



ANNEXATION:

1. We moved to the Juanita neighborhood of Kirkland, after five years living in Kingsgate. We definitely believe that annexation to the City of Kirkland of that neighborhood is the only reasonable choice in the current debate. Even so we don't have school-age children; we notice that Kingsgate schools are part of the Lake Washington School District. Would you split the Lake Washington School District if another city should annex the area? We feel that the community needs to stay part of the urban area it belongs to. **Response:** Annexation of unincorporated areas does not change school district boundaries. The majority of area within Kirkland's Potential Annexation Area (PAA) is in the Lake Washington School District. A small portion is in the Northshore School District. Those boundaries would not change.
2. When will you reopen annexation plans for the Finn Hill, Juanita, and Kingsgate neighborhoods? Citizens feel Kirkland is economically ready! **Response:** The City Council asked to reopen the annexation discussion following the City's budget process. The Council will adopt the City budget in December and will take up the discussion on annexation shortly after the first of the year.
3. What are the regional plans or possibilities for area surrounding Juanita/City of Kirkland now that Kirkland has tabled the annexation? **Response:** The City Council has indicated that it will reconsider the question of annexation in early 2009, once they have adopted the City Budget. In the meantime, we are aware that the City of Bothell is conducting a preliminary study of the feasibility of annexing Kirkland's PAA. However, the Kirkland City Council has not expressed any intention to relinquish the PAA which is assigned to Kirkland in the Countywide Planning Policies. If the Kirkland City Council determines that they will not consider annexation, then they may consider other alternatives for the area including requesting that all or a portion of the PAA be reassigned to other jurisdictions.

BUDGET:

4. Our taxes are certainly high enough. **Response:** The City of Kirkland tax revenues support a variety of basic services such as police, fire protection, emergency medical services and infrastructure (streets and parks) maintenance. The cost of these services increases at a faster pace than the growth in revenues, which has necessitated some increases in City taxes. In addition, the City increased service levels for fire and police services through an increase of property taxes in 2006. These basic services are primarily supported by property taxes, sales taxes, and utility taxes. The City of Kirkland receives 15% of the property taxes paid and less than 10% of the sales taxes paid, with the remainder going to a variety of other jurisdictions, including the school districts, the State of Washington, and King County. Based on a recent study, Kirkland's tax burden is similar to that of surrounding jurisdictions. The strategy to balance the budget attempts to strike a balance among expenditure and service reductions, the use of reserves, and increases in tax revenues.
5. Why did the cost of a business license go up so much in the last few years? What is that \$ going towards? Be specific. It is something that has really bothered me as a small business owner. **Response:** The City implemented the current business license fee structure in 2003. That structure generated approximately \$1 million in additional revenues as part of balancing the budget. The revenue from this source has stayed relatively constant since 2003. Part of the revenue is used to fund the City's economic development program, with the remainder supporting basic services provided by the City such as police, fire protection, emergency medical services and infrastructure (streets and parks) maintenance.
6. I would like to see more of the City's money and resources be invested in areas outside of the downtown core. Kirkland should be one City with equitable division of resources. **Response:** Service levels for basic City services, such as police, fire/EMS, streets, and parks, are set on a city-wide basis.

7. Neighborhood plans help to identify neighborhood-specific capital needs that feed into the broader capital planning process. Capital projects are prioritized based on a variety of criteria set in the City's planning documents, which determines when identified projects get funded. While there is not an explicit allocation of funds among the neighborhoods (other than those programs administered by Neighborhood Services), projects are funded throughout the City.
8. Also, after reading the "Kirkland City Update" newsletter I recently received (issue for the summer of '08) it seems to suggest the need to drive up property taxes even more! It was stated that the ever growing population in Kirkland is causing more of a drain on the financial resources of the city. What I would like to know is why aren't the revenues generated by this growth keeping up with the expenses of growth. Also I'd like to know what the CAFR (Comprehensive Annual Financial Report is for the city of Kirkland. I understand these monies generated from investments by the city are not required as part of the annual budget. I see projects going on around the city which indicate a strong financial system.
Response: Response: Kirkland's population has only grown about 10% over the past ten years, so in many ways the budget issue is more about the revenues from existing residents not keeping pace with the growth in the costs to serve existing residents. This situation is created by the fact that our costs grow with inflation, while some of our revenues are limited to growth below inflation (for example, property tax revenues are limited to 1% growth per year from existing properties).

The Comprehensive Annual Financial Report (CAFR) is the City's annual financial statement prepared in accordance with generally accepted accounting principles (GAAP) and is intended to provide sufficient information to permit the assessment of stewardship and accountability, to demonstrate legal compliance, and to provide management control. It reports on the City's actual financial condition as of the end of each year. The most recent version (for 2007) can be found at http://www.ci.kirkland.wa.us/_shared/assets/2007_Final_CAFR_Document9446.pdf.

In terms of our interest earned on our investments, it is used for a variety of purposes. A portion is required by law to be credited to the specific reserves/funds that generated the interest earnings (for example, utilities, pension funds, etc.). Of the remainder, some is used to pay debt service, a set amount is used to fund capital projects, and any remainder is used for one-time purposes, such as replenishing reserves to target balances, funding short duration projects, etc. It is used for one-time needs because interest rates can be highly volatile resulting in our earnings fluctuating significantly over time. Interest rates have fallen quite a bit in recent months and we are expecting our revenue from this source will decline in 2009-2010.

FIRE:

9. What Community Education and Response Team (CERT) classes are scheduled in the near future?
Response: The Fall CERT course runs evenings, Sept. 17-Nov.8, 2008 and will be our last for this year. If funding is approved in the 2009-10 budget process, we would plan to have classes in January, April and September in both years.

INFORMATION TECHNOLOGY:

10. City-wide free Wi-Fi. Make it happen. **Response:** We have free Wi-Fi available in Peter Kirk Park, including at the pool, and all the way west to Marina Park. We often have thirty or forty users on the system at any given time. This covers much of the downtown. We looked at city-wide Wi-Fi and found it was too expensive. With the current budgetary challenges, we are hopeful that we can continue to offer the current service, and we don't expect any expansion in the next two years.
11. What information and services are available online for residents to stay informed and involved?
Response: The City's web site www.ci.kirkland.wa.us has information on most City functions, recreational program registration, current events, City calendar, Council agendas, and neighborhood information. There are also list serves you can sign up for to stay informed on a variety of topics including annexation, city budget process, downtown strategic plan, Kirkland green updates, and others.

