



Budget: Mayor Jim Lauinger

Annexation: Councilmember Bob Sternoff

1. Update on Annexation.

Response The City Council is still in phase one of a four phase process to study annexation of Kingsgate, Upper Juanita and Finn Hill (the City's potential annexation area or "PAA"). Phase one activities included a long range financial study and public outreach to the Kirkland community and was originally scheduled to be complete by the end of 2006 or early 2007. The public outreach effort yielded a number of good questions and comments that can be viewed on the City's annexation webpage at www.ci.kirkland.wa.us/annexation. The results of the financial analysis can also be viewed on the website. The City Council extended the Phase 1 activities into March 2007 to allow adequate time for the public to receive and comment on the results of the financial analysis. A public forum is scheduled for Thursday, March 1 from 6 to 9 pm at the Peter Kirk Community Center. The City Council will discuss annexation again at the end of March to decide whether to proceed to Phase 2 of the study.

Planning and Economic Development: Councilmembers Mary Alyce Burleigh and Tom Hodgson

2. Explain the difference between Houghton Community Council and City Council.

Response: The City Council is the elected governing body for the entire City of Kirkland. The Houghton Community Council (HCC) is an elected body with limited authority over land use issues within the boundaries of the former Town of Houghton. Houghton and Kirkland consolidated in 1968. At that time, the HCC was created and given the authority to advise the City Council on land use issues and to veto any land use laws passed by the City Council with regard to the applicability of those laws within the former Houghton town limits.

3. Floor Area Ratio – what was decided and how this might be different in Houghton.

Response: Floor Area Ratios (FAR) are zoning regulations that limit the amount of floor area within structures in single family residential zones. FARs restrict house size in relationship to the size of the lot. For most zones, the maximum FAR is .5, which means that the maximum floor area is 50% of the lot area. For example, the floor area on an 8500 square foot lot is limited to 4,250 square feet. Some detached garages and accessory dwellings are exempt from FAR limits.

FAR regulations are not applicable within the jurisdiction of the Houghton Community Council. Other regulations governing the size of single family houses, however, still apply, for example, height limits, required setbacks and lot coverage limits.

4. Has anyone considered enacting an ordinance to limit the use of leaf blowers (due to noise and fumes)?

Response: Ordinance 4072, which is under consideration by the City Council, includes a variety of amendments to the Zoning Code, among them restricting the operation of leaf blowers to specific daytime hours.

5. We are concerned that the look and feel of our neighborhood has changed with all the teardowns that allow for huge homes on small lots. This is a real disservice to families with children and pets.

Response: The removal of older houses and replacement with much larger houses is occurring throughout much of Kirkland. It is a consequence of a variety of forces, including: rapid job growth, particularly on the Eastside, rising property values, changing demographics and strong consumer demand for larger homes. The trend is likely to continue. However, recognizing that the larger houses have created undesirable impacts on neighborhoods, the Kirkland City Council recently adopted revisions to FAR regulations (see question 3 above) and tree cutting regulations to help moderate the impacts. The City Council also allowed the development of two housing demonstration projects which include small "cottage" and "compact" housing units. Although both of the projects were constructed in the North Rose Hill neighborhood, the City Council has asked the Planning Commission to consider whether to allow similar projects City-wide. Planning Commission discussion and public hearings will occur this spring.

6. What are current and future time tables and details re: development of the Finkbeiner (9 lots) and two Jewett plats (one 3 lot plat currently under development and the 9 lot development)? We have seen no signs, nor have any of the immediate neighbors received the usual city notices on these developments. We, personally, were supposed to be on a 'must notify' mailing list re: the Jewett properties. Our 'notification' was a bull dozer digging up our 30 year old English holly hedge in the utility easement area for wiring and being told 'lady what is your problem? We have a right to dig here.' The neighbors and I stood there, reminded him he did have a right to access, but also a responsibility to notify homeowners in advance so they could remove items they did not want destroyed unless it was an emergency. That development was no emergency! In no other circumstance, in our 30 years of living here, has someone acted so arrogantly, all the while destroying our property without any obligation to notify us ahead of time. His idea of repair was to smooth the dirt out. Our gardener had been there the previous Friday before to assess fence damage in order to replace it not knowing it was scheduled for bulldozing the following Monday. Fortunately, the gardener had not yet begun the work, but he could have saved the hedge by removing it for us and replacing it when the bull dozer was thru. No amends or apologies for the damages were ever made and no phone calls were ever returned re our bulldozed hedge and smashed fencing.

