concepts as described to the right.



A: TRUSS



B: THROUGH GIRDER

* 01



C: STRESS RIBBON



D: SUSPENSION



E: CABLE STAYED / GIRDER



F: CABLE STAYED



G: ASSISTED GIRDER

* 02



H: TIED ARCH

* 03



I: ARCH CABLE STAYED

* 04



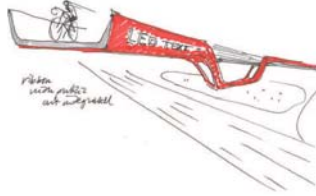
J: TRUSS / SUSPENDED RING GIRDER

* 05

VETTED BRIDGE TYPES

The following five bridge types and underlying themes are being evaluated for the crossing, which includes distinctly different forms.

Within each bridge type, there are variations and refinements to be further studied and their structural system analyzed to find the most appropriate general arrangement for each.

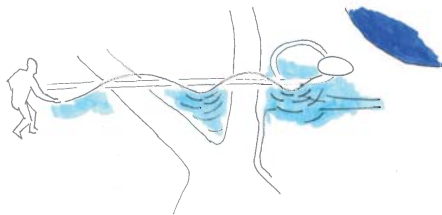


01 - A CONNECTIVE RIBBON

A ribbon with integrated art in the form of text (poetry) and/or a pattern, which can be illuminated at night.

The ribbon can turn down to the traffic island while the bridge deck continues with transparent railing, to create an unexpected opening at the bridge deck with a dynamic sculptural form at the island.

The strong horizontal form of this approach is not in conflict with existing site features.

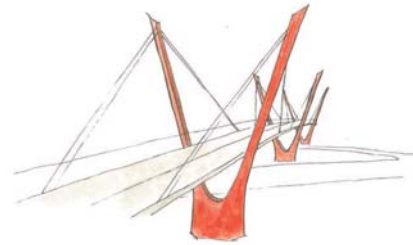


03 - SKIPPING STONE - LINKING THE WATERWAYS

A bridge type with fluid form, engaging the connection between Lake Washington and Totem Lake.

The implied sense of motion of a skipping stone towards Totem Lake expresses the reconnection between the community and nature.

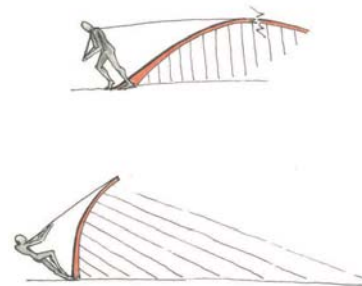
The undulating form of this theme is not in conflict with existing site features.



02 - THE GATES

A memorable procession of structure celebrating the arrival of the CKC trail to Totem Lake.

The elegant repetitive structure offers the excellent economy of sculptural towers and an "assisted girder" span arrangement.



04 - HALF ARCHES

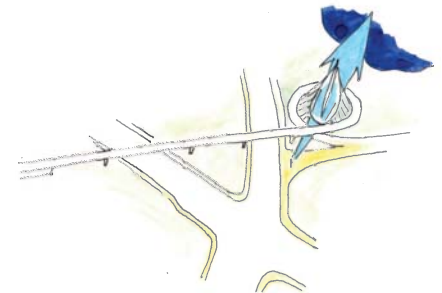
A distinct bridge type offering both a landmark form and expressive gesture of motion towards Totem Lake. Two "half-arch" spans with varied height, step down towards the lake.

Paired vertical elements create a series of portals, an exciting experience providing a sense of passage.

This dynamic form is not in conflict with existing site features.

DESIGN GOALS

- **A BRIDGE WORTHY OF AFFECTION:** A distinct and memorable form as experienced while using the bridge, from the streets, and as seen from future development.
- **TRAIL USER EXPERIENCE:** Attention to detail in all elements within reach and view, inclusive of the character of the underside of the structure.
- **Intuitive Way-finding:** Thoughtful placement of structure, convenient alignment, and "nodes" to allow ease of orientation.
- **CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED):** Clear sightlines throughout project.
- **SENSE OF MOVEMENT:** Exploring dynamic forms that create a sense of motion across the site.
- **INTEGRATION WITH THE SETTING:** Design of a structure that stands in harmony with its surroundings and responds to the various constraints and features of the site.
- **EASE OF CONSTRUCTION AND FABRICATION:** Minimizing traffic disruption at the busiest intersection in Kirkland.



05 - SUSPENDED RING

The structure becomes a visual way-finding linkage through the new corridor and park areas, connecting the community to nature.

A special "droplet" portal within the cables supporting the "apparently hovering" loop ramp structure frames the view onto Totem Lake.

The undulating eccentric truss spans and canted pylon create a crescendo that is not in conflict with existing site conditions.

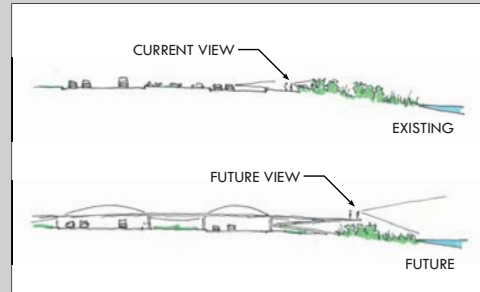
BRIDGE ELEMENTS AND FEATURES

BRIDGE EXPERIENCE



SOUTH APPROACH

Creates a sense of arrival at a major regional connection and a safe point of entry to the structure. The secondary gravel trail will continue along the existing rail bed to NE 124th St.



NEW VANTAGE POINT OF TOTEM LAKE

The spiral ramp creates a new viewing opportunity of Totem Lake. This vantage point will provide a good wildlife viewing area. Potential seating could compliment this feature.



BLUE HERON, ARDEA HERODIAS



RED-LEGGED FROG, RANA RUBROPELLEA



RED-WINGED BLACKBIRD, AGELAEUS PHOENICEUS



NORTH "NODE"

The bridge landing at the north end will utilize a "node" to meld the connection between the CKC trail and the future boardwalk system planned to encircle Totem Lake Park. This "mixing" zone could include seating, plantings, and / or way-finding elements, similar to the examples pictured to the right.



LANDSCAPE RECESSED SCULPTURAL SEATING

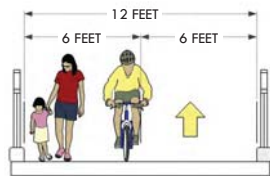


SEATING BOULDERS

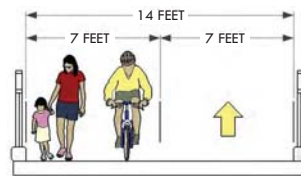


SEATING INTEGRATED INTO THE LANDSCAPE

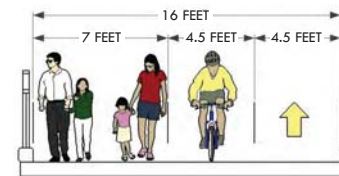
BRIDGE WIDTH



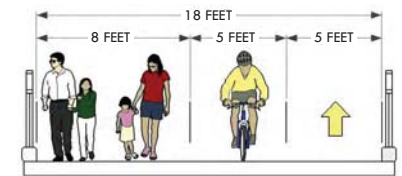
12 FOOT WIDTH*: \$



14 FOOT WIDTH*: \$ \$



16 FOOT WIDTH*: \$ \$ \$



18 FOOT WIDTH*: \$ \$ \$ \$ \$



LAKE HODGES PEDESTRIAN BRIDGE

SAN DIEGO, CA

STRESS RIBBON

12 FOOT CLEAR WIDTH



DELTA PONDS BRIDGE

EUGENE, OR

CABLE STAYED

14 FOOT CLEAR WIDTH



SWANSEA BRIDGE

SWANSEA, UK

CABLE STAYED

16 FOOT CLEAR WIDTH



IRON BRIDGE

FRANKFURT, GERMANY

SUSPENSION

18 FOOT CLEAR WIDTH

*These are representative to illustrate cost versus width.

OPTION A - THE GATES



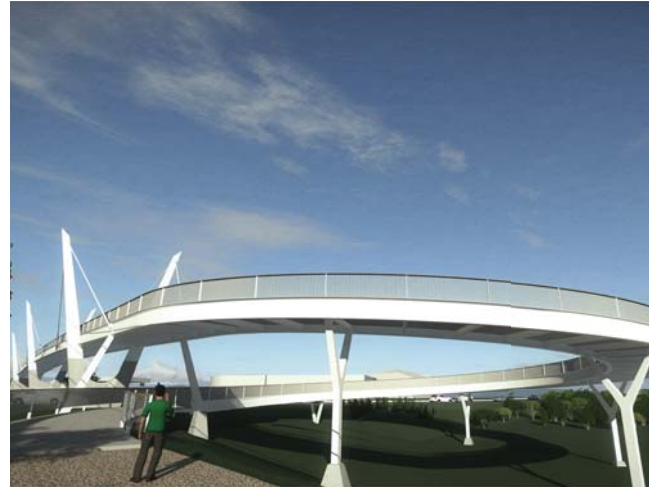
A MEMORABLE PROCESSION OF STRUCTURE

Using slender edge-beams to span the roadways, stay-cables from the towers provide intermediate support to the 165-foot spans. The same structural system is continued in the loop ramp with Y-shaped piers spaced evenly through the curve.



01

BIRDSEYE VIEW LOOKING NORTH



02

VIEW SOUTH FROM CKC TRAIL



03

VIEW EAST FROM TOTEM LAKE BLVD



04

VIEW WEST FROM NE 124TH ST



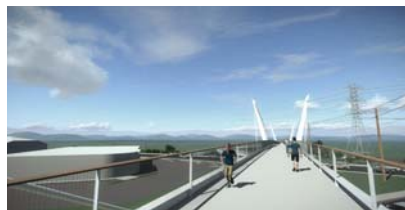
05

VIEW NORTH FROM SPIRAL RAMP



06

VIEW NORTH FROM ABOVE THE TRAFFIC ISLAND



07

VIEW NORTH FROM THE SPAN ABOVE NE 124TH ST

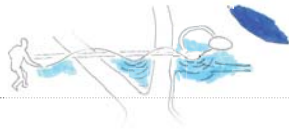


08

VIEW NORTHEAST FROM NE 124TH ST

*Material colors shown in renderings do not indicate final colors

OPTION B - SKIPPING STONE



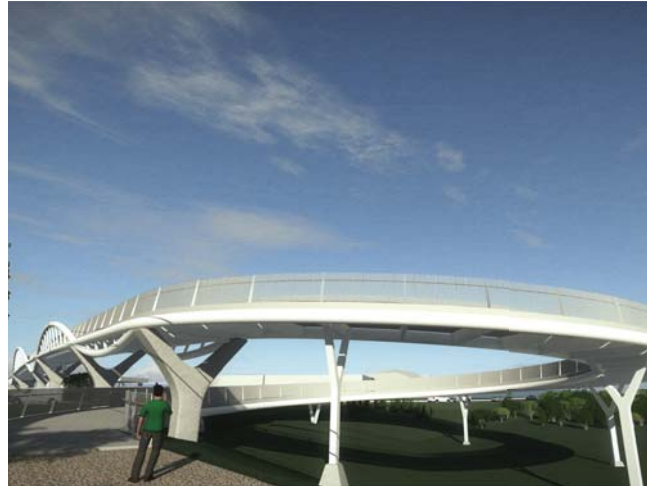
LINKING THE WATERWAYS

A series of inverted and conventional arch-spans carry users across the intersection. In the loop ramp, the tie-chords become edge-beams spanning between Y-shaped piers spaced evenly through the curve.



