CITY OF KIRKLAND
CITY COUNCIL

Amy Walen, Mayor • Penny Sweet, Deputy Mayor • Jay Arnold • Dave Asher
Shelley Kloba • Doreen Marchione • Toby Nixon • Kurt Triplett, City Manager

Vision Statement

Kirkland is an attractive, vibrant and inviting place to live, work and visit.
Our lakefront community is a destination for residents, employees and visitors.
Kirkland is a community with a small-town feel, retaining its sense of history,
while adjusting gracefully to changes in the twenty-first century.

123 Fifth Avenue • Kirkland, Washington 98033-6189 • 425.587.3000 • TTY Relay Service 711 • www.kirklandwa.gov

AGENDA
KIRKLAND CITY COUNCIL MEETING
City Council Chamber
Tuesday, May 5, 2015
6:00 p.m. – Study Session
7:30 p.m. – Regular Meeting

COUNCIL AGENDA materials are available on the City of Kirkland website www.kirklandwa.gov**.** Information regarding specific agenda topics may also be obtained from the City Clerk's Office on the Friday preceding the Council meeting. You are encouraged to call the City Clerk's Office (425-587-3190) or the City Manager's Office (425-587-3001) if you have any questions concerning City Council meetings, City services, or other municipal matters. The City of Kirkland strives to accommodate people with disabilities. Please contact the City Clerk's Office at 425-587-3190. If you should experience difficulty hearing the proceedings, please bring this to the attention of the Council by raising your hand.

EXECUTIVE SESSIONS may be held by the City Council only for the purposes specified in RCW 42.30.110. These include buying and selling real property, certain personnel issues, and litigation. The Council is permitted by law to have a closed meeting to discuss labor negotiations, including strategy discussions.

PLEASE CALL 48 HOURS IN ADVANCE (425-587-3190) if you require this content in an alternate format or if you need a sign language interpreter in attendance at this meeting.

ITEMS FROM THE AUDIENCE provides an opportunity for members of the public to address the Council on any subject which is not of a quasi-judicial nature or scheduled for a public hearing. (Items which may not be addressed under Items from the Audience are indicated by an asterisk*.) The Council will receive comments on other issues, whether the matter is otherwise on the agenda for the same meeting or not. Speaker's remarks will be limited to three minutes apiece. No more than three speakers may address the Council on any one subject. However, if both proponents and opponents wish to speak, then up to three proponents and up to three opponents of the matter may address the Council.

1. *CALL TO ORDER*
2. *ROLL CALL*
3. *STUDY SESSION*
   a. Performance Management Dashboard
4. *EXECUTIVE SESSION*
5. *HONORS AND PROCLAMATIONS*
   a. May 2015, Arts Education Month Proclamation
   b. Public Works Week Proclamation - May 17-23, 2015
6. *COMMUNICATIONS*
   a. *Announcements*
   b. *Items from the Audience*
   c. *Petitions*
7. *SPECIAL PRESENTATIONS*
   a. Best Starts for Kids/Public Health Clinic – Patty Hayes, Interim Director for Public Health Seattle & King County

QUASI-JUDICIAL MATTERS Public comments are not taken on quasi-judicial matters, where the Council acts in the role of judges. The Council is legally required to decide the issue based solely upon information contained in the public record and obtained at special public hearings before the Council. The public record for quasi-judicial matters is developed from testimony at earlier public hearings held before a Hearing Examiner, the Houghton Community Council, or a city board or commission, as well as from written correspondence submitted within certain legal time frames. There are special guidelines for these public hearings and written submittals.

ORDINANCES are legislative acts or local laws. They are the most permanent and binding form of Council action, and may be changed or repealed only by a subsequent ordinance. Ordinances normally become effective five days after the ordinance is published in the City's official newspaper.

RESOLUTIONS are adopted to express the policy of the Council, or to direct certain types of administrative action. A resolution may be changed by adoption of a subsequent resolution.

PUBLIC HEARINGS are held to receive public comment on important matters before the Council. You are welcome to offer your comments after being recognized by the Mayor. After all persons have spoken, the hearing is closed to public comment and the Council proceeds with its deliberation and decision making.

NEW BUSINESS consists of items which have not previously been reviewed by the Council, and which may require discussion and policy direction from the Council.

b. Juanita High School Earth Corps

c. Community Emergency Response Team (CERT) Spring 2015 Graduation #19

8. CONSENT CALENDAR

a. Approval of Minutes: April 21, 2015

b. Audit of Accounts:

Payroll $

Bills $

c. General Correspondence

d. Claims

e. Award of Bids

(1) Annual Aging/Failing Infrastructure Replacement Project, Agostino Construction, Inc., Maple Valley, Washington

f. Acceptance of Public Improvements and Establishing Lien Period

(1) Kirkland Justice Center (KJC)) Project, Cornerstone General Contractors Inc., Bothell, Washington

g. Approval of Agreements

h. Other Items of Business

(1) Pre-Authorization for 2015 Annual Striping Bid Award

(2) Report on Procurement Activities

9. PUBLIC HEARINGS

10. UNFINISHED BUSINESS

a. 2015 State Legislative Update #8

b. Downtown Parking - Next Steps

11. NEW BUSINESS

a. 2035 Comprehensive Plan Briefings:

(1) Draft Everest Neighborhood Plan

(2) Highlands Neighborhood Plan, Utilities Element and Public Services Element

12. REPORTS

a. City Council Reports

(1) Finance and Administration Committee

(2) Legislative Committee

(3) Planning, and Economic Development Committee

(4) Public Safety Committee

(5) Public Works, Parks and Human Services Committee

(6) Tourism Development Committee

(7) Regional Issues

b. City Manager Reports

(1) May 29, 2015 City Council Retreat Draft Agenda

(2) Calendar Update

13. ITEMS FROM THE AUDIENCE

14. ADJOURNMENT

ITEMS FROM THE AUDIENCE Unless it is 10:00 p.m. or later, speakers may continue to address the Council during an additional Items from the Audience period; provided, that the total amount of time allotted for the additional Items from the Audience period shall not exceed 15 minutes. A speaker who addressed the Council during the earlier Items from the Audience period may speak again, and on the same subject, however, speakers who have not yet addressed the Council will be given priority. All other limitations as to time, number of speakers, quasi-judicial matters, and public hearings discussed above shall apply.

Council Meeting: 05/05/2015
Agenda: Study Session
Item #: 3. a.

CITY OF KIRKLAND
Human Resources Department
123 5th Ave, Kirkland, WA 98033 425.587-3210
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: James Lopez, Director of Human Resources and Performance Management
Shawn Friang, Human Resources Program Coordinator

Date: April 23, 2015

Subject: PERFORMANCE MANAGEMENT DASHBOARD

RECOMMENDATION

- **Staff is recommending that the Annual Performance Report should be revised to become a web-based communication platform and seeks direction from the Council on development and implementation of such a platform.**
- **Staff is recommending that as part of this work, the City should revise the series of key performance indicators ("KPIs") which would serve as quantifiable metrics for each of the City's established priority areas ("Priority Areas") and seeks input on the development of these measures.**
- **Staff is also recommending that the City engage the public in the development of the revised KPIs and seeks input on how best to engage the public in this effort.**
- **Staff is seeking concurrence from the Council on developing a Mid-Biennium Budget proposal for IT resources, dedicated staff time in HR and staff time from each department to maintain this program, the annual cost of which will likely range from $50,000 to $150,000. The proposal would be evaluated along with other priorities as part of the Mid-Biennium budget process.**

INTRODUCTION

Performance Management provides institutions with a system to identify and prioritize needs, strategies, and resources, embracing transparency and acknowledging accountability. An effective performance management system must be, at its core, simple: simple to use, simple to understand and simple to communicate. At the same time such a system must be sufficiently

complex to facilitate critical functions such as informing decision making at all levels of government and providing critical feedback on how the City is performing.

As noted by the International City/County Management Association (ICMA) "[p]erformance management is fundamental to organizational leadership and demonstrates the 'performance dividend' of professionally managed communities. Not only does the use of performance management and analytics facilitate better decision making by elected and appointed officials, but is also promotes accountability, transparency, and quality service delivery to the general public."

In 2013, staff provided the Council with an overview of the City's existing performance management framework emphasizing the need to establish and prioritize strategic anchors as the primary lens by which the City makes all decisions, and receiving guidance on the next steps toward enhancing our existing system.

The purpose of this memorandum is to update the Council on the City's progress toward building a more complete performance system. As noted below, our recent work has focused on transforming how we report performance from our existing Performance Report, to a more dynamic web-based platform where the City can 1) better align Council goals ("Goals) to established Priority Areas, 2) build out Key Performance Indicators (KPIs) to be more reflective of what the City hopes to accomplish, 3) connect the Goals, Priority Areas and KPIs to the strategies and actions the City is either implementing or planning to implement (i.e. the Work Plan, Comprehensive Plan, Kirkland 2035) in a way that is easy to access, understand, and is meaningful to the Council, City staff and the general public.

BACKGROUND

By way of brief background, the Performance Report is a primary mechanism to measure how well the City is performing against each established goal area set by the Council. A copy of the 2013 Performance Report is included in this Council packet (Attachment A). Because the report is organized by goal area, it provides a direct road map of how the City is doing against the highest level expectations of the Council, essentially aligning yearly performance to long term vision. The report is also presented in such a way as to emphasize not only metrics and other quantitative information, but it also illustrates through narratives how the City is working to achieve its goals, in many cases in partnership with the communities we serve.

For the last several years, the City has been guided by three key performance measures that have served as "strategic anchors", or a lens to every major decision put before it. For the City these anchors consider whether the City remains ***affordable***, whether it is ***responsive to the needs of its residents*** and whether it is ***financially sustainable*** both in the near and long term. The significance of this practice should not be underestimated. Guided by these three specific inquiries, the City has been able to manage the tension of setting policies and delivering services that the community prioritizes.

The Kirkland Quadrant is one of the three strategic anchors the City relies upon to help evaluate key decisions at nearly every phase of its strategic planning process. The Quadrant, first published in its current form in 2008, communicates the results of a community-wide survey that asks specific questions regarding the *importance* and the *performance* of several key policy areas identified by the Council. These key policy areas, known by staff as Council "Priority Areas" can be organized by Goal area and range in scope from very specific i.e. "Pedestrian Safety" to very general i.e. "Police". Each Priority Area gives the Council important community insight on areas of concern and supports the idea that the City is especially ***responsive*** to the needs of its residents. (Attachment B – Kirkland Quad)

UPDATE ON RECENT ACTIVITIES

1. **Staff has designed a web-based framework to serve as a single point of contact for key performance management information.**

The proposed web-based design begins with identifying the ten Council Goals along with the three strategic anchors solidifying the basis for what we as a City prioritize. Each Goal would be hyperlinked to a goal page that explains the goal and provides an overview of how the Goal meets the needs of a citizen and what the City is doing to meet that need. The Goal page would also include a list of Priority Areas that have been connected to that goal. An image of the Quad illustrates the location of each of those Priority Areas and their importance and performance rating from the previous citizen survey and City budget. Each Priority Area would then be hyperlinked to a Priority Area page.

Each Priority Area page would include a description of the Priority Area and a list of five to ten associated KPIs, which would also be hyperlinked. There is also a section that shares the story of how these Priority Areas are playing out in City activities and work programs.

Each KPI would also be linked to a page that would contain a definition of the measure, a chart showing the history of the measure and how the City has performed over time, as well as a graphic, map or chart that illustrates the current value of the measure.

To address a prior need to align the Performance Report with strategic plans and master planning processes there would be hyperlinked boxes on the bottom of each page identifying the long-term, mid-term and short-term plans that the City has in place that pertain to each page. A visual depiction of these proposals are presented in PowerPoint format here. (Attachment C)

It is important to note this framework has been designed only—not created. Building such a web-based platform would take significantly more resources than are currently allocated to the performance management team and would require council direction before moving forward.

2. Staff has researched and continues the development of a comprehensive set of Key Performance Indicators (KPIs)

Much of our work in 2014 has been to identify Priority Areas that pertain to the ten Council Goals, and then consider KPIs which are quantifiable metrics that show where we are in relation to our target Goals and better define each of the City's Priority Areas.

Utilizing the below list as a starting point, performance management staff engaged each Department Director in identifying KPIs for each Priority Area associated with how each Director defines his or her department's work. These lists are still works in progress and staff is seeking Council comments on the draft indicators.

1. Support for Neighborhoods - NEIGHBORHOODS (ENVIRONMENT)

    a. Amount of funds for Neighborhood projects average per neighborhood
    b. Number and amount of neighborhood matching grants
    c. Number of publications out to citizens (many forms)
    d. Number of languages public docs available
    e. Average # of vacant or neglected properties registered per month
    f. Average # of demolition or rehabilitations per month
    g. Average # of voluntary compliance code violations per month
    h. Number of staff members attending neighborhood association meetings
    i. Number of KAN University classes/attendees

2. Zoning and Land Use - NEIGHBORHOODS & HOUSING (ENVIRONMENT, ECONOMIC DEVELOPMENT)

    a. Percentage of residential land use
    b. Percentage of commercial land use
    c. Number of residential permits
    d. Number of multifamily permits
    e. Number of commercial permits
    f. Residential density of downtown Kirkland
    g. Average # of working days for plan review
    h. Number of calendar days to issue permits for commercial property (may need $ figure for max size of property)
    i. Average valuation per building permits
    j. Average number of customers served per month

3. Community Events - NEIGHBORHOODS (PARKS AND RECREATION)

    a. Number of community events per month
    b. Average attendance at community events per month
    c. Farmers Market attendance average per week
    d. Number of communications to public about community events/# of days of notice of event

4. Fire/EMS Management- PUBLIC SAFETY

    a. Number of deaths arising from accidental fires per 1000 population
    b. Number of injuries from accidental fires per 1000 population
    c. Recovery time from serious medical incident
    d. Amount of property damage for fires per 1000 population
    e. Percentage of building fires contained to area of origin
    f. Number of fire calls per 1,000 population
    g. FIRE response times under 5.5 minutes
    h. EMS response times under 5.5 minutes
    i. Average number of Fire/EMS calls per month
    j. Average of Fire Prevention class attendance
    k. Average number of inspections per month

5. Police – PUBLIC SAFETY

    a. Average number of crimes per 1,000 population per month
    b. Average number of domestic burglaries per 1,000 population per month
    c. Average number of violent crimes per 1000 population per month
    d. Average number of domestic disturbances per 1,000 population per month
    e. Average number of vehicle crimes per 1,000 population per month
    f. Average number of auto accidents per month
    g. Average number of fatal auto accidents per month
    h. Average clearance rate for crimes per month (crimes solved by officers)

6. Preparedness – PUBLIC SAFETY

    a. Number of shelters per 1,000 population
    b. Percentage of population with emergency relief center within ½ mile
    c. Number of CERT classes offered per month
    d. Number of CERT trained city staff and citizens
    e. Average Building Risk Indicator (BRI)
    f. Percentage of government departments with emergency action plan
    g. Percentage of businesses with an emergency action plan
    h. Flood prevention actions completed

7. Pedestrian Safety – PUBLIC SAFETY

    a. Number of accidents involving a pedestrian
    b. Number of deaths from accidents involving a pedestrian
    c. Number of flashing crosswalks
    d. Mileage of lighted sidewalks
    e. Percentage of crosswalks in working order
    f. Number of uncontrolled crosswalks
    g. Number of maintained/repaired crosswalks/sidewalks

8. People in Need – HUMAN SERVICES

    a. Human Services funding per capita
    b. Percentage of annual average of Growth Management Act (GMA) low income housing target met
    c. Percentage of annual average of GMA moderate income housing target met
    d. Total number of low and moderate income units brought online
    e. Number of partnerships with service organizations
    f. Ratio of demand/met need for housing services
    g. Number of food banks/distribution of food banks throughout city
    h. Average number served at food banks per month
    i. Number of new affordable housing units under construction/completed
    j. Number of active section 8 rentals

9. Sidewalks and Walking paths – BALANCED TRANSPORTATION (PUBLIC SAFETY)

    a. Miles of streets with at least one sidewalk (percentage of streets with at least one sidewalk)
    b. Miles of walking paths
    c. Average number of accidents caused by sidewalk issues
    d. Number of assaults/crimes on sidewalk/walking paths
    e. Walkability score
    f. Square footage of sidewalk repairs completed

10. City Parks - PARKS AND RECREATION (ENVIRONMENT)

    a. Acreage of open space
    b. Level of care of parks %
    c. Number of facilities maintained per year
    d. Volunteer numbers and hours for park maintenance
    e. Staff number and hours for park maintenance
    f. Per capita open/green space
    g. Percentage of residences with a park or open space within ¼ mile
    h. Parks Capital Improvement Programs funds
    i. Parks Operating and Maintenance funding

11. Recreational Programs/Classes - PARKS AND RECREATION

    a. Number of class offerings per year/month
    b. Average revenue from classes per month
    c. Average attendance of classes
    d. Number of class offerings per age group (senior, adult, teen, youth)
    e. Average attendance of class offerings per age group (senior, adult, teen, youth)
    f. Avenues of publication about recreation programs
    g. Recreation Operating and Maintenance funding

12. Support for the Arts - PARKS AND RECREATION

    a. Number of different arts programs offered
    b. Average attendance of performances
    c. Number of art installations in the City
    d. Average number of performances each month
    e. Average gross ticket sales per month

13. Environment - ENVIRONMENT

    a. Percentage of energy used from renewable resources
    b. Number of contained hazardous spills
    c. Amount of electricity used per year
    d. Amount of natural gas used per year
    e. Percentage of energy saved by solar installations
    f. Percentage of residential energy saved
    g. Percentage of commercial energy saved
    h. Green House Gas (GHG) emissions per year
    i. Per capita daily water consumption
    j. Number of trees planted/trimmed
    k. Tree canopy coverage
    l. Air quality

14. Recycling and Garbage - ENVIRONMENT

    a. Total diversion rate of City
    b. Percentage of household waste sent for recycling
    c. Percentage of multi-family household waste sent for recycling
    d. Percentage of commercial waste sent for recycling
    e. Percentage of construction and demolition waste recycled
    f. Average amount of waste sent to landfill per capita per month
    g. Number of hazardous waste recycling events
    h. Amount of hazardous waste collected per year

15. Attracting and keeping businesses – ECONOMIC DEVELOPMENT

    a. Percentage of retail space vacant
    b. Percentage of office space vacant
    c. Average revenue per business
    d. Average number of employees per 100,000 in revenue
    e. Average number of new businesses per month
    f. Average number of closed businesses per month
    g. Average number of new home-based businesses per month

16. Maintaining Streets - DEPENDABLE INFRASTRUCTURE

    a. Number of complete streets
    b. Pavement condition index for major and minor arterial streets
    c. Pavement condition index for collectors and neighborhood streets
    d. Average number of potholes reported/repaired each month
    e. Percentage of capital project improvements completed on time
    f. Percentage of capital project improvements completed on budget
    g. Miles of resurfaced streets
    h. Percentage of damaged roads/pavement made safe within one working day

17. Traffic flow – DEPENDABLE INFRASTRUCTURE (BALANCED TRANSPORTATION)

    a. Coverage percentage of public transportation or density of public transportation
    b. Number of cars per 1,000 population
    c. Average travel time through major intersections (peak hours)
    d. Average parking time in city center
    e. Average commute time in/through the city
    f. Average commute time by bus
    g. Changes in population in and out of city on daily basis

18. Bike Safety – PUBLIC SAFETY

    a. Number of miles of completed bike routes
    b. Number of auto accidents involving a bicycle
    c. Number of deaths involving a bicycle accident
    d. Number of bike racks in City
    e. Number of elementary education programs completed for bicycle safety

Sources:
CALEA. "Measuring the Performance of Law Enforcement Agencies Parts 1 and 2 http://www.calea.org/calea-update-magazine/issue-84/measuring-performance-law-enforcement-agencies-part-2-2-part-article
City of Glendale. "Key Performance Indicators" http://www.glendaleca.gov/home/showdocument?id=14260
City of Tulsa. "Key Performance Indicators". https://www.cityoftulsa.org/our-city/financial-reports/key-performance-indicators.aspx
KPI library. http://kpilibrary.com/

In selecting this preliminary list, staff referenced a database of commonly used measures with a focus towards measures that identify outcomes, i.e. those things citizens care most about. Staff also subsequently considered the ICMA's key service area measures as well as the International Organization for Standardization's (ISO) indicators as defined in their "ISO 37120 International Standard report for Sustainable development of communities – Indicators for city services and quality of life". (https://www.iso.org/obp/ui/#iso:std:iso:37120:ed-1:v1:en)

As noted above, this list is a placeholder only, put forth only to start the conversation. Our plan is to work closely with the City Manager's Office, each department Director and staff and the Council as we select, prioritize and refine these measures. With Council's guidance, staff also plans to engage the community of Kirkland in this process, helping us define these Priority Areas as well.

Staff recognizes that community involvement is especially important to this process. For example on our current citizen survey, when Kirkland residents are asked the question, "How safe do you feel walking in your neighborhood at night?" it is not fully clear to the City how each respondent is defining what it means to feel safe. We need to look further and ask, "What makes you feel safe?" While feeling safe is not necessarily quantifiable there are measurable actions from several City departments that can address this. For example, police response times, existence of sidewalks and number of street lights are all measurable items that can contribute to whether a citizen feels safe in their neighborhood.

By bringing together the various levels of indicators from local to global we believe we can provide a rich definition of indicators that the City can use to actively engage our community, better prioritize our work programs and even identify how the City measures up on a global scale.

By clearly defining our priority areas through KPI's and communicating those definitions to our citizens, we believe the value of the responses we receive in relation to our Community Survey will more accurately reflect the City's status in relation to meeting our targets.

3. **Working with IT on the development of a geo-spatial element and other interactive tools to enhance our ability to communicate performance and create a pathway to an even more dynamic analytical environment.**

As part of staff's proposed movement to a web-based performance management environment, staff envisions a significant part of the new system will rely upon geospatial information (GIS) analytical tools and measures to best communicate how we are doing and what we hope to accomplish. Toward that end, staff has been researching innovative ways to include GIS as part of our work.

This work involves evaluating how to leverage GIS technology to visualize location-based performance characteristics on key city services and operations. The idea is to build a dynamic mapping and monitoring system that allows elected officials, private citizens, and the City's management team to access current information on the trends and performance of City operations. The system will leverage the City's wealth of geospatial data, a variety of City departmental and program data, and regional data to provide a map-based executive summary of the current and past performance characteristics of key City services and operations. Those could include police 911 calls, crime hot spots, fire incidents, code violations issued, graffiti removed, streetlights repaired, roads constructed/repaired, utility network maintained, development permits issued, participation in parks/recreation programs, etc. Also of interest

might be community property values, business sector dynamics, City services to seniors, demographics, emergency preparedness, mobility, etc.

Staff is also exploring how best to connect to other GIS based City initiatives and programs. The system would be architected to consume and process information from other initiatives, programs, and business systems. Automated data and web services update scripts will be developed and scheduled to provide fresh data to the system. Geoprocessing and geostatistical analysis results will also be fed into the system for display.

The system may also include a series of interactive "story maps," which could serve as an intuitive and effective visual communication tool on other City initiatives and programs. For example, these might include such topics as the Cross Kirkland Corridor Initiative, Development Capacity, Walkable Neighborhoods, 2035 Comprehensive Plan, Transportation Master Plan, etc.

The system development can be based on the City's enterprise implementation of ArcGIS and ArcGIS Online, a cloud-based mapping platform.

NEXT STEPS

- If Council approval is given, a Mid-Biennium Budget proposal for IT resources, dedicated staff time in HR and staff time from each department to maintain this program will be developed for implementation in 2016.

- Staff will also present the Council with a detailed plan and phased approach toward implementing each of the steps necessary to build the new platform.

- Council can then evaluate this proposal in the context of other priorities during the Mid-biennial budget process and provide final direction in December of 2015.

CITY OF KIRKLAND

performance measures 2013

Acknowledgements

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Mayor's Introduction

I am pleased to share with you the City of Kirkland's 2013 Performance Measures Report.

The report is designed around the City Council's ten goals for Kirkland – Balanced Transportation, Dependable Infrastructure, Economic Development, Human Services, Housing, Neighborhoods, Public Safety, Parks, Recreations and Open Space, Financial Stability and the Environment – and the long term goals associated with each of these key areas. Each year the Performance Measures Report is compiled to assess how well the City is meeting these goals and to impart to you the changes, challenges and accomplishments.

The City Council and staff use this report to inform budgets, prioritize projects and design business strategies. These performance measures are City-wide which means they encompass every department and service from Parks and Recreation to Public Safety and these goals drive the commitment to decisive action united with fiscal responsibility in every work plan and budget.

The Performance Measures Report is an illustration of where we have been, where we are now and a focus for priorities to achieve the established targets. It is the City's commitment to transparency and responsive government, sharing how we are meeting the goals the City Council.

We hope you use this report to inspire you to reveal the vision you have for your city through opportunities like the new "Kirkland 2035: Your Voice, Your Vision, Your Future" and to become an active participant in your neighborhood and other community-based initiatives.

As I shared with you in my State of the City address, Kirkland is poised to take on big issues and big ideas and move forward aligning our efforts and resources to the community's vision of an attractive, vibrant and livable Kirkland.

Amy Walen
Mayor, City of Kirkland

City Council Values and Goals

The purpose of the City Council Goals is to articulate key policy and service priorities for Kirkland. Council goals guide the allocation of resources through the budget and capital improvement program to assure that organizational work plans and projects are developed that incrementally move the community towards the stated goals. Council goals are long term in nature. The City's ability to make progress towards their achievement is based on the availability of resources at any given time. Implicit in the allocation of resources is the need to balance levels of taxation and community impacts with service demands and the achievement of goals. In addition to the Council goal statements, there are operational values that guide how the City organization works toward goal achievement:

- Regional Partnerships - Kirkland encourages and participates in the regional approaches to service delivery to the extent that a regional model produces efficiencies and cost savings, improves customer service and furthers Kirkland's interests beyond our boundaries.
- Efficiency - Kirkland is committed to providing public services in the most efficient manner possible and maximizing the public's return on their investment. We believe that a culture of continuous improvement is fundamental to our responsibility as good stewards of public funds.
- Accountability - The City of Kirkland is accountable to the community for the achievement of goals. To that end, meaningful performance measures will be developed for each goal area to track our progress toward the stated goals. Performance measures will be both quantitative and qualitative with a focus on outcomes. The City will continue to conduct a statistically valid citizen survey every two years to gather qualitative data about the citizen's level of satisfaction. An annual Performance Measure Report will be prepared for the public to report on our progress.
- Community - The City of Kirkland is one community composed of multiple neighborhoods. Achievement of Council goals will be respectful of neighborhood identity while supporting the needs and values of the community as a whole.

The City Council Goals are dynamic. They should be reviewed on an annual basis and updated or amended as needed to reflect citizen input as well as changes in the external environment and community demographics.

Kirkland is an attractive, vibrant and inviting place to live, work and visit. Our lakefront community is a destination for residents, employees and visitors. Kirkland is a community with a small-town feel, retaining its sense of history, while adjusting gracefully to changes in the twenty-first century.

PUBLIC SAFETY

Ensure that all those who live, work and play in Kirkland are safe.

Council Goal: Provide for public safety through a community-based approach that focuses on prevention of problems and a timely response.

DEPENDABLE INFRASTRUCTURE

Kirkland has a well-maintained and sustainable infrastructure that meets the functional needs of the community.

Council Goal: Maintain levels of service commensurate with growing community requirements at optimum life-cycle costs.

BALANCED TRANSPORTATION

Kirkland values an integrated multi-modal system of transportation choices.

Council Goal: Reduce reliance on single occupancy vehicles and improve connectivity and multi-modal mobilty in Kirkland in ways that maintain and enhance travel times, safety, health and transportation choices.

ECONOMIC DEVELOPMENT

Kirkland has a diverse, business-friendly economy that supports the community's needs.

Council Goal: Attract, retain and grow a diverse and stable economic base that supports city revenues, needed goods and services and jobs for residents.

PARKS AND RECREATION

Kirkland values an exceptional park, natural areas and recreation system that provides a wide variety of opportunities aimed at promoting the community's health and enjoyment.

Council Goal: Provide and maintain natural areas and recreational facilities and opportunities that enhance the health and well being of the community.

ENVIRONMENT

We are committed to the protection of the natural environment through an integrated natural resource management system.

Council Goal: Protect and enhance our natural environment for current residents and future generations.

FINANCIAL STABILITY

Citizens of Kirkland enjoy high quality services that meet the community's priorities.

Council Goal: Provide a sustainable level of core services that are funded from predictable revenue.

HUMAN SERVICES

Kirkland is a diverse and inclusive community that respects and welcomes everyone and is concerned for the welfare of all.

Council Goal: Support a regional coordinated system of human services designed to meet the basic needs of our community and remove barriers to opportunity.

NEIGHBORHOODS

The citizens of Kirkland experience a high quality of life in their neighborhoods.

Council Goal: Achieve active neighborhood participation and a high degree of satisfaction with neighborhood character, services and infrastructure.

HOUSING

The City's housing stock meets the needs of a diverse community by providing a wide range of types, styles, size and affordability

Council Goal: Ensure the construction and preservation of housing stock that meets a diverse range of incomes and needs.

Why Measure Our Performance?

Measuring performance provides a quantifiable way in which to see successes and areas in need of improvement. The City's progress is measured against data from previous years, targets set in master plans and benchmarks with other communities. By measuring our programs using a variety of data, we can see how Kirkland's present state relates to its past indicators and future plans.

Performance measures offer transparency and allow the public to hold the City accountable. The report provides insight into costs, successes, areas of improvement and citizen satisfaction as determined by the biennial community survey.

Over the past few years the City has been guided by three key performance measures that have been accepted by City Council as "strategic anchors" on which to base every major decision. The anchors keep the City grounded and on a path to success by considering whether the City is affordable, responsive to the needs of its residents, and financially sustainable. Visual representations and explanations of each strategic anchor follow:

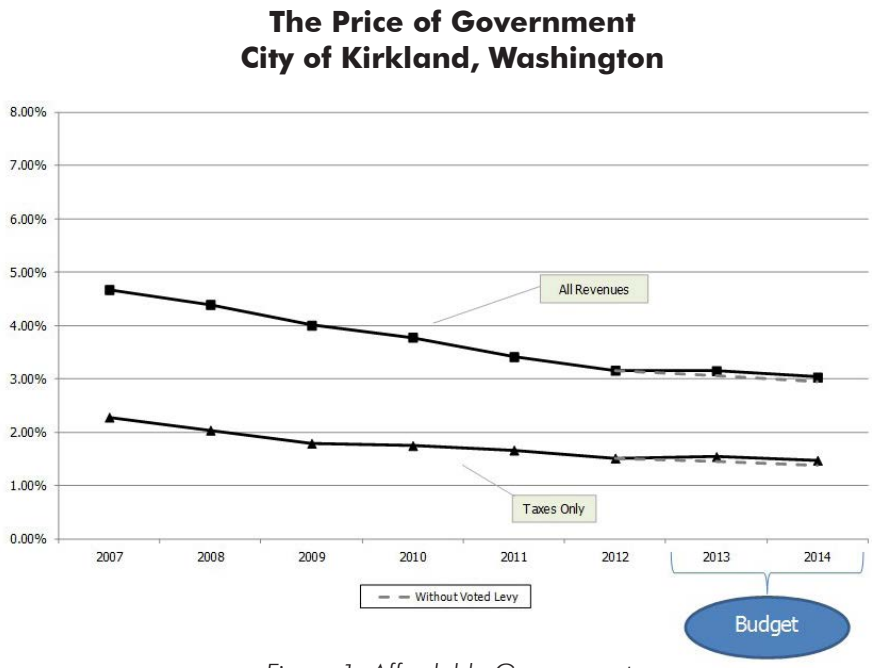


Figure 1: Affordable Government

Affordable Government – Price of government is the sum of all the taxes, fees and charges collected by the city divided by the aggregated personal income of its constituents. This yields a percentage that represents what citizens are willing to pay for government. A typical percentage for a Washington city is 5% to 6%. For the City of Kirkland the price of government is around 3%.

Responsive and Decisive - The "Kirkland Quadrant" represents eighteen key policy areas (Priority Areas) and the ranking by the citizens through a survey of their importance and the city's performance levels. The dashed line represents the "goal" line to bring importance and performance into alignment. The City and staff use this Kirkland Quadrant to plan actions and budgets to better balance city efforts to citizen expectations.

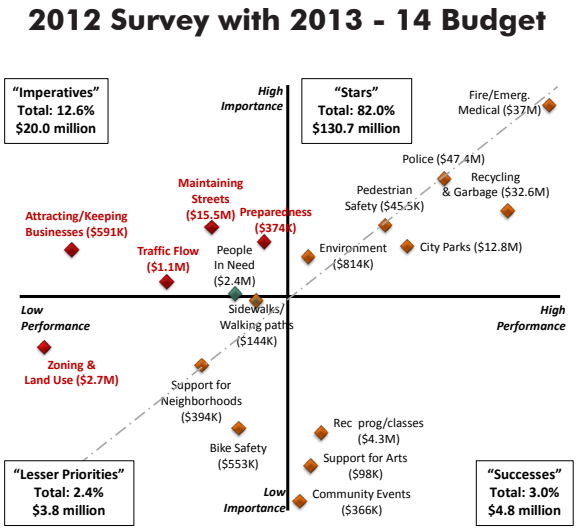


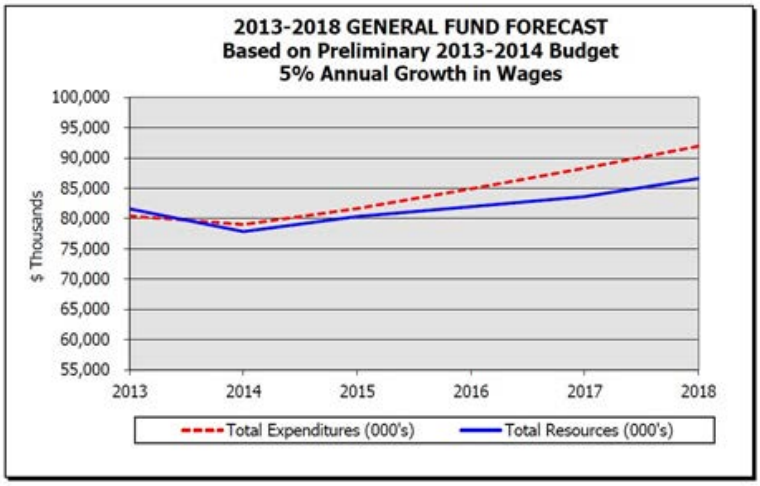
Figure 2: Responsive and Decisive Government

AAA Bond Rating

(Standard & Poor's Municipal Bond Rating)

Financially Sustainable – creating a balance to deal with the stresses to keep expenses in line with revenues. This means not only working to balance today's budget, but keeping in view the future needs and opportunities to be ready to respond as good stewards.

These three strategic anchors ground the performance evaluation about the state of the City and they are used in conjunction with the ten goal areas set forth by the City Council to create a complete performance assessment of how resources have been used in response to citizen expectations.



	2013	2014	2015	2016	2017	2018
Total Resources (000's)	81,572	77,842	80,323	81,950	83,625	86,584
Total Expenditures (000's)	80,420	78,994	81,640	84,889	88,320	91,940
Net Resources (000's)	**1,152**	**(1,152)**	**(1,317)**	**(2,938)**	**(4,694)**	**(5,356)**
Biennium Total (000's)	**0**		**(4,255)**		**(10,050)**	

Figure 3: Financially Sustainable

Format of Report

Performance measures provide a logical connection between City resources and desirable community outcomes through a "so that" format. If the City devotes resources to a service area, then it should be able to achieve desired outcomes in line with the Council goal. Each service area includes a performance measures chart of City inputs, outputs, results and outcomes. Each section provides a description of why the specific measures were chosen, how the City is performing and how the City is working toward achieving the targets and a case study that highlights specific work for that goal. Data comes from budgeted funding in final budget and Capital Improvement Program documents, department program tracking, master plans and community and business surveys.

Performance measures are tracked over time to show efficiency, output and outcome measures. The report this year works to strike a balance between all three anchors to address not only "How are we doing?", but "What are we doing?" and most importantly "How does this benefit the citizen?"

Future of the Report

Kirkland is growing and changing, so the City's performance measures will be growing and changing to better represent the values and concerns that the community has in regards to city services and functions. As the City establishes its updated Comprehensive Plan and obtains feedback from the Kirkland 2035 initiative, additional metrics may be included to assess not only output and efficiency, but outcomes to better answer the question, "Is anyone better off?" because of these actions.

Key Findings - Council Goals

Public Safety

- CrimeMapping website equips citizens with tools to monitor crime
- Fire and EMS responses remain consistent with prior year. Dedication to inter-local training and cooperation

Dependable Infrastructure

- Pavement condition indexes improved for major and minor arterial streets
- Surface Water Master Plan Update begins

Balanced Transportation

- Intelligent Transporation Systems (ITS) phase one is complete
- Progress continues on the Cross Kirkland Corridor Interim Trail

Economic Development

- Decrease in office vacancy rate shows positive trend for business growth
- New business opportunities with Cross Kirkland Corridor

Parks & Recreation

- Volunteer program remains strong and vital source for parks program
- Continued increase in acreage of restored natural areas

Environment

- Green Business Program being revamped
- Tree Canopy goal met, focus now on maintainance and healthy cover

Financial Stability

- City retains its AAA Credit Rating
- City budget reflection of citizen needs and council priorities

Human Services

- Funding has increased for an expanding list of services
- More than 90% of funded agencies meet or exceed their target goals

Neighborhoods

- Connecting neighborhoods to Comprehensive Plan updates
- Neighborhoods participate in designing new Neighborhood Safety Program

Housing

- City creating many options for affordable housing possibilities
- City received 100% return on investment for low income housing units produced

Key Initiatives

The following is a list of the key initiatives that are the actions and work plans for the City based on the ten goals to protect and enhance Kirkland's quality of life. These initiatives create a roadmap from the citizens' expectations to performance results that tie into future planning, so that the vision we have for tomorrow is being addressed by our actions today.

Marsh Park, Kirkland

Kirkland Justice Center

Cross Kirkland Corridor

Key Initiatives for 2013

- Comprehensive Plan Update
- Fire Strategic Plan
- Transportation Master Plan
- Climate Protection Plan Update
- Urban Forestry Management Plan
- Surface Water Master Plan
- Parks and Recreation and Open Space Plan
- Juanita Drive Corridor Study
- Transfer of Development Rights Study
- Streets and Parks Levy Implementation
- Cross Kirkland Corridor Master Plan
- Kirkland Justice Center
- Development Services Study and Zoning Code Simplification

Public Safety

GOAL

Provide for public safety through a community-based approach that focuses on prevention of problems and a timely response.

	MEASURE	2009	2010	2011	2012	2013	Target
The City provides trained staff and funding	*Total Police Services Funding*	*$16,557,994*	*$15,613,828*	*$22,763,553*	*$24,139,113*	*$23,997,564*	*N/A*
	Total Fire and Emergency Managment Services Funding	*$15,665,379*	*$15,480,119*	*$18,119,738*	*$18,137,506*	*$19,628,244*	*N/A*
	Sworn Police FTE's (authorized) per 1,000 population	*1.37*	*1.33*	*1.23*	*1.23*	*1.20*	*N/A*
	Paid fire and EMS staffing per 1,000 population served	*1.08*	*1.21*	*1.20*	*1.11*	*1.10*	*N/A*
So that… *Emergency services provide timely responses*	*EMS response times under 5 minutes*	*48%*	*53%*	*51%*	*52%*	*69%*	*90%*
	Fire response times under 5.5 minutes	*51%*	*52%*	*52%*	*50%*	*62%*	*90%*
	Building fires contained to area of origin	*70%*	*82%*	*84%*	*57%*	*56%*	*60%*
So that… *Citizens are prepared for an emergency and feel safe*	*Citizens have at least two working smoke detectors in their residence*	*	*93%*	*	*96%*	*	*100%*
	Citizens are prepared for a three day emergency	*	*70%*	*	*70%*	*	*90%*
So that… *All those who live, work and play in Kirkland are safe.*	*Citizens feel safe walking in their neighborhoods after dark*	*	*78%*	*	*79%*	*	*80%*
	Citizens feel safe walking in their neighborhoods during the day	*	*98%*	*	*98%*	*	*90%*

*Community survey occurs in even years

How do we measure public safety?

Staffing and funding help the City to provide timely responses to emergencies. Response times and containing fires to the area of origin are proxy measures for good performance. The likelihood of a successful outcome is higher the faster emergency services can reach the site of the emergency. Factors that affect response times include availability of personnel, the distances between a station and the incident, geographical barriers and traffic.

Measures from the Community Survey provide standard indicators of how citizens feel about public safety and how well they are prepared for emergencies.

HOW ARE WE DOING?

In 2013 the Police Department continued its commitment to community-based policing utilizing high visibility strategies to reduce crime and maintain a high level of confidence in public safety. By utilizing data driven policing the police resources were utilized in the areas needing more attention without sacrificing services to less affected areas.

Funding and staffing levels for the Fire Department remained mostly consistent between 2012 and 2013, although there was a slight decrease in fire and EMS staffing per 1,000 people due to an increase in City population. 2013 EMS response times improved over the same period in 2012, but are below the department goal.

WHAT ARE WE DOING?

The Police Department was pleased to go live with Crimemapping.com, an interactive online crime mapping system designed to help the public stay informed about crime in their neighborhood. Through the use of this free program, citizens can view up to 180 days of crime data by various search parameters, including date range, crime type, or distance from a specific address. The crimes are then illustrated on a map with various icons, each containing general details of the incident as well as other useful links such as crime prevention tips. Community members are also able to develop queries specific to their own interests and set automatic e-mails to alert them to particular crime updates

To keep up with the growing need for public safety, the construction of the new Kirkland Justice Center was started with a completion date of June 2014. The building is located more closely to the geographic center of Kirkland, and incorporates the Police Department, Jail Facility and the Municipal Court. The building eliminates the need for the transportation of misdemeanor inmates and provides for cost savings by retrofitting an existing building rather than constructing a new one. The building is designed to support more than 130 police and 20 court personnel and will include a 55-bed jail. The building will also include a community meeting room that will be available for public use.

The Kirkland Fire Department is a highly trained and well equipped organization, with the protection of our resident's lives, property and the environment as its focus. The Fire Department provides fire prevention inspections of commercial properties, fire related plan checks, fire investigations activities, emergency medical response and transport, fire suppression, hazardous material release responses, technical and specialized rescue and emergency management to the over 80,000 residents of Kirkland. The members of the Kirkland Fire Department provide these services with the very highest degree of dedication and professionalism.

Fire Department Training Division

The Kirkland Fire Training Division is responsible for the competency of the firefighters that serve the residents of Kirkland and the safety of the residents and firefighters. All actions taken by the training division relates directly to these responsibilities.

The training of Kirkland Firefighters never stops. Firefighters constantly participate in company level training, shift level training and Chief Officer training. These training events are given by the training division to the crews for completion on a quarterly basis.

In 2013, the Kirkland Fire Department along with the fire departments of Bellevue, Redmond, Mercer Island and Northshore formally formed the East Metro Training Group (EMTG). The formal signing of an inter-local agreement solidifies the commitment to joint training between partner agencies that had been ongoing for several years.

The East Metro Training Group is a 500 plus member training group. The benefits of this cooperative effort are numerous and significant. Interoperability is increased and as

▼Continued

a result the efficiency and the safety at emergency scenes is improved. When jurisdictions that respond and train together, skill levels improve, safety is increased and efficient scene management is obtained.

Some of the training provided to firefighters in 2013 includes:

- Mass Casualty Responses
- Command Post Training for Incident Commanders
- Live Fire Training
- Heavy Rescue Training
- Technical Rescue Training
- Water Rescue
- Hazardous Materials Training

Dependable Infrastructure

GOAL

Maintain levels of service commensurate with growing community requirements at optimum life-cycle costs.

City funds and staffs infrastructure maintenance

So that...

Infrastructure monitoring indicates good conditions

So that...

Kirkland has well maintained and sustainable infrastructure that meets the functional needs of the community

MEASURE	2009	2010	2011	2012	2013	TARGET
Transportation Capital Projects Funding	$6,666,200	$5,456,000	$11,515,600	$10,708,580	$12,848,300	N/A
Water/Sewer Capital Project Funding	$4,547,900	$2,001,300	$1,450,000	$2,850,000	$5,080,070	N/A
Street Maintenance FTE	12.3	12.3	19.3	16.25	19.65	N/A
Water/Sewer Maintenance FTE	16.2	16.2	20.3	19.81	19.66	N/A
Pavement Condition Index[1] for Major and Minor Arterial Streets*	52	50.3	60.8	60.8	62.3	70
Pavement Condition Index for Collectors and Neighborhood Streets*	68	68	76.1	76.1	74.7	65
Citizens surveyed rate street maintenance as satisfactory or better	**	94%	**	89%	**	90%
Sewer inflow and infiltration rate+	***	***	***	***	***	***
Water Main Breaks	0	1	1	2	2	0
Sewer Obstructions	3	3	0	0	2	0

*Pavement Condition Index (PCI) is a rating of the general condition of pavements based on a scale of 0 to 100. A PCI of 100 represents a newly constructed road with no distresses; a PCI below 10 corresponds to a failed road requiring complete reconstruction; a PCI of 41 or better equates to "fair or better". Data: 2009 PCI based on 2008 survey; 2010 Collector PCI based on 2010 Collector survey and 2008 Neighborhood Street survey

**Community survey occurs in even years

***Measure being developed for future reports

+ City is reviewing measure to make recommendation to City Council on the relevancy and accuracy of data

How is our performance?

The level of maintenance the City can perform is directly influenced by the availability of Capital Projects funding and manpower measured in full time equivalent (FTE) positions. Actual manpower time varies depending on turnover and position vacancies.

The pavement condition index (PCI) and the number of water main breaks and sewer obstructions demonstrate if the City is successfully maintaining infrastructure at desired levels of service.

Citizen satisfaction with streets helps determine whether or not the City is meeting the community's infrastructure expectations. A citizen survey is conducted every other year to obtain feedback on citizen satisfaction.

HOW ARE WE DOING?

After the Pavement Condition Index (PCI) fell below acceptable levels in 2010, voters passed the Proposition 1 Streets Levy in 2012. The overall city PCI improved with the addition of the annexation area, yet remained mostly unchanged in 2011 and 2012. In 2013, the PCI for major and minor arterial streets rose 1.5 points; however, the PCI for collector and neighborhood streets dropped slightly.

After a gap between performance and importance ratings in our 2012 citizen survey, resources were allocated from the Street Maintenance Levy to help improve street conditions by applying asphalt and slurry seal to extend the life of Kirkland's streets.

WHAT ARE WE DOING?

The Public Works Department maintains a comprehensive system of roads and sidewalks. The Streets Levy is providing additional resources to reduce the backlog of deferred street maintenance and to install safety improvements that meet aggressive 20 year targets. In 2013, Streets Levy funding helped to apply over 10 miles of slurry seal to protect and extend the life of Kirkland's streets. In addition, curb ramps that meet ADA standards have been installed in the same areas to improve access for everyone. Arterials with low PCI (Pavement Condition Index) ratings were overlaid. This robust street maintenance project was completed in 2013, and Street Levy resources enabled the City to almost double the improvements.

Professional personnel and reliable facilities ensure that citizens do not experience lapses in water or sewer service. Engineering staff are developing an updated Surface Water Master Plan that meets the requirements of the federal National Pollutant Discharge Elimination System (NPDES) permit as well as protecting the environment, homes, and businesses with surface water best management practices. By maintaining a safe and effective sewer system, wastewater and surface water employees improve the infrastructure for improved business vitality and growth as well as a healthy and clean quality of life for Kirkland's residents.

All Capital Improvement projects are managed by a team of engineering professionals in the Capital Improvement Division who are currently working on high profile projects such as the Cross Kirkland Corridor Interim Trail and the construction of the NE 85th Corridor improvements in the Rose Hill neighborhood, as well as annual maintenance projects to improve water, sewer, and streets infrastructure.

The City Council continues to explore and implement ways to help the City keep pace with infrastructure needs. Kirkland citizens can expect to maintain a high quality of life because of professional, reliable, and cost effective management of the City's infrastructure resources.

Slurry seal extends life of roadways

Left to its natural environment, the average neighborhood street would live about as long as the average dairy cow: 20 years. And the last of those years wouldn't be too kind. Time, weather and traffic would wear potholes and alligator cracks into its surface.

The streets in Kirkland, however, tend to age more gracefully. And they last a little longer too—more than seven years longer. That's because the City of Kirkland preserves each of its 400-plus lane miles of neighborhood roads with an asphalt armor that engineers call slurry seal. This mix of tiny gravel pieces and emulsified liquid asphalt—an oil-like substance—acts like sunscreen for these lightly trafficked roads—sealing out weather and moisture—thereby extending the lives of the roads by five to 10 years. And it does this at a rough cost of $1,600 per city block.

Kirkland has been using slurry seal to extend the lives of its roads for the last decade. And for much of that decade, Kirkland was able to treat roughly 15 lanes miles of neighborhood roads every year—not nearly enough to keep up with the Kirkland road network's growing demand for street maintenance and preservation.

Voters responded in 2012, however, by approving the Streets Levy. This $3 million annual levy has already enabled Kirkland to accomplish a lot of ambitious projects: installing Rapid Flashing Beacons, improving sidewalk access to residents who travel by wheelchair, and providing a street overlay for an additional 5.5 lane miles per year. The levy also enabled Kirkland in 2013 to preserve another 11 lane miles of neighborhood streets with slurry seal.

BALANCED TRANSPORTATION

GOAL

Reduce reliance on single occupancy vehicles and improve connectivity and multi-modal mobility in Kirkland in ways that maintain and enhance travel times, safety, heath and transportation choices.

City funds active transportation options

So that...

City can implement the adopted Active Transportation and Intelligent Transportation System Plans

So that...

Kirkland has an integrated multi-modal system of transportation that provides mobility and safe travel

MEASURE	2009	2010	2011	2012	2013	Target
Percent of Capital Improvement Program Transportation funding devoted to Active Transportation	*28.76%*	*34.48%*	*21%*	*29%*	*38%*	*33%*
Percent of proposed Intelligent Transportation Systems projects completed	*	*4%*	*6%*	*9%*	*37%*	*100% of ITS Strategic Plan*
Complete sidewalk construction on at least one side of all school walk routes	*	*81.1%*[2]	*83%*[2]	*88%*[2]	*89%*[2]	*100% by 2019*
Percent of bicycle network construction improvement projects completed	*	*50%*	*50%*	*50%*	*64%*	*100% by 2018*
Percentage of arterials that are complete streets	*	*58%*	*58%*	*59%*	*60%*	*100%*
Residents surveyed are satisfied with maintenance of active transportation facilities[1]	**	*84%*	**	*No Data*	**	*90%*
Automobile crashes involving bikes	*8*	*17*	*14*	*22*	*25*	*0*
Automobile crashes involving pedestrians	*13*	*16*	*20*	*25*	*23*	*0*
Percent of total trips using active transportation mode (transit, pedestrian, bicycle)	***	***	***	***	***	***
Major arterial travel times	***	***	***	***	***	***

[1] Active Transportation Facilities include sidewalks, bike lanes, pedestrian flags, in-pavement lights, etc
[2]Does not include annexation area
*No data available
**Community Survey occurs in even years
***Measure being developed for future reports

HOW DO WE MEASURE BALANCED TRANSPORTATION?

The Active Transportation Plan establishes specific transportation goals for sidewalk and bicycle facility completion. Measuring the funding levels and the amount of project completion demonstrates the City's progress toward providing the infrastructure needed to create a balanced transportation system.

Measuring residents' satisfaction with the maintenance of active transportation facilities (sidewalks, bike lanes, pedestrian flags, crosswalk technology, etc.) reveals its priority to the community at large. The number of crashes demonstrates the importance of building and maintaining these facilities in order to increase safety.

How are we doing?

Most of the Intelligent Transportation Systems (ITS) Program built to date has been funded with federal grants. A second phase of ITS improvements is under design and will focus on the busy Totem Lake area. With the completion of the Traffic Management Center at City Hall, the City has now completed 37% of the proposed ITS improvements allowing for real-time monitoring of traffic in some busy Kirkland intersections.

The percentage of school walk routes with completed sidewalk construction on at least one side of the street has increased slightly. The percentage of completed bicycle network improvements (as measured against the 2009 Active Transportation Plan) has increased with approximately 2.3 miles of bike lanes added in 2013.

Automobile crashes involving bikes and pedestrians have remained about the same in 2012 and 2013. These numbers include the entire annexation area of Kirkland.

What are we doing?

Kirkland's Active Transportation Plan will be referenced in the Transportation Master Plan now under development and expected to be completed in 2015. This is part of a citywide initiative (Kirkland 2035) to update the Comprehensive Plan, and create a Transportation Master Plan part of which will become the Transportation Element of the Comprehensive Plan.

Providing a reliable, safe, and efficient transportation system in Kirkland is achieved by maximizing the efficiency of the existing transportation network and encouraging alternative modes of travel that help reduce congestion. One of the ways to increase mobility throughout the city is to utilize Intelligent Transportation System (ITS) technology to monitor traffic. ITS tools such as signal timing, traffic monitoring, real-time traffic information and transit signal priority give traffic engineering staff the information they need to make real-time adjustments during peak traffic times to improve traffic flow. The Transportation Management Center was completed in 2013, and a traffic engineer was hired to monitor and maintain the ITS system. Phase 2 of the ITS system will generate improvements in the Totem Lake area with signal technology at key intersections and commuter corridors.

The Proposition 1 Streets Levy that was passed in November 2012 is providing funding for several projects that will maintain and enhance safety and transportation choices. For example, the 2013 Crosswalk Initiative provided installation of 15 Flashing Beacons crosswalks near schools and busy intersections. This type of crosswalk has been proven to improve safety by increasing pedestrian visibility to drivers.

Significant progress was made in 2013 to the Cross Kirkland Corridor (CKC), a former railroad right-of-way purchased by Kirkland in 2012. (See story in right column.) The CKC Master Plan is under development at this time and is scheduled to be adopted in mid 2014.

Neighborhood traffic control has again emerged as a priority for citizens and businesses. A half time Traffic Control Coordinator has been hired through the end of 2014 to respond and work with people who have a parking or traffic issue in their neighborhoods. In 2013, a Memorial Sign program was established in the hope of raising driver awareness and encouraging careful driving habits.

Momentum Builds for the Cross Kirkland Corridor (CKC) Interim Trail

In 2012, Kirkland acquired the Cross Kirkland Corridor, an abandoned railroad grade running north and south through Kirkland. The City of Kirkland received $3 million in grants for the development of an interim trail, and passed Proposition 2 Levy that can fund a Master Plan and ongoing maintenance of the corridor. Twenty-three individuals, organizations and businesses have adopted sections of the corridor to help with maintenance and litter control.

In October 2013, two hundred residents celebrated the removal of the rails with a community walk. Hundreds of residents provided input into the Corridor Master Plan while the design and permitting process pushed ahead. Today, even before the Interim Trail improvements, hundreds of Kirkland residents walk, jog or bike on the trail each week. The Corridor is proving to be one of the most significant investments Kirkland has ever made to enrich the lives of Kirkland residents.

Economic Development

GOAL

Attract, retain and grow a diverse and stable economic base that supports city revenues, needed goods and services and jobs for residents.

City provides welcoming, supportive environment for businesses

So that...

Kirkland has a healthy business and tourism economy

So that...

Kirkland has a diverse, business-friendly economy that supports the community's needs

MEASURE	2009	2010	2011	2012	2013	Target
Number of businesses helped with consultant services	148	161	173	183	187	N/A
Office space vacancy rate	30.4%	24.2	7.9%	8.4%	7.6%	Eastside: 12.9%##
Lodging tax revenue	$235,000	265,000	$205,583	$220,145	$247,075	Increase
Net new businesses	606	469	1,475	471	641	Increase
Visits to ExploreKirkland.com	148,442	*	N/A	105,570	90,523	Increase
New Green Businesses	30	12	12	9	1#	Increase
Annual number of jobs	30,631	30,492	N/A	***	***	Increase
Businesses are satisfied with Kirkland as a place to do business	**	75%	**	***	***	80%
Residents are satisfied with the availability of goods and services in Kirkland	**	76%	**	81%	**	80%

* No data available due to website server crash
** Community survey occurs in even years
*** Business survey to be conducted in 2014
# Green Business program undergoing change (See Environment report for more details)
Updated 10/22/2014 This percentage reflects the 2013 average office vacancy rate for the entire Eastside.

How do we measure economic development?

Net new businesses and office space vacancy rates are both indicators of the health of the local business economy. Kirkland's vacancy rates have decreased as the economy continues to recover from the recession. Lodging tax revenue measures the vitality of the hospitality industry, which in turn supports other tourism assets such as restaurants and retail shops. Internet visits to ExploreKirkland.com website demonstrate the public's interest in Kirkland and often translate to actual visits and extended stays in our city. The City's Green Business Program promotes business adoption of efficient and environmentally sound practices, hopefully resulting in more sustainable businesses that can weather difficult economic times and perpetuate stable City services.

How are we doing?

The City helps to grow the Kirkland economy by recruiting and retaining businesses, promoting Kirkland as a business location, and supporting arts and tourism. Together, these activities enhance the quality of life that residents of Kirkland enjoy and have come to expect. The Kirkland Economic Development Program ministers to small and large businesses. It has invested in a Retention Consultant who provides free services to small businesses in the areas of permitting, marketing, networking and expansion. New businesses are welcomed and can take advantage of a monthly orientation program. Technical assistance is provided through individual work sessions and group seminars and periodic education and networking events. The City-staffed Kirkland Business Roundtable offers CEO-level networking and input on City policy through quarterly meetings. In the past years, the Roundtable has weighed in on the 2035 Comprehensive Plan Update Economic Development Element, Downtown vision, and the Cross Kirkland Corridor.

The Tourism Program promotes recreational and leisure opportunities in Kirkland, and brings outside revenues into the City. Exposure to Kirkland through a business trip or attendance at an event can lead to a decision to relocate a home or business here. This past year the City has refreshed its website ExploreKirkland.com with professional photographs, distributed $50,000 in lodging tax funds to agencies for tourism marketing and programs, and met with tourism assets such as the major hotels to get their input of the best ways that the City can help them.

What are we doing?

The City helps develop the economy of Kirkland through supporting businesses and promoting tourism. Kirkland's Economic Development Program promotes a quality business climate for Kirkland businesses, assists businesses in locating in Kirkland and provides a liaison with City departments. The success of economic development efforts is highly dependent on the general economic climate, regional policies and competing cities' policies regarding business. Local programs help sustain businesses through economic cycles by being responsive to business needs.

In an effort to encourage more businesses like Flycaster Brewing Co., zoning has been adopted for parcels that border the Cross Kirkland Corridor in Totem Lake. The goal is to attract retail uses that have been associated with and brought economic development to corridors. Restaurants, breweries, wineries and distilleries are now allowed in areas of Totem Lake that were formerly zoned for industrial use only, with the expectation that high tech office will follow on the heels of this retail revival and eventually transform the district.

Attracting Business to the Cross Kirkland Corridor Flycaster Brewing Co.

Being located within one-tenth of a mile of the Cross Kirkland Corridor in the Totem Lake Business District ensures a future stream of thirsty bicyclists, walkers and runners. Flycaster Brewing Co. opened its doors at 12815 124th Street, in the heart of the Totem Lake Business District, in May 2014. This is exactly what the City Council envisioned when it approved the purchase of the Cross Kirkland Corridor and in November 2013 adopted code amendments that would provide for more retail establishments like Flycaster in Totem Lake.

Its owner, Jeremy Eubanks, began honing his craft as a home brewer over a decade ago. With the encouragement of his wife, Tara, he decided to take the plunge and open his own nanobrewery and tasting room to share his creations with the public. Along with beer brewing and tasting, Jeremy's other passion in life is fly fishing. His fishing trips are routinely paired with visits to local microbreweries. Hence the name for his enterprise – Flycaster Brewing Company. And, with names like Bonefish Blonde, Rocky Ford IPA, Yakima River Red, and Hopper Pale Ale, the company's beers sport names that include references to fly fishing experiences. Kirkland's Totem Lake Business Park meets his needs; a suite with high ceilings and roll-up door along with an area that could be converted to a taproom.

Parks and Recreation

GOAL

Provide and maintain natural areas and recreational facilities and opportunities that enhance the health and well-being of the community.

Staff and volunteers maintain parks and manage recreation programs

So that...

City invests in parks and recreational programs

So that...

City progresses on the Park, Recreation and Open Space Plan

So that...

Kirkland has an exceptional parks and recreation system

MEASURE	2010	2011	2012	2013	Target
FTE staff for parks maintenance and recreation programs	*47.72*	*48.3*	*49.43*	*56.24*	*N/A*
Park maintenance FTE's per 100 acres developed land	*5.156*	*4.72*	*4.65*	*5.05*	*N/A*
Number of volunteers	*3,112*	*1,909*	*2,439*	*2,306*	*N/A*
Volunteer hours	*21,865*	*14,751*	*13,901*	*17,997*	*N/A*
Parks Capital Improvement Program	*$1,220,500*	*$888,000*	*$1,028,000*	*$3,537,578*	*N/A*
Parks Operating & Maintenance Funding	*$3,754,612*	*$3,726,109*	*$4,135,489*	*$4,969,719*	*N/A*
Recreation Operating & Maintenance Funding	*$2,072,283*	*$1,879,750*	*$2,067,630*	*$2,176,292*	*N/A*
Residents with neighborhood park within 1/4 mile radius	*76%*	*68%*	*68%*	*68%*	*100%*
Acres of natural area in restoration	*30.01*	*38*	*40.3*	*48.5*	*379 acres by 2028*
Percent of recreation classes meeting minimum enrollment	*79.8%*	*78%*	*83%*	*81.6%*	*80%*
Citizens rate City parks as satisfactory or better	*95%*	*	*96%*	*	*95%*

*Community survey occurs in even years

How do we measure Parks and Recreation services?

The budget and number of FTE staff available to the Parks Department helps measure how often the City is able to maintain the parks. Given the important contribution that volunteers make to the City's work, the number of volunteers and their total number of hours is also tracked.

The Park, Recreation and Open Space (PROS) Plan sets targets that provide benchmarks by which to measure the development and maintenance of Kirkland's parks and natural spaces, including:

- Residents should have access to a neighborhood park within a quarter mile of their home.
- All 379 acres of natural areas should be restored to their natural state by 2028

Recreation services are measured by subscription rates. Tracking recreation class attendance demonstrates how well they match residents' preferences.

Citizen satisfaction with the parks, as determined by the Community Survey, provides another measure of how well the park system meets the community's needs.

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HOW ARE WE DOING?

In 2012, Kirkland voters approved a permanent property tax levy to restore and enhance funding for daily park maintenance, summer beach lifeguards, major capital improvements and acquisition of park land, all of which support the health and well-being of the community.

With the infusion of levy funds, park maintenance staffing was returned to nearly the level it was in 2010.

About 82% of recreation classes met the minimum enrollment, and meets the City's target, a good indication that the classes offered meet the demands of citizens.

WHAT ARE WE DOING?

Between 2008 and 2012, the acreage maintained by Kirkland parks grew by 20%, mainly due to annexation; however during that period, the department saw funding for maintenance activities reduced by as much as 22%. In 2013, funding from the 2012 voter-approved Parks Levy became available which restored labor hours for parks maintenance, materials, supplies and utilities. Returned were amenities such as restroom service at neighborhood parks, irrigation of lawn areas, staff and materials for weeding and mulching landscape beds, as well as care of park benches and picnic shelters.

The levy also provided resources for the City to assume from the Finn Hill Park and Recreation District, the maintenance and operation responsibilities of the 46-acre O.O. Denny Park.

Further investment in the City's Parks Capital Improvement Program was made through the levy and a number of major projects were started in 2013, such as: developing the Cross Kirkland Corridor Master Plan, Waverly Beach Park Renovation, and Edith Moulton Park Master Plan. Also completed in 2013 was the acquisition of park land adjacent to Juanita Heights Park in the Finn Hill Neighborhood.

Funding was secured through the levy to keep lifeguards at Houghton and Waverly beaches as well as add water safety services to the ever-popular Juanita Beach Park.

Lastly, in 2013 the Green Kirkland Partnership received a dedicated, ongoing funding source from the Parks levy which allowed the urban forest restoration program to hire staff to recruit volunteers and business sponsors, write grants, train volunteer stewards, coordinate restoration events, develop restoration plans and provide education and outreach to schools and the community on the benefits of healthy forests and other natural areas.

Marina Park

Kirkland Swim Team Growing

Summer 2001 was the first season for the City of Kirkland Swim Team. The 42-member team named itself the "Kirkland Orcas" and joined the Craze Swim Team League which is comprised of seven community summer swim teams. Since then, the Orca Swim Team has grown to over 180 athletes. In 2012, after many years of waiting lists to join the team, an additional practice was added allowing for wait-listed swimmers to participate. Each summer swimmers are excited to return to the team and recruit new swimmers, spending their summer swimming with friends in the community.

The main objective of the Craze Summer Swim Team League is to provide a safe, recreational and competitive experience for area swimmers between the ages of 6 to 18. Swimming is a healthy, competitive sport, however developing quality swimmers is only one of the goals of the program. The league also strives to instill team pride, sportsmanship and respect for others. Summer swim team strives to maximize participation and provide an environment where children of all swimming abilities can have fun , as well as contributed to the team's success. Everyone is invited to participate. You don't have to be fast to be on the team, you just need to love to swim and have fun.

Environment

GOAL

Protect and enhance our natural environment for current residents and future generations.

City implements comprehensive natural resource management system

MEASURE	2009	2010	2011	2012	2013	Target
Compliance with NPDES Stormwater Permits	100%	100%	100%	100%	100%	100%
Solid Waste Diversion Rate	49.3%	50.1%	52%	53.3%	52.7%	Increase
City building electricity use (kilowatt/hour)	2,875,575 kWh -5% change	2,581,213 kWh -10% change	2,674,348 kWh	2,669,158 kWh	2,775,022 kWh	Decrease
City building natural gas usage (therm)	68,507 therm +16% change	55,557 therm -19% change	66,795 therm	61,944 therm	62,237 therm	Decrease

So that...

Kirkland protects and enhances its natural environment

Tree canopy coverage	*	36%	40.7%	*	**	40%
Benthic Index of Biotic Integrity in Forbes Creek[2] +	17.3	16	18	17	***	Increase
Benthic Index of Biotic Integrity in Juanita Creek[2] +	20.5	19.5	20.5	22.5	***	Increase
Waste entering landfill from residences	14,320 tons (0%)	13,726 tons (-4.1%)	17,861 tons (+30.0%)	22,109 tons (+23.8%)	22,033 tons (-0.34%)	Annual 2.5% decrease
Annual reduction in City's greenhouse gas emissions as a percent of 2005 levels	23%	38%	22%	10%	21%	80% below 2005 levels by 2050

So that...

Current and future citizens of Kirkland enjoy a healthy natural environment and resources

[1] Diversion rate-percent of waste materials diverted from the landfill to be recycled, composted or reused. Includes single family and multi-family residences.
[2] BIBI scores of 10-15 indicate very poor, 18-26 indicate poor stream conditions. Scores are an average of the 3-4 testing sites' scores in each creek.
* No data available due to data collection occurring less than annually.
**Not measured since City hit 40% target
*** Though Benthic Index of Biotic Integrity (BIBI) provides a general impression of stream health, a City review has revealed statistical validation issues with the data. New techniques are in development for future reporting.
+ City is reviewing measure to make recommendation to City Council as to relevancy and accuracy of the data.

How do we measure environmental sustainability?

National Pollutant Discharge Elimination System (NPDES) stormwater permit compliance encompasses a wide range of actions the City undertakes to improve surface water quality. Recycling diversion rates and waste entering the landfill measure the effect of the City's waste reduction efforts. High resolution satellite imagery and remote sensing and geographic information system (GIS) mapping is used to determine the amount of tree leaf surface covering a large area. Urban tree canopy coverage is a gauge of growth balanced with development and natural resource protection. Low canopy coverage is linked to increased flooding, energy use and urban heat island effects and a decline in air quality.

HOW ARE WE DOING?

Since the NPDES Phase II Stormwater Permit became effective in 2007, Kirkland has maintained 100% compliance. City staff has implemented energy saving measures in every department, keeping mindful of lighting, computers and heating and providing public education about energy reduction programs. Kirkland continues to have one of the highest total residential diversion rates, 68%, for all of King County cities. The City continues to work at improving multi-family and commercial recycling programs to increase the diversion rates for those sectors. Having met the 40% canopy cover goal through annexation, the City is shifting its focus to maintaining its current canopy cover while achieving optimal health and sustainability of the urban forest resource.

WHAT ARE WE DOING?

A green business strives to have a positive impact on the environment and community. It develops and practices business strategies that go beyond regulation and demonstrates commitment to a healthy and sustainable future. A green business adopts principles, policies, and practices that improve the quality of life for its customers and employees.

Since its inception in 2007, Kirkland's Green Business Program has recognized nearly 100 businesses with window clings, a signed letter from the City Manager and recognition on the City's website showcasing their efforts. Numerous site visits, technical assistance, workshops and presentations have been held. In January 2014, with grant funds from the Department of Ecology, the program was evaluated on how it could gain more participation, increase value and improve recognition. Concurrently, a group of committed regional partners—City of Bellevue, City of Kirkland, City of Seattle, and Local Hazardous Waste Management Program of King County/EnviroStars – convened to discuss pooling resources to launch a regional green business program with a coordinated web portal and shared outreach and business recognition activities. Individually-funded and operated green business programs are not as efficient and affordable as regional programs and it has become challenging for businesses to navigate the growing number of local programs.

The comprehensive update of the Surface Water Master Plan is in progress. The Master Plan will evaluate the utility's current system, areas needing improvement and chart a 10 year course for programs and projects needed to comply with the NPDES II permit and improve water quality and habitat in Kirkland.

City of Kirkland Councilmembers and staff participated with the King County Climate Collaborative throughout the year with highlights including attendance at two summits facilitated by the King County Executive Dow Constantine with Governor Inslee's staff in attendance. Councilmembers, Deputy Mayor and staff participated in special events including the Sustainable Cities Roundtable fifth-anniversary event held in March at the new Bullitt Foundation Center for the Sustainable Program Award. Kirkland's government operations has met the carbon reduction goal for 2020 with a reduction of 21% from 2005 to 2013. Reduction results are much due to participating in PSE's Green Power Program for City Facilities.

Urban Forest Plan Committed to Sustainability

In 2013, the City of Kirkland began to implement a Six Year Work Plan, generated from the Urban Forestry Strategic Management Plan. These efforts were directed by an interdepartmental team focused on providing well-coordinated, consistent, efficient and sustainable urban forest management.

The group streamlined tree permit procedures to provide better customer service, revised the City's Pre-Approved Plan for tree grates, and procured a chipper that reduced contractor costs and hastened tree-related emergency response. A new full-time Field Arborist position enabled more proactive tree maintenance in city rights-of-way.

A $50,000 King Conservation District grant enabled the City to update its 20-Year Forest Restoration Plan. Kirkland sought support from, and was provided crews from the Washington Department of Natural Resources to restore wooded areas in three Kirkland parks.

Kirkland continued to show its commitment to responsible urban forest management in 2013 by maintaining its status as a Tree City USA for twelve consecutive years and earned its fifth Growth Award from the National Arbor Day Foundation.

The Green Futures Lab at the University of Washington produced a 2013 report on urban forest management in the Puget Sound region. As one of four cities featured in the report, Kirkland was recognized "as a leader as of late in actively pursuing urban forestry initiatives and integrating forestry into city departments."