Response: The Finkbeiner and Jewett developments were both reviewed through a short plat process, which was initiated back in 1998 and 1999. As part of the short plat review process, applications are noticed to the public, with public notice signs installed along the property frontage, mailed notices, and publication in the newspaper. The noticing for these applications was completed in 1999 when the applications were submitted to the City for review. Since that time, both applications were approved by the City of Kirkland and final plat drawings reflecting the lot boundaries were recorded with King County. In 2006, a Lot Line Alteration was completed, adjusting the boundaries of some of the lots in the Finkbeiner and Jewett Short Plats.

Prior to completing any utility or roadway improvements related to the short plat, the civil plans for the project are required to be reviewed by the City through a Land Surface Modification permit. A Land Surface Modification permit is a ministerial decision, which is made by City staff. Public notice of these decisions is not provided. If the work is going to block a driveway or close a street, the City does ask that the contractor give the affected neighbors notice.

For the Jewett Short Plat, a Land Surface Modification permit was issued in 2004 and the work was being completed at the site in 2005 and 2006. The neighbor directly north of Jewett plat was contacted and kept abreast of the contractors work as it affected their driveway, and to knowledge of the Public Works staff, the City did not receive any complaints. Currently, a building permit has been issued for construction of a new residence on Lot 2 of the Jewett Short Plat.

A Land Surface Modification is currently in review at the City for completion of roadway and utilities for the Finkbeiner Short Plat (Case No. LSM06-00050). Plans are available for review at the City Building Department.

For further information about these projects, you may contact Stacy Clauson at sclauson@ci.kirkland.wa.us or 425-587-3248.

7. Strong concern over allowing high density housing, especially single home clusters and impact on community, crowded streets, schools, impact on infrastructure.

Response: See responses to questions 3 and 5 above.

8. What is the city of Kirkland currently doing to deal with (code-wise) with the infill developments that are a hot topic in nearly every urban area of the country (i.e. the Nightline story this last week on Atlanta's growing problem of huge homes going on too small of lots or the combining of lots for 'Whitehouse sized mansions and the negative impact on neighbors). This is a very real problem here in Kirkland, too! We have been looking forward to the development of the Jewett property, but are concerned now about our own neighborhood being labeled as 'tear downs' and then treated that way instead of 'preservation' of neighborhoods.

Response: See responses to questions 3 and 5 above.

9. Have fencing codes been recently changed to allow the 'prison like' tall fences/walls with gates encasing many of the new/remodeled homes/compounds presently cropping up regularly in our neighborhood? What does this do for increasing neighborliness that has been a hallmark of our neighborhood over the past 30 years or is the affect on neighborliness not a factor in the future plans for Houghton?

Response: Fence regulations were last revised in 2002. The maximum fence (or wall) height within required setback yards is six feet. Within front yards that abut neighborhood access and collector streets (but not arterial streets), fence height is further limited to 3.5 feet. This limit is intended to keep front yards more open to the neighborhood. Apartment and condominium complexes are allowed to fence their property and/ or parking areas, however, gated single family subdivisions are not allowed.

