



City Council Meeting with the Neighborhoods

South Rose Hill/Bridle Trails Neighborhoods

Submitted Questions/Comments (13)

Meeting Date: March 11, 2014



Planning Department

1. What is the City Council going to do with all the information and ideas collected at the Neighborhood Planning workshops?

Response: *Staff is organizing and assessing the comments and will forward the assessment to the Planning Commission. The goal is to determine which of the comments may be folded into the current Comprehensive Plan update. Another round of neighborhood meetings will be held in May and June to report on our findings and offer an opportunity to discuss some of the key issues. Those suggestions that are not able to be accomplished during the current plan update may be considered in a future neighborhood plan update. Staff will also be working with the Planning Commission to devise ways to update (and likely simplify) neighborhood plans on a more regular basis.*

2. When are the Bridle Trails and South Rose Hill Neighborhood Plans going to get updated?

Response: *Some updates to the neighborhood plan will occur during the current Comprehensive Plan update, as necessary for internal consistency.*

3. When are you going to reevaluate the current zoning of the commercial property at Bridle Trails Shopping Center? How will you handle the need for change? What will be the process? Who will be involved?

Response: *It is likely that this issue will be discussed during the current Comprehensive Plan update process. It's too soon to know where this discussion will lead and what kinds of changes to the neighborhood plan will result. However, current citywide planning policies support the concept of mixed uses and particularly the location of housing within convenient walking distance of shops, services and transit. Any changes to the Bridle Trails plan and zoning on this issue will need to involve local residents and property owners.*

4. I am concerned about one commercial property owner in Bridle Trails Shopping Center agitating to build taller, higher density buildings adjacent to 70th St. This owner has made claims to the city that lots of people want this type of redevelopment, but I have not heard a single actual resident or other business owner in our neighborhood support anything of the sort. I include myself with the neighborhood residents who prefer to keep Bridle Trails and its shopping center low-key, low-height, and local-focused.

Response: *See the response to question 3 above.*

Public Works Department

5. I am extremely shocked and concerned by PSE's proposal to run high voltage lines adjacent to my neighborhood (along 116th Ave NE and down NE 70th St)! What is Kirkland doing about this? Why can't they run along already existing lines? This is a health (and property value) matter. I chose to live where I do 20 years ago knowing where the existing lines are. My research on health effects of power lines says that hazards decrease by distance from the lines. To propose placing NEW lines closer to residents who are not currently affected by these hazards is totally unacceptable. I expect Kirkland to be the advocate of those of us in danger of this new proposal. I request an email response and a call from a Council member.

Response: Thank you for the question and comments regarding the proposed overhead Puget Sound Energy (PSE) transmission lines. PSE is in the planning phase of their Energize Eastside project, a project to build new, higher-capacity electric transmission lines on the Eastside that will upgrade our existing transmission system and provide more dependable power for Eastside businesses and communities. PSE is undertaking an extensive public process for siting of the new transmission lines between Redmond and Renton. There are two potential routes being studied that are near Kirkland. One route travels south from Redmond and does not go through the City of Kirkland. The other route being studied would follow several streets in South Rose Hill. The City of Kirkland is in favor of the route that does not go through Kirkland, but we need to allow the public process to continue so that all of the interests and issues can be evaluated. The best way to get involved in the public process is to attend one of the upcoming workshops focused on the routes near Kirkland. At these meetings you can learn more about the Energize Eastside project, discuss the project with your neighbors and project staff, and provide critical feedback about the potential route segments. There are two sub-area workshops coming up that you may want to attend:

Workshop 1: March 19th from 6:30 -9:00 PM at the Old Redmond Schoolhouse Community Center – 16600 NE 80th Street, Redmond, WA 98052

Workshop 2: April 16th from 6:30 -9:00 PM at the Old Redmond Schoolhouse Community Center – 16600 NE 80th Street, Redmond, WA 98052

If a route through Kirkland is recommended the City Council will review the proposal and provide input and feedback to PSE.

6. What is the City's role regarding the proposed new PSE power line routing? What is the current City position regarding the proposed new PSE power line routing?

Response: See above response.

7. What is the current status of the closing of the Houghton Transfer Station?

Response: The final [King County Solid Waste Division Transfer Station Plan Review](http://your.kingcounty.gov/solidwaste/about/plan-review.asp) (<http://your.kingcounty.gov/solidwaste/about/plan-review.asp>) was delivered to the King County Council on per Ordinance 17619 on March 3, 2014. The plan recommends Alternative E which calls for the closure of the Houghton Transfer Station in 2021. The alternative also recommends that King County proceed with the construction of a new Factoria Transfer Station in Bellevue in 2014. No new Northeast Transfer Station would be built to replace Houghton which would save rate payers between \$76m and \$85m in capital cost savings. The plan also recommends two alternatives to manage the waste in the northeast County in the absence of the new station to replace Houghton. The King County Council will review the recommendations and make the final decision.