Financial Stability

GOAL

Provide a sustainable level of core services that are funded from predictable revenue.

City is fiscally responsible

So that…

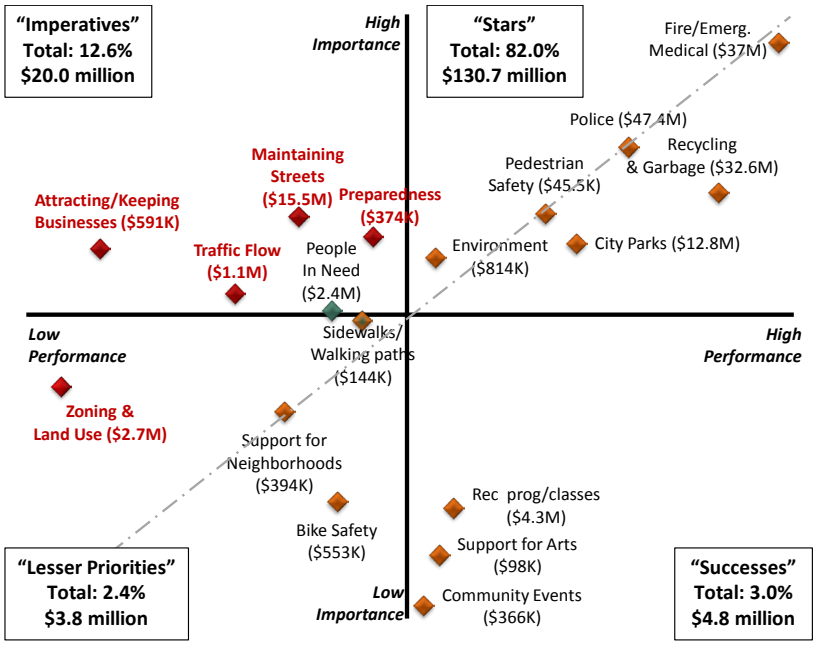
City can invest in community priorities

So that…

The citizens of Kirkland enjoy high quality services that meet the community's priorities

MEASURE	2009	2010	2011	2012	2013	Target
Minimum balance in General Purpose Contingency Reserves	*55%*	*55%*	*72%*	*74%*	*76%*	*80% of budgeted reserve target*
Credit Rating	*AAA*	*AAA*	*AAA*	*AAA*	*AAA*	*AAA*
Percent of funding allocated to high priority services (Stars and Imperatives)[1]	*	*93%*	*	*94.2%*	*94.6%*	*80% of rated services*

[1] Citizens rated City services by their importance and how well the City provided them. "Stars" have high importance and high performance ratings; "imperatives" have high importance and lower performance ratings.
*Community survey occurs in even years



2012 Survey with 2013 - 14 Budget

How do we measure financial stability?

Standard and Poor's credit rating provides an external assessment to the City's financial stability, and this measure is used in partnership with revenue and expenditure forecasts to create a picture of the City's stability.

The City also closely monitors available funding for reserves, which demonstrates the City's ability to respond to basic services through economic cycles and meet unforeseen needs.

HOW ARE WE DOING?

Contingency reserves were used to help balance the budget during the economic downturn, leading to a decrease in the minimum balance in the reserves. The Council began replenishing reserves with the start of the economic recovery in 2011. Replenishment to target will be a focus over the next several budget cycles.

Standard and Poor's AAA credit rating is the highest rating that can be achieved by a municipality and saves Kirkland taxpayers money through lower interest rates when borrowing. Kirkland has retained its AAA rating in recent years. The rating reflects factors including community demographics, use of best practices and financial strength.

Despite constrained budgets the City has continued to invest in areas that the community has highlighted as a priority. The most recent data shows that 94.6% of the budget has been allocated to high priority areas. Further, the City has also made long term decisions, such as the voter approved 2012 Streets and Parks Levies, to facilitate greater investment on areas citizens have highlighted as important.

Balancing affordability, sustainability and responsiveness to citizen needs means that the City is able to ensure improvements are made in a financially responsible manner, while sufficiently prioritizing areas citizens are most concerned about.

WHAT ARE WE DOING?

Financial stability is essential to the City of Kirkland. The City prioritizes maintaining a stable financial base from which to fund core services, and ensures all major decisions are affordable. Kirkland establishes strong financial management policies by:

- Realistically estimating revenues and expenditures
- Consistently monitoring and amending the budget based on actual performance
- Creating a long-term financial plan
- Ensuring long-term capital improvement funding
- Managing investments and debt
- Maintaining reserves to offset economic downturns

The City's biennial budget is an essential planning document and provides strategic insight into current spending allocations and future spending priorities. The City is also working to further integrate the budget with the overall performance management framework to ensure that the spending decisions are responsive to citizen needs and council priorities, as well as sustainable and affordable.

City Continues Award Winning Financial Practices

The City of Kirkland's biennial budget is more than a funding mechanism for departmental expenditures. It is an essential tool for strategic planning both in the near and long term. A successful budget requires the efforts of staff in every department, Council Members, and input from the public, and the City of Kirkland is proud of the clear and comprehensive result.

In 2013 these efforts were recognized as the City received the Distinguished Budget Presentation Award from the Government Finance Officers Association (GFOA) for the 2013-14 Biennial Budget. The award reflects the City's success in achieving the highest principles of governmental budgeting by creating a document that is a financial, communication and policy plan for the City.

The 2013-14 Budget was structured on the Council's adopted goals, reflecting their central place in the strategic and policy thinking of the City. This emphasis received particular praise from the GFOA, with one reviewer commenting "the reviewer appreciates the linkage to Council goals… and their connection to funding. Excellent job!"

This is the 13th time the City has received this award, which serves as an indicator of the City's long history of excellent financial management.

Human Services

GOAL

Support a regional coordinated system of human services designed to meet the basic needs of our community and remove barriers to opportunity.

City funds human service agencies

So that...

The City supports programs that help people meet basic needs

So that...

Kirkland meets the needs of our community

MEASURE	2009	2010	2011	2012	2013	Target
Total human services funding[1]	*$2,440,583*	*$2,440,583*	*$2,202,081*	*$2,513,170*	*$2,654,433*	N/A
Human services funding per capita	*$49.80*	*$50.02*	*$32.29*	*$30.84*	*$32.58*	N/A
Number of programs funded in each community goal area: *1. Food to Eat and Roof Overhead*	*14*	*14*	*18*	*18*	*21*	N/A
2. Supportive Relationships within Families, Neighborhoods and Communities	*13*	*13*	*13*	*13*	*13*	N/A
3. Safe Haven from All Forms of Violence and Abuse	*8*	*8*	*9*	*9*	*4*	N/A
4. Health Care to Be as Physically and Mentally Fit as Possible	*8*	*8*	*10*	*10*	*15*	N/A
5. Education and Job Skills to Lead an Independent Life	*4*	*4*	*6*	*6*	*9*	N/A
Percent of Eastside residents requesting assistance that agencies were able to serve+	*	*	*	*	*	*
Funded agencies meet or exceed human services contract goals	*96%*	*96%*	*95%*	*94%*	*94%*	*100%*
Percent of applicant programs receiving funding from the City	*81%*	*81%*	*77%*	*74%*	*84%*	*100% of eligible programs*

[1]Includes all human services funding as listed in the budget for 2013 figures - numbers as of May 2014.
*Measure being developed for future reports
+ City is reviewing measure to make recommendation to City Council as to the relevancy and accuracy of the data.

How do we measure human services?

The City contracts with a range of non-profit agencies that have multiple funding sources. The City uses measures such as funding level, and funding per capita to help measure our commitment to the non-profits supported by the City.

The non-profit agencies have service delivery goals and outcome expectations that they are required to track and report to the City on a quarterly basis.

HOW ARE WE DOING?

Demand for human services in Kirkland remains high. Programs supported by grant funding deliver numerous essential services to provide a safety net for Kirkland residents. For the most part, agencies provide a great deal more service units of shelter, food, clothing, counseling, medical care, employment assistance, mentoring, training and other services to City residents than reimbursed by the City. Programs such as the Lake Washington Schools LINKS program highlighted on this page often utilize the time and talents of community volunteers to help bridge the gap.

The City's investment in human services has continued to increase. The number of funded programs has grown from seven in 1987 to 62 in the 2013-2014 biennium. The amount of funding has also increased to over $2.5 million; a rise of more than $300,000 since 2011. The 2011 annexation of 31,718 new residents to the city did cause a fall in per capita funding for Human Services.

The percentage of funded agencies reaching or exceeding their targets remained high at 94%. The City will continue to work with funded agencies to ensure this number gets to the target of 100%.

WHAT ARE WE DOING?

In addition to supporting local human service agencies, the City supports its residents through a number of efforts including:

- A Senior Center Program
- A Community Youth Services Program and Teen Center
- Support for Domestic Violence Survivors
- A Police School Resource Program
- Coordination of a neighborhood food drive each fall, where food and cash donations are raised to benefit local food banks. Kirkland Youth Council hosts its own food drive as well each year.

REGIONAL PARTNERSHIPS

The human service agencies that the City supports are part of a regional delivery system that addresses the needs of residents throughout the eastside. The City of Kirkland partners with other Eastside cities in a pooled funding program that streamlines the application and reporting process for each program.

The Human Services Division staff represents Kirkland on a number of regional collaborative efforts.

- Alliance of Eastside Agencies
- Committee to End Homelessness
- Eastside Easy Rider Collaborative
- Eastside Homelessness Advisory Committee
- Eastside Human Services Forum
- Eastside Refugee and Immigrant Coalition
- Eastside Winter Shelter Task Force
- King County Alliance for Human Services
- King County Community Development Block Grant Consortium
- Kirkland Nourishing Network
- North/East King County Funders Group

Lake Washington School District LINKS Program Leverages City Financial Support and Community Volunteers

Stephanie Baldwin became a LINKS volunteer because she wanted to give back to the community she lives in. She was paired with Scott Judge's 2nd grade class at Muir Elementary. Scott quickly realized the value of Stephanie's contribution and the impact it was having on his students. He shared, "I have benefited by having an extra set of 'hands' in the classroom to work with a diverse group of kids. Stephanie has assisted with creating second grade "Sight Word" booklets to work with students on their sight-word recognition. Stephanie has also provided positive role-model skills when joining the class on the 'rug' during mini-lesson sessions." Scott commented, "I also see it benefiting my students by having a caring and positive adult role model, who gives support towards the development of young learners."

Stephanie shared the following comments regarding her perspective of the time she spends in Mr. Judge's classroom. "I work with a reading group of three kids who are working towards strengthening their reading skills. We read a different book every week, and each one challenges them with new words. We sound out the words together, and they definitely have an "ah-ha" moment each and every time they read the word correctly. It is extremely gratifying to see the progress they make from week to week."

When asked about how she would describe her experience at Muir Elementary, Stephanie said, "They are a great group of kids who have a genuine desire to learn. Mr. Judge is very enthusiastic in his teaching style, and the kids respond to his lessons in such a positive and respectful way. I would definitely recommend being a LINKS volunteer to others. It was such an easy process to get matched up with a school and teacher that worked best for me and my busy schedule. This has been such a wonderful experience and every week I look forward to my time in Mr. Judge's classroom."

Neighborhoods

GOAL

Achieve active neighborhood participation and a high degree of satisfaction with neighborhood character, services and infrastructure.

City provides funding and outreach for neighborhood participation

So that...

Citizens participate in their neighborhoods and citywide forums

So that...

Citizens are satisfied with City services and the quality of life in their neighborhoods

MEASURE	2010	2011	2012	2013	Target
Subscriptions/number of e-bulletins sent out	*917/139*	*1086/137*	*1154/340*	*1231/283*	*N/A*
Neighborhood CIP funding	*$25,000*	*0*	*0*	*0*	*N/A*
Number/amount of neighborhood matching grants	*9/$5,493*	*11/$11,130*	*13/$14,570*	*10/$13,890*	*N/A*
Value of Volunteer hours in neighborhood projects	*$62,162*	*$31,776*	*$30,836*	*$30,199*	*N/A*
*Number of attendees at City Council neighborhood meetings**	*68**	*262**	*67*	*123*	*50+ per meeting*
Number of questions submitted to City Council neighborhood meetings	*21*	*100*	*34*	*24*	*N/A*
*KAN Neighborhood University attendees**	**	*130*	*20*	*70*	*N/A*
Citizens surveyed are satisfied with neighborhood growth and character (satisfactory or better)	*54%*	*No survey in 2011*	***	****	*90%*
Citizens surveyed are satisfied with neighborhood infrastructure and maintenance (satisfactory or better)	**	*90%*	*81%*	****	*90%*

*There was one less City Council meeting with the neighborhoods in 2010 and 2012.
**Neighborhood University postponed from Fall 2010 to after Annexation May 2011.
*** Question not included in the 2012 Survey
**** No survey was conducted in 2013

How do we measure neighborhood services?

Citizen satisfaction with neighborhood services and infrastructure demonstrates how well the City understands the needs of residents and subsequently invests in neighborhood planning and capital improvements.

Rates of citizen participation in neighborhood activities reflect the neighborhood organizing work done through the Neighborhood Services staff.

E-bulletin communications, neighborhood funding and outreach programs demonstrate how the City actively connects residents with resources and stimulates participation in local government.

How are we doing?

The City is committed to supporting neighborhoods by:

- Providing neighborhoods with resources to address needs;
- Strengthening the relationship between City Hall and the neighborhoods;
- Supporting the neighborhood associations in expanding their membership;
- Increasing awareness of City services; and
- Building partnerships to improve Kirkland's neighborhoods.

The Neighborhood Services staff provides outreach and resources through personal contact, e-bulletins and the City website. The City distributes neighborhood matching grants for neighborhood projects. Project creation and volunteerism enable residents to actively participate in local government, build community and improve the quality of life in their neighborhood.

Neighborhood Services connects residents with citywide issues by coordinating City Council meetings in four neighborhoods per year. Citizens can talk directly to City Council members and ask questions regarding neighborhood and citywide issues.

The Kirkland Alliance of Neighborhoods (KAN), with the help of the City, leads yearly Neighborhood University sessions. These classes teach residents about city government, neighborhood organizing, and leadership. KAN meets five times a year to exchange information about neighborhood issues, network, provide educational opportunities for neighborhood leaders, and connect with city services.

What are we doing?

Reenergizing neighborhoods was the focus for 2013 (identified in the City's Work Program). As a result, the City Council, Kirkland Alliance of Neighborhoods (KAN) and staff embarked on a multitude of initiatives to create partnerships on capital project implementation and clarify roles in future planning and transportation efforts. The following lists some examples.

- Hundreds of residents participated actively in the Comprehensive Plan and Neighborhood Plan update process.
- KAN rewrote their mission statement and began inviting City Council members to their meetings for casual conversations.
- Seventy residents participated in the first Town Hall meeting offered by City Council.
- Three hundred requests were logged into the suggest-a-project interactive map.
- Seventy residents attended Neighborhood U (Growth Management – What Does It Mean for Kirkland's Future).
- Neighborhood leaders participated in the design of the new Neighborhood Safety Program being implemented as a pilot in 2014.

As part of the re-energizing neighborhoods, the spring City Council meetings in the neighborhoods was put on hold while the Council and KAN reassessed the schedule and structure of these meetings resulting in one less neighborhood (3 instead of 4) meeting with the City Council. However, the attendance (70) at the Town Hall meeting was included in the City Council meeting in the neighborhood measurement.

Neighborhoods in Action

The Juanita Neighborhoods replaced historical markers in Juanita.

First Citywide Town Hall meeting with the City Council, June 8, 2013.

KAN evaluates format and schedule of City Council Meetings in the neighborhoods for input to the City Council.

Evergreen Hill Neighborhood Association member suggestion spurs mile markers on the Cross Kirkland Corridor.

Housing

GOAL

Ensure the construction and preservation of housing stock that meets a diverse range of incomes and needs.

City funds affordable housing

So that...

City has a sufficient stock of affordable housing to meet the needs of the community

MEASURE	2009	2010	2011	2012	2013	Target
City contributions to ARCH Housing Trust Fund (A Regional Coalition for Housing)[1]	*$286,570*	*$282,301*	*$294,337*	*$442,098*	*$424,108*	*$280,000 to $350,000*
Percent of annual average Growth Management Act low income housing target met (units affordable to those earning less than 50% of King County median income)	*30*	*0*	*39*	*58**	*15**	*69 units per year ***
Percent of annual average Growth Management Act moderate income housing target met (units affordable to those earning between 50-80% of King County median income)	*62*	*7*	*21*	*1**	*14**	*49 units per year ***
Total number of low and moderate income units brought online	*92*	*7*	*60*	*59**	*29**	*118 units per year*

*ADU and housing market survey units not included
[1]Includes General Funds, Community Development Block Grant Funds, and reallocation of affordable housing loans that have been repaid.
** The City has reported this in percentages in prior years, but has moved to reporting units for clarity.

How do we measure affordable housing?

King County's Countywide Planning Policies determine the affordable housing targets for cities based on a variety of factors, including the projected affordable housing needs of low and moderate income households, the existing stock of market rate and subsidized housing, and the number of jobs by wage level and location.

Kirkland's progress towards meeting those targets include affordable housing units that have been built as a result of:

- Housing Trust Fund contributions
- Housing regulations that the City has adopted, such as Accessory Dwelling Units, density bonuses and tax exemptions.
- Private housing development with market rents at affordable levels.

HOW ARE WE DOING?

The City continues to make significant contributions to the ARCH Housing Trust Fund. Following the annexation of the North Juanita, Finn Hill and Kingsgate neighborhoods, the City's target for contributions to the Housing Trust Fund increased to reflect the larger population. The combination of the City increasing its contributions, plus a one-time increase in Community Development Block Grant (CDBG) funds allocated to ARCH through King County, account for the large increase in funding in 2012. The City continued its increased contributions in 2013.

Progress towards meeting affordable housing targets established in the Countywide Planning Policies fluctuates annually. This is due to a variety of factors, including when the City's trust fund contributions get allocated and to which projects. The City gets credit for affordable housing units based on its monetary contributions, regardless of where the units are built, as well as affordable units that are built in the City through regulatory requirements and market forces. The good news is that affordable housing is being built in Kirkland!

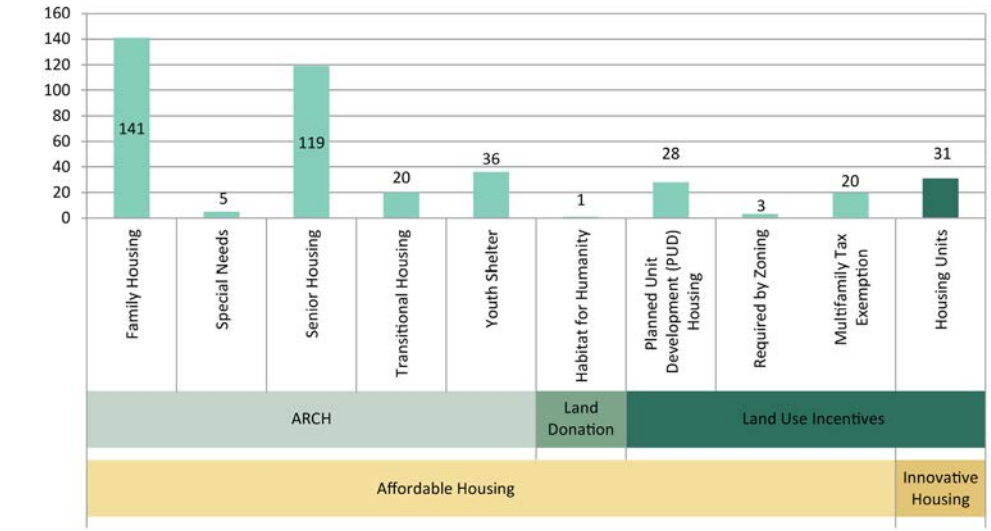
WHAT ARE WE DOING?

Kirkland continues to take a multi-faceted approach to creating a diverse housing stock that meets a variety of income ranges and needs. In 2012, the City enacted changes to the Municipal Code that allow the exemption of 80% of the transportation and park impact fees for units targeted to those earning 80% or less than King County median income without having to repay those fees from City funds. In 2013, the City granted over $210,000 in impact fees exemptions for low income housing developments. The City's growing list of regulations to encourage and enable affordable and diverse housing include:

- Accessory Dwelling Units
- Small lot single family allowances
- Cottage and carriage housing regulations
- Affordable housing requirements with offsetting density bonuses
- Multifamily residential tax exemptions
- Standards for transit-oriented development at South Kirkland Park and Ride
- Impact fee exemptions for affordable housing

In addition, the City sees a tremendous return on its annual investment in the ARCH Housing Trust Fund. All of the low income units and about 10% of the moderate income units that the City has been given credit for producing are a result of financial contributions made by the City to affordable housing projects within Kirkland and other ARCH cities through the ARCH Housing Trust Fund.

AFFORDABLE & INNOVATIVE HOUSING LOCATED in KIRKLAND



Friends of Youth

Friends of Youth (FOY) delivers a broad range of services to youth and their families. Their vision is to create a world where all youth have every opportunity to succeed. In early 2012, FOY purchased the former Grace Chapel property in Kingsgate with the goal of consolidating several of their functions into one campus setting. Construction on the campus is nearing completion and includes the FOY headquarters in the previous church building plus five new residential buildings for youth with various housing needs.

The ARCH Housing Trust Fund awarded over $670,000 in funding to help make the FOY campus and housing a reality. Kirkland was able to provide additional support for the development through its impact fee exemption regulations that were adopted in 2012. Under that program, the City was able to exempt 80% of the Transportation and Park Impact Fees for low income housing. This resulted in a total saving of $25,250 for the FOY project.

The residential buildings on the campus include the Youth Haven building plus four single family homes. Youth Haven provides supervised temporary housing for ten girls and boys, ages 11 to 17, who have run away or are in the midst of a family crisis. Counseling for life skills and family reconciliation services are also provided.

The four single family homes will each provide housing for five unrelated youth in a supervised setting. Two of the homes will provide transitional housing for youth ages 16 to 21 that were previously homeless, helping them develop independent living skills and enter the job market. The other two homes will provide extended foster care for youth ages 18 to 21 under a new state program. These homes will help youth that have been in foster care as they pursue employment and education opportunities and transition from that program to become self-sufficient adults.

Data Sources

Neighborhoods

Neighborhoods Services Division
2010 and 2012 Citizen Opinion Surveys

Public Safety

Fire & Building Department
Police Department
2010 and 2012 Citizen Opinion Surveys

Human Services

Human Services Division
Parks & Community Services Department
Agency Reports

Parks and Recreation

Parks & Community Services Department
Comprehensive Parks, Recreation and Open Space Plan, City of Kirkland
2010 and 2012 Citizen Opinion Surveys

Balanced Transportation

Transportation Division
Capital Improvement Program Division
Active Transportation Plan, City of Kirkland
ITS Strategic Plan, City of Kirkland
2010 and 2012 Citizen Opinion Surveys

Housing

Planning & Community Development Department
A Regional Coalition for Housing (ARCH)

Data Sources

Financial Stability

Finance and Administration Department
Standard and Poor's Credit Rating
2010 and 2012 Citizen Opinion Surveys

Environment

Parks & Community Services Department
Planning & Community Development Department
Public Works Department

Economic Development

City Manager's Office
Economic Development Program
Finance and Administration Department
2010 and 2012 Citizen Opinion Surveys
2010 Business Satisfaction Survey
CB Richard Ellis Real Estate Services, Market View Puget Sound, 4th Quarter Report
Washington State Employment Security Division, Puget Sound Regional Council, WA, Covered Employment by City, 2008-2011

Dependable Infrastructure

Public Works Department
Capital Improvement Program Division
American Public Works Association Water Quality Program
2010 and 2012 Citizen Opinion Surveys

Notes

Notes

Notes

Notes

ENVIRONMENT

HUMAN SERVICES

PARKS, OPEN SPACES AND RECREATIONAL SERVICES

FINANCIAL STABILITY

ECONOMIC DEVELOPMENT

BALANCED TRANSPORTATION

HOUSING

NEIGHBORHOODS

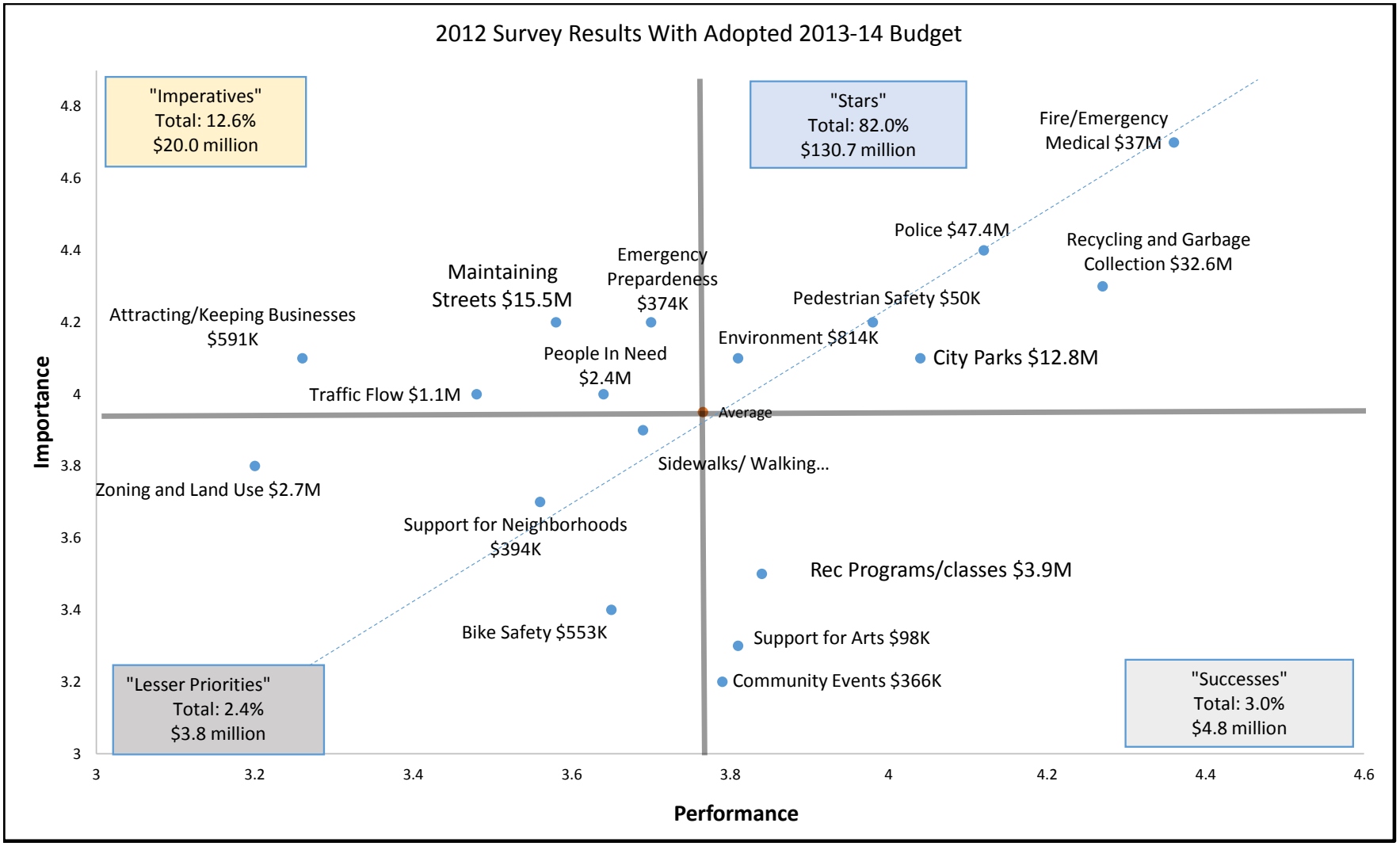
PUBLIC SAFETY

DEPENDABLE INFRASTRUCTURE

Produced by the City of Kirkland City Manager's Office in cooperation with:

Parks and Community Services
Fire and Building
Police
Public Works
Information Technology
Human Resources
Planning and Community Development
Finance and Administration

www.kirklandwa.gov

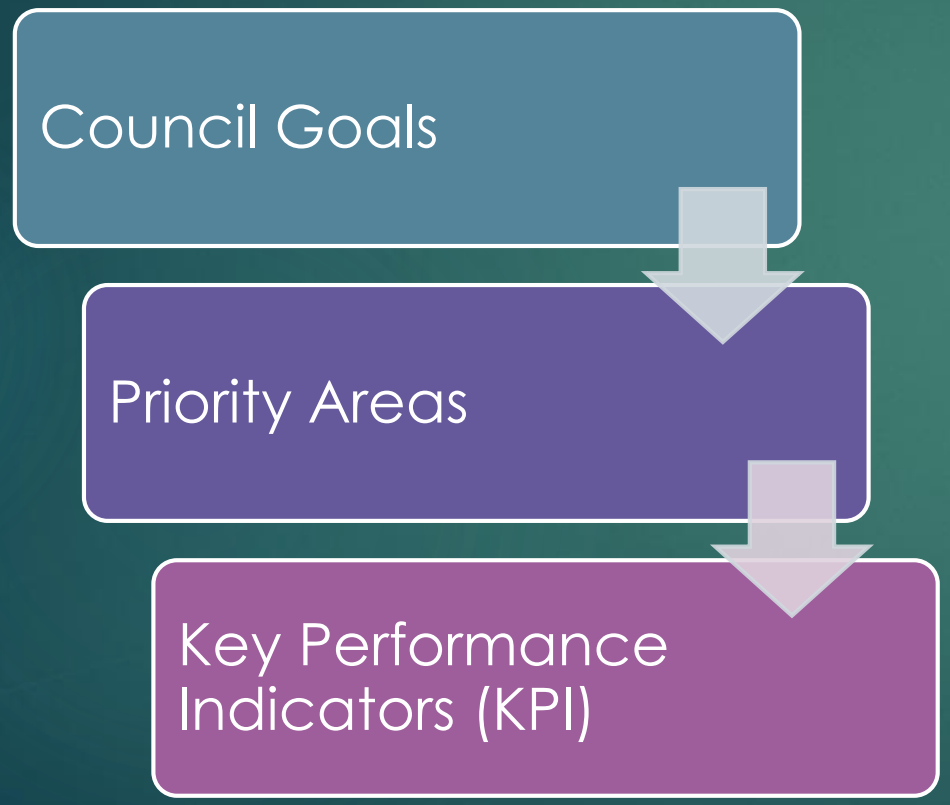

2012 Survey Results With Adopted 2013-14 Budget
"Imperatives"
Total: 12.6%
$20.0 million
"Stars"
Total: 82.0%
$130.7 million
"Lesser Priorities"
Total: 2.4%
$3.8 million
"Successes"
Total: 3.0%
$4.8 million
Fire/Emergency Medical $37M
Police $47.4M
Recycling and Garbage Collection $32.6M
Emergency Prepardeness $374K
Maintaining Streets $15.5M
Pedestrian Safety $50K
Attracting/Keeping Businesses $591K
Environment $814K
City Parks $12.8M
People In Need $2.4M
Traffic Flow $1.1M
Average
Sidewalks/ Walking...
Zoning and Land Use $2.7M
Support for Neighborhoods $394K
Rec Programs/classes $3.9M
Bike Safety $553K
Support for Arts $98K
Community Events $366K
Importance
Performance
4.8
4.6
4.4
4.2
4
3.8
3.6
3.4
3.2
3
3
3.2
3.4
3.6
3.8
4
4.2
4.4
4.6

Performance Management Program

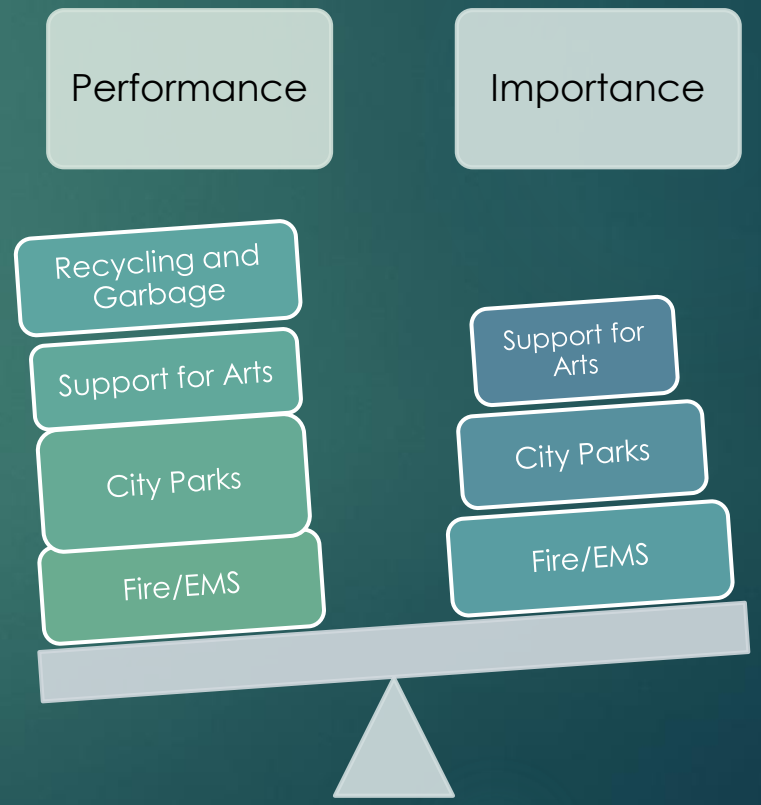
Webpage to engage staff and citizens in City of Kirkland Performance Measures

Performance Management Flow

Drill down from Goals to KPIs



Balancing Performance and Importance



Benefits of Webpage for Performance Measures

- Interactive for citizen engagement
- Displays current information – illustrates action
- Informs connections and flow from goals through to measures
- Concurrency of data informs decisions
- Transparency of City planning and work

Landing Page

PERFORMANCE MANAGEMENT DASHBOARD

COUNCIL GOALS

- Neighborhoods
- Public Safety
- Human Services
- Balanced Transportation
- Parks and Recreation
- Housing
- Financial Sustainability
- Environment
- Economic Development
- Dependable Infrastructure

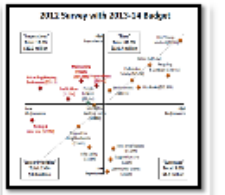
Live boxes to click to navigate to specific Goal page

The above ten Goals articulate key policy and service priorities set forth by the City Council. Each goal contains priority areas based on community input and each priority area contains key performance indicators (KPI).

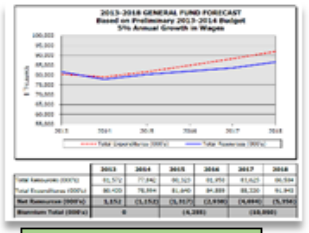
Over the past few years the City has been guided by **three key performance measures** that have been accepted by City Council as "**strategic anchors**" on which to base every major decision. The anchors keep the City grounded and on a path to success by considering whether the City is affordable, responsive to the needs of its residents, and financially sustainable.

Link to Interactive Map for Measures

AFFORDABLE



RESPONSIVE



SUSTAINABLEe

Links to graphics about anchors

Goal Page

COUNCIL GOAL

NEIGHBORHOODS

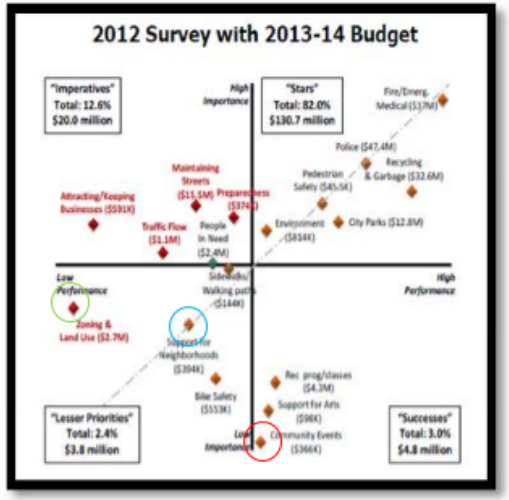
Goal: Achieve active neighborhood participation and a high degree of satisfaction with neighborhood character, services and infrastructure

Overview: Citizens' satisfaction with neighborhood services and infrastructure demonstrates how well the City understand the needs of residents and subsequently invests in neighborhood planning and capital improvements.

Priority Areas

- Support for Neighborhoods
- Community Events
- Zoning and Land Use

Neighborhood Priority Areas



NEIGHBORHOOD KEY INITIATIVES

- Comprehensive Plan Update
- Multimodal Transportation Master Plan
- 2013-2014 Work Program

- Explains Goal
- Provides overview
- Connects Goal with priority area
- Illustrates priority of goal

Goal Page

COUNCIL GOAL

NEIGHBORHOODS

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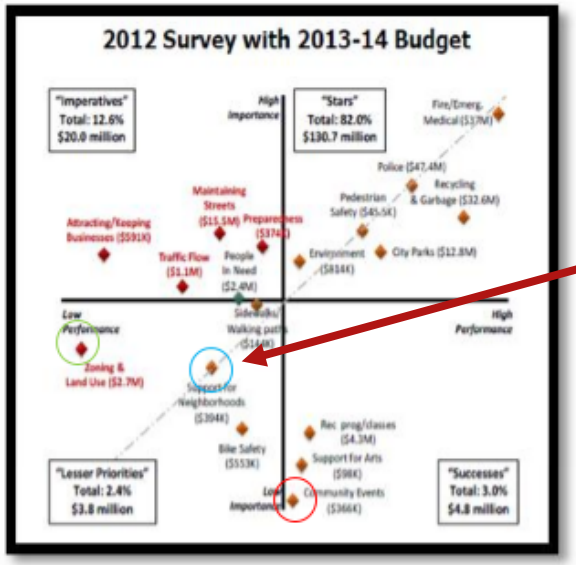
Neighborhood Priority Areas



NEIGHBORHOOD KEY INITIATIVES

- Comprehensive Plan Update
- Multimodal Transportation Master Plan
- 2013-2014 Work Program

Links to Priority Area Pages

Priority areas identified on Quad

Links to Key Initiatives – Color coded long to short term

Priority Page

PRIORITY AREA

Support for Neighborhoods

The City values the meaningful participation of the community in City decision-making processes and services. By providing information, discussing issues and receiving input through a variety of formats, individuals and key stakeholder groups are encouraged to be informed and get involved.

Key Performance Indicators (KPI) – **Blue indicate current measures**

(links to pdfs of measure overview, data and graphs)

- Funds for Neighborhood projects
- Number and amount of neighborhood matching grants
- Number of publications out to citizens
- Number of languages available for documents
- Avg. # of vacant or neglected properties registered per month
- Avg. # of demolition or rehabilitations per month
- Avg. # of compliance code violations per month
- Number of staff members attending neighborhood meetings
- Number of KAN University classes/ attendees

Neighborhoods in Action

The most recent neighborhood planning meeting with the City Council was May 13th with the Everest, Central Houghton, Lakeview Neighborhoods. It was well attended and items such as sidewalks, crosswalks and street surface conditions were discussed.

The Neighborhood Safety Pilot Program was center stage and attendees provided insight and asked many questions.

SUPPORT FOR NEIGHBORHOODS KEY INITIATIVES

Comprehensive Plan Update	Multimodal Transportation Master Plan	2013-2014 Work Program

Definition for Priority area

List of Key Performance Indicators (KPI) to illustrate

Priority Page

PRIORITY AREA

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SUPPORT FOR NEIGHBORHOODS KEY INITIATIVES

Comprehensive Plan Update	Multimodal Transportation Master Plan	2013-2014 Work Program

Story key to illustrate plan played out

Links to publications

Links to KPIs

Links to Key Initiatives – Color coded long to short term

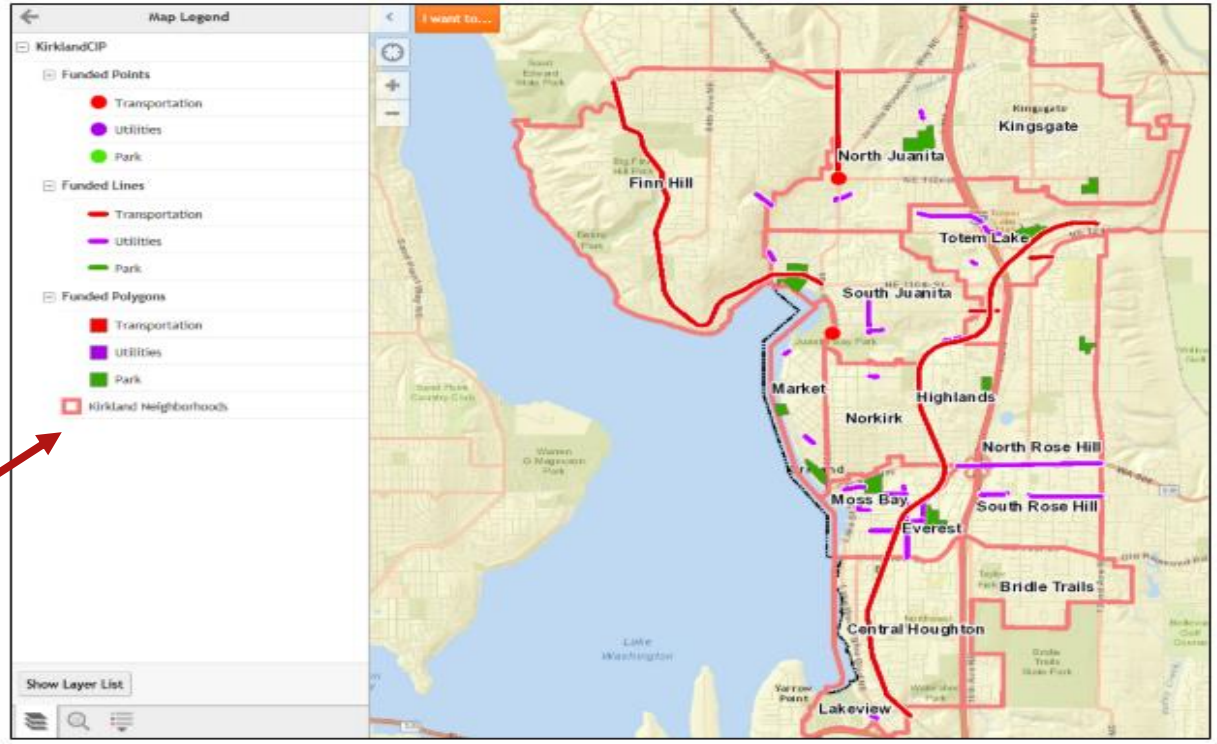
KPI Page

KPI

Number and amount of neighborhood matching grants

Each year matching grants provide opportunities for projects to be completed within our neighborhoods that fall outside the budget limits for the City. These grants are bid upon by each neighborhood and become opportunities not only for neighborhood improvement, but community building.

Measure	2010	2011	2012	2013	Target
Number of neighborhood matching grants	9	11	13	10	N/A
Amount of neighborhood matching grants	$5,493	$11,130	$14,570	$13,890	N/A



Map1: Funded CIP Projects by Neighborhoods

Description and focus of KPI

Data from Performance Report

Map or graphic to illustrate KPI

Map links city work with neighborhood identity

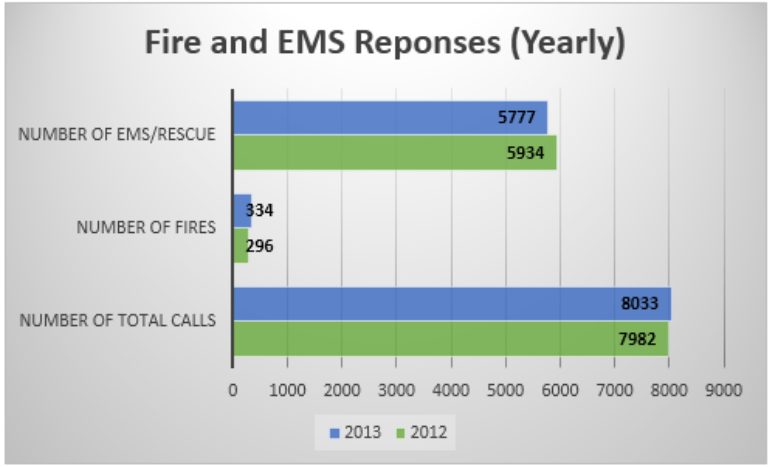
KPI Page

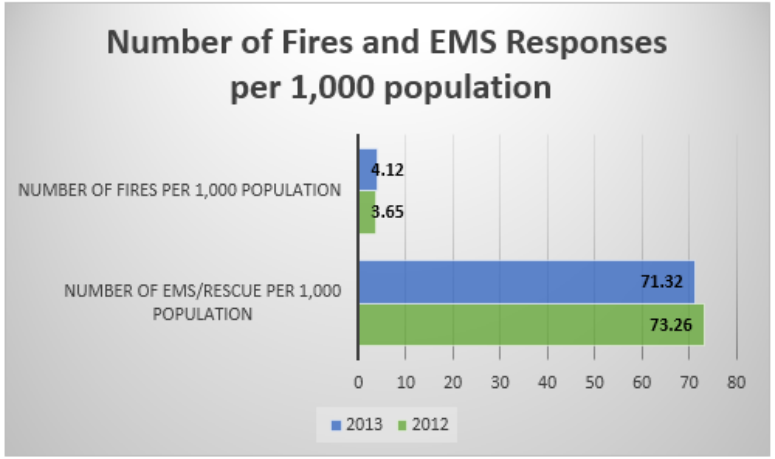
KPI

Fire/EMS calls

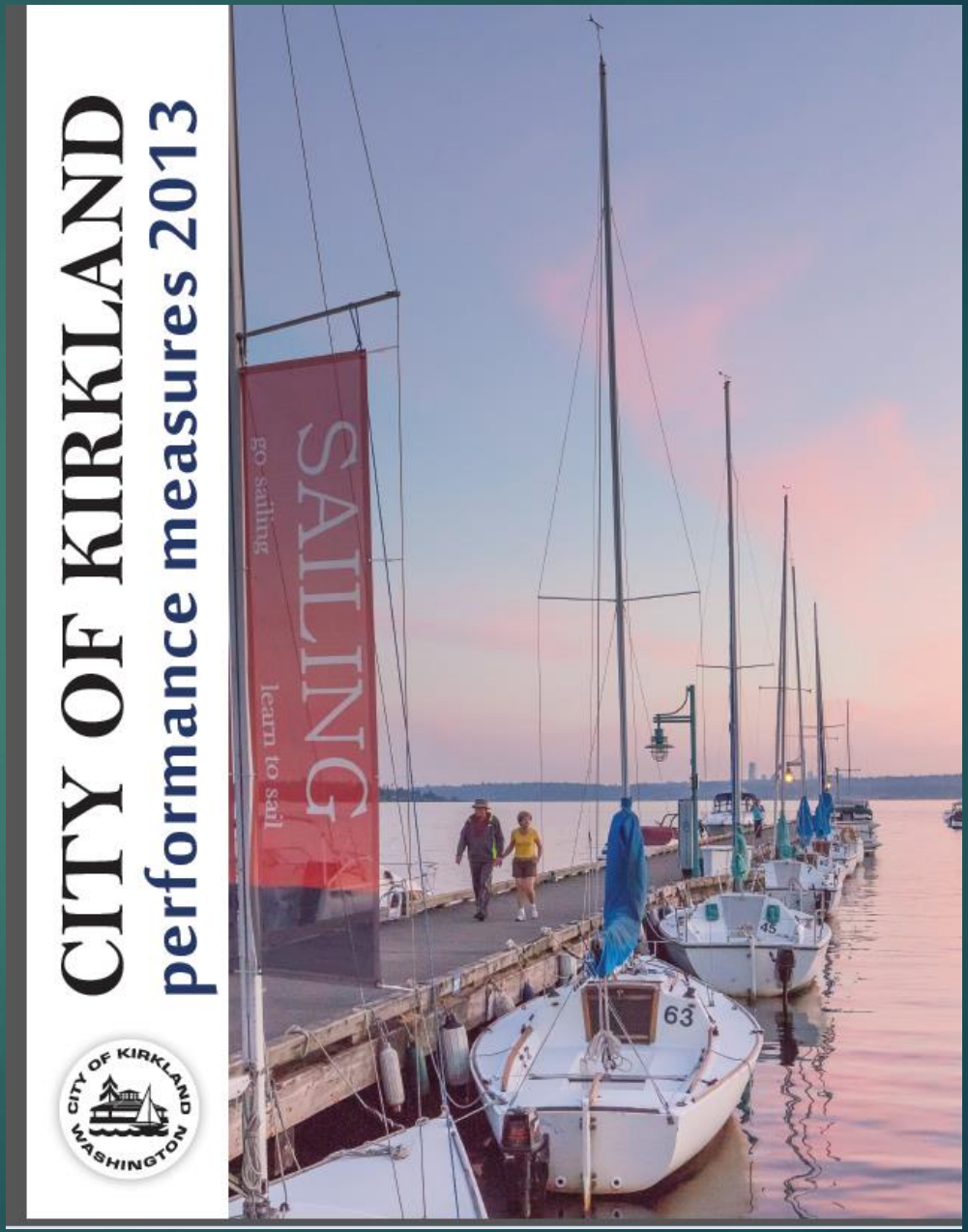
This report displays the Fire and EMS responses as well as all the responses for the fire department for 2012 and 2013.

Measure	2012	2013	Target
Number of total calls	7982	8033	N/A
Number of fire calls	296	334	N/A
Number of fires calls per 1,000 population	3.65	4.12	N/A
Number of EMS/Rescue calls	5934	5777	N/A
Number of EMS/Rescue calls per 1,000 population	73.26	71.32	N/A





End product – Annual Performance Report



CITY OF KIRKLAND
City Manager's Office
123 Fifth Avenue, Kirkland, WA 98033 425.587.3001
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Ellen Miller-Wolfe, Economic Development Manager
Philly Hoshko, Special Projects Coordinator

Date: April 29, 2015

Subject: May, 2015 Arts Education Month Proclamation

RECOMMENDATION:

That the Mayor proclaims May 2015 as Arts Education Month.

BACKGROUND DISCUSSION:

Arts Education Month is a state-wide celebration of the creative endeavors taking place in our schools and community arts organizations. It is sponsored by ArtsED Washington. ArtsED Washington is a non-profit that works to ensure that all students in Washington State have access to a complete education that includes the arts. ArtsED Washington has invited the City of Kirkland and the Cultural Arts Commission to participate in the celebration to show how arts are making a difference in education.

The Cultural Arts Commission would like the City to proclaim the month of May as "Arts Education Month," to bring awareness to the value of arts education and show support to Kirkland's outstanding art organizations and art educators.

Kirkland is pleased to have many stellar art organizations that have youth education programs. Among many include the Kirkland Arts Center, Kirkland Performance Center, Studio East and the International Ballet Academy.

Dawn Laurant, art educator and newly elected Chair of the Cultural Arts Commission, will be present at the May 5, 2015 Council meeting to receive the proclamation.

A PROCLAMATION OF THE CITY OF KIRKLAND

Designating May, 2015 as "Arts Education Month" in Kirkland, Washington

WHEREAS, the arts, including dance, music, theatre, and visual arts, are defined as a core subject in Washington State's definition of basic education, and considered an essential component of the complete and balanced education for all students; and

WHEREAS, learning in and through the arts enables students to develop critical thinking and problem solving skills, imagination and creativity, discipline, alternative ways to communicate and express feelings and ideas, and cross-cultural understanding, which supports academic success across the curriculum as well as personal growth outside the classroom; and

WHEREAS, imagination and creativity are increasingly understood as critical capacities needed for success in the 21st century workforce; and

WHEREAS, the arts can transform our schools into havens of creativity and exploration – places where students want to learn, teachers want to teach, and all members of the learning community are more engaged and motivated; and

WHEREAS, high quality school-based arts education involves a wide range of partners, including School Boards, district administrators, educators, parents, artists and arts organizations, community members, and local businesses and organizations, whose collective endeavors toward equitable provision of arts learning for all students we celebrate and promote; and

WHEREAS, art education initiatives in Kirkland are made possible by the dedication of Kirkland-based art organizations and art educators including, among many, Kirkland Arts Center, Kirkland Performance Center, Studio East, The International Ballet Academy and Lake Washington School District.

NOW, THEREFORE, I, Amy Walen, Mayor of Kirkland, do hereby proclaim the month of May, 2015 as "Arts Education Month" and call on all citizens to join us in recognizing the important role of the arts in education for all students.

Signed this 5th day of May, 2015

_____

Amy Walen, Mayor

CITY OF KIRKLAND
Department of Public Works
123 Fifth Avenue, Kirkland, WA 98033
425.587.3800 www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Kathy Brown, Public Works Director

Date: April 23, 2015

Subject: PUBLIC WORKS WEEK PROCLAMATION—May 17–23, 2015

RECOMMENDATION:

Staff recommends that the Mayor proclaims May 17–23, 2015 as National Public Works Week in Kirkland.

BACKGROUND DISCUSSION:

Each year the American Public Works Association promotes Public Works Week throughout the nation. Cities, counties and special districts celebrate and acknowledge Public Works Week. The theme for 2015 is ***Community Begins Here.*** Public Works Week is an opportunity for citizens to reflect on the value they receive for their investments in public works through the physical infrastructure necessary to support their daily needs, as well as to appreciate the efforts of its public works professionals.

The City of Kirkland Public Works Department serves our citizens by providing a safe and efficient transportation network, recycling or disposing of solid waste, providing clean, fresh drinking water, reducing flooding and erosion, collecting and treating wastewater, facilitating responsible development, and caring for our natural environment. . A robust capital investment program provides quality facilities and infrastructure for the citizens of today and in the future.

Ongoing educational programs inform the citizens of the role they play in making good choices to help maintain their public physical infrastructure and the natural environment. Specifically, solid waste recycling, water conservation, travel by alternative modes to single occupancy vehicles, promoting natural surface water runoff, protecting and enhancing water quality, and reporting with spills and problems the infrastructure are some ways citizens can participate in managing and protecting the public works system, natural resources, and the environment.

The Public Works Managers will be on hand to receive the proclamation at the Tuesday, May 5h City Council meeting.

A PROCLAMATION OF THE CITY OF KIRKLAND

Designating May 17–23, 2015 as "National Public Works Week" in Kirkland, Washington

WHEREAS, the American Public Works Association acknowledges "National Public Works Week" each year in the third week in May as a way to honor the tens of thousands of men and women in North America who provide and maintain the infrastructure and services collectively known as public works; and

WHEREAS, the theme for the 2015 campaign is ***Community Begins Here****;* and

WHEREAS, the City of Kirkland City Council has long recognized that because of the Public Works Department, many essential services of a quality life are provided, such as clean water, adequate drainage, safe roads and pedestrian crosswalks, reliable wastewater collection, safe walk routes to school, timely solid waste collection and recycling opportunities, street and public right-of-way maintenance, and permitting and inspection of new land development; and

WHEREAS, the City of Kirkland, through City Council action and support, has been a leader in development and maintenance standards, capital investments, sustainability, recycling, and pedestrian and bicycle safety; and

WHEREAS, these services are provided by a diverse workforce with a variety of backgrounds and experience levels that share a common mission: "Caring for your infrastructure to keep Kirkland healthy, safe and vibrant;" and

WHEREAS, Kirkland citizens and Public Works employees are essential stewards of the City's infrastructure;

NOW, THEREFORE, I, Amy Walen, Mayor of Kirkland, do hereby proclaim the week of May 17–23, 2015 as "National Public Works Week" in the City of Kirkland, Washington, and call upon all citizens to join in celebrating their investment in the public works in their city.

Signed this 5th day of May, 2015

_____

Amy Walen, Mayor

CITY OF KIRKLAND
City Manager's Office
123 Fifth Avenue, Kirkland, WA 98033 425.587.3001
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Marilynne Beard, Deputy City Manager

Date: April 27, 2015

Subject: KING COUNTY PRESENTATION – BEST STARTS FOR KIDS INITIATIVE

RECOMMENDATION:

City Council receives a presentation from King County staff regarding the Best Starts for Kids initiative and proposed ballot measure.

BACKGROUND DISCUSSION:

King County Executive Dow Constantine has announced a new initiative to fund prevention and early intervention strategies for every child's first five years to promote lifelong success. Executive Constantine is proposing that the King County Council place a six-year levy on the November 2015 ballot to fund the initiative which includes access to early childhood health and nutritional services such as those provided at community health centers. The six-year levy lid lift at a rate of 14 cents per $1,000 of assessed value, would raise about $58 million in the first year and a cumulative $392.3 million, at a cost to the average King County homeowner of about $56 per year.

A list of Frequently Asked Questions about the levy is attached to this memorandum. The following link provides more information on the policy basis and goals of the initiative -- http://www.kingcounty.gov/elected/executive/constantine/initiatives/best-starts-for-kids.aspx.

King County has requested time on the City Council agenda to provide an overview of the program and answer any questions the City Council may have.

Kirkland staff have requested that King County presenters highlight how the levy mitigates the potential closure of the Northshore Public Health Clinic as well as what housing elements are included in the proposed levy.

Best Starts for Kids:
Key Provisions of Proposed Ordinance

King County

Levy Amount

A six-year levy lid lift at a rate of 14 cents per $1,000 of assessed value, which would raise about $58 million in the first year and a cumulative $392.3 million, at a cost to the average King County homeowner of about $56 per year.

Investing Early

Fifty percent of the revenue would be invested in strategies focused on children under age five and pregnant women, including a modest investment to sustain and expand parent and child health services that are delivered through the county's Public Health Centers. The science and evidence shows us that the earlier we invest, the greater the return for both the child's development and our society.

Sustaining the Gain

Thirty-five percent would be invested in strategies focused on children and youth aged five through twenty-four. The science and research tells us that the brain continues to develop during this time and that prevention strategies strategically addressed at key developmental stages or transition points in a young person's life help to sustain gains made earlier in life.

Communities Matter

Nine percent would be invested in community-level strategies through expansion and sustainability of the partnership between King County and The Seattle Foundation on Communities of Opportunity (COO). COO is based on the latest research and evidence regarding the impact of place on a child's success and the importance of supporting communities in building their own capacity to create positive change.

Outcomes-Focused and Data Driven

Six percent would support evaluation, data collection and improving the delivery of services and programs for children and youth. This will ensure Best Starts for Kids strategies are tailored for children from every background in King County and that we deliver on the results for every child in King County.

Initial Collections

Initial levy collections would be used to create a family and youth homelessness prevention initiative modeled on a successful pilot implemented by organizations serving survivors of

domestic violence, to fund additional scientific research to expand the reach of prevention strategies to all King County families, and to establish a reserve for the levy fund.

Advisory Boards

The ordinance proposes that the county establish advisory boards for Best Starts for Kids, with the existing governance group for COO acting as the advisory board for that portion of the levy funds. The King County Department of Community and Human Services will be accountable for financial oversight and reporting responsibilities.

Implementation

In order to reduce inequities in our County, Best Starts for Kids strategies are designed to be both universal and targeted, with the large majority of Best Starts for Kids levy funding competitively bid in outcomes-focused contracts to community-based organizations. This will help ensure that the strategies are implemented in a manner that is appropriate for all cultural and ethnic groups and that each child and her caregivers receive the tools and level of support they need. Should the council place this measure on the ballot and the voters approve it, the county will refine outcomes and indicators through development of a detailed implementation plan with input and consultation from the community.

CITY OF KIRKLAND
Department of Public Works
123 Fifth Avenue, Kirkland, WA 98033 425.587.3800
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: John MacGillivray, Solid Waste Programs Lead
Kathy Brown, Public Works Director

Date: April 23, 2015

Subject: Juanita High School Earth Corps Special Presentation

RECOMMENDATION:

Staff recommends that the City Council receive a brief special presentation from Juanita High School Earth Corps team members, who have produced a kick-off video to promote their new organics recycling program.

BACKGROUND:

The Juanita High School Earth Corps team has been active as an environmental club for almost 20 years. Ranging in membership between three and ten students, the team has been active in working on environmental service projects coordinated by the Green Kirkland Partnership and the YMCA Environmental Services Corps. Past projects have included the removal of invasive plants and the planting of native plant species in City and King County parks and open spaces. Projects slated for the spring 2015 include work at Juanita Bay Park, Juanita Heights Park, and the North Juanita open space.

JUANITA HIGH SCHOOL ORGANICS RECYCLING PROGRAM:

Food waste currently comprises about 40% of the material sent to the landfill from Kirkland each year. For restaurants and schools with cafeterias, the percentage landfilled is substantially higher than the overall average. Kirkland currently offers composting service to businesses and schools at no additional cost through its solid waste contract with Waste Management. Currently, there are over 150 participants in the program, including Juanita High School, who recycle between 40-50 tons of organic materials each month.

In September 2014, the Earth Corps team began planning for the implementation of the new organics recycling program in March 2015. For the first month of the new program, student volunteers monitored the new program at six composting stations during both lunch shifts. Monitoring was provided to help students place their waste in the proper trash, recycling, and composting containers and to provide education and outreach. Monitoring will continue on an as needed basis as students begin to change their recycling habits.

The goal of the new recycling program is to reduce the amount of recyclable and compostable materials disposed of in the garbage by 70%, and janitorial staff are reporting that the garbage waste stream has been reduced by 75%. Additionally, the new program will support Juanita High School in achieving a Level 1 Green Schools Certification through the King County Green Schools Program.

THE COMPOSTING VIDEO

The kick-off video was written, performed, filmed, and edited by Earth Corps students. The students and their respective roles played in developing the video are listed below. Two adults should also be recognized for their efforts. Susan Vossler, a Juanita High School parent, provided the inspiration, motivation, and follow-through for this project and organized parent volunteers to work as compost station monitors. Les Richey, Juanita High School Head Custodian, worked with the Earth Corps team to facilitate the siting of compost stations and the collection of composted and recycled materials.

Student Performers:
Sarah Dunsmore: Wrote, recorded, and performed rap soundtrack; primary performer
Corey Oneil: Story boards, filming, editing
Riley Hewitson: Dancer, performer, van driver
Sarah Wincapaw: Dancer, performer
Aili Duke: Dancer, performer
Cameron Aest: Dancer, performer
Zach Richter: Dancer, performer
Allen Jung, Dancer, performer
Mylien Truong, Dancer, performer

Council Meeting: 05/05/2015
Agenda: Special Presentations
Item #: 7. c.

CITY OF KIRKLAND
123 Fifth Avenue, Kirkland, WA 98033 425.587.3000
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Pattijean Hooper, Ph.D., Manager, Office of Emergency Management

Date: April 24, 2015

Subject: Community Emergency Response Team #19 Graduation

The Community Emergency Response Team Training (CERT) Program educates people about disaster preparedness for hazards that may impact their area and trains them in: disaster preparedness, fire safety, disaster medical operations, light search and rescue, the incident command system, and disaster psychology.

The members of CERT class 19 are ready for graduation. But before that commences there should be a moment for accolades. On behalf of the City of Kirkland, we should thank each for making the time to prioritize this important civic engagement activity. CERT training supports the goals of the Office of Emergency Management and more importantly all community members!

In today's world, schedules are full and occupied with school, work, family, and many options for volunteering. That these community members chose to educate themselves to help others in times of need speaks volumes to their values and commitment to community building. The information learned can assist neighbors, visitors, the workplace, and even professional responders in times of crisis. Although we never hope to have to call on these skills; in a time of need CERT training will help Kirkland respond and recover from the incident at hand.

This CERT class was trained by community volunteers and firefighters. Thanks to firefighter Ed Kinney, and lead trainer Christina Brugman, and the volunteer instructional staff: Jen Mahan, Todd Bancroft, and Janice Christian. It is important to acknowledge the enthusiasm and commitment of this CERT instructional team. The resources and capabilities of this team keeps CERT alive and well and serving the Kirkland community.

This is the first time CERT has conducted its training at the Kirkland Justice Center. Thank you so much to Patti Ball and Chief of Police Eric Olsen for working with us to utilize this space. The facility was an excellent venue for participants.

At the City Council meeting, Pattijean Hooper, the Emergency Manager will explain the CERT program, ask the graduates to stand and read each graduates name. CERT graduates will shake hands with the mayor, and then the Council members. The group will leave and assemble in the Peter Kirk Room downstairs where they will receive helmets (with graduation tassels); CERT backpacks, and attend a reception in the teams honor.

Community Emergency Response Team Training Class # 19 (Spring 2015) GRADUATION LIST	
Name	Neighborhood
John Bailey	Finn Hill
Ryan Blackhawke	Finn Hill
Karen Carpenter	Woodinville
Kate Carpenter	Woodinville
Danelle Cooley	Everest
Lyle Corbin	Finn Hill
Jeff Dickinson	Everest
Susan Fehr	Totem Lake
Stephen Hager	Highlands
Matthew Harris	North Rose Hill
Diana Hasegan	Juanita
Melissa House	Market
Kristen Jawad	Finn Hill
Mohammed Jawad	Finn Hill
Amber Martinez	Renton
David Morris	Juanita
William Morris	North Rose Hill
Michael Sandona	Juanita
Sarah Stockwell	Norkirk
Erin Tramantozzi	Bridle Trails
Susan Turnquist	Central Houghton
Sharon Whitson	North Rose Hill
Dennis Weston	Bridle Trails
Susan Hanser	Woodinville

KIRKLAND CITY COUNCIL REGULAR MEETING MINUTES
April 21, 2015

1. CALL TO ORDER

Mayor Walen called the meeting to order at 7:30 p.m.

2. ROLL CALL

ROLL CALL:
Members Present: Councilmember Jay Arnold, Councilmember Dave Asher, Councilmember Shelley Kloba, Councilmember Doreen Marchione, Councilmember Toby Nixon, Deputy Mayor Penny Sweet, and Mayor Amy Walen.
Members Absent: None.

3. STUDY SESSION

a. Transportation Master Plan Update

Joining Councilmembers for this discussion were City Manager Kurt Triplett and Transportation Engineering Manager Dave Godfrey.

4. EXECUTIVE SESSION

None.

5. HONORS AND PROCLAMATIONS

None.

6. COMMUNICATIONS

a. Announcements

b. Items from the Audience

Dawn Laurant
Kathy Feek
Robin Lesh
Lesley McGovern
Julie Voss

c. Petitions

7. SPECIAL PRESENTATIONS

None.

8. CONSENT CALENDAR

a. Approval of Minutes:

(1) February 20, 2015

(2) March 24, 2015

(3) March 31, 2015

(4) April 7, 2015

(5) April 13, 2015

b. Audit of Accounts:
Payroll $2,862,401.14
Bills $3,794,691.61
run #1409 check #561144
run #1410 checks #561145 - 561330
run #1411 checks #561331 - 561456

c. General Correspondence

d. Claims

Claims received from Kristin Courtney, Steve Sandell and Mayu Yanagisawa were acknowledged via approval of the Consent Calendar.

e. Award of Bids

(1) The contract for the 2015 Street Preservation Program, Phase I Curb Ramp & Concrete Repairs Project, was awarded to Trinity Contractors Inc., of Marysville, Washington in the amount of $438,776.00 via approval of the Consent Calendar.

f. Acceptance of Public Improvements and Establishing Lien Period

g. Approval of Agreements

h. Other Items of Business

(1) Resolution R-5122, entitled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND RELATING TO THE CITY'S PUBLIC ART POLICY GUIDELINES."

Motion to postpone item 8.h.(1). to the next regular City Council meeting.
Moved by Councilmember Doreen Marchione, seconded by Councilmember Dave Asher
Vote: Motion carried 7-0
Yes: Councilmember Jay Arnold, Councilmember Dave Asher, Councilmember Shelley Kloba, Councilmember Doreen Marchione, Councilmember Toby Nixon, Deputy Mayor Penny Sweet, and Mayor Amy Walen.

(2) Resolution R-5123, entitled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND AUTHORIZING THE CITY MANAGER TO EXECUTE A DEED OF RIGHT TO USE LAND FOR PUBLIC OUTDOOR RECREATIONAL PURPOSES FOR PORTIONS OF THE RAILBANKED RAIL CORRIDOR COMMONLY KNOWN AS THE CROSS KIRKLAND CORRIDOR."

(3) Procurement Report

Motion to Approve the Consent Calendar, with the exception of item 8.h.(1)., which was pulled for consideration at a future City Council meeting.
Moved by Councilmember Dave Asher, seconded by Councilmember Doreen Marchione
Vote: Motion carried 7-0
Yes: Councilmember Jay Arnold, Councilmember Dave Asher, Councilmember Shelley Kloba, Councilmember Doreen Marchione, Councilmember Toby Nixon, Deputy Mayor Penny Sweet, and Mayor Amy Walen.

9. PUBLIC HEARINGS

None.

10. UNFINISHED BUSINESS

At the suggestion of Councilmember Asher, and with the subsequent approval of the Council, it was decided to consider item 10.e. out of order.

a. 2015 State Legislative Update #7

Intergovernmental Relations Manager Lorrie McKay reviewed the status of the Council's legislative priorities as the Legislature enters special session.

b. Approving Neighborhood Safety Program 2015 Projects

Neighborhood Services Outreach Coordinator Kari Page provided an overview of the project selection process and the recommended projects for Council consideration.

Motion to Approve the Neighborhood Safety Program 2015 Projects as set forth in Table 1 of the staff report.
Moved by Councilmember Jay Arnold, seconded by Councilmember Doreen Marchione

Vote: Motion carried 7-0
Yes: Councilmember Jay Arnold, Councilmember Dave Asher, Councilmember Shelley Kloba, Councilmember Doreen Marchione, Councilmember Toby Nixon, Deputy Mayor Penny Sweet, and Mayor Amy Walen.

c. Cross Kirkland Corridor Update

Neighborhood Services Outreach Coordinator Kari Page reported to Council on progress to date and planned next steps.

d. Approving Cross Kirkland Corridor Art Integration Plan Funding

Motion to Approve the Cross Kirkland Corridor Art Integration Plan Funding.
Moved by Councilmember Dave Asher, seconded by Councilmember Doreen Marchione
Vote: Motion carried 7-0
Yes: Councilmember Jay Arnold, Councilmember Dave Asher, Councilmember Shelley Kloba, Councilmember Doreen Marchione, Councilmember Toby Nixon, Deputy Mayor Penny Sweet, and Mayor Amy Walen.

e. Resolution R-5124, Removing Juanita Beach Park From Consideration as a Potential Site for an Aquatics, Recreation and Community Center Facility and Authorizing the City Manager to Take Those Actions Necessary to Provide the City Council with the Option of Placing a Ballot Measure Before Kirkland Voters as Early as November 2015 for the Formation of a Metropolitan Park District Which, Among Its Statutory Powers, Would have the Authority to Provide Funding for the Development of a Kirkland Aquatics, Recreation, and Community Center Facility.

Director of Parks and Community Services Jennifer Schroder provided background information about the proposed resolution and responded to Council questions.

Motion to Approve Resolution R-5124, entitled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND REMOVING JUANITA BEACH PARK FROM CONSIDERATION AS A POTENTIAL SITE FOR AN AQUATICS, RECREATION AND COMMUNITY CENTER FACILITY AND AUTHORIZING THE CITY MANAGER TO TAKE THOSE ACTIONS NECESSARY TO PROVIDE THE CITY COUNCIL WITH THE OPTION OF PLACING A BALLOT MEASURE BEFORE KIRKLAND VOTERS AS EARLY AS NOVEMBER 2015 FOR THE FORMATION OF A METROPOLITAN PARK DISTRICT WHICH, AMONG ITS STATUTORY POWERS, WOULD HAVE THE AUTHORITY TO PROVIDE FUNDING FOR THE DEVELOPMENT OF A KIRKLAND AQUATICS, RECREATION, AND COMMUNITY CENTER FACILITY."
Moved by Councilmember Doreen Marchione, seconded by Deputy Mayor Penny Sweet
Vote: Motion carried 7-0
Yes: Councilmember Jay Arnold, Councilmember Dave Asher, Councilmember Shelley Kloba, Councilmember Doreen Marchione, Councilmember Toby Nixon, Deputy Mayor Penny Sweet, and Mayor Amy Walen.

f. Resolution R-5125, Approving the Addition of Section 5.02, "Council Communications with the Public," to the Kirkland City Council Policies and Procedures, and Readopting All of the Council Policies and Procedures.