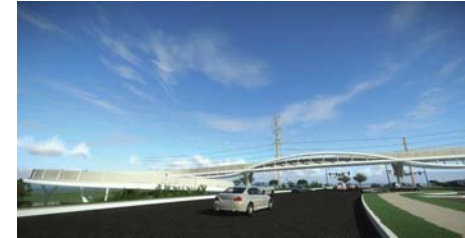
01

BIRDSEYE VIEW LOOKING NORTH



02

VIEW SOUTH FROM CKC TRAIL



03

VIEW EAST FROM TOTEM LAKE BLVD



04

VIEW WEST FROM NE 124TH ST



05

VIEW NORTH FROM SPIRAL RAMP



06

VIEW NORTH FROM ABOVE THE TRAFFIC ISLAND



07

VIEW NORTH FROM THE SPAN ABOVE NE 124TH ST



08

VIEW NORTHEAST FROM NE 124TH ST

*Material colors shown in renderings do not indicate final colors

OPTION C - HALF ARCHES



STEPPING DOWN TO THE LAKE

This asymmetric cable-stayed bridge uses curved towers to support the roadway spans with back stays tethering the towers to terra firma. In the loop-ramp, simple concrete piers are spaced evenly to provide support through the curve.



01

BIRDSEYE VIEW LOOKING NORTH



02

VIEW SOUTH FROM CKC TRAIL



03

VIEW EAST FROM TOTEM LAKE BLVD



04

VIEW WEST FROM NE 124TH ST



05

VIEW NORTH FROM SPIRAL RAMP



06

VIEW NORTH FROM ABOVE THE TRAFFIC ISLAND



07

VIEW NORTH FROM THE SPAN ABOVE NE 124TH ST



08

VIEW NORTHEAST FROM NE 124TH ST

*Material colors shown in renderings do not indicate final colors

OPTION D - SUSPENDED RING



CONNECTING THE COMMUNITY TO NATURE

This unique structure uses a fluid truss along only one edge of the deck to span across the roadways. This transitions into a highly unique loop-ramp that is suspended by cables from a single pylon.



BIRDSEYE VIEW LOOKING NORTH



VIEW SOUTH FROM CKC TRAIL



VIEW EAST FROM TOTEM LAKE BLVD



VIEW WEST FROM NE 124TH ST



VIEW NORTH FROM SPIRAL RAMP



VIEW NORTH FROM ABOVE THE TRAFFIC ISLAND



VIEW NORTH FROM THE SPAN ABOVE NE 124TH ST



VIEW NORTHEAST FROM NE 124TH ST

*Material colors shown in renderings do not indicate final colors

BRIDGE OPTION COMPARISON

OPTION A - THE GATES



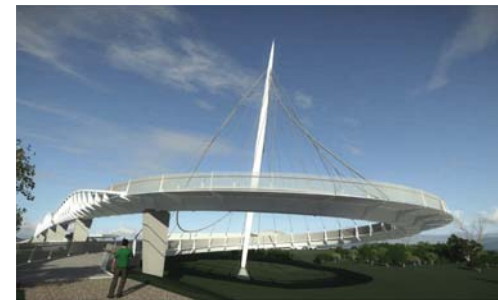
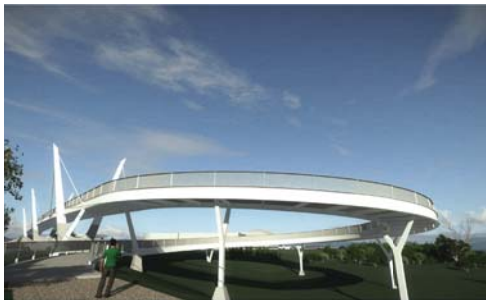
OPTION B - SKIPPING STONE



OPTION C - HALF ARCHES



OPTION D - SUSPENDED RING



*Material colors shown in renderings do not indicate final colors



Cultural Arts Commission Meeting Minutes
May 17, 2017 4:00-6:00pm
Kirkland City Hall – Council Chambers

Present: Ryan James (Chair), Carol Belval (co-chair), Gaerda Zeiler, Marianna Hanefeld, Lani Brockman, Dawn Laurant, Nancy Whittaker, Michelle Lustgarten, Sophie Dutton, Barbie Collins-Young, Linda Paros.
Staff: Ellen Miller-Wolfe, Philly Marsh

Absent: Christine Exline, Dana Nunnelly,

Guests: Aaron McDonald, 124th Street Bridge Project Manager

Welcome:

Meeting came to order at 4:05pm. Minutes from the April 19 retreat were approved (Marianna moved, Michelle seconded, unanimous)

Totem Lake Connector

Aaron recapped the status of the project and presented various views of the four designs in consideration for the bridge.

The Cultural Arts Commission offered their input and discussed what it liked and didn't like about the presented bridge designs as well as presented individual commissioner concerns for Aaron to incorporate into the June 6th memo to City Council. (Comments are from individuals unless otherwise noted).

- Are there any concerns about disrupting bird flight patterns?
- What discussions around color have occurred? (Color has a lot to do with design and how it sits in landscape).
- One commissioner is drawn to the half arches because it is iconic.
- One commissioner stated that "If the goals are to integrate/provide a gateway/sense of place and focus on user experience, these designs do not achieve them. Nothing portrays a sense of place or gateway."
- Several commissioners alluded to the bridge built for the future Totem Lake area and lead the area into the future. The bridge will become better integrated the farther into the future.
- Like the suspended ring because it offers opportunities for specialized lighting that becomes iconic in Kirkland.
- The skipping stone is the only one that offers a sense of place because of the water symbolism and color that could be incorporated.
- From a walking perspective, unobstructed views out should be provided. All of the cables overhead make it too cluttered. Cables competing with the powerlines are very distracting
- The gates and half arches compete with too many other things in the environment.
- Curvilinear shapes complement the surrounding environment.

- The suspended ring from the lake view looks like an art piece and becomes a focal statement piece.
- The gates design feels like a slingshot and is very angular.
- The skipping stone has the best dramatic view.
- Skipping stones can go further with color and is the best mimic of the landscape and contrast with vertical buildings that will sprout around it.
- Skipping stone can become very dramatic with lighting and color.
- Is it possible to combined Skipping Stone and Suspended Ring?
- Suspended ring is the iconic option –a surprise and unique. It differentiates Kirkland and creates something to explore.
- One commissioner had the expectation that the bridge design was going to be something more awe inspiring.
- Skipping stone is a bridge that can be found anywhere. Conceptually this commissioner likes it, but it does not seem iconic.
- A commissioner liked the half arches as it was best for a gateway.
- Several commissioners commented that too many cables in the area clutter and obstruct the sky and expanses.
- Suspended ring and rain drop shape is iconic.
- Lighting and color can add a lot to the design
- CAC needs to be involved all the way through the design process to have input into light and color decisions.
- The least like option is The Gates.
- Half Arches and Gates seem out of scale. This commissioner was critical of too much blockiness in the supports.
- Recommendation to bury the wires.
- What are the connections to neighborhoods?

Fire Station 25

There were four candidates that were interviewed and Perri Howard was selected as the artist for Fire Station 25. The majority of the project will take place over this summer.

Call for CKC Artist

This year the artist is required to be more involved in the community and have 3-5 community engagement opportunities through large publicly attendee events. The call will go out ASAP so the artist can take advantage of the summer months.

Staff Updates

Parks Projects Update: Carolyn Law is under contract for the art consultant working with Berger Partnership to develop ideas for the Totem Lake Park.

An RFP is out for an art consultant to assist with three other parks projects.

Greenway Projects Update: Staff is finalizing an RFQ for an art consultant to develop a workbook of ideas that will be approved by the Cultural Arts Commission and City Council and then given to the

Greenway Project Managers to use with the neighborhoods while creating these Greenways. Greenway projects will be up to \$1000 with work performed by neighborhood groups.

Sidewalk Art Update: The first medallion was installed in the South Parking Lot and a specifications sheet is being prepared for project managers of future sidewalk projects. Medallions will be ordered from the steel fabricator as needed, so there is no reason to store them at the City.

Park Lane Update: Staff met with Kirkland Arts Center to handoff two-year operation of the Park Lane Outdoor Sculpture Gallery to KAC in accordance with the public benefit requirement of the seismic update contract with the City.

Utility Boxes: Staff was asked by community activist Sue Contreras to bring the idea of wrapping utility boxes to the Commission. There are two in downtown she would like covered. She wants to represent something historical. Barbie, Lani and Marianna are happy to assist with consulting on artwork on boxes.

Village at Totem Lake: CenterCal, developer of the Totem Lake Mall is interested in local artists but would like to start with the retention of a curator to develop concepts. Staff has suggested several names of artists that are familiar with Totem Lake projects, but commissioners can give Ellen any other suggestions for art consultants.

Access for All

Sub regional plans need to be completed before money gets distributed. Lani Brockman reported that StudioEast is slated to get \$275,000 annually for 7 years. Staff is trying to put together an informational session for organizations to learn more.

Budget

The budget that was developed in the retreat and included in the April meeting minutes was approved. (Gaerda moved, Lani seconded, unanimous)

Meeting adjourned at 5:47pm

Minutes prepared by Philly Marsh

Memo



To: Name
From: Guy Michaelsen
Subject: Memorandum

Date: 5.19.17
Page: 1 of 4

We are thrilled to see the Totem Lake Connector (TLC) taking steps toward realizing the vision of the Cross Kirkland Corridor Master Plan. In reviewing the current four alternatives, we offer the following input to be weighed as the alternatives are considered to move forward to the next steps of realization.

Overall Considerations

We offer the following general input or considerations that apply to all of the bridge alternatives.

Consider the Bridge Purpose: As the only new grade-separated crossing on the CKC, the TLC is necessary to bridge trail users over the most heavily traveled streets on the corridor. It is inherently a challenge to get trail users to choose to use a bridge. Therefore, the TLC must become the intuitive and obvious choice by making it attractive and rewarding to cross and easy to use, with adequate space and ramping to make it functionally successful.

Bridge as Experience: The TLC must be a rewarding experience for its users. The best user experience on the bridge will be ascending or descending the eastern spiral, both for the design and also for the rich environment through which it passes, with views of Totem Lake Park and green hillsides beyond. The experience of the spiral will be the reward for choosing to cross the bridge. All current designs provide a stunning engineered ring, but all seem to focus on movement along the trail. There is a need to provide spaces and eddies for people to stop on the spiral (particularly those climbing) to enjoy the experience and the views. Beyond places to pause, these can be culturally rich places with integrated art and storytelling (interpretive) opportunities.

Bridge as Icon: As the TLC will be seen from afar, it invites the opportunity to craft an icon, and all the designs are certainly achieving that purpose. In assessing the iconic quality, it is important to remember for bridge users, the crossing of 124th and Totem Lake Boulevard, while highly visible, will not be a rewarding part of the crossing. However striking from afar, crossing traffic is not particularly rewarding. A caution is to not let the icon of the bridge from afar become more important than the experience and function of crossing the bridge.

Memo



To: Name
From: Guy Michaelsen
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Date: 5.19.17
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One consideration to enhancing the street portion of the crossing would be to shape an introverted experience, which is not one of the current proposals and would be a significant design departure. The overhead elements shown in the master plan rendering, while not structural elements, were an attempt to craft edges and overhead that could create a more introverted experience. While an introverted bridge could be considered, we are not compelled to make that a recommendation, simply a consideration.

