

RESOLUTION NO. R-2601

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND DECLARING ITS INTENTION TO ORDER CERTAIN LOCAL IMPROVEMENTS WITHIN A PORTION OF THE KIRKLAND CENTRAL BUSINESS DISTRICT BY THE ACQUISITION, CONSTRUCTION, IMPROVEMENT AND INSTALLATION OF PARKING FACILITIES AND PEDESTRIAN SAFETY IMPROVEMENTS, INCLUDING THE ACQUISITION OF NECESSARY REAL PROPERTY, EASEMENTS, CONSTRUCTION AND INSTALLATION OF PARKING LOT DRAINAGE FACILITIES, REGRADING, BALLASTING AND SURFACING OF SUCH PARKING FACILITIES, RECONSTRUCTION OF CURBS, SIDEWALKS AND THE INSTALLATION OF LANDSCAPING, UNDERGROUND WIRING, BENCHES AND NEW DECORATIVE LIGHTING, TOGETHER WITH ALL WORK NECESSARY IN CONNECTION THEREWITH AND TO CREATE A LOCAL IMPROVEMENT DISTRICT TO ASSESS THE COST AND EXPENSE OF CARRYING OUT SUCH IMPROVEMENTS AGAINST THE PROPERTIES SPECIALLY BENEFITED THEREBY; AND NOTIFYING ALL PERSONS WHO DESIRE TO OBJECT TO THE IMPROVEMENT TO APPEAR AND PRESENT THEIR OBJECTION AT A MEETING OF THE CITY COUNCIL TO BE HELD ON APRIL 16, 1979.

WHEREAS, the City Council has determined that certain parking facilities and pedestrian safety improvements are desirable within that portion of the Central Business District described in Exhibit A attached hereto and that such local public improvements will specially benefit the properties described in Exhibit A,

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

Section 1. It is the intention of the City Council of the City of Kirkland, Washington, to order the improvement of certain parcels of land located within the city, as more particularly described in Exhibit A attached hereto and by this reference incorporated herein and made a part hereof, by the acquisition, construction, improvements and installation of parking facilities and pedestrian safety improvements, including the acquisition of necessary real property, easements, installation of parking lot drainage facilities, regrading, ballasting and surfacing of said parking lot facilities, reconstruction of curbs, sidewalks, and the installation of landscaping, underground wiring, benches and new decorative lighting, together with all work necessary in connection therewith; and all as more particularly described in Exhibit B attached hereto and by this reference incorporated herein.


Section 2. The total estimated cost and expense of such improvements is declared to be as near as may be the sum of \$ 590,500 and the entire cost and expense thereof shall be borne by and assessed against the properties specially benefited by such improvements to be included in a local improvement district to be established embracing, as near as may be all properties specially benefit by such improvement. The method of assessment may be any method which will fairly reflect the special benefits to the properties being assessed.

Section 3. All persons who may desire to object to the improvements herein described are hereby notified to appear and present such objections at a meeting of the Kirkland City Council to be held in the Council Chambers at City Hall, Kirkland, Washington at 8:00 p.m. on April 16, 1979, which time and place are hereby fixed for hearing all matters relating to the proposed improvements, and all objections thereto, and for determining the method of payment for those improvements.

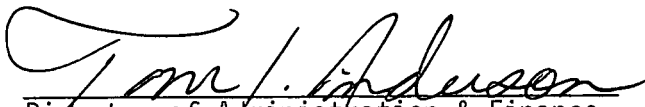
Section 4. Calvin Jordan & Associates, consultant's to the city, and/or the Director of Public Services for the City of Kirkland, are hereby directed to submit to the City Council on or prior to April 16, 1979, all data and information required by law to be submitted.

PASSED by the Kirkland City Council in regular open meeting on the 19th day of March, 1979.

SIGNED IN AUTHENTICATION thereof on the 19th day of March, 1979.


MAYOR

ATTEST:


Director of Administration & Finance
(ex officio City Clerk)

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ATTACHMENT "B"
PEDESTRIAN SAFETY & OFF-STREET
PARKING LOCAL IMPROVEMENT DISTRICT (LID)

The LID will acquire the property and construct a new 50 car parking lot on Lots 1 through 6 of Block 104, Burke & Farrar's Addition th Kirkland. The property located on Lake Street between Commercial Avenue and Central Way will be improved to include asphalt paving surfacing, storm drainage, wood bollards for pedestrian separation, decorative lighting, sidewalks, curbs and landscaping.

The pedestrian safety improvements portion of the LID will provide improvements to six specific intersections in the downtown.

Lake Street - Central Way

The northeast and southeast corners will have textured concrete sidewalk areas with wood bollards at the curb edge. Crosswalks with patterned paving will connect the southwest corner to the south east corner and the northwest corner to the southeast corner. Decorative lighting will be provided at the southwest and south-east corners.