PARKS:

12. The Bayview On The Lake, B Building is in danger from a dead tree about 50' tall which could fall this winter. The Park Department has ignored our warning. Help! **Response:** This tree will be removed by the Parks Department this fall.
13. Juanita Beach Park is still exceeding dirty due to excessive duck/geese feces. The grass and beach are covered with it. So much that I will not allow my 8 yr old daughter to play there. **Response:** The geese population in the Seattle area is being addressed through a multi-jurisdictional approach which includes efforts to reduce the number of geese. At Juanita Beach, efforts are made to clean the beach and walking areas on a regular basis; however, during certain times of the year the geese droppings can become a problem. Long term, some planned renovations at Juanita Beach are being designed in such a way as to make it more difficult for the geese to use the park for grazing.
14. What is being done to clean the park and discourage the ducks/geese from loitering? I've noticed that this is no longer a problem at any of the other parks near downtown. Perhaps a small breakwater wall similar to the steps at the Kirkland waterfront park would provide a similar barrier that discourages the ducks from walking onto the grass. There is also no shortage of space since the ducks have an entire protected habitat adjacent to Juanita Beach Park. **Response:** See above. A new walking promenade with seawalls is planned for the park (construction in 2009) and will be designed to hinder waterfowl movement into the park.
15. When will development or refurbishment begin at Juanita Beach Park? **Response:** The first phase is scheduled to start in 2009 and will include further creek restoration, construction of a new walking promenade adjacent to the beach, parking lot refinements, regarding and new landscaping, and other renovations intended to improve water quality within the wading area. Construction should be completed by spring of 2010.
16. The tennis courts across Juanita Drive from Juanita Beach Park get a lot of use and are in an ideal location. It would be nice to have four newly constructed courts in that location that would satisfy the whole neighborhood. **Response:** The approved master plan for the park anticipates that the park will continue to have two lighted courts in the same location. The tennis courts will eventually be renovated, but currently funding is not available.
17. Juanita Park—Marine destination denied! Juanita residents deserve access to Lake Washington (little cost). **Response:** Launching of canoes/kayaks is permitted at Juanita Beach. A motorized boat launch was considered as part of the park master planning process, but was not included in the plans due to strict environmental concerns and the unlikelihood of getting permits.
18. What are the current and future plans for Juanita Beach Park? **Response:** A park master plan was created in 2006 to guide future redevelopment of the park. A first phase will occur in 2009/2010 (see response to question #4 above). Future phases will occur as funding becomes available. The City website has a detailed description of the future plans for the park.
19. What does the McAuliffe Park Master Plan include? **Response:** The master plan envisions maintaining the special attributes of McAuliffe Park while maximizing opportunities to better utilize many of its assets. The park contains several special "zones" which will be preserved and enhanced. A "farm zone" includes preservation of the historic Ostberg Barn and opportunities for community gardening. A "forest zone" preserves existing mature fir trees and the trail system within the forested area. The "play zone" enhances the area at the park currently featuring a playground and picnic tables. Existing buildings on the site will feature new uses, and will become event spaces available for a variety of community events and private functions such as weddings and corporate meetings. A complete description of the master plan is available on the City website.

20. What is the status of the McAuliffe Park barn replacement? **Response:** The Park Board is considering a revision to the park master plan which contemplates replacing the old car barn with a new structure intended to serve the intended use as a community event space. An open house and apple cider press event will be held at the park on Wednesday, October 15 beginning at 5:30-7:00 p.m. for citizens to review the revised park plan. The Park Board will make its final recommendation to the City Council on the revised plan, including replacement of the barn, sometime before the end of the year.
21. What is the status of the master plan upgrades to Juanita Beach Park? **Response:** A park master plan was created in 2006 to guide future redevelopment of the park. A first phase will occur in 2009/2010 (see response to question #4 above). Future phases will occur as funding becomes available. The City website has a detailed description of the future plans for the park.
22. I would like more information regarding Juanita Park. Such as how the park will be improved and when improvements will begin. Also, what are plans to clean up Juanita Creek? **Response:** A park master plan was created in 2006 to guide future redevelopment of the park. A first phase will occur in 2009/2010 (see response to question #4 above). Future phases will occur as funding becomes available. The City website has a detailed description of the future plans for the park.
23. Sport facilities in the neighborhood:- there are no beach volleyball designated court with nets; - no organized adult indoor volleyball; - public tennis courts with bad surface; - no outdoor or indoor soccer fields. **Response:** Beach volleyball nets are available at Juanita Beach. The City offers an adult volleyball program at Kamiakin Junior High School. Tennis courts at Juanita Beach will be remodeled in the future as part of the overall park master plan. Youth soccer groups use local schools for practices; some games are played at Juanita High School. There is a soccer field at Crestwoods park. Generally, the youth soccer association centralizes game play at Sixty Acres Soccer Fields as well as Marymoor Park. City has no plans to build and operate an indoor soccer arena.
24. I live in the Juanita area of Kirkland. Juanita Creek is in my backyard. During a wind storm in 07 trees were blown down and damage to a bridge and fencing on 100th Ave has never been fixed. Why? **Response:** There are more repairs scheduled to be done soon at this location. Please contact Jeff Rotter from the Parks and Community Services Department for more information (425) 587-3343 or Jrotter@ci.kirkland.wa.us.
25. Can a nature walk/boardwalk be established through the Forbes Creek Wetlands from 108th Ave. N.E. to 98th Across from Juanita Bay Park? **Response:** The City previously considered creation of a boardwalk trail through the Forbes Valley and spent considerable time studying the idea several years ago. While a trail is technically feasible, the City Council ultimately decided that concerns about potential negative impacts to habitat in the valley outweighed the desire for public access. Instead, the City's Non-Motorized Transportation Plan (overseen by Public Works Department) calls for future pedestrian improvements near Forbes Creek Drive.
26. I am the boy's and girl's tennis coach at Juanita High School. This is my 6th year coaching there, and over the past few years I have realized that there are some very important local tennis needs in the Juanita area. The lighted Juanita beach courts are in a great location and many of my players use them on a regular basis. Whenever I play down there at night, there are many community members playing there, and also waiting to play there. Unfortunately, there are only two courts there, and the lights go off at 10pm sharp. Especially in the summer, there are ALWAYS people still playing when the lights go off. It would be wonderful for the youth, and the community members, to be able to extend the lights to at least 11pm - especially in the nicer months. The courts are also in very poor shape, with some cracks, a lot of dirt, and the fencing has broken down at the bottom so that balls are always leaving the playing area.

The other place that many kids and community members play is Juanita High School. We have recently pressure washed all of the courts, and filled in all of the cracks as well as replaced many of the failing nets. The courts look beautiful, and it's great to see them being used so much. The city parks

and recreation, as well as the boys and girls club host many junior and adult lessons there in the summer. I hold my own high school and junior high camps and practices there as well. There are also tons of community members that play at Juanita. If you ever go down there on a nice evening, you will find it hard to get a court without waiting, and it goes to show you the interest in tennis in this community. Right now, I have about 80 boys and girls in my high school program, and the junior highs have about 200 kids combined in their tennis programs. It would be really cool to be able to get lights for three of the six courts. At dusk, the courts are still completely full, and I know that this would be a benefit to the community in so many ways. In addition to adults who enjoy tennis, kids would have an evening activity on weekends that I know they would take advantage of. If you go into other communities, there are typically a lot of places to play tennis under lights in the evening. Redmond, for example, has Grass Lawn park, as well as Marymoor park. Seattle has many locations, but Lower Woodland park has ten lighted courts that stay on till at least 11 at night. Finally, I would be more than willing to help out if something like this was possible. I could help get estimates for costs, contact school district personnel if required, and really help in any other way that is needed. I hope you consider these ideas as tennis is a sport of great interest to the community members and youth of Juanita. Anytime I bring this up with parents or kids they get so excited at the prospect of having access to lighted tennis courts. Thank you for taking the time to read this, and please let me know if you have any question. **Response:** The courts at Juanita Beach have been a bit of a challenge for us since we inherited them from King County Parks back in 2003. The section of the park in which the courts are located contain a lot of sub-surface water and through the years the swelling and drying of the ground has caused the cracks to the courts. We have tried various strategies to address them but they are unfortunately just band-aids. The approved master plan for the park anticipates that the park will continue to have two lighted courts in the same location. The tennis courts will eventually be renovated, but currently funding is not available.