The Triangle: One of the assets of the TLC alignment is the existence of the traffic triangle under the bridge to break the crossing into smaller spans and provide structural support, as all the proposals do. However, the triangle can also be used as an opportunity to craft a landscape element that is born of terra firma and supports the bridge. This could be every bit as iconic as the bridge itself, and very unique to the TLC. None of the current schemes seem to leverage the opportunity of the triangle beyond merely being a location of a structural support. Further design development should leverage this area (however small it may become as roadway projects may reduce its size).

The West Approach: As the CKC approaches NE 124th Street from the undercrossing of I-405, the trail is currently in a trench and grade drops to the street. This existing condition is a natural place to use a prism of fill to create an on-grade approach that seamlessly and intuitively will lift trail users to the crossing while also better connecting the trail to the adjacent properties that currently back on the corridor. This connection could encourage redevelopment to front on and activate the corridor. An added benefit of an on-grade approach is that it can easily incorporate a potentially heavily used stair connection to 124th to draw users to the bridge who might otherwise be obligated to cross on the surface streets. All four bridge schemes show the bridge extending well south of NE 124th.

We recommend that the grading studies attempt to locate the south bridge abutment at 124th and provide all grade transition to the south on fill, where it can become valued landscape and potentially interface with adjacent properties. An added benefit of such a move is that it would significantly save costs, as the fill is less expensive than the bridge. It would also reduce the perceived length of the bridge, therefore making it more intuitive and desirable for trail users to cross. If the western approach is to

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become fill instead of bridge structure, there might be a need to “rebalance” the structural members across the reduced length of the bridge.

Scheme-Specific Considerations:

Skipping Stone: The structural truss, while less high and visible from afar, can be every bit, and perhaps more, of an icon for the TLC. It is unique to its place, with a rich and very honest design. The truss “skipping” above the deck as it crosses 124th helps to buffer and “introvert” the experience of crossing the street, which is positive. The eastern ring, while structurally simple, works well and is interesting to pass under as the spiral connects to grade. The skipping stone design appears to be nicely flexible to accommodate an on-grade fill approach from the west.

Half Arches: While a stunning piece of engineering, it feels almost too grand for this location and seems to be driven more by the TLC as an icon from afar than by the experience of crossing the bridge. The emphasis seems to be investing in the engineering over the street at the cost of the spiral experience. The westernmost half arch seems to be at odds with the idea of a western fill-based approach. As an alternative, a single half arch in the triangle with the ability to support both spans feels like a more appropriately scaled structural gesture for this crossing.

The Gates: The gates are a simple and clean design, though it may almost be too subtle as an icon. We like the rhythm of the gates when viewed from afar, yet the cable structure does not significantly add to the experience of passing over the bridge. The westernmost gate/tower could be incorporated as part of a sculptural abutment to the west if a fill solution is used at that spot. While intriguing, it is not particularly unique in its appearance or a signature shaped by this place. We appreciate the flared columns supporting the spiral.

Suspended Ring: This is a completely unique form and differs from the other three schemes as it places the structural focus of the bridge off center into the natural area, weaving it into the signature experience of crossing the bridge. While counterintuitive to place the signature away from the roadway crossings, we believe this is more iconic as a juxtaposition inserted into the Totem Lake landscape. While highly subjective, we have not seen a bridge like this before, making it both innovative and iconic, though it does recall the “Hovenring” that so many stakeholders gravitated to during the CKC

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master plan process. We also appreciate the robust structural truss crossing the streets, as this solution buffers trail users from the traffic below, providing a more introverted experience. Like Skipping Stone, this scheme adapts well to an on-grade fill approach from the west.

Preferences:

Based on both measuring the functional success, but also subjective judgement, we recommend further development of the Suspended Ring or Skipping Stone schemes, with a passion for the Suspended Ring as a unique icon for the city and an experience that is unique and strong enough to draw people in. It is easy to imagine the Suspended Ring gracing the covers of magazines and Kirkland materials with its beautiful backdrop of Totem Lake. We believe it best meets the vision for the Totem Lake Connector initiated in the CKC master plan process.

We hope our observations and recommendations are of value as you consider the next steps in developing the Totem Lake Connector and are happy to be able to further this conversation with you.

End of Memo



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MAY 2017
CITY OF KIRKLAND

TOTEM LAKE CONNECTOR

TYPE, SIZE AND LOCATION STUDY

PROJECT NO.	DOCUMENT NO.				
A088367	A088367-REP-001-TSL-PC				
VERSION	DATE OF ISSUE	DESCRIPTION	PREPARED	CHECKED	APPROVED
Draft	2017 May 12	TS&L	KADI	SCVA	SCVA

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1 Executive Summary

The Totem Lake Connector is a grade separated crossing of NE 124th St and 124th Ave NE / Totem Lake Boulevard dedicated to non-vehicular travel of pedestrians and cyclists. This bridge crossing will provide quick, safe passage across the busiest intersection in the City of Kirkland. The City desires a structurally dramatic bridge that will become a gateway for Totem Lake.

This report summarizes the data gathering, studies, and concept design undertaken during schematic design. Four alternatives are developed and described herein. An Evaluation Criteria was established for assessing the preferred alternative and the **Skipping Stone concept is recommended as the option to take forward to Final Design.**

1.1 Purpose of Report

This report documents the preliminary design efforts associated with the bridge Type, Size, and Location (TS&L) study. In the body of the document, the details of data gathering and the design process are explained, with the Appendices collating the various reports and studies associated with discipline investigations undertaken to date.

Building on the work of previous reports and the CKC Master Plan, this report describes the design criteria, site conditions/constraints, presents the design process, alternatives studied, comparable cost estimates between alternatives, constructability concerns, the evaluation matrix used to compare the alternatives, and provides a recommended alternative to carry forward to 30% design.

1.2 Project Description

The Totem Lake Connector (TLC) is a non-motorized bridge that will connect the CKC spanning the intersection of NE 124th St and 124th Ave NE / Totem Lake Blvd. The passage of the Cross Kirkland Corridor (CKC) trail over this busy intersection is a powerful symbol of the prioritization of active transportation in the City. Totem Lake is designated

as one of several Regional Growth Centers in the Puget Sound Region, and therefore carries increasing importance as a center for retail, residential, and commercial activity.

The preferred alignment of the TLC is shown in Figure 1 below. The bridge will begin on the south end of the site with a retained earth approach ramp, shifting the user pathway slightly to the west of the interim trail. The bridge structure will pass over NE 124th Street onto supports located in the traffic island between NE 124th St and Totem Lake Blvd. The bridge will then pass over Totem Lake Blvd and land on supports just north of Totem Lake Blvd. The bridge will then descend around the loop ramp to eventually join back with the interim CKC trail on the north side of the intersection.



Figure 1: Project Site Layout and Bridge Alignment

1.3 Reference Reports

Development of the Totem Lake Connector was based on the following reports and guidelines. Several of the reports listed below include references to previous work regarding the bridge site:

- Totem Lake Park Master Plan, 2013
- City of Kirkland Design Guidelines for Totem Lake Neighborhood, 2006
- City of Kirkland Design Guidelines for Pedestrian-Oriented Business Districts, 2012
- Cross Kirkland Corridor Master Plan, 2014
- City of Kirkland Comprehensive Plan – Totem Lake Neighborhood, 2011

1.4 Background and History

The Totem Lake Connector is part of a larger vision for the CKC and was conceived during development of the CKC Master Plan. The Master Plan identifies a corridor-wide approach to developing the Kirkland-owned 5.7 miles of the larger (40+ mile) Eastside Rail Corridor (ERC). Corridor development is to include a shared-use trail within the city limits, connecting with future ERC improvements. The TLC will also support elements of the Totem Lake Park Master Plan, developed by the Kirkland Parks Department. The Totem Lake Park Master Plan as well as the CKC Master Plan envision a crossing at this intersection to connect the CKC with the rest of the regional trail network (shown in Figure 2).

Totem Lake is a designated Regional Growth Center within the Puget Sound Region. The Totem Lake Master Plan envisions growth of the urban center, to prioritize pedestrians and cyclists, and to encourage active transportation between community events, residential, retail, and commercial. The connectivity provided by the TLC is a key piece of the redevelopment vision to make this an attractive place to live and work, while accommodating regional commuters, and attracting visitors.

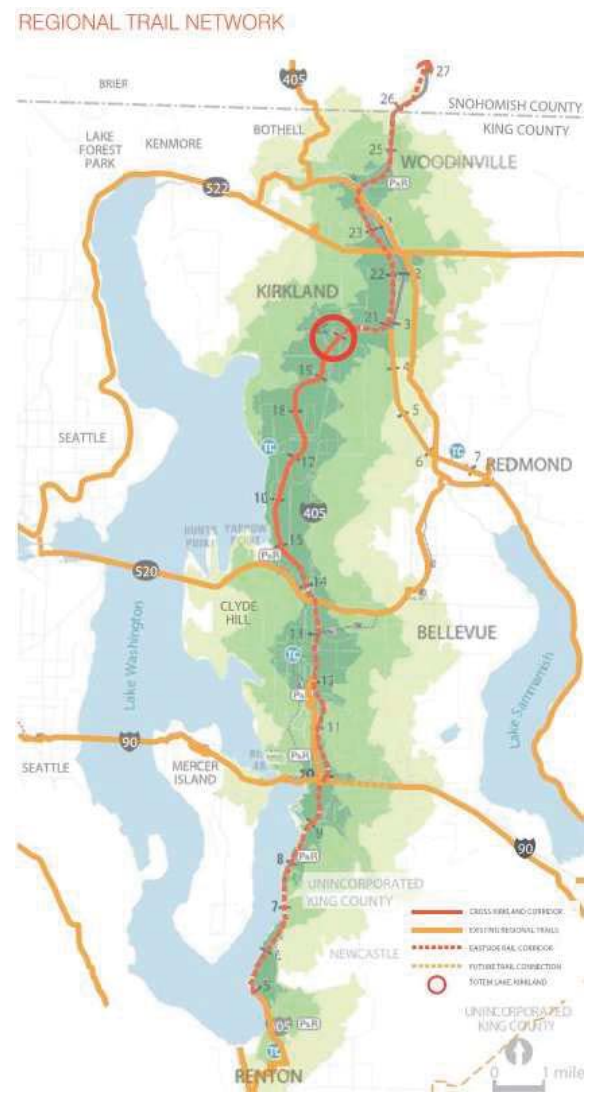


Figure 2: Regional Trail Network

2 Bridge Design Criteria

The bridge design criteria are described in detail in the Basis of Design document in Appendix C, which covers:

- > Design Codes
- > Materials
- > Bridge Geometry
- > Design Loads
- > Deflection Criteria
- > Vibration Criteria
- > Foundation Considerations
- > Analysis

Fire access is not required on the bridge. The City has stated they will respond by accessing the bridge on foot to respond to emergencies, the same way they do on the rest of the CKC Trail.