Lake Street - Commercial Avenue

The sidewalk area at the west end of the intersection will be expanded into the parking lane to provide a pedestrian "bubble" that will have a textured concrete surface. Wood bollards will be installed at the curb edge. Decorative lighting will be provided at the "bubble". The crosswalk area, extending the full width of Commercial Avenue, will have a patterned paving surface.

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Lake Street - Kirkland Avenue

All four corners of the intersection will have textured concrete surfaces with wood bollards at the curb edges. The northeast and south east corners will have decorative lighting. The entire street area at the intersection will have a patterned paving surface that will tie into the Commercial Avenue LID improvements.

Kirkland Avenue - Main Street

The sidewalk areas of the northwest, northeast and southwest corners of the intersection will have textured concrete surfaces with wood bollards at the curb edges. Decorative lighting will be installed at the northwest corner. Crosswalks with patterned paving will connect the northwest corner to the southwest and northeast corners and the northeast corner to the southeast corner.

Commercial Avenue - Main Street

The sidewalk area on the southwest corner of the intersection will be expanded from the Commercial Avenue LID improvements to provide a pedestrian "bubble" to allow diagonal parking on the west side of Main Street south of the intersection. The sidewalk area will have a textured concrete surface with decorative lighting and wood bollards at the curb edge. The sidewalk area on the northeast corner will be expanded as well as to provide diagonal parking on the east side of Main Street north of the intersection. This sidewalk area will also have textured concrete surfacing, decorative lighting and wood bollards. The southwest corner will have a pedestrian "bubble" with textured concrete surfacing and wood bollards. The entire street area at the intersection will have a patterned paving surfacing that will tie into the Commercial Avenue LID improvements.

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Main Street - Central Way

The sidewalk area at the southeast corner of the intersection will be expanded to provide a pedestrian "bubble" that will allow diagonal parking on the east side of Main Street south of the intersection. The sidewalk area will have textured concrete surfacing with wood bollards at the curb edge. The sidewalk at the southwest will also have textured concrete surfacing and wood bollards. A crosswalk with patterned paving surfacing will connect the southwest and southeast corners of the intersection. Decorative lighting will be installed at the southeast corner.

ATTACHMENT "A"

That portion of the Southwest 1/4 of Section 5, Township 25 North, Range 5 East, W.M. and the Northwest 1/4 of Section 8, Township 25 North, Range 5 East, W.M., described as follows:

Beginning at the Northeast corner of Lot 5, Block 98 of BURKE AND FARRAR'S KIRKLAND BUSINESS CENTER ADDITION, DIVISION NO. 25, Volume 25, page 14, records of King County, Washington; thence North to the North line of the Northwest 1/4 of said Section 8; thence East along said North line, 45 feet more or less to a point which is the Southerly extension of the East line of the West 10 feet of Lot 51, Block 106, of BURKE AND FARRAR'S KIRKLAND DIVISION NO. 26 (unrec.); thence North 625 feet more or less on a line parallel with and 140 feet Easterly of the centerline of 2nd Street, to the centerline of Secondary State Highway No. 2-D (Central Way); thence Southwesterly along said centerline to a point which is the Southerly extension of the Westerly line of Block 93, KIRKLAND TERRACE, Volume 21, page 42; thence Northerly along the Westerly line of said Block 93 (also the Easterly right of way of 2nd Street) to point which is the Easterly extension of the North line of Block 214, TOWN OF KIRKLAND, Volume 6, page 62; thence Easterly on said Northerly line 148 feet to the West line of the Easterly 38 feet of Lot 2 of said Block 214; thence South along the aforementioned line 84 feet; thence West 73 feet; thence South 26 feet to the centerline of a 16 foot alley (vacated); thence West along the centerline of said alley to the Westerly line of said Block 214; thence South 90 feet along the Westerly line of said Block 214 (also the Easterly margin of a 16 foot alley); to a point which is the Easterly extension of the North line of Lot 7, Block 215, KIRKLAND TERRACE; thence West 140 feet along the North line of said Lot 7, to the West line of Block 215; thence South 60.54 feet to the Southwest corner of said Block 215 and the Northerly margin of Central Way; thence Northeasterly along said Northerly margin 25 feet; thence South 190 feet to the North line of Tax Lot 15 in the Southeast 1/4 of Section 6, Township 25 North, Range 5 E., W.M.; thence Northeasterly along the North line of said Tax Lot 15 to a point on a line 100 feet Westerly and parallel with the Westerly right of way of Lake Street South; thence Southeasterly along said line 410 feet; thence Northeasterly 130 feet at right angles to the centerline of Lake Street; thence Northwesterly along the centerline of said Lake Street 28 feet more or less to the Westerly extension of the North line of an alley lying 16 feet Northerly of the North line of ALLENS P-O TRACTS (unrec.); thence Easterly along

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the North line of said 16 foot alley 455 feet to the Southeast corner of Lot 5, Block 98, BURKE AND FARRAR'S KIRKLAND BUSINESS CENTER ADDITION, DIVISION NO. 25, Volume 25, page 14; thence North 99.89 feet along the East line of said Lot 5, to the True Point of Beginning.

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