10. Covered kiosk needed for bus stop benches along 108th. In winter benches are unusable because they are wet.
Response: Metro is responsible for the installation of bus shelters. For information related to Metro bus stops, benches, shelters and service, please call Metro at <http://transit.metrokc.gov> or call 206-553-3060, TTY users call 206-684-2029
11. What happened to the bench that used to be up at the bus stop on 60th and 108th? When the new house was built, it was allowed to put one of those prison-like 6 ft tall cinder block walls up all along the sidewalk and the bench was removed. Are there plans to replace that bench? If any place needs one, it is there, After walking up a steep hill people (like me) have no place to sit down and recover from the walk while waiting for the bus unless one wants to sit on the sidewalk curb. How did removing, then not replacing the bench get overlooked by the city?
Response: The City of Kirkland did not remove this bench. Your Neighborhood Connection Program funding has paid for several benches along 108th, however this is not one of them. A call has been made to Metro to find out why this bench was removed and not replaced. Feel free to contact Metro yourselves at <http://transit.metrokc.gov> or call 206-553-3060, TTY users call 206-684-2029.
12. Why was the developer of the Jewett property required to plant tall 'flowering peach trees' under the power lines on the Houghton Trail? Not only do the police need a 'clear' view and access to the Houghton Trail (it was recommended by the police woman who took the report about the graffiti on the trail) but utility vehicles cannot now get their equipment (like the cherry picker trucks) into the easement area to reach the wires and tree branches where they need to with trees in their path. In addition to that, they block sunlight to our long established dwarfed & semi-dwarfed fruit trees and old-fashioned roses (in the family for 3 generations) put at that spot in our yard as the only sunny place we had in our entire yard for them. This last fall we had to throw away all of our Rome apples because they rotted instead of ripened. The Arborist came to look and decided that there was 'no problem' from what I was told. Were the police and the PSE consulted about safety and trees under power line issues? Also, who picks up the expense of replacing the sidewalks when the roots of those trees damage the sidewalks, or they fall on our fence or deprive our plants of the sunlight they need to live?
Response: Completion of half-street improvements within NE 60th Street was required as a condition of approval for the Jewett Short Plat. The half-street improvements included installation of a 4.5 ft. planter strip with street trees 30 ft. on-center. The City typically plants trees under power lines and PSE is okay with this as long as they are low growing and won't interfere with the lines. The Public Works Department representatives spoke with this neighbor previously and had our arborist review the installation and the possible impact to the neighbor's fruit trees. He found the new trees would not pose a threat to the health of the neighbor's fruit trees. Any maintenance related to the sidewalk or trees would be conducted by the City.

Public Works: Deputy Mayor Joan McBride and Councilmember Dave Asher

13. I 405 in the Houghton area. Specifically as it pertains to the soundwall by the pedestrian overcrossing at 60th and tree mitigation that DOT plans to do. The area by Forbes Creek looks pretty devastated to me.
Response: WSDOT and the City of Kirkland understand the importance of a strong tree canopy to the citizens of Kirkland and we have consistently made it a priority to address tree concerns. Within the corridor WSDOT will be updating a tree preservation plan which consists of identifying significant tree growth, analyzing impacts and working with engineers and the contractor to minimize any impacts that may be unavoidable. Impacted areas will be replanted where feasible according to DOT's restoration standards.
- Also, the areas you're currently noticing as 'pretty devastated' on the 405 corridor between 85th and 116th Streets have not yet been fully replanted, awaiting slightly warmer weather and absence of frost. Additional planting has always been planned and is expected this season.*
- In addition, WSDOT will be identifying for the next Nickel Stage 2 smaller trees in WSDOT right-of-way prior to construction that the City of Kirkland could salvage and replant within the community. This was accomplished within the Nickel Stage 1 (85th to 116th) when over 20 trees were removed and saved for replanting. Generally, smaller trees have a good success rate for thriving after replanting and are, therefore, excellent candidates for replanting.*
- In the area you were interested in, near NE 60th Street, a section of existing noise wall is proposed to be rebuilt closer to the WSDOT right-of way line, i.e., closer to the community. The wall is proposed to be approximately 700 feet long and 12 feet tall. The aesthetic treatment of this wall will provide an Ashlar™ finish on the community side (similar to the wall face currently visible from the 405 southbound on-ramp at NE 116th Street).*
- For more specific questions on these issues, please contact the public information officer at the WSDOT I-405 Kirkland Nickel Program, Colleen Gants, 425-456-8555.*

14. What is the City doing to improve pedestrian safety and increase lighting of sidewalks and walkways?.

Response: We're increasing pedestrian safety efforts on several fronts throughout the City. Our flashing crosswalk inspection and repair program has been enhanced; crosswalks are inspected more often and repaired often the same day that outages are reported. Watch for new educational spots on Channels 21 and 75. A staff group has been formed to focus on pedestrian safety issues such as how to improve lighting. We are also conducting research on how to make pedestrian flags more useful.

15. The ditch and culvert on 104th & 58th cannot handle the water flow in some rainstorms and the drainage coming down 55th is inadequate. This has caused multiple times when water backs up and flows into my garage, and recreation room. This problem needs attention by Public Works?