Deputy City Manager Marilynne Beard reviewed the work to date and responded to Council questions.

Motion to Approve Resolution R-5125, entitled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND APPROVING THE ADDITION OF SECTION 5.02, "COUNCIL COMMUNICATIONS WITH THE PUBLIC," TO THE KIRKLAND CITY COUNCIL POLICIES AND PROCEDURES, AND READOPTING ALL OF THE COUNCIL POLICIES AND PROCEDURES" as amended.
Moved by Councilmember Jay Arnold, seconded by Deputy Mayor Penny Sweet
Vote: Motion carried 7-0
Yes: Councilmember Jay Arnold, Councilmember Dave Asher, Councilmember Shelley Kloba, Councilmember Doreen Marchione, Councilmember Toby Nixon, Deputy Mayor Penny Sweet, and Mayor Amy Walen.

Motion to Amend Resolution R-5125 to add language to the last sentence of the first paragraph of Section 5.02 to read, "The purpose of this policy is to provide guidelines for Council communications with the public, when Councilmembers are acting in their official capacity, or commenting on City governmental matters, through traditional media outlets or the use of social media platforms through personal accounts or pages."
Moved by Deputy Mayor Penny Sweet, seconded by Councilmember Toby Nixon
Vote: Motion carried 7-0
Yes: Councilmember Jay Arnold, Councilmember Dave Asher, Councilmember Shelley Kloba, Councilmember Doreen Marchione, Councilmember Toby Nixon, Deputy Mayor Penny Sweet, and Mayor Amy Walen.

11. NEW BUSINESS

None.

12. REPORTS

a. City Council Reports

(1) Finance and Administration Committee

Did not meet.

(2) Legislative Committee

Chair Asher expressed his appreciation for Intergovernmental Relations Manager Lorrie McKay and City staff for their work on the Council's legislative agenda.

(3) Planning, and Economic Development Committee

Chair Arnold reported on downtown parking options; and the Puget Sound Regional Council's changing criteria for defining an urban center.

(4) Public Safety Committee

Did not meet.

(5) Public Works, Parks and Human Services Committee

Did not meet.

(6) Tourism Development Committee

Did not meet.

(7) Regional Issues

Councilmembers shared information regarding the Sound Cities Association Public Issues Committee meeting; the City of Kirkland Volunteer Appreciation Celebration event; the Seattle University Alumni Awards dinner recognizing Councilmember Marchione as Alumna of the Year; an upcoming Kirkland Interfaith Network CROP Work-Walk on the Cross Kirkland Corridor; the Kirkland Alliance of Neighborhoods meeting; the Cascade Water Alliance Finance Committee meeting; a Sound Cities Association Emergency Management Advisory Committee meeting; a King County Metropolitan Solid Waste Management Advisory Committee meeting; a meeting between Councilmember Arnold, City Manager Triplett and Mayor Walen and members from Sound Transit to discuss ST3 planning; the Kirkland Business Roundtable at Lake Washington Institute of Technology; Sound Cities Association tour of the City of Sammamish; and the Brookings Institute forum "Greater Seattle's Global Identity."

b. City Manager Reports

(1) Public Safety Committee Outstanding Agenda Items

Deputy Mayor Sweet requested and received the Council's approval that the Public Safety Committee be allowed to meet again to refine the list of agenda items.

(2) Calendar Update

City Manager Kurt Triplett reminded the Council of their decision to cancel the May 19 Council meeting; confirmed the Council's decision to cancel the August 18 Council meeting; and reminded the Council of the upcoming May 11 joint Council meeting with the City of Bellevue.

(3) Offer of donation of Trueblood house

City Manager Kurt Triplett reported on an offer to donate the structure known as the Trueblood House and suggested referring this item to the Public Works, Parks and Human Services Committee for consideration.

Mayor Walen requested and received Council's approval to reach out to the new owner of the property of the Firwood Lane Mobile Home Park.

13. ITEMS FROM THE AUDIENCE

None.

14. ADJOURNMENT

The Kirkland City Council regular meeting of April 21, 2015 was adjourned at 10:03 p.m.

City Clerk

Mayor

CITY OF KIRKLAND
Department of Public Works
123 Fifth Avenue, Kirkland, WA 98033 425.587.3800
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Patrick Herbig, P.E., Project Engineer
David Snider, P.E., Capital Projects Manager
Kathy Brown, Public Works Director

Date: April 23, 2015

Subject: ANNUAL AGING/FAILING INFRASTRUCTURE REPLACEMENT PROJECT AWARD CONTRACT

RECOMMENDATION:

Staff recommends that the City Council award a contract for the Annual Aging Infrastructure Replacement Project to Agostino Construction, Inc., of Maple Valley, WA, in the amount of $162,955.

BACKGROUND DISCUSSION:

The Annual Aging/Failing Infrastructure Replacement Project is for the regular replacement of Surface Water Utility infrastructure that has surpassed expected and useful service lives and/or is experiencing other common system failures. The subject Project is a combination of two separate locations within the City (Attachment A) and, for economy-of-scale purposes, represents a combination of the 2013 and 2014 Program projects as discussed below.

The first location (Schedule A) is in the Holmes Point area and will replace approximately 260 linear feet of an existing 12-inch corrugated plastic pipe (CPP) culvert with new High Density Polyethylene (HDPE) pipe. The second location (Schedule B) is in the Par-Mac area and will replace approximately 44 linear feet of 24-inch diameter corrugated Metal Pipe (CMP) with new polyvinyl chloride (PVC) pipe. The two project sites were combined into one project package to save on design and in-house costs, as smaller projects (those less than $150k) tend to have higher soft costs (design, inspection, and in-house administrative costs) as an overall percentage of total project costs.

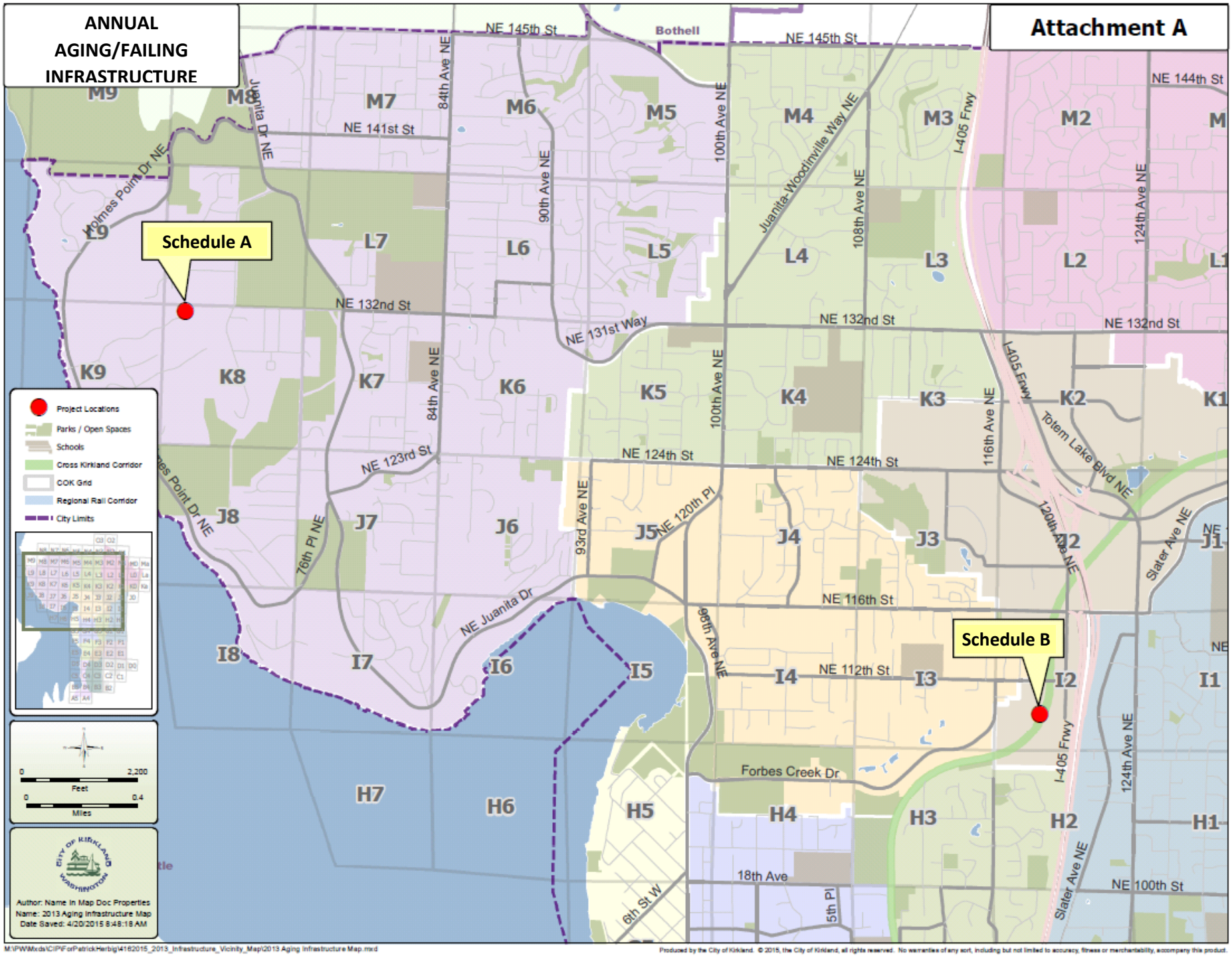
With an engineer's estimate of $163,810 for both schedules A and B, staff advertised for contractor bids on March 19, 2015. On April 2, 2015, four bids were received with Agostino Construction, Inc., determined to be the lowest responsive bidder, based on the Total Bid amount, as shown in the following summary:

Contractor	Schedule A	Schedule B	Total Bid
Agostino Construction, Inc	$144,033	$18,922	$162,955
Engineer's Estimate	$136,022	$27,788	$163,810
Budget Sewer	$133,161	$31,536	$164,697
Kamins Construction, LLC	$133,583	$61,790	$195,373
Kar-Vel Construction	$233,155	$104,436	$337,591

The Annual Replacement of Aging/Failing Infrastructure Program receives $200,000 per year in funding and, due to the nature of the work, construction is generally performed in the drier summer months. The construction of the subject Project was originally planned for the 2014 construction season; however, a delay in obtaining all necessary easements deferred the construction start until early summer, 2015. The two-year funding total for a combined 2013 and 2014 Project is $400,000 and, based on the currently estimated grand total for the subject Project at completion, $70,000 is available now for return to the original funding source (Attachment B).

With the City Council's award of Project, work will begin in June and will be complete before the end of July, 2015. In advance of construction, Public Works staff will notify all immediately adjacent and directly impacted property owners. Staff will also send a construction informational mailer directly to nearby residents providing Project timelines and pertinent contact information.

Attachment A: Vicinity Map
Attachment B: Project Budget Report



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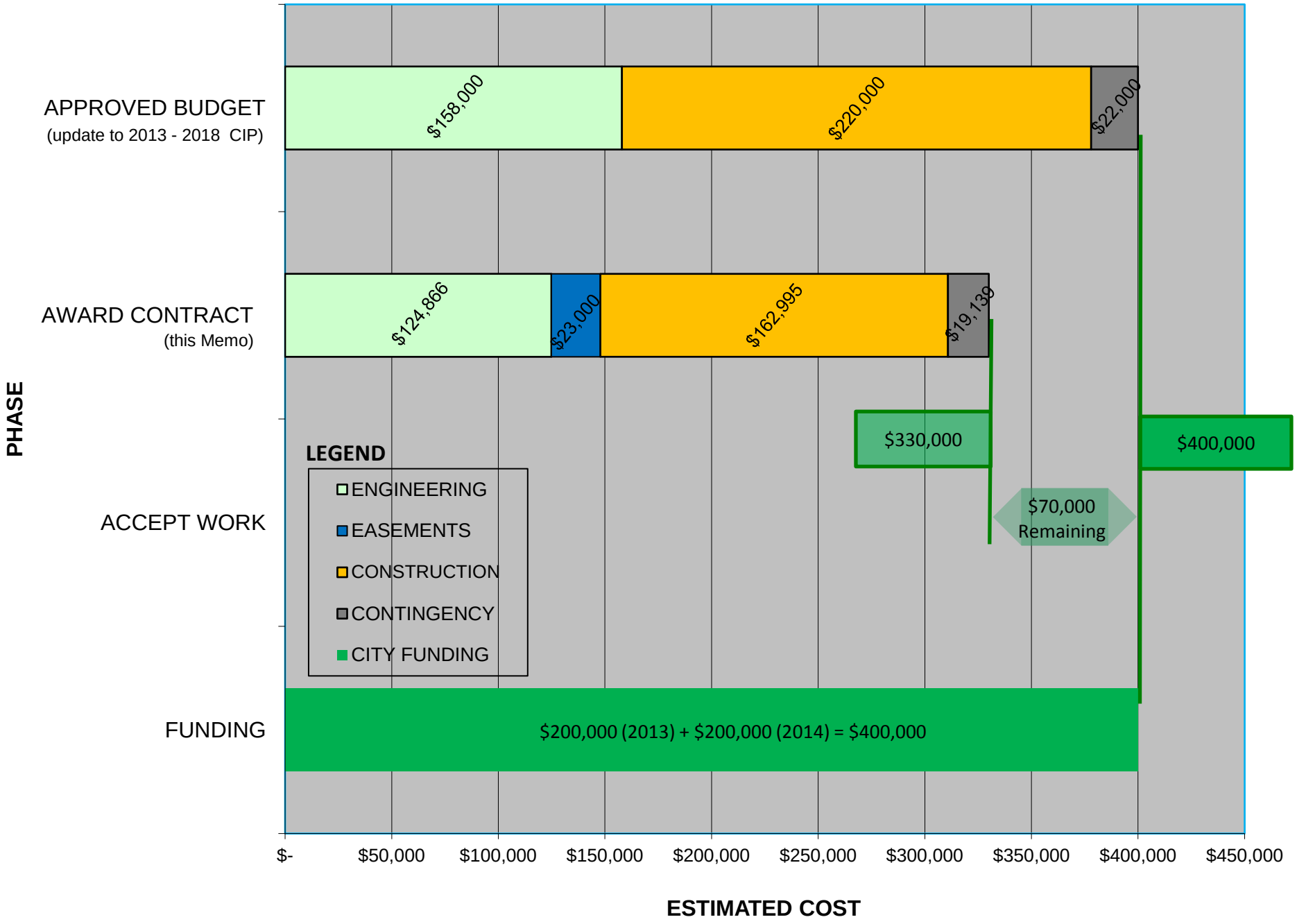
Attachment B

Annual Aging/Failing Infrastructure Replacement Project

Project Budget Report



CITY OF KIRKLAND
Department of Public Works
123 Fifth Avenue, Kirkland, WA 98033 425.587.3809
www.kirklandwa.us

MEMORANDUM

To: Kurt Triplett, City Manager

From: Public Safety Building Executive Steering Committee
David Snider, PE, Capital Projects Manager
Chris Dodd, Facilities Manager

Date: April 23, 2015

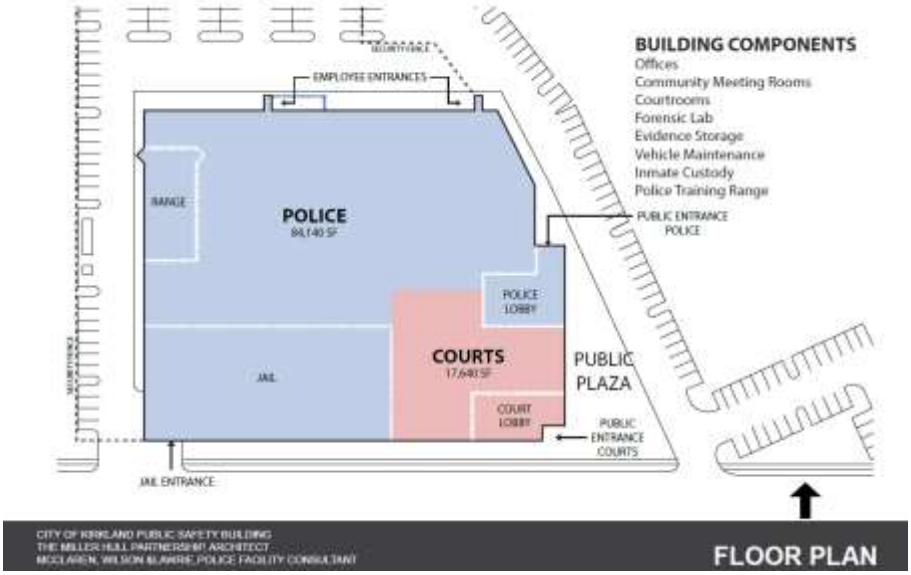
Subject: KIRKLAND JUSTICE CENTER – ACCEPT WORK

RECOMMENDATION:

Staff recommends that the City Council accept the work on the Kirkland Justice Center (KJC)) Project, as completed by Cornerstone General Contractors Inc., Bothell, WA, and establish the statutory lien period. (Note that this project was formerly known as the Public Safety Building Project.)

BACKGROUND AND DISCUSSION:

The KJC consists of nearly 102,000 square feet of interior space. Within that area is 18,000 square feet dedicated to the Court with two large courtrooms, one smaller courtroom, a public meeting space, a lobby and staff offices. The Police Department area includes 84,000 square feet for office and future growth area, a 55-bed jail, an area for tactical training, a firing range, a forensic lab, evidence processing, and a "commons" room as a Court and Police staff lunch room and break-out meeting area.



The KJC Project was first advertised for bids on March 6, 2013, including a base bid

with four separate additive alternates for Heating and Ventilation Controls, an increased bed capacity for the Jail, a fully completed Police firing range, and expanding the amount of exposed ceiling structure to be painted.

At their regular meeting of May 7, 2013, the City Council awarded the contract for the PSB Construction to Cornerstone General Contractors, Inc., Bothell, WA, in the amount of $23,478,500, including $22,805,566 for the Base Bid plus two additive alternates.

At the bid opening, the lowest bid price received exceeded the engineer's estimate and, concurrent with the award, the City Council approved an increase in the overall Project budget needed to fund the base scope of work and the additive alternate for HVAC. At that same meeting the City Council (by a second motion) also approved an additional budget increase to fund an expanded ceiling paint alternate. The additional funding for the budget increase needed to award the contract came from multiple sources, including design engineering contingency savings, Build America Bond interest, and REET 1 Reserves.

The physical construction for the Project began on May 20, 2013, and progressed well over the established 1-year project construction schedule. At its regular meeting of November 6, 2013, the City Council received a Project status update together with an authorization request for funding to complete the Police Firing Range. At that meeting, the City Council was informed that, concurrent with the on-going building construction, the Kirkland Police Department staff sought internal and external funding to complete the firing range as the Police Chief had identified that task as one of his top operational priorities. Those efforts included research on the costs for external training, including overtime costs and travel time impacts on officers. Additionally, outreach was directed towards other law enforcement agencies in an effort to determine the level of interest in external funding assistance. As a result of that outreach, it was determined that conditions had changed, making it advantageous for staff to recommend, and for the City Council to approve, moving forward with completing the full scope of work for the firing range.

As Construction Contract Change Order Number 2, the City Council had previously authorized $160,000 to complete additional structural ceiling elements associated with the shell of the firing range, and the contractor had provided a proposal to complete the scope of work for an additional $1,112,000.

Schedule

With a May 20, 2013 start date, the Project's substantial completion date was set for April 22, 2014. The Contractor kept the Construction Management (CM) Team well apprised of their progress and throughout the project. Although there were no major construction complications, there was an accumulation of

minor delays due to an assortment of causes: inclement weather; coordination with power and communications utilities; and material delivery delays. These factors added a few days to the overall Project schedule. In the end, however, the contractor attained Substantial Completion on April 20, two days ahead of the original schedule. Consequently, even with documented and approved delays, the Project was delivered on-time for all areas of the building, except the firing range. The building's Grand Opening was held on May 31, 2014 and the final Certificate of Occupancy was attained in mid-June. Full move-in and an operationally complete facility was achieved in early July, 2014.

Budget

The Project expenditures associated with the Cornerstone General Construction, Inc., contract included a total of fifteen (15) change orders issued over the duration of the Project. Of that total, 2 were specifically for the November 6, 2014 City Council approved firing range and corresponding budget increase. The remaining thirteen (13) additional change orders, totaling $1,083,374, were for a wide variety of items and were all paid for using the originally established construction contingency of $1,139,402.

At the completion of all construction contract specified work, the general contractor was paid a total of $25,824,104, as shown on Table 1 below:

Table 1 Contract Summary

Description	Amount (w/Tax)
Original Contract Sum	$23,478,500
Net Change Orders – Firing Range	$1,269,326
Net Other Change Orders	$1,076,278
Total Earned – Final Contract Sum	**$25,824,104**

At the conclusion of the construction contract work, the approved change orders of $1,076,278 (excluding the Firing Range Change Orders) represent a 4.58% increase above the original contract amount of $23,478,500. That amount is well within industry standards for Design-Bid-Build "hard bid" public works projects. The approved change orders by category for the KJC (excluding the firing range addition) are as follows:

Table 2 Change Order Percentage

Category	% TOTAL
Unforeseen Conditions	1.83
Design Coordination *	1.77
Owner Initiated **	0.98
TOTAL	4.58

* Design Coordination refers to gaps or interpretation of the plans and specs
** Excluding the addition for the firing range structure

At the conclusion of all contract work performed by the general contractor, the Project remains within budget.

Non-Construction Contract Building Improvements to be Completed

While all of the original contract work has been completed by Cornerstone General Contractors, Inc., various improvements are being planned and implemented within the building. The on-going work efforts include both warranty activities being performed by the general contractor and its sub-contractors, as well as general Facilities type of work performed by the City's facilities staff. The general contractor achieved Substantial Completion last spring and since that time the official Warranty Log has grown to a total of sixty-eight items. Of that total, forty-six have been successfully addressed and completed, leaving twenty-two outstanding issues the contractor is continuing to address.

As all of the occupants have now been in the building for ten months, there have also been a number of requests for minor to medium-level tenant improvements that were either not fully addressed by the design or that have subsequently been deemed appropriate building performance enhancements. The two major items have been deemed appropriate performance enhancements, and were not part of the base construction contract between the City and Cornerstone General Contractors, Inc:

1. **Sound Attenuation (Including Firing Range):**
   As an adaptive re-use of a former big-box retail building, it has been determined that the completed facility is somewhat "lively" with respect to echo and noise generation. A post occupancy Noise Report concluded that additional sound absorptive wall and ceiling coverings will help to alleviate the current situation. The Report also recommends the use of mechanical duct silencers at specific points within the building's mechanical system to quiet the sound of air movement though the heating and air conditioning systems. The sound attenuation work is being managed though the City's Job Order Contracting Procurement method with an estimated cost-to-complete of approximately $250,000.

2. **Judge's Bench Heights:**
   The new Judge's Benches within Courtroom 1 and 3 were, in plan view, dimensionally identical to the Courtroom at the previous Court facility. Due to the requirements of the latest Americans with Disabilities Act for access to the Judge's Bench, the new Courtroom Bench Heights ended up being less than the national average height and certainly lower than preferred from a personal safety perspective for the Presiding Judge. Again, this work is being managed though the City's Job Order Contracting Procurement method with an estimated combined cost-to-complete of approximately $50,000 for both Courtrooms 1 and 3.

3. **Courtroom Sound System Performance:**
   Over the past ten months, the Courts have documented sound reinforcement (i.e., speakers and infrared assisted listening device) deficiencies. To determine the causes of the problems and recommend solutions, staff requisitioned a 3rd-party independent review of the original design and the as-built records for the physical installation. The independent review and subsequent report are currently being finalized but staff has add a place-holder budget item to making

improvements to the existing system in the amount of $40,000 for all courtroom sound amplification enhancements.

Overall Project Budget

The overall budget for all aspects of the KJC Project is $43,213,849, including funding for property acquisition, the complete construction leading to occupancy, and funding added for the firing range. As of the date of this memo, the total of all expenditures, including property acquisition, the subject construction contract, all professional services and soft costs, new furniture and furnishings, moving, integration and art, etc., is $41,683,182 with a current positive account balance of over $1,500,000.

As staff continues to work on a variety of current and upcoming building enhancements, including planned and other unallocated expenses, it is staff's intention to come back to City Council at a future meeting to present all final costs for a total Project close-out. In advance of that future close-out memo, the following Table outlines the upcoming known and possible other estimated expenses:

Table 3 Future Expenses

	CURRENT BUDGET BALANCE		**$1,500,000**
Items to be Paid	**Known**	**Anticipated**	
Judge's Benches (for two total)	$48,200		
Building Sound Material All Areas	$158,900		
Building Sound Mechanical Attenuation	$82,500		
Exterior Art	$90,400		
Police Briefing Room Sound Proofing		$200,000	
Rain Garden Enhancements		$30,000	
KC Sewer Treatment Change		$150,000	
Gate Modifications/Trash Enclosure		$30,000	
Lighting Upgrades		$20,000	
Misc./Unallocated		$100,000	
Sub-Total	$380,000	$530,000	($910,000)
Contingency = 10% of Sub-Total		$91,000	($ 91,000)
Currently Estimated Ending Balance			**$500,000**

Council Meeting: 05/05/2015
Agenda: Other Business
Item #: 8. h. (1).

CITY OF KIRKLAND
Department of Public Works
123 Fifth Avenue, Kirkland, WA 98033 425.587.3800
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Flora Lee, P.E. Project Engineer
David Snider, P.E., Capital Projects Manager
Kathy Brown, Public Works Director

Date: April 23, 2015

Subject: ANNUAL STRIPING PROGRAM (2015 PROJECT) – PRE-AWARD

RECOMMENDATION:

Staff recommends that City Council pre-authorize the City Manager to sign a Public Works construction contract for the 2015 Striping Project, provided the total contract award from the lowest responsive and responsible bidder does not exceed $273,000.

BACKGROUND DISCUSSION:

The Annual Striping Program maintains the pavement markings that define the travel paths for motorists, bicyclists, and pedestrians. The 2015 Striping Project includes all arterials and collectors throughout the City (Attachment A). The work efforts include the repainting of automobile lane lines, roadway symbols, and on-street public parking lines. The work also includes replacing worn thermoplastic crosswalk markings, stops bars, turn arrows and other on-pavement symbols.

The Annual Striping Program is included in the Capital Improvement Program (CIP) with a current annual budget of $350,000 for all elements of the Project, including project management and administration, public outreach and inspection, and construction with contingency (Attachment B). In order to maximize the amount of work to be accomplished without exceeding the current year's budget, the awarded contract is comprised of a base scope of project work plus bid prices on several additional schedules of work.

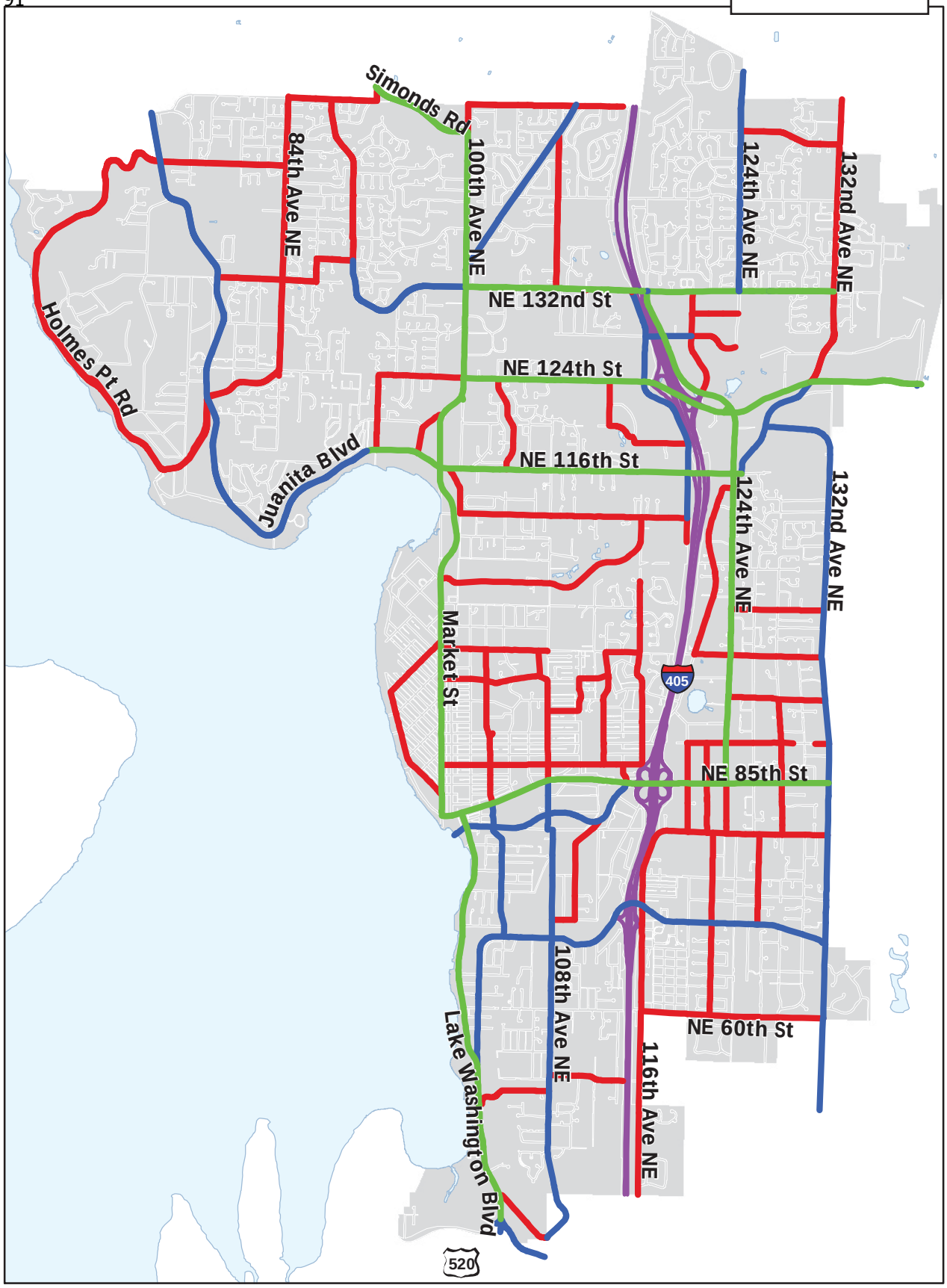
The base scope of the Project consists of two schedules: Schedule A (travel lane re-painting/striping) and Schedule B (new thermoplastic on select crosswalk locations). The engineer's estimate for construction of the base scope of project work (Schedules A + B) is $249,000. The additional work has been broken into individual schedules with separate engineer's estimates ranging between $5,000 and $67,000. These added schedules include: Schedule C (re-painting of bike lanes and symbols), Schedule D (downtown curb painting), and Schedule E (additional striping and markings on select corridors), and Schedules F1 through G2 (additional thermoplastic at an increased number of locations).

It is anticipated that bidder prices for the Project will be influenced by the availability of contractors during the peak season of construction. Recognizing this likely pricing factor, and to provide cushion in the Project's overall schedule, staff advertised for contractor bids on April 14, 2015, with the bid opening planned for April 28, 2015. Staff developed the Project's procurement schedule with the assumption that a recommendation could be presented to the City Council for a contract award at the second regular City Council meeting in May. As the second regular City Council meeting in May has been canceled, and in order to avoid delay in the current Project schedule, staff recommends that the City Council pre-authorize the City Manager to sign a Public Works construction contract for a combination of the base Schedule plus additive alternatives for a total amount not-to-exceed $273,000.

The Project schedule calls for the work to begin in the drier months of July and be completed by the end of August, 2015. In advance of the work, staff will update all Project information on the City's website, along with a regularly updated construction timeline.

Attachment A – Vicinity Map
Attachment B – Project Budget Report

Attachment A



Street Classification and State Routes

- Principal Arterial
- Minor Arterial
- Collector
- State Routes and Interstate
- Lakes
- City of Kirkland

N

0 4,170 Feet

1 inch = 4,167 feet

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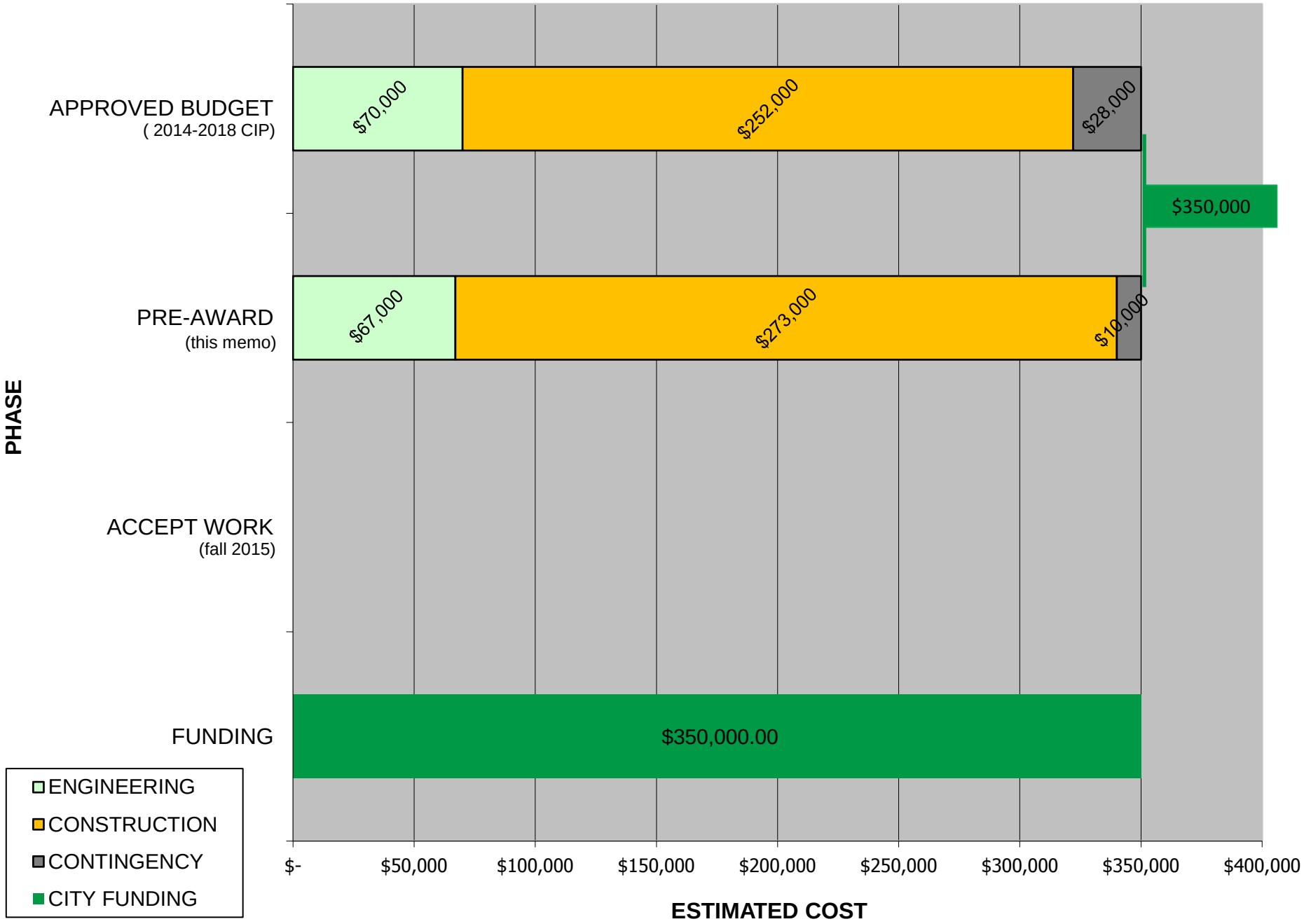
VICINITY MAP

2015 ANNUAL STRIPING PROGRAM
(CST -1580)

Attachment B

PROJECT BUDGET REPORT



CITY OF KIRKLAND
Department of Finance & Administration
123 Fifth Avenue, Kirkland, WA 98033 425.587.3100
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Barry Scott, Purchasing Agent

Date: April 23, 2015

Subject: REPORT ON PROCUREMENT ACTIVITIES FOR COUNCIL MEETING OF MAY 5, 2015.

This report is provided to apprise the Council of recent and upcoming procurement activities where the cost is estimated or known to be in excess of $50,000. The "Process" column on the table indicates the process being used to determine the award of the contract.

The City's major procurement activities initiated since the last report, dated April 9, 2015, are as follows:

	Project	Process	Estimate/Price	Status
1.	Mechanical Improvements at Kirkland Justice Center	Job Order Contract	$78,063.88	Work Order issued to Saybr Contractors of Tacoma.
2.	2015 Street Overlay Project	Invitation for Bids	$2,500,000	IFB advertised on 4/23 with bids due on 5/7.
3.	Fire Department Sea Doo Personal Watercraft (2)	Purchase through Federal Government Contract	$65,617.59	Order being placed with BRP USA, Inc. of Sturtevant, WI using GSA contract.

Please contact me if you have any questions regarding this report.

CITY OF KIRKLAND
City Manager's Office
123 Fifth Avenue, Kirkland, WA 98033 425.587.3001
www. kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Lorrie McKay, Intergovernmental Relations Manager

Date: April 27, 2015

Subject: 2015 LEGISLATIVE UPDATE #8

RECOMMENDATION:

Council should receive its eighth update on the 2015 legislative session.

BACKGROUND DISCUSSION:

This memo reflects an update of the City's top legislative interests as of April 27. Completing its final week of the 105-day 2015 regular state legislative session, lawmakers were in a stalemate over the biennial budget and they officially concluded (sine die) two days early on April 24. Even before Sine Die however, Governor Inslee issued a proclamation (Attachment A) on April 23 that convenes a special legislative session, beginning Wednesday, April 29 in order for lawmakers to complete their work on the biennial budgets and related matters (operating, capital and new-law transportation package) They are not limited, however, to these items and can take up other policy matters as they choose. By law, special sessions of the legislature can only run for 30 consecutive days. So, this special session could go until May 28th. If they do not complete their work, a second special session is likely to convene immediately thereafter, which could run close to June 30th. State budgets are due by June 30th, which is the end of the state fiscal year. After that point, their options without a budget are very limited, including government shut down.

Council's Legislative Committee

The Council's Legislative Committee (Mayor Walen, Councilmember Asher and Councilmember Marchione) meets weekly throughout the session on Friday's at 3:30pm. The Legislative Committee met on April 24. The attached status update of the City's 2015 legislative priorities (Attachment B) is dated April 24.

Kirkland's 2015 legislative priorities

1. State and local transportation revenue
2. $75M for the I-405 / NE 132nd Interchange ramp
3. Continued state financial assistance and other tools that further the development of the CKC
4. Capital budget funding for multimodal safety investments
5. Flexibility to site marijuana retail facilities and revenue sharing with cities that allow retail facilities
6. Additional Sound Transit revenue authority and that such authority may also be used to fund trail development and alternative transportation along the Eastside Rail Corridor
7. Allow both the state and local governments the option of replacing the property tax cap

Early Friday, most of the City's top priorities (five of seven) remained alive, as they are tied directly to budget proposals or, within legislative proposals that are deemed necessary to implement the budget or,

matters that affect revenue. However, the way the legislative process works at this point, the status of the City's top priorities are uncertain.

As legislators officially closed the regular session on Friday evening, bills were by resolution, returned to the highest point that they had reached in their house of origin. Nevertheless, because each chamber has publicly proposed their budgets (Operating, Capital and Transportation), as the special session convenes on April 29, each chamber will begin negotiations from these positions where they left off.

Status Summary of Five of the City's Seven Priorities as of April 24:

1. State and local transportation revenue - ESSB 5987 is parked in Senate Rules
   The Senate passed a revenue package (5987) and a project list (5988). The House passed strikers of these bills out of committee. Among other things, both proposals include annual direct distributions to cities for 16 years, vehicle license fee proposals, funding for SR 520 corridor as well as Renton to Lynnwood I-405 corridor widening.

2. $75M for the I-405 / NE 132nd Interchange ramp - ESSB 5988 is parked in Senate Rules
   While the project and its funding was not included in the Senate bill proposed, the project and $75 million in funding was included in the House proposed project list.

3. Capital budget funding of $1,068,600 at NE 52nd Street - EHB 1115 in House Rules
   The House passed a capital budget, but did not include any of Kirkland's capital budget requests. The Senate passed capital budget as well that did include $1,069,000 for the NE 52nd St. project. As the special session convenes, each chamber will begin negotiations from these positions.

   NOTE The House version of the transportation budget project list (ESSB 5988) also included $1,086,000 for the same NE 52nd St. In negotiations.

4. Siting flexibility for marijuana retail & revenue share with cities - E2SHB 2136 is parked in House Rules
   The House and Senate are negotiating 2136, the revenue sharing bill, which includes Kirkland's siting flexibility language.

   NOTE The legislature passed, and the Governor signed SB 5052, which reconciles the medical and recreational marijuana regulations.

5. Additional Sound Transit revenue authority, which may also be used to fund trail development and alternative transportation along the Eastside Rail Corridor: ESSB 5987 is parked in Senate Rules *(see #1 above)*
   The Senate and House are negotiating as part of transportation revenue bill. The House proposal does include language allowing Sound Transit to use new funding on regional trails that directly connect to its system.

KIRKLAND'S SPECIAL SESSION FOCUS:
The contention between legislators has been, and will continue to be, over the state operating budget and funding for education. The Legislature was held in contempt by the State Supreme Court last year for failing to fully fund education funding as required by the Constitution.

All of Kirkland's remaining priorities are in play and our focus of special session will be to urge lawmakers to adopt them as they finalize all three budgets and related legislation, such as marijuana revenue sharing.

Attachments:
A. Governor's Special Session Proclamation
B. Status update on Kirkland's 2015 Legislative Priorities (4-24-15)

JAY INSLEE
Governor

STATE OF WASHINGTON
Office of the Governor

PROCLAMATION BY THE GOVERNOR
15-08

WHEREAS, in accordance with Article II, Section 12 (Amendment 68) of the Washington State Constitution, the Legislature adjourned its 2015 regular session on April 24, 2015, the 103th day of the session; and

WHEREAS, work remains to be done with respect to the 20l5-2017 biennial operating and capital budgets and bills necessary to implement those budgets; and

WHEREAS, work remains to be done with respect to the 2015-2017 biennial transportation budget and bills necessary to implement that budget; and

WHEREAS, work remains to be done with respect to critical policy bills that need to be acted upon by the Legislature; and

WHEREAS, the Speaker of the House, House Minority Leader, Senate Republican Leader, and Senate Democratic Leader, working together with the Governor may agree upon additional matters that are necessary for the Legislature to address;

NOW, THEREFORE, I, Jay Inslee, Governor of the state of Washington, by virtue of the authority vested in me by Article II, Section 12 (Amendment 68) and Article III, Section 7 of the Washington State Constitution, do hereby convene the Washington State Legislature in Special Session in the Capitol at Olympia on Wednesday, April 29, 2015, at 1200 p.m. for the purpose of enacting legislation as described above.

Signed and sealed with the official seal of the state of Washington this 24th day of April, A.D. Two-thousand and Fifteen at Olympia, Washington.

By:

/s/
Jay Inslee, Governor

BY THE GOVERNOR:

/s/
Secretary of State

2015 Legislative Priorities and Status – City of Kirkland
Updated: April 24, 2015

Attachment B

Legislative Priority	Bill #	Prime Sponsor	Status
State Transportation Revenue Package 5987 5990 5994 5988 5991 5995 5989 5992 5996 5993 5997	**SB 5987** **SB 5988**	Sen. King Sen. King	3/2 – **Passed Senate:** yeas, **27; nays, 22;** absent, 0; excused, 0. 4/20 – House Striker to Rules 2 Review 3/2 – **Passed Senate:** yeas, **41; nays, 8;** absent, 0; excused, 0. 4/17 – House Striker referred to Rules 2 Review ➢ NE 132nd St. Ramps at $75M and NE 52 St. Sidewalk project funding included at $1.86M in House proposed Transpo Pkg
Local Transportation Revenue			❖ TBD – included in both: Senate $20 to $40 (only after $20 for two years) House $20 to $50 (only after $20 for two years) ❖ Fuel Tax / Direct Distributions to Counties and Cities both: Senate at $375M split 37% / 63%. House $433M split 50% / 50%.
$75M for the next phase of the I-405 / NE 132nd Interchange ramp			4/17 – Included in House striker 5988, referred to Rules 2 Review
Continued state financial assistance and other tools that further the development of the Cross Kirkland Corridor (CKC)			3/4 – ERC/CKC/RCC lunch-time open-house held in Olympia
Capital budget funding for multimodal safety investments • Juanita Dr. Multimodal Safety Investments: $1,021,000 • CKC to Redmond Central Connector: $750,000 • NE 52nd Street Sidewalk: $1,068,600	HB 1115	Rep. Dunshee	4/2 – **Passed House:** yeas, **96; nays, 2;** absent, 0; excused, 0. Kirkland Projects NOT included in House Capital Budget 4/14 – **Passed Senate:** yeas, **39; nays, 10;** absent, 0; excused, 0. ➢ Includes NE 52 St. Sidewalk project funding at $1.69M 4/24 – On concurrence calendar. Referred to House Rules 3
Flexibility to help site marijuana retail facilities and marijuana revenue sharing with cities that allow retail facilities	**SB 6062** **HB 2136**	Sen. Hill Rep. Carlyle	4/3 –**Passed Senate:** yeas, **27; nays, 22;** absent, 0; excused, 0. 4/7 – Striker Referred to House Finance 4/10 – **Passed House:** yeas, **67; nays, 28;** absent, 0; excused, 3. 4/24 – Heard and exec'd from Senate Ways & Means 4/24 – Passed to Rules for 2nd reading
Additional Sound Transit revenue authority *and that such authority may also be used to fund trail development and alternative transportation along the Eastside Rail Corridor.*	**SB 5987**	Sen. King	3/2 – **Passed Senate:** yeas, **27; nays, 22;** absent, 0; excused, 0. 4/20 – House Striker to Rules 2 Review ➢ Authorizes $15B ➢ Includes language allowance to fund trail dev & alt trans
Allow both the state and local governments the option of replacing the property tax cap			

Council Meeting: 05/05/2015
Agenda: Unfinished Business
Item #: 10. b.

CITY OF KIRKLAND
Department of Public Works
123 Fifth Avenue, Kirkland, WA 98033 425.587.3800
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: David Godfrey, P.E., Transportation Engineering Manager
Kathy Brown, Public Works Director

Date: April 23, 2015

Subject: DOWNTOWN PARKING—NEXT STEPS

RECOMMENDATION:

It is recommended that the City Council receive a briefing on the near-term actions related to downtown parking, as proposed by the Planning, Housing and Economic Development Committee of the City Council and select the actions that should move forward. It is also recommended that Council appropriate necessary funding to implement the proposed actions.

BACKGROUND DISCUSSION:

On January 6, 2015, the City Council received a briefing on a draft downtown parking study conducted by Rick Williams Consulting under the direction of the Public Works Department. An overview of draft options was provided, with the intent of seeking direction from the Council on potential options to discuss with the public.

Options considered fell into two categories:

- **Increasing supply:** Example strategies included: building new parking lots; partnering with developers to build public parking; or providing more on-street parking.

- **Improving operations:** Examples of operational improvements included: creating a "brand" for easy recognition; improving wayfinding; expanding pay parking; upgrading the Library Garage; and implementing various applications for paying by phone or other uses of smart phones.

Council gave direction to move forward with the planned public outreach around the full range of options identified in the draft parking study. Following an extensive public outreach effort, a Council briefing was provided on April 7th. In that briefing, based on input received from the public and recognizing the interrelationships between various options, staff recommended some near-term actions for 2015 and 2016. Below is the set of near-term (2015) actions recommended by staff in the April 7th briefing:

- Improve static wayfinding signage to the Park and Main lot (former Antique Mall site), City Hall and other parking facilities downtown.

- Improve lighting and maintenance of the Library garage.

- Evaluate timed parking along Market Street and other areas of potential commuter bus access parking.

- Provide parking maps to downtown businesses.

- Evaluate potential improvement to parking enforcement practices.

- Explore options for shared parking agreements.

It was also recommended by staff that the follow-up actions occur in 2016, following implementation of the 2015 measures:

- After the City Hall renovation project has been completed, evaluate options for use of the area south of City Hall for parking.

- Further evaluate the advantages, disadvantages and costs of parking options on Lake Avenue West.

- Evaluate dynamic wayfinding and mobile technology options.

The City Council concurred with the near-term recommendations, but directed staff to take a more aggressive approach to implementation by including more elements in the 2015 actions. Council agreed that the Council's Planning, Housing and Economic Development Committee should evaluate additional options that could help solve downtown parking problems in the near-term, taking into consideration the long-term options identified in the Parking Study, along with suggestions brought forward in the public outreach process and ideas proposed in a April 1, 2015 letter from the Kirkland Chamber of Commerce. (Attachment A.)

The Planning, Housing and Economic Development Committee met on April 13. The Committee reviewed various options, and suggested additional near-term actions to be brought forward to the full Council on May 5th, 2015. To quickly move forward with a proposal for the Council to consider, and to implement Council direction, a Parking Service Team was created under the leadership of the City Manager, with representatives from the departments of Public Works, Police, Parks, Planning, and Finance, as well as the Economic Development staff of the City Manager's Office. The Team identified next steps and near-term funding requirements to carry out the actions suggested by the Planning, Housing and Economic Development Committee. Table 1 below is a summary of the action items, rough implementation timeframes, and initial funding requirements. The table also notes additional clarification and/or direction needed.

In response to Council's strong desire to move forward quickly, staff has launched much of the near-term work in advance of the May 5th meeting. Below is a brief synopsis of activities underway:

- **Library Garage Lighting:** A contract has been executed for the replacement of existing lighting with improved LED lighting. This work will result in ongoing energy savings, with an anticipated payback period of 6 years. There are adequate parking garage revenues to cover this $111,000 project. Initial LED lighting will be tested in May. Once testing complete, the full scope of the contract will move forward. Work is expected to start be completed in June.

- **Library Garage Power Washing:** Work is scheduled to start be done in May, at a cost of $4,500.

- **Library Garage Striping/Painting:** Restriping of parking stalls and painting of walls will be done in May at a cost of $8,500.

- **Parking Signage:** Improved signage is being installed at the Antique Mall lot and at the City Hall lot at an estimated cost of $4,500. Additionally, the time for public parking in the library garage will be changed from 5:00pm to 6:00pm.

- **New Signs:** Manufacturing of new signs for limited hours at various locations at a cost of $20,000. Staff is holding off on the production of signs for paid parking on Sundays, and other changes in paid parking status until after receiving final direction from the City Council on May 5th.

- **Additional Parking Enforcement Vehicle Cameras:** The focus of many of the City and Chamber recommendations center around preventing employee parking in the downtown core. The City still has an active ordinance that prohibits employees from parking downtown. One of the best ways to enforce the ordinance is the use of the license plate recognition camera technology mounted on the enforcement vehicles. The City currently only has one set of cameras but has two vehicles. To make all of the parking options more effective, the Parking Team is recommending adding a second camera system to the other enforcement vehicle. The cost to purchase and install the camera system is estimated at $75,000.

- **Sunday Enforcement:** The Chamber of Commerce recommends both paid parking and parking enforcement on Sundays. The Economic Development Committee felt that Sunday enforcement should be forwarded to the full Council for discussion and potential implementation. The Parking Service Team met after the Economic Development Committee and recommends that further research is needed on Sunday enforcement. Potential benefits need to be balanced with the community reaction as Kirkland would be one of the only jurisdictions in the state to enforce on Sundays. The Team is suggesting that more information and public input on Sunday enforcement be gathered before implementation. The Team proposes that the Police Department do some pilot enforcement with cameras during Sundays in May without actually issuing tickets to provide more data about Sunday parking usage to inform final decisions regarding paid parking on Sundays and enforcement.

- **Parking Lot South of City Hall:** For the immediate future, only a small portion of this lot can be used, because this site will be used for construction staging for the City Hall remodel project. If approved by Council on May 5th, Public Works will move ahead with

evaluating the viability of a temporary gravel parking area on the portion of the site not used for construction staging. Staff will evaluate the viability of minimizing stormwater requirements based on the interim nature of the parking lot. Once the assessment is done, we will come back to Council for consideration of an interim lot.

- **Shared Parking Arrangements:** There are spaces throughout downtown in the mixed use buildings and at faith-based institutions. However, given the many variations on their availability and accessibility, staff recommend that shared parking arrangements be made available for downtown employee parking, rather than public parking. Informal outreach is underway to real estate brokers for the work necessary to identify sites and to facilitate discussions for parking space exchange arrangements between various businesses and other property owners such as faith-based organizations. Staff proposes that once sites have been identified the Kirkland Chamber of Commerce and the Kirkland Downtown Association should play a major role in coordinating between businesses and parking space owners rather than the City.

- **All Day Paid Parking in Lake and Central and Marina Lots:** The Chamber of Commerce recommends charging all day in both municipal downtown parking lots. The Economic Development Committee discussed charging all day at Lake and Central first as a pilot. Staff is seeking direction from the Council on whether to implement all day paid parking in one or both lots. Staff recommends that if all day paid parking is implemented, that the revenues be dedicated to the Off-Street Parking Reserve to be reinvested in maintenance and expansion of parking investments.

Table 1 Proposed Near-Term Actions Planning, Housing and Economic Development Committee Recommendations

Recommended Action	Near-Term Scope	Funding Request	Schedule	Comments/Clarifications
Better signage at parking entrances	Using existing theme, enhance signage at City Hall and the Library Garage.	Resources needed to size, locate, manufacture, and install new signs: $4,500.	Prior to July 4th.	Assuming no additional outreach near-term. For long-term, dynamic wayfinding, assuming added outreach needed. Assuming 6 signs for the near-term effort. Actual cost will depend on final number of signs and size.
Distribute maps	Maps will be updated pending Council decisions on short term initiatives.	None	May	Includes some private lots.
Steer people to website	Revised brochures will have a website reference. Will make parking more prominent on City's website. Link to Explore Kirkland that is prominent on City's website.	None	May	
More positive message	Website, brochure, etc.	None	ongoing	
Additional Parking Enforcement Vehicle Cameras	Purchase and install additional set of cameras for license plate reading enforcement.	$75,000	Awaiting information from manufacturer.	
Enforcement on Sundays	Install signage. PD will study occupancy, and will do test over summer. PD will need to add staffing.	Study can be done with existing resources.		PD recommends a pilot program for the summer. Will need to evaluate costs, revenues, benefits. $20,000 will replace approximately 100 signs.

Table 1 Proposed Near-Term Actions Planning, Housing and Economic Development Committee Recommendations

Recommended Action	Near-Term Scope	Funding Request	Schedule	Comments/Clarifications
Pay Parking Marina and Lakeshore: Expand to all day.	New signage and full implementation of pay parking from 9:00 AM to 9:00 PM	Sign manufacturing and installation: $18,000	Signage: June 30 Implement July 1	This schedule assumes no additional outreach. If additional outreach is required, schedule will have to shift. Assumes 60 signs. Additional revenues will be used to make future investments in downtown parking.
Develop phone apps	No near-term action. Evaluate after other measures are in place.			
Pay parking on street	Hold off until other measures have been put in place.			
Enforcement against "Move to Evade"	Hold off until other measures have been put in place.			
Market Street: from Central to 6th implement 4 hour time limit	Install signage and enforce.	Sign manufacturing and installation: $2,000.	Signage May 29. Implement June 15.	Assumes no specific outreach.
Lake Ave West: Open to public. Develop options for timed public parking and/or employee parking by permit.	Add 2 hour parking at east end of street where public parking currently exists. Develop up to four options, for the remainder of the street.	Minimal cost, immediate option: $4,000 for new signage. $50,000 including outreach for design and evaluation of options. Will		Please note that the $50,000 estimate is extremely rough and preliminary. Note that both the immediate option and the $50,000 for outreach and design are included in this request.

Table 1 Proposed Near-Term Actions Planning, Housing and Economic Development Committee Recommendations				
Recommended Action	**Near-Term Scope**	**Funding Request**	**Schedule**	**Comments/Clarifications**
		request funding for construction when design is done.		
Evaluate Construction of Interim Parking Lot South of City Hall: 4 hour except by permit for employees. Use some of the area available prior to the end of the City Hall Project.	Evaluate viability of interim parking, on area not needed for City Hall project staging. Remove pea patch and vegetation.	None at this time. Staff will return with a request once the evaluation is completed.		A portion of this area is needed for staging during the City Hall remodel project.
Concept Design for new parking: under Peter Kirk field; stacked parking at Lake and Central; covered parking at Lakeshore Plaza.	Staff has not included this item in the near-term action plan. Staff recommends implementing near term items first, and monitoring results.			If Council so chooses, staff will move forward with a design consultant to create concept options and cost estimates.
Waverly Way/Heritage Park	PW and Parks evaluate Park Master Plan: 1) implement any "easy" reconfiguration/restriping; 2) develop scope and budget request for more extensive expansion in park and potentially on ROW.	$50,000 for minor expansion/reconfiguration.		Increasing capacity in the park may require retaining wall installation. The Park Board has not yet evaluated this concept.

Table 1 Proposed Near-Term Actions Planning, Housing and Economic Development Committee Recommendations

Recommended Action	Near-Term Scope	Funding Request	Schedule	Comments/Clarifications
Explore Options for Shared Parking Agreements	Hire real estate broker to identify and contact potential partners.	$10,000		Assumes the City representative will facilitate the discussions between businesses and potential parking lot owners, in advance of increasing enforcement.
Library Improvements Underway	Council previously approved moving ahead with the following library improvements that will require additional funding appropriation from parking revenues.			There is adequate parking revenue to fund moving ahead as directed. Requesting appropriation of revenues.
	• Replacing existing lighting with more efficient and effective LED lighting.	$111,000	Contract has been secured. Work will begin in June.	
	• Restripe stalls and paint walls	$8,500	May	
	• Power washing	$4,500	May	
	• Change permit only to expire at 5:00 from 6:00	$8,000 for new signs.	July	

- **Parking Implementation Staff:** Public Works can reprioritize work program items to allow staff to assist in implementing all near-term actions as quickly as possible. The scope of work will include: expert advice on option evaluations and final implementation of various elements; outreach and coordination with the community; assistance in project management, including tracking schedules and budgets for multiple, simultaneous actions; providing status reports to the Public Works Department, City Manager, and Council. $10,000 is being requested for consultant services to support the staff effort.

- **Heritage Park and Waverly Way:** A master plan for Heritage Park was adopted in 2003. The approved plan identified vehicular and boat trailer parking of sufficient quantity to meet the anticipated needs of the park, Heritage Hall, and the downtown boat launch. Parking within the park is distributed among three areas: (1) boat trailer and Heritage Hall parking adjacent to Market Street; (2) parking for general park use in a small lot at the northwestern end of the park near the tennis courts; and (3) parking for both boat trailers and park/Heritage Hall users in a gravel lot adjacent to Waverly Way. The gravel lot is also frequently used by non-Heritage Park users, including downtown visitors and attendees of concerts and special events. In the future, as an element of a subsequent (and unfunded) phase of master plan implementation, the gravel lot will be formalized with paving, striping, drainage improvements and landscaping. Once completed, upgrading the gravel lot would likely result in reduced parking capacity within the park. As a consequence, and in order to maximize the amount of green space within the park, the adopted master plan also identified nearby on-street parking opportunities, including Market Street (historically used for some boat trailer parking), and a portion of the south (park) side of Waverly Way adjacent to the park. The plan envisioned a retaining wall and an expanded shoulder on Waverly Way and routing of bicycles through Heritage Park. Due to the unknown cost and complexity of expanding Waverly Way, staff is not recommending proceeding with this option at this time. However the current configuration of parking at Heritage Park will be evaluated to see if additional parking spaces could be identified.

Summary of Near-Term Funding Request:

Table 1 contains a detailed breakdown of funding required for each recommended action. A brief synopsis is as follows:

Item	**Funding Request**
Library Garage Improvements	$132,000
Sign Manufacturing and Installation	$28,500
Interim Parking Improvements (Lake Avenue West, Heritage Park)	$100,000
Facilitate Cooperative Parking Agreements	$10,000
Enforcement vehicle camera	$75,000
Parking Implementation	$10,000
Total	$375,500

Funding for this work comes primarily from parking revenues. The enclosed fiscal note contains funding details.

Staff will be asking Council to provide final direction on each of these options and to approve the supplemental funding request.

Public Works staff looks forward to embarking on the final set of near-term actions to help improve downtown parking. We will monitor the outcomes of these actions to inform longer-term recommendations.

Attachment A

Greater KIRKLAND CHAMBER of Commerce

Business
Community
Lifestyle

328 Parkplace Center
Kirkland, WA 98033
www.kirklandchamber.org

Phone 425-822-7066
Fax 425-827-4878
info@kirklandchamber.org

April 1, 2015

Kirkland City Council
City of Kirkland
123 Fifth Avenue
Kirkland, WA 98033

Dear Kirkland City Council Members,

I would like to share with you what the Greater Kirkland Chamber of Commerce advocates for regarding the City of Kirkland's efforts to improve downtown parking. The Chamber has consulted with downtown merchants, reviewed and discussed the City of Kirkland Parking Study, examined the public feedback gathered from the town halls, and heard from the Chambers Economic Development Committee. Everyone agrees that additional parking supply is needed downtown. Here is what we recommend:

Educate the public on parking availability. This can be done with clear signage of a "P" over the entrance of public parking. Signs downtown should steer people towards these lots. Parking maps should be placed around downtown in restaurants, stores and public gathering places. A public outreach steering people to the City of Kirkland website for further information on public parking options must be undertaken. The Chamber is prepared to help with this effort.

All stakeholders must play an active role in educating the public. We must change the conversation by sharing with customers that, limited as it may appear, there is available parking downtown. Customers should be given positive messages, maps and current information. The public take away should be parking downtown is not hopeless and that everyone is working to provide additional options, and that turnover creates more parking opportunities.

The present and future parking downtown must be managed more effectively. Parking spaces must continue to be freed up throughout the day. Make parking at Lake and Central and the Marina paid parking <u>all day long</u> – seven days a week. Extend enforcement of all downtown parking regulations to Sunday. We also must be prepared to justify the requirement for paid parking in lots that were previously free and enforcement on Sundays. This will create more parking availability through regular turnover of parking spaces downtown. Currently on Sundays, cars stay in the lots all day and on other days, until the paid parking time begins. Charging is a necessity to ensure regular turnover of parking spaces downtown and reduces confusion.

In a region comprised of so many hi-tech companies we should apply current applications to assist visitors. In paid lots, utilize Pay by Phone for easy payment and the ability to add time while away from the lot. Valet parking has worked effectively in Seattle and should be researched further. Explore how to feed parking attendant information into a voice activated app which directs cars to available open spaces in lots.

Additional Parking Specifics:

- Market Street from Central to 6th Avenue: Enforce time limits of 4-hours maximum. (discourages park-and-ride users, adds parking supply for visitors)
- In the area of Lake Ave West and Waverly Way: Open these areas for public parking, limited to 4 hours, preferably enforced 7 days per week. Maintain current unlimited parking permits for residents.
- City Hall South Lot: Provide unlimited employee parking with permit. Non-permitted vehicles to be limited to 4-hours.
- Marina and Lake/Central lots: $1.00 an hour every hour of the day with no time limit includes Sundays.
- Library Parking: Allow public 4-hour parking in Employee spaces from 5:00 p.m. onwards (instead of currently 6:00 p.m.). Enhance cleanliness inside and outside, increase security, provide after-hours elevator code to employees to reduce vagrancy, and paint interior walls white to create a bright public space.
- Future Supply: The 2035 plan recommended significant changes to downtown regarding density. Among the top ideas suggested was to build parking under the baseball field, add additional stacked parking at Lake and Central, and create covered parking in the Marina. The City has a bold vision for the future and must take bold action to insure sufficient parking for all stakeholders and initial steps should be initiated on these long-term projects.
- Throughout downtown, enforce parking regulations 7 day per week, to create more availability on Sundays through increased turnover.

Many of these recommendations are in sync with suggestions in the City of Kirkland Parking Study and the public's feedback. Everyone needs to be a public relations ambassador by informing friends, business partners and customers about available downtown parking and the work being done to increase the parking supply. We look forward to working with the City of Kirkland on improving the downtown parking situation.

Sincerely,

Bruce Wynn
Executive Director
Greater Kirkland Chamber of Commerce

ATTACHMENT B

FISCAL NOTE

CITY OF KIRKLAND

Source of Request

Kathy Brown, Public Works Director

Description of Request

Funding for downtown parking improvements as described in the attached memo. Funding from the Off-Street Parking Reserve, $285,500 and Facilities Sinking Fund (related to Parking Garage), $90,000.

Legality/City Policy Basis

Fiscal Impact

One-time use of $285,500 from Off-Street Parking Reserve and **$90,000 from Facilities Sinking Fund.** These reserves are fully able to fund this request.

Recommended Funding Source(s)

	Description	2016 Est End Balance	Prior Auth. 2015-16 Uses	Prior Auth. 2015-16 Additions	Amount This Request	Revised 2015 End Balance	2016 Target
Reserve	Off-Street Parking Reserve	391,613	0	0	285,500	106,113	N/A
	Facilities Sinking Fund	3,748,621	0	0	90,000	3,658,621	N/A
	No prior authorized uses or additions to these reserves.						
Revenue/Exp Savings							
Other Source							

Other Information

Facilities life cycle balance related to Parking Garage. Off-Street Parking Reserve funded from incremental parking revenues set aside after the changes to the paid parking program implemented in 2009.

Prepared By	Neil Kruse, Senior Financial Analyst	Date	April 30, 2015

Council Meeting: 05/05/2015
Agenda: New Business
Item #: 11. a. (1).

CITY OF KIRKLAND
Planning and Community Development Department
123 Fifth Avenue, Kirkland, WA 98033 425.587.3225
www.kirklandwa.gov

MEMORANDUM

Date: April 17, 2015

To: Kurt Triplett, City Manager

From: Janice Coogan, Senior Planner
Paul Stewart, AICP, Deputy Planning Director
Eric Shields, AICP, Director

Subject: COMPREHENSIVE PLAN UPDATE BRIEFING, CAM13-00465, SUB-FILE #9

I. RECOMMENDATION

Staff recommends that the City Council provides comments to staff on the Planning Commission's preliminary recommendations on the draft Everest Neighborhood Plan (Attachment 1 and 2).

II. BACKGROUND

This is the fifth briefing to the City Council on draft sections of the Comprehensive Plan Update. The goal of these briefings is to allow more time for Council revisions and for the Planning Commission to review the Council feedback. Ideally, it will speed up the adoption process this fall. Below is a summary of the revisions to the Everest Neighborhood Plan.

III. SUMMARY OF REVISIONS TO THE EVEREST NEIGHBORHOOD PLAN CHAPTER

Public Involvement Process

As part of the Comprehensive Plan update process, the City conducted a series of meetings with the neighborhoods to review their existing neighborhood plans and identify potential amendments that could be addressed within the scope of the overall Plan amendment process. All comments received at the neighborhood meetings are available on the City's K2035 website under the Learning Center webpage under Neighborhood Plan Sessions.

The City is also taking the opportunity to clean up the text of all the Plans to better reflect current conditions and fix inconsistencies, update maps, and figures. Where the text references development standards for a site that is already developed and has no further developable options, it was deleted. Staff is working on updates to maps associated with all the Neighborhood Plans. These will be available prior to the public hearing.

Following the neighborhood plan update meetings, staff attended the Everest Neighborhood Association (ENA) general membership meeting on March 24, 2015 to review draft amendments, discuss the process and solicit feedback.

The attached draft plan is the result of the above process and shows the specific changes to the document with explanatory text boxes on the side. Those changes that were made as a result of public comment are highlighted in yellow.

After the Comprehensive Plan update process is complete at the end of 2015 a public process will be initiated to engage the community in a discussion regarding the future plan for the Everest/Houghton neighborhood commercial centers. In September 2014, City Council passed Resolution 5067 establishing a timeline to conduct this public involvement process and study. Council directed that a public process be developed that will involve the Houghton Community Council, property owners and residents of both neighborhoods with a final recommendation to the City Council by no later than October 31, 2016. There is great interest by both Everest and Houghton neighborhoods to begin this study (Lakeview and Moss Bay neighborhoods have expressed interest to be involved in the process - see Attachment 3).

On April 16, 2015 the Planning Commission conducted a study session on the draft Everest Neighborhood Plan and had no changes. The packet from that meeting is available on the Planning Commission webpage. That packet goes into more detail regarding the comments received by the Neighborhood during the study session review process. Two additional public comments were received prior to the last Planning Commission meeting included in Attachments 3 and 4. The enclosed draft plan reflects Planning Commission direction. The draft may be modified based on additional public comment at the public hearing this summer.

Summary of Proposed Changes to Everest Neighborhood Plan (see Attachments 1 and 2)

Below is an overview of the proposed changes to this chapter.

- Cleaned up format; will insert updated maps and figures
- To avoid redundancy, descriptions of street classifications were deleted and referred to in the Transportation Element and water and sewer service and surface water goals and policies were deleted and referred to in the Utility Element.
- Changed the term environmentally sensitive areas to geologically hazardous, seismic hazards and streams, wetlands to be consistent with the defined terms in the rest of the Comprehensive Plan and Zoning Code.
- In the land use section where the text describes specific areas, small maps were added to be clear which area of the neighborhood is referred to. Where text references development standards for a site that is already developed and has no further developable options, standards were deleted.
- In the land use section under commercial uses new text was added to conduct a public process to study the future of the Everest/Houghton neighborhood commercial center.

IV. COMPREHENSIVE PLAN UPDATE SCHEDULE

The Planning Commission's goal is to complete the study sessions in time to hold public hearings on the Draft Plan, including the Citizen Amendment Requests and the neighborhood plan revisions, in June before the bulk of summer vacations begin for the public, complete its deliberations in July and have a Final Draft Plan transmitted to City Council in early September.

The State deadline for completion of the Comprehensive Plan Update is June 30, 2015, which may be extended provided that a jurisdiction has made progress on the Plan Update. Staff anticipates completion of many of the element by mid-summer with public hearings sequenced over June, July and August. The Council review would occur beginning in October.

The tentative schedule for **future Council briefings** on the element chapters, neighborhood plans and CAR's are:

June 2-	Park, Human Services, and Capital Facilities Elements, Implementation Strategies and Definitions, MRM CAR and Kingsgate Neighborhood Plan
June 16-	North Rose Hill Neighborhood Plan, Griffis, Basra and Walen CAR's, and Norkirk Neighborhood Plan and Norkirk Industrial CAR's
July 7-	Totem Lake Neighborhood Plan and CAR's
Sept 15-	Final briefing on Planning Commission recommendation

Attachments:

1. Draft Everest Plan with strikeouts and underlined text
2. Clean copy of Draft Everest Plan
3. Email from Chuck Pilcher 4-14-15
4. Email from Dan Ryan 4-16-15

ATTACHMENT 1

Note: The Everest Neighborhood Plan was updated in 2015 as part of the GMA update. Highlighted text in yellow are suggested text to respond to Neighborhood Association comments. ***–Draft 4/7/2015***

Deleted: *Therefore, references in this chapter to goals, policies, or specific pages in other chapters may be inaccurate if the other chapters have since been updated.*

1. INTRODUCTION

The emphasis is on encouraging a range of residential uses and permitting limited economic activities.