In regards to the lights going off at 10:00 pm, all of our waterfront Parks close at 10:00 pm. When we first began operating Juniata Beach Park we used to have the lights shut off at 11:00 p.m. However, in response to the concerns voiced from the neighboring condominiums and apartments about the noise, light filtering from the courts into their homes and other general inconveniences the courts cause, we revised the hours of use to be consistent with the hours of the park, (closing the park at 10:00 pm as the sign indicates).

PLANNING:

27. This question comes to you out of frustration of dealing with the city building department. I am submitting it this way, as I may not be able to attend the meeting due to health issues.

I live on the corner of 112th street (the front of my house) and 112th Ave (a dead-end street at the side of my house), in Kirkland. I have investigated and at one time pursued building a carport or garage attached to my house, on the existing concrete pad on my property, but was told by someone in zoning to ""save your money, because a variance won't be approved."" She also told me that they would approve one in my back yard, 50 feet from my house, requiring new pavement and the removal of several large trees. She informed me that the difference in cost, an increase from about \$10,000 to build on the existing concrete and attached to the house, to over \$35,000 to cut trees, do comparably significant excavation, pour new cement, cut the curb to provide a new driveway, build the structure, pave or in some other way provide a walkway and stairs to the house, didn't qualify as a hardship to justify a variance. Why? It's a great hardship to me; I don't have that much money!

And all I'm trying to do is raise the utility of my home, make it more consistent with others in the neighborhood, and make my things safe from those who might take them (oh yes, and give the city more tax revenue).

And there are homes on 112th street that do not meet the current side setbacks (the worst is on 109th Place, where the carport is about 3 feet from the street pavement).

And, if I built on the existing pavement, the curb would still be over 20 feet from the garage, and I doubt that dead-end street will ever be widened to its full 60 foot width. Even if it was, the garage would still meet a standard side setback.

What can I do to get some reason into the building organization and allow me to build this, instead of the blanket denial I've received to date?

Response: Zoning regulations establish setback and height limitations on the placement of structures. A property owner seeking to build within a required setback may apply for a variance. In order to be approved, the burden is on the property owner to show that the three variance criteria are met: 1. the variance is necessary because of special circumstances regarding the size, shape or topography of the property or the location of a preexisting improvement; 2. the variance will not be materially detrimental to other property; and 3. the variance will not constitute a special privilege. If you would like to discuss your potential variance application further, please contact Planning Supervisor Dawn Nelson at dnelson@ci.kirkland.wa.us or 425-587-3230.

28. We have a house in the neighborhood who rents out multiple rentals on one piece of property. It isn't actually in our cul-de-sac, but they use it as a parking lot for all of their cars. Is it legal to have multiple rental units in a neighborhood on one piece of property? There are 2 houses joined together. The owner used to live in one, but now he doesn't (although I think his daughter is renting one). People continually move in and out. Our mail was not delivered last Saturday because one of their cars was blocking the mailboxes. Their mailing address is on 112th, but they made a back entrance (in our cul-de-sac) when they made the addition. Could we possibly have our cul-de-sac become a "private" street to eliminate our frustration with this issue and traffic? I'm going to try to send pictures also.

Response: Whether or not the structure is legal depends on a variety of factors, including the zoning of the structure and when it was constructed in relation to the adoption of existing zoning regulations. Within single family zones, properties are allowed to have only one dwelling unit. However, if the property is owner occupied, one additional small rental "accessory dwelling unit" is also allowed. Please contact the Planning Department at City Hall or by calling 425-587-3225 for more information about the zoning regulations. If you believe the use of the property does not consistent with the regulations, you may file a complaint with the department and an investigation will be conducted. With regard to having your cul-de-sac revert to private ownership, you may talk with the Public Works Department (425-587-3800) about the possibility of a street vacation.

29. Is there a Wal-Mart planned for Totem Lake Mall? **Response:** Not that we're aware. There is no permit application for a Wal-Mart and we have not received any inquiries from Wal-Mart or its representatives.
30. How can we go about outlawing the use of gas powered leaf blowers in our city? Talk about noise pollution, they're awful! Thanks. **Response:** Currently, the Zoning Code allows the use of heavy equipment including gas powered leaf blowers only between 7 a.m. & 8 p.m. Monday – Friday and 9 a.m. & 6 p.m. Saturday, except most holidays. At other times, use of the blowers is prohibited. If someone is using a gas powered blower at a prohibited time, you may submit a complaint to the Planning Department at City Hall or by calling 425-587-3225. You may suggest a Zoning Code amendment to further restrict leaf blowers by submitting a letter to the City Council. It would be helpful for you to provide as much supporting information as possible, including information from other cities about how gas leaf blowers are regulated.
31. Why haven't you approved the redevelopment of Totem Lake? Your delay is hurting your constituents. **Response:** Redevelopment of the Totem Lake Mall is a high priority of the City. A master plan for the redevelopment was approved in early 2007. The City is now waiting for the developer to submit design review and building permit applications.

32. When will the Totem Lake Shopping Center work start? **Response:** See above.

33.

34. I have seen enormous amounts of money and effort being put into improvements to the commercial district but almost none to the Juanita neighborhood. Why? **Response:** Development activity in the Juanita Business District has been primarily on private property, although developers are also typically required to make improvements to City streets. City initiated improvements typically focus on major streets and public parks.
35. No more eight-story buildings permitted on waterfront on Juanita Drive! Out of character for the neighborhood. Please discuss at meeting. **Response:** Kirkland zoning along the Lake Washington shoreline in the Juanita area limits the maximum height of buildings to 30 feet. Nothing even close to an eight story building is allowed. A tall, potentially eight story, building is currently under construction just west of the Kirkland city limits along Juanita Drive. This building and other properties in unincorporated King County are governed by the County zoning code.
36. I do not appreciate the 10-story building that is going up across from my condo. How did they even get a permit! My view of the lake is gone!! **Response:** See above.
37. What is the Juanita area long-term development plan? Where can I find this information? I ask this because of the condo and businesses that are being built near Juanita Village. **Response:** The long range development plan can be found in the Kirkland Comprehensive Plan. Development regulations consistent with the Comprehensive Plan are contained in the Kirkland Zoning Code. Both documents can be viewed on the City's web page at www.ci.kirkland.wa.us. Or you may contact the Kirkland Planning Dept. at 425-587-3225.
38. Is Totem Lake Mall ever going to expand? We have few options to shop in this area. Can't we get some more retailers to this spot? --Thanks. **Response:** We can't say for sure whether the redevelopment of the mall will occur, but we're hopeful. As noted in the response to question # 22, the City has approved a master plan for the redevelopment and we are now waiting for the property owner to submit permit applications.
39. Is the City doing anything to regulate the tear down of homes and replacing them with McMansions two to three times the size of the remaining homes in the neighborhood? **Response:** In recent years the City has adopted zoning regulations that restrict a variety of house features including building height, setbacks, impervious area, tree removal and floor area in relationship to lot size. In addition the City has adopted regulations to moderate the appearance of front facades such as encouraging front porches, restricting fence height and limiting the size and location of garage doors. Even so, these regulations do allow buildings that are often substantially larger than many houses built at an earlier time.
40. How is the City curtailing the building of large houses on small lots and loss of trees? **Response:** See above. Regarding trees, the City adopted new and substantially more restrictive tree cutting regulations in 2006. The Planning Commission and City Council will be reviewing and likely amending the regulations in early 2009. Please contact Deputy Planning Director Paul Stewart for further information at pstewart@ci.kirkland.wa.us or 425-587-3227.
41. Having resided in the Juanita area for 3 years, I think that Kirkland is a wonderful place to live. However, I'm concerned about an apparent trend (mostly in zip 98033) that could affect the livability and diversity of this community, and could spread north. As property values have soared over the past few years, developers have come in and begun to pick off areas for demolition and building of McMansions. This has created entire neighborhoods that are demographically defined as highly-affluent double-income no-kid couples (despite their homes having 5+ bedrooms and occupying entire city blocks). Many single-family residential areas of Kirkland are becoming a place where only the uber-rich can afford to buy. I think the near-term implications of this with regard to lack of strong families, lack of diversity, etc are clear; they will detract from the livability in Kirkland, and will only serve to perpetuate its image as a place of elitists. I would like to see the City take a more proactive stance on promoting measures that will provide for a family-friendly environment, and in particular, allow for the