Response: The intensity of the December 14 storm event was above anything the stormwater conveyance systems are sized for – many pipes were temporarily over capacity, causing overflows, and this problem was in some cases exaggerated by leaves and other debris blocking catch basins. That said, staff have investigated the system at NE 58th and 104th NE. There is a plat going in on the north side of the intersection that will upgrade drainage and provide ½-street improvements. This will help to keep gravel and sediment out of the system. As part of the drainage design for the plat, the engineer is also being asked to analyze capacity of the system from the intersection. In addition, we are looking at potential fixes for the south side of the street. There is a substandard pipe system in front of 10415 NE 58th Street that appears to have been put in without City permits. Our storm crew will be rodding and/or TV-ing this system the week of 1/29, and based on results of that work we will determine a course of action. Potential fixes include connecting an existing catch basin in the driveway of 10415 NE 58th to the system on the north side of the street, or upgrading the structure in the southeast part of the 58th/104th intersection. It would be difficult to deepen the ditch on the south side of NE 58th Street due to the presence of a water line and other utilities. Staff have contacted the homeowner at 5789 and discussed the situation.

Drainage from NE 55th Street flow west and does not flow into the NE 58th/104th NE system. Again, due to the size of the storm we experienced overflows in many areas. If there is a recurring problem on NE 55th Street, please have the affected person contact Jenny Gaus in the Public Works Department at 587-3850.

16. Traffic concerns regarding speeding on 53rd Street by students and Seahawks.

Response: Neighbors who live on or nearby NE 53rd St met with the City's Neighborhood Traffic Control Program Coordinator, Ellen McMahon and representatives from the Fire and Police Departments on Jan 31, 2007 to address speeding traffic concerns and develop a traffic calming plan for NE 53rd St. After much discussion about various traffic calming options residents decided on the following action plan:

- *Stripe a crosswalk on NE 53rd St at 111th Ave NE*
- *Add four 25 mph pavement markings – two east of 112th Ave NE and two west of 111th Ave NE*
- *Set up the City's radar trailer to display drivers' speed as a reminder to slow down on NE 53rd St*

Residents may want to pursue installing some speed cushions (speed humps with gaps for emergency vehicles) after the Seahawks move to their new facilities and the construction on 112th is completed. Installation of physical traffic calming devices such as speed cushions requires 70% approval of nearby residents and 85th percentile traffic speeds must exceed 30 mph in order to be considered for a vote.

17. Have they considered putting the utilities along NE 55th underground as part of Carillon Woods project?

Response: No, they will not be undergrounding utility lines with the park project.

18. What plans are there for increased traffic in Kirkland? Alleviation of congestion appears to not be coming anytime soon.

Response: It's true that we are not planning for a major reduction in peak hour traffic. More people are driving more miles each year in our region. It is not possible to build enough highways to accommodate all the desired auto travel without congestion. Since traffic is a regional issue (traffic comes to and from Kirkland from all over –not to mention traffic that passes through Kirkland) limiting development of a relatively small amount of land use is not an effective solution to traffic congestion. Issaquah has tried this remedy with little success. Our region's answers to traffic congestion have focused on: offering options to single occupancy vehicle travel, building key projects on freeways and local streets, and encouraging compact multi-use development in urban centers. These are the same strategies that Kirkland has adopted in the Comprehensive Plan.

19. What happened to our street sweeping service? In the past, it was a weekly service – now it is questionable. Four power outages are more with less services -- too much over population!

Response: Sweeping has never been a weekly service. We strive to sweep all city streets on a monthly basis. On average, streets are swept 10 to 12 times annually.

20. We living in Kirkland but I feel we are living in village. Our street road is very bad that damage our cars and darkness in our street caused unsafe place in the evening. (6400 block of 114th Ave. NE)

Response: The City operates an annual street preservation project where streets are sealed or overlaid to preserve the existing street network. Streets are selected for preservation based on budget available, adjacent developments/construction, street condition and required repair. At this time, 114th Avenue NE is not scheduled for an overlay in the next few years. However, if there are potholes that require immediate repair residents can notify the Street Department (587-3900) and they will coordinate the repair of the potholes. (SIDE NOTE: The road in general is in pretty decent shape. There are a few utility trench patches for a new house going in on the west side of the street where it appears the trench patch has settled a bit, leaving a depression which may be what he's referring to, there are a few other patches that are in decent shape also.)