8. What does the Transportation Benefit District mean for our neighborhood?

Response: While Kirkland formed a Transportation Benefit District [TBD] with a boundary that includes the full city, there is no current plan to enact revenues from the District. The purpose of the formation was to retain it as a potential future option when the Transportation Master Plan is completed later this year or early next year. Most of the taxing authorities of a TBD require a public vote. A \$20 vehicle license fee and development fees do not. If the \$20 vehicle license fee were enacted, residents [and businesses] would pay an annual \$20 fee on their vehicle licenses. The TBD statute limits the use of these funds to transportation related projects and programs, like transit, roads, and pedestrian/bike improvements. These funds could be used to complete the Safe Routes to School network, develop the Cross Kirkland Corridor trail, provide sidewalks and bike lanes,

maintain streets and arterials, and other transportation system improvements in Kirkland. Whether to enact funding for the District and what projects or programs will be funded by the District will be determined through the Transportation Master Plan currently underway.

9. What can be done to get better bus service to the Houghton Park and Ride lot?

Response: *We will continue to work with King County Metro to seek productive ways to connect the Houghton Park and Ride to Metro's system.*

A few years ago Metro started a peak only route between Overlake and Downtown Seattle/First Hill that also serves the Houghton Park and Ride, but it has not performed well. More busses served the Houghton Park and Ride when the HOV lanes were on the outside of the freeway and busses could more easily serve the flyer stops directly.

Currently Metro Route 245 runs between Kirkland and Factoria via the Houghton Park and Ride, Microsoft and Bellevue College with 15 min frequency during the day and has good ridership. Route 238 is another all day route that serves the Park and Ride and connects to Bothell via Totem Lake. There are also 3 other peak only routes that serve the Park and Ride. For more information, contact David Godfrey DDGodfrey@kirklandwa.gov 425-587-3865

10. Is local bus service an option, for example a shuttle that takes us to the 520/South Kirkland Park and Ride?

Response: *Local bus service is an option, and one that Council has agreed we should look at in the Transportation Master Plan that is part of the Comprehensive Plan Update underway this year. Traditionally, service like this has low ridership so it would likely not be service that King County Metro would rank highly and be able to fund. Therefore we would probably have to fund it with city funds. For more information, contact David Godfrey DDGodfrey@kirklandwa.gov 425-587-3865*

11. How would the choice of 116th for the new PSE lines impact the City's ability to implement the proposed motorized improvements plan along that route?

Response: *At this time it is not known if the new PSE transmission lines will be routed through Kirkland along 116th Ave. NE (see above comments). However, when PSE installs any new utility lines in Kirkland, the location of the new lines are evaluated against future plans for future street improvements and PSE is required to design and install their utility system so that it will not impact future City projects.*

12. Are you aware that the recent increase in yard waste fees from Waste Management is causing compostable material to get diverted to the landfill? What is the change in volume/weight of green dumpsters since the additional charge for excess compostable material was added?

Response: *The charge for extra units of yard waste that was approved by the Kirkland City Council starting on January 1, 2013 has not resulted in any significant diversion of yard waste into the landfill. The chart below shows that 15,080 tons of yard/food waste was collected in 2012 and 13,588 tons was collected in 2013, a 9.8% decrease. However, residents disposed of 930 less tons of garbage in 2013 than in 2012 which indicates that the yard waste is not being thrown in the garbage. The primary factor that accounts for the 9.8% decrease in yard waste tonnage in 2013 relative to 2012 is the weather during the prime yard grass growing season. The rainfall for the Seattle/King County area for March to July 2013 was down 24% compared to March to July 2012. It's also important to note that there has been no increase in illegal dumping as result of the new charge. Finally, the number of extra yard waste units collected dropped from 28,213 in 2012 to*

12,762 in 2013. This shows that residents are maximizing the capacity of their 96 gallon yard waste carts when before the charge there was no financial incentive to use all of the space.

Single Family Yard Waste Collection Data		
	2012	2013
Garbage	10,436 tons	9,506 tons
Yard/Food Waste	15,080 tons	13,588 tons
Number of Extra Units	28,213	12,762
Recycling Diversion Rate	67.8%	67.9%

Parks Department

13. I would love to help create a community garden, or "pea patch", on Snyders Corner. It is open, sunny, accessible, and would make a happy, healthy, echo-friendly gathering place for our neighborhood.

Response: Thank you for your suggestion. We do have a very active Pea Patch Program and would certainly consider this idea. The big hurdle right now is lack of irrigation to this site – especially problematic because of its sunny location in the summer. To talk further about this idea, contact Jason Filan, Park Operations Manager at JFilan@kirklandwa.gov or call 425-587-3341.