3 Project Goals and Objectives

The Totem Lake Connector will seek to improve pedestrian traffic flow and access, minimize environmental impacts, create a "gateway" to the Totem Lake area and enhance the character of the area, while also being responsive to ongoing current and future development. In developing bridge alternatives, the following City of Kirkland project goals and objectives were considered/implemented:

- > **Fulfill the Vision** - Distinguish the CKC as a unique cultural and recreational destination for the community and region. Provide an experience beyond that of a typical regional trail. Design a structure that stands in harmony with its surroundings and responds to the various constraints and features of the site.
- > **Support Economic Development** - Utilize the corridor's development to catalyze economic growth, encouraging residential and commercial development that can charge the corridor and city with energy and vitality.
- > **Connect to Regional Trails** - Connecting to new and existing trail facilities will make the CKC available to more users and regional destinations. A convenient, direct link between the currently disconnected CKC Trail segments will greatly increase the functionality of the trail and will attract users.
- > **Non-Motorized Transportation Artery** - **The CKC will connect with significant growth and density high-use areas with unimpeded travel.** Ensuring connections are made with the CKC and key streets, schools, parks, commercial land, and transit will maximize the public benefit.
- > **Safety** - The Totem Lake Connector project will significantly improve safety by providing CKC users with a grade-separated crossing of 124th Avenue NE and NE 124th Street. Crime Prevention through Environmental Design (CPTED) will be implemented by providing clear sightlines throughout the project.
- > **Create a Destination** - The CKC and TLC are envisioned to become destinations. This linear 'park', with the future redevelopment of Totem Lake Park, provides Kirkland

user

residents and visitors with superb recreational opportunities and an enjoyable environment to travel within and between places.

- > **Ease of Construction/Fabrication** - Minimizing traffic disruption at the busiest intersection in Kirkland.
- > **Minimize Environmental Impacts** – Limit impacts to nearby wetlands and natural site features.

4 Project Constraints

The project site has several constraints that have been considered and accounted for in this TS&L study. Included in these constraints are the CKC right-of-way, high traffic roadways (NE 124th St. and Totem Lake Blvd), light controlled intersections, roadway stopping sight distances, storm sewer, sanitary sewer force-mains, power transmission lines (existing and proposed), drainage ditches, wetlands/environmental setbacks, and future NE 120th St roadway extension.

4.1 Utilities

Utilities in the project vicinity include overhead power lines, cable and underground phone lines, and several types of sewer lines. The utilities present have the following owners/stakeholders:

- > **Sewer and Stormwater** – North Shore Utility District, King County Water Treatment Division (along corridor), City of Kirkland (COK) Stormwater sewer
- > **Water and Irrigation** – City of Kirkland (COK)
- > **Power Lines** – Seattle City Light, Puget Sound Energy
- > **Fiber optic Line** – Zayo Group

Through coordination with each of the utility owners listed above, an understanding of the utilities present on the site has been established, along with the appropriate setbacks associated with each. Utility locations are included in the overall survey base map produced as part of the field survey (see Figure 3). The bridge alternatives attempt to avoid impacts with underground and overhead utilities from the foundations and superstructure support system. Construction activities have been considered for each alternative as well.

The bridge structure will be set back from overhead powerlines and structures using appropriate clearances. These clearances have been calculated for PSE lines and provided by SCL for the respective lines passing through the site. This information and analysis is included in Appendix D.

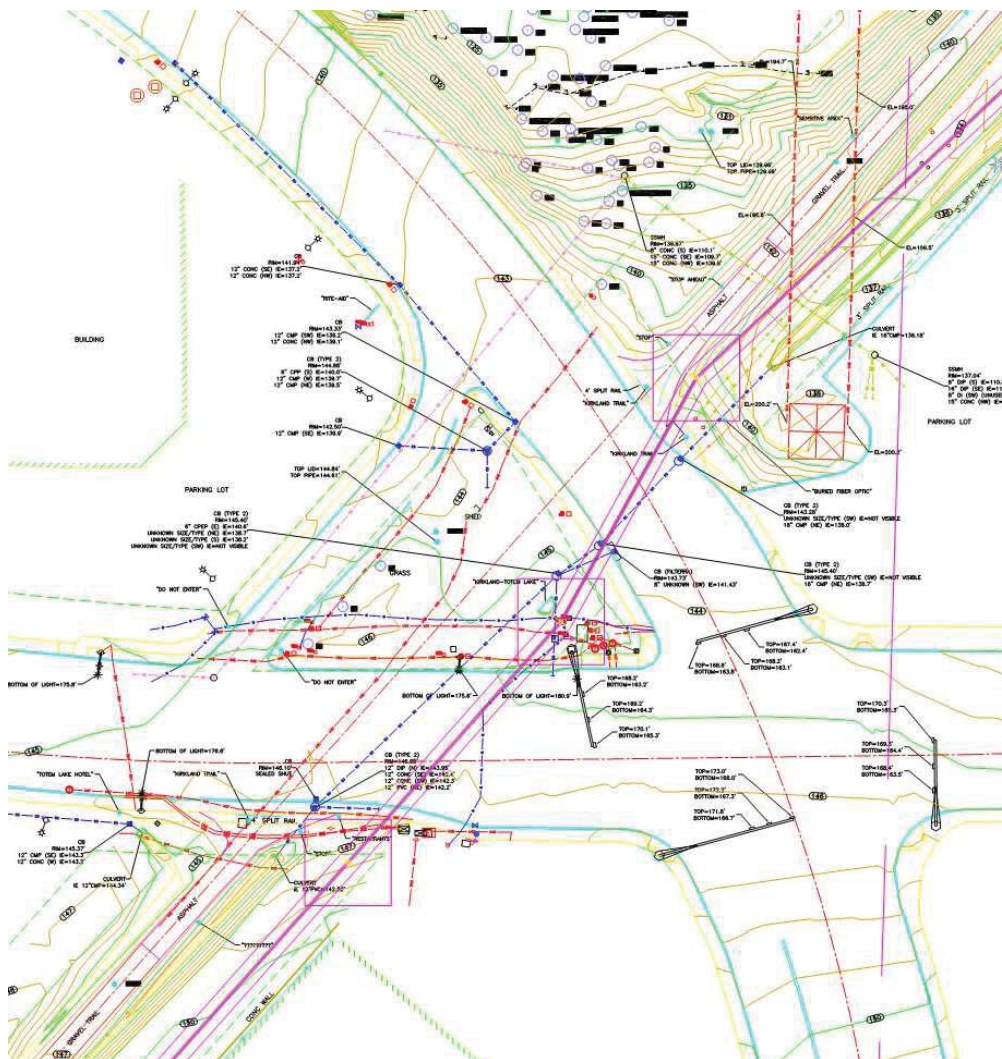


Figure 3: Totem Lake Utilities

In addition to the investigations noted above, the following utility assessments were undertaken:

- > One Call was notified,
- > APS completed utility locates,
- > Ground Penetrating Radar (GPR) scanning was conducted at three of the geotechnical boring sites, and

- > Trench excavation was made using a vacuum truck (up to 5 feet deep or to very dense native soils) across the proposed trail alignment within the triangular property to identify if an unknown fiber optic line or any other utilities might exist.

4.2 Wetlands/Permitting

Wetland Delineation, Critical Areas Report, Tree Survey, Area of Potential Effects (APE), Cultural Resources Survey (CRS), and Hazardous Material Study have been completed for the project and are included in the appendices.

4.3 Traffic Impacts

Limited lane closures are anticipated for each of the four alternatives during construction. Span-by-span construction would likely be used for two of the alternatives, where the full span would be placed with a single or multiple night closure. The other options use cantilevered deck construction that have focused impacts on travel lanes without requiring full closure of the roadway during construction.

The trail is expected to be closed for the duration of construction for the sections of trail immediately south and north of the bridge site. The trail detour will be signed in coordination with the City of Kirkland for all options.

4.4 Constructability

Each of the bridge alternatives gives due consideration to ease of fabrication and constructability. Although considered only a 10% level of design, the concepts have been conceived to a much higher level. This provides insights into the means of construction and what impacts it will have on traffic, staging / lay-down areas, and site access.

4.5 Future Transit

Sound Transit has an easement along the eastern 40' of the CKC right-of-way. The TLC preserves this corridor and occupies space in the western portion of the right-of-way.

4.6 Geotechnical

Geotechnical exploration was completed during January and February of 2017. The purpose of the exploration program is to evaluate subsurface soil and groundwater conditions along the project alignment as a basis for developing preliminary geotechnical recommendations during predesign and 30 percent design development. Further investigation will likely be needed prior to final design and construction.

A total of seven borings were drilled along the project alignment, using subcontracted truck- and track-mounted drilling equipment. The borings are typically 8 inches in diameter, and were drilled in two groups as follows:

- > Three borings (Borings 1 through 3) were drilled within the adjacent Totem Lake park area where the spiral ramp will be located. These borings were drilled with a track-mounted rig to boring depth around 70 feet. A piezometer was installed in one of the park area borings for the purpose of long-term groundwater level measurements.
- > Four borings (Borings 4, 5, 6 and 7) were drilled along the west side of the existing trail alignment with a track-mounted rig. These borings were drilled to depths ranging from 20 to 65 feet. A piezometer was installed in boring B-4.

See Appendix D for the borehole log information.

4.7 Drainage

Drainage ditches that run along either side of the CKC south of NE 124th Street are potentially considered jurisdictional by the Army Corps of Engineers (USACE). A determination on this issue will guide the project moving forward.

The City currently has two projects that are directly impacted by these ditches and their designation by the Army Corps of Engineers: the TLC and the Comfort Inn Stormwater Retention Pond. The two projects have coordinated resources to attempt to arrive at a determination as quickly and efficiently as possible. It appears that the TLC project is ahead of the latter, so therefore will pursue the determination from the Army Corps.

For the TLC, two options are envisioned for impacts to the ditches. The ditch on the west side of the CKC can either be:

- > Piped under the south approach ramp for a length of less than 300 feet, or
- > Can be rerouted into the east ditch prior to the start of the south approach ramp.

5 Project Studies

Multiple studies were performed prior to selecting the four final bridge alternatives, as shown in this TS&L report. These studies were used to obtain a greater understanding of the project site as well as help to narrow down the number of bridge alternatives to only four of the most feasible options. Each of the studies are described in more detail below.

5.1 Aesthetics/Public Opinion

The City is looking for a signature/iconic structure to connect the CKC trail at Totem Lake. COWI and VIA collaborated on over ten initial bridge structure types and layouts. Each bridge concept was developed considering project site constraints, and attempted to incorporate natural elements present at Totem Lake or within the CKC. Each bridge concept went through internal evaluation for structural feasibility, constructability and site aesthetics, and based on this criteria, the bridge alternatives were narrowed down to the five most feasible options.

At the second public open house, survey data was collected to gauge public interest in each of the five bridge alternatives. Open house attendees were asked to select their first choice and second choices among the five alternatives listed. Data was also collected in the form of an online survey on the Totem Lake Connector website. Results from this survey data were used to further narrow the concepts down from five to four alternatives.

A final public tally was cast at the third and final public open house. At this open house, attendees were allowed to pick their first and second bridge choices from the four final alternatives.

Boards from each open house can be found in Appendix I.

5.2 Geotechnical

5.2.1 Foundations

From the investigation, deep foundations are expected for all bridge foundations. Due to the geology of the site, settlement is a primary concern for shallow foundations. Options for the considered foundations included:

- > Aggregate piers
- > H piles
- > Pipe piles
- > Auger cast piles (18" diameter)
- > Drilled shafts

It is advisable to use one foundation type at all locations, and due to the need for lateral shear strength, and potential for liquefaction and lateral spreading, drilled shaft foundations were selected for the 10% designs.

As an option to provide lateral foundation resistance and/or uplift capacity, soil anchors are recommended for the Half Arch alternative.

5.2.2 Retained Earth Ramp

For the retained earth ramp at the south end of the bridge, settlement is still a key consideration. Therefore, a MSE wall with deformable facing is recommended. This could come in the form of a vegetated wall, terraced wall system, or wire faced MSE using gabion baskets with or without facing panels.

The pavement structure should be placed following the development of short-term settlement.

