Upscale hotel planned for Kirkland

Corbett Holt Properties plans to develop the 160-unit Kirkland Hotel at Kirkland Avenue and Third Street. Designed by Jensen/Ferry Architecture and Planting, the hotel will be across the street from Peter Kirk Park and the downtown library.

The $12 million hotel will have a variety of accommodations, including large suites and banquet rooms. Along Kirkland Avenue, the hotel will have an arched, brick pedestrian arcade that merges with an entry plaza. The plaza will have fountains and outdoor seating, open to the public. Other amenities include a restaurant, meeting rooms, spa, public lobby and lounge. Jensen/Ferry is working with Zena Design as interior consultants; D'Amato, Inc., is the structural engineer; and Penhall Associates Consulting Engineers is the civil engineer. The hotel is set to open spring of 2005. A general contractor has not yet been selected.

By JOE NABBEFELD
Journal Real Estate Editor

The remake of downtown Bremerton's waterfront advanced a notch by attracting the downtown region's first new private office building in decades.

Kitappa Community Federal Credit Union has launched plans to develop the two-story, 23,000-square-foot office building on what is now a surface parking lot for a block fronting Pacific Avenue, the credit union said yesterday.

The 60,000-square-foot building will stand across Washington Avenue from the combined conference center/hotel-office and parking garage complex under construction as a public/private venture at the former Bremerton Shipyard. “You pull off the conference center,” which is totally occupied by the credit union these days, said P.J. Santos, a project manager with the development firm of Opus Northwest. “Sixty thousand square feet in Bremerton is like building the Empire State Building.

There hasn’t been a new office building in 40 or 50 years,” Santos said. Opus put together the credit union deal and will serve as the credit union’s fee developer.

By MARC STILES
Journal Staff Reporter

Meeting tomorrow

The next meeting of the Transportation Infrastructure Financing Alternatives Committee (TIFAC) is set for 6 p.m. to 9 p.m. Aug. 13 on the 18th floor of the Washington State Capitol, 1200 Capitol Ave., Olympia.

Two decades ago, Washington officials were struggling to find the money to finish a freeway loop around the city. The project had built 125 miles of Highway 402 but didn’t have the money to finish it. So for the next five years, the loop was built out of the tourism that formed a public loop called the “50-mile loop.” The 50-mile loop was finished and went into service on a federal government funding.

To the north, a dozen members of the Washington state Legislature are looking at how counties in Washington and other places have been able to pull off key transportation projects using unique funding mechanisms.

The Transportation Infrastructure Financing Alternatives Committee began meeting in April to look at how to recommend financing options. Even though the deadline’s months away, ideas already are forming. Rep. Fred Jarrett, a Mercer Island Republican and TIFAC co-chairman, thinks Washington one day may let private companies design, build and operate highways and charge people to travel on them. TIFA, Jarrett jokes, “is an acronym for toll.

Sen. Mary Margaret Haugen, TIFAC chairman, agrees tolls are in Washington’s future. “There’s going to be no other way to finance big projects,” she said.

The Camano Island Democrat. The possibility is skirting the halls of the Washington state Legislature.

Traditional funding sources no longer are adequate, according to a 2001 study by the Department of Transportation.

The study indicated capital spending by all levels of government would need to increase 10 to 15 percent annually, between 1991 and 2017, to maintain the physical condition of the existing system. Improving the system and achieving what the study deemed “environmental and economic outcomes for the nation” would require a 10 percent spending increase.

Tolls and public-private partnerships are just some of the ideas Hagen and TIFAC are investigating. Members also are looking at financing houses and single-occupancy vehicles pay a toll to use carpool lanes.

Another option is to increase the surtax on real estate transactions.

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Project could aid fish passage

According to the state Department of Fish and Wildlife, 33,000 culverts around the state need to be replaced or repaired to allow safe passage of fish.

By ARI KRAMER
Journal Staff Reporter

Developers and public agencies routinely rig culverts with fish ladders and other devices to help fish pass under local highways and roads. Pacific Northwest National Laboratory is using a new research project to figure out how well current culverts and other restoration measures work.

The state Department of Transportation said some changes in snow and ice management are helping the state avoid lasting damage to fish populations in rivers and streams. Other state transportation agencies hired PNLL to design and install a culvert test bed at the state Department of Fish and Wildlife’s Nisqually Hatchery near Tenino, Wash.

The test bed will let scientists adjust and measure water flow, depth and velocity. It consists of two large steel tanks — one upstream, one downstream — that create a full-scale flow test facility. The facility can be used to test various designs and materials before they are used in the field.

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WSDOT program looks at ways to reduce fuel costs

By MARC STILES
Journal Staff Reporter

Critics of the Washington State Department of Transportation argue that the department is one of the most expensive in the country, but the agency’s new program looks at ways to cut fuel costs and reduce emissions.

The WSDOT program looks at ways to reduce fuel costs and reduce emissions.

The program is aimed at identifying ways to reduce fuel costs and emissions from state-owned vehicles, which account for about 10 percent of the state’s total emissions.

The program is designed to help the agency reduce fuel costs and emissions from state-owned vehicles, which account for about 10 percent of the state’s total emissions.

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Federal Construction Projects

Y = Highway Construction: WA PFH 203-1(C), YNOOCHEE ROAD; DTFH62(08-B-0002) WA PFH 200-1(C). National Forest, Whatcom County, Washington. This ACTION IS BEING CONSIDERED FOR A TOTAL HURDLE SMALL BUSINESS SET-ASIDE. Prime Construction firm is small business set-aside or an unreserved subcontractor. To submit an offer for this solicitation, MUST submit the following by no later than 9:30 a.m. Pacific Time to: 300, 518-7739 for receipt by COB on August 12, 2003: (a) a positive statement of intent to submit an offer for this solicitation as a Prime Contractor; (b) your business plan; (c) statement of bonding capability; (d) statement of capability to include both single and aggregate totals; (e) listing of experience in work similar in type and scope to include contract numbers, project titles, dollar amounts and points of contact with their phone numbers. All of the above must be submitted to the contract officer for a decision no later than 15 business days from the date of submission. The award will be made to the highest qualified offerer in the solicitation.

Seattle Daily Journal of Commerce

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