PLANNING: Continued

development of neighborhoods that are affordable to middle-income workers (e.g., annual household income of \$50k to \$250k) and families with children. I would suggest this include more thorough and structured neighborhood master planning, preventing and/or limiting the development of McMansions through land use ordinances, re-zoning, subdividing properties, lot coverage allowances, etc. There are many homes that are owned by 1 or 2 people and occupy 5,000+ sf of lot space. This space could easily accommodate 2 or 3 beautiful, smaller homes that would be more appropriately priced for middle-income families (who would actually use the many bedrooms). **Response:** See the response above regarding City regulations limiting house sizes. The forces causing the increase in property values are mostly out of the City's control. Kirkland's neighborhoods are regarded by many people as desirable places to live. An increase in high wage jobs in the region has increased the population of those willing and able to purchase expensive houses in our neighborhoods. In the face of these trends, Kirkland has undertaken initiatives to encourage housing alternatives. Kirkland zoning now allows for the development of cottage housing within single family zones. Cottages are required to be built in clusters of four or more units. The number of units on a site is allowed to be somewhat more than usual, but the size of cottages and overall floor area must be limited to a greater extent than otherwise allowed. Two cottage projects have been built in the North Rose Hill neighborhood of Kirkland. In addition, as a result of a neighborhood planning process in the Market and Norkirk neighborhoods, regulations were adopted that allow property owners to divide off small lots that would otherwise be allowed in those neighborhoods provided that the house size on those lots is limited. The City is open to interest from neighborhoods in adopted similar regulations. For more information please contact Planning Director Eric Shields at eshields@ci.kirkland.wa.us or 425-587-3226.

42. Who gave directions to give apartments to extremely sick people in KCHA housing (and save \$\$ to hospitals and nursing homes)? We live in Casa Juanita where people had a normal life. Now it is a "mad house" where people cannot sleep at night (big dogs). **Response:** Rental of the Casa Juanita units is the responsibility of the King County Housing Authority. We suggest you contact them about their rental policies.
43. I'd like mobile food stands (i.e. Taco's on Wheels and the like) banned in the City of Kirkland. This problem is dangerous to all citizens regarding health. How can you regulate temperature on a mobile source? **Response:** Any mobile food stand must be reviewed by the City to assure that it is located in a way that meets zoning regulations. Health issues, however, are within the purview of the Seattle/King County Health Department. For further information you may call 206-296-4600.
44. When are we going to get a good shopping center in this area? I pay all these taxes and when I need something, I have to go to Alderwood. **Response:** The City has approved a master plan for the redevelopment of the Totem Lake Mall, but we're waiting for the developer to move forward with construction. Plans include a substantial increase in the number and size of shops. There is also a proposal to increase the amount of retail floor area as part of a potential redevelopment of the Parkplace Center Downtown. That proposal requires a zoning change, which is now under review by the Kirkland Planning Commission.
45. What is the status of the final Juanita Village development? **Response:** Building permits for the final phase of Juanita Village were issued in April, 2008. Construction has not begun. The permits are valid until April 2011.
46. What is the status of Park Place Redevelopment process? **Response:** The owner of Pak Place has submitted a proposal to amend the City's Comprehensive Plan and Zoning to allow a mixed use development with buildings up to eight stories in height and a large increase in commercial floor area. The proposal is under consideration by the Planning Commission. A final environmental impact statement is being prepared, with publication targeted in early October. A public hearing before the Planning Commission is tentatively scheduled for October 23. For further information, please contact Senior Planner Angela Ruggeri at 425-587-3256.
47. Enforce existing building limits - especially at Parkplace. The developer/designers should be able to design within those parameters and keep the theatre. **Response:** See above.