5.3 Level of Service (LOS)

COWI and MIG|SvR conducted an extensive study on Level of Service (LOS) capacity for various deck widths and recommended a final clear deck width of 14 ft for the Totem Lake Connector. No immediate delineations are recommended.

The following data/information was used to arrive at these conclusions:

- > FHWA SUPLOS Model for evaluating Level of Service (LOS) – The FHWA model is focused on cyclist comfort only. This memo produces a case study of the new University of Washington pedestrian/cycling bridges to give a clearer understanding of the LOS terminology.

- > FIB 32 Walkway Capacity - This European code based tool provides capacity for the bridge when used by dense pedestrian crowds (in which case cyclists will dismount and become a pedestrian).
- > Matrices with reference bridges at various widths - Peak Hourly Volumes are reported for the various example bridges.
- > 2016 Bike and Pedestrian Count Data - Data includes Seattle, Copenhagen, Vancouver, Calgary, and Ottawa. Actual and average Peak Hourly Volumes seen by the counters are compared to the predicted SUPLOS calculated capacities. Comparison against major urban bridges in the cities give an upper bound on the Peak Hourly Volume that could potentially be seen on the Totem Lake Connector in the future.
- > Bridge Density (Calculation) - To understand how many people are on the bridge, we converted the SUPLOS volumes to density and relate that back to the FIB 32 density. SUPLOS results are between 0.6 and 1.2 users per 40-ft of bridge length under the peak capacity.
- > Public Outreach - Completed public outreach via a public meeting to obtain input on desired widths, and 14-ft clear width was the highest scoring of widths ranging from 12-ft to 18-ft.

5.4 Urban Design Analysis

The purpose of this study was to explore urban design conditions and opportunities related to the Totem Lake Connector's southern landing. This location is in the heart of the future Totem Lake Village. The City envisions Totem Lake Village as transforming into a vibrant, pedestrian oriented mixed-use area (Kirkland Comprehensive Plan).

The primary purpose of the bridge is to serve the Cross Kirkland Corridor Trail. This trail allows pedestrians, cyclists, and other non-motorized transportation users to move from neighborhoods to other neighborhoods, retail centers, and employment centers with ease by providing a continuous connection across existing barriers to movement, such as topographical features and wide vehicular arteries.

The CKC trail will have a large influence on the character of Totem Lake Village. The City's vision for engaging with the trail states: "Ensure when [development] occurs adjacent to the Cross Kirkland Corridor that the building and site features integrate with the corridor to create active and engaging spaces for corridor users," (Kirkland Comprehensive Plan, Policy TL-10.1). Likewise, the trail's users, when engaged as an asset, will generate development opportunities along the trail.

The southern landing, which is the focus of this study, is envisioned to complement the Natural Center as a "Village Center". This node and access point, located at the heart of

the future community, is an opportunity to create a vibrant plaza to anchor the district's open space system. Trail users along with residents and workers in the district will activate the space and create development opportunities around it. Ground oriented housing can be used to increase natural surveillance and safety of the public realm.

Based on this urban design study undertaken by VIA Architecture and direction from the City, it was concluded that the TLC should touch down as soon as possible, while retaining a grade below 5%.

5.5 Cost Estimate

Comparative cost estimates were generated for each of the four alternatives. Although the designs are at a 10% level, they are much more developed than in a typical preliminary engineering phase. This was necessary for developing accurate renderings, concept validation, and to devise accurate construction sequence/methods. This all helps to give a higher level of confidence to the quantities associated with these concept designs. Although these design alternatives have been developed more than typical for a preliminary engineering phase, the 10% design level carries inherent design uncertainty for each bridge alternative. The accuracy of an estimate for a 10-30% design is -30% and +50% according to the WSDOT Estimating Guidelines April 2015, Table 4-1: Cost Estimating Matrix, shown in Figure 4 below.

The following items are considered in the 10% cost estimate:

- > No contaminated material removal and disposal is included.
- > No property acquisition is anticipated and therefore is not included.
- > Only minor wetland mitigation and basic landscaping costs are included.
- > No roadway or modification of signals are anticipated as part of this project and therefore are not included.
- > Utility conflicts have not been fully vetted at this stage, and therefore costs for relocation are approximate.
- > Impacts to stormwater and drainage are anticipated to be minimal, and therefore costs are only included for small incidentals and a culvert for the south approach ramp.

Project Development Phase	Percentage of Design Completed	Purpose of Estimate	Methodology	Tools	Estimate Range
Planning Washington Transportation Plan Highway System Plan Design Studies Route Dev. Plans	0% to 2%	Screening or Feasibility WTP/HSP (20-Year Plan) WTP – Washington Transportation Plan HSP – Highway Systems Plan	Parametric	PLCE and/or MP3	-50% to +200%
	1% to 15%	Concept Study or Feasibility Implementation Plan (10 Yr. Plan)	Parametric Risk-Based	PLCE and/or MPE Risk assessment models	-40% to 100%
Scoping Project Summary (PD, DDS)	10% to 30%	Budget Authorization or Control Capital Improvement & Preservation Plan (CIPP)	Parametric Historical Bid-Based Risk-Based	PLCE and/or MP3 UBA, BidTabs Pro Risk assessment models	-30% to +50%
Design Design Documentation I/S Plans for Approval Design Approval	30% to 90%	Design Estimates (Project Control of Scope Schedule Budget)	Historical Bid-Based Cost-Based Risk-Based	UBA, BidTabs Pro Risk assessment models	-10% to +25%
PS&E Plans, Specs, Estimate (R/W Plans approved)	90% to 100%	Engineer's Estimate (prior to bid)	Historical Bid-Based Cost-Based Risk-Based	EBASE, UBA, BidTabs Pro, Risk assessment models	-5% to +10%

Figure 4: Cost Estimating Matrix, WSDOT Cost Estimating Manual Table 4-1

The cost estimates are developed based on an initial set of unit prices based on a multitude of sources for projects both locally as well as internationally. The base unit costs were developed primarily based on the following sources:

- > WSDOT BDM, June 2016;

- > WSDOT Highway Construction Cost Index, June 2016;
- > Tukwila Pedestrian Bridge Bid Tabulation;
- > Granite Falls Bridge No. 102 TS&L Cost Estimate; and
- > Recent COWI Project Data (Ohio River Bridge, MacDonald Bridge and Columbia River Skywalk).

The above cost information was used to give each line item a unit cost. These unit costs were adjusted based on engineering judgement, transportation and fabrication costs, and current material/market prices. The unit price for base steel was left as variable, with basic fabrication and rolled sections priced as twice the cost of base steel. Steel requiring complicated fabrication was priced at the highest level.

The overall cost of the bridge will depend largely on the unit price of steel. As a way to compare each of the options and their dependence on this price, Table 1 shows the comparative cost of each option as a range of prices at two different base steel prices, \$1.00 and \$2.00 per pound. The table also shows each of the bridge costs as a percentage of the lowest cost option (the Gates) for this same range of steel prices. The Skipping Stone price stays within 1-2% of the Gates, while the Half Arches and Suspended Ring have varying relative price ranges. When the price of steel is low (\$1.00/lb), the Half Arches and Suspended Ring prices are within 5% of each other, but when the price of steel is high (\$2.00/lb) the price of the Suspended Ring is about 20% higher than the Half Arches.

	Option A: The Gates	Option B: Skipping Stone	Option C: Half Arches	Option D: Suspended Ring
Comparative Cost (Low & High Steel Price)	\$12.0 - \$13.8 M	\$12.2 - \$14.1 M	\$14.7 - \$16.4 M	\$15.3 - \$17.9 M
% of Lowest Cost Option	100%	102%	119% - 123%	128% - 130%

Table 1: Relative Cost of Bridge Option Based on Unit Price of Steel (Today's Dollars)

Another cost associated with each option, but not included in the cost estimate or evaluation criteria, is the design-engineering fee for each. Both the Skipping Stone and Half Arch options will have final design fee in the range of \$800-\$900K. The Gates and Suspended Ring options will carry higher design costs because each will require a wind tunnel study. In addition, it is recommended that the Suspended Ring option have an independent design review of the loop ramp section. These options will have final design fees in the range of \$850K-\$1M for the Gates (including wind study), and \$900k-\$1.1M for the Suspended Ring (including wind study and independent design check).

6 Structural Alternatives

Four (4) bridge options have been developed as part of this Type, Size and Location study. Each of the options are described in further detail below. The alignment and approach ramp/structures are the same for each alternative. Preliminary drawings for the alignment, approach ramps, and each alternative can be found in Appendix A.

6.1 Alignment and Profile

Following extensive studies of alternative alignments, a simple linear alignment with a single loop at the north ramp was determined to be the preferred alignment. Appendix M summarizes the range of alignment options studied during the preliminary design phase.

This selected alignment and profile is the same for each of the four bridge alternatives. The alignment shifts the centerline of the existing trail to the west side of the CKC right-of-way by approximately 25 ft and then rejoins the original trail alignment at the north end of the bridge following descent around the loop ramp. This alignment shift allows for piping the west ditch into a culvert for less than 300 ft, provides sufficient clearance from the future PSE power lines, avoids other utility impacts, accommodates the Sound Transit transportation easement, and allows for a secondary trail along the existing interim trail bed, which will accommodate future maintenance vehicles for utility companies.

The bridge profile has a maximum grade of 4.75% along the south approach and a maximum grade of -4.30% along the centerline of the loop ramp, which results in a grade along the inner curb face of less than 5.0%. The grade along the outer curb is even more gradual.

6.2 Bridge Approaches

6.2.1 South Approach

The approach ramp will be composed of retained fill, cuts, and fill slopes. An asphalt riding surface will be used to better accommodate any settlement without cracking. MSE walls (battered or vertical) will be provided along either side of the ramp where fill slopes cannot be used.

The approach ramp ends at an abutment wall and pile cap that will serve as the southern landing point for the bridge structure. It is estimated that the pile cap and abutment wall will be supported on two drilled shafts extending 50 ft deep.

There is a desire to provide attractive, natural landscaping along the secondary trail using native plants.

6.2.2 North Approach

The north approach ramp will act as a fixed link for the end of the loop ramp. This ramp will be made integral with a robust abutment comprised of a large pile cap supported on a set of drilled shafts. The drilled shafts are anticipated to reach a depth of 70 ft below the base of the pile cap.

6.3 Option A: The Gates

The Gates are comprised of a series of three V-shaped towers with stay cables supporting the bridge spans at their third points on each side of deck. This option utilizes symmetric spans with equal towers at each location.

6.3.1 Foundations and Substructure

The main piers (the Gates) consist of concrete pedestals with steel tower legs extending up on either side of the deck. The tower legs are trapezoidal in cross section, and tapered through the height of the leg. The stay cables are supported at the top of each tower leg, where the section is at its smallest.

The concrete pedestals resemble a bulging rectangular prism with a partial cylindrical cutout where the tower legs meet the pedestal. The pedestals are supported on a pile cap and a single drilled shaft on the order of 8 ft diameter. The shaft depths vary depending on soil conditions at each pier location.

The loop ramp substructure is composed of six steel 'Y' piers of varying height. Each of these piers sits on a trapezoidal concrete pedestal and is supported by a single small diameter drilled shaft. Though the column heights vary, the top of the Y-support uses

constant geometry for a uniform look as the ramp gradually decreases in elevation. This also simplifies fabrication.

6.3.2 Superstructure

The superstructure for the Gates option is simple, yet effective. The deck system is composed of two edge girders, floor-beams and a concrete deck, along with cables supports at several locations. The bridge railing sits on top of each edge **girders** along the entire length of the bridge.