The Everest Neighborhood is generally situated between the Cross Kirkland Corridor and I-405, and between NE 68th Street and NE 85th Street. The neighborhood contains a wide variety of land uses. Single-family development is located in the central and eastern portions of the Everest Neighborhood, whereas multifamily development is concentrated toward the south and northeast. Light industrial development is clustered in the western part of the neighborhood and extends northeast along the Cross Kirkland Corridor.

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The policy emphasis for the Everest Neighborhood is to maintain the character of the existing single-family areas in the central and east portions of the neighborhood to minimize the disruption of regulated slopes, and to allow for the infilling of multifamily and industrial areas consistent with their existing character.

Format of analysis for the Everest Neighborhood is discussed.

Specific land use designations for the Everest Neighborhood are illustrated in Figure E-3. These designations are based on several factors including the natural environment, existing uses, traffic patterns, land use inventories, and other relevant concerns. For convenience, the following analysis of the Everest Neighborhood has been divided according to functional headings.

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2. NATURAL ENVIRONMENT

Geologically Hazardous slopes are identified. Slope stability analyses should be required, and development should be regulated accordingly.

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Figure E-1 identifies Moderate and High Landslide slopes and Seismic Hazard areas within the Everest Neighborhood. Moderate and High Landslide slopes exist in the northern and eastern portions of the

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Everest Neighborhood. Due to the possibility of landslides, excessive erosion, or other problems associated with development on slopes, a slope stability analysis should be required prior to development on these environmentally sensitive slopes. If landslide or drainage problems are likely to occur as a result of the proposed development, then the type, design, and/or density of the land use should be restricted as necessary to avoid these problems. Existing vegetation in these areas should be preserved to the greatest extent feasible to help stabilize the slope and maintain drainage patterns. Seismic hazard soils are shown in wetland and stream areas (see Environment Element Chapter).

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Figure E-1: Everest Geologically Hazardous Areas

ATTACHMENT 1

The functional integrity of watercourses is to be maintained or improved.

Several streams exist in the Everest Neighborhood (see Figure E-2). These streams should be preserved and maintained in their natural state, or where necessary restored to a natural condition to provide not only for the storage and flow of the natural drainage system, but also to provide natural amenities in the area.

Wetlands exist in the southeast portion of the Everest Neighborhood.

In the southeast portion of the Everest Neighborhood, the water table is at, or very near, the surface (see Figure E-2). In this vicinity the surface is wet and soggy, indicating the presence of a wetland providing important water storage and water filtration functions as well as providing habitat for a number of wildlife species. Many of the wetland areas are now in public ownership, however, future proposals for development in this area should take these hydrologic and biologic conditions into consideration. Specific methods for preserving the wetland areas should be part of future development proposals (see Environment Element).

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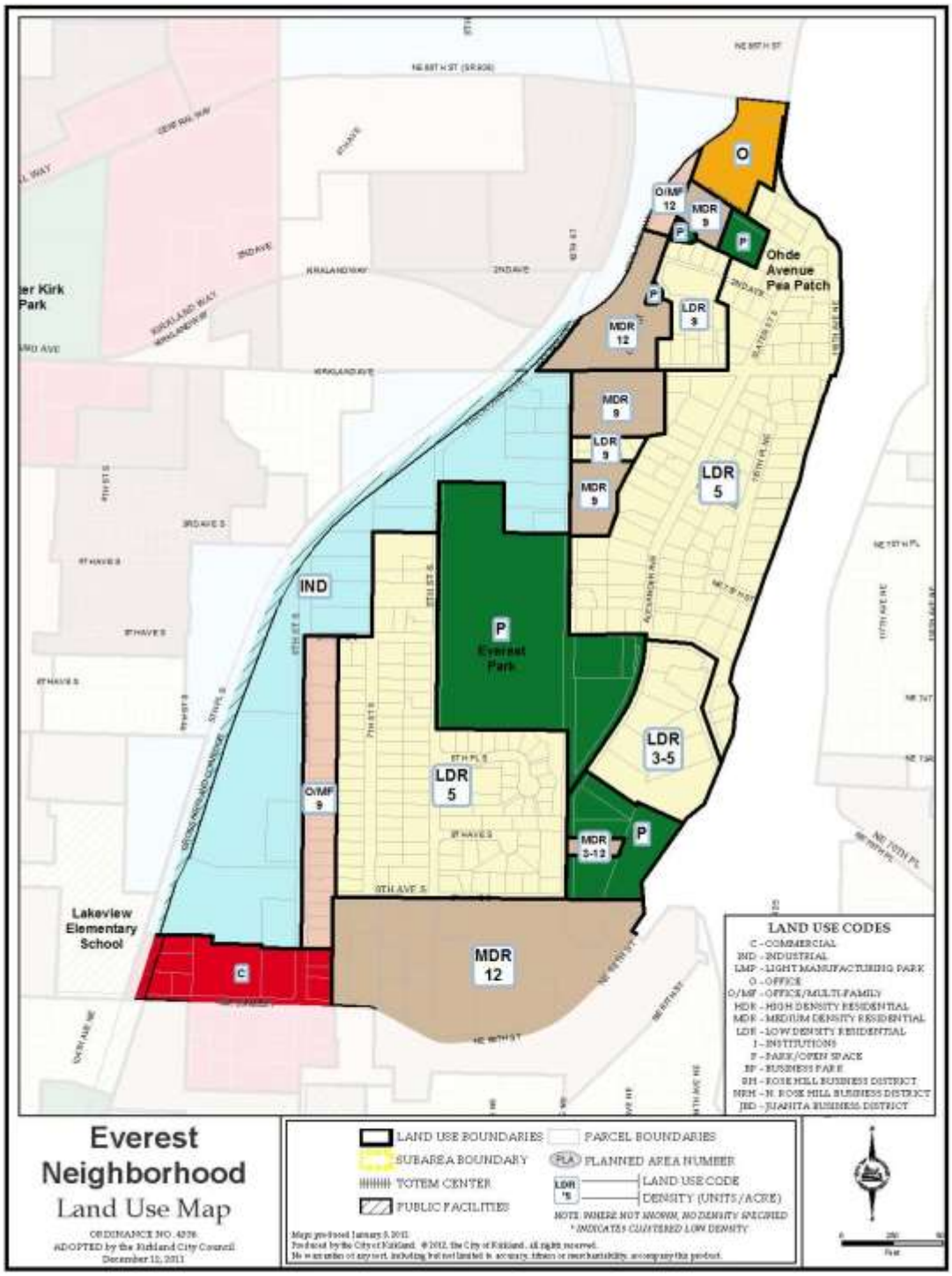
Everest Neighborhood
Land Use Map
ORDINANCE NO. 4236
ADOPTED by the Kirkland City Council
December 12, 2011
LAND USE BOUNDARIES
PARCEL BOUNDARIES
SUBAREA BOUNDARY
PLANNED AREA NUMBER
TOTEM CENTER
LAND USE CODE
DENSITY (UNITS/ACRE)
PUBLIC FACILITIES
NOTE: WHERE NOT SHOWN, NO DENSITY ASSIGNED
* INDICATES CLUSTERED LOW DENSITY
LAND USE CODES
C - COMMERCIAL
IND - INDUSTRIAL
LMP - LIGHT MANUFACTURING PARK
O - OFFICE
O/MF - OFFICE/MULTI-FAMILY
HDR - HIGH DENSITY RESIDENTIAL
MDR - MEDIUM DENSITY RESIDENTIAL
LDR - LOW DENSITY RESIDENTIAL
I - INSTITUTION
P - PARK/OPEN SPACE
BP - BUSINESS PARK
RH - ROSE HILL BUSINESS DISTRICT
NRH - N. ROSE HILL BUSINESS DISTRICT
JBD - JUANITA BUSINESS DISTRICT
Ohde Avenue Pea Patch
Everest Park
Lakeview Elementary School
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Figure E-3 shows the land use designations in the Everest Neighborhood.

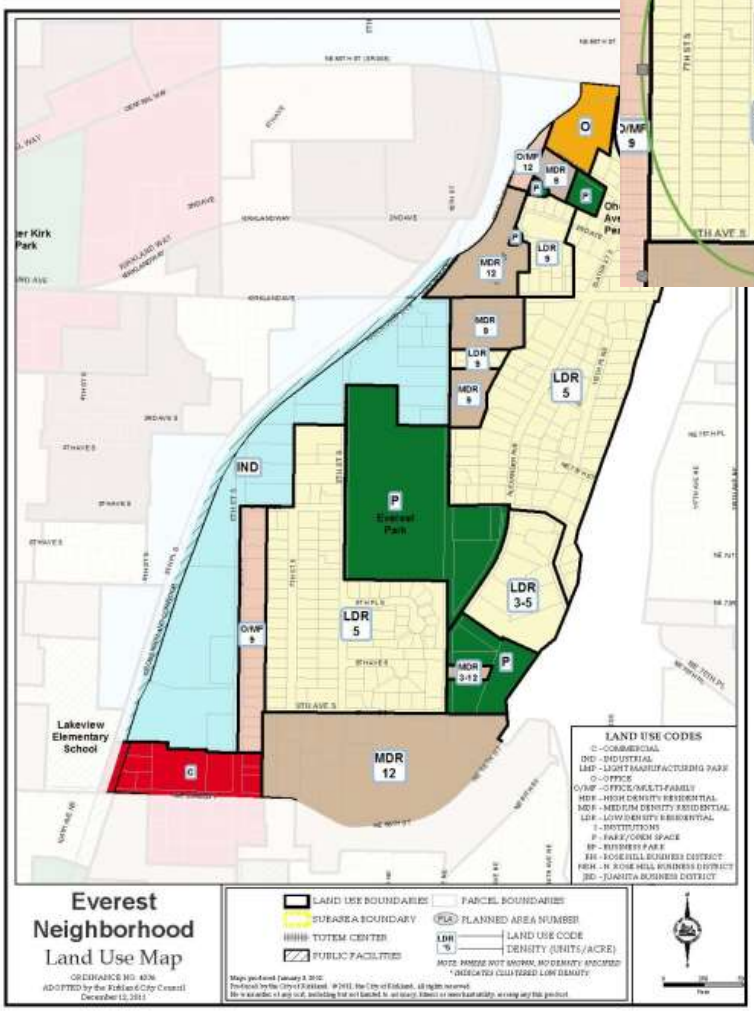

Figure E-3 Everest Land Use

Residential

ATTACHMENT 1

Single-family densities are to be maintained west and south of Everest Park.

Most of the Everest Neighborhood is residential in character, including older single-family homes, which add variety to Kirkland's housing supply and provide alternatives to multifamily units and newer single-family homes (see Land Use Chapter). The residential land immediately west and south of Everest Park should be maintained at low residential densities (up to five dwelling units per acre). New single-family development could help stabilize and prolong single-family use in this area.

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Single-family designation on the hillside east of Everest Park is to be maintained.

The hillside in the eastern portion of the Everest Neighborhood contains single-family homes and undeveloped land. Vehicular access is limited, and perhaps for this reason, there is a quiet and secluded character to this residential area. Due to the existing commitments to single-family use, and because of geologically hazardous slope conditions and drainage hazards associated with intense development on these slopes, the eastern portion of the Everest Neighborhood should generally retain its low-density residential classification (up to five dwelling units per acre).

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Residential development south of Alexander Avenue should have a base density of three dwelling units per acre, according to standards.

On the hillside south of Alexander Avenue, single-family residential densities should be limited due to geologically hazardous slope conditions. The base density for residential development on these slopes should be three dwelling units per acre, subject to the following standards:

(1) Preparation of a slope stability analysis;

(2) Maintenance of maximum vegetative cover;

(3) Retention of watercourses and wetlands in a natural state;

(4) Control of surface runoff at predevelopment levels;

(5) Recording of a covenant which indemnifies and holds harmless the City for any damages resulting from slope instability.

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Up to five dwelling units per acre should be permitted according to additional standards.

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North of Alexander Avenue, residential densities should be allowed at up to five dwelling units per acre depending on the degree to which the development proposal conforms to the following standards, in addition to the standards listed above:

(1) Preparation of a slope stability analysis which addresses the site to be developed, as well as adjacent sites and the immediate drainage area;

(2) Limitation of lot coverage;

(3) Attaching or clustering of structures;

(4) Ability of the City to provide necessary emergency services;

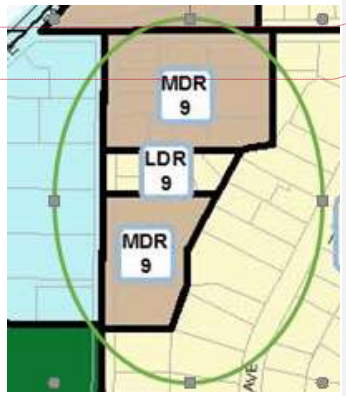
(5) Aggregation of at least one acre of land.

Slightly higher residential densities to be permitted in certain lands in the east Everest area.

There are several places in the Everest area where a slightly higher residential density is appropriate as described below (see Figure E-3). This is due to special conditions such as traffic circulation, natural features, preexisting development, and the shape and location of the land.

Higher density up to nine dwelling units per acre in southeast corner of Kirkland Avenue/10th Street South inter-section.

The land in the southeast corner of the Kirkland Avenue/10th Street South intersection may be developed at up to nine dwelling units per acre. Clustering and common-wall development, and retention of existing vegetation are encouraged as a way to lessen the visual impacts on the residential area to the east from the industrial area and Cross Kirkland Corridor to the west.



Conditions in the area north of Kirkland Avenue between Cedar Street and Kirkland Way are described.

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Several of the parcels east of Cedar Street and north of Kirkland Avenue have development constraints such as topography and irregular shaped lots. Internal access from Kirkland Avenue does not follow the dedicated Cedar Street right-of-way, and circulation is awkward and limited. Also, single-family units are located to the east up the slope and along Kirkland Avenue.

Future multifamily is not to spread further east. Medium densities (9 and 12 dwelling units per acre) are permitted where indicated.

Future multifamily in this area shall not extend further to the east than existing multifamily development (see Figure E-3). Medium density (nine dwelling units per acre) is appropriate for the majority of the land east of Cedar Street. The existing apartment site located at the northeast corner of the intersection of Cedar Street and Kirkland Avenue is appropriate for slightly higher residential density (up to 12 dwelling units per acre), due to lack of environmental constraints, direct access onto Kirkland Avenue, proximity to other lands of similar density (across Cedar Street), and the ability to physically accommodate additional development with a minimum of impacts to surrounding uses.

The land north of Kirkland Avenue and east of the multifamily development adjoining Cedar Street can develop at densities up to nine dwelling units per acre if the following standards are met:

(1) Detached units rather than attached or stacked units should be developed.

(2) If aggregation occurs, primary vehicular and pedestrian access should be taken from Kirkland Avenue.

(3) Development should prevent impacts to the ravine.

(4) Development should follow the recommendations of a geotechnical engineer approved by the City with regard to building setbacks from the ravine on the north side of these lots.

(5) Reduced building setbacks from access roads should be considered in order to keep building footprints away from the ravine.

(6) The ravine should be protected in perpetuity with greenbelt easements.

(7) As each existing parcel is further subdivided, the layout of lots should allow for an efficient and coordinated layout of lots on adjacent parcels. Access roads should be located to be shared by adjacent parcels, if it doesn't result in a reduction in the number of lots.

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Deleted: For the two parcels east of Cedar Street and south of the multifamily development and Ohde Pea Patch, the following standards should apply:¶
(1) The development pattern should be consistent with the existing subdivision along Second Avenue. Detached units rather than attached or stacked units should be developed.¶
(2) . Vehicular and pedestrian access should be taken from an extension of Second Avenue connecting through to Cedar Street.¶
(3) Development should follow the recommendations of a geotechnical engineer approved by the City with regard to building setbacks from the ravines on the north and south sides of these two lots.¶
(4) . The ravines should be protected in perpetuity with greenbelt easements.¶
(5) Reduced building setbacks from Second Avenue, as extended, should be considered in order to keep building footprints away from the ravines.

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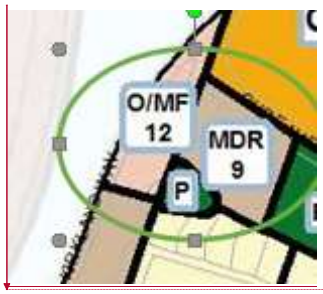

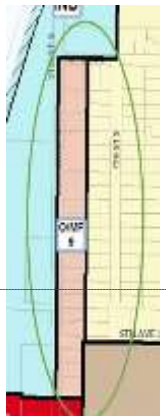

Midblock split of professional office/multifamily uses between 6th Street South and 7th Street South are discussed.

The block fronting on 6th Street South (see Figure E-3) may develop as either office or multifamily. Multifamily should be medium density (up to nine dwelling units per acre). The easterly extension of such future development should be strictly limited to the midblock line between 6th and 7th Streets South, and access should be restricted to 6th Street South only.

Deleted: The land west of Cedar Street and the single parcel to the east of Cedar Street on the south side of Ohde Avenue, are appropriate for multifamily development at up to 12 dwelling units per acre, because this land is more removed from the single-family areas to the east and south by a City park and a large ravine, and these parcels have direct access onto Kirkland Way or Cedar Street.¶

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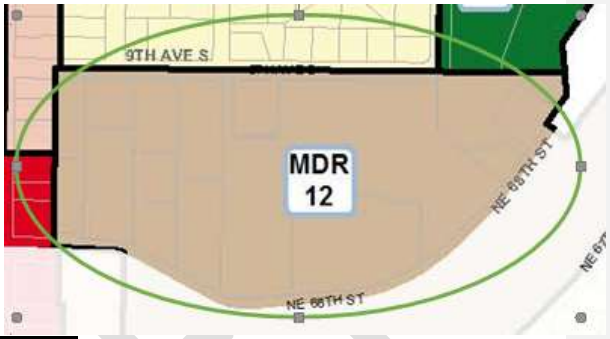
ATTACHMENT 1

Multifamily development along NE 68th Street and east of 6th Street South (up to 12 dwelling units per acre) is to be continued.

The southern portion of the Everest Neighborhood is impacted by the existence of a freeway interchange and by heavy traffic volumes along NE 68th Street. South of 9th Avenue South most land has been committed for multifamily use, although a few older single-family homes and some undeveloped land still exists. Future multifamily development in this area should be limited to a maximum of 12 dwelling units per acre.



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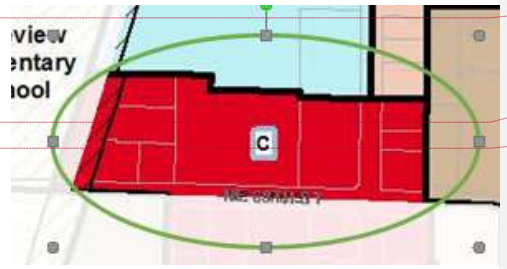
Commercial

The Houghton/Everest Neighborhood Center to be contained within its present boundaries. A plan for future development of the commercial area should be coordinated with the Central Houghton Neighborhood.

The Houghton/Everest Neighborhood Center is a commercial area that spans the north and south side of NE 68th ST. Commercial uses in this area should satisfy neighborhood needs rather than include intensive uses which would be located more appropriately in the Downtown or other major commercial centers (see the Land Use Chapter). Within the Everest Neighborhood, the height of structures in this area should not exceed 35 feet. The Everest and Central Houghton Neighborhoods should coordinate a plan for the Houghton/Everest Neighborhood Center along both the north and south sides of the NE 68th Street. The plan should promote a coordinated strategy for future redevelopment of the Neighborhood Center which minimize adverse impacts on surrounding residential areas.



The existing land available for commercial use is sufficient to meet the needs of the neighborhood. Property along 6th Street South is impacted by heavy traffic volumes and by the existence of industrial and office activities located primarily to the west. These influences detract from the desirability of this

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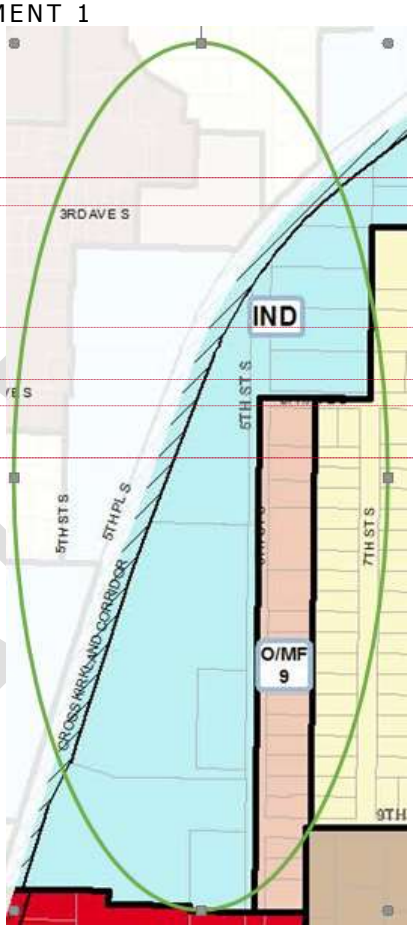
area for residential use. Convenient access, however, makes this area suitable for a variety of economic activities.

Light industrial and office uses are permitted west of 6th Street South and along the Cross Kirkland Corridor subject to standards.



Light industrial and office uses exist and should continue to be permitted on the west side of 6th Street South and to the northeast along the Cross Kirkland Corridor to Kirkland Avenue (see Figure E-3). In this area there is a trend away from light industrial uses to office and other uses. Further development in the industrial zones, however, should be subject to the following standards in order to maintain a relatively small scale of development in keeping with the existing character of the area:

(1) Industrial activities should not generate heavy volumes of truck traffic along residential streets. Truck frequency, noise, and hazard can constitute a serious nuisance for residential areas. Therefore, the expansion of existing industrial uses should be permitted only if traffic impacts on residential areas are mitigated.

(2) The visibility of industrial operations (including manufacturing, processing, storage, and shipping/receiving) from nearby residential development should be limited. Such industrial operations must be oriented away from residential uses and must be visually screened or completely enclosed within structures.

(3) The height of structures should not exceed 35 feet.

(4) Hours of operation should be considered on a case-by-case basis depending on the potential impact on the neighborhood. Industrial activities during evening or weekend hours may be permitted if they are not disruptive to nearby residential areas.

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(5) Industrial uses should not create excessive noise, glare, light, dust, fumes, and other adverse conditions which disrupt the residential character of the surrounding area.

(6) Adequate fencing, landscaping, and/or other visual screening should be provided between residential uses and adjacent industrial developments and their related parking.

Professional office uses permitted east of 6th Street South.

Land along the east side of 6th Street South is suitable for professional office use as a transition to the residential area to the east. Such development should be oriented toward and take access only from 6th Street South. The easterly extension of such development also should be strictly limited to the midblock line between 6th and 7th Streets South.

There should be an effective transition between single family neighborhoods and higher density residential and commercial uses to minimize impacts between uses.

Along transition areas between uses, higher density and commercial development should minimize impacts on adjacent low density single family neighborhoods with techniques such as landscape buffers, tree retention, the size, width and height of structures, compatible uses, adequate parking on site, and low lighting and noise levels.

Professional office and limited commercial activities are appropriate in the NE 85th Street freeway interchange. Expansion of these activities is to be limited.

Conditions in the vicinity of the NE 85th Street freeway interchange are somewhat different. Although much of the surrounding land to the south is developed for single-family use, convenient access to NE 85th and Interstate 405 makes this area attractive for limited commercial activity. The existing office building north of Ohde Avenue takes advantage of this location while limiting impacts to the nearby single-family area.

5. Open Space/Parks

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Deleted: *Commercial activities are not permitted in the western quadrants of the NE 70th Street freeway interchange.*

Deleted: may also create conflicts with residential uses near the NE 70th Street interchange. For these reasons, commercial uses should not be allowed in these western quadrants of the NE 70th Street interchange.¶

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Deleted: Further expansion of office development should be prohibited, except for the land immediately south of Ohde Avenue and west of the existing City-owned parcel.¶ Development of office uses, however, should be subject to the following standards:¶
(1) Office structures should be designed to be compatible with adjacent developments.¶
(2) . Parking for office activities is to be visually screened from adjacent residential uses. Underground parking is desirable. Driveways are not to be located adjacent to residential uses.¶
(3) Appropriate landscaping should be required to visually integrate office uses with the residential character of the surrounding area.¶
(4) . Vehicular access is to be limited to Kirkland Way and Cedar Street.¶
(5) The site design must incorporate substantial open space on the slope of the ravine in order to preserve the existing vegetation and provide a buffer area for the single-family areas to the south. Supplemental plantings may be required to ensure adequate buffers.

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Sensitive areas and forested areas of Everest Park should be preserved, protected and enhanced.

Everest Park is a 23 acre community park featuring community youth playfields, playground, picnicking areas, and trails. The playfields are used predominately by Kirkland American Little League. Special emphasis should be placed on preserving, protecting, and enhancing the park's extensive forested areas and accompanying pocket wetlands. Kirkland's Green Partnership program should be expanded to the park to provide upland and riparian plant restoration. The park features a section of Everest Creek. Stream restoration activities should continue in the park, and opportunities to provide storm water educational/interpretive information signage should be pursued. See PROS Plan for further details. Access to Everest Park could be enhanced further by providing pedestrian/bicycle pathways as illustrated in Figure E--.

Open space value of streets is to be recognized.

One important open space of great community value is often overlooked. The street system provides Kirkland's neighborhoods with a number of excellent local and territorial views. Such "view corridors" lie within the public domain and are valuable for the beauty, sense of orientation, and identity they impart (see Community Character and Open Space/Parks Chapter). Such view corridors are to be identified, preserved, and enhanced. One means to this end may be the undergrounding of utilities (see Public Services/Facilities Chapter).

Access to Everest Park should be provided, particularly from the east and southeast.

Residents in the eastern portion of the Everest area rely on Everest Park for a variety of recreational needs. Therefore, it is essential to ensure that pedestrian access to the park will be available, particularly from the east and southeast. New developments in these areas should incorporate such access into their design.

Public land along Ohde Avenue should be preserved as open space.

The publicly-owned property along Ohde Avenue serves as a small community garden or pea patch for residents in the northern portion of the Everest Neighborhood.

6. PUBLIC SERVICES/FACILITIES

Deleted: ***Expansion and/or redevelopment of Everest Park to provide additional ballfields and preserve open space and wetland areas is discussed.***

Commented [JC7]: Updated section based on input from the Parks Department.

Deleted: Everest Park is currently developed with ballfields which serve the entire community. The demand for use of these facilities is exceeding the capacity of the present facilities. Therefore, future consideration should be given to reconfiguration of existing fields to accommodate an additional ballfield, or construction of new ballfields on existing undeveloped property in the northeast section of Everest Park. Since Everest Park serves a very limited communitywide use, any redevelopment or expansion of the park should be reviewed through a Master Plan process to encourage public participation in the review of the proposed facilities, as well as ways to ensure the compatibility of the park with the surrounding single-family residences.¶
The addition of a playground to existing Everest Park property would be a benefit to both the young children whose families attend sports activities at the park and the children who live in the residential areas surrounding the park.¶
If additional undeveloped land east of 10th Street South becomes available, the City should consider acquisition to allow for preservation of the existing wetlands which feed Everest Creek and development of passive recreational opportunities.¶
The park itself has posed some problems for nearby residents in terms of vehicular access and parking. Access to Everest Park could be improved by providing a paved connection between 8th Street South and 10th Street South in the vicinity of the parking area in the northern portion of the Park (see also pages E-9 and E-10, subparagraph (67)). Additional parking facilities should also be provided to reduce the amount of on-street parking on residential streets. Access to Everest Park could be enhanced further by providing pedestrian/bicycle pathways as illustrated in Figure E--.¶

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Utilities

Water, sewer, and drainage facility deficiencies should be corrected or upgraded prior to occupancy of new development. Runoff is to be controlled.

In parts of the Everest Neighborhood, water and sewer service is not adequate to support full development according to the land use designations in Figure E-3. Isolated problems may also arise with regard to storm drainage as natural areas become developed. Deficiencies in water, sewer, or drainage facilities should not necessarily prohibit development; however, prior to occupancy of new development, the water, sewer, or drainage facilities should be extended and/or upgraded to meet the requirements of designated land use for the area (see Public Services/Facilities Chapter). Furthermore, methods must be implemented to maintain surface runoff at predevelopment levels.

Undergrounding of utilities is to be encouraged.

In order to contribute to a more amenable living environment as well as to enhance views and a sense of community identity, the undergrounding of utilities is to be encouraged (see Public Services/Facilities ChapterCommunity Character Chapter, and Open Space/Parks Chapter).

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Transportation

Streets, Bicycle and Pedestrian Circulation

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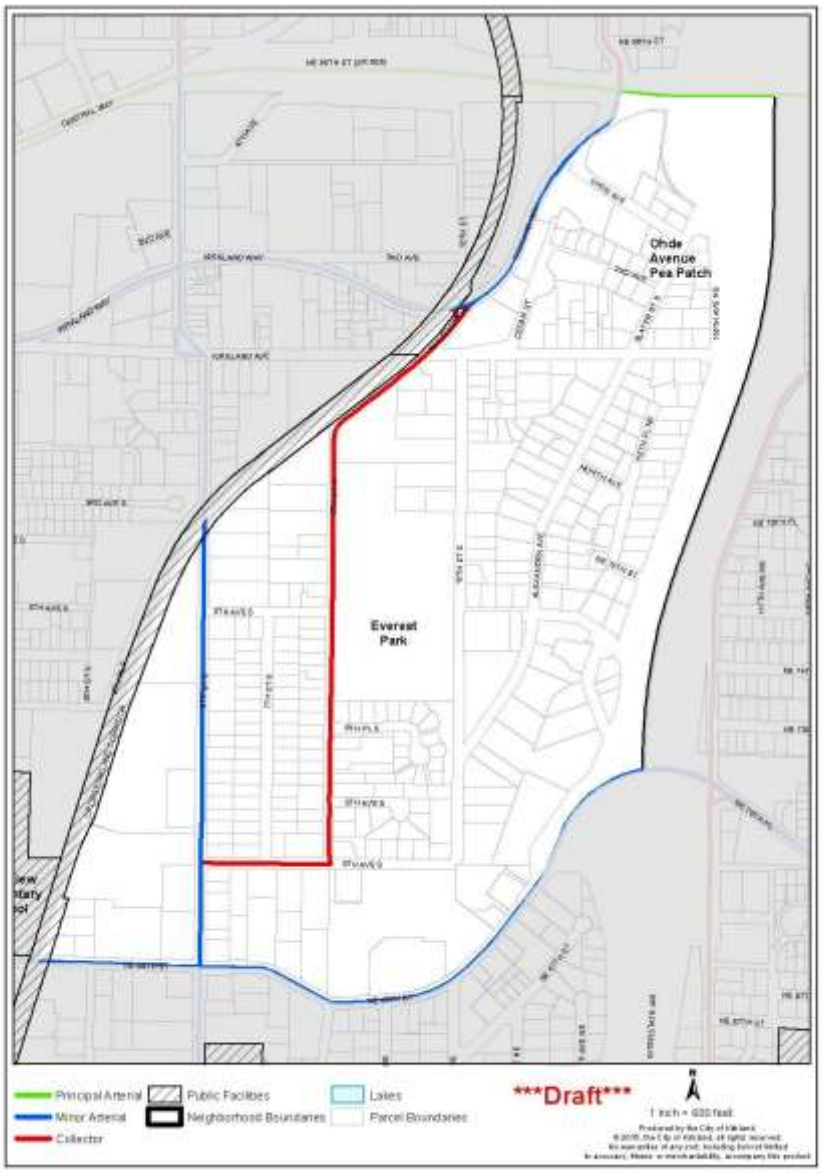

Figure E-4: Everest Street Classifications

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Circulation patterns and improvements are recommended.

The circulation pattern in the Everest Neighborhood is fairly well established and allows for convenient travel through the neighborhood with minimal impacts on the majority of residential uses (see Figure E-4). Kirkland Way and NE 68th Street serve as major east/west corridors for through traffic. Sixth Street South is, and should remain, the major north/south corridor for through traffic. Interstate 405 is located along the eastern boundary of the Everest Neighborhood. Future modifications to circulation patterns in the Everest Neighborhood should conform to the following provisions. See also the Transportation Chapter:

(1) Industrial traffic in residential areas should be discouraged.

Industrial access should be directed towards the nearest arterial street capable of handling the traffic (see Figure E-4).

(2) Kirkland Way and Cross Kirkland Corridor trestle.

Although Kirkland Way presently accommodates a significant amount of traffic, this route poses several problems. Numerous accidents have occurred in the vicinity of the Cross Kirkland Corridor bridge (old railroad trestle crossing). The City should continue to find ways to solve these traffic problems.

(3) Portions of 10th Street South to remain unopened

Wetlands are present southeast of Everest Park and therefore 10th Street South south of Slater Avenue South should not become a through traffic route.

(4) Improve the pedestrian/bicycle circulation system in the neighborhood by providing improvements for pedestrians and bicycles according to Figure E-5.

Major pedestrian and bicycle pathways should be built through the area according to the designations shown in Figure E-5. Unopened segments of 10th Street South, Alexander Avenue, and Slater Avenue South contain unimproved pathways which provide a pedestrian link to Everest Park for the areas to the east. Because of presence of wetlands vehicular and pedestrian access may be limited however, these pathways should remain. If the rights-of-way are developed, the improvements should be designed to accommodate pedestrian and bicycle traffic in order to maintain the existing access to Everest Park. An additional east/west pedestrian corridor is needed between 10th Street South and 8th Street South. Portions of Kirkland Way between Kirkland Avenue and NE 85th ST lacks sidewalks. The City should pursue funding to make sidewalk connections along the street. Furthermore, public pedestrian access should be developed from the east end of 9th Avenue South to NE 70th Street to provide convenient access to public transit facilities near Interstate 405.

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Since Kirkland Avenue is an east-west connector which serves the single-family residential areas of the Everest Neighborhood, it should be classified and developed as a collector arterial.¶
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The Alexander Avenue right-of-way, between Slater Avenue South and 10th Street South, should be widened and developed as a neighborhood access street in order to provide access to Everest Park for the eastern portions of the neighborhood and to improve vehicular circulation in the area.¶
In addition, the 10th Street South right-of-way between the south boundary of Everest Park and 9th Avenue South may be located within a wetland area and consequently may remain unopened.¶

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(5) Methods to alleviate traffic and parking problems on 8th Street South should be studied.

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The residential portion of 8th Street South between Railroad Avenue and 9th Avenue South has been impacted by traffic and parking associated with industrial uses to the north and users of Everest Park. Consequently, the City should undertake measures to reduce these impacts. Traffic control measures also should be required of future industrial and/or park development.

(6) Support development of the Cross Kirkland Corridor as a multipurpose trail for pedestrians and bicycles with access points along the corridor.

The Cross Kirkland Corridor provides an opportunity for a bicycle, pedestrian and rail transportation corridor. With development, redevelopment or platting, public pedestrian and bicycle access easements should be provided for properties adjacent to the Cross Kirkland Corridor consistent with the CKC Master Plan and the PROS Plan.

(7) Support transportation measures that will reduce commuter or pass through traffic through the neighborhood.

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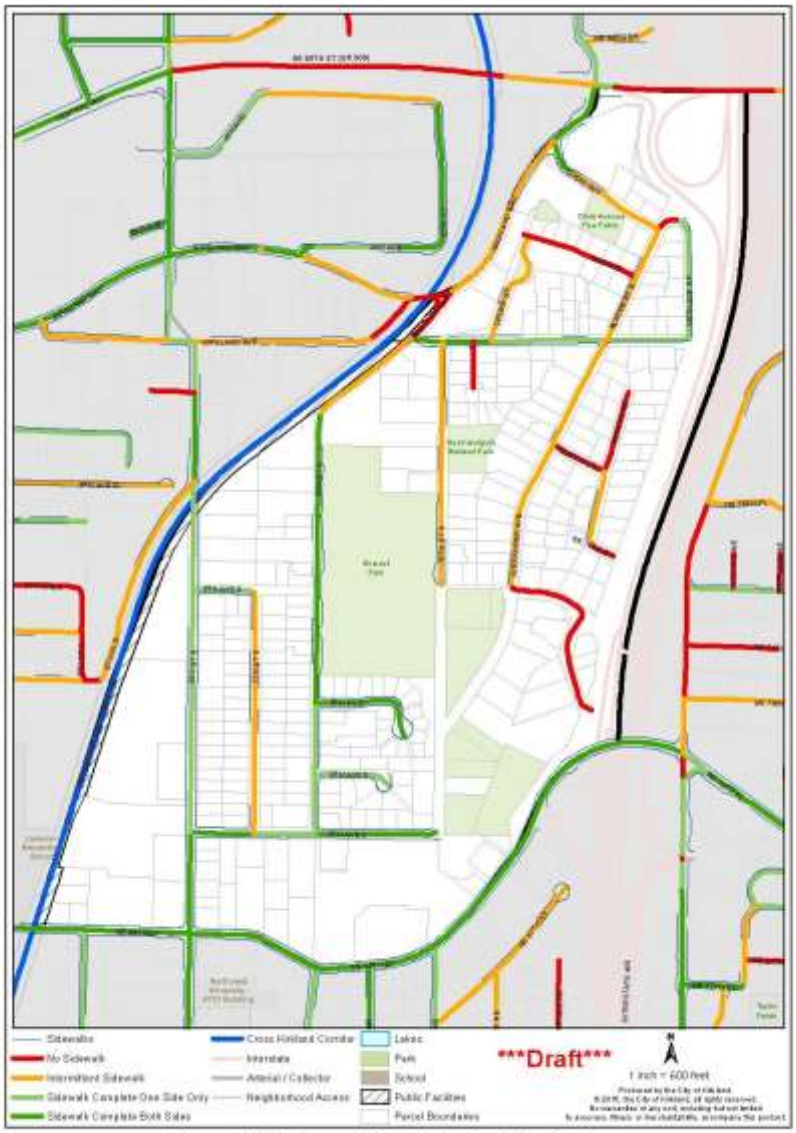

Figure E-5: Everest Street Pedestrian System

7. Urban Design

Urban design assets are identified

The Everest Neighborhood presents a diverse visual image. The southern border presents the image of a multifamily neighborhood, while the western boundary presents the image of commercial/industrial development. However, the one image that is not clearly visible from the major pathways in the neighborhood is that of the most prominent land use, the single-family residences in the central and eastern portions of the neighborhood (see Figure E-3). Everest's urban design assets are shown on Figure E-6.

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Figure E-3: Everest - The Image of the City

Insert new updated Figure E-6 Urban Design Assets

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'Edges' are discussed.

The 'edges' of the neighborhood are sharply defined by the Cross Kirkland Corridor on the west and I-405 to the east.

'Visual landmarks' are discussed.

Two prominent visual landmarks are the Sierra Building at the north end of the neighborhood and Google Building located in the industrial/office area west of 6th Street South. The neighborhood commercial area along NE 68th Street is a major gathering place for the neighborhood. These landmarks represent the mixed-use character of the neighborhood's edges. The Everest Park near the center of the neighborhood is an important landmark which serve as a community open space and also provide a peaceful view for the uphill residential properties to the east.

'Pathways' are discussed and identified in Figure E-5.

The major pathways by which the majority of residents enter and traverse this neighborhood are Kirkland Way, 6th Street South, and the Cross Kirkland Corridor. It is along these routes that the majority of the neighborhood's commercial developments are located, and it is along these routes that impressions of the neighborhood character are formed. Therefore, development along these pathways should be of limited size and scale to reflect and emphasize the neighborhood's predominantly single-family character.

In addition to the primarily vehicular pathways which serve the Everest Neighborhood, the I-405 pedestrian overpass at the east end of Kirkland Avenue and connecting pathways through the north part of the neighborhood serve as important pedestrian links between the Moss Bay Neighborhood and South Rose Hill on the east side of I-405 (see Figure E-4). Connections to the Cross Kirkland Corridor provide a major pedestrian and bicycle route connecting the neighborhood with the north and south sections of the City.

'Gateways' are discussed.

Gateways to a neighborhood provide an important first impression of the area's character and quality. Clear and vivid gateways enhance identity by conveying a sense of entry into something unique. Gateways to the neighborhood are identified in Figure E-5.

'Major views' are discussed.

A major view of the Olympics and Lake Washington is at NE 68th Street at the intersection of 6th Street South (see Figure E-6). The NE 68th Street/6th Street view can be significantly improved by removing pole signs, lowering signs, or placing signs on the face of buildings in the area, and either undergrounding or relocating overhead utility lines.

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Deleted: Both present sweeping territorial views of Lake Washington, Seattle, and the Olympic Mountain range (see Figure E-64). The NE 70th Street view can be protected by limiting building heights of future structures north of NE 68th Street.

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The other major view in the Everest Neighborhood is located at the intersection of NE 85th Street and Kirkland Way. This location presents a sweeping territorial view of Lake Washington, Seattle, the Olympic Mountains, and Downtown Kirkland (see Figure E-3).

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XV.E. Everest Neighborhood

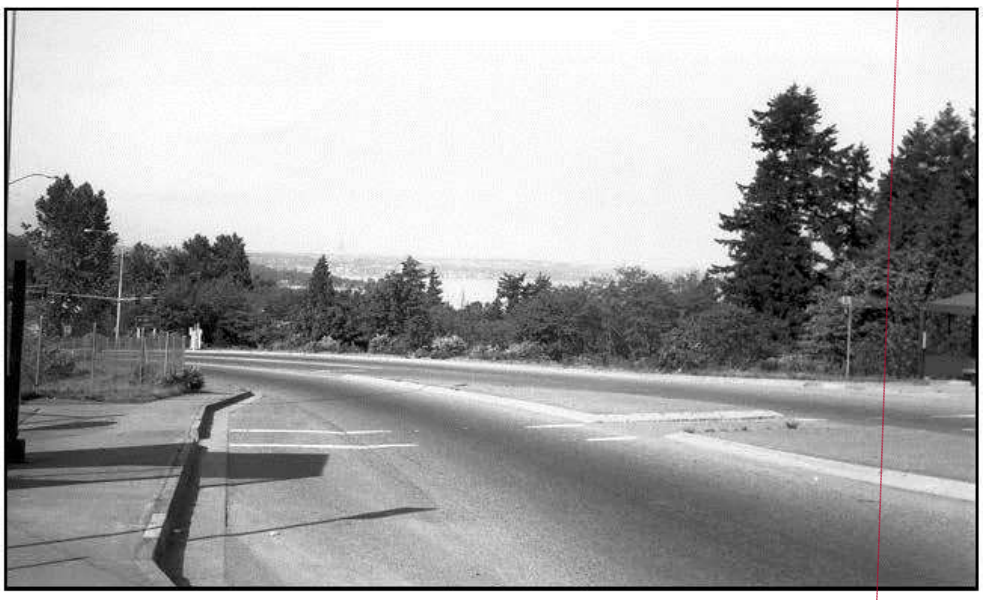

Figure E-4: Everest Gateway

The NE 70th Street overpass of I-405 is a PATHWAY connecting the Everest and Bridle Trails Neighborhoods. It constitutes a GATEWAY to these neighborhoods from the Interstate. It's most significant urban design asset is the TERRITORIAL VIEW it affords of Evergreen Point, the floating bridge, Madison Park, the Seattle Central Business District, and even the Space Needle. This VIEW is priceless in conveying a 'sense of place' and should be protected by limiting or prohibiting obstructions.

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Figure E-7: Everest Gateway

The NE 70th Street overpass of I-405 is a pedestrian pathway connecting the Everest and Bridle Trails Neighborhoods. It constitutes a gateway to these neighborhoods from the Interstate. It's most significant urban design asset is the territorial view it affords of Evergreen Point, the floating bridge, Madison Park, the Seattle Central Business District, and even the Space Needle. This view is priceless in conveying a 'sense of place' and should be protected by limiting or prohibiting obstructions.

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Note: The Everest Neighborhood Plan was updated in 2015 as part of the GMA update. ***Draft 4/7/2015***

1. INTRODUCTION

The emphasis is on encouraging a range of residential uses and permitting limited economic activities.

The Everest Neighborhood is generally situated between the Cross Kirkland Corridor and I-405, and between NE 68th Street and NE 85th Street. The neighborhood contains a wide variety of land uses. Single-family development is located in the central and eastern portions of the Everest Neighborhood, whereas multifamily development is concentrated toward the south and northeast. Light industrial development is clustered in the western part of the neighborhood and extends northeast along the Cross Kirkland Corridor.

The policy emphasis for the Everest Neighborhood is to maintain the character of the existing single-family areas in the central and east portions of the neighborhood to minimize the disruption of regulated slopes, and to allow for the infilling of multifamily and industrial areas consistent with their existing character.

Format of analysis for the Everest Neighborhood is discussed.

Specific land use designations for the Everest Neighborhood are illustrated in Figure E-3. These designations are based on several factors including the natural environment, existing uses, traffic patterns, land use inventories, and other relevant concerns. For convenience, the following analysis of the Everest Neighborhood has been divided according to functional headings.

2. NATURAL ENVIRONMENT

Geologically Hazardous slopes are identified. Slope stability analyses should be required, and development should be regulated accordingly.

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Figure E-1 identifies Moderate and High Landslide slopes and Seismic Hazard areas within the Everest Neighborhood. Moderate and High Landslide slopes exist in the northern and eastern portions of the Everest Neighborhood. Due to the possibility of landslides, excessive erosion, or other problems associated with development on slopes, a slope stability analysis should be required prior to development on these environmentally sensitive slopes. If landslide or drainage problems are likely to occur as a result of the proposed development, then the type, design, and/or density of the land use should be restricted as necessary to avoid these problems. Existing vegetation in these areas should be preserved to the greatest extent feasible to help stabilize the slope and maintain drainage patterns. Seismic hazard soils are shown in wetland and stream areas (see Environment Element Chapter).

Figure E-1: Everest Geologically Hazardous Areas

The functional integrity of watercourses is to be maintained or improved.

Several streams exist in the Everest Neighborhood (see Figure E-2). These streams should be preserved and maintained in their natural state, or where necessary restored to a natural condition to provide not only for the storage and flow of the natural drainage system, but also to provide natural amenities in the area.

Wetlands exist in the southeast portion of the Everest Neighborhood.

In the southeast portion of the Everest Neighborhood, the water table is at, or very near, the surface (see Figure E-2). In this vicinity the surface is wet and soggy, indicating the presence of a wetland providing important water storage and water filtration functions as well as providing habitat for a number of wildlife species. Many of the wetland areas are now in public ownership, however, future proposals for development in this area should take these hydrologic and biologic conditions into consideration. Specific methods for preserving the wetland areas should be part of future development proposals (see Environment Element).

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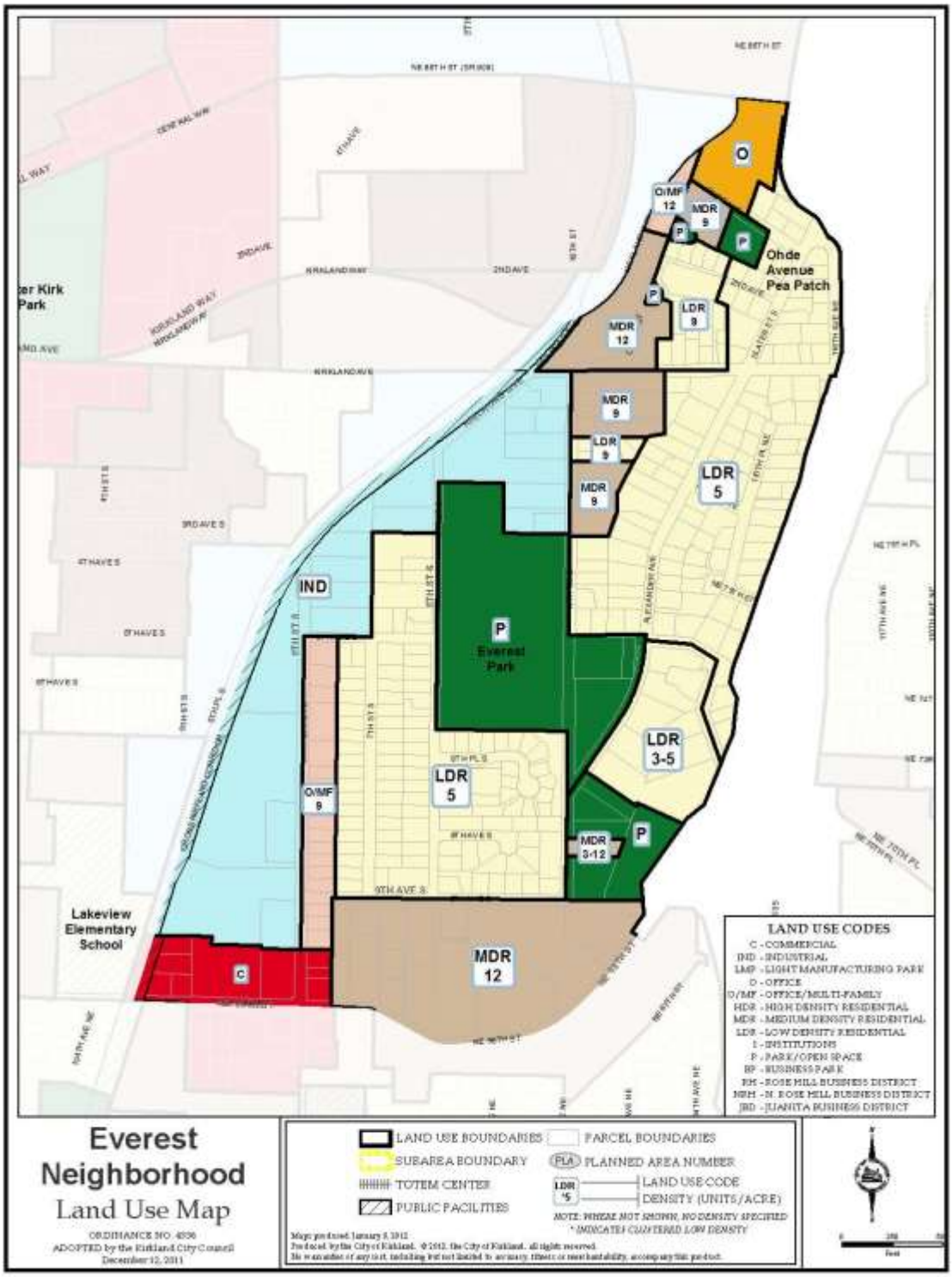


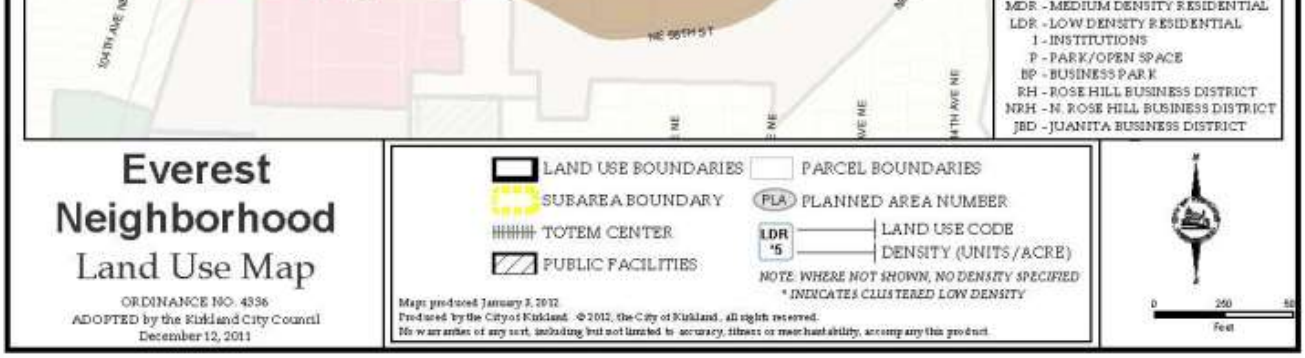
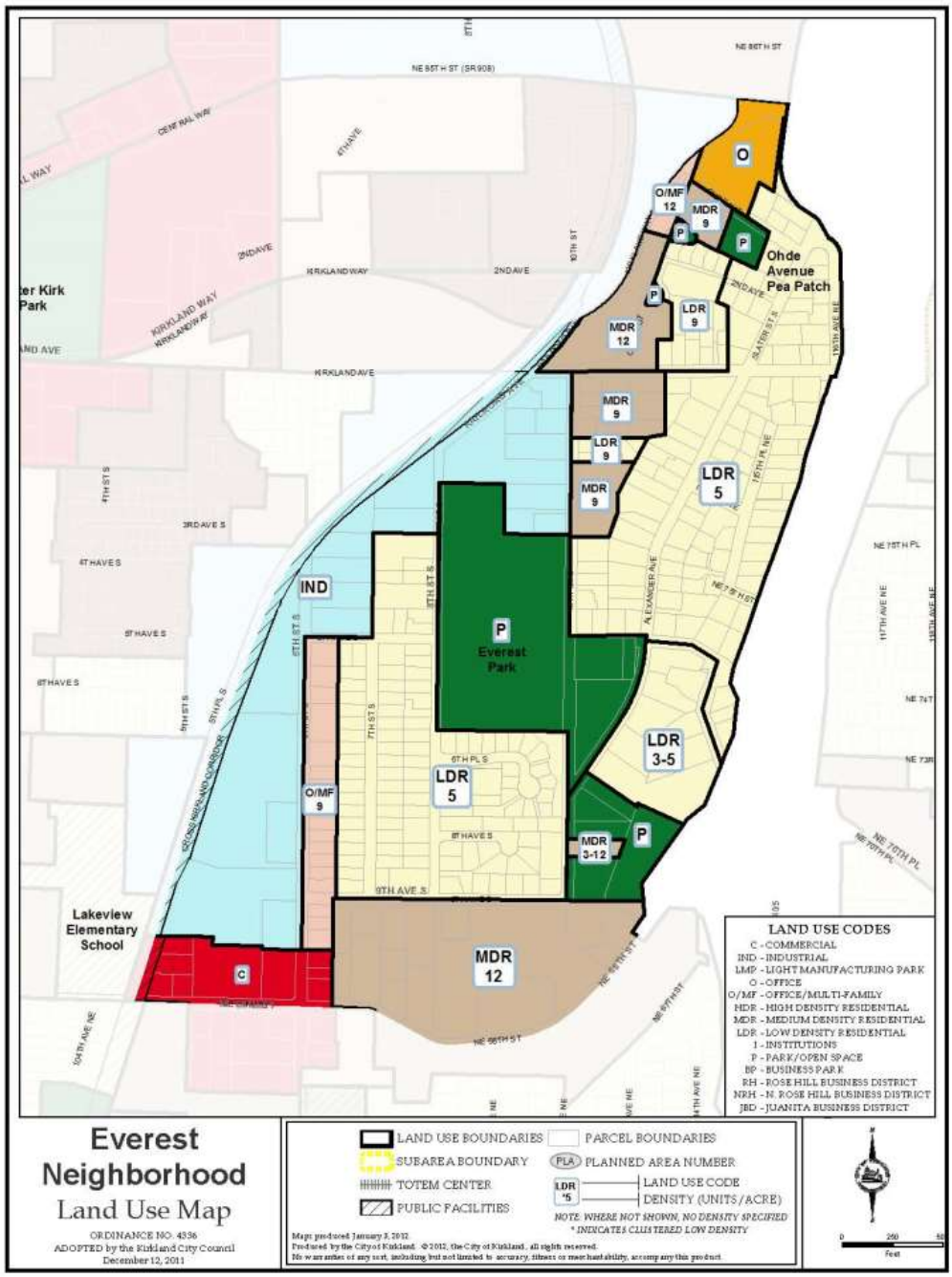


Figure E-3 shows the land use designations in the Everest Neighborhood.



Residential

Single-family densities are to be maintained west and south of Everest Park.

Most of the Everest Neighborhood is residential in character, including older single-family homes, which add variety to Kirkland's housing supply and provide alternatives to multifamily units and newer single-family homes (see Land Use Chapter). The residential land immediately west and south of Everest Park should be maintained at low residential densities (up to five dwelling units per acre). New single-family development could help stabilize and prolong single-family use in this area.

Single-family designation on the hillside east of Everest Park is to be maintained.

The hillside in the eastern portion of the Everest Neighborhood contains single-family homes and undeveloped land. Vehicular access is limited, and perhaps for this reason, there is a quiet and secluded character to this residential area. Due to the existing commitments to single-family use, and because of geologically hazardous slope conditions and drainage hazards associated with intense development on these slopes, the eastern portion of the Everest Neighborhood should generally retain its low-density residential classification (up to five dwelling units per acre).

Residential development south of Alexander Avenue should have a base density of three dwelling units per acre, according to standards.

On the hillside south of Alexander Avenue, single-family residential densities should be limited due to geologically hazardous slope conditions. The base density for residential development on these slopes should be three dwelling units per acre, subject to the following standards:

(1) Preparation of a slope stability analysis;

(2) Maintenance of maximum vegetative cover;

(3) Retention of watercourses and wetlands in a natural state;

(4) Control of surface runoff at predevelopment levels;

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(5) Recording of a covenant which indemnifies and holds harmless the City for any damages resulting from slope instability.

Up to five dwelling units per acre should be permitted according to additional standards.

North of Alexander Avenue, residential densities should be allowed at up to five dwelling units per acre depending on the degree to which the development proposal conforms to the following standards, in addition to the standards listed above:

(1) Preparation of a slope stability analysis which addresses the site to be developed, as well as adjacent sites and the immediate drainage area;

(2) Limitation of lot coverage;

(3) Attaching or clustering of structures;

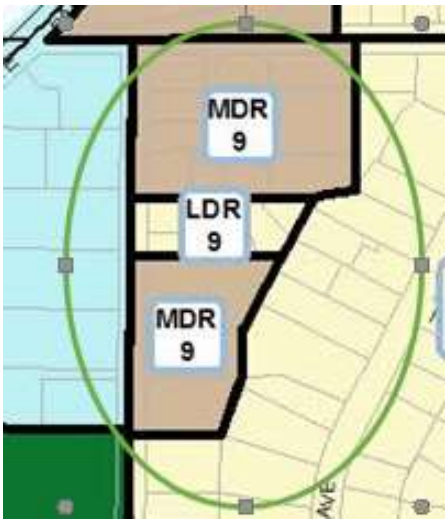
(4) Ability of the City to provide necessary emergency services;

(5) Aggregation of at least one acre of land.

Slightly higher residential densities to be permitted in certain lands in the east Everest area.

There are several places in the Everest area where a slightly higher residential density is appropriate as described below (see Figure E-3). This is due to special conditions such as traffic circulation, natural features, preexisting development, and the shape and location of the land.

Higher density up to nine dwelling units per acre in southeast corner of Kirkland Avenue/10th Street South inter-section.



The land in the southeast corner of the Kirkland Avenue/10th Street South intersection may be developed at up to nine dwelling units per acre. Clustering and common-wall development, and retention of existing vegetation are encouraged as a way to lessen the visual impacts on the residential area to the east from the industrial area and Cross Kirkland Corridor to the west.

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Conditions in the area north of Kirkland Avenue between Cedar Street and Kirkland Way are described.

Several of the parcels east of Cedar Street and north of Kirkland Avenue have development constraints such as topography and irregular shaped lots. Internal access from Kirkland Avenue does not follow the dedicated Cedar Street right-of-way, and circulation is awkward and limited. Also, single-family units are located to the east up the slope and along Kirkland Avenue.

Future multifamily is not to spread further east. Medium densities (9 and 12 dwelling units per acre) are permitted where indicated.

Future multifamily in this area shall not extend further to the east than existing multifamily development (see Figure E-3). Medium density (nine dwelling units per acre) is appropriate for the majority of the land east of Cedar Street. The existing apartment site located at the northeast corner of the intersection of Cedar Street and Kirkland Avenue is appropriate for slightly higher residential density (up to 12 dwelling units per acre), due to lack of environmental constraints, direct access onto Kirkland Avenue, proximity to other lands of similar density (across Cedar Street), and the ability to physically accommodate additional development with a minimum of impacts to surrounding uses.

The land north of Kirkland Avenue and east of the multifamily development adjoining Cedar Street can develop at densities up to nine dwelling units per acre if the following standards are met:

(1) Detached units rather than attached or stacked units should be developed.

(2) If aggregation occurs, primary vehicular and pedestrian access should be taken from Kirkland Avenue.

(3) Development should prevent impacts to the ravine.

(4) Development should follow the recommendations of a geotechnical engineer approved by the City with regard to building setbacks from the ravine on the north side of these lots.

(5) Reduced building setbacks from access roads should be considered in order to keep building footprints away from the ravine.

(6) The ravine should be protected in perpetuity with greenbelt easements.

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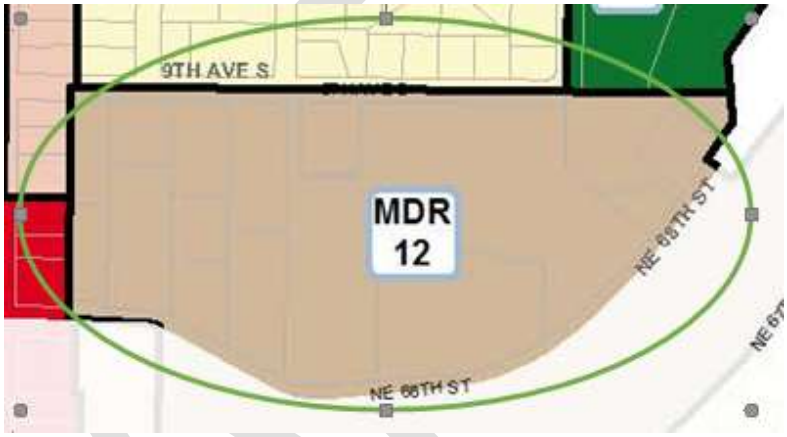
(7) As each existing parcel is further subdivided, the layout of lots should allow for an efficient and coordinated layout of lots on adjacent parcels. Access roads should be located to be shared by adjacent parcels, if it doesn't result in a reduction in the number of lots.

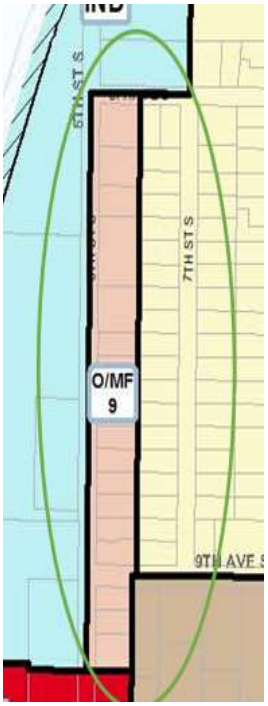
Multifamily development along NE 68th Street and east of 6th Street South (up to 12 dwelling units per acre) is to be continued.

The southern portion of the Everest Neighborhood is impacted by the existence of a freeway interchange and by heavy traffic volumes along NE 68th Street. South of 9th Avenue South most land has been committed for multifamily use, although a few older single-family homes and some undeveloped land still exists. Future multifamily development in this area should be limited to a maximum of 12 dwelling units per acre.



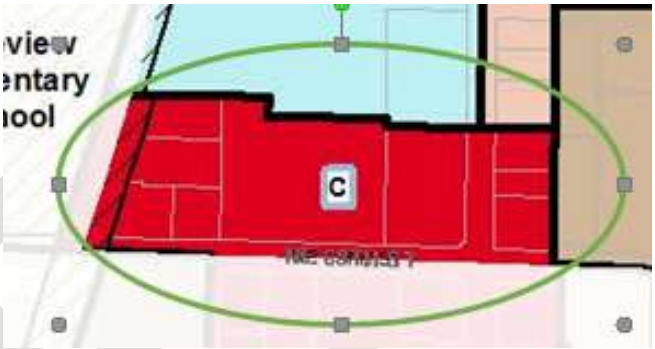
Midblock split of professional office/multifamily uses between 6th Street South and 7th Street South are discussed.

The block fronting on 6th Street South (see Figure E-3) may develop as either office or multifamily. Multifamily should be medium density (up to nine dwelling units per acre). The easterly extension of such future development should be strictly limited to the midblock line between 6th and 7th Streets South, and access should be restricted to 6th Street South only.



Commercial

The Houghton/Everest Neighborhood Center to be contained within its present boundaries. A plan for future development of the commercial area should be coordinated with the Central Houghton Neighborhood.



The Houghton/Everest Neighborhood Center is a commercial area that spans the north and south side of NE 68th ST. Commercial uses in this area should satisfy neighborhood needs rather than include intensive uses which would be located more appropriately in the Downtown or other major commercial centers (see the Land Use Chapter). Within the Everest Neighborhood, the height of structures in this area should not exceed 35 feet. The Everest and Central Houghton Neighborhoods should coordinate a plan for the Houghton/Everest Neighborhood Center along both the north and south sides of the NE 68th Street. The plan should promote a coordinated strategy for future redevelopment of the Neighborhood Center which minimize adverse impacts on surrounding residential areas.

The existing land available for commercial use is sufficient to meet the needs of the neighborhood. Property along 6th Street South is impacted by heavy traffic volumes and by the existence of industrial and office activities located primarily to the west. These influences detract from the desirability of this area for residential use. Convenient access, however, makes this area suitable for a variety of economic activities.

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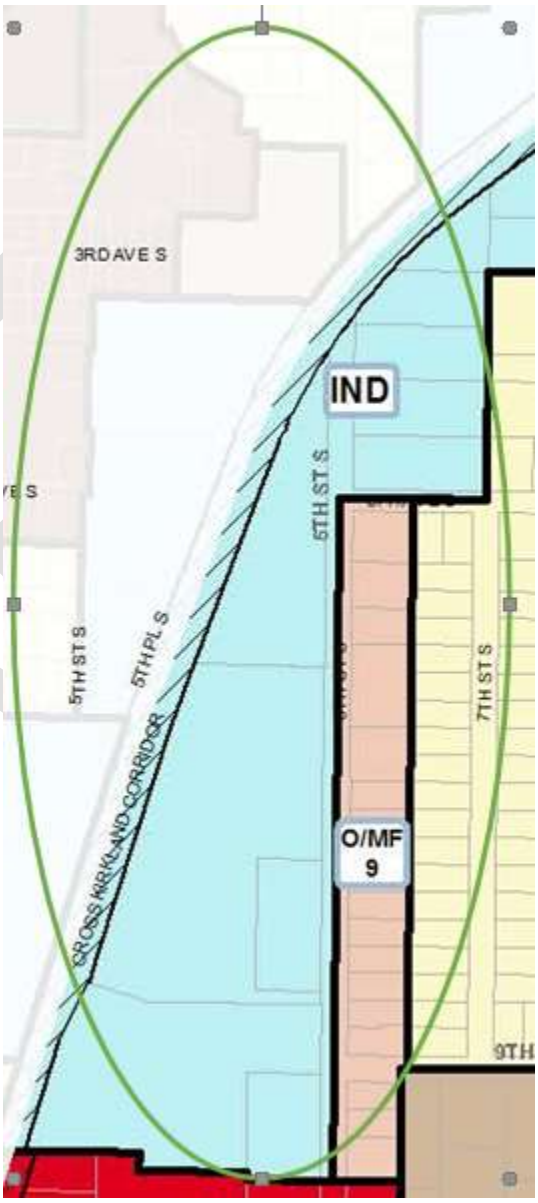
Light industrial and office uses are permitted west of 6th Street South and along the Cross Kirkland Corridor subject to standards.



Light industrial and office uses exist and should continue to be permitted on the west side of 6th Street South and to the northeast along the Cross Kirkland Corridor to Kirkland Avenue (see Figure E-3). In this area there is a trend away from light industrial uses to office and other uses. Further development in the industrial zones, however, should be subject to the following standards in order to maintain a relatively small scale of development in keeping with the existing character of the area:

(1) Industrial activities should not generate heavy volumes of truck traffic along residential streets. Truck frequency, noise, and hazard can constitute a serious nuisance for residential areas. Therefore, the expansion of existing industrial uses should be permitted only if traffic impacts on residential areas are mitigated.

(2) The visibility of industrial operations (including manufacturing, processing, storage, and shipping/receiving) from nearby residential development should be limited. Such industrial operations must be oriented away from residential uses and must be visually screened or completely enclosed within structures.

(3) The height of structures should not exceed 35 feet.

(4) Hours of operation should be considered on a case-by-case basis depending on the potential impact on the neighborhood. Industrial activities during evening or weekend hours may be permitted if they are not disruptive to nearby residential areas.

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(5) Industrial uses should not create excessive noise, glare, light, dust, fumes, and other adverse conditions which disrupt the residential character of the surrounding area.

(6) Adequate fencing, landscaping, and/or other visual screening should be provided between residential uses and adjacent industrial developments and their related parking.

Professional office uses permitted east of 6th Street South.

Land along the east side of 6th Street South is suitable for professional office use as a transition to the residential area to the east. Such development should be oriented toward and take access only from 6th Street South. The easterly extension of such development also should be strictly limited to the midblock line between 6th and 7th Streets South.

There should be an effective transition between single family neighborhoods and higher density residential and commercial uses to minimize impacts between uses.

Along transition areas between uses, higher density and commercial development should minimize impacts on adjacent low density single family neighborhoods with techniques such as landscape buffers, tree retention, the size, width and height of structures, compatible uses, adequate parking on site, and low lighting and noise levels.

Professional office and limited commercial activities are appropriate in the NE 85th Street freeway interchange. Expansion of these activities is to be limited.

Conditions in the vicinity of the NE 85th Street freeway interchange are somewhat different. Although much of the surrounding land to the south is developed for single-family use, convenient access to NE 85th and Interstate 405 makes this area attractive for limited commercial activity. The existing office building north of Ohde Avenue takes advantage of this location while limiting impacts to the nearby single-family area.

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5. OPEN SPACE/PARKS

Sensitive areas and forested areas of Everest Park should be preserved, protected and enhanced.

Everest Park is a 23 acre community park featuring community youth playfields, playground, picnicking areas, and trails. The playfields are used predominately by Kirkland American Little League. Special emphasis should be placed on preserving, protecting, and enhancing the park's extensive forested areas and accompanying pocket wetlands. Kirkland's Green Partnership program should be expanded to the park to provide upland and riparian plant restoration. The park features a section of Everest Creek. Stream restoration activities should continue in the park, and opportunities to provide storm water educational/interpretive information signage should be pursued. See PROS Plan for further details. Access to Everest Park could be enhanced further by providing pedestrian/bicycle pathways as illustrated in Figure E--.

Open space value of streets is to be recognized.

One important open space of great community value is often overlooked. The street system provides Kirkland's neighborhoods with a number of excellent local and territorial views. Such "view corridors" lie within the public domain and are valuable for the beauty, sense of orientation, and identity they impart (see Community Character and Open Space/Parks Chapter). Such view corridors are to be identified, preserved, and enhanced. One means to this end may be the undergrounding of utilities (see Public Services/Facilities Chapter).

Access to Everest Park should be provided, particularly from the east and southeast.

Residents in the eastern portion of the Everest area rely on Everest Park for a variety of recreational needs. Therefore, it is essential to ensure that pedestrian access to the park will be available, particularly from the east and southeast. New developments in these areas should incorporate such access into their design.

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Public land along Ohde Avenue should be preserved as open space.

The publicly-owned property along Ohde Avenue serves as a small community garden or pea patch for residents in the northern portion of the Everest Neighborhood.

6. PUBLIC SERVICES/FACILITIES

Utilities

Water, sewer, and drainage facility deficiencies should be corrected or upgraded prior to occupancy of new development. Runoff is to be controlled.

In parts of the Everest Neighborhood, water and sewer service is not adequate to support full development according to the land use designations in Figure E-3. Isolated problems may also arise with regard to storm drainage as natural areas become developed. Deficiencies in water, sewer, or drainage facilities should not necessarily prohibit development; however, prior to occupancy of new development, the water, sewer, or drainage facilities should be extended and/or upgraded to meet the requirements of designated land use for the area (see Public Services/Facilities Chapter). Furthermore, methods must be implemented to maintain surface runoff at predevelopment levels.