48. We are desperately - and for good reasons - trying to save the tree canopy over Kirkland. Trees are good and necessary, even though they sometimes are a nuisance when falling over power lines, clogging gutters, dropping leaves, etc. Still a priceless resource that adds to the quality of living in Kirkland. But why do we allow our larger (1/4 acre) green lots to be subdivided into "postage stamp size" tracts, where we then erect a house that has no space left for trees - or hardly anything else green for that matter? A 5 or 7 foot setback does not allow for anything resembling a larger tree. I walk the dog daily. And I can see the changes coming to the Juanita area. Perfectly good homes are now being targeted by developers to be torn down. Latest one I saw is on 106th Avenue, just north of 112th Street. If we allow this to continue, we not only destroy the foundation for having a "green Kirkland", but also up-rooting (no pun intended) the very established neighborhoods by allowing too much house on too little land. We NEED the green space between houses. That space is called yard, garden, forest, even drive way, but it does provide "air", light and "space". Something that lacks in many of the denser neighborhoods in Kirkland. I applaud the city Council for all the very controversial work that hopefully will put a moratorium on the downtown area, but there is really nothing that prevents the same to be applied to other areas of the city. If property values are of concern, the least we should do today is to allow further "densification" of our wonderful city. Because once it has been "densened", it is no longer such a great place to live, and with the loss of "great place to live", comes a plunge in property values. Maybe not for the developer - long gone - but for the property owners who paid dearly for their smallish mansions, on even smaller lots. I urge the council to look at this - and stand up against the pressures from the GMA! Just as you have stood up against annexation! Kirkland is a unique and great place to live in just because it is a small oasis in the larger Puget sound area. Nothing really prevents us from staying that way! **Response:** The Growth Management Act (GMA) requires that the City plan for a fair share of the growth forecasted for the Puget Sound urban area. According to the Puget Sound Regional Council, an additional 1.7 million more people and 1.1 million new jobs are expected in the region by 2040. Regional plans seek to accommodate the growth within existing urban areas, particularly within high density urban centers. All cities, including Kirkland, are assigned growth targets for which we are required to plan. For this reason, it is unrealistic for Kirkland to rezone significant land for lower density. At the same time, the City is very interested in making sure that growth contributes to the City in a positive way. In this regard, maintaining and even increasing our tree canopy as growth occurs is a key goal. Stricter tree cutting regulations were adopted by the City nearing three years ago. In early 2009, we are planning to review those regulations and consider how they can be strengthened. You may contact Paul Stewart in the Planning Department (pstewart@ci.kirkland.wa.us) if you would like additional information about those plans. Several years ago, the City also adopted regulations to limit the size of houses in single family neighborhoods. Revision to those regulations were made in 2007.
49. There have been several years now of discussion as to when we can expect to see any useful shopping destinations in Kirkland ("big box" stores). **Response:** The City's Comprehensive Plan and Zoning designate several areas of the City for commercial development. Most of our commercial areas are fully developed, but in some areas redevelopment is possible. The most significant opportunities for redevelopment are at the Totem Lake Mall and Park Place Center. A Master Plan for redevelopment of Totem Lake Mall was approved by the City two years ago. Those plans included significant expansion of retail businesses, including space for big box retailers. To date, the mall owner has not submitted additional plans so the status of the redevelopment is uncertain. Plans have also been proposed for redevelopment of Park Place Center. Those plans include a rezone, which will require approval by the City Council, possibly by the end of this year. Plans include an expansion of retail, as well as a significant amount of new office area.
50. Are there any plans for a small grocery store in the Juanita Village area. We expected there would be one, but instead what we got was Walgreen's. That is certainly useful, but a store with fresh produce would be much more desirable. **Response:** The approved plans for Juanita Village do not require a grocery store to be part of the project. The original project developer sought to include a small grocery store in the building immediately north of the Walgreen's pharmacy. For over a year he actively marketed the property to potential grocery tenants but was unsuccessful. The building is now under different ownership and has been constructed for use by several small retail and restaurant tenants.

PLANNING: Continued

For more information, contact Angela Ruggeri in the Planning Dept. at aruggeri@ci.kirkland.wa.us or 425-587-3256.

51. Why is nothing happening in the Totem Lake area? **Response:** Redevelopment of the Totem Lake Mall is a high priority of the City. A master plan for the redevelopment was approved in early 2007. The City is now waiting for the developer to submit design review and building permit applications.
52. What is going to be done with the large property in between Bank of America and Starbucks in Juanita Vilalge? A nice market would be great there; such as the Metropolitan Market. **Response:** A building permit has been issued for the final phase of Juanita Village. Plans are very similar to the two phases to the north and west: upper story residential use, with small shop space at the ground level. These plans are consistent with a master plan for Juanita Village approved several years ago. When the master plan was approved, there was hope that a small grocery store would go into the commercial building just north of the Walgreens Pharmacy. The developer attempted to find a grocery store tenant, but was unsuccessful.
53. There are so many multi-family condos and townhouses being built in Kirkland. How does the City expect/plan on handling the increased traffic due to the increased population density? **Response:** The City's Comprehensive Plan contains both a land use and transportation element. Land use is forecasted for a twenty year period based on regional growth targets. Traffic growth is also forecasted using a traffic model for Bellevue, Kirkland and Redmond. City road projects have been identified for the twenty-year planning period, based on an adopted level of service (LOS). Potential traffic growth is monitored for all but the smallest development projects. Projects may be denied if the traffic generated will exceed the City's LOS. However, despite our efforts to minimize the traffic impacts of new development, the City fully expects traffic to worsen over time. Greater reliance on other forms of transportation will be necessary.

POLICE:

54. Our neighborhood saw quite a bit more graffiti spray painted on fences, signs, buildings, etc. this summer. Has the city investigated whether this suggests more bona fide gang activity/influence in the area, or is it more the work of a handful of isolated individuals? **Response:** The police department is aware of the graffiti issues in Kirkland. We work closely with Public Works and others to ensure quick removal. The vast majority of such graffiti is the work of individual "taggers" that mark their distinctive tags on items or buildings around an area. These are not considered to be indicative of "gang" activity. Rather, they are considered by the taggers as artwork and a contest to see who can mark the most tags or the most difficult tags (such as high signs or highway overpasses).
55. Why is the city allowing Bishop's Ale House to become the motorcycle mecca of Juanita? Noise from loud pipes was outlawed in Kirkland many years ago. Why allowed in Juanita—are we not part of Kirkland? **Response:** The City does not regulate the types of customers that individual legally licensed businesses attract. The noise from loud exhaust systems is regulated by State law, not local ordinance. When officers find violations of the State motor vehicle equipment laws they take enforcement action or issue warnings.
56. 100th (from 124th N) is a race track. I rarely see radar there. Can a "your speed" sign go in. What other steps can help. It's bad, especially the chopper motorcycles. **Response:** Traffic on 100th Ave NE is very busy. Officers do work radar on the road in response to on-going complaints. We are particularly focused on the areas near the elementary school, apartments and crosswalks. There are very few collisions on this stretch of roadway. The "your speed" sign trailer is operated by the Public Works Department and a request will be made to determine if it available or safe to park in that area.

POLICE: Continued

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57. How does the Juanita Neighborhoods compare with crime around the city. **Response:** The overall crime rate in Juanita is similar to that of the rest of the City. The City of Kirkland experiences low crime rates in all areas of the city. One specific crime of concern is the crime of car prowling (breaking into parked cars). This is a crime of opportunity and citizens can significantly reduce their risk by removing items of value from their vehicles when they are unattended. Items frequently targeted by car prowlers include GPS units, phones, garage door openers, laptops, sports equipment, cash, personal documents (ID, credit cards, cash) and other small expensive and easy to hide items.

PUBLIC WORKS:

Neighborhood Traffic Control

58. We are concerned about people driving so fast either coming up the hill (east) on 112th or coming from the west slowly descending the hill. We have 3 young children and it makes us quite nervous about having people drive so fast around our home. Is there any possibility or funding available for speed bumps in the near future? We would be happy to help with any coordination that is needed. Thank you. **Response:** Public works would like to know the exact location so that our Neighborhood Traffic Control Coordinator, Noel Schoneman, can investigate the situation and look at possible alternatives. Noel can be reached at 425-587-3870 or nschoneman@ci.kirkland.wa.us.
59. Please reduce speed on 98th between 116th and 124th. Very dangerous. **Response:** Public Works will look at any recent historical speed data that we may have on file and we can conduct speed data collection to confirm the situation and look for solutions. 98th is an arterial and physical speed reduction devices would slow emergency response. The best solution to the speeding problem along 98th is enforcement. If residents can tell the Police Department what time(s) of day the problem is the worst, that can help police target their limited resources.
60. We live on the corner of 124th and 98th Ave NE. We are concerned recently with the loud motorcycle and car noises. It's very disturbing with our door and windows open. Perhaps there could be speed bumps or speed meters to deter it. **Response:** NE 124th Street is a principal arterial and its purpose is to provide connectivity and carry a large volume of traffic. Speed bumps will interfere with the functions of that street in addition to emergency vehicle response time. Reducing vehicle speed would not reduce engine noise.
61. Forbes Creek Drive from Market Street up NE 112th Street to has a posted speed limit of 25 miles per hour for many years. However, there is little enforcement by the police department and hence it is often a speed track at night. In the past, there has been the request put forward to place speed bumps on the road. But the feedback that was given at the time was that the fire department, who uses this street, would not agree to this change. What other options can the City Council consider to help reduce the speeding problem? How about placing the flashing posted speed limit signs like the one on 6th Street going north from Central Way? What about the new WDOT camera that takes a photo of speeders and sends tickets in the mail? The residents of Forbes Creek are frustrated with dealing with this long-term problem that will inevitably result in a bad accident in the future. **Response:** Public Works will look at any recent historical speed data that we may have and we can conduct speed data collection to confirm the situation and will look for viable solutions. Public Works staff has been working with the neighborhood and will be installing radar speed signs along NE 112th at 104th NE and 106th NE in the next three months.
62. Speed limit on 116th Avenue NE is 25 MPH. Average speed drivers going down hills 35-40 MPH. Please install permanent electric sign (25 MPH). As prior to construction of new ramps, old 25 MPH sign never observed/respected by drivers especially at night. **Response:** Public Works will look at any recent historical speed data that we may have and we can conduct speed data collection to confirm the situation and will look for viable solutions.
63. Traffic calming measures. We have worked A LOT over the past year with Public Works to reduce through-traffic as well as speed in our neighborhood, with few results so far. The most effective - and

PUBLIC WORKS: Continued

one of the cheapest measures - are speed bumps. Why is it so hard to get them? We are now instead spending some \$25K on two speed signs on one important strip (112th Street NE), but there are other areas that just as well need "traffic calming measures. A prime example is 100th Avenue NE, north of 110th Street - where I've seen people going airborne over the hills. This is a bad area, poor sight-lines and with far too many of the newer residents "rushing through, in addition to many of the ones who cut through the neighborhood in the morning to avoid the backups on 116th Street in their efforts to hit I-405. Speed-bumps or other physical devices would make it "less comfortable" for the offenders, while still allowing for all other traffic (fire/rescue included) to easily get in/out of the neighborhood. But with a 2/3 majority needed for all the "affected" residents (not the ones that are living along a speed stretch, but the ones DRIVING it) in order to do ANYTHING that is slightly "uncomfortable", I'll be retired long before anything is done (and maybe both kids and animals have suffered along the way as well). The bar is simply too high for any "measure" to have a chance to pass. City Council - allow for more speed bumps! No one who lives in a 25 mph zone should be worried over speed bumps. If they are, they are obviously driving faster, and they are the exact ones we need to target! If you are in a rush, stay on the arterials! **Response:**

- We agree that Juanita and Public Works have teamed up to complete several successful projects and have others in the works. These include speed humps, 25 mph pavement markings, flashing school zone beacons, a fence along the elevated pathway used by elementary school children on NE 112th St, and soon to come permanent radar signs on NE 112th St and a new sidewalk on 99th PI NE/100th Ave NE.
- Kirkland requires a 70% support rate from those affected by the speed cushions. Kirkland gives a voice to those people who must drive over speed cushions on a daily basis because they have no viable alternative routes. This is because the speed cushions are an inconvenience even to those who are driving the legal speed limit. The 70% threshold helps ensure strong support for the devices. Kirkland did a survey of cities and counties last year when our policies were being reviewed by the Kirkland Transportation Commission. The survey revealed support rate requirements ranging from 50% to 100% with an average of 67%. The Transportation Commission recommended to the City Council that Kirkland retain its 70% requirement.
- Data collected in 2007 showed an 85th percentile speed of 32.1 mph, which is excessive for a 25 mph street. Speed cushions were considered for 100th Ave NE between NE 110th and NE 110th Streets, but the crest of the hill made speed cushions impractical. Emergency equipment needs to move to the center of the street to avoid the slowing effects of the cushions and this equipment would be out of the sight lines of on-coming motorists. So, instead of speed cushions, we marked "25 mph" legends on the street and added 'tic' marks to both sides of the street to give the impression that the street is narrower than it really is.
- One option that has not been tried is the Citizen's Speed Watch Program. Concerned residents can get training from the Police Department on how to use a radar gun. The registered owners of speeding vehicles will be sent a letter stating what was observed and a suggestion that they exercise more care over the use of their vehicle. This is a very direct educational tool to target those motorists who are driving at excessive speeds without impacting those motorists who are driving with legal limits.

Pedestrian

64. First, my wife and I were wondering if there are plans in the near future to add sidewalks to the 99th PL NE/100th Ave NE Street. This street gets a ton of foot traffic from people walking down to Juanita Shops, Juanita Beach Park, Downtown Kirkland, etc. It is currently unsafe as there are no shoulders and it forces people to walk in the street, making cars swerve around them. If sidewalks are not in the plans, what will it take for them to be added? What is the process? Second, 98th Ave NE/Market St. need a sidewalk on the east-side of the roadway as well. At the very least, the concrete barrier that ends after the Forbes Creek Bridge needs to be extended all the way to the intersection of 116th St &

PUBLIC WORKS: Continued

98th Ave NE. It is just too dangerous for walkers as this is a high traffic, popular speeding area. And third, another option would be to build a pedestrian walkway bridge that goes over 98th Ave NE and connects to the Boardwalk. The east-side of the foot traffic bridge could be located next to the emergency vehicle cut-through area at the bottom of NE 110 St. This option would add great value to the neighborhood and would virtually eliminate all the foot traffic from 98th Ave NE/Market St. and channel them to the safe, enjoyable Boardwalk. Please let me know your thoughts on this topic and what would need to happen for this option to become a reality. **Response:** To the first part of your question: good news, this project is funded and is planned for construction in the spring of 2009. Second, 98th Ave NE/Market St. need a sidewalk on the east-side of the roadway as well. At the very least, the concrete barrier that ends after the Forbes Creek Bridge needs to be extended all the way to the intersection of 116th St & 98th Ave NE. It is just too dangerous for walkers as this is a high traffic, popular speeding area. And third, another option would be to build a pedestrian walkway bridge that goes over 98th Ave NE and connects to the Boardwalk. The east-side of the foot traffic bridge could be located next to the emergency vehicle cut-through area at the bottom of NE 110 St. This option would add great value to the neighborhood and would virtually eliminate all the foot traffic from 98th Ave NE/Market St. and channel them to the safe, enjoyable Boardwalk. Please let me know your thoughts on this topic and what would need to happen for this option to become a reality.