If your neighborhood wishes to add street lighting to your street there a few options available for you. The first option, which has been done in other parts of the City, is for you and your neighbors to group together and work directly with Puget Sound Energy in the design, construction and payment for installation of a street lighting system. It is possible for you to compete for neighborhood funds to help with the costs associated with this work. A second way is for you and your neighbors to work through the City in the formation of a Local Improvement District (LID). For this second option, the City would take a lead position in all coordination, design and construction efforts, but then all related City expenses would be added to the overall project costs for inclusion in a special assessment given to all property owners within the newly formed District. For more information of the LID process, please feel free to contact Ray Steiger at 425-587-3833, or at rsteiger@ci.kirkland.wa.us. If you are interested in more information on working directly with PSE, the person to call is Gary Takeuchi at 425 369-7206.

21. Has the State conducted another decibel reading of I-405? I had purchased another home last year, had mine for sale, didn't sell and main comment was the freeway noise.

Response: The I-405 project assessed the existing and future noise levels in the Houghton Community during the Kirkland Nickel Project environmental process. This area is currently being reviewed again as part of the current SR520 to I-5 project environmental process. The results of this latest study will be available in the summer of 2007.

During the Nickel noise analysis no areas in your neighborhood met the Federal and State mitigation requirements for building a new or upgraded noise wall. As stated above, an existing noise wall in the NE 60th Street area is proposed to rebuilt closer to the WSDOT right-of way line. The I-405 project staff are open to discuss the details of these findings with you in person, and, future neighborhood meetings between WSDOT project staff and area neighborhood associations are expected in the future.

For more specific questions on these issues, please contact the public information officer at the WSDOT I-405 Kirkland Nickel Program, Colleen Gants, 425-456-8555.

22. Are you attempting to reduce chance of power outages?

Response: In general, the City desires to have less power outages, but that infrastructure is owned by PSE and we don't have much control over how reliable their system has to be. If we look at the number of outages over a 10-20 year period, they would probably make a case that their system is very reliable.

23. Any program to improve pedestrian safety?

Response: See response # 14.

24. 108th Ave NE has become "405 west" – it is too easy to use to bypass snarled traffic on 405. it needs to be less desirable. Slow speed limit, speed bumps, or something please.

Response: When I-405 is congested people will seek alternate routes and 108th and other Kirkland streets will be some of those alternates. Improvements on I-405 through Kirkland should reduce the number of hours that I-405 will be congested helping to remove some of the pressure. WSDOT's website <http://www.wsdot.wa.gov/projects/I405/> will give you more information about the I-405 program.

25. The amount of traffic on 108th Ave NE continues to increase, particularly during evening rush hour. Are there any additional measures that can be taken to mitigate this? Safety is an issue for pedestrians, schools, and driveways along the way.

Response: See responses #14 and #24.

26. The street sign at 52nd Street and 108th is very difficult to see. We either need a better street light or trimming of trees and/or shrubs at the corner.

Response: A service request has been sent to the sign shop for this situation. Appropriate repairs can be expected soon.

27. Why was the street on 60th and 104th Ave allowed to be paved in late 2005 if the neighborhood was going to be dug up again for 'updating' fiber optic cable starting in late 2006? As a result of that work, a water line was broken and now the whole, newly paved street is being torn up again to replace water lines in the upper cul-de-sac area? Is that sensible taxpayer dollars at work—scheduling the paving before the dig-up? Also, what will the replacement of the water pipes do to the pipes in our individual yards? If our pipes end up damaged from a change in pressure, etc., who pays for the repair?

Response: 104th Ave NE was overlaid in 2004 from NE 60th St north to the end of the street. Prior to overlaying any street in the City, every effort is made to coordinate prospective overlay streets with city utility work, proposed developments and franchise utility work (like fiber optic, power, etc.). A 5-year moratorium is put into effect after a street is overlaid restricting new developments and utility work from cutting into the street. Fiber optic is installed with in the right-of-way but typically is located outside of the paved limits of the roadway if room allows. This is the case for 104th Ave NE. The fiber optic was generally installed outside of the paved limits and had only a few crossings underneath the roadway. The crossings underneath the roadway are installed by boring under the road and are not installed using a trench. One of these borings happened to encounter the water services for the houses located in NE 61st Ct, requiring them to be repaired. The water main work at NE 61st Ct. consisted of the installation of a new 4" water main and five water services (extending to the resident's meter) and was not anticipated when the overlay of 104th Ave NE occurred. The new main will not change the pressure to the houses.

28. To ask City of Kirkland to replant screening bushes they removed earlier. As is passersby's can look into our bedrooms. Also to address side yard to our property. so that we have mailman and other car access or by cutting our blacktop and giving us an access to mailbox and deliveries.