Undergrounding of utilities is to be encouraged.

In order to contribute to a more amenable living environment as well as to enhance views and a sense of community identity, the undergrounding of utilities is to be encouraged (see Public Services/Facilities Chapter, Community Character Chapter, and Open Space/Parks Chapter).

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Transportation

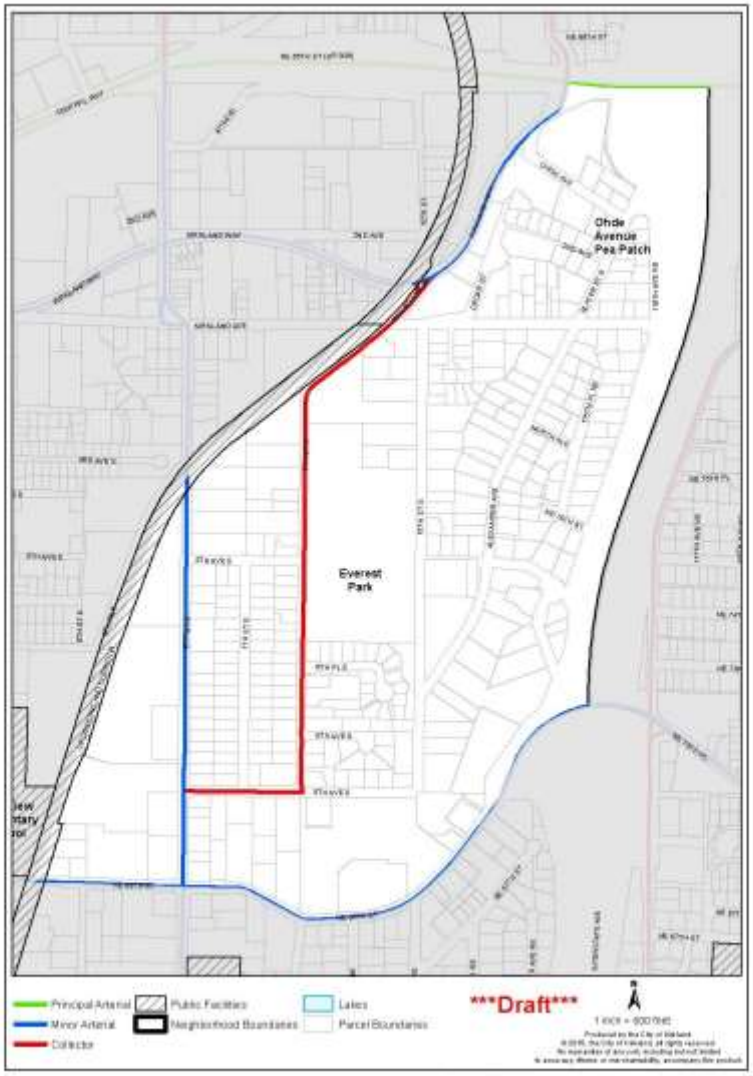

Figure E-4: Everest Street Classifications

Circulation patterns and improvements are recommended.

The circulation pattern in the Everest Neighborhood is fairly well established and allows for convenient travel through the neighborhood with minimal impacts on the majority of residential uses (see Figure E-4). Kirkland Way and NE 68th Street serve as major east/west corridors for through traffic. Sixth Street South is, and should remain, the major north/south corridor for through traffic. Interstate 405 is located along the eastern boundary of the Everest Neighborhood. Future modifications to circulation patterns in the Everest Neighborhood should conform to the following provisions. See also the Transportation Chapter:

(1) Industrial traffic in residential areas should be discouraged.

Industrial access should be directed towards the nearest arterial street capable of handling the traffic (see Figure E-4).

(2) Kirkland Way and Cross Kirkland Corridor trestle.

Although Kirkland Way presently accommodates a significant amount of traffic, this route poses several problems. Numerous accidents have occurred in the vicinity of the Cross Kirkland Corridor bridge (old railroad trestle crossing). The City should continue to find ways to solve these traffic problems.

(3) Portions of 10th Street South to remain unopened

Wetlands are present southeast of Everest Park and therefore 10th Street South south of Slater Avenue South should not become a through traffic route.

(4) Improve the pedestrian/bicycle circulation system in the neighborhood by providing improvements for pedestrians and bicycles according to Figure E-5.

Major pedestrian and bicycle pathways should be built through the area according to the designations shown in Figure E-5. Unopened segments of 10th Street South, Alexander Avenue, and Slater Avenue South contain unimproved pathways which provide a pedestrian link to Everest Park for the areas to the east. Because of presence of wetlands vehicular and pedestrian access may be limited however, these pathways should remain. If the rights-of-way are developed, the improvements should be designed to accommodate pedestrian and bicycle traffic in order to maintain the existing access to Everest Park. An additional east/west pedestrian corridor is needed between 10th Street South and 8th Street South. Portions of Kirkland Way between Kirkland Avenue and NE 85th ST lacks sidewalks. The City should pursue funding to make sidewalk connections along the street. Furthermore, public pedestrian access should be developed from the east end of 9th Avenue South to NE 70th Street to provide convenient access to public transit facilities near Interstate 405.

(5) Methods to alleviate traffic and parking problems on 8th Street South should be studied.

The residential portion of 8th Street South between Railroad Avenue and 9th Avenue South has been impacted by traffic and parking associated with industrial uses to the north and users of Everest Park. Consequently, the City should undertake measures to reduce these impacts. Traffic control measures also should be required of future industrial and/or park development.

(6) Support development of the Cross Kirkland Corridor as a multipurpose trail for pedestrians and bicycles with access points along the corridor.

The Cross Kirkland Corridor provides an opportunity for a bicycle, pedestrian and rail transportation corridor. With development, redevelopment or platting, public pedestrian and bicycle access easements should be provided for properties adjacent to the Cross Kirkland Corridor consistent with the CKC Master Plan and the PROS Plan.

(7) Support transportation measures that will reduce commuter or pass through traffic through the neighborhood.

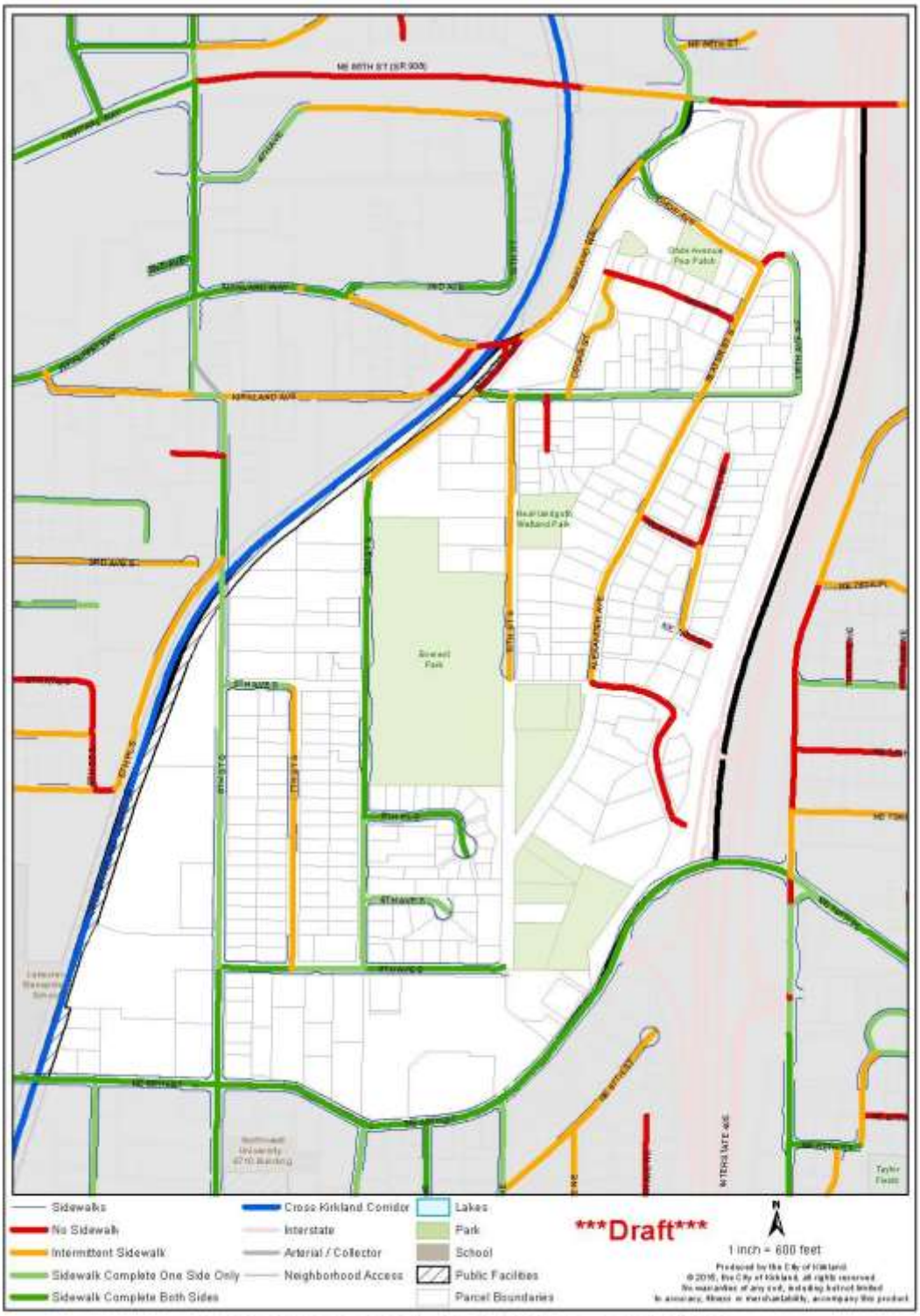

Figure E-5: Everest Street Pedestrian System

7. Urban Design

Urban design assets are identified

The Everest Neighborhood presents a diverse visual image. The southern border presents the image of a multifamily neighborhood, while the western boundary presents the image of commercial/industrial development. However, the one image that is not clearly visible from the major pathways in the neighborhood is that of the most prominent land use, the single-family residences in the central and eastern portions of the neighborhood (see Figure E-3). Everest's urban design assets are shown on Figure E-6.

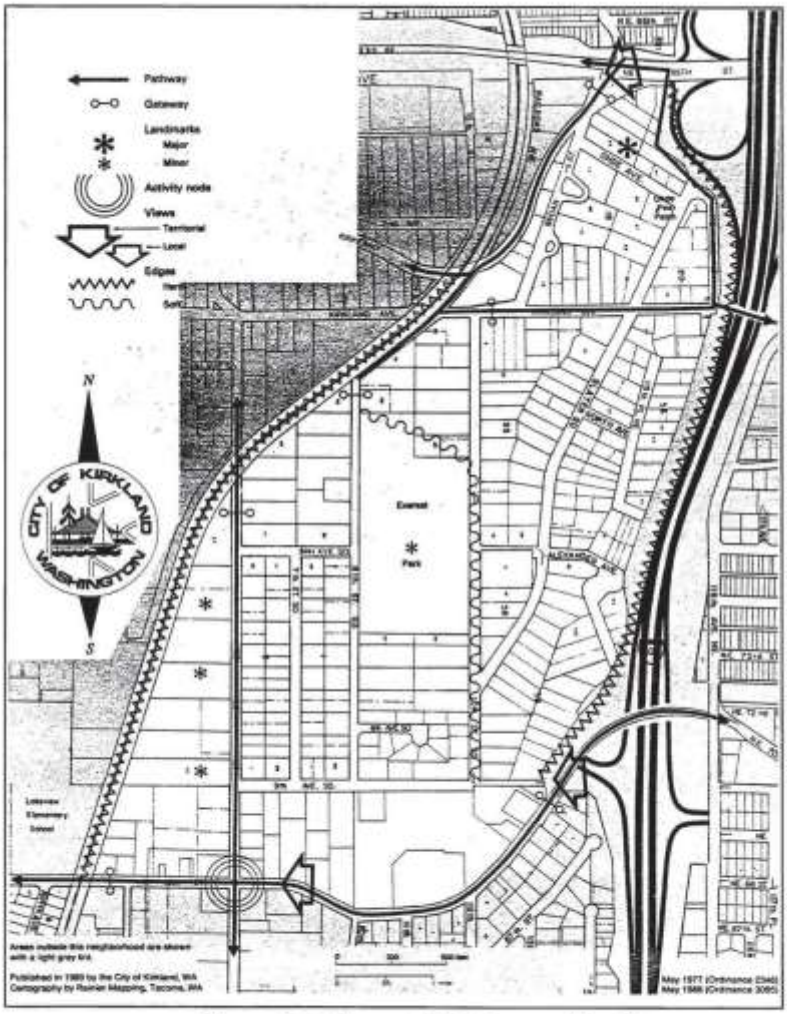

Figure E-3: Everest - The Image of the City

XV.E-12 City of Kirkland Comprehensive Plan

Insert new updated

Figure E-6 Urban Design Assets

'Edges' are discussed.

The 'edges' of the neighborhood are sharply defined by the Cross Kirkland Corridor on the west and I-405 to the east.

'Visual landmarks' are discussed.

Two prominent visual landmarks are the Sierra Building at the north end of the neighborhood and Google Building located in the industrial/office area west of 6th Street South. . The neighborhood commercial area along NE 68th Street is a major gathering place for the neighborhood. These landmarks represent the mixed-use character of the neighborhood's edges. The Everest Park near the center of the neighborhood is an important landmark which serve as a community open space and also provide a peaceful view for the uphill residential properties to the east.

'Pathways' are discussed and identified in Figure E-5.

The major pathways by which the majority of residents enter and traverse this neighborhood are Kirkland Way, 6th Street South, and the Cross Kirkland Corridor. It is along these routes that the majority of the neighborhood's commercial developments are located, and it is along these routes that impressions of the neighborhood character are formed. Therefore, development along these pathways should be of limited size and scale to reflect and emphasize the neighborhood's predominantly single-family character.

In addition to the primarily vehicular pathways which serve the Everest Neighborhood, the I-405 pedestrian overpass at the east end of Kirkland Avenue and connecting pathways through the north part of the neighborhood serve as important pedestrian links between the Moss Bay Neighborhood and South Rose Hill on the east side of I-405 (see Figure E-4). Connections to the Cross Kirkland Corridor provide a major pedestrian and bicycle route connecting the neighborhood with the north and south sections of the City.

'Gateways' are discussed.

Gateways to a neighborhood provide an important first impression of the area's character and quality. Clear and vivid gateways enhance identity by conveying a sense of entry into something unique. Gateways to the neighborhood are identified in Figure E-5.

'Major views' are discussed.

A major view of the Olympics and Lake Washington is at NE 68th Street at the intersection of 6th Street South (see Figure E-6). The NE 68th Street/6th Street view can be significantly improved by removing pole signs, lowering signs, or placing signs on the face of buildings in the area, and either undergrounding or relocating overhead utility lines.

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The other major view in the Everest Neighborhood is located at the intersection of NE 85th Street and Kirkland Way. This location presents a sweeping territorial view of Lake Washington, Seattle, the Olympic Mountains, and Downtown Kirkland (see Figure E-3).

XV.E. Everest Neighborhood

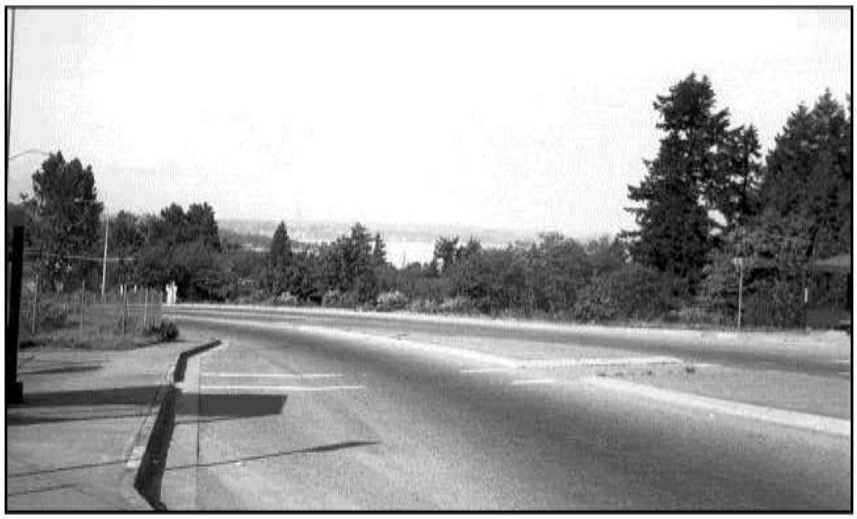

Figure E-4: Everest Gateway

The NE 70th Street overpass of I-405 is a PATHWAY connecting the Everest and Bridle Trails Neighborhoods. It constitutes a GATEWAY to these neighborhoods from the Interstate. It's most significant urban design asset is the TERRITORIAL VIEW it affords of Evergreen Point, the floating bridge, Madison Park, the Seattle Central Business District, and even the Space Needle. This VIEW is priceless in conveying a 'sense of place' and should be protected by limiting or prohibiting obstructions.

From: Chuck Pilcher [mailto:chuck@bourlandweb.com]
Sent: Tuesday, April 14, 2015 9:53 PM
To: Caryn Saban
Cc: Lori Isch
Subject: Re: Kirkland Planning Commission Special Meeting - Thursday, April 16, 2015

Regarding the Everest Neighborhood Comprehensive Plan, I have a couple of comments:
1. On p. 2 of 4 of the cover letter, where the **Houghton Center** is discussed, please assure that the **Lakeview** and **Moss Bay** neighborhoods are also included in outreach and planning, as Houghton Center is OUR neighborhood center as well as that of Everest and CHNA, and Lakeview is a part of Houghton, represented by the Houghton Community Council.
2. Section 4, p. 15: Economic Activities. Since the Commercial land use in the SW corner of the Everest Neighborhood abuts the Moss Bay and Lakeview Neighborhoods, changes in or planning for that area (as well as ALL of **Houghton Center**) that have any impact on the latter 2 neighborhoods should assure that the latter 2 neighborhoods are included in community outreach and planning.

Chuck Pilcher
Lakeview Neighborhood Co-Chair
chuck@bourlandweb.com
206-915-8593

From: Dan Ryan [mailto:dan.ryan@gmail.com]
Sent: Thursday, April 16, 2015 10:56 AM
To: Planning Commissioners
Subject: Everest Neighborhood Plan

I'd like to offer a few comments on the Everest plan (if nobody minds that a Moss Bay resident is interloping here ☺).

6TH ST

I'm bothered that the plan doesn't have much to say about 6th Street. By necessity, it is "the major north/south corridor for through traffic", but it's also the neighborhood's access to the business center and downtown. Further, it's a meaningful and growing employment center. Maybe if we thought of it as Everest's Main Street, it wouldn't be an afterthought. The neighborhood plan really needs a vision for this street as more than a connector between other places.

6th St has seen quite a bit of development in the last few years, not just Google, but several smaller offices too. It's almost an extension of downtown, but with far less care and oversight. It's engineered as a through street where one is not invited to linger at all. It doesn't even have consistent sidewalks today (I realize Google will fix some of that). Some of the sidewalks that are there, and not scheduled to be improved, are very narrow and in poor repair.

Bringing future buildings up to the street would make it a much more inviting place too. We wouldn't want surface parking in front of every building in downtown. After the Business Center is rezoned, I doubt we'll want a lot of surface parking there either. But almost every building on 6th St is set back behind lines of parking.

LIT AREA

The neighborhood commented on residential development in the LIT area. Too big a step for an interim update, but that area does deserve a more comprehensive look at some point. The area to the west of 6th and north of the business center has a lot of longer-term promise for denser residential and office. Until we're ready for that, it should stay zoned as present. The potential should not be frittered away on more low density residential.

EAST OF EVEREST

On the other hand, the general approach of minimal change to the neighborhood east of 6th (other than the street facing properties) seems about right.

TRANSIT

Practically, transit access in Everest mostly means 6th St (at least pending Sound Transit decisions about the corridor). Metro won't take buses through the neighborhoods east of 6th either. So improved transit means better facilities on 6th and better access from within the neighborhood to 6th.

Some ideas might include:

- Bus shelters on 6th (some of the bus stops on the east side of 6th are particularly desolate).

- Crosswalks to said bus shelters (why not a crosswalk to the bus stop at 5th Ave S.?)

- Better pedestrian connections from the neighborhood to 6th so that people could more easily get to a bus stop. There's nothing at all between 5th and 9th.

- Lots of bus stops on NE 68th, but the neighborhood access seems to run across private property. Can that be improved? Could those stops be safer/friendlier?

Finally, shouldn't the Bellevue buses be running on 6th rather than on State/Lakeview? The City of Bellevue's Transit Master Plan has improved Kirkland-Bellevue service running on 6th. (They have alternative service to Bel-Red running on State/Lakeview).

Moving the 234/235 to 6th would make it faster than today. State is too slow at peak to be an effective transit corridor. It would also get Bellevue service into the Houghton/Everest Business Center which needs Bellevue service more than anything on Lakeview Dr.

MAPS.

Nitpicking, but I noticed at least two of your maps are labelled 'Moss Bay'.

Thanks for your time.
Dan Ryan
493 2nd Ave S
Kirkland WA 98033

Council Meeting: 05/05/2015
Agenda: New Business
Item #: 11. a. (2).

CITY OF KIRKLAND
Planning and Community Development Department
123 Fifth Avenue, Kirkland, WA 98033 425.587.3225
www.kirklandwa.gov

MEMORANDUM

Date: April 23, 2015

To: Kurt Triplett, City Manager

From: Joan Lieberman-Brill, AICP, Senior Planner
Paul Stewart, AICP, Deputy Planning Director
Eric Shields, AICP, Director

Subject: COMPREHENSIVE PLAN UPDATE BRIEFING, CAM13-00465, SUB-FILE #9

I. RECOMMENDATION

Staff recommends that the City Council provides comments to staff on the Planning Commission's preliminary recommendations on the following drafts:

- Highlands Neighborhood Plan Chapter
- Utilities Element
- Public Services Element

II. BACKGROUND

This is the fifth briefing to the City Council on draft sections of the Comprehensive Plan Update. The goal of these briefings is to allow more time for Council revisions and for the Planning Commission to review the Council feedback. Ideally, it will speed up the adoption process this fall. Below is a summary of the revisions to the Highlands Neighborhood Plan and the Utilities and Public Services Elements.

III. SUMMARY OF REVISIONS TO THE HIGHLANDS NEIGHBORHOOD PLAN CHAPTER

Public Involvement Process

As part of the Comprehensive Plan update process, the City conducted a series of meetings with the neighborhoods to review their existing neighborhood plans and identify potential amendments that could be addressed within the scope of the overall Plan amendment process. All comments received at the neighborhood meetings are available on the City's K2035 website under the Learning Center webpage under Neighborhood Plan Sessions.

The City is also taking the opportunity to clean up the text of all the Plans to better reflect current conditions and fix inconsistencies, update maps, and figures. Where text references

development standards for a site that is already developed and has no further developable options, it was deleted. Staff is working on updates to maps associated with all the Neighborhood Plans. These will be available prior to the public hearing.

Following the neighborhood plan update meetings, staff attended the November 19, 2014 Highlands Neighborhood Association (HNA) general membership meeting to review draft amendments, discuss the process and solicit feedback. The attached draft amendments to the neighborhood plan (Attachments 1 and 2) reflect the results of this process, have been endorsed by the Highlands Neighborhood Association Chair, and have been reviewed by the Planning Commission.

The attached draft plan shows the resulting specific changes to the document with explanatory text shown in text boxes. Those changes that were made as a result of public comment are highlighted in green.

On March 26, 2015 the Planning Commission conducted a study session on the draft Highlands Neighborhood Plan (and Utilities and Public Services chapters of the Comprehensive Plan). Packets from that meeting are available on the Planning Commission webpage. The enclosed draft plan reflects this public involvement and initial Planning Commission direction. The draft may be modified based on additional public comment at the public hearing this summer.

Proposed Changes to Highlands Neighborhood Plan (see Attachments 1 and 2)

Below is an overview of the proposed changes to this chapter. There were no additional public comments expressed during the study session with the Planning Commission, nor were there any changes recommended by the Commission.

The enclosed Attachments 1 and 2 show the existing chapter with strikeout/underlined text and a clean version of the chapter.

A. The following list summarizes the key changes incorporated into the Highlands Neighborhood Plan (see Attachment 1):

- Added policy to consider opportunities for improvement of function and quality of stream segments adjacent to the Cross Kirkland Corridor; specifically the Peter Kirk Elementary stream tributary of the Moss Bay Drainage Basin, during implementation of the Cross Kirkland Corridor Master Plan.
- Referred to current tree management regulations regarding minimum tree cover.
- Revised innovative housing policy to acknowledge that innovative housing styles and techniques are codified in zoning and subdivision regulations; added low impact development to list of innovative housing techniques; and added revisions indicating that LID techniques can allow for more environmentally sensitive site planning.
- Eliminated street descriptions and instead referred to the Transportation Element and Zoning Code for street classification standards.

- Deleted desired intersection improvements that have been completed on 114th Avenue NE and the intersection of NE 85th Street.
- Revised the description of the potential emergency access route to Forbes Creek Drive from Highlands
- Clarified that WA state law requires two fire response teams during fire events.
- Acknowledged the Cross Kirkland Corridor Plan that sets the goals and vision for development both in the interim and for the completed project.
- To avoid redundancy, water and sewer service and surface water goal and policies were deleted and referred to in the Utility Element.

B. Planning Commission Recommendation
The preliminary recommendation from the Planning Commission is to carry the draft forward as written to public hearing.

IV. SUMMARY OF REVISIONS TO THE UTILITY AND PUBLIC SERVICES CHAPTERS

The Planning Commission and Houghton Community Council have completed study sessions on the Utilities and Public Services Chapters of the Comprehensive Plan. The enclosed Attachments show the existing chapters with strikeout/underlined text and clean versions of the revised chapters.

Staff coordinated with both city staff from various departments and non-city utility and public service providers to draft changes to these elements. These include Public Works Department staff that manage City utilities (water/sewer and surface water) and waste management services; Police and Fire Department staff that manage emergency management and police protection; and IT department staff that are responsible for coordinating telecommunication services.

Regarding non city utilities, staff solicited comments on proposed changes from the following: Puget Sound Energy on draft electric, gas and energy revisions and new goals and policies. The North Shore Utility District, Woodinville Water District, the Olympic Pipeline Company, Lake Washington School District, Lake Washington Technical Institute, and King County Library System also reviewed and commented on proposed changes affecting their respective non-city managed services. Suggested edits as appropriate have been incorporated into the draft elements.

Staff is working on new maps associated with gas and electric utility services. These will be available prior to the public hearing along with all other utility maps.

The Planning Commission reviewed the Utilities Chapter at their meetings on August 28 and October 23, 2014 and March 26, 2015. Houghton Community Council reviewed the Utilities Element chapter on October 27, 2014 and March 23, 2015. Overall, both groups supported staff's recommended changes and made minor editing changes.

A. Revisions to Utilities Element (see Attachments 3 and 4)

The Utilities Element addresses:

- City Managed Utilities
  - water
  - sewer
  - surface water
  - telecommunications
- Non-city Managed Utilities:
  - natural gas
  - electricity
  - hazardous liquid pipelines.
  - telecommunications

The revised Utility Element incorporates **one new goal (U-7) and various policies related to energy** to be consistent with the King Countywide Planning Policies (CPP's) and multi-county Puget Sound Regional Council Vision 2040 regional policies (MMP's) addressing efficiency, alternative energy and climate change. The new goal and policies also align with and strengthen the sustainable theme in the draft Vision and Guiding Principles, and are consistent with the draft Environment Element and King County – Cities Climate Collaboration Climate Change Commitments.

The CCP's call for reducing the rate of energy consumption through efficiency and conservation as a means to lower energy costs and mitigate environmental impacts associated with traditional energy supplies (CPP-PF-14) and promoting the use of renewable and alternative energy resources to help meet the county's long-term energy needs, reduce environmental impacts associated with traditional energy supplies and increase community sustainability (CPP-PF-15). Additionally, CCP-EN 17 and 18A sets targets for greenhouse gas emission reductions as reflected in the Environment Element and other city-adopted documents.

The MMPs promote the use of renewable energy resources to meet the regions energy needs (MMP-PS-12) and the reduction of the rate of energy consumption through conservation and alternative energy forms to extend the life of existing facilities and infrastructure (MMP-PS-13).

Other than the Energy revisions noted above, other noteworthy edits and updates have been made to the sections in this chapter, including:

- Revisions to the **Utility Concept** section of this element, to address the guiding principles of sustainability and community connection. Renewable energy is added as an additional cost effective means of accommodating growing demand for services and reducing carbon emissions. Existing text addresses only efficiency and conservation as strategies to address demand, and is silent on using renewable energy and reducing carbon emissions. Community connection through technology is also addressed, with focus on how telecommunications connect the City and its citizens.

- Revisions and additions to **Water, Sewer, and Surface Water goals and policies** sections of this element to:

    - Promote conservation, efficiency, and water reuse and reclamation to address climate change and its potential impacts on regional water resources. These changes are mandated by the King Countywide Planning Policies (CPP's) PF-4, PF-9, PF-10, PF-11, and multi-county Puget Sound Regional Council Vision 2040 regional policies (MMP's) PS-8, PS-10, PS-11, PS-17, PS-19 and the draft Vision and Guiding Principles sustainability theme.
    - Align policies with the 2014 Surface Water Master Plan.

- New **Social Equity** policy U-1.7 as mandated by CPP EC-13 to commit resources for utility infrastructure and service to underserved and economically disadvantaged citizens.

B. Revisions to Public Services Element (see Attachments 5 and 6)

The Public Services Element addresses fire and emergency medical services emergency management, police protection, solid waste collection and transfer, schools, and libraries.

Major changes to the existing Public Services Element are:

- Revisions to the **Public Services Concept** to strengthen the livable theme of the draft Guiding Principles.
- Addition of **Emergency Management** to this element to address disaster response and recovery as an important function of the City.
- **Solid Waste** policy revisions to align with:
    - New target date for closure of Houghton Transfer Station by 2021 in coordination with King County
    - Multi-county Puget Sound Regional Council Vision 2040 regional policies (MMP's) PS-7, King County – Cities Climate Collaboration Climate Change Commitments addressing **Consumption and Materials Management**.
- **School** policy revisions and additions to address public comments, the draft Vision and the Guiding Principles relating to livable and connected themes, and mandated by the Growth Management Act. They articulate the City's role in supporting LWSD meeting its level of service by collecting school impact fees, by coordinating planning, siting, and development of facilities, by sharing and maintaining joint use facilities, and sharing the City's growth projections.
- Addition of a **Social Equity** policy as mandated by King Countywide Planning Policies (CPP) EC-13 to commit resources for public services for underserved and economically disadvantaged
- Addition of a **Disabled Access** policy to address American's with Disability Act.

C. Planning Commission Recommendation

The Planning Commission reviewed the Utilities and Public Services Element Chapters at their meetings on August 28 and October 23, 2014 and March 26, 2015. Houghton Community Council reviewed the Utilities and Public Services Element chapters on October 27, 2014 and March 23, 2015. Overall, both groups supported staff's recommended changes and made minor editing changes.

V. COMPREHENSIVE PLAN UPDATE SCHEDULE

The Planning Commission's goal is to complete the study sessions in time to hold public hearings on the Draft Plan, including the Citizen Amendment Requests and the neighborhood plan revisions, in June before the bulk of summer vacations begin for the public, complete its deliberations in July and have a Final Draft Plan transmitted to City Council in early September.

The State deadline for completion of the Comprehensive Plan Update is June 30, 2015, which may be extended provided that a jurisdiction has made progress on the Plan Update. Staff anticipates completion of many of the element by mid-summer with public hearings sequenced over June, July and August. The Council review would occur beginning in October.

The tentative schedule for **future Council briefings** on the element chapters, neighborhood plans and CAR's are:

June 2-	Park, Human Services, and Capital Facilities Elements, Implementation Strategies and Definitions, MRM CAR and Kingsgate Neighborhood Plan
June 16-	North Rose Hill Neighborhood Plan, Griffis, Basra and Walen CAR's, and Norkirk Neighborhood Plan and Norkirk Industrial CAR's
July 7-	Totem Lake Neighborhood Plan and CAR's
Sept 15	Final briefing on Planning Commission recommendation

Attachments:

1. Draft Highlands Plan with strikeouts and underlined text
2. Clean copy of Highlands Plan
3. Draft Utilities Element with strikeouts and underlined text
4. Clean copy of Utilities Element
5. Draft Public Services Element with strikeouts and underlined text
6. Clean Public Services Element

Attachment 1

DRAFT HIGHLANDS NEIGHBORHOOD PLAN: STRIKEOUTS/UNDERLINES

Green highlighted text denotes suggested edits as a result of neighborhood association comments.
Yellow text boxes note information that explains proposed changes to the plan.

1. Highlands Overview

The Highlands Neighborhood is the area that lies north of NE 85th Street and is bounded by Interstate 405 to the east and the Cross Kirkland Corridor to the north and west. (See Figures H-1a and H-1b.)

The majority of the area is developed with low-density residential use, with the southern portion of the neighborhood designated for medium-density residential. There are no commercial zones located within the neighborhood, although there are several nearby, including Norkirk Industrial area to the southwest, NE 85th Street Subarea to the east, Totem Lake to the north, and downtown.

The last major update to the Highlands Neighborhood Plan occurred in 2005, adopted by Ordinance 4024.

2. Vision Statement

The Highlands Neighborhood is an ideal residential neighborhood close to the downtown that values its quality of life and limited vehicular access. As infill of the neighborhood occurs, its primary focus as a single-family neighborhood with areas of multifamily development continues. A variety of housing types and styles provide for a changing and diverse population, responding to the needs of young families and allowing people to continue living here long after children leave home. Medium-density multi-family housing in the southern portion of the neighborhood, adjoining the freeway interchange reinforces the image of the neighborhood as a place that welcomes diversity.

The natural setting of the neighborhood with its valued tree canopy is protected and enhanced. Neighborhood parks are within walking distance and offer active and passive recreation opportunities. An extensive system of pedestrian and bike routes connect the parks.

Since there are no schools or commercial developments in the Highlands Neighborhood, residents rely on nearby shopping areas and institutions outside the neighborhood. The street network provides safe circulation for people and cars. Ample sidewalks promote pedestrian mobility between schools and activity centers. The pedestrian and bike connections within the neighborhood offer non-vehicular choices to commuters. These community connections strengthen the social fabric of the neighborhood.

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From the crest of the western and northern sloping hillsides, territorial views of the Norkirk and South Juanita Neighborhoods, Lake Washington, and the Olympic Mountains beyond are enjoyed.

3. Historic Context

In order to envision the early history of the Highlands Neighborhood you must consider life without Interstate 405, which was built in the late 1950s and 1960s and created a new eastern boundary for the neighborhood. Prior to I-405, Highlands was connected to and functioned as part of what was then known as Rose Hill.

Note: Eliminate the following two Neighborhood Boundary maps to avoid redundancy. They are no longer necessary because the neighborhood boundaries are shown on the Highlands Land Use Map.

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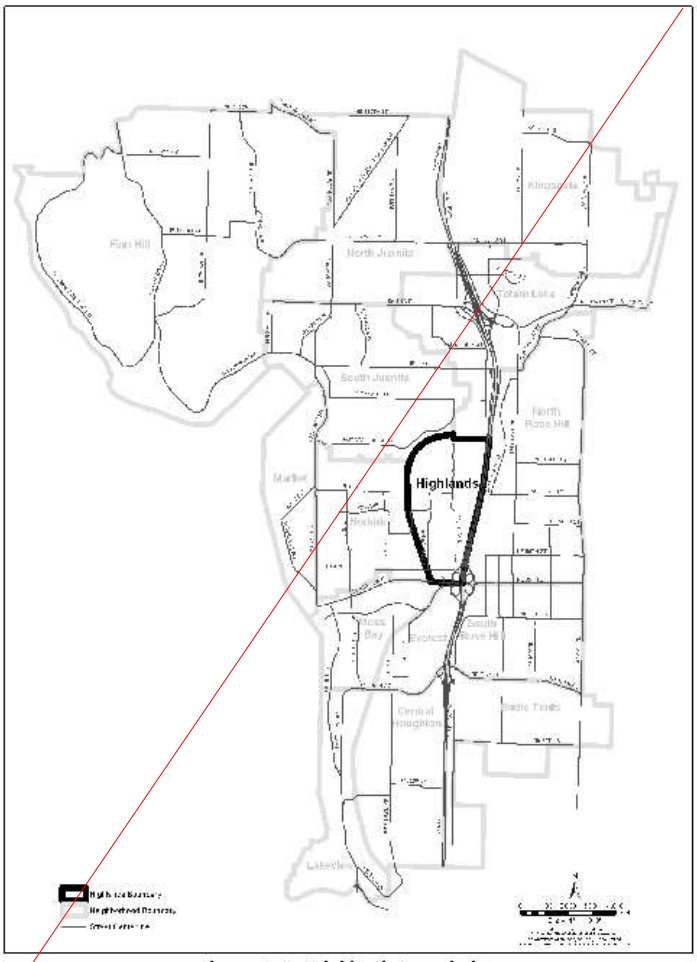

Figure H-1a: Highlands Boundaries

Attachment 1

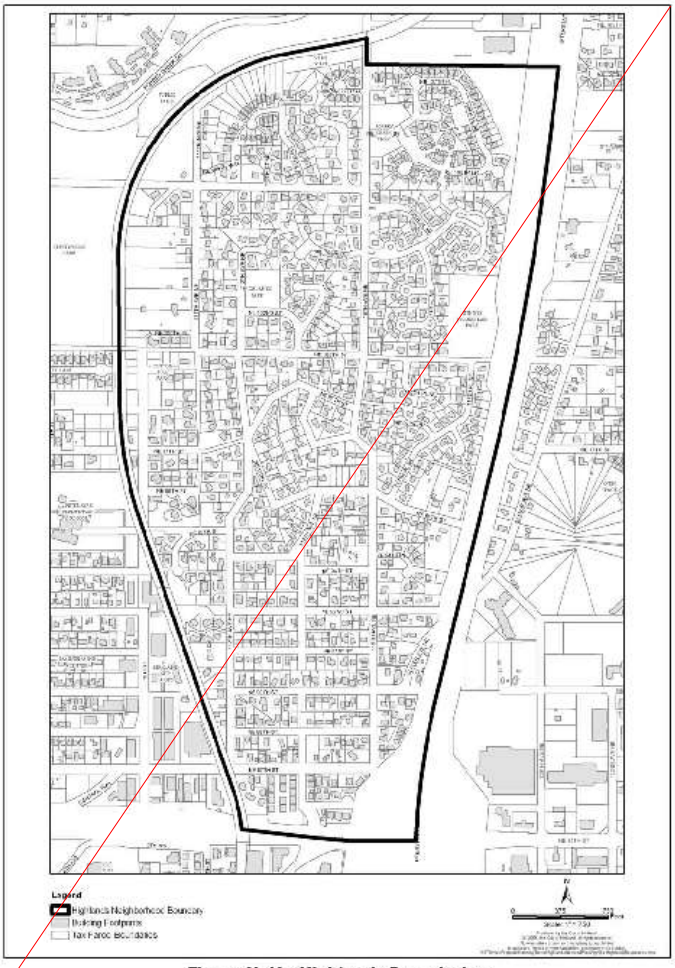

Figure H-1b: Highlands Boundaries

Homesteads

In the 1870s the area that has become the Highlands Neighborhood included portions of a number of homesteads, including the following: Carl Nelson, Martin Clarke, Dorr Forbes and John Hoctor (Source: "Our Foundering Fathers" by Arline Ely). These were located in the area south of NE 100th Street. The Spinney Homestead, for which the Park is named, extended south from the Juanita/Totem Lake area. The homesteads were generally engaged in logging and agriculture.

Boom Development Period – 1910 to 1930

A portion of the Highlands Neighborhood was included in the original 5,000-acre site of Peter Kirk's development company: Kirkland Land and Improvement Company. The original plat extended north to about NE 95th Street. The current Highlands street layout reflects the original platting from 1890. The original street names were: 112th – Fir Street; 114th – Cedar Street; 116th – Sheffield; and NE 100th Street – Victoria Street. The present NE 87th Street was originally called Piccadilly and was the road to the mill near Forbes Lake. These original street names are now included on the bottom of the current street signs. Installing these signs was a joint project of the City and the Kirkland Heritage Society.

When Burke and Farrar, two Seattle developers, bought the remaining parcels of Kirk's holdings in 1910, they replatted this area and extended the street system to the north. They also aggressively marketed lots in Kirkland. This was a "boom" time for Kirkland and the surrounding areas with the City's population increasing from 532 in 1910 to 1,714 in 1930.

Recollections of Life in the 1920s, 1930s and Beyond

An interview with Annabel Jensen in the July 2003 Kirkland Courier article provides a view of life in the neighborhood during the 1920s and 1930s. The article notes: "116th and 112th (Sheffield and Fir) were gravel roads then. There was no 405 – Slater Avenue and NE 90th went through to upper Rose Hill. NE 85th was called the Kirkland-Redmond Highway. All the houses were on big lots, with gardens and orchards, dirt driveways, wells and outhouses." She noted that all the kids worked during the summer picking raspberries and that it was a rare treat to go swimming in the lake. Marina Beach did not exist and "you had to push through the bushes to the water if you wanted to swim. Instead, everyone went to one of the resorts on Juanita Bay where there was 'a nice sandy beach, a two story clubhouse with a dance floor upstairs and an amusement park in the summer with Dodge 'Ems' (bumper cars)."

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Grange Hall, formerly Acker's store, was a neighborhood gathering place.

She noted that there were three grocery stores within a stone's throw of the south part of Highlands. Leatha's Store, also called the Rose Hill Grocery, was on the southeast corner of NE 90th Street and 116th Avenue NE. "It had a gas pump and one of the only telephones around – so everyone came to use it." You picked up the receiver and asked the operator to place your call. Across the street was Acker's store that later became the Grange Hall, and was used for meetings, dances and voting. (The building still stands in 2005.) On the corner of NE 90th Street and 124th Avenue NE (Virginia Street) was Belt's store and a community center where they had dances, fairs, weddings and all types of community activities.

Students went to Rose Hill Grade School, which was located on 122nd Avenue NE just south of the Presbyterian Church on NE 90th Street. At one point, the school burned down and was rebuilt. At its peak about 150 kids went there. After Mark Twain Elementary and Peter Kirk Elementary schools were built, Rose Hill Grade School was no longer used as a school and was eventually torn down in the early 1990s. After completing grade school, students attended Kirkland Junior High, and then went on to Kirkland High School, both of which were located at the present site of Heritage Park in downtown Kirkland. As for how they got to school: "They walked, of course!"

Annexation to Kirkland

The Highlands was annexed to Kirkland in stages, beginning with the period after World War II. A section of the neighborhood from NE 100th Street to NE 104th Street and from the railroad right-of-way (now known as the Cross Kirkland Corridor) to 116th Avenue NE was annexed on December 15, 1947. Additional small areas were annexed in 1963; however, the majority of the neighborhood was annexed in 1967 (on May 15, 1967, and August 21, 1967) when I-405 was nearing completion. This consolidated all of the property west of I-405 into the City of Kirkland.

Construction of I-405

The idea for a bypass road to serve the growing population on the Eastside of Lake Washington started with the construction of Interstate 90 in 1940 when the engineers put in a two-lane overpass at I-90, where this future I-405 would be built. The overpass sat unused for 14 years until construction began in the 1950s. In the initial plans, the only access points to Kirkland from I-405 were those at Houghton (NE 68th Street) and to Juanita at Totem Lake (NE 124th Street). Due to complaints from the community regarding the limited connections, the Central Way (NE 85th Street) interchange was added to the project. An overpass across I-405 at NE 100th Street to provide emergency access as well as pedestrian and bicycle access between the North Rose Hill and Highlands neighborhoods was completed in 2002.

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It has been reported that a number of homes that had been in the I-405 right-of-way were moved onto vacant lots in the Highlands Neighborhood. As far as is known, no comprehensive survey of those properties has been made.

Started in 1933, what would later come to be known as the Lee Johnson Chevrolet car dealership was originally located at the corner of Kirkland Avenue and Lake Street South. For a brief time, from 1964 to 1968, the dealership was located in the Highlands Neighborhood north of NE 85th Street to position itself near the existing two-lane highway that was replaced by I-405. That building was later moved and the current dealership was constructed in 1968 at the southeast corner of the Central Way/NE 85th Street I-405 interchange after the completion of the freeway.

Inventory of Historic Properties

In 1990, David Harvey conducted an initial survey of historic properties in the City of Kirkland. He identified four structures in the Highlands Neighborhood. In 1999 the City provided a grant to the Kirkland Heritage Society to conduct a professional inventory of properties that had initially been identified by the Society. One of the objectives of the 1999 inventory was to establish a ranking of the importance of the property. The 1999 inventory, done by Mimi Sheridan, identified 26 properties in the neighborhood and inventory forms were completed on 22 of them. Of these, five were assigned the highest priority – "Most Significant" – and six were assigned the second highest category of "Significant." It should be noted that the inventory is a means to identify the community's historic resources and that there is no regulatory impact on these properties.

Note: the Kirkland Heritage Society is the keeper of the 1999 inventory.

Goal H-1: Preserve features and locations that reflect the neighborhood's history and heritage.

Policy H-1.1:

Provide markers and interpretive information at historic sites.

Providing this information will enable future residents to have a link with the history of the area. See the Community Character Element of the Comprehensive Plan for historic resources goals and policies.

Note: Only required with development permit for properties identified on list in Community Character Element of the Plan. None in Highlands are on the list, so this is voluntary action paid for by the owner/developer of the property or sponsored by community groups or the City.

4. Natural Environment

Goal H-2: Protect and improve the water quality in the Forbes Creek and Moss Bay basins.

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Policy H-2.1:

Undertake measures identified in the Surface Water Master Plan to protect stream buffers and the ecological functions of streams, lakes, wetlands, and wildlife corridors and promote fish passage.

Note: The 2014 Surface Water Master Plan establishes priority capital projects and programs to protect and enhance water quality and habitat and reduce flooding.

The neighborhood is located within both the Moss Bay and Forbes Creek drainage basins (Figure H-2). Various small wetland areas and Moss Bay tributaries are located within the western portion of the neighborhood, and the main stem of Forbes Creek passes through the north end of Highlands. Together, these sensitive areas constitute a valuable natural drainage system that serves the drainage, water quality, wildlife and fish habitat, and open space needs of the neighborhood.

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Cutthroat trout use all of the Forbes Creek stream sections downstream of Interstate 405. The main tributary of Forbes Creek crosses beneath the freeway in a culvert from the North Rose Hill neighborhood to Highlands. Within Highlands, downstream from the freeway in the wooded ravine, Forbes Creek is described as a hidden gem. Though the streambed is impacted by occasional high volume stormwater flows that it is forced to carry, the ravine section is vegetated with a fairly mature mixed forest and represents an unexpected, secluded, and little-known quality native habitat surrounded by the intensive human land uses of freeway, industry (to the north) and residential housing.

It should be a priority of the City and neighborhood to initiate and support efforts to enhance the biological integrity of these basins, such as promoting maintenance of native vegetation within buffers and providing continuous fish passage from Lake Washington to Forbes Lake and vicinity.

Trees provide visual relief and promote the natural setting integral to neighborhood identity.

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Policy H-2.2:

Opportunities to improve the function and quality of stream segments adjacent to the Cross Kirkland Corridor within the Highlands section should be evaluated and considered during implementation of the Cross Kirkland Master Plan

Note: As funding becomes available, a Public Works capital project could be considered with the final CKC design.

The water quality and quantity characteristics in the Peter Kirk Elementary stream tributary of the Moss Bay Basin near the school appear to be decent although analysis has not been conducted. The quality of water in this stream contributes to the quality of water in Lake Washington. The feasibility of relocating the stream out of the Cross Kirkland Corridor ditches upstream of the school and moving it farther away from the railroad into a more natural channel with native vegetation and reintroduction of cutthroat trout into the stream are opportunities worth investigating.

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Policy H-2.3:

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Develop viewpoints and interpretive information where appropriate on property around streams and wetlands if protection of the natural features can be reasonably ensured.

Note: signs may be required as a condition of development permit approval for properties containing sensitive areas. Land use permit applications and building permits may be tracked on the City website.by neighborhood at Kirkland Interactive Mapping Portal - Maps.Kirklandwa.Gov. Also, search sensitive area (SAR) cases at https://permitsearch.mybuildingpermit.com/

Providing education about the locations, functions, and needs of sensitive areas will help protect these features from the negative impacts of development and could increase public appreciation and stewardship of these areas. When appropriate, the placement of interpretive information and viewpoints will be determined at time of development on private property or through public efforts on City-owned land.

Goal H-3: Preserve, protect, and properly manage the urban forest, which contributes to the forested nature of the Highlands Neighborhood.

Note: Adopted in 2006, the City has specific Zoning requirements regarding tree retention and removal. Outreach to educate tree companies about Kirkland requirements is on the urban forestry work program.

Policy H-3.1:

Enhance and protect the tree canopy.

As discussed in the Environment Element, it is important to increase this valued tree canopy; therefore, additional trees are desired and encouraged to be planted on private property, and within public parks and rights-of-way. The incremental removal of trees over time degrades the stability and function of tree groves. In order to maintain a city-wide tree canopy coverage of 40 percent, tree management regulations in the Kirkland Zoning Code require a minimum tree cover to be provided when new development occurs on private and City owned property.

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Policy H-3.2:

Encourage the preservation and proper management of trees adjoining I-405 and the Cross Kirkland Corridor (CKC).

These trees provide a buffer for neighboring development from the freeway and CKC impacts.

Note: WA State Dept of Transportation determines tree retention in the I-405 corridor, which they manage. The City can influence the outcome, but as the freeway is widened, there is less tree preservation flexibility.

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Goal H-4: Protect potentially hazardous areas, such as, landslide, erosion, and seismic areas, in accordance with geotechnical analysis.

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Note: A PUD is a type of development and process that is innovative or otherwise beneficial but does not strictly comply with zoning requirements. It is a voluntary option. Geotechnical analysis is required on high and moderate landslide areas to identify measures to reduce the risk of slope instability to protect life and property. Clustering is one technique that may be recommended by the analysis. To achieve clustering the development may need to modify zoning standards, and thus a PUD may be appropriate.

Policy H-4.1:

Encourage clustered development on slopes with high or moderate landslide or erosion hazards.

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Clustering development is encouraged on properties constrained by hazard areas identified in Figure H-3 in order to retain the natural topography and existing vegetation and to avoid damage to life and property. One way to accomplish clustering is through a Planned Unit Development, where retaining open space and the existing vegetation is a public benefit. On properties similarly constrained at the north end of Highlands, development was clustered to preserve the natural vegetation and minimize land surface modification.

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Goal H-5: Protect wildlife throughout the neighborhood.

Policy H-5.1:

Encourage creation of backyard sanctuaries for wildlife habitat in upland areas.

People in Highlands have opportunities to attract wildlife and improve habitat on their private property by providing food, water, shelter, and space for wildlife. The City, the State Department of Fish and Wildlife, and other organizations and agencies experienced in wildlife habitat restoration can provide assistance and help organize volunteer projects.

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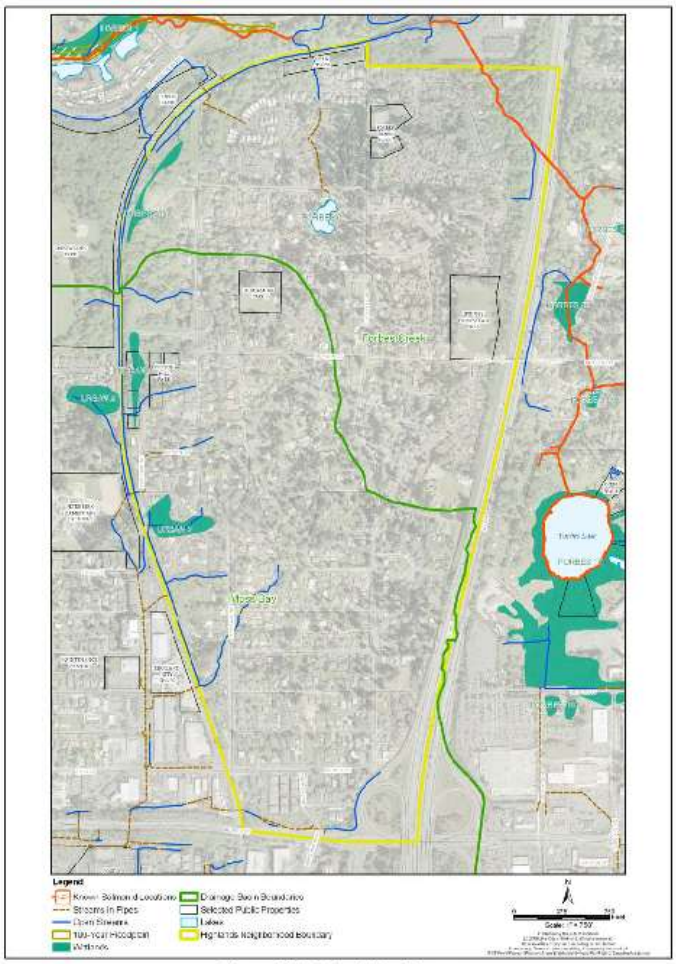

Figure H-2: Sensitive Areas

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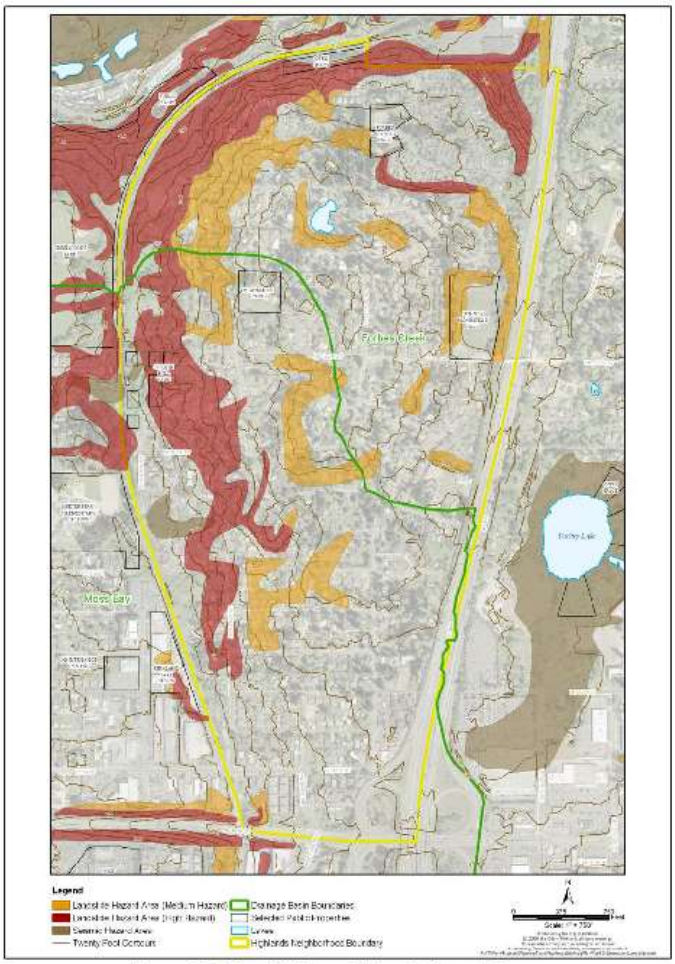

Figure H-3: Landslide and Seismic Hazard Areas

5. Land Use and Housing

Highlands is an established single-family residential neighborhood.

Highlands is a well-established neighborhood that has predominantly low-density (five to six dwelling units per acre) single-family residential development throughout the northern and central areas of the neighborhood, with a medium-density multifamily zone at the south end. The land use is residential or parks and open space, and there are no commercial areas or schools located within Highlands. (Figure H-4)

Figure H-4: Highlands Neighborhood Land Use

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Field Code Changed

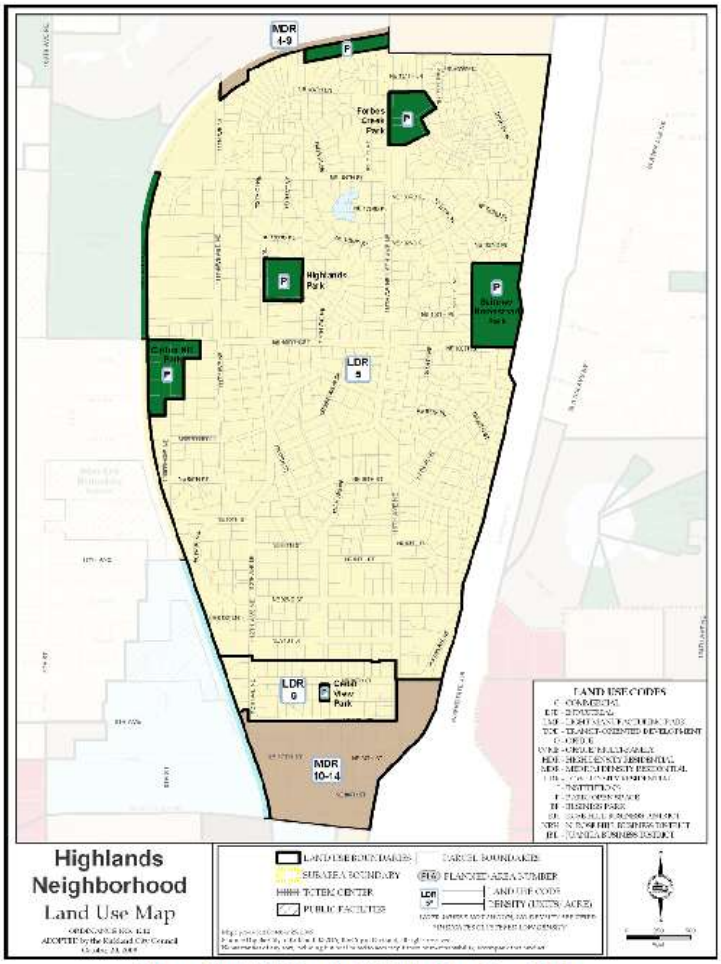

Figure H-4: Highlands Neighborhood Land Use

Goal H-6: Promote and retain the residential character of the neighborhood and encourage a variety of housing styles and types to serve a diverse population.

Note: Adopted in 2009, zoning requires that 10% of units in multi-family residential developments of 4 units or more are affordable to persons of low and moderate income.

Policy H-6.1:

Maintain the predominant detached single-family housing style in the Highlands Neighborhood.

The predominant housing style in the neighborhood is the traditional detached single-family home.

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Policy H-6.2:

Allow innovative residential development styles and techniques as permitted by Citywide regulations.

It is important to provide housing options for a wide spectrum of income levels and lifestyles. Rising housing prices and changing demographics throughout the City and region require strategies to promote alternative housing. Low impact development, cottage, compact single-family, attached, accessory dwelling units, and clustered dwellings are appropriate throughout the neighborhood consistent with City-wide subdivision and zoning regulations. These techniques can also allow for more environmentally sensitive site planning by concentrating development on the most buildable portion of a site while preserving natural drainage, vegetation, and other natural features. Building and site design should be compatible with the existing single-family character of the neighborhood.

Elimination System, Phase II Program (NPDES). LID techniques are intended to address surface water impacts on streams and wetlands and ultimately Lake Washington. LID is a major component of the current City of Kirkland NPDES permit, and development codes will be revised to include more robust LID requirements by 2017.

An example of a detached accessory dwelling unit.

Multifamily housing can provide the public with benefits of housing choice and affordability to Highlands residents.

Policy H-6.3:

Deleted: when specific public benefits are demonstrated

Deleted: Public benefits are increased protection of hazardous areas, affordable or lower cost housing, or housing choice. Clustering on landslide and erosion hazard areas is encouraged by Policy H-4.1.

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Encourage medium-density multifamily development as a transition between low-density residential areas in Highlands and more intensive land use development to the south of the neighborhood. …

The southern area of Highlands is currently zoned for multifamily at a density of 12 dwelling units per acre. The area has not been developed to its full capacity under this zoning, and has the potential to provide more multifamily units within this portion of the neighborhood.

6. TRANSPORTATION

TRANSIT

There is school bus transportation provided within the neighborhood to kindergarten children only. Metro transit provides service to high school students.

STREETS

Highlands has limited access. Within Highlands, the circulation pattern is a grid. Maintenance and enhancement of this system will promote neighborhood mobility and will provide for equitable distribution of traffic on neighborhood streets. The streets that compose this grid network consist of collectors and local streets; there are no minor or principal arterials within Highlands. Figure H-5 maps the Highlands street network. Street classifications are described in the Transportation Element and Kirkland Zoning Code.

There are three vehicular access points to the neighborhood that are all located within the southern portion of the neighborhood: 114th Avenue NE from NE 85th Street (access from south); NE 87th Street (access from west); and 12th Avenue/110th Avenue NE (access from west). The latter two cross the Cross Kirkland Corridor.

A fourth access point is an overpass bridge over Interstate 405 at NE 100th Street for emergency vehicles, bicycles, and pedestrians. This overpass links the Highlands neighborhood with the North Rose Hill neighborhood.

Note: throughout the Highlands Plan references to the Cross Kirkland Corridor replace the railroad.

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Deleted: The Highlands Neighborhood is served by Metro Transit

Deleted: Route 238 that travels east/west along NE 87th Street and north/south along 114th Avenue NE, providing service through two of the three access points of the neighborhood. Metro Route 238 also offers limited service to Highlands students attending Lake Washington High School. This route runs once in the morning and afternoon into the center of the neighborhood along 116th Avenue NE, NE 100th Street, and 112th Avenue NE.

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Deleted: *116th Ave NE, north of NE 87th Street, is*

Deleted: *unique as the only collector street that runs the*

Deleted: *entire length of the Highlands neighborhood*

Deleted: *from north to south. Extension of the sidewalk*

Deleted: *on the east side of 116th Ave NE, from NE*

Deleted: *100th Street south to NE 95th Street, is a funded*

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Note: Sidewalk improvement completed.

Goal H-7: Maintain limited vehicular access to and from the neighborhood.

Deleted: Neighborhood Collectors: Numerous streets within the grid network of Highlands serve as neighborhood collectors. These streets connect the neighborhood to the arterial system and provide primary access to adjacent uses. Design standards for these streets call for two traffic lanes, a parking lane, curb, gutter, sidewalk, and landscape strip. ¶
112th Avenue NE, north of NE 87th Street is a collector street up to NE 100th Street. It provides access to the western portion of Highlands. ¶
110th Avenue NE is one of the three access routes into Highlands, connecting west to 12th Avenue across the railroad right-of-way. ¶
NE 100th Street is a collector street between 112th and 116th Avenues NE. ¶
NE 97th Street is a collector street for two blocks, from 110th Avenue NE to 112th Avenue NE. ¶
NE 87th Street is a collector street that provides access into the neighborhood from the west across the railroad right-of-way. ¶
114th Avenue NE is a collector that is an access route into Highlands north from NE 85th Street.¶

Note: Current descriptions of the street system are eliminated, since standards are described in the Kirkland Zoning Code.

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Policy H-7.1:

Provide road improvements as needed on the three access routes into Highlands.

Goal H-8: Manage traffic impacts within the neighborhood to enhance neighborhood mobility and provide for more equitable distribution of traffic on neighborhood streets.

Note: Improvements to 114th Avenue NE are completed

Deleted: The Capital Improvement Plan for 2006-2011 identifies improvements to the intersection at NE 85th Street and 114th Avenue NE. These improvements include an increase of an additional left-turn lane so that there will be two left-turn lanes on southbound 114th Avenue NE to turn east onto NE 85th Street. There will continue to be one lane southbound on 114th Avenue NE for travel either straight or turning right. The intersection will also receive any needed improvements, such as sidewalks and walls, to accommodate the increased roadway width. ¶
At present eastbound traffic on NE 85th Street turns left at 114th Avenue NE to enter Highlands. Current traffic volumes turning left into Highlands do not warrant at this time a left-turn phase; however, this could be considered in the future if needed.¶

Policy H-8.1:

Monitor existing traffic calming measures and provide additional measures as needed.

The southern region of Highlands receives more traffic volumes due to the southern location of the three neighborhood access points. Current traffic calming measures within the neighborhood include speed cushions. Additional measures should be developed as needed in cooperation with the Fire Department to accommodate emergency response needs and times.

Policy H-8.2:

Explore the possible extension of NE 104th Street (Figure H-6) as infill development occurs in this area.

An anticipated extension could be considered with future infill to provide better mobility through this portion of the neighborhood. Since sensitive area features are located nearby, the exact location will be determined at time of development during the permit process, when feasibility can be evaluated. If a vehicle extension is not required or is not feasible, pedestrian and bicycle connection still should be pursued.

Goal H-9: Avoid development of unimproved rights-of-way impacted by sensitive areas.

Policy H-9.1:

Maintain 110th Avenue NE, north of the existing street at NE 98th Street as an unimproved right-of-way.

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This unimproved right-of-way is impacted by sensitive areas and runs through Cotton Hill Park and should remain in its natural condition.

PEDESTRIAN/BICYCLE CIRCULATION

The existing Active Transportation Plan (ATP) maps most of the planned bicycle and pedestrian infrastructure planned for a 10-year horizon. Those projects mapped in the Highlands NE neighborhood

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plan not shown in the ATP will be added during periodic updates to the ATP. Figures H-7 and H-8 show the existing and desired potential bicycle and pedestrian infrastructure in the Highlands neighborhood.

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100th Street Emergency/Nonmotorized Overpass

City policy requires that all through streets have pedestrian improvements. Generally, these improvements include sidewalks, curbs, and landscape strips. As new development occurs, pedestrian improvements are usually installed by the developer. In developed areas, the City should identify areas of need and install sidewalks through the capital improvement budget process. Pedestrian and bicycle infrastructure and access are important within this neighborhood, particularly to youth, due to limited transit and school bus routes. The proposed pedestrian improvements (Figure H-8) include those streets identified as school walk routes.

Bicycles are permitted on all City streets. Those routes identified for proposed bicycle improvements are shown on Figure H-7. Improvements may include a shared roadway, a designated bike lane with a painted line, or a shared use path for bicycle and pedestrian use.

Goal H-10: Encourage mobility and the use of nonmotorized transportation by providing appropriate facilities for pedestrians and bicyclists throughout the Highlands neighborhood and between neighborhoods.

Note: City is working on map to show public trail easements on private property.

Policy H-10.1:

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Enhance and maintain pedestrian and bicycle infrastructure within the Highlands neighborhood, especially on routes to schools and activity nodes.

Note: City prioritizes funding for non-motorized projects based upon: safety concerns, school walk routes, CKC connection, cost, grant $ availability, if already sidewalk on one side of street, near transit routes, public comment, & 10-minute neighborhood.

The following streets should be improved with sidewalks, curbs, gutters, landscape strips, and bicycle improvements along their entire length:

116th Avenue NE serves as an important north-south spine through the length of the neighborhood with direct access to Forbes Creek Park and access only two blocks off this route to three neighborhood parks: Highlands Park, Spinney Homestead Park, and Cedar View Park. It also connects with two access routes from the west and south into the neighborhood. A sidewalk is completed along most of the east side of the street. An asphalt walkway provides a temporary sidewalk on two southern portions.

NE 100th Street serves as an east/west link between Redmond and the waterfront in Kirkland. At Interstate 405, there is the NE 100th Street overpass, which provides emergency vehicle access and a pedestrian and bicycle route to link the Highlands and North Rose Hill neighborhoods. It serves as an important connection between the two north-south collectors of 116th Avenue NE and 112th Avenue NE and is used by students as a route to Kirkland Junior High School. A sidewalk is completed on the south side of the street.

Deleted: is designated as a Priority One route in the Active Transportation Plan and

NE 97th Street is a designated school walk route to Peter Kirk Elementary, and sidewalks are needed on both sides to improve passage for children. A sidewalk exists on the south side of the street between 110th Avenue NE and 112th Avenue NE.

NE 87th Street Provides access into Highlands at the railroad tracks, and connects with a second neighborhood access point at NE 114th Street. It also serves as an important connection between the two north-south collectors of 116th Avenue NE and 112th Avenue NE. As a route with high volume of vehicular traffic, it is important that the bicycle and pedestrian infrastructure be improved to meet the need for nonmotorized access into the neighborhood. Between 112th and 116th Avenue NE sidewalks are located along both sides of NE 87th Street, except a portion east of 114th Avenue NE, where it is only along the north side of the street. 112th Avenue NE should be improved with sidewalks, curbs, gutters, landscape strips, and bicycle improvements between NE 87th and NE 100th Street. This collector street runs north-south in the western part of Highlands, and is a designated school walk route, with access off this route to Peter Kirk Elementary. Except for a section between 87th Street and NE 90th Street, a sidewalk has been completed along the west side of 112th Avenue NE to 100th Street.

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Policy H-10.2:

Promote greater pedestrian and bicycle connection between the Highlands and North Rose Hill and South Juanita neighborhoods.

Provide a nonmotorized connection across Interstate 405 at NE 90th Street as outlined in the Active Transportation Plan. Given the limited access points into Highlands, it is important to increase the neighborhood's connectivity with adjacent neighborhoods. A second overpass across Interstate 405 would help achieve greater connectivity to the North Rose Hill neighborhood.