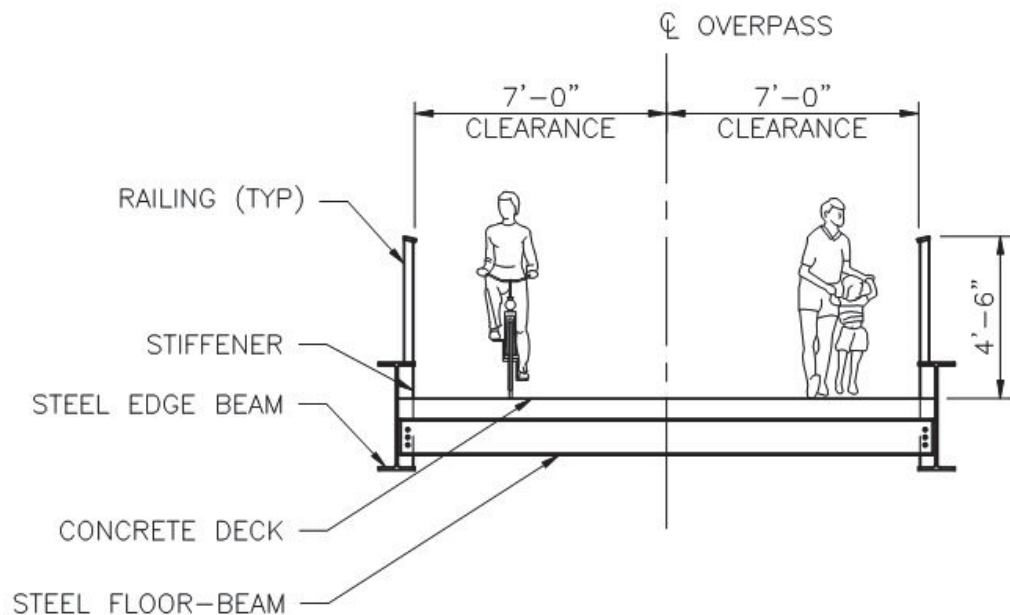


Figure 5: The Gates Deck Section

The concrete deck allows for a smooth and continuous wearing surface for users. This type of wearing surface is ideal for cyclists, provides high grip for easy maneuverability and changes in speed, and is low maintenance.

6.3.3 Constructability

The Gates alternative can be constructed using the balanced cantilever method. In this method, the superstructure is built out equally on either side of the tower, as to balance the deck on one side with the other. The continuous edge beams are erected from the tower to just past the stay cable with floor-beams in place and without the concrete deck. Once this erection has been completed for each tower and set of cables, the middle sections of each span will be 'dropped-in' and spliced to the existing edge beams using a simple shear splice. These 'drop-in' spans can be set by a crane using a single nighttime road closure for each.

Construction of the loop ramp will be completed by first erecting the loop ramp 'Y' supports. Then sections of the superstructure can be built on the ground and a crane used to place each section onto previously erected support piers.

The deck design is easily constructible, as it is a combination of partial depth precast panels and cast-in-place (CIP) concrete composite overlay. The precast deck panels are placed between floor-beams and will be set as steel superstructure elements are erected. The CIP concrete acts as infill between panels and makes the floor-beams composite with the deck. The overlay provides a smooth finished deck.

6.3.4 Vibration Analysis

As described in Section 5 of the Basis of Design document (see Appendix C), vibration analysis is performed based on the SETRA method. SETRA specifies four frequency range classifications that are based on risk of resonance for both vertical and horizontal directions. Preliminary vibration analysis was performed for each of the four bridge options to determine if any will require damping.

According to preliminary analysis, the Gates may require damping on the two center spans passing over NE 124th St and Totem Lake Blvd. Tuned Mass Dampers were conservatively assumed as 3% of the modal superstructure weight for the spans requiring dampers. The dampers could be attached to the underside of the concrete deck in-between floor-beams, making them nearly invisible from traffic below. This type of damper would be similar to the type used on the Millennium Bridge in London.

6.4 Option B: Skipping Stone

This bridge has a strong fluid form that engages the connection between Lake Washington and Totem Lake. The sense of motion of a skipping stone implies a reconnection between the community and nature.

The Skipping Stone option is comprised of several undulating arches that span below and above the deck as the bridge crosses the roadways. The arches are splayed outward where they rise above the deck surface to provide an open, uplifting experience for users.

6.4.1 Foundations and Substructure

The main bridge spans are supported on post-tensioned concrete 'Y' piers that each sit on a single drilled shaft. The concrete 'Y' piers are post-tensioned between the tops of the Y legs against a steel pipe strut to avoid deflection of the legs under superstructure dead load. The drilled shaft foundations are envisioned to utilize collars as a way to transition between the main pier and the drilled shaft below, which can be very economical.

Similar to the Gates substructure, the loop ramp is also supported on steel 'Y' piers. These piers also sit on a trapezoidal concrete pedestal that frames into a single drilled shaft

below. Unlike the Gates loop ramp, the Skipping Stone ramp sits on five steel piers and one concrete pier.

6.4.2 Superstructure

The Skipping Stone superstructure uses a similar system to the Gates. The deck system is composed of steel pipe arches, steel pipe tie-chords, pipe hangers/struts, transverse floor-beams, and a concrete deck. This option uses a combination of partial depth precast panels with a composite CIP concrete overlay for the final deck configuration. Precast panels are placed on the spans between floor-beams, then CIP concrete is applied to make the concrete composite with the floor-beams and create a uniform final riding surface. Concrete curbs on each side of the deck provide mounting area for the railing.

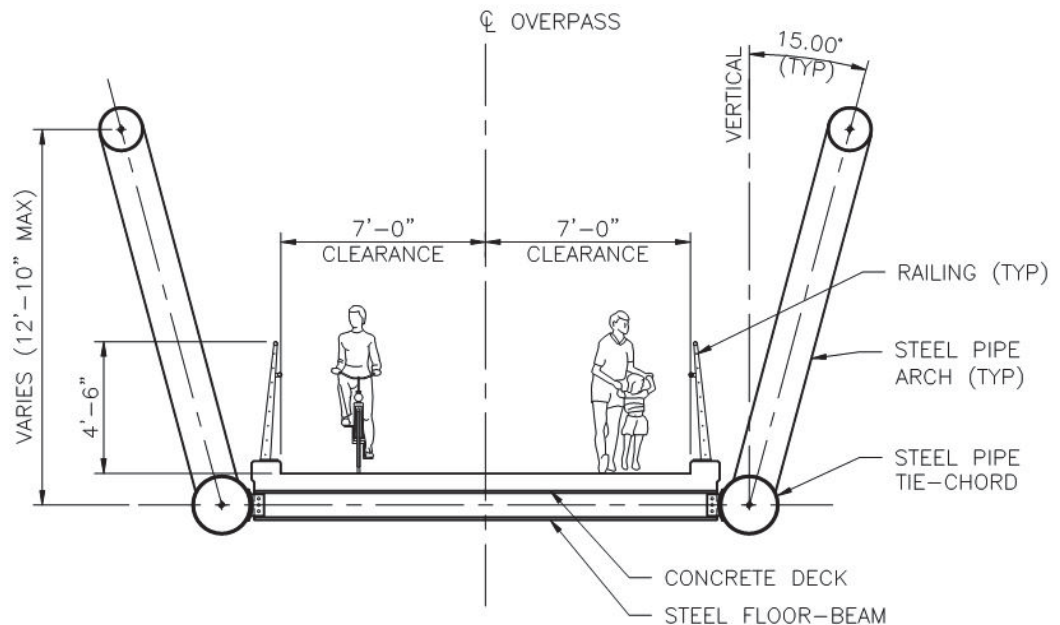


Figure 6: Skipping Stone Deck Section

The loop ramp portion of the bridge uses the same deck system, but does not include the steel arches. The steel pipe tie-chords continue through the loop ramp acting as edge-beams that span between Y-piers.

6.4.3 Constructability

Construction of the Skipping Stone option is straightforward. Each of the arched spans will be assembled on the ground in a staging area adjacent to the site, and then moved into position with a truck and bogie for lifting using a tandem crane pick. For the longest span, the assembly will likely need to occur in the space on the south side of NE 124th St. This implies that the bridge superstructure will have to be assembled and erected before the south abutment is constructed to provide adequate space for assembly of the spans. The traffic island could be used as a laydown area for the duration of the project to assemble

the shorter spans. We also identified an area of the adjacent 24 Hour Fitness parking lot that could potentially be rented by the Contractor as a site office and material stockpiling area.

Though the Skipping Stone uses a simple deck system, the arch spans will require a certain amount of fabrication. Each of the hangers/struts needs to be cut to length and welded to the pipe arch on one side and the pipe tie-chord on the other.

6.4.4 Vibration Analysis

It is unlikely that the Skipping Stone option would require supplemental damping due to the sufficient stiffness provided by the arch system.

6.5 Option C: Half Arches

Two "half-arch" spans step down toward the lake, providing a landmark form and expressive gesture of motion toward Totem Lake. Paired vertical elements create a series of portals that create an interesting experience for users moving across the bridge.

The Half Arches are an innovative hybrid of a typical tied-arch bridge system and a cable stayed system. The steel towers support a harped cable configuration that directs load into the curved towers as compression with limited bending. The stay cables support the deck at an equal increment of 10 ft along the span. The tip of the tower is anchored using a set of backstay cables that create equilibrium in the system. In an arch, each half resists the other at the crown; in the case of the Half Arch system, this compression is replaced by tension held in these backstays. The stays put the deck into compression, which is resolved by the backstays.

6.5.1 Foundations and Substructure

Each of the steel tower legs is supported on a concrete pedestal rising from a pile cap on a pair of drilled shafts. The backstay cables frame into a 'tie-down' pier that is a tapered trapezoidal concrete section. A post-tensioned tendon loops through each tie-down pier to transfer the tension forces from the cable into the pier. Each pier sits on a large pile cap and set of two drilled shafts. Because the tie-down piers are tension-resisting elements, there are also six soil anchors splayed from the pile cap into the ground. The soil anchors utilize the weight of the soil cones through their bonded length to resist the tension demands.

The loop ramp is supported on six simple circular concrete columns supported concentrically on a single drilled shaft.

6.5.2 Superstructure

The superstructure for the Half Arches is envisioned to use full-depth precast panels for the main spans and cast-in-place construction for the back spans and loop ramp. The deck sections for the Half Arches are shown below in Figure 7 and Figure 8. Figure 7 shows the cable-supported deck sections, which will have embedded cable anchors and are lighter sections.