Response: Public Grounds crew is not familiar with this request and does not do blacktop cutting, so we are unsure how to answer this request.

29. The school zone sign in front of Best High School is not visible.

Response: We have checked the visibility problem at NE60/108th AVE and the speed zone that is described as being hidden by trees near BEST school. We find nothing wrong at either location and have not made any modifications at either location. If there is some part of this that we are not understanding please contact us at 425-587-3900.

30. Rumor has it that the route for the Spirit of Washington Dinner Train is going to change. Will this impact the tracks through the Houghton Area, and if so, how?

Response: Recently King County, Port of Seattle and BNSF reached an agreement that will allow the County to take ownership of the BNSF right-of-way. You can find more about that at <http://www.metrokc.gov/exec/news/2007/0226connections.aspx>. A study has been done by the Puget Sound Regional Council that recommends a rails/trails use. Read more at <http://www.psrc.org/projects/bnsf/index.htm>. There are no plans to connect 111th regardless of what happens to the railroad right-of-way.

Parks and Community Service: Councilmember Jessica Greenway

31. What is Green Kirkland and how can we get involved?

Response: Green Kirkland is a partnership between the City of Kirkland, Cascade Land Conservancy (CLC), and the community, created to restore and sustain Kirkland's urban forest. There are currently 324 acres of publicly-owned urban forest within the City of Kirkland. Invasive plants such as English ivy, Himalayan blackberry, holly and others are threatening the sustainability of this important natural resource. A healthy urban forest cleans the air, moderates temperatures, enhances aesthetics, can stabilize hazardous slopes, and absorbs great quantities of runoff, thus reducing erosion and flooding.

Carillon Woods, Watershed Park and Juanita Bay are parks that will have volunteer events this summer and fall to remove the invasive plants such as ivy. Citizens interested in participating in these events can contact Jennifer Schroder, Director, Parks and Community Services at 425-587-3301 or jschroder@ci.kirkland.wa.us.

32. How are we (Kirkland) participating in the local 10 year plan to end chronic homelessness?

Response: City Council endorsed this plan in August, 2006. Our City Manager is on the Interagency Council for the Committee to End Homelessness (CEH), which writes policy and makes decisions about the strategic process in completing the plan. We have two staff members that are assigned to the Eastside Homeless Advisory Council (EHAC), which is the Eastside group that helps inform the direction and plan specific to Eastside concerns. The City is also a member of the Eastside Human Services Forum, which is working on this plan continually. In addition, we grant General Fund dollars (40% of all Human Service grant dollars) to several agencies providing services and housing to end homelessness. If anyone would like to be part of any of these efforts, please call Carrie Hite at 425-587-3320.

33. Old and recent experience indicates the electric hand-driers at Marina Park (in the men's washroom) commonly do not start – hence, do not work. How about a repair or replacement project?

Response: There are a couple of factors that have contributed to the hand dryers not functioning. The biggest culprit is vandalism. We have replaced the sensors that initiate the air in the men's restroom four times since the new restrooms were built. Additionally all of the amenities within the restrooms are generated by electricity, so if we are having temporary electrical outages the sinks, toilets, and hand dryers will not function.

We will research the possibility of a more "vandal-proof" hand dryer. At \$119 per sensor, the on-going replacements have been frustrating.

34. The trees on the north side of Carillon Woods Park (on 55th Street) look like they may fall across the power and phone lines again. We were out of power for six days during the storm. Could someone check these ASAP?

Response: Yes, we will have our Arborist examine and evaluate the trees for their safety.

35. Who is responsible for the cost of repairing storm damage to private property caused by wind or fallen trees, poles, wires, etc. which were located on public property such as parks?

Response: Individuals' homeowners insurance is covering the private property, and damage done to vehicles is being covered by car insurance. We have not heard of any instances where citizens' insurance has not covered storm-related costs associated with the events of December 14, 2006.

36. The City of Kirkland purchased Carillon Woods Park property almost five years ago.

- a. Please provide an itemization of the work to be done and the schedule for completion.
- b. Please provide a full accounting of all monies spent thus far on the park, and account for the remainder of the allocated funding that was initially designated.
- c. Have the water wells been turned off and/or decommissioned? If not, please provide information on the income/disbursement of funds generated by the sale of water.