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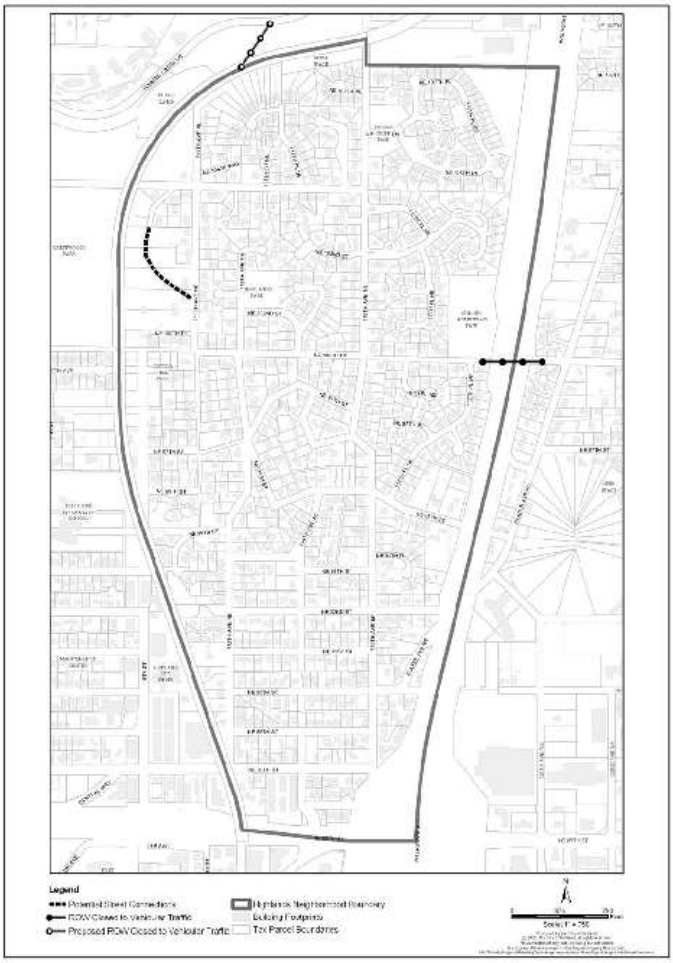

Figure H-6: Highlands Street Connections

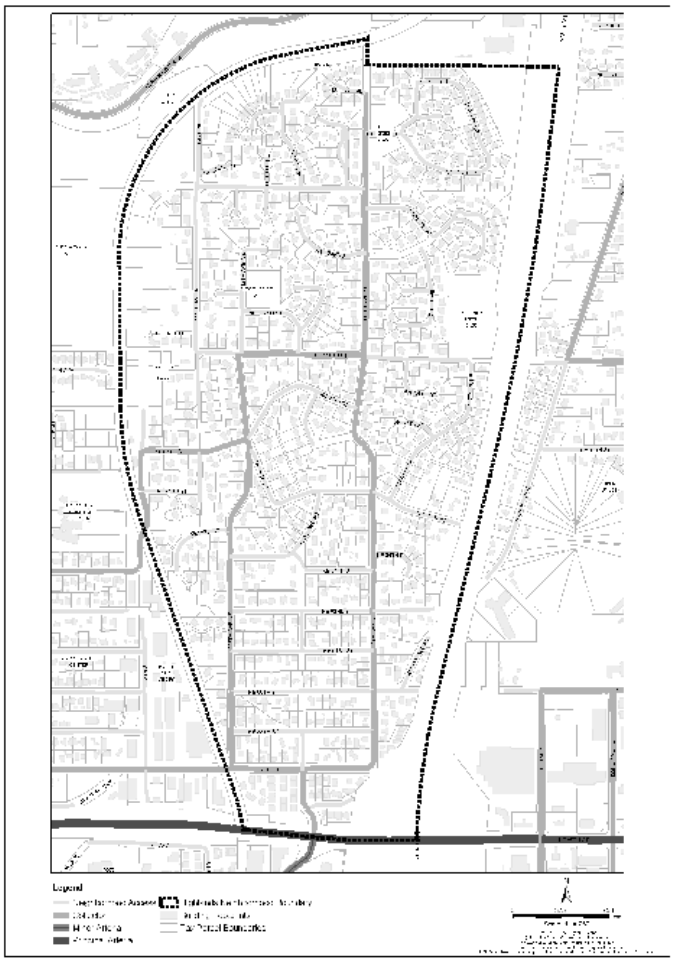

Figure H-5: Highlands Street Classifications

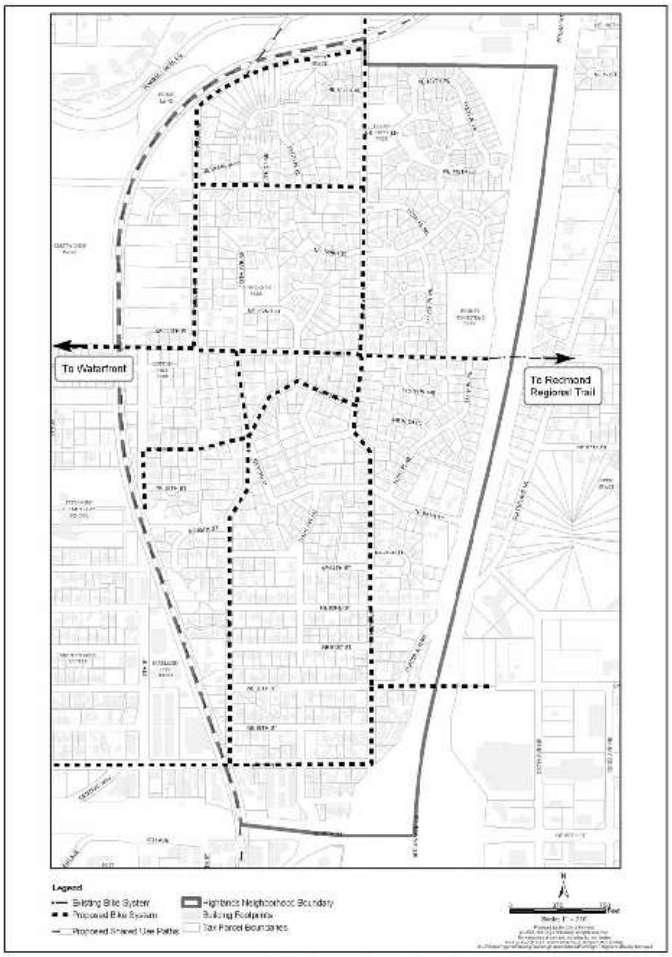

Figure H-7: Highlands Bicycle System

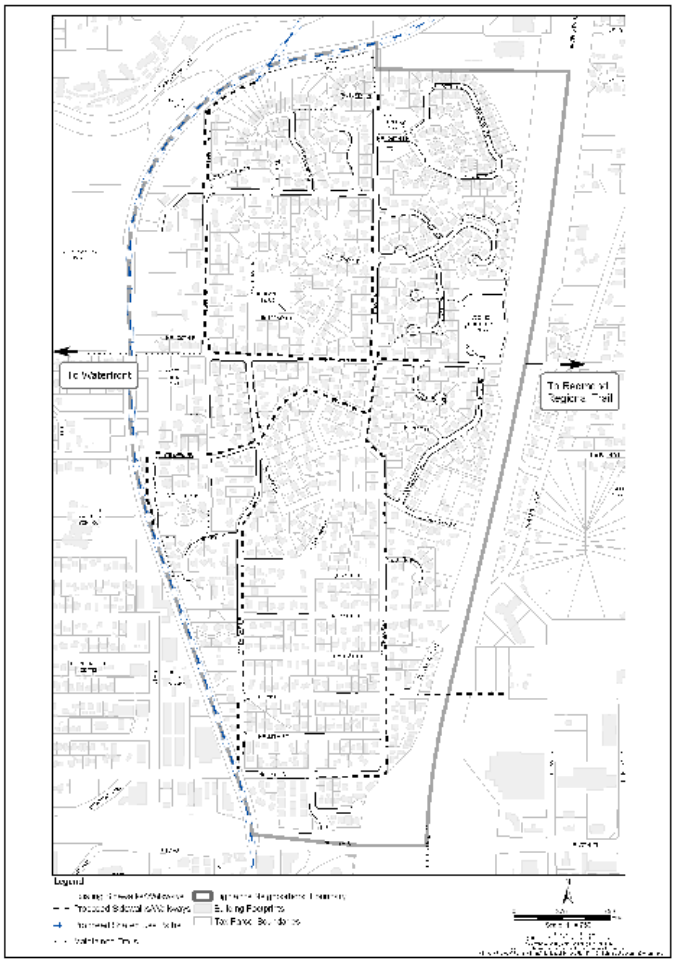

Figure H-8: Highlands Pedestrian System

The existing Emergency and Nonmotorized Overpass at NE 100th Street provides a connection between Highlands and the North Rose Hill neighborhood.

Explore the possibility of an emergency access route with pedestrian and bicycle access to Forbes Creek Drive at the northern border of Highlands (Figure H-6). The City should consider an emergency only access route at the northern border of Highlands to improve emergency vehicle response time and connectivity for pedestrians and bicyclists.

Note: The Fire Department continues to identify an emergency only route between Highlands and South Juanita as a high priority potential project in 2012 Strategic Plan and 2014 Standards of Coverage and Deployment Plan. Also see Policy H-12.1.

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Policy H-10.3:

Develop off-street trails for recreational use to promote greater connectivity within Highlands and to adjacent neighborhoods and areas.

Develop the Cross Kirkland Corridor (CKC) as proposed in the Cross Kirkland Corridor Master Plan. The Corridor is part of a larger bicycle and pedestrian trail network to link neighborhoods within Kirkland and to other cities.

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With development, redevelopment or platting, public pedestrian and bicycle access easements should be provided for properties adjacent to the CKC consistent with the CKC Master Plan and the Parks, Recreation and Open Space (PROS) Plan.

Note: added to be consistent with Cross Kirkland CKC and PROS Plans.

Expand the existing off-street trail network as opportunities arise with infill development because nonmotorized connections within Highlands and to adjacent areas are important to residents.

7. Open Space/Parks

Within Highlands, there are a number of park and open space opportunities dispersed throughout the neighborhood. These parks and open spaces offer the benefits of passive and active recreation and serve a vital role in protecting sensitive and natural areas. They are briefly described below and shown in Figure H-9.

Forbes Creek Park is a two-acre neighborhood park that was created as part of a Planned Unit Development and is located on 116th Avenue NE and NE 106th Lane. It was deeded to the City in 1981. It offers

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opportunities for active recreation through two unlighted tennis courts, one outdoor basketball court, and a children's playground. There are also open lawn areas and pedestrian paths.

Cotton Hill Park is a two-acre parcel located at the end of 110th Avenue NE at approximately NE 98th Street. It is within a sensitive area containing deciduous and evergreen trees and wetlands. The park features trails and environmental interpretive signs.

Highlands Park is a 1.4-acre park which offers striking views of Lake Washington and the Olympic mountains. The park includes an open space lawn area, picnic tables, a children's playground, basketball court, and a playfield with backstop.

Spinney Homestead Park is a seven-acre park located at NE 100th Street, just west of Interstate 405. The park includes a large open lawn area used for organized practice by youth sports teams and for informal recreation activities by residents. The park also has a children's playground, paved loop, trail and small parking lot. The pedestrian and bicycle overpass across Interstate 405 at NE 100th Street connects Highlands with the North Rose Hill neighborhood and provides access to Spinney Homestead Park by those residents.

Cedar View Park is a small neighborhood park of 0.17 acres located at 11401 NE 90th Street. It consists of a small picnic area and playground equipment.

A 1.53-acre public open space tract owned jointly by the homeowners within the Highland Creste development is located adjacent to the Cross Kirkland Corridor (CKC) at the northern boundary of the neighborhood. Trail access along 116th Avenue NE to the residential area to the south adjoins this parcel. The open space has the potential to support and enhance future development of the CKC.

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Goal H-11: Seek opportunities to improve existing parks and open space in the neighborhood.

Policy H-11.1:

Explore the possibility of a neighborhood-gathering place.

At present, there are no community buildings or schools within Highlands and, therefore, no community meeting places. Instead, Peter Kirk Elementary school serves this purpose. It is encouraged that the open spaces and parks within Highlands be explored as a possible and suitable location for a neighborhood-gathering place (e.g., picnic shelter).

Policy H-11.2:

Enhance parks facilities within Highlands neighborhood.

Explore improving drainage at Spinney Homestead Park, adding more play structures at Cedar View Park, and improving the facility at Highlands Park to benefit neighborhood residents. See the Park, Recreation and Open Space (PROS) Plan for further details.

Note: neighborhood gathering place (i.e. picnic shelter) will be considered as part of upgrades to Spinney Homestead Park depending on community priorities and budget in 2014/2015 CIP.

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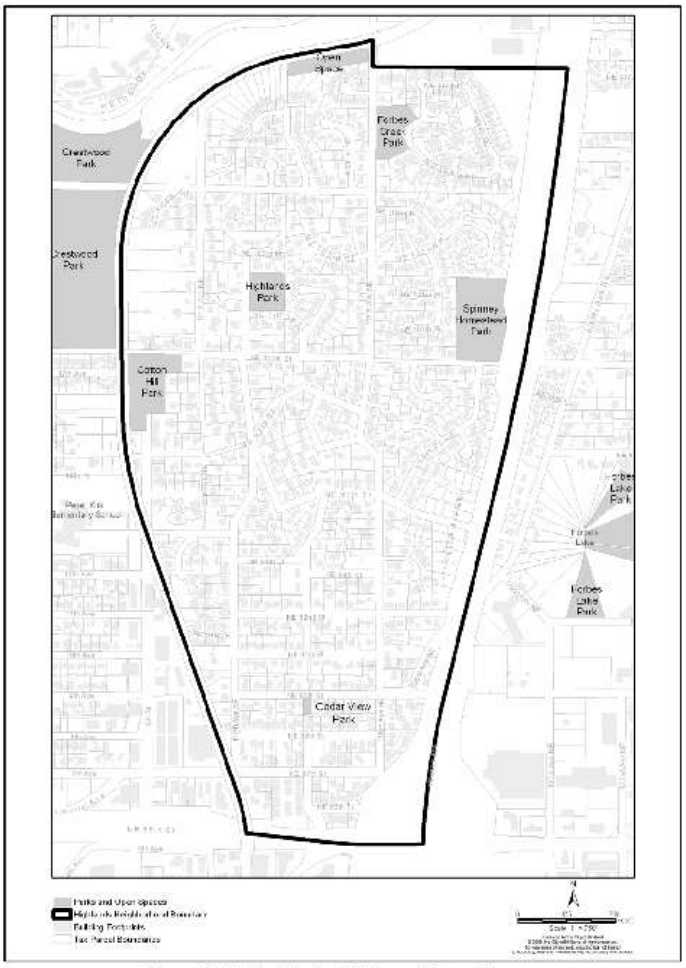

Figure H-9: Highlands Parks and Open Spaces

8. Public Services/Facilities

Goal H-12: Provide enhanced emergency service to the northern region of the Highlands neighborhood.

Policy H-12.1:

Provide enhanced emergency service (fire and police) through possible access across the Cross Kirkland Corridor at 111th Avenue NE to improve response time.

Note: this project is on the 20-year transportation project list as an unfunded non-motorized project. State law requires two fire response teams.

Fire Station 21, located at the corner of Forbes Creek Drive and 98th Avenue NE, serves the northern region of Highlands. Responders must travel south to 7th Avenue or NE 85th Street to enter the neighborhood and then travel back north. Since state law requires two fire response teams on site before entering the building for firefighting, the first team to respond must await the arrival of a second engine. An emergency only access to Forbes Drive (similar to the emergency-only activated access at NE 100th Street and at 98th Avenue NE) would save approximately three to five minutes in response time from Station 21 to the northern area of Highlands. An emergency access to the north would also allow another way for emergency crews to exit the neighborhood to respond to other calls. Emergency response vehicles currently utilize the NE 100th Street in this manner. The reduced response times would also affect those calls in the neighborhood for emergency medical response saving three to five minutes on medical calls, such as heart attacks and strokes.

Pedestrians and bikes could utilize an emergency route (see Policy H-7.1). While emergency access is supported by the neighborhood, general vehicular access is not.

Addition or alteration of access to Highlands through this area would cross Forbes Creek. Any work should be coordinated with planned habitat restoration projects detailed in the City's Surface Water Master Plan.

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Goal H-13: Ensure that water and sewer service is provided to new development. ...

9. Urban Design

Note: Requirements for sewer not specific to Highlands and already in Utility Element. Delete to eliminate redundancy.

Goal H-14: Preserve public view corridors from the neighborhood, especially those facing west to Lake Washington and the Olympic mountains.

Policy H-14.1:

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The street system provides Kirkland neighborhoods with a number of local and regional views.

Note: Undergrounding of utilities occurs with development – per Kirkland Zoning Code .

Preserve the views of Lake Washington and the Olympic mountains from NE 104th Street, 112th Avenue NE, and 116th Avenue NE. (Figure H-10)

View corridors that lie within the public domain are valuable for the beauty, sense of orientation, and identity that they impart to neighborhoods. The Highlands public view corridors are to be preserved and enhanced for the enjoyment of current and future residents. One means of this may be the undergrounding of utilities.

The street system provides Kirkland neighborhoods with a number of local and regional views.

Goal H-15: Provide streetscape, gateway and public art improvements in the neighborhood that contribute to enhanced visual quality and a sense of neighborhood identity.

Policy H-15.1:

Use public and private efforts to establish and improve gateway features at the locations identified in Figure H-10.

Improvements, such as landscaping, signs, public art, structures, or other features, could be included at neighborhood gateways to provide a sense of neighborhood identity. Three neighborhood association kiosks, located near the entrance points to the neighborhood at 116th Avenue NE, 112th Avenue NE, and 110th Avenue NE, may also benefit from additional landscaping.

Policy H-15.2:

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Provide streetscape enhancement of pedestrian lighting and landscaping along NE 87th Street between the railroad right-of way and 116th Avenue NE.

An important entrance to Highlands is along NE 87th Street. It can offer greater neighborhood identity and an improved pedestrian environment through streetscape improvements.

Goal H-16: Promote high-quality residential design by establishing building and site design standards that apply to new multi-family residential development.

Note: there currently are no multi-family design standards outside of business districts. Since 1999, single family zoning regulations address the building mass in relation to the lot size (i.e.FAR regulations).

Policy H-16.1:

Establish building and site design standards that apply to all new, expanded, or remodeled multifamily buildings consistent with City-wide policies.

Building design standards should address building scale, mass, materials, and entries; service areas; roof treatments; pedestrian-oriented frontage; and relationship to adjacent land uses.

Site design standards should address building placement on the site; site access and on-site circulation by vehicles and pedestrians; site lighting; landscaping, including that for parking lots; signs; preservation of existing vegetation; and buffers between multifamily developments and single-family housing.

Note: Revise Highlands Urban Design Features and Assets Map revisions to change BNSF railroad to Cross Kirkland Corridor.

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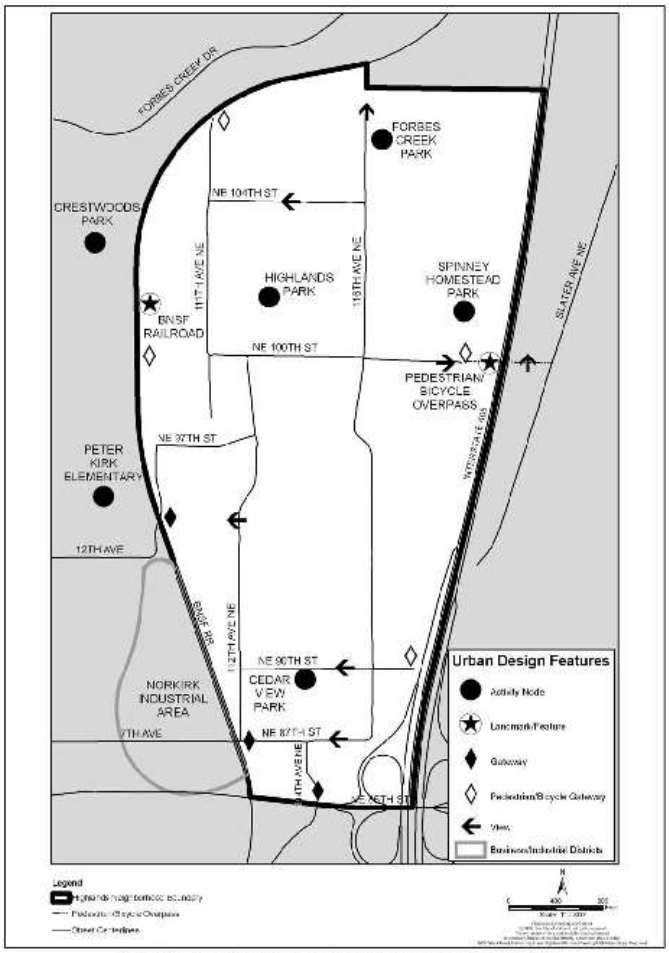

Figure H-10: Neighborhood Character/Urban Design

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1. Highlands Overview

The Highlands Neighborhood is the area that lies north of NE 85th Street and is bounded by Interstate 405 to the east and the Cross Kirkland Corridor to the north and west. (See Figure H-4.)

The majority of the area is developed with low-density residential use, with the southern portion of the neighborhood designated for medium-density residential. There are no commercial zones located within the neighborhood, although there are several nearby, including Norkirk Industrial area to the southwest, NE 85th Street Subarea to the east, Totem Lake to the north, and downtown.

The last major update to the Highlands Neighborhood Plan occurred in 2005, adopted by Ordinance 4024.

2. Vision Statement

The Highlands Neighborhood is an ideal residential neighborhood close to the downtown that values its quality of life and limited vehicular access. As infill of the neighborhood occurs, its primary focus as a single-family neighborhood with areas of multifamily development continues. A variety of housing types and styles provide for a changing and diverse population, responding to the needs of young families and allowing people to continue living here long after children leave home. Medium-density multi-family housing in the southern portion of the neighborhood, adjoining the freeway interchange reinforces the image of the neighborhood as a place that welcomes diversity.

The natural setting of the neighborhood with its valued tree canopy is protected and enhanced. Neighborhood parks are within walking distance and offer active and passive recreation opportunities. An extensive system of pedestrian and bike routes connect the parks.

Since there are no schools or commercial developments in the Highlands Neighborhood, residents rely on nearby shopping areas and institutions outside the neighborhood. The street network provides safe circulation for people and cars. Ample sidewalks promote pedestrian mobility between schools and activity centers. The pedestrian and bike connections within the neighborhood offer non-vehicular choices to commuters. These community connections strengthen the social fabric of the neighborhood.

From the crest of the western and northern sloping hillsides, territorial views of the Norkirk and South Juanita Neighborhoods, Lake Washington, and the Olympic Mountains beyond are enjoyed.

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3. Historic Context

In order to envision the early history of the Highlands Neighborhood you must consider life without Interstate 405, which was built in the late 1950s and 1960s and created a new eastern boundary for the neighborhood. Prior to I-405, Highlands was connected to and functioned as part of what was then known as Rose Hill.

Homesteads

In the 1870s the area that has become the Highlands Neighborhood included portions of a number of homesteads, including the following: Carl Nelson, Martin Clarke, Dorr Forbes and John Hoctor (Source: "Our Foundering Fathers" by Arline Ely). These were located in the area south of NE 100th Street. The Spinney Homestead, for which the Park is named, extended south from the Juanita/Totem Lake area. The homesteads were generally engaged in logging and agriculture.

Boom Development Period – 1910 to 1930

A portion of the Highlands Neighborhood was included in the original 5,000-acre site of Peter Kirk's development company: Kirkland Land and Improvement Company. The original plat extended north to about NE 95th Street. The current Highlands street layout reflects the original platting from 1890. The original street names were: 112th – Fir Street; 114th – Cedar Street; 116th – Sheffield; and NE 100th Street – Victoria Street. The present NE 87th Street was originally called Piccadilly and was the road to the mill near Forbes Lake. These original street names are now included on the bottom of the current street signs. Installing these signs was a joint project of the City and the Kirkland Heritage Society.

When Burke and Farrar, two Seattle developers, bought the remaining parcels of Kirk's holdings in 1910, they replatted this area and extended the street system to the north. They also aggressively marketed lots in Kirkland. This was a "boom" time for Kirkland and the surrounding areas with the City's population increasing from 532 in 1910 to 1,714 in 1930.

Recollections of Life in the 1920s, 1930s and Beyond

An interview with Annabel Jensen in the July 2003 Kirkland Courier article provides a view of life in the neighborhood during the 1920s and 1930s. The article notes: "116th and 112th (Sheffield and Fir) were gravel roads then. There was no 405 – Slater Avenue and NE 90th went through to upper Rose Hill. NE 85th was called the Kirkland-Redmond Highway. All the houses were on big lots, with gardens and orchards, dirt driveways, wells and outhouses." She noted that all the kids worked during the summer picking raspberries and that it was a rare treat to go swimming in the lake. Marina Beach did not exist and "you had to push through the bushes to the water if you wanted to swim. Instead, everyone went to one of the resorts on Juanita Bay where there was 'a nice sandy beach, a two story clubhouse with a dance floor upstairs and an amusement park in the summer with Dodge 'Ems' (bumper cars)."

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Grange Hall, formerly Acker's store, was a neighborhood gathering place.

She noted that there were three grocery stores within a stone's throw of the south part of Highlands. Leatha's Store, also called the Rose Hill Grocery, was on the southeast corner of NE 90th Street and 116th Avenue NE. "It had a gas pump and one of the only telephones around – so everyone came to use it." You picked up the receiver and asked the operator to place your call. Across the street was Acker's store that later became the Grange Hall, and was used for meetings, dances and voting. (The building still stands in 2005.) On the corner of NE 90th Street and 124th Avenue NE (Virginia Street) was Belt's store and a community center where they had dances, fairs, weddings and all types of community activities.

Students went to Rose Hill Grade School, which was located on 122nd Avenue NE just south of the Presbyterian Church on NE 90th Street. At one point, the school burned down and was rebuilt. At its peak about 150 kids went there. After Mark Twain Elementary and Peter Kirk Elementary schools were built, Rose Hill Grade School was no longer used as a school and was eventually torn down in the early 1990s. After completing grade school, students attended Kirkland Junior High, and then went on to Kirkland High School, both of which were located at the present site of Heritage Park in downtown Kirkland. As for how they got to school: "They walked, of course!"

Annexation to Kirkland

The Highlands was annexed to Kirkland in stages, beginning with the period after World War II. A section of the neighborhood from NE 100th Street to NE 104th Street and from the railroad right-of-way (now known as the Cross Kirkland Corridor) to 116th Avenue NE was annexed on December 15, 1947. Additional small areas were annexed in 1963; however, the majority of the neighborhood was annexed in 1967 (on May 15, 1967, and August 21, 1967) when I-405 was nearing completion. This consolidated all of the property west of I-405 into the City of Kirkland.

Construction of I-405

The idea for a bypass road to serve the growing population on the Eastside of Lake Washington started with the construction of Interstate 90 in 1940 when the engineers put in a two-lane overpass at I-90, where this future I-405 would be built. The overpass sat unused for 14 years until construction began in the 1950s. In the initial plans, the only access points to Kirkland from I-405 were those at Houghton (NE 68th Street) and to Juanita at Totem Lake (NE 124th Street). Due to complaints from the community regarding the limited connections, the Central Way (NE 85th Street) interchange was added to the project. An overpass across I-405 at NE 100th Street to provide emergency access as well as pedestrian and bicycle access between the North Rose Hill and Highlands neighborhoods was completed in 2002.

It has been reported that a number of homes that had been in the I-405 right-of-way were moved onto vacant lots in the Highlands Neighborhood. As far as is known, no comprehensive survey of those properties has been made.

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Started in 1933, what would later come to be known as the Lee Johnson Chevrolet car dealership was originally located at the corner of Kirkland Avenue and Lake Street South. For a brief time, from 1964 to 1968, the dealership was located in the Highlands Neighborhood north of NE 85th Street to position itself near the existing two-lane highway that was replaced by I-405. That building was later moved and the current dealership was constructed in 1968 at the southeast corner of the Central Way/NE 85th Street I-405 interchange after the completion of the freeway.

Inventory of Historic Properties

In 1990, David Harvey conducted an initial survey of historic properties in the City of Kirkland. He identified four structures in the Highlands Neighborhood. In 1999 the City provided a grant to the Kirkland Heritage Society to conduct a professional inventory of properties that had initially been identified by the Society. One of the objectives of the 1999 inventory was to establish a ranking of the importance of the property. The 1999 inventory, done by Mimi Sheridan, identified 26 properties in the neighborhood and inventory forms were completed on 22 of them. Of these, five were assigned the highest priority – "Most Significant" – and six were assigned the second highest category of "Significant." It should be noted that the inventory is a means to identify the community's historic resources and that there is no regulatory impact on these properties.

Goal H-1: Preserve features and locations that reflect the neighborhood's history and heritage.

Policy H-1.1:

Provide markers and interpretive information at historic sites.

Providing this information will enable future residents to have a link with the history of the area. See the Community Character Element of the Comprehensive Plan for historic resources goals and policies.

4. Natural Environment

Goal H-2: Protect and improve the water quality in the Forbes Creek and Moss Bay basins.

Policy H-2.1:

Undertake measures identified in the Surface Water Master Plan to protect stream buffers and the ecological functions of streams, lakes, wetlands, and wildlife corridors and promote fish passage.

The neighborhood is located within both the Moss Bay and Forbes Creek drainage basins (Figure H-2). Various small wetland areas and Moss Bay tributaries are located within the western portion of the neighborhood, and the

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main stem of Forbes Creek passes through the north end of Highlands. Together, these sensitive areas constitute a valuable natural drainage system that serves the drainage, water quality, wildlife and fish habitat, and open space needs of the neighborhood.

Cutthroat trout use all of the Forbes Creek stream sections downstream of Interstate 405. The main tributary of Forbes Creek crosses beneath the freeway in a culvert from the North Rose Hill neighborhood to Highlands. Within Highlands, downstream from the freeway in the wooded ravine, Forbes Creek is described as a hidden gem. Though the streambed is impacted by occasional high volume stormwater flows that it is forced to carry, the ravine section is vegetated with a fairly mature mixed forest and represents an unexpected, secluded, and little-known quality native habitat surrounded by the intensive human land uses of freeway, industry (to the north) and residential housing.

It should be a priority of the City and neighborhood to initiate and support efforts to enhance the biological integrity of these basins, such as promoting maintenance of native vegetation within buffers and providing continuous fish passage from Lake Washington to Forbes Lake and vicinity.

Trees provide visual relief and promote the natural setting integral to neighborhood identity.

Policy H-2.2:

Opportunities to improve the function and quality of stream segments adjacent to the Cross Kirkland Corridor within the Highlands section should be evaluated and considered during implementation of the Cross Kirkland Master Plan

The water quality and quantity characteristics in the Peter Kirk Elementary stream tributary of the Moss Bay Basin near the school appear to be decent although analysis has not been conducted. The quality of water in this stream contributes to the quality of water in Lake Washington. The feasibility of relocating the stream out of the Cross Kirkland Corridor ditches upstream of the school and moving it farther away from the railroad into a more natural channel with native vegetation and reintroduction of cutthroat trout into the stream are opportunities worth investigating.

Policy H-2.3:

Develop viewpoints and interpretive information where appropriate on property around streams and wetlands if protection of the natural features can be reasonably ensured.

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Providing education about the locations, functions, and needs of sensitive areas will help protect these features from the negative impacts of development and could increase public appreciation and stewardship of these areas. When appropriate, the placement of interpretive information and viewpoints will be determined at time of development on private property or through public efforts on City-owned land.

Goal H-3: Preserve, protect, and properly manage the urban forest, which contributes to the forested nature of the Highlands Neighborhood.

Policy H-3.1:

Enhance and protect the tree canopy.

As discussed in the Environment Element, it is important to increase this valued tree canopy; therefore, additional trees are desired and encouraged to be planted on private property, and within public parks and rights-of-way. The incremental removal of trees over time degrades the stability and function of tree groves. In order to maintain a city-wide tree canopy coverage of 40 percent, tree management regulations in the Kirkland Zoning Code require a minimum tree cover to be provided when new development occurs on private and City owned property.

Policy H-3.2:

Encourage the preservation and proper management of trees adjoining I-405 and the Cross Kirkland Corridor (CKC).

These trees provide a buffer for neighboring development from the freeway and CKC impacts.

Goal H-4: Protect potentially hazardous areas, such as, landslide, erosion, and seismic areas, in accordance with geotechnical analysis.

Policy H-4.1:

Encourage clustered development on slopes with high or moderate landslide or erosion hazards.

Clustering development is encouraged on properties constrained by hazard areas identified in Figure H-3 in order to retain the natural topography and existing vegetation and to avoid damage to life and property. One way to accomplish clustering is through a Planned Unit Development, where retaining open space and the existing vegetation is a public benefit. On properties similarly constrained at the north end of Highlands, development was clustered to preserve the natural vegetation and minimize land surface modification.

Goal H-5: Protect wildlife throughout the neighborhood.

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Policy H-5.1:

Encourage creation of backyard sanctuaries for wildlife habitat in upland areas.

People in Highlands have opportunities to attract wildlife and improve habitat on their private property by providing food, water, shelter, and space for wildlife. The City, the State Department of Fish and Wildlife, and other organizations and agencies experienced in wildlife habitat restoration can provide assistance and help organize volunteer projects.

(UPDATE THE FOLLOWING TWO MAPS:)

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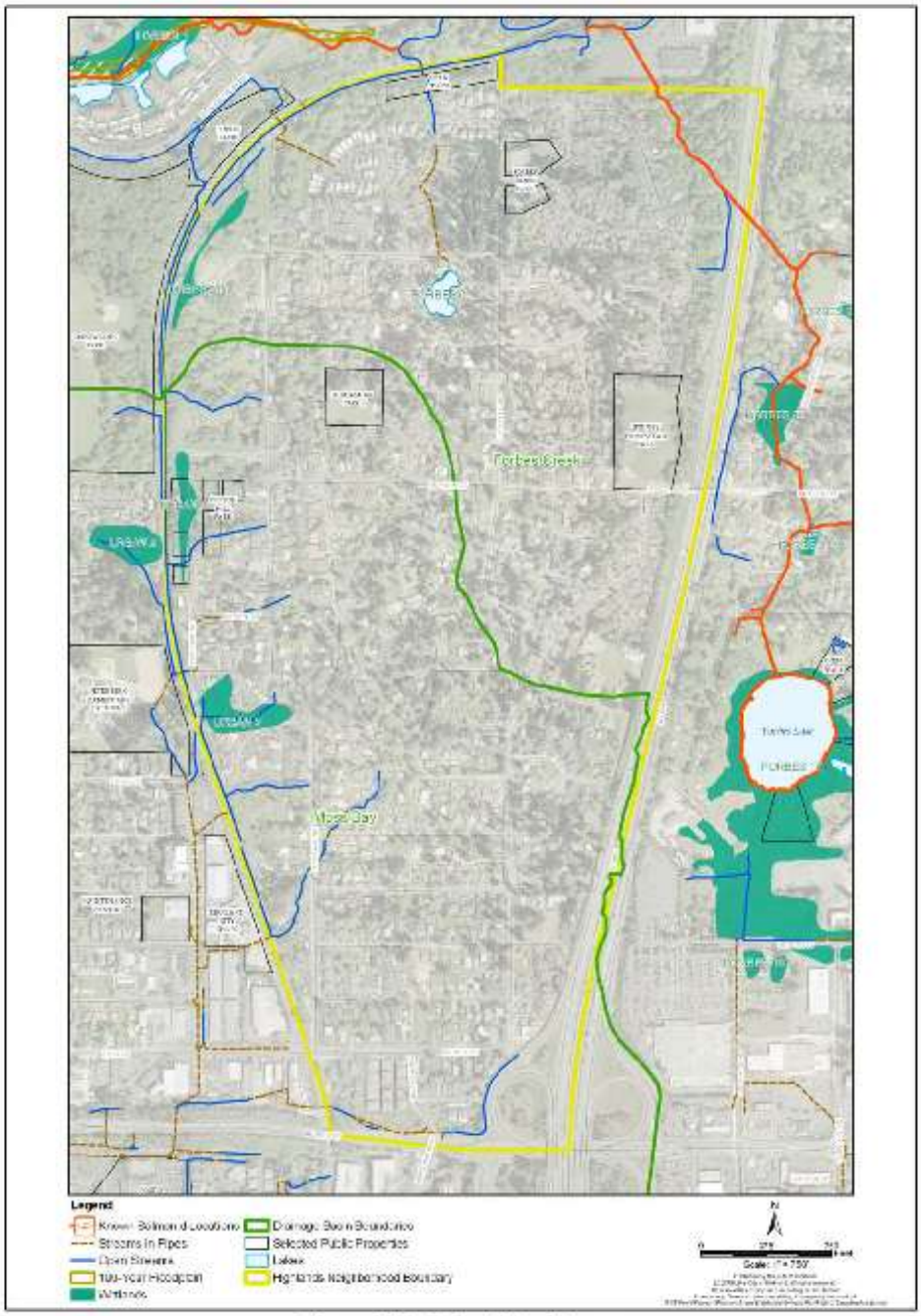

Figure H-2: Sensitive Areas

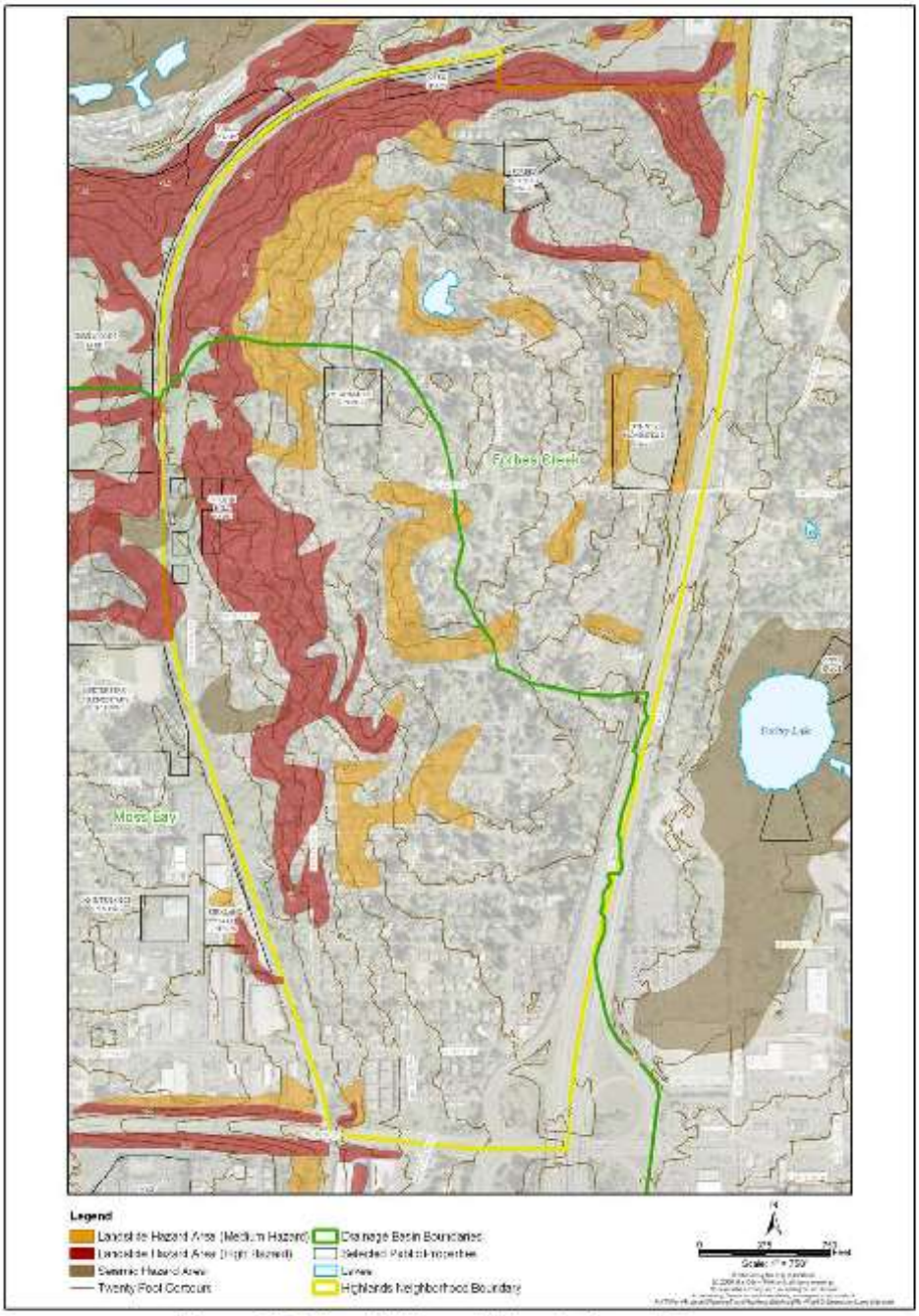

Figure H-3: Landslide and Seismic Hazard Areas

5. Land Use and Housing

Highlands is an established single-family residential neighborhood.

Highlands is a well-established neighborhood that has predominantly low-density (five to six dwelling units per acre) single-family residential development throughout the northern and central areas of the neighborhood, with a medium-density multifamily zone at the south end. The land use is residential or parks and open space, and there are no commercial areas or schools located within Highlands. (Figure H-4)

(UPDATE THE FOLLOWING MAP)

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ATTACHMENT 2

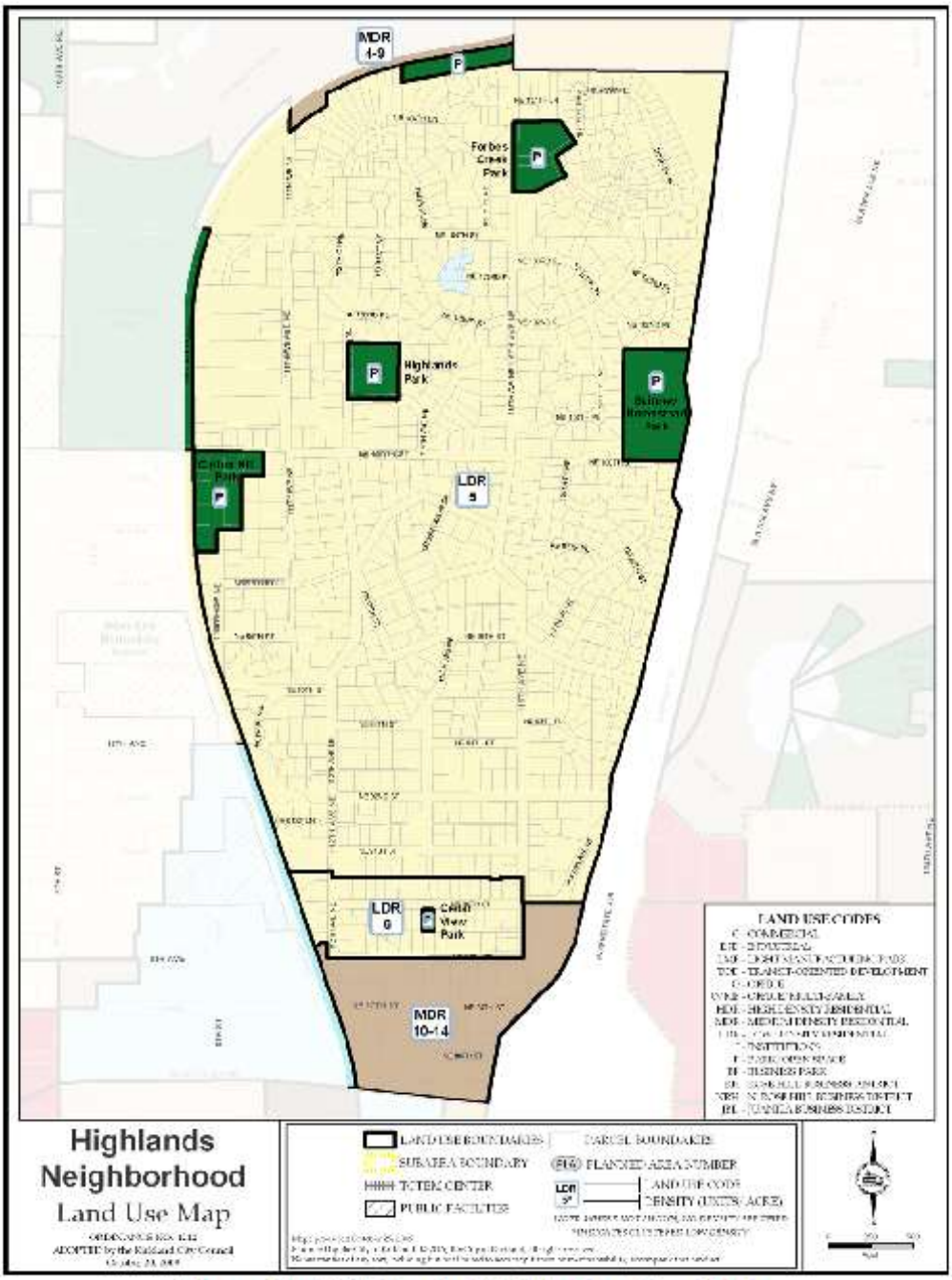

Figure H-4: Highlands Neighborhood Land Use

Goal H-6: Promote and retain the residential character of the neighborhood and encourage a variety of housing styles and types to serve a diverse population.

Policy H-6.1:

Maintain the predominant detached single-family housing style in the Highlands Neighborhood.

The predominant housing style in the neighborhood is the traditional detached single-family home.

Policy H-6.2:

Allow innovative residential development styles and techniques as permitted by Citywide regulations .

It is important to provide housing options for a wide spectrum of income levels and lifestyles. Rising housing prices and changing demographics throughout the City and region require strategies to promote alternative housing. Low impact development, cottage, compact single-family, attached, accessory dwelling units, and clustered dwellings are appropriate throughout the neighborhood consistent with City-wide subdivision and zoning regulations. These techniques can also allow for more environmentally sensitive site planning by concentrating development on the most buildable portion of a site while preserving natural drainage, vegetation, and other natural features. Building and site design should be compatible with the existing single-family character of the neighborhood.

An example of a detached accessory dwelling unit.

Multifamily housing can provide the public with benefits of housing choice and affordability to Highlands residents.

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Policy H-6.3:

Encourage medium-density multifamily development as a transition between low-density residential areas in Highlands and more intensive land use development to the south of the neighborhood.

The southern area of Highlands is currently zoned for multifamily at a density of 12 dwelling units per acre. The area has not been developed to its full capacity under this zoning, and has the potential to provide more multifamily units within this portion of the neighborhood.

6. TRANSPORTATION

TRANSIT

There is school bus transportation provided within the neighborhood to kindergarten children only. Metro transit provides service to high school students.

STREETS

Highlands has limited access. Within Highlands, the circulation pattern is a grid. Maintenance and enhancement of this system will promote neighborhood mobility and will provide for equitable distribution of traffic on neighborhood streets. The streets that compose this grid network consist of collectors and local streets; there are no minor or principal arterials within Highlands. Figure H-5 maps the Highlands street network. Street classifications are described in the Transportation Element and Kirkland Zoning Code.

There are three vehicular access points to the neighborhood that are all located within the southern portion of the neighborhood: 114th Avenue NE from NE 85th Street (access from south); NE 87th Street (access from west); and 12th Avenue/110th Avenue NE (access from west). The latter two cross the Cross Kirkland Corridor .

A fourth access point is an overpass bridge over Interstate 405 at NE 100th Street for emergency vehicles, bicycles, and pedestrians. This overpass links the Highlands neighborhood with the North Rose Hill neighborhood.

Goal H-7: Maintain limited vehicular access to and from the neighborhood.

Policy H-7.1:

Provide road improvements as needed on the three access routes into Highlands.

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Goal H-8: Manage traffic impacts within the neighborhood to enhance neighborhood mobility and provide for more equitable distribution of traffic on neighborhood streets.

Policy H-8.1:

Monitor existing traffic calming measures and provide additional measures as needed.

The southern region of Highlands receives more traffic volumes due to the southern location of the three neighborhood access points. Current traffic calming measures within the neighborhood include speed cushions. Additional measures should be developed as needed in cooperation with the Fire Department to accommodate emergency response needs and times.

Policy H-8.2:

Explore the possible extension of NE 104th Street (Figure H-_) as infill development occurs in this area.

An anticipated extension could be considered with future infill to provide better mobility through this portion of the neighborhood. Since sensitive area features are located nearby, the exact location will be determined at time of development during the permit process, when feasibility can be evaluated. If a vehicle extension is not required or is not feasible, pedestrian and bicycle connection still should be pursued.

Goal H-9: Avoid development of unimproved rights-of-way impacted by sensitive areas.

Policy H-9.1:

Maintain 110th Avenue NE, north of the existing street at NE 98th Street as an unimproved right-of-way.

This unimproved right-of-way is impacted by sensitive areas and runs through Cotton Hill Park and should remain in its natural condition.

PEDESTRIAN/BICYCLE CIRCULATION

The existing Active Transportation Plan (ATP) maps most of the planned bicycle and pedestrian infrastructure planned for a 10-year horizon. Those projects mapped in the Highlands NE neighborhood plan not shown in the ATP will be added during periodic updates to the ATP. Figures H-7 and H-8 show the existing and desired potential bicycle and pedestrian infrastructure in the Highlands neighborhood.

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100th Street Emergency/Nonmotorized Overpass

City policy requires that all through streets have pedestrian improvements. Generally, these improvements include sidewalks, curbs, and landscape strips. As new development occurs, pedestrian improvements are usually installed by the developer. In developed areas, the City should identify areas of need and install sidewalks through the capital improvement budget process. Pedestrian and bicycle infrastructure and access are important within this neighborhood, particularly to youth, due to limited transit and school bus routes. The proposed pedestrian improvements (Figure H-8) include those streets identified as school walk routes.

Bicycles are permitted on all City streets. Those routes identified for proposed bicycle improvements are shown on Figure H-7. Improvements may include a shared roadway, a designated bike lane with a painted line, or a shared use path for bicycle and pedestrian use.

Goal H-10: Encourage mobility and the use of nonmotorized transportation by providing appropriate facilities for pedestrians and bicyclists throughout the Highlands neighborhood and between neighborhoods.

Policy H-10.1:

Enhance and maintain pedestrian and bicycle infrastructure within the Highlands neighborhood, especially on routes to schools and activity nodes.

The following streets should be improved with sidewalks, curbs, gutters, landscape strips, and bicycle improvements along their entire length:

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116th Avenue NE serves as an important north-south spine through the length of the neighborhood with direct access to Forbes Creek Park and access only two blocks off this route to three neighborhood parks: Highlands Park, Spinney Homestead Park, and Cedar View Park. It also connects with two access routes from the west and south into the neighborhood. A sidewalk is completed along most of the east side of the street. An asphalt walkway provides a temporary sidewalk on two southern portions.

NE 100th Street serves as an east/west link between Redmond and the waterfront in Kirkland. At Interstate 405, there is the NE 100th Street overpass, which provides emergency vehicle access and a pedestrian and bicycle route to link the Highlands and North Rose Hill neighborhoods. It serves as an important connection between the two north-south collectors of 116th Avenue NE and 112th Avenue NE and is used by students as a route to Kirkland Junior High School. A sidewalk is completed on the south side of the street.

NE 97th Street is a designated school walk route to Peter Kirk Elementary, and sidewalks are needed on both sides to improve passage for children. A sidewalk exists on the south side of the street between 110th Avenue NE and 112th Avenue NE.

NE 87th Street Provides access into Highlands at the railroad tracks, and connects with a second neighborhood access point at NE 114th Street. It also serves as an important connection between the two north-south collectors of 116th Avenue NE and 112th Avenue NE. As a route with high volume of vehicular traffic, it is important that the bicycle and pedestrian infrastructure be improved to meet the need for nonmotorized access into the neighborhood. Between 112th and 116th Avenue NE sidewalks are located along both sides of NE 87th Street, except a portion east of 114th Avenue NE, where it is only along the north side of the street. 112th Avenue NE should be improved with sidewalks, curbs, gutters, landscape strips, and bicycle improvements between NE 87th and NE 100th Street. This collector street runs north-south in the western part of Highlands, and is a designated school walk route, with access off this route to Peter Kirk Elementary. Except for a section between 87th Street and NE 90th Street, a sidewalk has been completed along the west side of 112th Avenue NE to 100th Street.

Policy H-10.2:

Promote greater pedestrian and bicycle connection between the Highlands and North Rose Hill and South Juanita neighborhoods.

Provide a nonmotorized connection across Interstate 405 at NE 90th Street as outlined in the Active Transportation Plan. Given the limited access points into Highlands, it is important to increase the neighborhood's connectivity with adjacent neighborhoods. A second overpass across Interstate 405 would help achieve greater connectivity to the North Rose Hill neighborhood.

(UPDATE THE FOLLOWING FOUR MAPS:)

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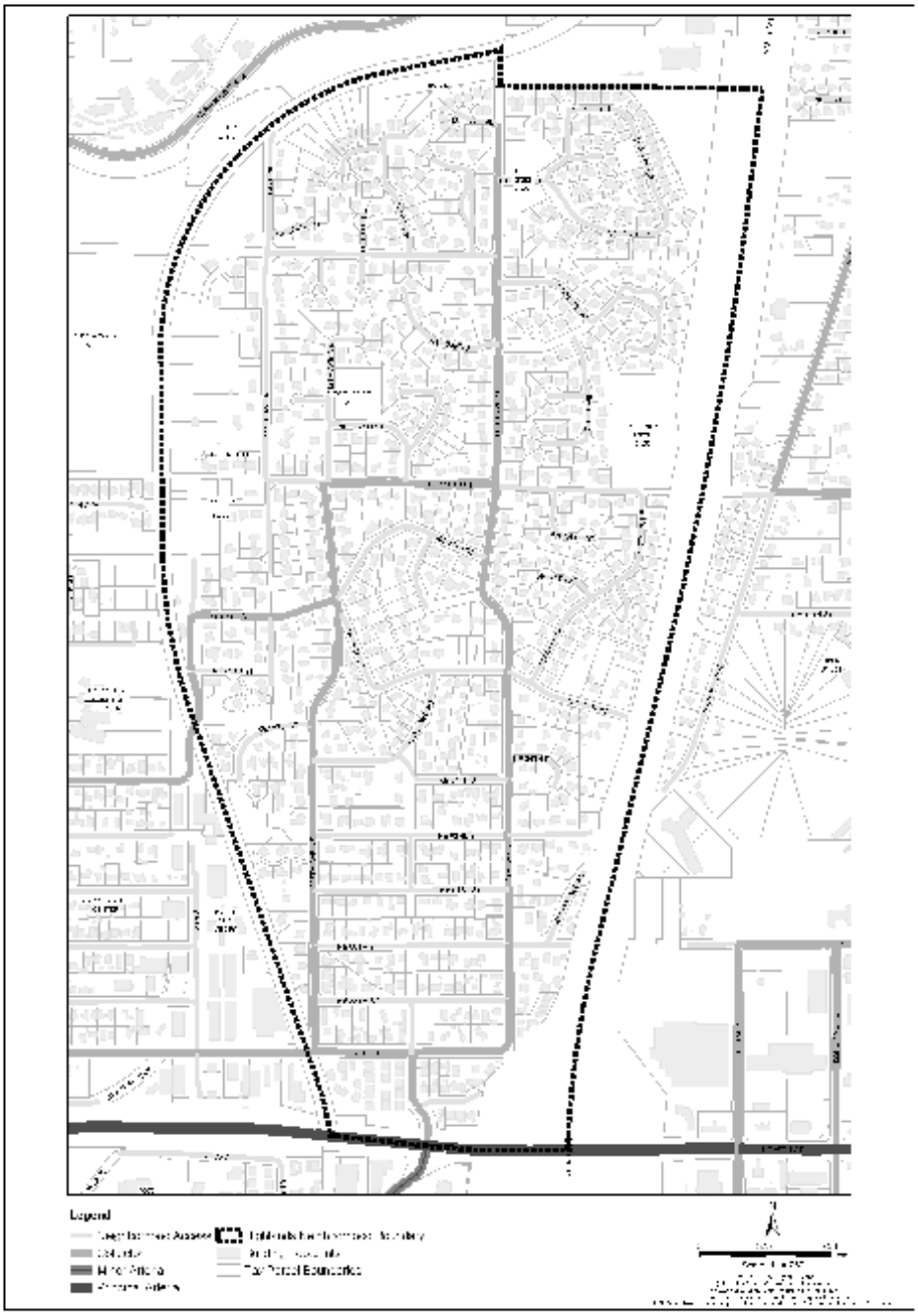

Figure H-5: Highlands Street Classifications

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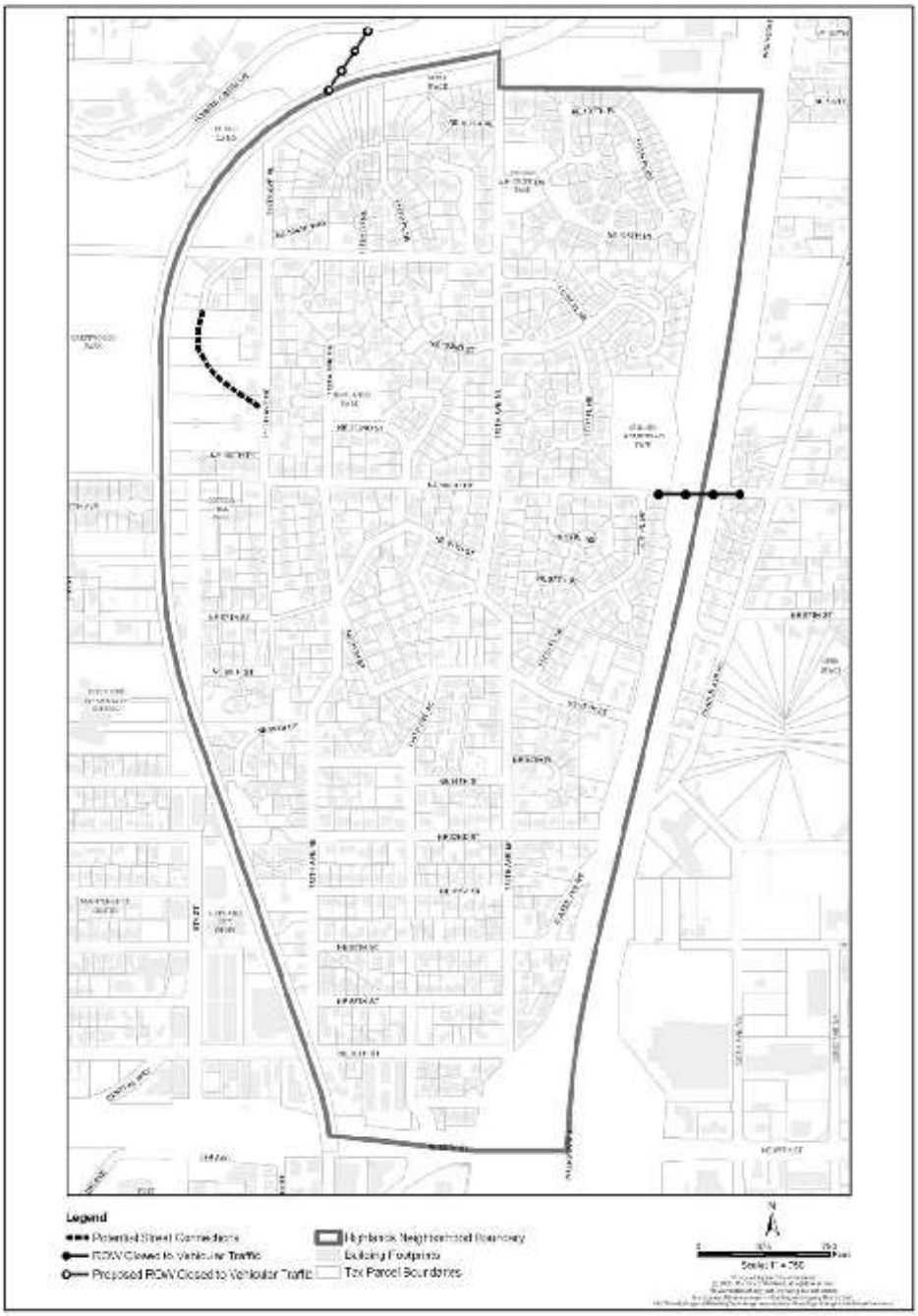

Figure H-6: Highlands Street Connections

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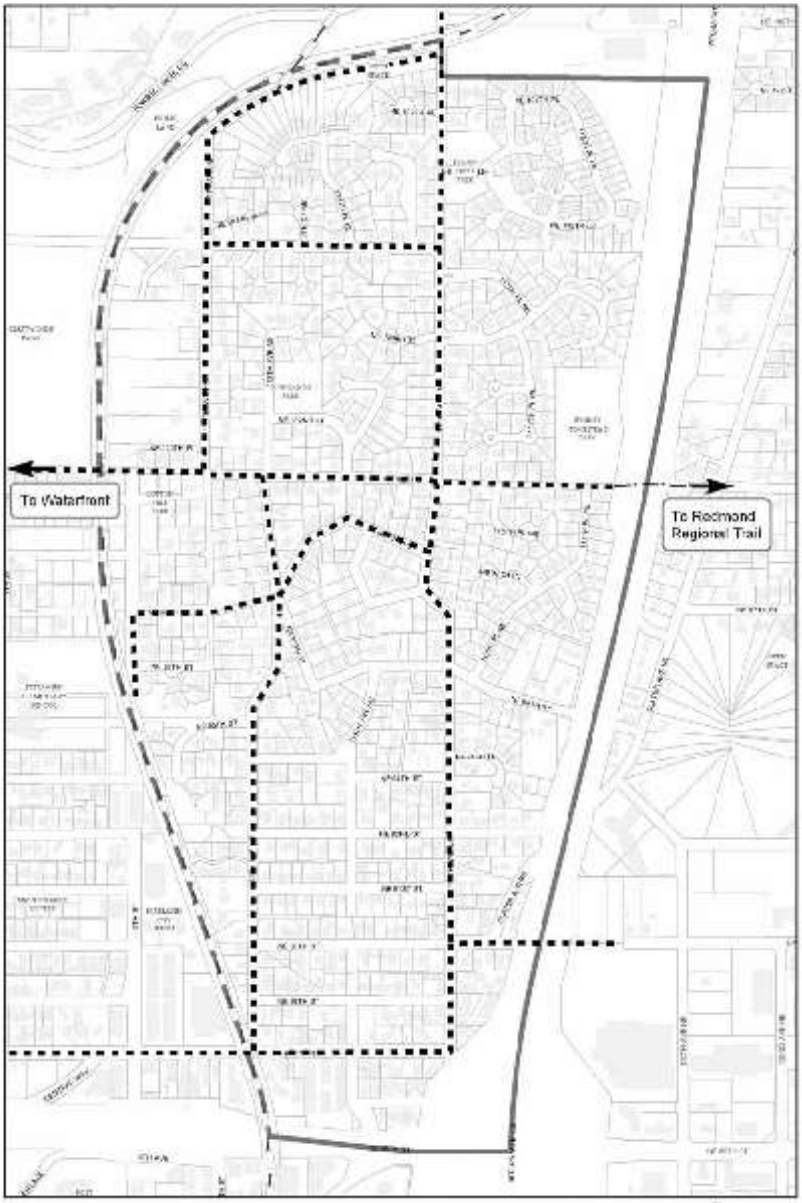

Figure H-7: Highlands Bicycle System

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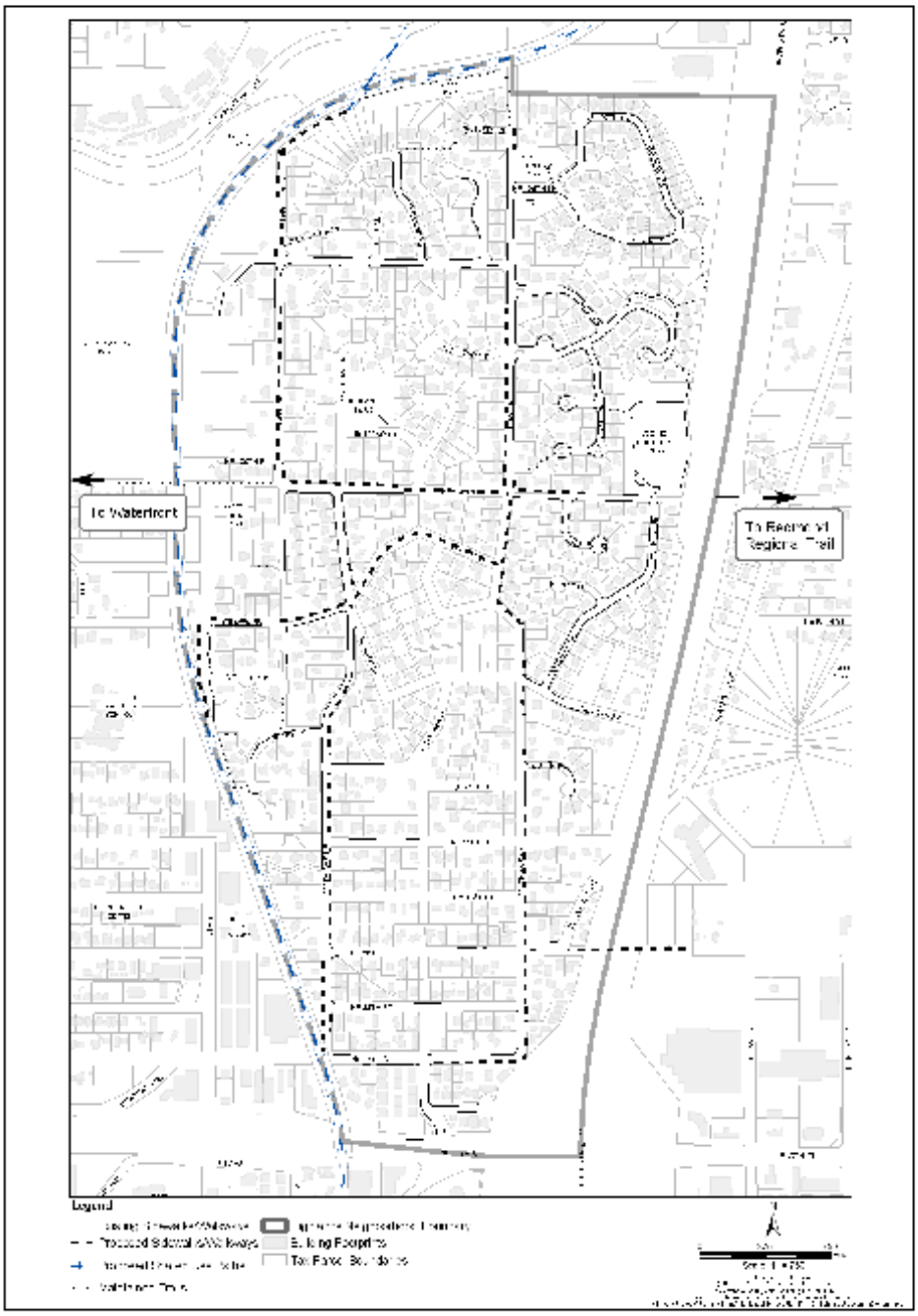

Figure H-8: Highlands Pedestrian System

The existing Emergency and Nonmotorized Overpass at NE 100th Street provides a connection between Highlands and the North Rose Hill neighborhood.

Explore the possibility of an emergency access route with pedestrian and bicycle access to Forbes Creek Drive at the northern border of Highlands (Figure H-6). The City should consider an emergency only access route at the northern border of Highlands to improve emergency vehicle response time and connectivity for pedestrians and bicyclists.

Policy H-10.3:

Develop off-street trails for recreational use to promote greater connectivity within Highlands and to adjacent neighborhoods and areas.

Develop the Cross Kirkland Corridor (CKC) as proposed in the Cross Kirkland Corridor Master Plan. The Corridor is part of a larger bicycle and pedestrian trail network to link neighborhoods within Kirkland and to other cities..

With development, redevelopment or platting, public pedestrian and bicycle access easements should be provided for properties adjacent to the CKC consistent with the CKC Master Plan and the Parks, Recreation and Open Space (PROS) Plan.

Expand the existing off-street trail network as opportunities arise with infill development because nonmotorized connections within Highlands and to adjacent areas are important to residents.

7. Open Space/Parks

Within Highlands, there are a number of park and open space opportunities dispersed throughout the neighborhood. These parks and open spaces offer the benefits of passive and active recreation and serve a vital role in protecting sensitive and natural areas. They are briefly described below and shown in Figure H-9.

Forbes Creek Park is a two-acre neighborhood park that was created as part of a Planned Unit Development and is located on 116th Avenue NE and NE 106th Lane. It was deeded to the City in 1981. It offers opportunities for active recreation through two unlighted tennis courts, one outdoor basketball court, and a children's playground. There are also open lawn areas and pedestrian paths.

Cotton Hill Park is a two-acre parcel located at the end of 110th Avenue NE at approximately NE 98th Street. It is within a sensitive area containing deciduous and evergreen trees and wetlands. The park features trails and environmental interpretive signs.

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Highlands Park is a 1.4-acre park which offers striking views of Lake Washington and the Olympic mountains. The park includes an open space lawn area, picnic tables, a children's playground, basketball court, and a playfield with backstop.

Spinney Homestead Park is a seven-acre park located at NE 100th Street, just west of Interstate 405. The park includes a large open lawn area used for organized practice by youth sports teams and for informal recreation activities by residents. The park also has a children's playground, paved loop, trail and small parking lot. The pedestrian and bicycle overpass across Interstate 405 at NE 100th Street connects Highlands with the North Rose Hill neighborhood and provides access to Spinney Homestead Park by those residents.

Cedar View Park is a small neighborhood park of 0.17 acres located at 11401 NE 90th Street. It consists of a small picnic area and playground equipment.

A 1.53-acre public open space tract owned jointly by the homeowners within the Highland Creste development is located adjacent to the Cross Kirkland Corridor (CKC) at the northern boundary of the neighborhood. Trail access along 116th Avenue NE to the residential area to the south adjoins this parcel. The open space has the potential to support and enhance future development of the CKC.

Goal H-11: Seek opportunities to improve existing parks and open space in the neighborhood.

Policy H-11.1:

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Explore the possibility of a neighborhood-gathering place.

At present, there are no community buildings or schools within Highlands and, therefore, no community meeting places. Instead, Peter Kirk Elementary school serves this purpose. It is encouraged that the open spaces and parks within Highlands be explored as a possible and suitable location for a neighborhood-gathering place (e.g., picnic shelter).

Policy H-11.2:

Enhance parks facilities within Highlands neighborhood.

Explore improving drainage at Spinney Homestead Park, adding more play structures at Cedar View Park, and improving the facility at Highlands Park to benefit neighborhood residents. See the Park, Recreation and Open Space (PROS) Plan for further details.

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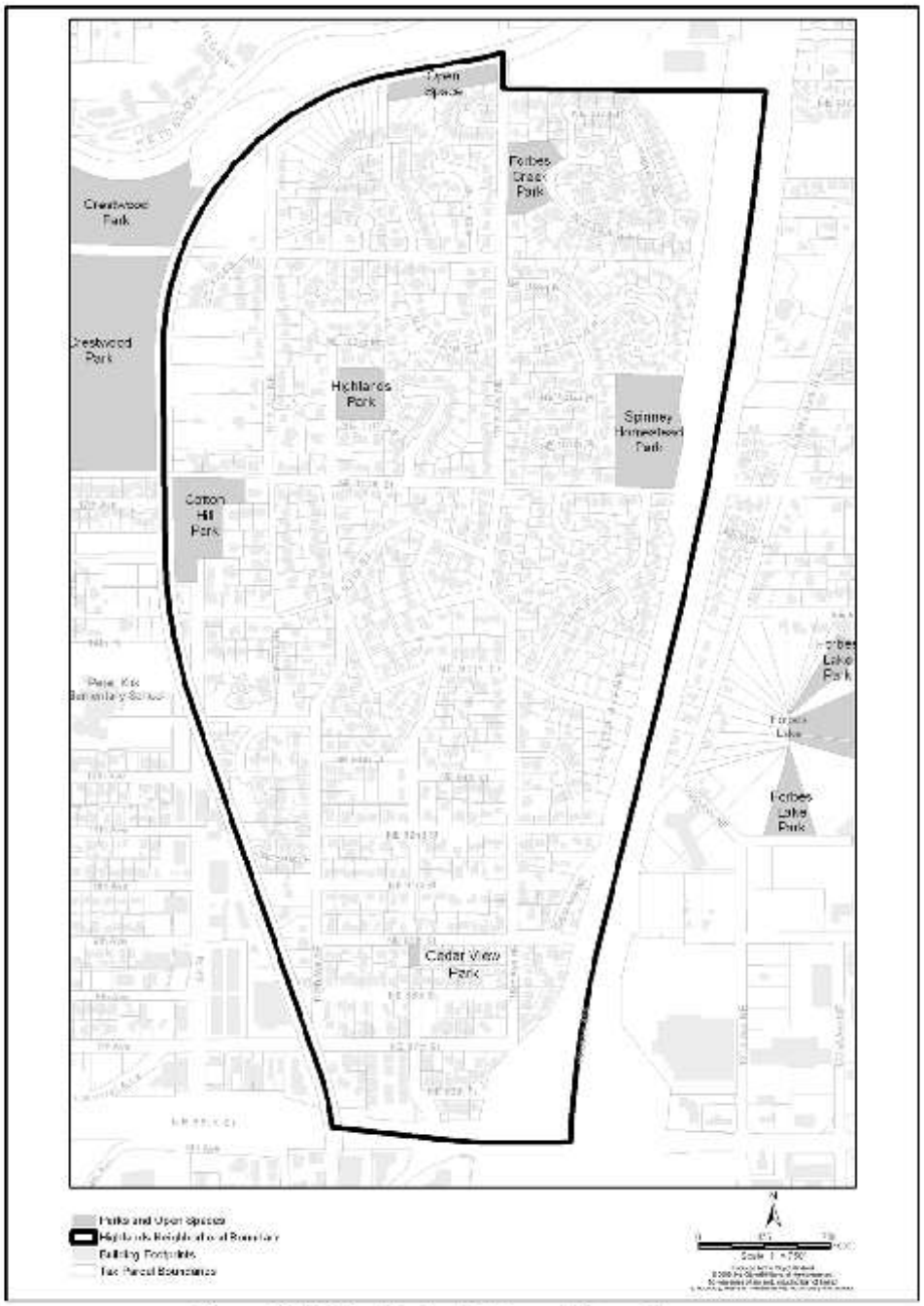

Figure H-9: Highlands Parks and Open Spaces

8. Public Services/Facilities

Goal H-12: Provide enhanced emergency service to the northern region of the Highlands neighborhood.