65. Will there ever be a complete sidewalk on 99th (behind Columbia Athletic Club) connecting the upper neighborhoods (NE 113th/112th etc.) to downtown Juanita Bay via 116th?
Response: Regarding the sidewalks along 99th/100th, the City will be installing approximately 1,350 LF of curb, gutter, sidewalk and five-foot planter strip along the east side of the roadway which currently does not have a complete sidewalk. Available right-of-way and steep slopes may preclude the planter strips in some areas. ADA compliant wheelchair ramps will also be required at crosswalk locations. Additionally, LID (Low Impact Development) opportunities are being considered, in particular, porous concrete and rain gardens will be considered along the alignment. Bid - December 2008/January 2009; Construction - Early Spring 2009.
66. Our neighborhood (Juanita) voted to fund sidewalks for safety along 100th/110th curve. When will the sidewalks be put in? **Response:** Please see response above.
67. I go running through the community every day. There are numerous times that I have almost been hit by vehicles failing to stop at stop signs. What steps are being taken to ensure drivers stop and look before proceeding? **Response:** In general this is an enforcement issue. However, Public Works can take a look at specific locations to see if there are specific issues about the visibility of the stop signs. Your observation is a good reminder to all pedestrians to be very careful in crossing the streets and don't take motorist reaction for granted.
68. Who is supposed to clean sidewalks and cut bushes? Sometimes it's impossible to walk especially on 124th St NE (eastbound between 103 Ave & 105 Place). **Response:** It is the responsibility of the adjacent property owner to keep sidewalks clear for pedestrians. This includes vegetation growing in the planting strips between the street and sidewalk and branches hanging too low over the sidewalk. Report specific locations in the north half of Kirkland to Noel Schoneman, Neighborhood Traffic Control Coordinator, at nschoneman@ci.kirkland.wa.us or (425) 587-3870. Conditions reported will be checked and letters sent to the resident or property owner. Exceptions to the property owner responsibility are street trees – Public Works will trim those.
69. AG Bell—Need sidewalks and covered ditches (some cost). **Response:** If you have a specific location in mind, please contact David Godfrey at 587-3865/ dgodfrey@ci.kirkland.wa.us for more information. Also, check out the non-motorized plan update at http://www.ci.kirkland.wa.us/depart/Public_Works/Transportation_Streets/Non-Motorized_Transportation_Plan.htm
70. Who takes care of the weeds growing in the sidewalk cracks and plants growing over the sidewalks on main streets like NE 124th and NE 116th? Besides being a hazard to walking, they make our streets look pretty tacky. **Response:** It is the responsibility of the adjacent property owner to keep sidewalks
- PUBLIC WORKS: Continued**

clear for pedestrians. This includes vegetation growing in the planting strips between the street and sidewalk and branches hanging too low over the sidewalk. Report specific locations in the north half of Kirkland to Noel Schoneman, Neighborhood Traffic Control Coordinator, at nschoneman@ci.kirkland.wa.us or (425) 587-3870. Conditions reported will be checked and letters sent to the resident or property owner. Exceptions to the property owner responsibility are street trees – Public Works will trim those.

71. Extremely concerned with walkability in our neighborhood 98/99th has no walkway to get out to 116th, intersection at 116th/100th very dangerous, walkway to old golf course unsafe - basically we are locked in by cars and unsafe walkways - isn't Juanita Village built for pedestrian friendly? **Response:** Regarding the sidewalks along 99th/100th, the City will be installing approximately 1,350 LF of curb, gutter, sidewalk and five-foot planter strip along the east side of the roadway which currently does not have a complete sidewalk. Available right-of-way and steep slopes may preclude the planter strips in some areas. ADA compliant wheelchair ramps will also be required at crosswalk locations. Additionally, LID (Low Impact Development) opportunities are being considered, in particular, porous concrete and rain gardens will be considered along the alignment.
72. What will be the best street access to the Community Center when 3rd is closed off for transit only? I come from Juanita when I must drive. **Response:** Access to the Community Center will remain as it is off of Kirkland Avenue. Southbound traffic on Third Street will be eliminated and vehicles will need to use Lake Street or 6th Street to go south to Kirkland Ave. Busses will be relocated to Central Way during the Transit Center construction.
73. How do we make a suggestion for a neighborhood sidewalk? **Response:** The City Public Works Staff maintains a listing of requested sidewalks, first check our website to see if the site is being considered. If not, please contact Ray Steiger at 425.587.3833 or email rsteiger@ci.kirkland.wa.us.
74. Pedestrian crossing light at 98th Avenue NE/Juanita Drive: Far too many times people coming down Juanita Drive and making a southbound right turn onto 98th fail to stop for - or just about hits - pedestrians crossing 98th at this intersection. The problem is that cars have a blinking yellow light, and the corner is not that "sharp", sort of enticing cars not to make a full stop, before making the right turn. Signal changes, (re)moving the blinking yellow light, or having it blinking red, would hopefully make people more aware of that there is actually a far amount of pedestrians crossing here. And, with the
PUBLIC WORKS: Continued

building boom (yes, still ongoing here), there will not be less people - as soon as they realize that this is a wonderful area where you actually CAN walk from home and you do not NEED to take the car. **Response:** Many pedestrians and cyclists find this intersection difficult. We are looking at ways to improve it. We will examine whether or not the flashing yellow can be a flashing red. There are a number of specific rules about exactly how traffic signals operate and we'll have to make sure that this is an acceptable use for a flashing red signal

Traffic

75. What are the council's thoughts/concerns about the plans being put forward to replace the 520 bridge? Specifically about routing/location of the new bridge, tolling, and possibly starting to collect tolls on the current bridge before construction is even started on the new one. **Response:** Council's supports the plan for the 520 bridge. In the summer of 2007 Kirkland participated in discussions with WSDOT and other eastside cities to plan what the project could look like on the eastside, and Council is generally comfortable with what came out of this process. There is much more information about the project at the WSDOT website <http://www.wsdot.wa.gov/projects/SR520Bridge/> . Council adopted a position on transportation pricing that is generally supportive of tolling when done properly. You can see Kirkland's position and the positions of other cities at http://www.build520.org/library.htm#local_jurisdictions The tolling implementation subcommittee setup by the legislature has a website at <http://www.build520.org/index.htm> it has a great deal of information about tolling and the 520 bridge. That group is currently evaluating tolling scenarios.