Response: The 8.7 acre property was purchased from King County Water District #1 for \$4.146 million in 2004 via funds provided by the voter-approved 2002 Kirkland Park Bond. A plan for the park was completed in 2005 with active neighborhood involvement. Extensive removal of English Ivy and other invasive plants has already occurred thanks to the efforts of hundreds of volunteers. The City Council is scheduled to award a construction contract at their meeting of February 6, 2006. Construction is scheduled to commence in mid-March and will take 16 to 20 weeks to complete. The plan calls for new and improved trails, new landscaping with native shrubs and groundcover, and a children's playground. Total cost to develop the park is about \$410,000, which includes costs related to construction, site furnishings and signage, design, engineering, geotechnical analysis, testing and inspections, sales tax, and contingencies. Additional forest restoration efforts will occur well into the future. The pumps to the wells have been turned off and the water is now flowing into Carillon Creek. A full decommissioning of the wells and related infrastructure will occur at a later time to be determined.

37. Upkeep of BEST High School grounds during summer. School district mows infrequently and weeds go to seed and spread into neighborhood.

Response: The City of Kirkland maintains the sport fields where there is a School/City Partnership (where the City has made the investment to improve the field). Best High School is one of those schools. However, the areas around the school (not part of the field) is the responsibility of the Lake Washington School District. To provide feedback about the School District's maintenance go to www.lkwash.wednet.edu or call Forrest Miller Director of Support Services 425-882-5108 Richard Ellison is the contact person for maintenance and operations at Best High School Richard Ellison Maintenance, Repair & Operations 882-5103. Further contact information for facilities can be found at http://www.lkwash.wednet.edu/lwsd/html/programs/support_facilities.asp

38. How long is the walk around Heritage Park trails?

Response: To start at Heritage Hall and walk north/northwest along the bluff trail is about one-third of a mile.

To start at the northwest end of the park on Waverly Way and walk southeast on the asphalt trail to the Arch is about one-fifth of a mile.

A looping route starting at Heritage Hall, walking along the gravel bluff trail to the northwest end of the park, circling back southeast on the asphalt pathway to the Arch, and then walking back to Heritage Hall along Market Street, would cover a distance of about 0.52 miles.

39. Why is there not an ordinance regarding neighbors tree debris etc. ruining another's roof, yard, decks, etc. I equate it to throwing garbage or trash on my yard.

Response: This has not been an issue we recommend solving through legislation. If discussing the matter with your neighbor doesn't prove to be successful, you may want to contact our Neighborhood Services Coordinator to get information about neighborhood mediation resources. Contact Kari Page at 425-587-3011.

Police

40. Could more police speed monitoring be done on 108th? I am most concerned with traffic speeds in the morning and afternoon when kids are walking to school. It is very challenging to get drivers to stop at the NE 60th Crosswalk.

Response: This request will be forwarded to the Traffic and Patrol Supervisors as a request for extra patrol during the morning and afternoon hours when kids are walking to school. As a general rule; due to the number of crosswalks and miles of roadways in the City of Kirkland, the Traffic Unit and Patrol Officers monitor speeds on roads and watch for crosswalk violations based on complaints about individual areas and statistics derived from number of collisions. Enforcement is taken to reduce speed and enhance public safety by reducing the incident of collision related violations. The officers attempt to enforce traffic laws as part of their work shift based on the prioritization of other emergency and non-emergency calls for service they receive during their shift.

41. What is being done, or can be done, to curb the rapidly escalating vandalism in our neighborhood (i.e. our corner fence that protects our shrubs and the hillside used to be hit once or twice a year by cars. Recently, that fence is hit once to twice a week (we've only seen one vehicle—a U-haul that left before we could get out to access damage or get a license #). The stop sign was knocked down last year—no one took credit. The city replaced that when we called to report the damage.

Graffiti was left on the newly paved sidewalk near this stop sign and all along the Houghton Trail path last year and the previous year. The mailbox stand for the Jewett property was hit and damaged very recently. Police were called, they looked, but we received no case # for future reference. The Jewett property renters came out to prop up the mailbox stand which is now very crooked from the damage so they could still receive their mail.

Response: PD contacted the complainant to find additional information concerning the issue. The mailbox issue has been referred to the Post Master for Kirkland. There is no case number on record for damage with the PD. The graffiti reported by the complainant has been removed by the City. There are no records to indicate that the fence mentioned in the question has been reported as having been damaged. As this issue has now come to our attention, it has been forwarded to the officer and supervisors responsible for the area to monitor the situation in the future.