Policy H-12.1:

Provide enhanced emergency service (fire and police) through possible access across the Cross Kirkland Corridor at 111th Avenue NE to improve response time.

Fire Station 21, located at the corner of Forbes Creek Drive and 98th Avenue NE, serves the northern region of Highlands. Responders must travel south to 7th Avenue or NE 85th Street to enter the neighborhood and then travel back north. Since state law requires two fire response teams on site before entering the building for firefighting, the first team to respond must await the arrival of a second engine. An emergency only access to Forbes Drive (similar to the emergency-only activated access at NE 100th Street and at 98th Avenue NE) would save approximately three to five minutes in response time from Station 21 to the northern area of Highlands. An emergency access to the north would also allow another way for emergency crews to exit the neighborhood to respond to other calls. Emergency response vehicles currently utilize the NE 100th Street in this manner. The reduced response times would also affect those calls in the neighborhood for emergency medical response saving three to five minutes on medical calls, such as heart attacks and strokes.

Pedestrians and bikes could utilize an emergency route (see Policy H-7.1). While emergency access is supported by the neighborhood, general vehicular access is not.

Addition or alteration of access to Highlands through this area would cross Forbes Creek. Any work should be coordinated with planned habitat restoration projects detailed in the City's Surface Water Master Plan.

9. Urban Design

Goal H-14: Preserve public view corridors from the neighborhood, especially those facing west to Lake Washington and the Olympic mountains.

Policy H-14.1:

Preserve the views of Lake Washington and the Olympic mountains from NE 104th Street, 112th Avenue NE, and 116th Avenue NE. (Figure H-10)

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View corridors that lie within the public domain are valuable for the beauty, sense of orientation, and identity that they impart to neighborhoods. The Highlands public view corridors are to be preserved and enhanced for the enjoyment of current and future residents. One means of this may be the undergrounding of utilities.

The street system provides Kirkland neighborhoods with a number of local and regional views.

Goal H-15: Provide streetscape, gateway and public art improvements in the neighborhood that contribute to enhanced visual quality and a sense of neighborhood identity.

Policy H-15.1:

Use public and private efforts to establish and improve gateway features at the locations identified in Figure H-10.

Improvements, such as landscaping, signs, public art, structures, or other features, could be included at neighborhood gateways to provide a sense of neighborhood identity. Three neighborhood association kiosks, located near the entrance points to the neighborhood at 116th Avenue NE, 112th Avenue NE, and 110th Avenue NE, may also benefit from additional landscaping.

Policy H-15.2:

Provide streetscape enhancement of pedestrian lighting and landscaping along NE 87th Street between the railroad right-of way and 116th Avenue NE.

An important entrance to Highlands is along NE 87th Street. It can offer greater neighborhood identity and an improved pedestrian environment through streetscape improvements.

Goal H-16: Promote high-quality residential design by establishing building and site design standards that apply to new multi-family residential development.

Policy H-16.1:

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Establish building and site design standards that apply to all new, expanded, or remodeled multifamily buildings consistent with City-wide policies.

Building design standards should address building scale, mass, materials, and entries; service areas; roof treatments; pedestrian-oriented frontage; and relationship to adjacent land uses.

Site design standards should address building placement on the site; site access and on-site circulation by vehicles and pedestrians; site lighting; landscaping, including that for parking lots; signs; preservation of existing vegetation; and buffers between multifamily developments and single-family housing.

(UPDATE THE FOLLOWING MAP:)

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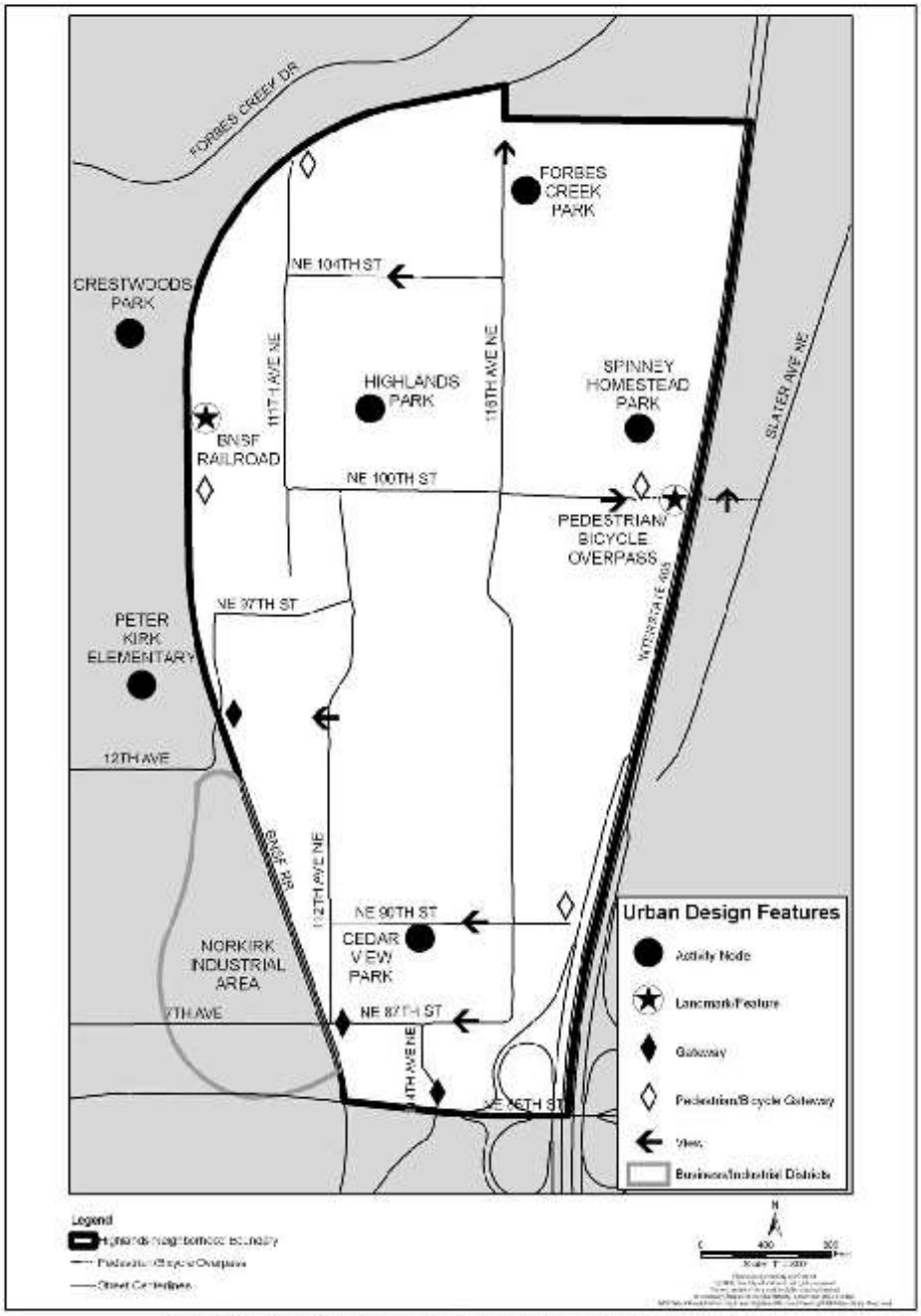

Figure H-10: Neighborhood Character/Urban Design

XI. Utilities

A. INTRODUCTION

The Utilities Element addresses water, sewer, surface water, electric power, natural gas, telecommunications, and hazardous liquid pipelines.

Utility planning has contributed to a high quality of life for Kirkland residents and businesses by ensuring efficient utility delivery. Kirkland's existing utility infrastructure is generally adequate to meet the growth needs of the City for many years. The City's objective is to meet the needs of the present without compromising the ability of future generations to meet their own needs. The City will continue to:

- *upgrade existing systems to increase efficiency and to avoid maintenance problems associated with older facilities,*
- *reduce demand through conservation, and*
- *transition to renewable and alternative technologies to reduce greenhouse gas emissions.*

Each utility function presents a unique problem. For water, Kirkland faces regional supply issues that require regional solutions. For sewer, the City must consider how to service areas on septic systems as those areas become more urbanized and prevent non-degradable materials and contaminated effluents from entering the sewer system. For surface water, the City is challenged to manage a growing system to handle increased urbanization without flooding, while maintaining and enhancing water quality and aquatic habitat. For hazardous liquids, Kirkland land development regulations near the pipeline corridor will continue to be enforced to help reduce the risk of a pipeline accident. For telecommunications, the City will continue to develop its telecommunications network to meet the City's needs and respond to changes in technology. Where possible, the City will utilize its telecommunications investments and partnerships to benefit citizens, businesses and public institutions. The City recognizes that excellent Internet connectivity is a key resource for business success. To that end, the city will work with telecommunications providers to help them succeed.

For both City and non-City-managed utilities, Kirkland faces the challenge of facilitating system improvements, efficiencies and new technologies while appropriately managing the impacts associated with above-ground utility installations.

Existing Conditions

The City of Kirkland currently provides the following utility services:

- ***Water** – All areas of the City except those north of NE 124th Street that are outside the City's service area. Figure U-1 shows the City's water system.*
- ***Sewer** – All areas of the City except those north of NE 116th Street that are outside the City's service area. Figure U-2 shows the City's sewer system.*
- ***Surface Water** – All areas of the City. Figure U3 shows the City's surface water system.*

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XI. Utilities

The following non-City-managed utilities provide additional services:

- ***Northshore Utility District and Woodinville Water District*** *– Both are special purpose districts that operate independently from the City. They provide water and sewer services to the northern portions of the City. Both have franchise agreements that include provisions for future City assumption of service at such time as it is desirable to do so. The Washington State Departments of Health and Ecology review and approve the Utility Districts' Comprehensive Plans, and they are bound by the same service regulations as the City. Figures U-4 and U-5 show the water and sewer systems.*

- ***Puget Sound Energy*** *– Is a public service company - a corporation or other non-governmental business entity which delivers certain services considered essential to the public interest. It transmits and distributes electric power and natural gas in a nine-county area, including Kirkland and much of King County. Figures U-6 and U-7 show Puget Sound Energy's electrical and gas facilities. (NEW MAPS TO BE ADDED)*

- ***Telecommunications*** *– are provided by a variety of non-City managed companies. Kirkland has both wired and wireless telephone, cable TV, and high speed cable and fiber-optic internet services. Those that use City rights-of-way to provide services have franchise agreements with the City.*

City Managed Facilities

Water

The City of Kirkland Water Utility provides water service to all of its residents, except those generally north of NE 124th Street who are served by the Northshore Utility District or the Woodinville Water District (see Figure U-1).

The City's water system is primarily a gravity system consisting of 171 miles of water lines and 12.62 million gallons of storage capacity that includes 1.5 million gallons of fire protection storage. An average of 5.3 million gallons of water per day is distributed to Kirkland's water service area customers. Projected costs associated with the water system are primarily maintenance and replacement costs for aging pipe and fire flow needs. The system generally has sufficient capacity to serve growth anticipated through the land use plan and future water customers into the year 2035. The City anticipates approval of its Comprehensive Water System Plan in the spring of 2015 by the Washington State Department of Health. It outlines water projects to upgrade any deficiencies in the system for the next 20 years.

As a member of the Cascade Water Alliance, Kirkland purchases its water supply from Seattle Public Utilities. The water is then distributed to Kirkland customers through the City's distribution system. The City currently receives all of its water supply from Seattle from the Tolt River Watershed, with occasional supply from the Cedar River Watershed when routine maintenance is required at the Tolt Treatment Facility. Cascade Water Alliance currently has an agreement with Seattle Public Utility to provide 33.3 million gallons of water per day to its member through the year 2039 with the opportunity for an extension of the contract until 2063.

In addition to the supply from Seattle Public Utility, Cascade Water Alliance also has an agreement with the City of Tacoma for additional supply into the year 2042, and has the capability of developing Lake Tapps in East Pierce County if the need arises beyond 2063. According to the Cascade Water Alliance, based on current trends of water use, responsible plumbing codes, and water efficient appliances, it is likely that Lake Tapps will not need be developed for decades.

Cascade Water Alliance Water Efficiency Program has a single regional water efficiency savings goal for all its members of a cumulative savings of 0.6 million gallon per day on an annual basis and 1.0 mg per day on a peak season basis through 2020.

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By utilizing existing water supplies more efficiently, millions of dollars will be saved for its members and ratepayers, leave more water in streams for fish, and reduce the region's carbon footprint through decreased energy usage involved in the treatment, transmission and heating of drinking water.

Sewer

The City of Kirkland Sewer Utility provides sanitary sewer service to all of its residents south of NE 116th Street (see Figure U-2). The Northshore Utility District provides sewer service to most residents north of NE 116th Street.

The collection system consists of 40 wastewater collection basins, 122 miles of sewer pipe, six lift stations and force mains, and approximately 3184 manholes. Approximately five to ten percent of Kirkland residents use septic systems. Sewer extensions have typically been funded by developers or local owners in compliance with the Kirkland Municipal Code.

The system's most serious deficiency is the age of some of the pipelines. Twenty percent of the conveyance system consists of concrete pipes that were installed prior to the 1950's. Many allow inflow/infiltration and root intrusions which reduce capacity of the system and increase operation and maintenance costs. In addition, downtown businesses that produce fats, oils, and grease (FOG), release damaging amounts into conveyance pipes, contributing to odors downtown and increasing the risk of overflows. As a founding member of the Northwest FOG alliance, the City continues to lead the region in its efforts to educate businesses about proper kitchen practices and regular cleaning of FOG controls to prevent these impacts. The primary costs anticipated to maintain existing levels of service are related to replacement and rehabilitation of older pipelines, improvement of pumping capacity, and system expansions in the Lake Plaza Basin, Central Way Basin, and Juanita Basin.

The 2008 Sewer Comprehensive Plan establishes the policy basis for recommended capital improvements to correct deficiencies and meet future service needs. Updated every ten years, this Plan provides the City with a guide to evaluate the impacts of future proposed development and land use on the sewer system.

The King County Wastewater Treatment Division (WTD) provides the City's service area with sanitary sewer treatment services under the terms of an intergovernmental agreement. City sewage and a majority of Northshore Utility District's sewage are treated at King County's Renton treatment plant. Very small portions of Northshore's sewage flows to the Brightwater Treatment Plant in Woodinville and the West Point Treatment Plant in Seattle.

King County WTD's review of regional conveyance and treatment plants capacity indicates that the existing capacity is adequate to treat the region's wastewater until the 2030's. Planned upgrades to the treatment facilities will occur in order to maintain adequate capacity to serve anticipated growth beyond the 2030s.

Surface Water

The City maintains conveyance, flow control and water quality treatment systems in public rights-of-way, and flow control and water quality treatment facilities that serve single-family developments. These facilities are managed to reduce flooding and to protect water quality. As of 2014, the City owns and manages 257 miles of conveyance pipe and 539 retention and detention facilities (i.e. tanks, vaults and ponds).

Kirkland is subject to the Phase II Western Washington Municipal Stormwater Permit (the Permit). The Permit is issued by the State of Washington under authority from the Environmental Protection Agency, and is part of the National Pollutant Discharge Elimination System (NPDES), a program which seeks to reduce pollution in the Nation's waterways by controlling sources of pollution. The current Permit became effective on August 1, 2013, and will expire on July 31, 2018. The Permit allows Kirkland to discharge stormwater into water of the State if the City takes specific steps in each of the following areas

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XI. Utilities

to minimize discharge of pollutants to stormwater: public education and outreach, public involvement, illicit discharge detection and elimination, controlling runoff from new development, redevelopment, and construction sites, municipal operations and maintenance, and monitoring and effectiveness studies.

Privately owned stormwater facilities consist of conveyance, flow control and water quality treatment facilities that serve multi-family and commercial developments, and certain private roads and single-family developments. City staff inspect 631 private flow control and water quality treatment systems to insure that they are cleaned and functioning as designed. In addition, staff provide technical assistance for drainage and water quality problems that impact these systems. Figure U-3 shows the City surface management water system.

The Kirkland Surface Water Master Plan is a functional plan that Kirkland uses to identify capital projects to address deficiencies in the system. This provides the policy basis for capital projects. A watershed approach has been used for managing the surface water utility by dividing the City into 15 drainage basins. The largest and most important streams are Juanita and Forbes Creek. The size of their drainage basins makes them especially important for receipt of stormwaters and discharge into Lake Washington. Yarrow Creek, Denny Creek, Juanita Creek, Forbes Creek, and Champagne Creek also have large basin areas within the City and are significant because they provide salmonid fish habitat and productive associated wetlands. Smaller critical drainages include Carillon Creek, Cochran Springs Creek, Everest Creek, Holmes Point, and Kingsgate Slope. More information on the watershed and drainage basins, and a map illustrating their location, can be found in the Natural Environment Element.

City Telecommunications

The City is expanding its fiber-optic network to service governmental facilities and traffic control systems by partnering with other cities and schools to lay the foundation for a regional fiber optic telecommunication system. The publicly owned Community Connectivity Consortium has 22 members including Kirkland, Lake Washington School District, the University of Washington and the City of Bellevue.

(MAPS GO HERE)

Non-City-Managed Utilities

Northshore Utility District: Water and Sewer

The Northshore Utility District provides water and sewer services to northern portions of the City. Figure U-4 illustrates the existing Northshore water system and proposed improvements. Figure U-5 illustrates the existing Northshore sewer system and proposed improvements.

Northshore's sewer system is primarily a gravity system. Wastewater is treated at King County's West Point and Renton treatment plants. Sewer Level of Service is 71 gallons per capita flow rate. Potable water from the Tolt River Watershed is purchased from Seattle Public Utility (SPU). The water system has five reservoir sites with a 29-million-gallon capacity. Water Level of Service is 174 gallons per day (GPD) per Equivalent Residential Units (ERU).

The District's sewer and water plans include identification of capital improvements for replacement and repair of the older, damaged sections of the system. Repair and maintenance of the system occur when needed and extensions necessitated by future development will be provided by the developer.

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XI. Utilities

The District, as one of a group of 18 utilities who also purchase water from SPU, are part of the Saving Water Partnership (SWP) administered by SPU. All have adopted the Saving Water Partnership Regional Conservation Program Water Use Efficiency Goal. The conservation goal is to reduce per capita water use from current levels so that the total average annual retail water use of members of the SWP is less than 105 million gallons per Day (MGD) from 2013 through 2018 despite forecasted population growth. Due to the high cost of connecting to the Brightwater Wastewater Treatment Facility reclaimed water distribution system, the District does not currently have sufficient need or cost-justification to develop and manage a reclaimed water distribution system. They will continue to evaluate the feasibility of doing so in the future.

Northshore can provide service to accommodate Kirkland's future growth.

Woodinville Water District: Water and Sewer

The Woodinville Water District provides water services to the northeast portion of the City and sewer service to only a few single family homes. Figure U-4 illustrates the existing Woodinville water system and proposed improvements. Figure U-5 illustrates the existing and proposed Woodinville sewer system.

Woodinville's sewer system is primarily a gravity system. Due to the topographical difficulty of providing gravity sewer service to the Kingsgate area, Northshore Utility District provides sewer service there, even though it is within Woodinville's service area. Woodinville Water wastewaters are treated at King County's West Point and Renton treatment plants. Sewer Level of Service is 75 gallons per day per capita. Woodinville's Sewer General Plan indicates that Woodinville Water district can provide sewer service to accommodate Kirkland's future growth.

Sewer Level of Service is 75 gallons per day per capita. Woodinville's Sewer General Plan indicates that Woodinville Water district can provide sewer service to accommodate Kirkland's future growth. The water system has eight reservoir sites with a 14.9-million-gallon capacity. Water Level of Service is 193 gallons per day /Equivalent Residential Units. Woodinville's Comprehensive Water System Plan indicates that by the year 2027, the District's water needs in the west service area, which includes Kirkland, will be deficient of source availability for projected demands and fire suppression storage. The District has a capital improvement plan for the system. Depending on future demand, a new water reservoir will be built to provide new capacity where the existing Kingsgate reservoir is located. In the meantime, a new booster pump station at this site has delayed the need for the new reservoir. Repair and maintenance of the system occur when needed and extensions necessitated by future development will be provided by the developer.

The district's conservation goal is to reduce per capita water use from current levels so that the total average annual retail water use of the members of Seattle Public Utility Saving Water Partnership is less than 105 Million Gallons per Day (MGD) from 2013 – 2018 despite forecasted population growth.

Puget Sound Energy: Electricity and Natural Gas

Puget Sound Energy (PSE) is regulated by the Washington Utilities and Transportation Commission (WUTC), which provides the Kirkland area with electricity and natural gas. Figures U- 6 and U-7 illustrate the existing and proposed electrical system. Figures U-8 and U-9 illustrate the existing and proposed natural gas system. (NEW MAPS TO BE ADDED)

Electricity

PSE generates, transmits, and distributes power as part of the interconnected Northwest power grid. As of 2014, PSE generates approximately 46% of its electricity from their own power plants and acquires the rest from generation sources on the Columbia River and across the western United States and Canada. The electricity that PSE delivers to customers is generated from

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XI. Utilities

hydroelectric dams, coal, natural gas, wind, and to a much smaller degree from nuclear, and other (solar, biomass landfill gas, petroleum, and waste). Although there has historically been a net surplus in electricity supply in the Northwest, in recent years there has been a balance between supply and demand. Future forecasts indicate scenarios where deficits may emerge, requiring additional power purchases, new generation, and further conservation.

Kirkland is a part of PSE's Eastside and Northshore Electrical Subareas. Power is delivered on 230,000 volt (230 kV) transmission lines to substations in Redmond and Renton, where the voltage is transformed to 115 kV. Several distribution stations in Kirkland further transform the voltage to 12.5 kV which is then distributed to customers. A new 115KV transmission line connecting PSE's Sammamish Substation in Redmond to Kirkland's Juanita Substation is planned for construction in 2017 along a route that enters Kirkland near NE 124th Street and generally follows the Cross Kirkland Corridor until heading north along 120th Avenue NE, and then west along NE 124th Street.

A double-circuit 230 kV Seattle City Light transmission line runs through Kirkland north to south near 124th Avenue NE, but does not directly serve the Eastside subarea.

PSE's long-range electrical energy plans through the year 2035 include a new 230 kV transmission line to connect Redmond to Renton. Known as the Energize Eastside Project, siting of the new transmission line goes through a public involvement process that is expected to be complete at the end of 2015, followed by environmental review and permitting in 2015 - 2017. Construction is planned for 2017 - 2018.

Washington State's Energy Independence Act requires utilities to acquire specified amounts of renewable resources or equivalent renewable energy credits (RECs). Sufficient "qualifying renewable energy" must equal at least three percent of retail sales in 2012, nine percent in 2016 and 15 percent in 2020. PSE has acquired enough eligible renewable resources and REC's to meet the requirements of the law through 2022 from wind resources.

Natural Gas

PSE provides natural gas to six Washington counties, including King County via PSE's distribution system. The natural gas originates from various regions of the U.S. and Canada. Natural gas is transported throughout Washington via a network of interstate transmission pipelines owned and operated by Northwest Pipeline Corporation. PSE takes delivery of natural gas from Northwest at a gate station located east of Lake Sammamish outside Kirkland City limits. PSE gas distribution lines up to eight inch in diameter in Kirkland, together with future extensions and upgrades, will service Kirkland's growth.

While PSE plans for gas system demand growth, installation of gas main extensions and new service lines respond to customer demand. Washington Utilities and Transportation Commission rules require gas companies to demonstrate that existing ratepayers will not subsidize new customers.

Telecommunication Service Providers

Telephone services are regulated by the Washington Utilities and Transportation Commission. Personal wireless service providers serving Kirkland are those licensed by the Federal Communications Commission (FCC) in the Radio Frequency Spectrum for wireless communications service and registered to do business in Kirkland. Cable services are provided under municipal franchise.

Telephone

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Wired telephone service and certain related special services are available in the City. System facilities within Kirkland include switching stations, trunk lines, and distributions lines. Distribution lines are either pole-mounted or underground. Service and facility expansions are driven by customer demand.

Personal Wireless

Several companies provide wireless (cellular) telephone service. Cellular telecommunication permits wireless transmission of messages on a network of strategically placed receivers (i.e., mobile telephone communications). Receivers may be placed on tall poles, lattice-type towers, or buildings. The cellular telephone industry does not plan facilities far into the future, but uses market demand to determine expansion into new service areas.

Cable

Cable TV and Internet services are also available in Kirkland. Most homes area served by at least two providers. The local provider has the technical capacity to serve any new development in the City. Residential high speed DSL services, cable-based Internet, and fiber, are available in most locations in the community.

Fiber Optic

Many telecommunication vendors own optic fiber in Kirkland rights-of-way for commercial use. The City of Kirkland has access to some of these strands through franchise agreements.

Olympic Pipeline Company: Hazardous Liquid Pipelines

The Olympic Pipeline Company, operated by BP Pipelines North America, operates a 400-mile-long petroleum pipeline system from Ferndale, Washington, to Portland, Oregon. Two parallel lines, 16-inch and 20-inch in diameter, generally along the Puget Sound Energy easement north-south corridor, pass through the Kingsgate and Totem Lake neighborhoods in the northeast portion of Kirkland and close to a portion of the eastern boundary of the Bridle Trails neighborhood. The pipelines carry gasoline, diesel and aviation fuel. Delivery lines carry products from this mainline to bulk terminals at Sea-Tac International Airport; Seattle, Tacoma and Vancouver, Washington; and Linnton and Portland, Oregon.

The pipelines are hazardous liquid pipelines, as defined by state law (RCW 81.88.040). Pipeline facilities, if ruptured or damaged, can pose a significant risk to public safety and the environment due to the high operating pressure and the highly flammable, explosive and toxic properties of the fuel.

The Federal Office of Pipeline Safety (OPS) is responsible for regulation of the interstate pipeline facilities and addresses safety in design, construction, testing, operation, maintenance and emergency response of pipeline facilities. The Washington State Utilities and Transportation Commission (UTC) has authority to act as an agent for OPS.

Kirkland's Fire Department has reciprocal emergency response agreements with Redmond and other surrounding jurisdictions in the event of a pipeline failure. The Redmond Fire Department Olympic Pipeline Response Plan includes technical information about the pipeline, potential hazards, a guide to hazardous materials scene management, emergency response and evacuation plans, and contacts and other resources. It contains the fundamentals of the City of Kirkland Fire Department response, and in addition maintains city specific data to be used in such an emergency.

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XI. Utilities

The City has established policies to supplement state regulations and the City's risk management/response plan. Utility Element policies focus primarily on land use measures that help minimize and prevent unnecessary risk to the public due to hazardous liquid pipelines, recognizing it is impossible to eliminate risk entirely.

The City also enforces the state's Call Before You Dig Law to safeguard the public and construction personnel who work around utilities and the underground infrastructure of pipes, mains, and lines, including fiber optic lines, with an emphasis on protecting fuel transport lines. It requires notification when excavating near underground utilities and ensures that they will be marked, in order to prevent damage, service interruptions and bodily injury.

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Relationship to Other Elements

The Utilities Element supports other elements of the Comprehensive Plan by establishing policies for provision of efficient and sustainable urban services to serve anticipated growth and development. This Element supports an infrastructure for servicing existing development and areas targeted for growth by the Land Use Element. The general policies in this Element support the Shoreline Area Chapter by encouraging joint use of utility corridors and mitigating environmental impacts caused by the utility. Energy policies support the sustainability objectives found in the Environment Chapter. The telecommunications policies will help implement the policies of the Land Use, Economic Development, Transportation, and Public Services Elements by facilitating the movement of information as an alternative to the historic commuter/work relationship. Finally, utility policies provide direction to the funding, concurrency, and level of service goals and policies of the Capital Facilities Element. The Capital Facilities Element contains further explanation regarding the analysis of need for capital projects to meet the level of service standards for city managed utilities.

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Policies for public services such as emergency services, schools, and libraries are contained in the Public Services Element.

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Relationship to Other Plans

In preparing this Element, the City has reviewed and considered the following documents that are adopted by reference:

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- *City of Kirkland Comprehensive Water System Plan (2014);* — Formatted
- *City of Kirkland Comprehensive Sewer Plan (2008);* — Formatted
- *City of Kirkland Surface Water Master Plan (2014);* — Formatted
- *Northshore Utility District Comprehensive Water Plan (2009);* — Formatted
- *Northshore Utility District Sewer and Water Plan Maps (2009);* — Formatted
- *Woodinville Water District Comprehensive Water Plan (2008)* — **Deleted:** ~~*System*~~
- *Woodinville Water District General Sewer Plan (2007);* — **Formatted:** Font: Italic, No underline, Font color: Auto; **Deleted:** ~~*and*~~
- *Puget Sound Energy GMA Electrical Facilities Plan (1993);* — Formatted
- *Redmond Fire Department Olympic Pipeline Response Plan (2000).* — Formatted

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B. UTILITIES CONCEPT

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The Utilities Element supports the continued provision of adequate utility services to support existing and future development. Levels of service are established for City-managed water, sewer and surface water utilities and levels of service are established for non-City purveyors of water and sewer. In addition, water and sewer concurrency requirements are established for new development. A detailed explanation of level of service and concurrency requirements are in the Capital Facilities Element.

The Utilities Element provides policies for regional coordination of utility needs. A basis for coordination with regional and local providers is established to ensure fair and consistent review of system expansions and enhancements while providing appropriate public input. The environmental and aesthetic concerns of the community are balanced with the need to provide affordable and reliable utility service. As telecommunication technologies continue to evolve, the Utility Element supports systems that are widely available, reliable, efficient, and complete, and that respond to the ever greater business and residential demand to be connected.

The importance of efficiency, renewable energy and conservation are stressed as cost-effective means of accommodating the growing demand for services and reducing carbon emissions.

C. UTILITIES GOALS AND POLICIES

Goal U-1: Maintain the quality of life in Kirkland through the planned provision of public and private utilities.

Goal U-2: Provide an efficient system to deliver high quality water.

Goal U-3: Protect public health and environmental quality through appropriate and efficient design, installation, and maintenance of sanitary sewer infrastructure.

Goal U-4: Provide surface water management facilities programs and services that provide adequate drainage and minimize flooding while protecting and enhancing the water quality and habitat value of streams, lakes, and wetlands.

Goal U-5: Ensure adequate and competitively priced telecommunication infrastructure, facilities and services for residents and businesses.

Goal U-6: Reduce the risk to public safety and the environment in the event of a hazardous liquid pipeline failure.

Goal U-7: Promote energy infrastructure that is energy efficient, addresses climate change, and protects the community character.

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XI. Utilities

Goal U-8: Facilitate the development and maintenance of non-City-managed utilities at the appropriate levels of service.

General

As an urban area, Kirkland is accustomed to a high level of utility service. These services accommodate the lifestyles of Kirkland residents and the success of Kirkland businesses. To maintain these community values, which are reflected in levels of service standards, Kirkland must balance the quality of the service provided with the costs and community and environmental impacts. New policy initiatives for achieving sustainable utility services can ensure this level of utility service is maintained into the future.

Goal U-1: Maintain the quality of life in Kirkland through the planned provision of public and private utilities.

Policy U-1.1: Maintain an inventory of existing capital facilities and utilities, including locations and capacities of such systems and facilities.

An accurate inventory of existing public and private utility locations and capacities will ensure that the City can plan for new growth in a manner that reflects the ability to service that growth with adequate services.

Policy U-1.2: Provide for needed capital facilities and utilities based on adopted levels of service and forecasted growth in accordance with the Land Use Element of this Plan.

This policy is intended to ensure that the Capital Facilities, Land Use, and Utilities Elements are functioning in concert. Coordinated planning allows the City to make accurate land use projections based on utility plans, allows utility providers to plan for utilities in a manner that reflects expected land use patterns and densities and ensures that adequate capital facilities and utilities will be available with development.

Policy U-1.3: Use the following level of service standards for determining the need for City-managed public sewer, water, and surface water facilities:

Table U-1
Water, Sewer and Surface Water Level of Service

Facility	Standard
Water distribution residential use:	103 gallons/day/capita
Water distribution all other uses: Irrigation Businesses	249 gallons/day/capita (includes 1.5 million gallons for fire storage)

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XI. Utilities

Fire suppression	
Sanitary sewer collection:	*100 gallons/day/capita*
Surface water management:	*Convey, detain and treat stormwater runoff in a manner that provides adequate drainage for the appropriate storm to ensure safety, welfare, and convenience in developed areas while protecting the hydrologic regime and quality of water and fish/wildlife habitat in streams, lakes and wetlands.*

Policy U-1.4: Ensure that utility services are provided in a manner that is environmentally sensitive, safe and aesthetically compatible with surrounding land uses.

A variety of factors are at stake in the consideration of any proposed utility expansion. For example, clearing for installation or maintenance should minimize impacts to trees and vegetation as well as fish and wildlife habitat. Utilities also should be installed and maintained to protect the environment from contamination. Ensuring that utilities are screened to blend in with their surroundings should increase community acceptance of conspicuous infrastructure.

Mitigating environmental and aesthetic impacts can have implications on cost and efficiency of the system. Therefore, it is appropriate to weigh costs against a full consideration of long term benefits that will be derived. Individual implementation issues arising under this policy should be resolved on a case-by-case basis in light of all these considerations.

Policy U-1.5: Facilitate and encourage the conservation of utility resources
The demand for utilities, such as water and electricity, may be met by either increasing the supply or reducing the demand. As the region faces increased challenges to supply these resources, Conservation and efficiency measures can be employed to delay the need for new supplies. Reducing the rate of energy consumption is a means to lower energy costs and mitigate environmental impacts associated with traditional energy supplies.

Policy U-1.6: Promote renewable energy

Kirkland should lead by example. Reducing the City's carbon footprint by reducing our output of greenhouse gasses will help decrease the impacts of climate change and support the vision of an ecologically sustainable city. The City should continue participating in Puget Sound Energy's Green Power program which ensures that a portion of Kirkland's municipal electricity use is matched with clean renewable energy resources located in the Northwest. Continuing to target City utility infrastructure for 100 percent green power as is the case of sewer lift stations, supports this policy. The City's should also continue to replace its vehicle fleet with hybrid and electric vehicles to boost fuel efficiency and increase the number of electric charging stations at public facilities. Other opportunities to reduce energy use should be aggressively pursued. Installation of solar panels and heat pumps on City facilities can further reduce greenhouse gas emissions to meet our reduction targets and encourage community use of these technologies. Targets are described in the Environment Element.

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Move this policy to Telecommunication Policy U-5.6.

Policy U-1.7: Provide equal access to utility services, regardless of historic disparities in income and employment opportunities.

Utility service should be available and provided at the adopted level of service throughout Kirkland. The City or non-City managed utility provider should plan to extend service or upgrade infrastructure where deficiencies are identified.

Policy U-1.~~7~~8: Install new and, where feasible, existing utility distribution lines underground.

Undergrounding of utility lines will visually enhance the area in which it occurs. In addition, undergrounding can reduce the potential for utility outages associated with wind damage and reduce the need for pruning of vegetation. The complexities of undergrounding could increase as new utility lines are added to existing poles (i.e., new franchises).

Undergrounding utilities can be especially effective along major routes with good regional views; especially of Lake Washington and within view corridors. The City should explore prioritizing the undergrounding of existing utility lines in these areas.

Kirkland should acknowledge the disproportionate costs of undergrounding existing lines for smaller developments by allowing owners to defer until undergrounding occurs as part of a larger project where economies of scale can be realized. The City will need to consider the tariffs on file with the WUTC in deciding where to underground existing distribution lines.

Policy U-1.~~8~~9: Encourage the joint use of utility corridors and facilities.

Besides the benefit of minimizing the extent of environmental impacts, utility co-location, consolidation, and joint use increases the efficient use of resources. For example, there is significant land devoted to public stormwater facilities. Joint use of this land consistent with prudent practice, would enhance the community while still providing the stormwater functions for which the facilities were built.

Other Examples of joint use include:

- *Sharing right-of-way acquisition costs.*
- *Developing pedestrian and bicycle trails and community gardens in utility corridors.*
- *Developing passive recreation, play areas, community gardens or wildlife habitat in storm and surface water detention areas.*
- *Sharing telecommunication trenches between providers and for the City's expansion of its fiber-optic network.*

Policy U-1.~~9~~10: Coordinate with other jurisdictions when utility additions and improvements cross jurisdictional boundaries to ensure that decisions are consistent with regional demand and resources and consistency in timing of permit review.

Where utility improvements are planned to serve regional demand, it is imperative that affected jurisdictions, tribal governments and utilities work together from the early planning stage. This will help reduce delays and a lower quality of regional service.

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XI. Utilities

City-Managed Utilities

Water

Goal U-2: Provide an efficient system to deliver high quality water.

Policy U-2.1: Work in coordination with other jurisdictions and purveyors in the region to ensure a reliable, economic, and sustainable source of water and to address long-term regional water demand.

Water tank in North Rose Hill Neighborhood

As a member of the Cascade Water Alliance, Kirkland has played a large role in securing long term regional water supplies well into the future. The City will continue to work with neighboring agencies and tribal governments to provide its customers with reliable, safe water at a reasonable cost, and address the potential impacts of climate change on regional water resources.

Policy U-2.2: Implement system rehabilitation and improvements in order to manage water resources.

Increasing system efficiencies by taking such measures as replacement of older pipes can delay the need for new and more costly supply solutions.

Policy U-2.3: Protect public health and safety, through the appropriate design, installation, and maintenance of water facilities.

The primary concerns with water supply are quantity and quality. The quantity of water has health and safety implications, particularly related to fire suppression. Water quality has obvious public health implications regulated by the Washington State Department of Health and United States Environmental Protection Agency through the Safe Drinking Water Act.

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XI. Utilities

Policy U-2.4: Visually screen new water towers and other water utility infrastructure to blend into their surroundings.

Utilizing vegetative buffers and camouflaging techniques can conceal and screen otherwise visually impacting facilities.

Sewer

Goal U-3: Protect public health and environmental quality through appropriate and efficient design, installation, and maintenance of sanitary sewer infrastructure.

Policy U-3.1: Work with King County, adjoining jurisdictions, and local purveyors to manage, regulate, and maintain the regional sewer system.

The existing regional sewage system has the capacity to handle Kirkland's future growth. The system will require maintenance and improvements to increase efficiencies.

Policy U-3.2: Ensure that all new development proposals are served by adequate sanitary sewer systems.

In general, new development should not be permitted on property that is served only by septic tanks. However, in limited situations, septic systems should be considered for low-density residential development where no reasonable alternatives exist upon demonstration that soil conditions will permit proper functioning of a septic system. Alternative and innovative techniques in lieu of sewer, such as composting toilet systems and mini treatment systems, should be explored and encouraged by the City.

Policy U-3.3: Connect areas that are on septic systems to sanitary sewer.

Some older, less urbanized areas of the City are served only by septic systems. As these systems age and fail, they present health and environmental risks. Continued testing for markers of poor water quality and failed or leaching septic systems will identify priority areas for upgrades. The City facilitates sewer extensions to these areas in compliance with the Kirkland Municipal Code, by utilizing latecomer agreements or the sewer extension program whereby private property owners are able to pay their proportionate share of the City's cost to extend sewer to areas within the City's sewer district not currently being served.

Policy U-3.4: Correct deficiencies and increase system efficiency. Emphasis should be placed on correcting deficiencies that present sewage overflow risks.

The greatest system deficiencies in Kirkland's sanitary sewer system are related to the age and reliability of parts of the system. Infiltration and inflow of stormwater into the older pipes decreases system capacity and exfiltration of effluent from older pipes presents environmental and health risks. A new lift station downtown provides significant unused capacity and overflow storage to prevent discharge to Lake Washington during storm events. The focus should continue to be on updating older portions of the systems, with an emphasis on areas where overflows could occur near water bodies. Diligence to maintain

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and expand the funding support to maintenance programs; such as inspection programs, technological upgrades, and tracking will continue to protect the system from overflows into Lake Washington.

Policy U-3.5: Educate businesses on the proper use of the sewer conveyance system.

Public education and outreach focuses on proper management of fats, oils and grease (FOGs) and non-dispersible products to prevent them from entering the sewer system. The outreach program reduces degradation of infrastructure and overflows, control odors, and protects both the public investment in the system and the environment.

Policy U-3.6: Encourage water reuse and reclamation.

The City should take advantage of the opportunity to access the regional repurposed water provided by the King County Wastewater Division at the Willows Pump Station. With development of the Cross Kirkland Corridor, the City may benefit by installing purple reclaimed water pressurized conveyance pipe that future development can access to irrigate landscapes and flush toilets. This will help protect Kirkland residents from any future water shortages. Future opportunities to reuse water for irrigation of parks and school facilities should also be explored.

Surface Water

Goal U-4: Provide surface water management facilities programs and services that provide adequate drainage and minimize flooding while protecting and enhancing the water quality and habitat value of streams, lakes, and wetlands.

Policy U-4.1: Implement the priorities and needs identified in the City's Surface Water Master Plan.

The Surface Water Master Plan sets the course for the next 5-10 years of surface water utility operations. The plan is updated periodically and serves as a tool to guide the City's surface water utility work program while managing resources, complying with regulations, and coordinating with various entities that are responsible for different aspects of surface water and stormwater management.

Policy U-4.~~1~~2: Adopt surface water design standards for new development and redevelopment that incorporate best available research and technology in protecting water resources in an economical and feasible manner.

The goal of surface water design for new development and redevelopment projects is to provide adequate drainage and to provide post-construction controls that mimic predevelopment hydrologic patterns and protect water quality to the degree that is economically feasible. Such facilities may include low impact development techniques and/or structural controls such as detention vaults or ponds, infiltration facilities, biofiltration rain gardens and swales, or wetvaults. The Phase II Western Washington Municipal Stormwater Permit requires that the City at a minimum follows the Department of Ecology's stormwater management design standards.

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Policy U-4.~~2~~3: Adopt and implement standards for control of runoff and erosion from construction sites.

In order to reduce construction related erosion and delivery of sediment to our waterways, use of sediment and erosion control techniques should be required at all sites where significant clearing and grading will take place.

Policy U-4.~~3~~4: Encourage or require use of "low impact development" principles and practices to minimize the surface water impacts of development.

Kirkland encourages the use of low impact development practices and should identify incentives and evaluate potential changes to land use development regulations and building codes to support and promote low impact development.

Low impact development (LID) is a set of practices that mimic natural watershed hydrology by slowing, evaporating/transpiring, and filtering water before it reaches a stream channel. LID contrasts with past drainage techniques that collect and convey water to streams quickly – damaging stream channels and degrading water quality.

This approach uses various land planning and design practices to conserve and protect natural resources and reduce infrastructure costs. LID techniques seek to minimize the amount of stormwater runoff; LID facilities use soils and vegetation to treat and slow the stormwater runoff that is produced on the site. LID allows land to be developed cost-effectively, which helps reduce potential environmental impacts.

Low impact development principles include the following:

- *Minimize creation of impervious surfaces;*
- *Preserve Native Vegetation*
- *Cluster housing to allow for preservation of open space*
- *Use site soils and vegetation to soak up and filter stormwater runoff;*

Low Impact Best Management Practices include the following:

- *Amend soils with compost to improve water retention;*
- *Construct bio-retention swales or cells, which are natural areas that have specifically chosen plants and engineered soils that slow, filter and absorb water;*
- *Use permeable pavement for roadways, driveways and walkways;*
- *Use green roofs to minimize runoff from impervious surfaces; and*
- *Collect and store water for landscaping or other nonpotable water uses.*

When combined, such principles and practices can greatly reduce the amount of stormwater runoff from developed sites and improve water quality.

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Policy U-4.5: Require businesses and residents to take steps to prevent stormwater pollution.

It is much easier to prevent pollution than to clean up polluted waters. Businesses and residents should be required to use both nonstructural and structural "best management practices" (BMPs) to prevent discharge of pollutants from everyday activities. BMPs range from covering materials stored outdoors, sweeping rather than using water to clean parking lots, and installation of oil/water separators to connecting car washing areas to sanitary sewers.

Policy U-4.~~4~~6: Minimize environmental damage from spilling and/or dumping of pollutants into the storm drainage system.

The City should respond to instances of spilling and dumping of materials into the storm drainage system through activities such as the following:

- *Identify those responsible for nonstormwater discharges and where appropriate take enforcement action, including requiring cleanup or conducting abatement;*
- *Maintain and periodically update inter-City and intraagency spill coordination and response training and procedures; and*
- *Conduct surveys and inspections to identify and eliminate illegal connections to the storm drainage system.*
- *Maintain maps of the drainage system that allow pollutants to be quickly traced to their source.*

Policy U-4.~~6~~7: Assess the quality of water and habitat in local streams and lakes to evaluate the effectiveness of utility standards and programs and to focus future efforts.

Identification of specific water quality and habitat concerns and the tracking of changes over time should help to improve the efficiency and cost-effectiveness of programs and projects. Such assessment is a recommended element of several State and federal programs.

Policy U-4.~~7~~8: Ensure that privately owned stormwater facilities are operated and maintained in a manner that maximizes their quantity and quality control benefits.

When well-maintained detention and water quality facilities on private property serve to protect downstream resources, City programs should be continued to ensure that privately owned stormwater facilities are operated and maintained so that downstream systems are not affected.

Policy U-4.~~8~~9: Educate the public on protecting and enhancing the quality of our water resources.

The City should strive to raise awareness of the impact that everyday business and residential activities can have on water quality and fish habitat and populations, and to provide information on practices, such as natural yard care, proper storage of materials, and washing practices, that can prevent the discharge of pollutants. Citizen volunteers should be involved in activities that increase stewardship of our water resources. The City should also explore new techniques for engaging the public and effecting positive changes in behavior.

Policy U-4.10: Explore the potential for regional stormwater facilities.

In some cases, particularly where there is significant redevelopment, providing regional facilities for flow control and water quality treatment may provide efficient and effective means of management of stormwater.

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Policy U-4.11: Take steps to remove fish passage barriers and to protect and enhance fish habitat.

The Muckleshoot Indian Tribe has Treaty fishing rights in Kirkland. The City should work closely with the Muckleshoot Tribe to prioritize fish passage barriers and other habitat enhancement projects to maximize the habitat benefits with available funding.

Policy U-4.12: Conduct municipal operations in a manner that protects water quality.

Use erosion control and pollution prevention practices in City operations including but not limited to parks, streets, wastewater, stormwater, and water in order to minimize the discharge of pollutants to the stormwater system.

Policy U-4.~~9~~13: Coordinate basin planning, pollution prevention, and restoration activities with neighboring jurisdictions.

Watersheds do not stop at jurisdictional boundaries, and must be analyzed and restored as whole entities. The City should coordinate activities with King County, Bellevue and Redmond and other jurisdictions as appropriate to maximize the positive impact of projects and programs.

Policy U-4.1~~0~~4: Participate in regional surface water resources and fish resource conservation planning efforts.

The City should continue in the participation of the WRIA 8 salmon conservation planning effort and the Puget Sound Shared Strategy. The purpose of this project is to develop a plan for recovery of salmon habitat functions of the greater Lake Washington Watershed. Habitat is the only one of the four "H's," Habitat, Hydropower, Hatcheries, and Harvest, which is under local government control. Recovery of salmon stocks listed as threatened under the Federal Endangered Species Act would reduce the regulatory and liability burden for local jurisdictions, help to protect a vital part of our regional economy, and protect a species that has great cultural significance in the Pacific Northwest.

Policy U-4.15: Ensure compliance with State and federal regulations related to surface water quality and fisheries resources.

The City should coordinate surface water management requirements and programs with a variety of State and federal programs and regulations, including but not limited to the following:

- *National Pollutant Discharge Elimination System, Phase II;*
- *Puget Sound Partnership Action Agenda for Puget Sound; and*
- *Federal Endangered Species Act listing of Chinook salmon as a threatened species.*

This policy is intended to acknowledge and accommodate future regulatory changes.

Policy U-4.16: Investigate and plan for the impacts of climate change on operation, maintenance and construction of the stormwater system.

Changes in precipitation patterns and climate may impact flooding and the need to store and reuse rainwater. Investigate and plan for sizing of the conveyance system, provision of additional areas for storage of flood waters, and potential for

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rainwater reuse. Evaluate construction methods used for stormwater system to insure that they minimize the production of greenhouse gases to the degree possible.

Policy U-4.17: Conduct asset management and planning to insure uninterrupted and efficient operation of the stormwater system.

Assessment of the condition, and ranking of assets according to their criticality and likelihood of failure, should be done to help prioritize replacement and rehabilitation of the system.

Policy U-4.18: Consider acquisition of open space, stream corridors and/or wetlands in cases where this would further goals of reducing flooding, improving water quality and improving fish habitat.

There are cases where preservation and /or restoration of stream corridors and wetlands may benefit City functions, and where this may not happen despite critical areas regulations. In addition, there may be cases where restoration of streams or wetlands would have significant benefits for water quality and habitat, and this work would likely not happen if the property were not under City ownership.

Telecommunications

Goal U-5: Ensure adequate and competitively priced telecommunication infrastructure, facilities and services for residents and businesses.

Policy U-5.1: Manage the City's existing and planned telecommunication improvements to optimize service delivery opportunities in Kirkland.

The City should plan and install sufficient capacity into its telecommunication system to meet future City needs.

Policy U-5.2: Partner with public agencies and private sector organizations to achieve cooperation and cost-sharing in building telecommunication systems and providing service.

The City should establish partnerships with public agencies and private sector organizations and encourage collocation of telecommunication space, on towers and buildings and in fiber-optic lines.

Policy U-5.3: Review and update City policies, procedures and regulations to facilitate the installation and maintenance of telecommunication systems.

The City should review and update its policies, procedures and practices to ensure that they facilitate the installation of new telecommunication systems and support existing systems. In addition, the City's development regulations need to be flexible or revised on a regular basis to respond to changes in technology and consumer needs.

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Policy U-5.4: Seek opportunities to enhance the number of service providers in the community to increase choice and fair access and encourage competitive pricing and high quality customer service.

Choice, availability and price are important factors to telecommunication consumers. The City should look for opportunities to increase the number of high quality service providers to have competitively priced and high quality telecommunication systems in Kirkland.

Policy U-5.5: Involve community stakeholders and service providers in telecommunication decisions.

The City should involve consumers, service providers and other public entities with telecommunication systems in Kirkland when reviewing its policies, practices and development regulations to ensure that consumer needs are being met and that providers and other public entities can install the facilities.

Moved from Community Value Policy U-1.6 ***Policy U-5.6: Mitigate impacts of wireless service facilities on adjacent land uses through careful siting and design. Facilitate the approval of wireless service facilities to balance the need for community connectivity with aesthetic standards. Stay up-to-date with changing technologies and rules.***

In order to minimize potential impacts, personal wireless services facilities should be located to the extent possible in nonresidential areas. There should be a preference for facilities co-located on existing towers, and located on existing structures such as building or equipment structure facades, transmission towers or utility poles, to avoid unnecessary proliferation. When new facilities are required or existing facilities are expanded, providers should be required to use techniques to screen or conceal the wireless service facilities to be compatible with the surroundings.

In recognition of the important role wireless services plays in facilitating business and personal communication, the City should enable carriers to quickly and efficiently site and configure facilities in ways that meet our standards. One of the best ways is to provide faster permit review for the locations and types of facilities the City wants to encourage.

Also, in recognition of the changing technology and industry, the City should ensure that property owners or providers remove abandoned facilities promptly. In addition, federal regulations covering wireless service facilities change frequently and the city should monitor and amend regulations accordingly.

Policy U-5.7: Allow new aerial telephone and cable lines in the right-of-way, provided that they are designed and installed to minimize aesthetic impacts and are subsequently required to be placed underground at the time of undergrounding electrical distribution lines..

Communication lines (telephone and cable) are often located on electrical utility poles. However electrical lines are typically the determinate for when communication lines are undergrounded. When electrical distribution lines are placed underground communication facilities must also be undergrounded.

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Policy U-5.8: Ensure that franchise and right of way agreements with telecommunication service providers require collaborative undergrounding of facilities when electrical distribution lines are placed underground.

The City's objective for undergrounding is to minimize aesthetic impacts and create more resilient infrastructure. Collaborative undergrounding creates economies of scale for all parties and minimizes traffic disruption.

Policy U-5.9: Screen ground mounted cabinets associated with telephone and cable telecommunication equipment so that they fit in with their surroundings.

Landscaping, proper placement and camouflaging techniques should be used to soften the appearance of the structures. Recognize that the provider must have access to the facilities in order to service and maintain them.

Non-City-Managed Utilities

The Washington Utilities and Transportation Commission (WUTC) has traditionally been the primary regulatory agency for private utilities. The WUTC has the authority to define the costs that a regulated utility can recover and consequently provides oversight to ensure that the utility acts prudently and responsibly. Under the Growth Management Act, local jurisdictions have the obligation and requirement to plan for utilities including the identification of utility corridors. Kirkland will need to consider the obligations of the utilities to WUTC regulation when considering policies and regulation affecting their operations.

Hazardous Liquid Pipelines

Goal U-6: Reduce the risk to public safety and the environment in the event of a hazardous liquid pipeline failure.

This goal addresses safety concerns. Damage from external forces such as construction equipment can produce an immediate fuel release or a scratch on a coated-steel pipeline can lead to accelerated corrosion and failure at a later time. Other safety concerns are location of land uses with high on-site populations that are difficult to evacuate, and location of emergency facilities and other land uses where the consequence of the loss in the event of a pipeline failure is high.

Actions that can be taken to ensure a higher degree of safety include early detection of potential pipeline damage or failures through adequate maintenance of the hazardous liquid pipeline corridor, neighborhood education, and working with other governments and industry representatives to seek improvements in safety measures for hazardous liquid pipelines. These provisions are intended to protect the health, safety and welfare of the general public.

During development review and construction of projects in the vicinity of the pipeline, setting requirements for avoidance of damage and coordination between Kirkland and the pipeline operator, Olympic Pipeline Company, or its successor can help avoid problems. The following actions can reduce the chance of an incident:

- *Identifying the location of the pipeline corridor on site plans, plats or other construction drawings;*
- *Using the one-call locator service, particularly during construction on adjacent properties;*
- *Physically verifying pipeline locations as needed to minimize the likelihood of damage;*

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- *Establishing and maintaining setback requirements from the hazardous liquid pipelines for new or expanded structures and other significant land disturbance; and*

- *Monitoring land disturbance close to the pipeline by the pipeline operator or its representative.*

Policy U-6.1: Establish standards to minimize pipeline damage.

Require development activity near pipelines to provide the following information in order to evaluate the proposal:

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- *Location of the liquid pipeline corridor in relation to proposed structures, utilities, or clearing and grading activities.*
- *Proposed techniques to minimize the potential disturbance to the pipeline prior to and during construction.*
- *Potential stormwater discharge impacts to the pipeline, and mitigation measures to prevent erosion.*
- *Setbacks and other site design techniques to minimize the potential hazard.*
- *Emergency plans as appropriate.*

Policy U-6.2: Coordinate with the pipeline operator when developments are proposed near the hazardous liquid pipeline corridor to reduce the potential for problems.

The City and operator should communicate and coordinate their review. Methods include the following:

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- *Notifying the pipeline operator of proposed development projects located near the pipeline corridor.*
- *Receiving verification that the pipeline operator has received and reviewed the proposal, and provided comments prior to City review of development activity.*
- *Seeking the pipeline operator's participation in preconstruction meetings if warranted.*
- *Seeking monitoring by the pipeline operator of development that involves land disturbance or other significant work within or near the pipeline corridor.*

Policy U-6.3: Prohibit new high consequence land uses from locating near a hazardous liquid pipeline corridor. Design proposed expansions of high consequence land uses to avoid increasing the level of risk in the event of a pipeline failure, and where feasible, to reduce the risk.

Kirkland can help reduce the risk of injury in the event of a pipeline failure by not allowing certain land uses to locate near hazardous liquid pipelines. Land uses with high-density on-site populations that cannot be readily evacuated or protected in the event of a pipeline failure are considered "high consequence land uses." Examples are schools and multifamily housing exclusively for the elderly or the handicapped. Uses such as these carry a relatively higher risk and have higher potential consequences in the event of a pipeline failure and therefore are not as appropriate as other uses near pipelines. Facilities that serve critical "lifeline" or emergency functions, such as fire and police facilities or utilities that provide regional service, are also considered "high consequence land uses."

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John Muir Elementary School is located near the pipeline corridor in the Kingsgate neighborhood. Future expansions can use measures such as site planning that reflect anticipated flow paths for leaking hazardous materials and emergency response.

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Policy U-6.4: Require maintenance of the hazardous liquid pipeline corridor through a franchise agreement or other mechanisms.

The pipeline operator can help reduce the likelihood of accidental damage by adequately maintaining the pipeline corridor. Dense vegetation such as blackberry bushes can impede visibility and access. Instead, the pipeline corridor can be properly maintained with grass or other low-growing vegetation that enables easy inspection while preventing erosion. Ensuring that the pipeline locations are marked and that missing markers are replaced is also important, as is periodic aerial inspection of the pipeline corridor to detect potential problems. Kirkland can assist this effort when permits are necessary for inspections or repair with prompt permit processing. The pipeline operator should maintain the pipeline corridor on a continual basis by:

- *Maintaining vegetation to enable visibility and access for inspection while ensuring that such maintenance does not contribute to soil erosion;*
- *Using plant species and plantings that prevent erosion;*
- *Ensuring that above and below grade pipeline markers containing information, such as operator name and number and facility type, are in place; and*
- *Conducting periodic visual inspections of the corridor.*

Policy U-6.5: Expedite permits for the hazardous liquid pipeline company necessary for inspections and repairs.

Policy U-6.6: Continue to work with other jurisdictions, state and federal governments, and the pipeline operator to seek improvements in safety measures for hazardous liquid pipelines.

Working with other jurisdictions and agencies as part of a unified approach to addressing pipeline safety issues is important. This unified approach can address issues such as maintaining a model franchise agreement, periodic review of the pipeline operator's safety action plan to identify any deficiencies, and advocacy of City concerns regarding pipeline safety regulations.

Policy U-6.7: Encourage the pipeline operator to maintain a neighborhood education program for those who live and work within one-quarter mile of the hazardous liquid pipeline to educate them and the general public about pipeline safety.

People who live on property or work near the pipelines can also play an important part in avoiding pipeline damage and identifying potential problems early on. The Olympic Pipeline Company or its successor can promote public safety through periodic neighborhood mailings and meetings. Important information should include facts about the pipelines, how to avoid damage, potential problems to watch out for, such as unusual smells or suspicious construction activities, and how to respond in the event of a failure or other problem.

Energy

Goal U-7: Promote energy infrastructure that is energy efficient, addresses climate change, and protects the community character.

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Policy U-7.1: Encourage the public to conserve energy through public education.

Utilizing renewable energy sources, conserving energy, and employing new energy technologies and efficiencies further Kirkland's sustainability goals. Renewables include solar, wind and other sustainable energy sources. The City should initiate public outreach to engage the community in this effort.

Policy U-7.2: Participate in regional efforts to increase renewable electricity use 20% beyond 2012 levels Countywide by 2030, phase out coal fire electricity sources by 2025, limit construction of new natural gas based electricity power plants, and support development of increasing amounts of renewable energy sources.

Kirkland must advocate for the transition from carbon based energy to renewables in coordination with the King County Climate Change Collaborative (K4C) at the state level. The K4C is a partnership between the county and cities to coordinate and enhance local government climate and sustainability efforts. As a founding member of the K4C, Kirkland leads in its commitment to support plans to reduce greenhouse gas emissions. Renewables include solar, wind and other sustainable energy sources.

The City adopted Principles of Collaboration and Joint County-City Climate Commitments in 2014. Energy supply commitments are strategies and actions to meet these King County wide targets. These are further described in the Environment Element. Kirkland should build on existing state renewable energy commitments including the Washington State Renewable Portfolio Standard to partner with utilities, including Puget Sound Energy, and other stakeholders on a countywide commitment to renewable energy resources, including meeting energy demand through energy efficiency improvements and phasing out fossil fuel.

Policy U-7.3: Work with and encourage Puget Sound Energy to provide clean and renewable energy that meets the needs of existing and future development, and provides sustainable, highly reliable and energy efficient service for Kirkland customers.

Kirkland requires highly reliable service for public health and safety and to meet the needs of our residents and businesses, while reducing greenhouse gas emissions. In recognition of the challenges that climate change pose to our community, Kirkland has adopted greenhouse gas emission reduction targets. As discussed in the Environment Element, besides transportation, the largest contributors to greenhouse gas emissions are residential and commercial buildings. Puget Sound Energy provides all of Kirkland's energy needs and about half are derived from fossil fuels. Since fossil fuels produce carbon emissions while converting to electricity, it is important for PSE to transition to renewable energy sources and co-generation and phase out fossil fuels to achieve the City's greenhouse gas emission reduction targets.

As PSE increases its renewable energy portfolio and use of co-generation, energy is conserved, efficiency is increased, and the carbon footprint is reduced. Cogeneration uses an otherwise unused byproduct of fossil fuel electricity generation to become a useful commodity by capturing heat that is generated while producing electricity to supply hot water, steam, space heating and cooling.

Policy U-7.4: Promote the use of small to large scale renewable energy production facilities.

The City should promote solar energy to generate electricity and heating for residential and commercial development. Wind turbines and other types of emerging technologies, such as digesters that divert and break down organic waste to produce energy should also be encouraged. The City must balance the goal of increasing renewable energy with aesthetic concerns and tree preservation objectives.

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Policy U-7.5: Require new and, where feasible, existing electrical distribution lines in the right of way to be underground.

Electrical distribution lines, often located in the public rights-of way, carry electricity to homes and businesses throughout Kirkland. Electrical service is provided to private property by service lines connecting to these power lines. Electric distribution lines are located both above and below ground throughout Kirkland. In more recent development areas systems are typically underground.

Undergrounding of electrical distribution lines can reduce the potential for power outages associated with wind damage, eliminate or reduce the need for pruning vegetation, and enhance views.

Kirkland should acknowledge the disproportionate costs of undergrounding existing lines for smaller developments by allowing owners to defer until undergrounding occurs as part of a larger project where economies of scale can be realized.

Policy U-7.6: Screen above ground equipment cabinets and other structures associated with electrical distribution without hindering access as required by the provider.

Landscaping or other techniques to screen these structures will generally soften their appearance so that they fit in with the surroundings.

Policy U-7.7: Require siting analysis in the development review process for new and expanded electrical transmission and substation facilities to address land use and sensitive areas and provide mitigation to minimize visual and environmental impacts.

Electrical transmission lines are located within corridors in public rights of way or within utility easements on private property. Existing transmission lines in Kirkland are above ground. Electric substations are located on private property owned by the utility. The additional cost to underground PSE's electrical transmission lines is regulated by the WUTC and borne by the entity requesting the undergrounding. New or expanded aerial transmission lines should be sited and designed to avoid critical areas and minimize visual impacts, especially where views of Lake Washington, the Olympic Mountains and view corridors are affected.

Coordination

Goal U-8: Facilitate the development and maintenance of non-City-managed utilities at the appropriate levels of service.

Policy U-8.1: Work with non-City-managed utilities and review facility plans to ensure that they reflect and support Kirkland's land use plan. Likewise, the City should work with providers to ensure that utilities are available to support land uses and to maintain appropriate levels of service.

This policy is intended to ensure that non-City providers are in compliance with the City's Comprehensive Plan as mandated by the Growth Management Act. This systematic planning allows the City to make accurate land use projections based on utility plans and allows utility providers to plan for utilities in a manner that reflects expected land use patterns and densities.

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Policy U-8.2: Coordinate with non-City providers of water and sewer on a joint program for maintaining adopted levels of service, concurrency requirements, funding, and construction of shared public facilities.

Under the provisions of this Comprehensive Plan, the City is establishing specific utility requirements for itself and utilities serving the Kirkland area consistent with the requirements of the Growth Management Act.

Policy U-8:3 Coordinate with the appropriate utility provider when considering land use decisions in the vicinity of proposed facility locations to ensure land use compatibility.

Working with utilities in advance of key land use decisions has the potential to eliminate potential conflicts and ensure that utility considerations are factored into the development review process.

Policy U-8.4: Provide timely and effective notice to utilities of the construction, maintenance, or repair of streets, roads, or other facilities and coordinate such work with the serving utilities.

Timely information about capital improvement plans provides utilities the opportunity to coordinate construction projects with City projects. This has two distinct advantages: it could save the utility money by reducing construction expenditures and it can help the City to avoid multiple roadcuts for various utility installations.

Policy U-8.5: Encourage the consolidation of special districts.

Obtaining urban services from cities, and encouraging special service districts, including sewer, water, and fire districts, to consolidate or dissolve as a result, advances the Growth Management, regional and county wide vision for municipalities to be the primary providers of urban services. Services should be provided in an efficient, environmentally sensitive, timely, and cost-effective manner.

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XI. Utilities

A. INTRODUCTION

The Utilities Element addresses water, sewer, surface water, electric power, natural gas, telecommunications, and hazardous liquid pipelines.

Utility planning has contributed to a high quality of life for Kirkland residents and businesses by ensuring efficient utility delivery. Kirkland's existing utility infrastructure is generally adequate to meet the growth needs of the City for many years. The City's objective is to meet the needs of the present without compromising the ability of future generations to meet their own needs. The City will continue to:

- *upgrade existing systems to increase efficiency and to avoid maintenance problems associated with older facilities,*
- *reduce demand through conservation, and*
- *transition to renewable and alternative technologies to reduce greenhouse gas emissions.*

Each utility function presents a unique problem. For water, Kirkland faces regional supply issues that require regional solutions. For sewer, the City must consider how to service areas on septic systems as those areas become more urbanized and prevent non-degradable materials and contaminated effluents from entering the sewer system. For surface water, the City is challenged to manage a growing system to handle increased urbanization without flooding, while maintaining and enhancing water quality and aquatic habitat. For hazardous liquids, Kirkland land development regulations near the pipeline corridor will continue to be enforced to help reduce the risk of a pipeline accident. For telecommunications, the City will continue to develop its telecommunications network to meet the City's needs and respond to changes in technology. Where possible, the City will utilize its telecommunications investments and partnerships to benefit citizens, businesses and public institutions. The City recognizes that excellent Internet connectivity is a key resource for business success. To that end, the city will work with telecommunications providers to help them succeed.

For both City and non-City-managed utilities, Kirkland faces the challenge of facilitating system improvements, efficiencies and new technologies while appropriately managing the impacts associated with above-ground utility installations.

Existing Conditions

The City of Kirkland currently provides the following utility services:

- ***Water** – All areas of the City except those north of NE 124th Street that are outside the City's service area. Figure U-1 shows the City's water system.*
- ***Sewer** – All areas of the City except those north of NE 116th Street that are outside the City's service area. Figure U-2 shows the City's sewer system.*
- ***Surface Water** – All areas of the City. Figure U3 shows the City's surface water system.*

The following non-City-managed utilities provide additional services:

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- ***Northshore Utility District and Woodinville Water District*** *– Both are special purpose districts that operate independently from the City. They provide water and sewer services to the northern portions of the City. Both have franchise agreements that include provisions for future City assumption of service at such time as it is desirable to do so. The Washington State Departments of Health and Ecology review and approve the Utility Districts' Comprehensive Plans, and they are bound by the same service regulations as the City. Figures U-4 and U-5 show the water and sewer systems.*

- ***Puget Sound Energy*** *– Is a public service company - a corporation or other non-governmental business entity which delivers certain services considered essential to the public interest. It transmits and distributes electric power and natural gas in a nine-county area, including Kirkland and much of King County. Figures U-6 and U-7 show Puget Sound Energy's electrical and gas facilities. (NEW MAPS TO BE ADDED)*

- ***Telecommunications*** *– are provided by a variety of non-City managed companies. Kirkland has both wired and wireless telephone, cable TV, and high speed cable and fiber-optic internet services. Those that use City rights-of-way to provide services have franchise agreements with the City.*

City Managed Facilities

Water

The City of Kirkland Water Utility provides water service to all of its residents, except those generally north of NE 124th Street who are served by the Northshore Utility District or the Woodinville Water District (see Figure U-1).

The City's water system is primarily a gravity system consisting of 171 miles of water lines and 12.62 million gallons of storage capacity that includes 1.5 million gallons of fire protection storage. An average of 5.3 million gallons of water per day is distributed to Kirkland's water service area customers. Projected costs associated with the water system are primarily maintenance and replacement costs for aging pipe and fire flow needs. The system generally has sufficient capacity to serve growth anticipated through the land use plan and future water customers into the year 2035. The City anticipates approval of its Comprehensive Water System Plan in the spring of 2015 by the Washington State Department of Health. It outlines water projects to upgrade any deficiencies in the system for the next 20 years.

As a member of the Cascade Water Alliance, Kirkland purchases its water supply from Seattle Public Utilities. The water is then distributed to Kirkland customers through the City's distribution system. The City currently receives all of its water supply from Seattle from the Tolt River Watershed, with occasional supply from the Cedar River Watershed when routine maintenance is required at the Tolt Treatment Facility. Cascade Water Alliance currently has an agreement with Seattle Public Utility to provide 33.3 million gallons of water per day to its member through the year 2039 with the opportunity for an extension of the contract until 2063.

In addition to the supply from Seattle Public Utility, Cascade Water Alliance also has an agreement with the City of Tacoma for additional supply into the year 2042, and has the capability of developing Lake Tapps in East Pierce County if the need arises beyond 2063. According to the Cascade Water Alliance, based on current trends of water use, responsible plumbing codes, and water efficient appliances, it is likely that Lake Tapps will not need be developed for decades.

Cascade Water Alliance Water Efficiency Program has a single regional water efficiency savings goal for all its members of a cumulative savings of 0.6 million gallon per day on an annual basis and 1.0 mg per day on a peak season basis through 2020. By utilizing existing water supplies more efficiently, millions of dollars will be saved for its members and ratepayers, leave more water in streams for fish, and reduce the region's carbon footprint through decreased energy usage involved in the treatment, transmission and heating of drinking water.

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Sewer

The City of Kirkland Sewer Utility provides sanitary sewer service to all of its residents south of NE 116th Street (see Figure U-2). The Northshore Utility District provides sewer service to most residents north of NE 116th Street.

The collection system consists of 40 wastewater collection basins, 122 miles of sewer pipe, six lift stations and force mains, and approximately 3184 manholes. Approximately five to ten percent of Kirkland residents use septic systems. Sewer extensions have typically been funded by developers or local owners in compliance with the Kirkland Municipal Code.

The system's most serious deficiency is the age of some of the pipelines. Twenty percent of the conveyance system consists of concrete pipes that were installed prior to the 1950's. Many allow inflow/infiltration and root intrusions which reduce capacity of the system and increase operation and maintenance costs. In addition, downtown businesses that produce fats, oils, and grease (FOG), release damaging amounts into conveyance pipes, contributing to odors downtown and increasing the risk of overflows. As a founding member of the Northwest FOG alliance, the City continues to lead the region in its efforts to educate businesses about proper kitchen practices and regular cleaning of FOG controls to prevent these impacts. The primary costs anticipated to maintain existing levels of service are related to replacement and rehabilitation of older pipelines, improvement of pumping capacity, and system expansions in the Lake Plaza Basin, Central Way Basin, and Juanita Basin.