PUBLIC WORKS: Continued

76. What are the council's thoughts on the proposed extension of the light rail system to the Eastside?
Response: At the September 16 Council meeting Council voted to support the Proposition 1 ballot measure as proposed by Sound Transit. This plan includes light rail to the eastside via I-90. Find out more at: <http://future.soundtransit.org/>
77. The intersection of 99th Place NE and NE 116th Street is very difficult to proceed from northbound on 99th Pl. to westbound on 116th, especially during evening rush hours. Could the intersection please be reconfigured, or at least a sign posted, urging westbound drivers on 116th to not block the intersection, when traffic backs up the hill from the signal at 98th Ave. NE? This can be a dangerous situation.
Response: There is an existing "Do Not Block Intersection" sign. However, low hanging branches from street trees block the visibility of the sign until westbound motorists are close to the sign. Trimming of these trees has been ordered.
78. Can NE 116th be widened (between 98th Ave and 120th Ave NE)? It takes forever to get on I-405. Some days it's hard to get out of your driveway. --Thank you. **Response:** There are no plans to do a major widening of NE 116th Street. Congestion at the freeway on ramp is expected to improve drastically when the second half of work is completed on the interchange. That work is expected to begin in 2010, but that date may change. Find out more at <http://www.wsdot.wa.gov/Projects/I405/SR520toI5/>
79. With all the new building (i.e. condo and apartments) what do you plan for this increased density for traffic problems (especially 116th to 405)? **Response:** There are no plans for major roadway expansion in your neighborhood. At NE 116th and I-405, Congestion at the freeway on ramp is expected to improve drastically when the second half of work is completed on the interchange. That work is expected to begin in 2010, but that date may change. Find out more at <http://www.wsdot.wa.gov/Projects/I405/SR520toI5/> Mixed use projects like Juanita Village help traffic congestion by locating housing and retail uses together. This means that people don't have to get in their car every time they want to go somewhere.
80. What is the City going to do about the noise pollution on 100th (between 124th & 116th)? Motorcycles rev motors and motorcycles and cars speed day and night equally bad. More landscaping up and down 100th near 124th would help. **Response:** Noise pollution is a difficult issue. The only effective means of reducing noise is through solid barriers like the ones you see alongside the freeway. Studies have shown that it takes huge amounts of landscaping to provide any real difference in sound. Walls would be difficult and expensive to site along 100th.
81. There needs to be a left turn arrow for traffic going north on 120th Ave NE to turn west onto NE 128th St—the traffic backs up terribly there as you try to drive away from Totem Lake Mall. A signal to exit the upper mall would also be welcomed. **Response:** there is a left-turn pocket, but no arrow, only a green ball, so you must yield to on-coming traffic. The new signal does not have a protected left turn for west movement. With the mall redevelopment, access will change and so it would be premature to change anything at this time.
82. What can be done to improve the congestion southbound on 100th Avenue N.E. at NE 132nd Street?
Response: The south half of NE 132nd Street is the City limit and King County has jurisdiction north of NE 132nd Street. It would be helpful for staff to understand the specific concern.

Miscellaneous Public Works:

83. On Juanita Dr, the City made improvements several years ago which was great. However, they have failed to maintain between 93rd and the City limit (the block in front of our condos). They also have not replaced the street light brought down by a car accident. **Response:** This streetlight is one owned by King County.

PUBLIC WORKS: Continued

84. Would like to have a bike lane on NE 124th St between 100th & 107th Pl. Also need bike lanes on 100th between 132nd and the stretch just south of Columbia Athletic Club. --Thank you.
Response: Work on an update to the Non-motorized plan is underway and these locations are identified as needing improvement. It looks like we may be able to restripe 100th Ave NE between 124th and 132nd to provide bike lanes. Other parts of 100th Ave are too narrow to restripe, but we are looking at what else might be done, particularly at the intersection of 98th/116th. NE 124th Street is too narrow to stripe bike lanes although we may be able to narrow the inside lanes to provide more width in the curb lanes to help cyclists. We tried this in a test section between 120th and 113th Avenues in connection with a recent resurfacing project. Find out more about the non-motorized plan update at [http://www.ci.kirkland.wa.us/depart/Public Works/Transportation Streets/Non-Motorized Transportation Plan.htm](http://www.ci.kirkland.wa.us/depart/Public%20Works/Transportation%20Streets/Non-Motorized%20Transportation%20Plan.htm)
85. Also in 12/14/06 we were the worst damaged house on this block. We still don't understand why our claim was denied. We still need help. **Response:** The City of Kirkland does not process claims for natural disasters. This is a federal government process.
86. Are there plans in the works to install benches throughout the neighborhoods? There are many who walk as part of recovery from illness and surgery with no place to sit along the way. Some use walkers and canes. The "baby boomers" will increasingly need them. If not, would the City include it in planning? **Response:** There are no plans for a comprehensive bench program. There are benches in some areas, around Juanita Village for example. Benches are often installed through the neighborhood connection program. Find out more at [http://www.ci.kirkland.wa.us/depart/CMO/Neighborhood Services/Programs/NC.htm](http://www.ci.kirkland.wa.us/depart/CMO/Neighborhood_Services/Programs/NC.htm).
87. What is the street sweeping schedule and how can vegetation along sidewalks be better maintained? **Response:** Street sweeping is continuous and ongoing without a schedule to be in a certain place at a certain time. Vegetation management is the responsibility of the adjacent property owner.
88. When will the temporary wood railing at NE 128th Street be replaced? **Response:** Kirkland continues to coordinate with Sound Transit and WSDOT project managers for detailed information as to when the contractor will be complete with all of the remaining work at the Totem Lake Freeway Station including the remaining metal railings that will replace the temporary wood rails on the project. We've been informed that the contractor has ordered the steel rail sections but that these have not been fabricated or delivered to the contractor yet. Once they are available, installation should take only a couple of weeks. Our best information estimates that this could occur over the next couple of months.
89. Are there service changes planned for the Juanita area? **Response:** For bus service information, please contact King County Metro at <http://transit.metrokc.gov/>.
90. Why allow the PSE substation in our back yards? **Response:** This is a question that would need to be directed to PSE directly.
91. First I have a great concern about fluoridation in our water system. I've been hearing more and more about the toxicity of this element and understand it to be a poisonous by-product of the aluminum industry waste. I've been reading and hearing this same scenario for at least 10 years and want to see the use of it in our water stopped. **Response:** The City of Kirkland's water supply is delivered to us from Seattle Public Utilities. Seattle is responsible for the treatment of the raw water at the source which also includes adding fluoride. The Kirkland water department adds nothing to the water which it receives from Seattle. We are strictly a distribution system only. If you have concerns over what is being added to your drinking water, please contact Seattle Public Utilities at www.seattle.gov/util. If you are a customer of Northshore Utilities, they can be reached at 425-398-4400.
92. Could you save money by using corn gluten, which is a safe, effective pre-emergent weed suppression instead of costly labor to weed Market Street medians after weeds have sprouted?

PUBLIC WORKS: Continued

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93. **Response:** Staff will be asked to evaluate this suggestion as part of the IPM (Integrated Pest Management).
94. What can be done to decrease the amount of litter along many of the sidewalk areas (especially at bus stops)? Could we get interested property owners to assist in cleanup efforts? **Response:** Metro can be notified for specific problems. Contact Gary Ogden Metro Adopt a Stop at (206) 263-6503. If the litter is not from the bus stop, it would be considered the responsibility of the adjacent property owner. The City does not currently have a litter program outside of the Central Business District.
95. There is a lot of scattered trash by the Kirkland bus stops, would it be possible to put a city waste bin at each bus stop? **Response:** Contact Metro to clean litter at specific bus stops and to request trash cans. Contact Gary Ogden Metro Adopt a Stop at (206) 263-6503. See above.
96. When are you going to fix the 124th road from the 116th stoplight to the bridge overpass? The road has bump and is sinking at the bridge edges. **Response:** *City crews are working this problem in conjunction with WSDOT. The plan is to repair the bumps as soon as a decision is made on the best way to make this type of repair.*

I have been trying for years now to get 2 to 3 more street lights installed on Forbes Creek Drive between the Fire Station and our home (where it passes thru the Juanita Bay Park on either side. It is heavily used by pedestrians walking to bus routes on Market Street but is frightening dark in the winter months especially. Last conversation with the City said \$2,000 per light is not in budget. Any hope this year? **Response:** This is the kind of project that many neighborhoods have funded through their neighborhood connections program. There is not funding in the budget at this time to install street lights on Forbes Creek Drive.