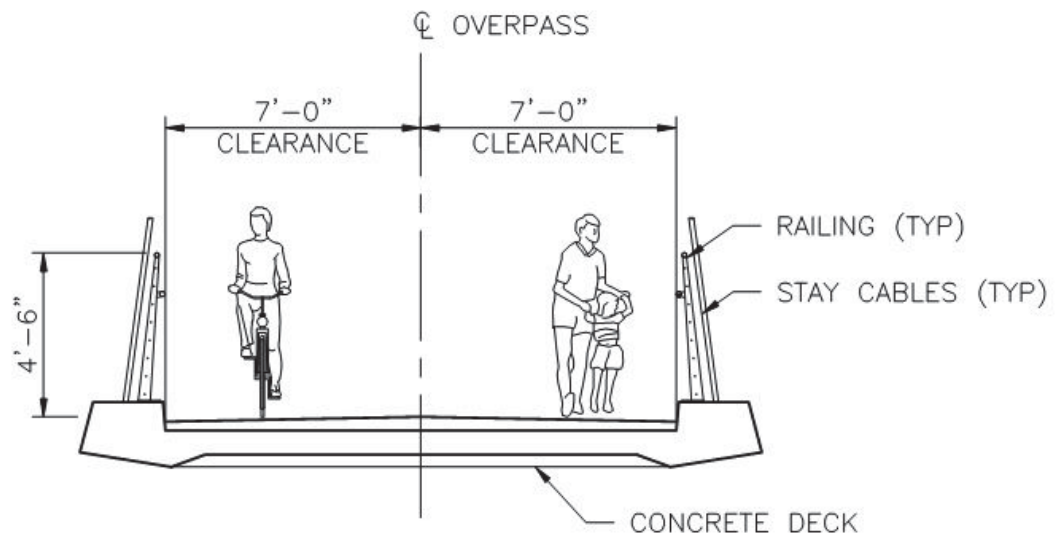


Figure 7: Half Arch Deck Section

Figure 8 shows the deck section between the arched towers and the tie-down piers, as well as for the entire loop ramp. This section has additional depth to resist higher bending in those spans. This configuration also allows for a uniform look throughout the loop ramp and is integral with the concrete support columns.

6.5.3 Constructability

The most complicated part of constructing the Half Arches will be the erection of the main span arched tower legs and the cable supported deck spans. The steel tower legs will be assembled horizontally on the ground at the site and lifted into position with the cables already attached. Once the towers are erected and the backstay cables secured, the cable supported deck panels can be installed one panel at a time using cantilevered construction. The pipe of the Half Arch towers will consider this temporary imbalanced construction loading as a prime design check. This case imparts bending in the tower until the span is completed.

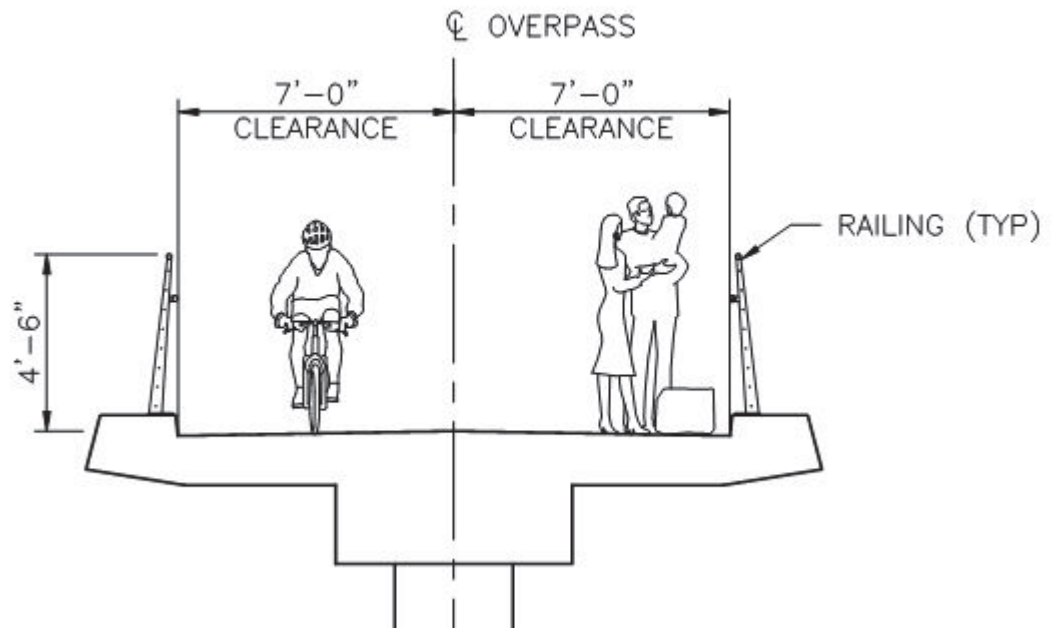


Figure 8: Half Arch Deck Section – Loop Ramp

The cast-in-place concrete loop ramp will be constructed using plywood forms built on site. Each of the drilled shafts and columns will be constructed first, then temporary supports and formwork can be constructed to form the loop ramp deck section.

6.5.4 Vibration Analysis

The Half Arches may require some damping due to an excitable first vertical mode. However, further analysis will need to be performed to determine exactly what type and extent of damping is needed. The concrete deck sections for this bridge option provide more superstructure mass than other options, and is therefore harder to excite.

6.6 Option D: Suspended Ring

The Suspended Ring places the main structural feature at the edge of Totem Lake Park and creates a visual way-finding element for the new corridor and park area. Special "water droplet" portals are created within the cone of cables supporting the apparently hovering loop ramp structure, which uses a single, raked pylon. This is achieved by using the concepts of a curved ring girder to resolve torsion in the deck. The cables are supported from vertical outriggers, which allow the tension force to pass through the centroid of the deck so torsion demands are minimized.

The Suspended Ring option uses an eccentric truss to span the roadways, with an undulating top chord. Having the main spans framed on only one side of the deck by the inclined truss, user view of the cable supported loop ramp is unimpeded and becomes a visual attraction.

6.6.1 Foundations and Substructure

The main bridge sits on five trapezoidal concrete piers, each supported by a single drilled shaft foundation. It is envisioned that each drilled shaft will utilize a collar at the top to provide adequate area to transition between the pier and drilled shaft below.

There is only one foundation located within the loop ramp for the Suspended Ring option. The single mast that serves as the support for the loop ramp cables sits on a conical concrete pedestal rising from a drilled shaft. The mast itself is formed of steel pipe and is tapered at the base and the top. The mast sits on a simple pot bearing on the pedestal to allow the loop ramp structure to move slightly under different loading conditions. By allowing this type of movement, the mast will not be subjected to large bending forces at the base.

6.6.2 Superstructure

The Suspended Ring superstructure is composed of a steel torsion box girder, with cantilevered deck from one side. This deck section will have transverse steel diaphragms at approximately every 6 ft with longitudinal stiffeners running the length of the top plates. Vertical outriggers in the loop ramp are spaced at approximately 12 ft. This spacing is consistent with the truss spans, where the vertical elements also help to provide buckling restraint to the top chord.

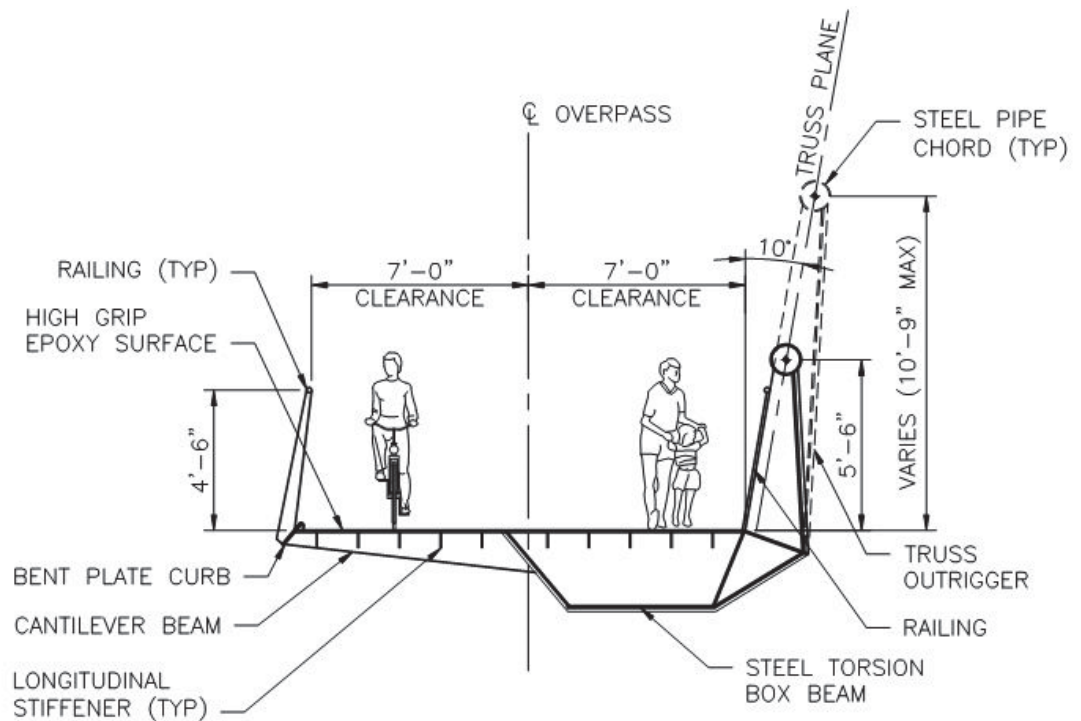


Figure 9: Suspended Ring Deck Section

The steel box will use a steel orthotropic deck covered with a high grip epoxy wearing surface for the length of the main bridge and loop ramp.

6.6.3 Constructability

The two biggest construction considerations for the Suspended Ring are fabrication and erection of the loop ramp. The steel box girder will require a higher level of fabrication than any of the other options due to the geometric complexity of the section as well as a number of stiffeners and plates that need to be added to build up the final section. The preliminary section is conceived using simpler fillet welds where possible.

For the erection of the loop ramp, it is thought that portions of the **span be** erected on temporary towers. Then the central section could be lifted and held into position using temporary stays anchored from the spire of the central mast.

6.6.4 Vibration Analysis

The Suspended Ring will likely require vertical and horizontal damping in the loop ramp section of the bridge. The dampers can be installed inside the steel box girder, with access hatches in the deck level to facilitate installation and maintenance.

7 Alternative Evaluation

A set of criteria were developed to evaluate and compare each of the bridge alternatives based on public input, cost, engineering, construction, and other considerations.

7.1 Evaluation Criteria

The following table shows the criteria and weighting used to evaluate each of the options. The goal of scoring each of the options is to arrive at the bridge alternative with the highest overall score. The criteria and scoring are described in further detail below.

Criteria	Weight
Public Preference	20%
Project Costs	35%
Total Initial Cost	25%
Lower Material Escalation Risk	5%
Perceived Construction Risk	5%
Environmental Impacts	5%
Geotechnical	10%
Structural	10%
Seismic Performance	5%
Pedestrian Induced Vibrations	5%
Constructability	10%
Constructability	5%
Fabrication	5%
Operations & Maintenance	10%
Low Total Maintenance Cost	5%
Ease of Inspection/Maintenance	5%
TOTAL =	100%

Table 2: Evaluation Criteria

In addition to the criteria listed in the table above, several other categories were initially considered. However, these additional criteria were deemed essentially the same for each of the bridge options, so were not included in the final scoring. Some of these additional considerations include:

- > Connectivity,
- > Functionality,
- > Construction impacts to business/residential/recreational facilities,
- > Aesthetics,
- > Bridge profile,
- > ROW impacts,
- > Hydraulics/drainage,
- > Hazardous materials,
- > Emergency access,
- > Snow removal,
- > Public safety, and
- > Traffic impacts.

7.1.1 Public Preference

Public Preference carries 20% of the overall score. Scores for public preference are purely based on survey data collected online one week before, as well as at Open House #3 held on May 4, 2017. Participants were asked to select their first and second choices of bridge options. Votes for first choice were given a weighting score of 2 points, and votes for second place were given a weighting score of 1 point. Each option earns points as:

- > $20\% \times (\text{Votes for Given Option}) / (\text{Most Votes for an Option})$

7.1.2 Project Costs

Project costs hold the highest weighting and makes up 35% of the overall project score. This criteria has several subcategories including total initial cost, lower material escalation risk, and perceived construction risk. Total initial cost is worth 25% of the overall score, while lower material escalation risk and perceived construction risk are each worth 5% of the overall score.

The lower material escalation risk subcategory attempts to capture risk associated with variations in the price of steel and potential price escalation over time. The unit price of steel has been on the rise over the past few years and could continue to rise before the Totem Lake Connector is constructed. The initial cost of construction, calculated for each of the four bridge options, could change dramatically in the next few years depending on the price of steel. Therefore, options that are mostly built from steel will be largely dependent on the price. For this reason, the Suspended Ring received the lowest score due to the use of a steel box girder deck system. The Gates and Skipping Stone received middle scores for moderate use of rolled steel sections. The Half Arches use relatively little steel due to the use of a concrete deck system and received the highest score for this category.

In comparing the perceived construction risk of each of the bridge options, the Half Arches and the Suspended Ring score the lowest. This is due to the complexity associated with erecting either of these options, and a contractor may assign higher prices to these bridges. The Skipping Stone has lower risk than the Half Arches or the Suspended Ring, but the Gates has the lowest risk for construction due to a straightforward erection scheme and easily maneuverable components.

7.1.3 Environmental Impacts

Environmental Impacts make up 5% of the overall project score. This criterion considers temporary and/or permanent impacts to the wetlands and buffer zone and any other permitting concerns. Potential issues associated with the ditches on the south side of the bridge alignment are deemed to be the same for each option, and thus do not influence the comparative scores.

The Gates, Skipping Stone, and Half Arches each require two permanent piers to be placed within the wetland boundary; all other piers will remain outside of this boundary. For this reason, these options were each given a median level score and the Suspended Ring was given the highest possible score. Because the support structures for the Suspended Ring remain entirely outside of the wetland boundary, this option received the highest possible score for environmental impacts.

7.1.4 Geotechnical

Geotechnical considerations make up 10% of the overall score. The primary geotechnical risk associated with the Totem Lake Connector is unknown soil conditions at each pier location. Scoring for each of the bridge options was based on the number and function of the drilled shafts. For example, the lowest score was assigned to the Half Arch option because several of the tie-down piers will need to carry large tension forces. The preliminary design relies on soil anchors as well as drilled shafts to resist this uplift force, however, we do not have detailed soil data at those specific locations and cannot fully understand the uplift resistance the soil will provide.

The Gates and Skipping Stone options have more pier locations than the Suspended Ring, and therefore slightly more geotechnical uncertainty. The Suspended Ring was **scores** highest due to having only a single shaft in the loop ramp area. Comparatively, this option has much lower associated geotechnical risk than any of the other options with 5-6 piers in the loop ramp area.

7.1.5 Structural

Structural considerations also make up 10% of the overall score and consider both seismic performance and pedestrian induced vibrations. The seismic performance scores are based on how the structure will react under seismic loads. The scores for this subcategory are largely based on options that have locked in tension elements, like the Half Arches tie-down piers and the Gates that have tie-downs at the south abutment location.

The scores for pedestrian induced vibrations are based on preliminary analysis done for each of the bridge options. This analysis has shown that certain alternatives will likely require the use of dampers to counteract any live load excitation. The Gates and Suspended Ring options were given lower scores for this reason. The Half Arches may require some damping, but will not require as much as either the Gates or the Suspended Ring. The Skipping Stone is not anticipated to require any damping and is stiff enough to prevent any pedestrian induced vibrations.

7.1.6 Constructability

Constructability makes up 10% of the total project score. This category includes initial constructability of each option as well as ease of fabrication; each of these subcategories is worth 5% of the total score. Fabrication for the Suspended Ring will be the most complicated and time consuming of the four options, as it is the only option that uses an entirely steel superstructure. The Gates and Half Arches are the least complicated to fabricate because they use mostly typical rolled steel sections and will not require major modifications or connections. The Skipping Stone steel arches will require an extra level of fabrication, but still uses typical standard steel sections.

Constructability varies for each of the four bridge options. The Half Arches and the Suspended Ring will likely be the most difficult to build and therefore receive lower scores. It will ultimately be the contractor's responsibility to conceive an appropriate erection plan, but these two options will require higher-level erection planning than either the Gates or the Skipping Stone. The Skipping Stone bridge will require a large laydown area in which to assemble the arch spans, as well as a large crane to pick and set each span, and was therefore given a slightly lower score than the Gates.

7.1.7 Operations & Maintenance

Operations and Maintenance account for 10% of the overall project score, with low total maintenance cost and ease of inspection and maintenance each worth 5% of the total

score. The total maintenance cost is closely tied to the amount steel on each bridge that would require painting over time. This score also considers maintaining/replacing cables, maintaining or adjusting dampers, and wearing surface maintenance.

The Suspended Ring receives the lowest score for this category due to the large amount of painted steel on the bridge, as well as the cost of maintaining dampers and the epoxy wearing surface on the deck. The Gates and Skipping Stone receive a better score due to the smaller amount of steel on these bridges, and the concrete decks for these options requires little to no maintenance. The Half Arches receive the highest score because it uses an entirely concrete deck system that requires very little maintenance, with some painting required for the steel towers and possible cable replacement in the future.

The ease of inspection and maintenance subcategory is meant to measure the level of equipment and effort necessary to maintain and inspect the bridge. The Skipping Stone option is the most accessible because the towers do not extend very high off the ground and can be reached with a simple scissor lift. All other options would require a boom lift to access the taller towers and cable connections. The Gates received a slightly higher score than other cable-supported options because the towers are not quite as high, and there are fewer cable connections that will require inspection.

7.2 Evaluation Comparison

The final scores for each bridge option are shown in Table 3 below.

Criteria	Weight	OPTION			
		A Gates	B Skipping Stone	C Half Arches	D Suspended Ring
Public Preference	20%	10%	20%	11%	13%
Project Costs	35%	33%	32%	28%	23%
Total Initial Cost	25%	25%	25%	21%	20%
Lower Material Escalation Risk	5%	3%	3%	5%	1%
Perceived Construction Risk	5%	5%	4%	2%	2%
Environmental Impacts	5%	3%	3%	3%	5%
Geotechnical	10%	8%	8%	6%	10%
Structural	10%	6%	10%	6%	8%
Seismic Performance	5%	3%	5%	2%	5%
Pedestrian Induced Vibrations	5%	3%	5%	4%	3%

Constructability	10%	10%	8%	7%	4%
Constructability	5%	5%	4%	3%	3%
Fabrication	5%	5%	4%	4%	1%

Operations & Maintenance	10%	8%	9%	8%	4%
Low Total Maintenance Cost	5%	4%	4%	5%	1%
Ease of Inspection/Maintenance	5%	4%	5%	3%	3%

TOTAL =	100%	78%	90%	69%	66%
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Table 3: Totem Lake Connector Evaluation Criteria Scoring

8 Recommendation and Conclusions

The project evaluation criteria were developed considering all of the project goals, objectives, and constraints, including all site data currently available. This comprehensive list of criteria provided an unbiased scoring mechanism that was ultimately used to compare each of the four bridge alternatives. After scoring each of the options using the final evaluation criteria, the clear winner is the Skipping Stone.

As a way to examine the scoring results more closely, Figure 10 shows a graphical representation of the scores for each option. The bar graph shows a vertical bar for each alternative, made up of the public preference score (shown in dark blue) and a combination of all remaining evaluation categories (shown in lighter blue). This graphic shows how the public preference score effects the overall score for each bridge option. Only looking at the light blue bars (all scores except public preference), the Skipping Stone still has the highest score

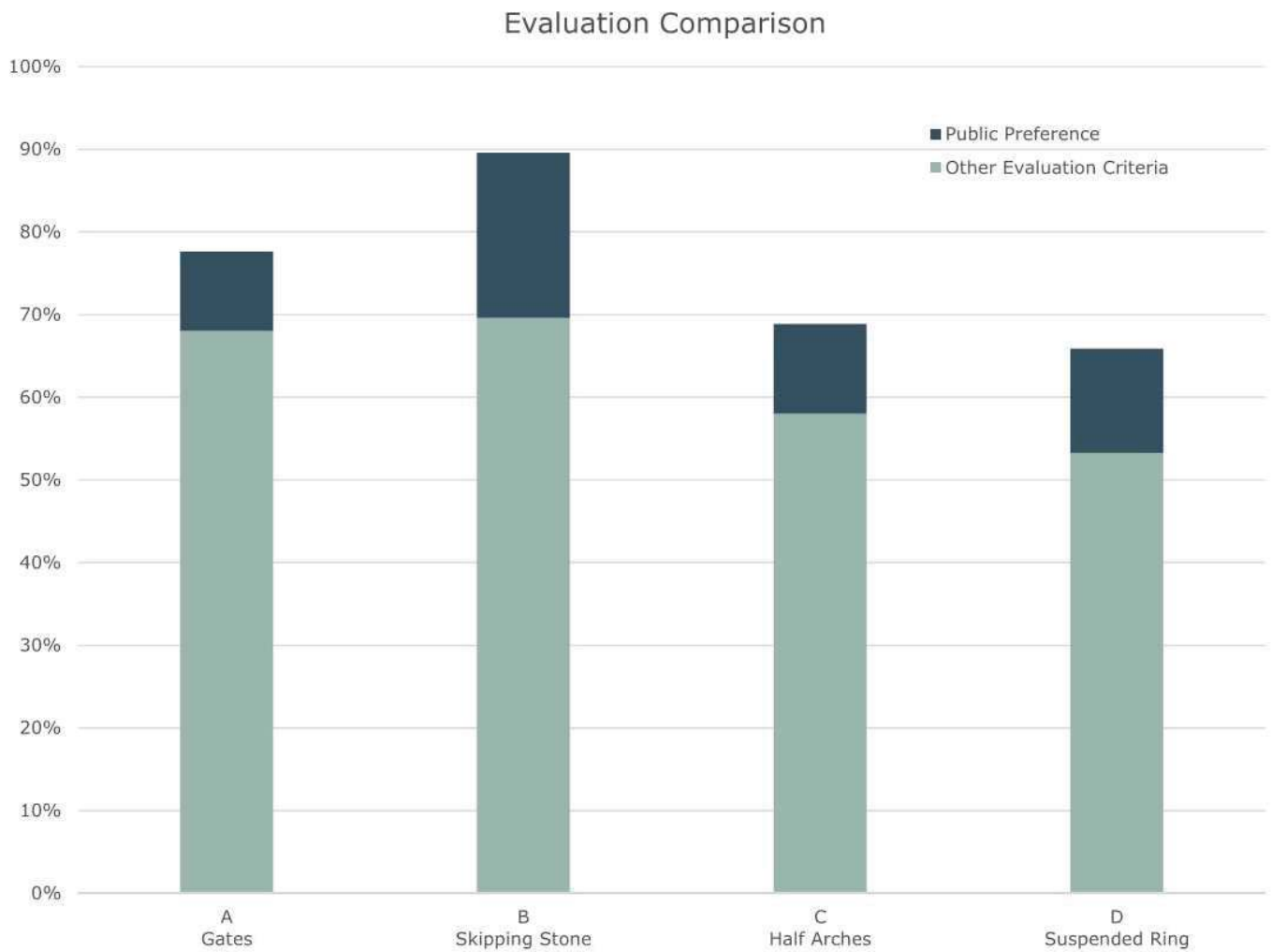


Figure 10: Alternative Evaluation Comparison

Based on the final scores for the evaluation criteria, COWI recommends proceeding to 30% design with the Skipping Stone option.