The 2008 Sewer Comprehensive Plan establishes the policy basis for recommended capital improvements to correct deficiencies and meet future service needs. Updated every ten years, this Plan provides the City with a guide to evaluate the impacts of future proposed development and land use on the sewer system.

The King County Wastewater Treatment Division (WTD) provides the City's service area with sanitary sewer treatment services under the terms of an intergovernmental agreement. City sewage and a majority of Northshore Utility District's sewage are treated at King County's Renton treatment plant. Very small portions of Northshore's sewage flows to the Brightwater Treatment Plant in Woodinville and the West Point Treatment Plant in Seattle.

King County WTD's review of regional conveyance and treatment plants capacity indicates that the existing capacity is adequate to treat the region's wastewater until the 2030's. Planned upgrades to the treatment facilities will occur in order to maintain adequate capacity to serve anticipated growth beyond the 2030s.

Surface Water

The City maintains conveyance, flow control and water quality treatment systems in public rights-of-way, and flow control and water quality treatment facilities that serve single-family developments. These facilities are managed to reduce flooding and to protect water quality. As of 2014, the City owns and manages 257 miles of conveyance pipe and 539 retention and detention facilities (i.e. tanks, vaults and ponds).

Kirkland is subject to the Phase II Western Washington Municipal Stormwater Permit (the Permit). The Permit is issued by the State of Washington under authority from the Environmental Protection Agency, and is part of the National Pollutant Discharge Elimination System (NPDES), a program which seeks to reduce pollution in the Nation's waterways by controlling sources of pollution. The current Permit became effective on August 1, 2013, and will expire on July 31, 2018. The Permit allows Kirkland to discharge stormwater into water of the State if the City takes specific steps in each of the following areas to minimize discharge of pollutants to stormwater: public education and outreach, public involvement, illicit discharge detection and elimination, controlling runoff from new development, redevelopment, and construction sites, municipal operations and maintenance, and monitoring and effectiveness studies.

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Privately owned stormwater facilities consist of conveyance, flow control and water quality treatment facilities that serve multi-family and commercial developments, and certain private roads and single-family developments. City staff inspect 631 private flow control and water quality treatment systems to insure that they are cleaned and functioning as designed. In addition, staff provide technical assistance for drainage and water quality problems that impact these systems. Figure U-3 shows the City surface management water system.

The Kirkland Surface Water Master Plan is a functional plan that Kirkland uses to identify capital projects to address deficiencies in the system. This provides the policy basis for capital projects. A watershed approach has been used for managing the surface water utility by dividing the City into 15 drainage basins. The largest and most important streams are Juanita and Forbes Creek. The size of their drainage basins makes them especially important for receipt of stormwaters and discharge into Lake Washington. Yarrow Creek, Denny Creek, Juanita Creek, Forbes Creek, and Champagne Creek also have large basin areas within the City and are significant because they provide salmonid fish habitat and productive associated wetlands. Smaller critical drainages include Carillon Creek, Cochran Springs Creek, Everest Creek, Holmes Point, and Kingsgate Slope. More information on the watershed and drainage basins, and a map illustrating their location, can be found in the Natural Environment Element.

City Telecommunications

The City is expanding its fiber-optic network to service governmental facilities and traffic control systems by partnering with other cities and schools to lay the foundation for a regional fiber optic telecommunication system. The publicly owned Community Connectivity Consortium has 22 members including Kirkland, Lake Washington School District, the University of Washington and the City of Bellevue.

(MAPS GO HERE)

Non-City-Managed Utilities

Northshore Utility District: Water and Sewer

The Northshore Utility District provides water and sewer services to northern portions of the City. Figure U-4 illustrates the existing Northshore water system and proposed improvements. Figure U-5 illustrates the existing Northshore sewer system and proposed improvements.

Northshore's sewer system is primarily a gravity system. Wastewater is-treated at King County's West Point and Renton treatment plants. Sewer Level of Service is 71 gallons per capita flow rate. Potable water from the Tolt River Watershed is purchased from Seattle Public Utility (SPU).The water system has five reservoir sites with a 29-million-gallon capacity. Water Level of Service is 174 gallons per day (GPD) per Equivalent Residential Units (ERU).

The District's sewer and water plans include identification of capital improvements for replacement and repair of the older, damaged sections of the system. Repair and maintenance of the system occur when needed and extensions necessitated by future development will be provided by the developer.

The District, as one of a group of 18 utilities who also purchase water from SPU, are part of the Saving Water Partnership (SWP) administered by SPU. All have adopted the Saving Water Partnership Regional Conservation Program Water Use Efficiency Goal. The conservation goal is to reduce per capita water use from current levels so that the total average annual retail water use of members of the SWP is less than 105 million gallons per Day (MGD) from 2013 through 2018 despite forecasted population growth. Due to the high cost of connecting to the Brightwater Wastewater Treatment Facility reclaimed

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water distribution system, the District does not currently have sufficient need or cost-justification to develop and manage a reclaimed water distribution system. They will continue to evaluate the feasibility of doing so in the future.

Northshore can provide service to accommodate Kirkland's future growth.

Woodinville Water District: Water and Sewer

The Woodinville Water District provides water services to the northeast portion of the City and sewer service to only a few single family homes. Figure U-4 illustrates the existing Woodinville water system and proposed improvements. Figure U-5 illustrates the existing and proposed Woodinville sewer system.

Woodinville's sewer system is primarily a gravity system. Due to the topographical difficulty of providing gravity sewer service to the Kingsgate area, Northshore Utility District provides sewer service there, even though it is within Woodinville's service area. Woodinville Water wastewaters are treated at King County's West Point and Renton treatment plants. Sewer Level of Service is 75 gallons per day per capita. Woodinville's Sewer General Plan indicates that Woodinville Water district can provide sewer service to accommodate Kirkland's future growth.

Sewer Level of Service is 75 gallons per day per capita. Woodinville's Sewer General Plan indicates that Woodinville Water district can provide sewer service to accommodate Kirkland's future growth. The water system has eight reservoir sites with a 14.9-million-gallon capacity. Water Level of Service is 193 gallons per day /Equivalent Residential Units. Woodinville's Comprehensive Water System Plan indicates that by the year 2027, the District's water needs in the west service area, which includes Kirkland, will be deficient of source availability for projected demands and fire suppression storage. The District has a capital improvement plan for the system. Depending on future demand, a new water reservoir will be built to provide new capacity where the existing Kingsgate reservoir is located. In the meantime, a new booster pump station at this site has delayed the need for the new reservoir. Repair and maintenance of the system occur when needed and extensions necessitated by future development will be provided by the developer.

The district's conservation goal is to reduce per capita water use from current levels so that the total average annual retail water use of the members of Seattle Public Utility Saving Water Partnership is less than 105 Million Gallons per Day (MGD) from 2013 – 2018 despite forecasted population growth.

Puget Sound Energy: Electricity and Natural Gas

Puget Sound Energy (PSE) is regulated by the Washington Utilities and Transportation Commission (WUTC), which provides the Kirkland area with electricity and natural gas. Figures U- 6 and U-7 illustrate the existing and proposed electrical system. Figures U-8 and U-9 illustrate the existing and proposed natural gas system. (NEW MAPS TO BE ADDED)

Electricity

PSE generates, transmits, and distributes power as part of the interconnected Northwest power grid. As of 2014, PSE generates approximately 46% of its electricity from their own power plants and acquires the rest from generation sources on the Columbia River and across the western United States and Canada. The electricity that PSE delivers to customers is generated from hydroelectric dams, coal, natural gas, wind, and to a much smaller degree from nuclear, and other (solar, biomass landfill gas, petroleum, and waste). Although there has historically been a net surplus in electricity supply in the Northwest, in recent years there has been a balance between supply and demand. Future forecasts indicate scenarios where deficits may emerge, requiring additional power purchases, new generation, and further conservation.

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Kirkland is a part of PSE's Eastside and Northshore Electrical Subareas. Power is delivered on 230,000 volt (230 kV) transmission lines to substations in Redmond and Renton, where the voltage is transformed to 115 kV. Several distribution stations in Kirkland further transform the voltage to 12.5 kV which is then distributed to customers. A new 115KV transmission line connecting PSE's Sammamish Substation in Redmond to Kirkland's Juanita Substation is planned for construction in 2017 along a route that enters Kirkland near NE 124th Street and generally follows the Cross Kirkland Corridor until heading north along 120th Avenue NE, and then west along NE 124th Street.

A double-circuit 230 kV Seattle City Light transmission line runs through Kirkland north to south near 124th Avenue NE, but does not directly serve the Eastside subarea.

PSE's long-range electrical energy plans through the year 2035 include a new 230 kV transmission line to connect Redmond to Renton. Known as the Energize Eastside Project, siting of the new transmission line goes through a public involvement process that is expected to be complete at the end of 2015, followed by environmental review and permitting in 2015 - 2017. Construction is planned for 2017 - 2018.

Washington State's Energy Independence Act requires utilities to acquire specified amounts of renewable resources or equivalent renewable energy credits (RECs). Sufficient "qualifying renewable energy" must equal at least three percent of retail sales in 2012, nine percent in 2016 and 15 percent in 2020. PSE has acquired enough eligible renewable resources and REC's to meet the requirements of the law through 2022 from wind resources.

Natural Gas

PSE provides natural gas to six Washington counties, including King County via PSE's distribution system. The natural gas originates from various regions of the U.S. and Canada. Natural gas is transported throughout Washington via a network of interstate transmission pipelines owned and operated by Northwest Pipeline Corporation. PSE takes delivery of natural gas from Northwest at a gate station located east of Lake Sammamish outside Kirkland City limits. PSE gas distribution lines up to eight inch in diameter in Kirkland, together with future extensions and upgrades, will service Kirkland's growth.

While PSE plans for gas system demand growth, installation of gas main extensions and new service lines respond to customer demand. Washington Utilities and Transportation Commission rules require gas companies to demonstrate that existing ratepayers will not subsidize new customers.

Telecommunication Service Providers

Telephone services are regulated by the Washington Utilities and Transportation Commission. Personal wireless service providers serving Kirkland are those licensed by the Federal Communications Commission (FCC) in the Radio Frequency Spectrum for wireless communications service and registered to do business in Kirkland. Cable services are provided under municipal franchise.

Telephone

Wired telephone service and certain related special services are available in the City. System facilities within Kirkland include switching stations, trunk lines, and distributions lines. Distribution lines are either pole-mounted or underground. Service and facility expansions are driven by customer demand.

Personal Wireless

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Several companies provide wireless (cellular) telephone service. Cellular telecommunication permits wireless transmission of messages on a network of strategically placed receivers (i.e., mobile telephone communications). Receivers may be placed on tall poles, lattice-type towers, or buildings. The cellular telephone industry does not plan facilities far into the future, but uses market demand to determine expansion into new service areas.

Cable

Cable TV and Internet services are also available in Kirkland. Most homes area served by at least two providers. The local provider has the technical capacity to serve any new development in the City. Residential high speed DSL services, cable-based Internet, and fiber are available in most locations in the community.

Fiber Optic

Many telecommunication vendors own optic fiber in Kirkland rights-of-way for commercial use. The City of Kirkland has access to some of these strands through franchise agreements.

Olympic Pipeline Company: Hazardous Liquid Pipelines

The Olympic Pipeline Company, operated by BP Pipelines North America, operates a 400-mile-long petroleum pipeline system from Ferndale, Washington, to Portland, Oregon. Two parallel lines, 16-inch and 20-inch in diameter, generally along the Puget Sound Energy easement north-south corridor, pass through the Kingsgate and Totem Lake neighborhoods in the northeast portion of Kirkland and close to a portion of the eastern boundary of the Bridle Trails neighborhood. The pipelines carry gasoline, diesel and aviation fuel. Delivery lines carry products from this mainline to bulk terminals at Sea-Tac International Airport; Seattle, Tacoma and Vancouver, Washington; and Linnton and Portland, Oregon.

The pipelines are hazardous liquid pipelines, as defined by state law (RCW 81.88.040). Pipeline facilities, if ruptured or damaged, can pose a significant risk to public safety and the environment due to the high operating pressure and the highly flammable, explosive and toxic properties of the fuel.

The Federal Office of Pipeline Safety (OPS) is responsible for regulation of the interstate pipeline facilities and addresses safety in design, construction, testing, operation, maintenance and emergency response of pipeline facilities. The Washington State Utilities and Transportation Commission (UTC) has authority to act as an agent for OPS.

Kirkland's Fire Department has reciprocal emergency response agreements with Redmond and other surrounding jurisdictions in the event of a pipeline failure. The Redmond Fire Department Olympic Pipeline Response Plan includes technical information about the pipeline, potential hazards, a guide to hazardous materials scene management, emergency response and evacuation plans, and contacts and other resources. It contains the fundamentals of the City of Kirkland Fire Department response, and in addition maintains city specific data to be used in such an emergency.

The City has established policies to supplement state regulations and the City's risk management/response plan. Utility Element policies focus primarily on land use measures that help minimize and prevent unnecessary risk to the public due to hazardous liquid pipelines, recognizing it is impossible to eliminate risk entirely.

The City also enforces the state's Call Before You Dig Law to safeguard the public and construction personnel who work around utilities and the underground infrastructure of pipes, mains, and lines, including fiber optic lines, with an emphasis on protecting fuel transport lines. It requires notification when excavating near underground utilities and ensures that they will be marked, in order to prevent damage, service interruptions and bodily injury.

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Relationship to Other Elements

The Utilities Element supports other elements of the Comprehensive Plan by establishing policies for provision of efficient and sustainable urban services to serve anticipated growth and development. This Element supports an infrastructure for servicing existing development and areas targeted for growth by the Land Use Element. The general policies in this Element support the Shoreline Area Chapter by encouraging joint use of utility corridors and mitigating environmental impacts caused by the utility. Energy policies support the sustainability objectives found in the Environment Chapter. The telecommunications policies will help implement the policies of the Land Use, Economic Development, Transportation, and Public Services Elements by facilitating the movement of information as an alternative to the historic commuter/work relationship. Finally, utility policies provide direction to the funding, concurrency, and level of service goals and policies of the Capital Facilities Element. The Capital Facilities Element contains further explanation regarding the analysis of need for capital projects to meet the level of service standards for city managed utilities.

Policies for public services such as emergency services, schools, and libraries are contained in the Public Services Element.

Relationship to Other Plans

In preparing this Element, the City has reviewed and considered the following documents that are adopted by reference:

- *City of Kirkland Comprehensive Water System Plan (2014);*
- *City of Kirkland Comprehensive Sewer Plan (2008);*
- *City of Kirkland Surface Water Master Plan (2014);*
- *Northshore Utility District Comprehensive Water Plan (2009);*
- *Northshore Utility District Sewer and Water Plan Maps (2009);*
- *Woodinville Water District Comprehensive Water Plan (2008)*
- *Woodinville Water District General Sewer Plan (2007);*
- *Puget Sound Energy GMA Electrical Facilities Plan (1993);*
- *Redmond Fire Department Olympic Pipeline Response Plan (2000).*

B. UTILITIES CONCEPT

The Utilities Element supports the continued provision of adequate utility services to support existing and future development. Levels of service are established for City-managed water, sewer and surface water utilities and levels of service are established for non-City purveyors of water and sewer. In addition, water and sewer concurrency requirements are established for new development. A detailed explanation of level of service and concurrency requirements are in the Capital Facilities Element.

The Utilities Element provides policies for regional coordination of utility needs. A basis for coordination with regional and local providers is established to ensure fair and consistent review of system expansions and enhancements while providing appropriate public input. The environmental and aesthetic concerns of the community are balanced with the need to provide affordable and reliable utility service. As telecommunication technologies continue to evolve, the Utility Element supports

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systems that are widely available, reliable, efficient, and complete, and that respond to the ever greater business and residential demand to be connected.

The importance of efficiency, renewable energy and conservation are stressed as cost-effective means of accommodating the growing demand for services and reducing carbon emissions.

C. UTILITIES GOALS AND POLICIES

Goal U-1: Maintain the quality of life in Kirkland through the planned provision of public and private utilities.

Goal U-2: Provide an efficient system to deliver high quality water.

Goal U-3: Protect public health and environmental quality through appropriate and efficient design, installation, and maintenance of sanitary sewer infrastructure.

Goal U-4: Provide surface water management facilities programs and services that provide adequate drainage and minimize flooding while protecting and enhancing the water quality and habitat value of streams, lakes, and wetlands.

Goal U-5: Ensure adequate and competitively priced telecommunication infrastructure, facilities and services for residents and businesses.

Goal U-6: Reduce the risk to public safety and the environment in the event of a hazardous liquid pipeline failure.

Goal U-7: Promote energy infrastructure that is energy efficient, addresses climate change, and protects the community character.

Goal U-8 Facilitate the development and maintenance of non-City-managed utilities at the appropriate levels of service.

General

As an urban area, Kirkland is accustomed to a high level of utility service. These services accommodate the lifestyles of Kirkland residents and the success of Kirkland businesses. To maintain these community values, which are reflected in levels of service standards, Kirkland must balance the quality of the service provided with the costs and community and environmental impacts.

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New policy initiatives for achieving sustainable utility services can ensure this level of utility service is maintained into the future.

Goal U-1: Maintain the quality of life in Kirkland through the planned provision of public and private utilities.

Policy U-1.1: Maintain an inventory of existing capital facilities and utilities, including locations and capacities of such systems and facilities.

An accurate inventory of existing public and private utility locations and capacities will ensure that the City can plan for new growth in a manner that reflects the ability to service that growth with adequate services.

Policy U-1.2: Provide for needed capital facilities and utilities based on adopted levels of service and forecasted growth in accordance with the Land Use Element of this Plan.

This policy is intended to ensure that the Capital Facilities, Land Use, and Utilities Elements are functioning in concert. Coordinated planning allows the City to make accurate land use projections based on utility plans, allows utility providers to plan for utilities in a manner that reflects expected land use patterns and densities and ensures that adequate capital facilities and utilities will be available with development.

Policy U-1.3: Use the following level of service standards for determining the need for City-managed public sewer, water, and surface water facilities:

Table U-1
Water, Sewer and Surface Water Level of Service

Facility	***Standard***
Water distribution residential use:	*103 gallons/day/capita*
Water distribution all other uses: *Irrigation* *Businesses* *Fire suppression*	*249 gallons/ day/ capita (includes 1.5 million gallons for fire storage)*
Sanitary sewer collection:	*100 gallons/day/capita*

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Surface water management:	*Convey, detain and treat stormwater runoff in a manner that provides adequate drainage for the appropriate storm to ensure safety, welfare, and convenience in developed areas while protecting the hydrologic regime and quality of water and fish/wildlife habitat in streams, lakes and wetlands.*

Policy U-1.4: Ensure that utility services are provided in a manner that is environmentally sensitive, safe and aesthetically compatible with surrounding land uses.

A variety of factors are at stake in the consideration of any proposed utility expansion. For example, clearing for installation or maintenance should minimize impacts to trees and vegetation as well as fish and wildlife habitat. Utilities also should be installed and maintained to protect the environment from contamination. Ensuring that utilities are screened to blend in with their surroundings should increase community acceptance of conspicuous infrastructure.

Mitigating environmental and aesthetic impacts can have implications on cost and efficiency of the system. Therefore, it is appropriate to weigh costs against a full consideration of long term benefits that will be derived. Individual implementation issues arising under this policy should be resolved on a case-by-case basis in light of all these considerations.

Policy U-1.5: Facilitate and encourage the conservation of utility resources
The demand for utilities, such as water and electricity, may be met by either increasing the supply or reducing the demand. As the region faces increased challenges to supply these resources. Conservation and efficiency measures can be employed to delay the need for new supplies. Reducing the rate of energy consumption is a means to lower energy costs and mitigate environmental impacts associated with traditional energy supplies.

Policy U-1.6: Promote renewable energy

Kirkland should lead by example. Reducing the City's carbon footprint by reducing our output of greenhouse gasses will help decrease the impacts of climate change and support the vision of an ecologically sustainable city. The City should continue participating in Puget Sound Energy's Green Power program which ensures that a portion of Kirkland's municipal electricity use is matched with clean renewable energy resources located in the Northwest. Continuing to target City utility infrastructure for 100 percent green power as is the case of sewer lift stations, supports this policy. The City's should also continue to replace its vehicle fleet with hybrid and electric vehicles to boost fuel efficiency and increase the number of electric charging stations at public facilities. Other opportunities to reduce energy use should be aggressively pursued. Installation of solar panels and heat pumps on City facilities can further reduce greenhouse gas emissions to meet our reduction targets and encourage community use of these technologies. Targets are described in the Environment Element.

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Policy U-1.7: Provide equal access to utility services, regardless of historic disparities in income and employment opportunities.

Utility service should be available and provided at the adopted level of service throughout Kirkland. The City or non-City managed utility provider should plan to extend service or upgrade infrastructure where deficiencies are identified.

Policy U-1.-8: Install new and, where feasible, existing utility distribution lines underground.

Undergrounding of utility lines will visually enhance the area in which it occurs. In addition, undergrounding can reduce the potential for utility outages associated with wind damage and reduce the need for pruning of vegetation. The complexities of undergrounding could increase as new utility lines are added to existing poles (i.e., new franchises).

Undergrounding utilities can be especially effective along major routes with good regional views; especially of Lake Washington and within view corridors. The City should explore prioritizing the undergrounding of existing utility lines in these areas.

Kirkland should acknowledge the disproportionate costs of undergrounding existing lines for smaller developments by allowing owners to defer until undergrounding occurs as part of a larger project where economies of scale can be realized. The City will need to consider the tariffs on file with the WUTC in deciding where to underground existing distribution lines.

Policy U-1.9: Encourage the joint use of utility corridors and facilities.

Besides the benefit of minimizing the extent of environmental impacts, utility co-location, consolidation, and joint use increases the efficient use of resources. For example, there is significant land devoted to public stormwater facilities. Joint use of this land consistent with prudent practice, would enhance the community while still providing the stormwater functions for which the facilities were built.

Other Examples of joint use include:

- *Sharing right-of-way acquisition costs*
- *Developing pedestrian and bicycle trails and community gardens in utility corridors.*
- *Developing passive recreation, play areas, community gardens or wildlife habitat in storm and surface water detention areas.*
- *Sharing telecommunication trenches between providers and for the City's expansion of its fiber-optic network.*

Policy U-1.10: Coordinate with other jurisdictions when utility additions and improvements cross jurisdictional boundaries to ensure that decisions are consistent with regional demand and resources and consistency in timing of permit review.

Where utility improvements are planned to serve regional demand, it is imperative that affected jurisdictions, tribal governments and utilities work together from the early planning stage. This will help reduce delays and a lower quality of regional service.

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City-Managed Utilities

Water

Goal U-2: Provide an efficient system to deliver high quality water.

Policy U-2.1: Work in coordination with other jurisdictions and purveyors in the region to ensure a reliable, economic, and sustainable source of water and to address long-term regional water demand.

Water tank in North Rose Hill Neighborhood

As a member of the Cascade Water Alliance, Kirkland has played a large role in securing long term regional water supplies well into the future. The City will continue to work with neighboring agencies and tribal governments to provide its customers with reliable, safe water at a reasonable cost, and address the potential impacts of climate change on regional water resources.

Policy U-2.2: Implement system rehabilitation and improvements in order to manage water resources.

Increasing system efficiencies by taking such measures as replacement of older pipes can delay the need for new and more costly supply solutions.

Policy U-2.3: Protect public health and safety, through the appropriate design, installation, and maintenance of water facilities.

The primary concerns with water supply are quantity and quality. The quantity of water has health and safety implications, particularly related to fire suppression. Water quality has obvious public health implications regulated by the Washington State Department of Health and United States Environmental Protection Agency through the Safe Drinking Water Act.

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Policy U-2.4: Visually screen new water towers and other water utility infrastructure to blend into their surroundings.

Utilizing vegetative buffers and camouflaging techniques can conceal and screen otherwise visually impacting facilities.

Sewer

Goal U-3: Protect public health and environmental quality through appropriate and efficient design, installation, and maintenance of sanitary sewer infrastructure.

Policy U-3.1: Work with King County, adjoining jurisdictions, and local purveyors to manage, regulate, and maintain the regional sewer system.

The existing regional sewage system has the capacity to handle Kirkland's future growth. The system will require maintenance and improvements to increase efficiencies.

Policy U-3.2: Ensure that all new development proposals are served by adequate sanitary sewer systems.

In general, new development should not be permitted on property that is served only by septic tanks. However, in limited situations, septic systems should be considered for low-density residential development where no reasonable alternatives exist upon demonstration that soil conditions will permit proper functioning of a septic system. Alternative and innovative techniques in lieu of sewer, such as composting toilet systems and mini treatment systems, should be explored and encouraged by the City.

Policy U-3.3: Connect areas that are on septic systems to sanitary sewer.

Some older, less urbanized areas of the City are served only by septic systems. As these systems age and fail, they present health and environmental risks. Continued testing for markers of poor water quality and failed or leaching septic systems will identify priority areas for upgrades. The City facilitates sewer extensions to these areas in compliance with the Kirkland Municipal Code, by utilizing latecomer agreements or the sewer extension program whereby private property owners are able to pay their proportionate share of the City's cost to extend sewer to areas within the City's sewer district not currently being served.

Policy U-3.4: Correct deficiencies and increase system efficiency. Emphasis should be placed on correcting deficiencies that present sewage overflow risks.

The greatest system deficiencies in Kirkland's sanitary sewer system are related to the age and reliability of parts of the system. Infiltration and inflow of stormwater into the older pipes decreases system capacity and exfiltration of effluent from older pipes presents environmental and health risks. A new lift station downtown provides significant unused capacity and overflow storage to prevent discharge to Lake Washington during storm events. The focus should continue to be on updating older portions of the systems, with an emphasis on areas where overflows could occur near water bodies. Diligence to maintain

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and expand the funding support to maintenance programs; such as inspection programs, technological upgrades, and tracking will continue to protect the system from overflows into Lake Washington.

Policy U-3.5: Educate businesses on the proper use of the sewer conveyance system.

Public education and outreach focuses on proper management of fats, oils and grease (FOGs) and non-dispersible products to prevent them from entering the sewer system. The outreach program reduces degradation of infrastructure and overflows, control odors, and protects both the public investment in the system and the environment.

Policy U-3.6: Encourage water reuse and reclamation.

The City should take advantage of the opportunity to access the regional repurposed water provided by the King County Wastewater Division at the Willows Pump Station. With development of the Cross Kirkland Corridor, the City may benefit by installing purple reclaimed water pressurized conveyance pipe that future development can access to irrigate landscapes and flush toilets. This will help protect Kirkland residents from any future water shortages. Future opportunities to reuse water for irrigation of parks and school facilities should also be explored.

Surface Water

Goal U-4: Provide surface water management facilities programs and services that provide adequate drainage and minimize flooding while protecting and enhancing the water quality and habitat value of streams, lakes, and wetlands.

Policy U-4.1: Implement the priorities and needs identified in the City's Surface Water Master Plan.

The Surface Water Master Plan sets the course for the next 5-10 years of surface water utility operations. The plan is updated periodically and serves as a tool to guide the City's surface water utility work program while managing resources, complying with regulations, and coordinating with various entities that are responsible for different aspects of surface water and stormwater management.

Policy U-4.2: Adopt surface water design standards for new development and redevelopment that incorporate best available research and technology in protecting water resources in an economical and feasible manner.

The goal of surface water design for new development and redevelopment projects is to provide adequate drainage and to provide post-construction controls that mimic predevelopment hydrologic patterns and protect water quality to the degree that is economically feasible. Such facilities may include low impact development techniques and/or structural controls such as detention vaults or ponds, infiltration facilities, biofiltration rain gardens and swales, or wetvaults. The Phase II Western Washington Municipal Stormwater Permit requires that the City at a minimum follows the Department of Ecology's stormwater management design standards.

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Policy U-4.3: Adopt and implement standards for control of runoff and erosion from construction sites.

In order to reduce construction related erosion and delivery of sediment to our waterways, use of sediment and erosion control techniques should be required at all sites where significant clearing and grading will take place.

Policy U-4.4 Encourage or require use of "low impact development" principles and practices to minimize the surface water impacts of development.

Kirkland encourages the use of low impact development practices and should identify incentives and evaluate potential changes to land use development regulations and building codes to support and promote low impact development.

Low impact development (LID) is a set of practices that mimic natural watershed hydrology by slowing, evaporating/transpiring, and filtering water before it reaches a stream channel. LID contrasts with past drainage techniques that collect and convey water to streams quickly – damaging stream channels and degrading water quality.

This approach uses various land planning and design practices to conserve and protect natural resources and reduce infrastructure costs. LID techniques seek to minimize the amount of stormwater runoff; LID facilities use soils and vegetation to treat and slow the stormwater runoff that is produced on the site. LID allows land to be developed cost-effectively, which helps reduce potential environmental impacts.

Low impact development principles include the following:

- *Minimize creation of impervious surfaces;*
- *Preserve Native Vegetation*
- *Cluster housing to allow for preservation of open space*
- *Use site soils and vegetation to soak up and filter stormwater runoff;*

Low Impact Best Management Practices include the following:

- *Amend soils with compost to improve water retention;*
- *Construct bio-retention swales or cells, which are natural areas that have specifically chosen plants and engineered soils that slow, filter and absorb water;*
- *Use permeable pavement for roadways, driveways and walkways;*
- *Use green roofs to minimize runoff from impervious surfaces; and*
- *Collect and store water for landscaping or other nonpotable water uses.*

When combined, such principles and practices can greatly reduce the amount of stormwater runoff from developed sites and improve water quality.

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Policy U-4.5: Require businesses and residents to take steps to prevent stormwater pollution.

It is much easier to prevent pollution than to clean up polluted waters. Businesses and residents should be required to use both nonstructural and structural "best management practices" (BMPs) to prevent discharge of pollutants from everyday activities. BMPs range from covering materials stored outdoors, sweeping rather than using water to clean parking lots, and installation of oil/water separators to connecting car washing areas to sanitary sewers.

Policy U-4.6: Minimize environmental damage from spilling and/or dumping of pollutants into the storm drainage system.

The City should respond to instances of spilling and dumping of materials into the storm drainage system through activities such as the following:

- *Identify those responsible for nonstormwater discharges and where appropriate take enforcement action, including requiring cleanup or conducting abatement;*
- *Maintain and periodically update inter-City and intraagency spill coordination and response training and procedures; and*
- *Conduct surveys and inspections to identify and eliminate illegal connections to the storm drainage system.*
- *Maintain maps of the drainage system that allow pollutants to be quickly traced to their source.*

Policy U-4.7: Assess the quality of water and habitat in local streams and lakes to evaluate the effectiveness of utility standards and programs and to focus future efforts.

Identification of specific water quality and habitat concerns and the tracking of changes over time should help to improve the efficiency and cost-effectiveness of programs and projects. Such assessment is a recommended element of several State and federal programs.

Policy U-4.8: Ensure that privately owned stormwater facilities are operated and maintained in a manner that maximizes their quantity and quality control benefits.

When well-maintained detention and water quality facilities on private property serve to protect downstream resources, City programs should be continued to ensure that privately owned stormwater facilities are operated and maintained so that downstream systems are not affected.

Policy U-4.9: Educate the public on protecting and enhancing the quality of our water resources.

The City should strive to raise awareness of the impact that everyday business and residential activities can have on water quality and fish habitat and populations, and to provide information on practices, such as natural yard care, proper storage of materials, and washing practices, that can prevent the discharge of pollutants. Citizen volunteers should be involved in activities that increase stewardship of our water resources. The City should also explore new techniques for engaging the public and effecting positive changes in behavior.

Policy U-4.10: Explore the potential for regional stormwater facilities.

In some cases, particularly where there is significant redevelopment, providing regional facilities for flow control and water quality treatment may provide efficient and effective means of management of stormwater.

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Policy U-4.11: Take steps to remove fish passage barriers and to protect and enhance fish habitat.

The Muckleshoot Indian Tribe has Treaty fishing rights in Kirkland. The City should work closely with the Muckleshoot Tribe to prioritize fish passage barriers and other habitat enhancement projects to maximize the habitat benefits with available funding.

Policy U-4.12: Conduct municipal operations in a manner that protects water quality.

Use erosion control and pollution prevention practices in City operations including but not limited to parks, streets, wastewater, stormwater, and water in order to minimize the discharge of pollutants to the stormwater system.

Policy U-4.13: Coordinate basin planning, pollution prevention, and restoration activities with neighboring jurisdictions.

Watersheds do not stop at jurisdictional boundaries, and must be analyzed and restored as whole entities. The City should coordinate activities with King County, Bellevue and Redmond and other jurisdictions as appropriate to maximize the positive impact of projects and programs.

Policy U-4.14: Participate in regional surface water resources and fish resource conservation planning efforts.

The City should continue in the participation of the WRIA 8 salmon conservation planning effort and the Puget Sound Shared Strategy. The purpose of this project is to develop a plan for recovery of salmon habitat functions of the greater Lake Washington Watershed. Habitat is the only one of the four "H's," Habitat, Hydropower, Hatcheries, and Harvest, which is under local government control. Recovery of salmon stocks listed as threatened under the Federal Endangered Species Act would reduce the regulatory and liability burden for local jurisdictions, help to protect a vital part of our regional economy, and protect a species that has great cultural significance in the Pacific Northwest.

Policy U-4.15: Ensure compliance with State and federal regulations related to surface water quality and fisheries resources.

The City should coordinate surface water management requirements and programs with a variety of State and federal programs and regulations, including but not limited to the following:

- *National Pollutant Discharge Elimination System, Phase II;*
- *Puget Sound Partnership Action Agenda for Puget Sound; and*
- *Federal Endangered Species Act listing of Chinook salmon as a threatened species.*

This policy is intended to acknowledge and accommodate future regulatory changes.

Policy U-4.16: Investigate and plan for the impacts of climate change on operation, maintenance and construction of the stormwater system.

Changes in precipitation patterns and climate may impact flooding and the need to store and reuse rainwater. Investigate and plan for sizing of the conveyance system, provision of additional areas for storage of flood waters, and potential for

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rainwater reuse. Evaluate construction methods used for stormwater system to insure that they minimize the production of greenhouse gases to the degree possible.

Policy U-4.17: Conduct asset management and planning to insure uninterrupted and efficient operation of the stormwater system.

Assessment of the condition, and ranking of assets according to their criticality and likelihood of failure, should be done to help prioritize replacement and rehabilitation of the system.

Policy U-4.18: Consider acquisition of open space, stream corridors and/or wetlands in cases where this would further goals of reducing flooding, improving water quality and improving fish habitat.

There are cases where preservation and /or restoration of stream corridors and wetlands may benefit City functions, and where this may not happen despite critical areas regulations. In addition, there may be cases where restoration of streams or wetlands would have significant benefits for water quality and habitat, and this work would likely not happen if the property were not under City ownership.

Telecommunications

Goal U-5: Ensure adequate and competitively priced telecommunication infrastructure, facilities and services for residents and businesses.

Policy U-5.1: Manage the City's existing and planned telecommunication improvements to optimize service delivery opportunities in Kirkland.

The City should plan and install sufficient capacity into its telecommunication system to meet future City needs.

Policy U-5.2: Partner with public agencies and private sector organizations to achieve cooperation and cost-sharing in building telecommunication systems and providing service.

The City should establish partnerships with public agencies and private sector organizations and encourage collocation of telecommunication space, on towers and buildings and in fiber-optic lines.

Policy U-5.3: Review and update City policies, procedures and regulations to facilitate the installation and maintenance of telecommunication systems.

The City should review and update its policies, procedures and practices to ensure that they facilitate the installation of new telecommunication systems and support existing systems. In addition, the City's development regulations need to be flexible or revised on a regular basis to respond to changes in technology and consumer needs.

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Policy U-5.4: Seek opportunities to enhance the number of service providers in the community to increase choice and fair access and encourage competitive pricing and high quality customer service.

Choice, availability and price are important factors to telecommunication consumers. The City should look for opportunities to increase the number of high quality service providers to have competitively priced and high quality telecommunication systems in Kirkland.

Policy U-5.5: Involve community stakeholders and service providers in telecommunication decisions.

The City should involve consumers, service providers and other public entities with telecommunication systems in Kirkland when reviewing its policies, practices and development regulations to ensure that consumer needs are being met and that providers and other public entities can install the facilities.

Moved from Community Value Policy U-1.6 ***Policy U- 5.6: Mitigate impacts of wireless service facilities on adjacent land uses through careful siting and design. Facilitate the approval of wireless service facilities to balance the need for community connectivity with aesthetic standards. Stay up-to-date with changing technologies and rules.***

In order to minimize potential impacts, personal wireless services facilities should be located to the extent possible in nonresidential areas.–There should be a preference for facilities co-located on existing towers, and located on existing structures such as building or equipment structure facades, transmission towers or utility poles, to avoid unnecessary proliferation. When new facilities are required or existing facilities are expanded, providers should be required to use techniques to screen or conceal the wireless service facilities to be compatible with the surroundings.

In recognition of the important role wireless services plays in facilitating business and personal communication, the City should enable carriers to quickly and efficiently site and configure facilities in ways that meet our standards. One of the best ways is to provide faster permit review for the locations and types of facilities the City wants to encourage.

Also, in recognition of the changing technology and industry, the City should ensure that property owners or providers remove abandoned facilities promptly. In addition, federal regulations covering wireless service facilities change frequently and the city should monitor and amend regulations accordingly.

Policy U-5.7: Allow new aerial telephone and cable lines in the right-of-way, provided that they are designed and installed to minimize aesthetic impacts and are subsequently required to be placed underground at the time of undergrounding electrical distribution lines..

Communication lines (telephone and cable) are often located on electrical utility poles. However electrical lines are typically the determinate for when communication lines are undergrounded. When electrical distribution lines are placed underground communication facilities must also be undergrounded.

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Policy U-5.8: Ensure that franchise and right of way agreements with telecommunication service providers require collaborative undergrounding of facilities when electrical distribution lines are placed underground.

The City's objective for undergrounding is to minimize aesthetic impacts and create more resilient infrastructure. Collaborative undergrounding creates economies of scale for all parties and minimizes traffic disruption.

Policy U-5.9: Screen ground mounted cabinets associated with telephone and cable telecommunication equipment so that they fit in with their surroundings.

Landscaping, proper placement and camouflaging techniques should be used to soften the appearance of the structures. Recognize that the provider must have access to the facilities in order to service and maintain them.

Non-City-Managed Utilities

The Washington Utilities and Transportation Commission (WUTC) has traditionally been the primary regulatory agency for private utilities. The WUTC has the authority to define the costs that a regulated utility can recover and consequently provides oversight to ensure that the utility acts prudently and responsibly. Under the Growth Management Act, local jurisdictions have the obligation and requirement to plan for utilities including the identification of utility corridors. Kirkland will need to consider the obligations of the utilities to WUTC regulation when considering policies and regulation affecting their operations.

Hazardous Liquid Pipelines

Goal U-6: Reduce the risk to public safety and the environment in the event of a hazardous liquid pipeline failure.

This goal addresses safety concerns. Damage from external forces such as construction equipment can produce an immediate fuel release or a scratch on a coated-steel pipeline can lead to accelerated corrosion and failure at a later time. Other safety concerns are location of land uses with high on-site populations that are difficult to evacuate, and location of emergency facilities and other land uses where the consequence of the loss in the event of a pipeline failure is high.

Actions that can be taken to ensure a higher degree of safety include early detection of potential pipeline damage or failures through adequate maintenance of the hazardous liquid pipeline corridor, neighborhood education, and working with other governments and industry representatives to seek improvements in safety measures for hazardous liquid pipelines. These provisions are intended to protect the health, safety and welfare of the general public.

During development review and construction of projects in the vicinity of the pipeline, setting requirements for avoidance of damage and coordination between Kirkland and the pipeline operator, Olympic Pipeline Company, or its successor can help avoid problems. The following actions can reduce the chance of an incident:

- *Identifying the location of the pipeline corridor on site plans, plats or other construction drawings;*
- *Using the one-call locator service, particularly during construction on adjacent properties;*
- *Physically verifying pipeline locations as needed to minimize the likelihood of damage;*

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- *Establishing and maintaining setback requirements from the hazardous liquid pipelines for new or expanded structures and other significant land disturbance; and*

- *Monitoring land disturbance close to the pipeline by the pipeline operator or its representative.*

Policy U-6.1: Establish standards to minimize pipeline damage.

Require development activity near pipelines to provide the following information in order to evaluate the proposal:

- *Location of the liquid pipeline corridor in relation to proposed structures, utilities, or clearing and grading activities.*

- *Proposed techniques to minimize the potential disturbance to the pipeline prior to and during construction.*

- *Potential stormwater discharge impacts to the pipeline, and mitigation measures to prevent erosion.*

- *Setbacks and other site design techniques to minimize the potential hazard.*

- *Emergency plans as appropriate.*

Policy U-6.2: Coordinate with the pipeline operator when developments are proposed near the hazardous liquid pipeline corridor to reduce the potential for problems.

The City and operator should communicate and coordinate their review. Methods include the following:

- *Notifying the pipeline operator of proposed development projects located near the pipeline corridor.*

- *Receiving verification that the pipeline operator has received and reviewed the proposal, and provided comments prior to City review of development activity.*

- *Seeking the pipeline operator's participation in preconstruction meetings if warranted.*

- *Seeking monitoring by the pipeline operator of development that involves land disturbance or other significant work within or near the pipeline corridor.*

Policy U-6.3: Prohibit new high consequence land uses from locating near a hazardous liquid pipeline corridor. Design proposed expansions of high consequence land uses to avoid increasing the level of risk in the event of a pipeline failure, and where feasible, to reduce the risk.

Kirkland can help reduce the risk of injury in the event of a pipeline failure by not allowing certain land uses to locate near hazardous liquid pipelines. Land uses with high-density on-site populations that cannot be readily evacuated or protected in the event of a pipeline failure are considered "high consequence land uses." Examples are schools and multifamily housing exclusively for the elderly or the handicapped. Uses such as these carry a relatively higher risk and have higher potential consequences in the event of a pipeline failure and therefore are not as appropriate as other uses near pipelines. Facilities that serve critical "lifeline" or emergency functions, such as fire and police facilities or utilities that provide regional service, are also considered "high consequence land uses."

John Muir Elementary School is located near the pipeline corridor in the Kingsgate neighborhood. Future expansions can use measures such as site planning that reflect anticipated flow paths for leaking hazardous materials and emergency response.

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Policy U-6.4: Require maintenance of the hazardous liquid pipeline corridor through a franchise agreement or other mechanisms.

The pipeline operator can help reduce the likelihood of accidental damage by adequately maintaining the pipeline corridor. Dense vegetation such as blackberry bushes can impede visibility and access. Instead, the pipeline corridor can be properly maintained with grass or other low-growing vegetation that enables easy inspection while preventing erosion. Ensuring that the pipeline locations are marked and that missing markers are replaced is also important, as is periodic aerial inspection of the pipeline corridor to detect potential problems. Kirkland can assist this effort when permits are necessary for inspections or repair with prompt permit processing. The pipeline operator should maintain the pipeline corridor on a continual basis by:

- *Maintaining vegetation to enable visibility and access for inspection while ensuring that such maintenance does not contribute to soil erosion;*
- *Using plant species and plantings that prevent erosion;*
- *Ensuring that above and below grade pipeline markers containing information, such as operator name and number and facility type, are in place; and*
- *Conducting periodic visual inspections of the corridor.*

Policy U-6.5: Expedite permits for the hazardous liquid pipeline company necessary for inspections and repairs.

Policy U-6.6: Continue to work with other jurisdictions, state and federal governments, and the pipeline operator to seek improvements in safety measures for hazardous liquid pipelines.

Working with other jurisdictions and agencies as part of a unified approach to addressing pipeline safety issues is important. This unified approach can address issues such as maintaining a model franchise agreement, periodic review of the pipeline operator's safety action plan to identify any deficiencies, and advocacy of City concerns regarding pipeline safety regulations.

Policy U-6.7: Encourage the pipeline operator to maintain a neighborhood education program for those who live and work within one-quarter mile of the hazardous liquid pipeline to educate them and the general public about pipeline safety.

People who live on property or work near the pipelines can also play an important part in avoiding pipeline damage and identifying potential problems early on. The Olympic Pipeline Company or its successor can promote public safety through periodic neighborhood mailings and meetings. Important information should include facts about the pipelines, how to avoid damage, potential problems to watch out for, such as unusual smells or suspicious construction activities, and how to respond in the event of a failure or other problem.

Energy

Goal U-7: Promote energy infrastructure that is energy efficient, addresses climate change, and protects the community character.

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Policy U-7.1: Encourage the public to conserve energy through public education.

Utilizing renewable energy sources, conserving energy, and employing new energy technologies and efficiencies further Kirkland's sustainability goals. Renewables include solar, wind and other sustainable energy sources. The City should initiate public outreach to engage the community in this effort.

Policy U-7.2: Participate in regional efforts to increase renewable electricity use 20% beyond 2012 levels Countywide by 2030, phase out coal fire electricity sources by 2025, limit construction of new natural gas based electricity power plants, and support development of increasing amounts of renewable energy sources.

Kirkland must advocate for the transition from carbon based energy to renewables in coordination with the King County Climate Change Collaborative (K4C) at the state level. The K4C is a partnership between the county and cities to coordinate and enhance local government climate and sustainability efforts. As a founding member of the K4C, Kirkland leads in its commitment to support plans to reduce greenhouse gas emissions. Renewables include solar, wind and other sustainable energy sources.

The City adopted Principles of Collaboration and Joint County-City Climate Commitments in 2014. Energy supply commitments are strategies and actions to meet these King County wide targets. These are further described in the Environment Element. Kirkland should build on existing state renewable energy commitments including the Washington State Renewable Portfolio Standard to partner with utilities, including Puget Sound Energy, and other stakeholders on a countywide commitment to renewable energy resources, including meeting energy demand through energy efficiency improvements and phasing out fossil fuel.

Policy U-7.3: work with and encourage Puget Sound Energy to provide clean and renewable energy that meets the needs of existing and future development, and provides sustainable, highly reliable and energy efficient service for Kirkland customers.

Kirkland requires highly reliable service for public health and safety and to meet the needs of our residents and businesses, while reducing greenhouse gas emissions. In recognition of the challenges that climate change pose to our community, Kirkland has adopted greenhouse gas emission reduction targets. As discussed in the Environment Element, besides transportation, the largest contributors to greenhouse gas emissions are residential and commercial buildings. Puget Sound Energy provides all of Kirkland's energy needs and about half are derived from fossil fuels. Since fossil fuels produce carbon emissions while converting to electricity, it is important for PSE to transition to renewable energy sources and co-generation and phase out fossil fuels to achieve the City's greenhouse gas emission reduction targets.

As PSE increases its renewable energy portfolio and use of co-generation, energy is conserved, efficiency is increased, and the carbon footprint is reduced. Cogeneration uses an otherwise unused byproduct of fossil fuel electricity generation to become a useful commodity by capturing heat that is generated while producing electricity to supply hot water, steam, space heating and cooling.

Policy U-7.4: Promote the use of small to large scale renewable energy production facilities.

The City should promote solar energy to generate electricity and heating for residential and commercial development. Wind turbines and other types of emerging technologies, such as digesters that divert and break down organic waste to produce energy should also be encouraged. The City must balance the goal of increasing renewable energy with aesthetic concerns and tree preservation objectives.

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Policy U-7.5: Require new and, where feasible, existing electrical distribution lines in the right of way to be underground.

Electrical distribution lines, often located in the public rights-of way, carry electricity to homes and businesses throughout Kirkland. Electrical service is provided to private property by service lines connecting to these power lines. Electric distribution lines are located both above and below ground throughout Kirkland. In more recent development areas systems are typically underground.

Undergrounding of electrical distribution lines can reduce the potential for power outages associated with wind damage, eliminate or reduce the need for pruning vegetation, and enhance views.

Kirkland should acknowledge the disproportionate costs of undergrounding existing lines for smaller developments by allowing owners to defer until undergrounding occurs as part of a larger project where economies of scale can be realized.

Policy U-7.6: Screen above ground equipment cabinets and other structures associated with electrical distribution without hindering access as required by the provider.

Landscaping or other techniques to screen these structures will generally soften their appearance so that they fit in with the surroundings.

Policy U-7.7: Require siting analysis in the development review process for new and expanded electrical transmission and substation facilities to address land use and sensitive areas and provide mitigation to minimize visual and environmental impacts.

Electrical transmission lines are located within corridors in public rights of way or within utility easements on private property. Existing transmission lines in Kirkland are above ground. Electric substations are located on private property owned by the utility. The additional cost to underground PSE's electrical transmission lines is regulated by the WUTC and borne by the entity requesting the undergrounding. New or expanded aerial transmission lines should be sited and designed to avoid critical areas and minimize visual impacts, especially where views of Lake Washington, the Olympic Mountains and view corridors are affected.

Coordination

Goal U-8: Facilitate the development and maintenance of non-City-managed utilities at the appropriate levels of service.

Policy U-8.1: Work with non-City-managed utilities and review facility plans to ensure that they reflect and support Kirkland's land use plan. Likewise, the City should work with providers to ensure that utilities are available to support land uses and to maintain appropriate levels of service.

This policy is intended to ensure that non-City providers are in compliance with the City's Comprehensive Plan as mandated by the Growth Management Act. This systematic planning allows the City to make accurate land use projections based on utility plans and allows utility providers to plan for utilities in a manner that reflects expected land use patterns and densities.

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Policy U-8.2: Coordinate with non-City providers of water and sewer on a joint program for maintaining adopted levels of service, concurrency requirements, funding, and construction of shared public facilities.

Under the provisions of this Comprehensive Plan, the City is establishing specific utility requirements for itself and utilities serving the Kirkland area consistent with the requirements of the Growth Management Act.

Policy U-8:3 Coordinate with the appropriate utility provider when considering land use decisions in the vicinity of proposed facility locations to ensure land use compatibility.

Working with utilities in advance of key land use decisions has the potential to eliminate potential conflicts and ensure that utility considerations are factored into the development review process.

Policy U-8.4: Provide timely and effective notice to utilities of the construction, maintenance, or repair of streets, roads, or other facilities and coordinate such work with the serving utilities.

Timely information about capital improvement plans provides utilities the opportunity to coordinate construction projects with City projects. This has two distinct advantages: it could save the utility money by reducing construction expenditures and it can help the City to avoid multiple roadcuts for various utility installations.

Policy U-8.5: Encourage the consolidation of special districts.

Obtaining urban services from cities, and encouraging special service districts, including sewer, water, and fire districts, to consolidate or dissolve as a result, advances the Growth Management, regional and county wide vision for municipalities to be the primary providers of urban services. Services should be provided in an efficient, environmentally sensitive, timely, and cost-effective manner.

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XII.A. Public Services

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Deleted: Maintain and enhance Kirkland's unique character.

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Deleted: Maintain vibrant and stable residential neighborhoods and mixed-use development, with housing for diverse incomes, ages, and lifestyles.

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Deleted: Promote a strong and diverse economy.

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Deleted: Protect and preserve environmentally sensitive areas and reduce greenhouse gas emissions to ensure a healthy environment.

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Deleted: Identify, protect and preserve the City's historic resources, and enhance the identity of those areas and neighborhoods in which they exist.

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Deleted: Encourage a sustainable community.

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Deleted: Maintain and enhance Kirkland's strong physical, visual, and perceptual linkages to Lake Washington.

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Deleted: Provide safety and accessibility for those who use alternative modes of transportation within and between neighborhoods, public spaces, and business districts and to regional facilities.

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Deleted: Create a transportation system which allows the mobility of people and goods by providing a variety of transportation options.

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XII.A. Public Services

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Deleted: Maintain existing park facilities, while seeking opportunities to expand and enhance the current range and quality of facilities.

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Deleted: Plan for a fair share of regional growth, consistent with State and regional goals to minimize low-density sprawl and direct growth to urban areas.

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Deleted: **Solve regional problems that affect Kirkland through regional coordination and partnerships.**

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Deleted: Promote active citizen involvement and outreach education in development decisions and planning for Kirkland's future.

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Deleted: Establish development regulations that are fair and predictable.

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XII.A. Public Services

. A. Introduction

The Public Services Element addresses fire and emergency medical services, emergency management, police protection, solid waste collection and transfer, schools and libraries.

As an urban area, Kirkland has an established infrastructure for the efficient provision of public services. Kirkland's level of public services has generally been adequate over time as new growth and development have occurred. Deficiencies may still exist in some services but these can be addressed through appropriate planning, adequate funding and coordination with the appropriate service providers. Individual service providers prepare master plans based on assumptions of growth from the Land Use and Housing Elements of the Comprehensive Plan.

Each provider faces unique challenges in meeting the expected demands. For fire, emergency management and police services, the primary challenge is in maintaining an appropriate level of service as growth occurs and the demand for services increases. For solid waste garbage and recycling, the challenges are to reduce waste, encourage recycling and reduce solid waste disposal to lessen the capacity problems of the transfer stations and landfills. The County must find demand management solutions to address tonnage and transaction capacity problems with in its transfer station system. For the Lake Washington School District, a major challenge is in finding ways to be flexible and responsive to fluctuating demand for services.

Existing Conditions

City services:

Fire Protection and Emergency Medical Services – The City provides emergency response to fire and medical emergencies, fire prevention, and public education and participates in regional specialized response for hazardous materials, technical rescue and paramedic services. The City has County, other cities and State mutual aid agreements for emergency response. Fire station locations and emergency fire response times are shown in Figure PS-1. Response times for emergency medical services are shown in Figure PS-2.

Some areas of the City do not meet the level of service standards for fire and emergency medical services. Specific capital projects to address these deficiencies are addressed in the City of Kirkland Fire and Building Department's Strategic Plan and Fire Department Standards of Coverage and Deployment Plan. These include a new planned single or dual fire station to serve the northern areas of the City to be completed by 2017.

Emergency Management – The City provides readiness, response, and recovery services based on an all-hazards approach to disasters. Kirkland participates in regional and statewide response operations. It has mutual aid agreements with other Cities, Counties, and the State, as well as private-sector partners and voluntary agencies for management and response support in disasters.

Police Protection – The City provides traffic investigation, enforcement, and education; parking enforcement; patrol response to citizen calls for service; criminal enforcement; K9; special response teams; crisis negotiation

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XII.A. Public Services

team; investigations; crime analysis; explorers; crime prevention; school resource officers; record keeping; jail services; internal and external training; and contacts for 911 communication services that serve as the public safety answering point for police, fire, and medical emergencies. The department also has mutual aid agreements with every law enforcement agency in the State. A new Justice Center in the Totem Lake area combines police, jail and municipal court services in one complex.

Solid Waste and Recycling Collection – The City contracts with Waste Management, Inc., to provide curbside solid waste and recycling collection to all single-family and multifamily residents and commercial customers. The Draft King County Comprehensive Solid Waste Management Plan sets specific goals for the City to achieve. The County and the City have committed to achieve a combined residential and commercial recycling diversion rate goal of 55 percent by 2015, and 70 percent by 2020 and a waste prevention goal of 20.4 pounds per household per week by 2020. In 2013, the City achieved a combined recycling diversion rate of 44.6 percent. The City started one of the first single family residential food waste recycling programs followed by commercial and multifamily organics and business programs to encourage environmentally sound practices. The City will continue to work with its collection contractor to provide comprehensive recycling program for Kirkland residents and businesses.

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Solid Waste Transfer – The King County Solid Waste Division (KCSWD) owns and operates the Houghton Transfer Station (HTS) in Kirkland where 98 percent of Kirkland's solid waste is collected and transferred to the Cedar Hills landfill. The station currently processes more waste relative to most other King County transfer stations and accepts waste from surrounding communities such as Redmond and Bellevue. In 2013, the HTS processed 18 percent of the waste or the second most in the entire King County transfer system.

In October 2005, the City of Kirkland and the KCSWD negotiated a Memorandum of Understanding (MOU) intended to mitigate some of the negative effects the HTS was having upon the surrounding residential community. The MOU agreement included mitigation measures to be implemented or constructed by King County and included commitments to prohibit the overnight parking of full or partially full trailers; to construct a pedestrian pathway and sound barrier; to install landscaping; and to provide other mitigation amenities. The City also worked closely with the KCSWD and local haulers to route trucks exiting the station exclusively to the west so as to protect the adjacent school zone and to restrict them from entering residential neighborhoods to the east. The MOU also included a proviso recommending that the KCSWD reduce the amount of waste processed at the HTS to a maximum annual tonnage of 135,000 tons/year over a 10-year period. The proviso was supported by the City of Kirkland and the surrounding neighborhood. The KCSWD agreed only to abide by the King County Solid Waste Transfer and Export System Plan (2006) (Transfer Plan) as adopted by the King County Council. The reduction in tonnage recommended in the proviso has not been implemented.

In developing the Transfer Plan, King County consulted with commercial haulers and other industry experts to develop a set of criteria to be used to evaluate the current urban transfer facility system's ability to meet the service needs of its users over the next few decades. The criteria applied to each station included level-of-service criteria, station capacity, and the effects upon the surrounding community. Based upon the evaluation, the Transfer Plan recommended the permanent closure of the Houghton and Algona Transfer Stations pending the siting and construction of the new Bow Lake, Northeast Washington and South County stations which at the time were expected to be completed in or about 2016.

After Bellevue opted out of a Solid Waste Interlocal Agreement with King County in 2013, which had the effect of removing ten percent of the solid waste from the transfer system after 2028, a review of the 2006 Transfer Plan was undertaken by King County and stakeholders to ensure that all of the capital improvements to the

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Schools – In Kirkland, the Lake Washington School District has elementary schools, junior and senior high schools, and a combination junior and senior high school under the international school program. The school district serves 76 square miles and includes all of Kirkland, Redmond and unincorporated portions of King County. In addition, Kirkland has the Lake Washington Technical College. School locations are shown in Figure PS-3.¶
The school district's 2003 – 2008 LOS standards are as follows: 19 students for grades K 2, 24 students for grade 3 ...
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XII.A. Public Services

transfer system identified in 2006 were still needed.

During the review of the Transfer Plan, the Kirkland City Council adopted two resolutions that expressed their desire that the County honor its agreement in its 2005 Memorandum of Understanding with Kirkland and as recommended in the Transfer Plan that the HTS be closed.

The review of the Transfer Plan recommended that the number of transfer stations in the system being considered for replacement be reduced from six to four, and continues to recommend closure of the HTS but in 2021 rather than in 2016. As directed by a Metropolitan King County budget proviso, the KCSWD will study the viability of four alternatives to manage daily customer transactions and tonnage capacity with and without a new Northeast Recycling and Transfer Station (NERTS). The siting and construction of a new NERTS was put on hold pending a study of the viability of several demand management strategies that could negate the need for a NERTS.

Non City Managed Public Services:

Schools – In Kirkland, the Lake Washington School District has elementary schools, junior and senior high schools, and a combination junior and senior high school under the international school program. The school district serves 76 square miles and includes all of Kirkland and Redmond, and portions of Sammamish and unincorporated King County. In addition, Kirkland has the Lake Washington Institute of Technology. School locations are shown in Figure PS-3.

The school district's 2014 - 2019 Six Year Capital Facilities Plan LOS standards are as follows: 20 students for grade~~s~~ K –1, 25 students for grade 2-3, 27 students for grade 4-5, 30 students for grades 6-8, and 32 students for grades 9– 12. Based on these LOS standards, enrollment forecasts and planned facilities, the district has insufficient capacity to house students through 2019. In fact, the district forecasts enrollment to increase by over 10% during this period. Subject to bond approval, the district plans several facilities/expansions in Kirkland to meet this demand including a new elementary school and expansion of Lake Washington High School and the rebuilding and expansion of Juanita High School. Construction of a new elementary school in Kirkland will require the District to locate and acquire an adequate site for the school.

Lake Washington Institute of Technology is a public Washington State technical community college, primarily serving the eastside. LWTech is located in the North Rose Hill neighborhood.

Library – The King County Library System provides library services to Kirkland. The Kirkland library, located downtown, and the Kingsgate Library provide extensive reference and user services, and special collections. Library locations are shown in Figure PS-3. (ADD LIBRARY LOCATIONS TO EXISTING SCHOOL MAP)

Relationship to Other Elements

The Public Services Element supports the Land Use Element by establishing policies to ensure that public services are adequate to support anticipated growth. In addition, this element establishes policies for the coordination of funding, concurrency, and level of service requirements set forth in the Capital Facilities Element. The Capital Facilities Element contains further explanation regarding the analysis of need for capital projects to meet the level of service standards for public services.

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XII.A. Public Services

Relationship to Other Plans

In preparing this Element, the City has reviewed and considered the following documents that are adopted by reference:

- City of Kirkland Fire and Building Department's Strategic Plan (2014);
- Fire Department Standards of Coverage and Deployment Plan (2014);
- Comprehensive Emergency Management Plan (2014);
- King County Hazard Mitigation Plan (2014);
- Police Department Crime Analysis, Crime Prevention, Resource Deployment and Community Outreach Plans (2014);
- ;
- Draft King County Solid Waste Division Solid Waste Management Comprehensive Plan (2013);
- Solid Waste Transfer and Waste Export System Plan (2006);
- Solid Waste Transfer and Waste Export System Plan Review (2014);
- Lake Washington School District's Capital Facilities Plan 2014-2019
- King County Library System Strategic Guidelines for Library Improvement Modifications (2014).

(UPDATE THE FOLLOWING THREE MAPS:)

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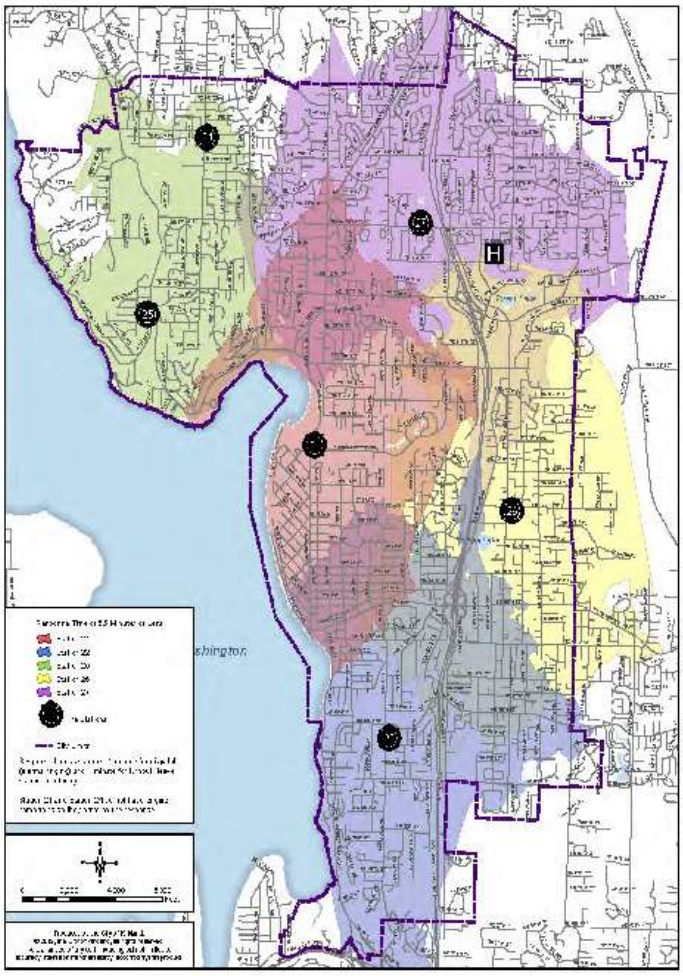

Figure PS-1: Fire Response Times within 5.5 minutes

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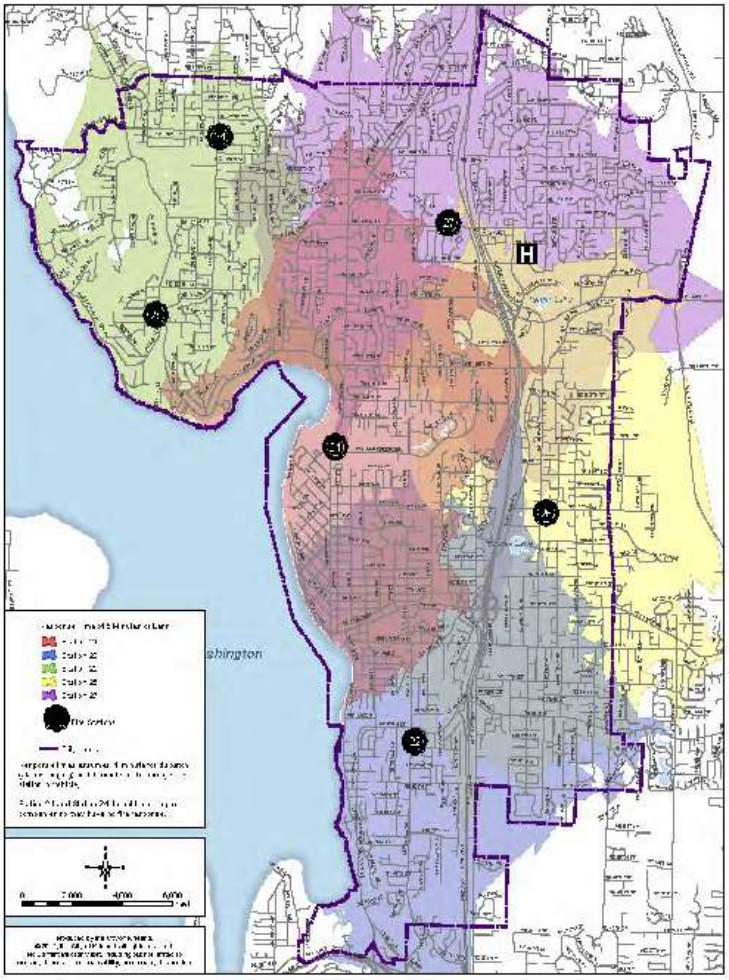

Figure PS-2: Emergency Medical Services Response Times within 5 minutes

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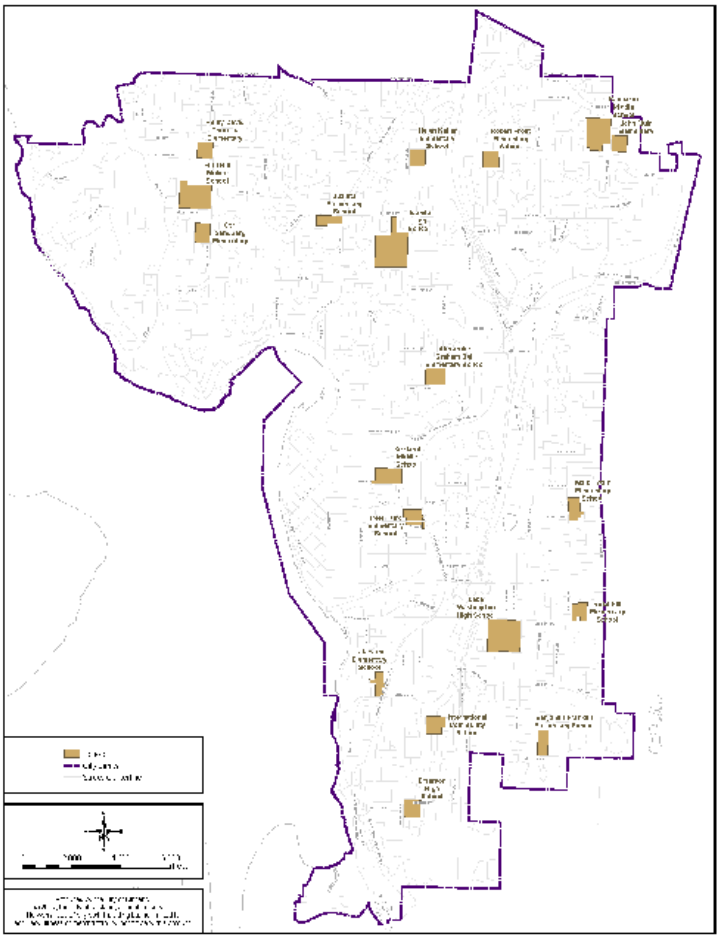

Figure PS-3: Public School Facilities

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B. Public Services Concept

The Public Services Element supports provision of adequate public services to support existing and future development and the correction and prevention of any existing deficiencies to ensure a sense of community and high quality of life.

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C. Public Services Goals and Policies

Goal PS-1: Provide fire protection, emergency medical services, emergency management, and police service to the community through a cost-effective and efficient delivery system to maintain a safe environment for the public.

Goal PS-2: Provide efficient and convenient solid waste and recycling services to the community through coordination with service providers and the local solid waste management agency.

Goal PS-3: Maintain the quality of life in Kirkland through the planned provision of regional services in coordination with other public service providers.

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City-Managed Public Services

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Fire, Police, Emergency medical Services and Emergency Management

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One of the advantages of living in an urban setting such as Kirkland is a level of emergency service and solid waste collection that exceeds the level of service commonly found in rural areas. To maintain the emergency services, Kirkland must be prepared for new expenditures while finding additional system efficiencies. To

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XII.A. Public Services

maintain the solid waste and recycling collection service levels, Kirkland must coordinate with collection service providers and the King County Solid Waste Management Division.

Goal PS-1: Provide fire protection, emergency medical services, emergency management, and police service to the community through a cost-effective and efficient delivery system to maintain a safe environment for the public.

(Replace with picture of new criminal justice center building.)

Policy PS-1.1: Provide fire, emergency medical services and police services to the public which maintain accepted standards as new development occurs.

Basic public safety service should keep pace with growth. Kirkland should anticipate new growth to avoid deficiencies in accepted levels of service.

Policy PS-1.2: The adopted levels of service for fire and emergency medical services are as follows:

- **Emergency medical: response time of five minutes to 90 percent of emergency incidents.**
-
- **Fire suppression: response time of 5.5 minutes to 90 percent of all fire incidents.**

The emergency medical and fire suppression response times are accepted standards for two principal reasons. For fire response times, it sets a threshold to minimize property loss and reduce the level of risk to response teams. For emergency medical service, the response time has a direct link to human physiology and resuscitation.

Response times are influenced by various factors such as locations of resources, accessibility, and available personnel. Kirkland must balance all of these factors in prioritizing the commitment of resources. The established

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levels of service for response times in underserved portions of the City will require funding a variety of street improvements, either an increase of the number or relocation of fire stations and consideration of increased response personnel. Figures PS-1 and PS-2 indicate where there are deficiencies. The City is currently studying improvement opportunities that can be implemented as funding becomes available.

Policy PS-1.3: Provide a system of streets that facilitates improved emergency response times.

This policy suggests a philosophy of through-street connections allowing for multiple emergency access routes. Where feasible, dead-end streets and cul-de- sacs should be avoided. For the most part, Kirkland is served by interconnected streets but there are exceptions. Interstate 405 presents a significant barrier to east-west travel. New access routes should be explored to areas of the City that have poor emergency access and inferior emergency response times. Traffic calming programs and devices should be designed to balance the needs of the neighborhood and the need to maintain emergency response time levels of service.

Policy PS-1.4: Develop and maintain a water system that provides adequate fire flow for anticipated development based on land use designations of the Comprehensive Plan.

This policy is intended to ensure that an adequate water supply and pressure is available for new and existing development. Kirkland should periodically review the system to identify existing and potential fire flow deficiencies and continue to employ a variety of methods to correct those deficiencies.

Policy PS-1.5: Provide a robust training and exercise program in emergency management response operations for city employees.

City employees are responsible for moving from their everyday positions into similar emergency management response operations positions at the onset of an incident. As such, this policy ensures Kirkland will provide updated training that is exercised at least twice a year; maintaining a high quality skill base for response operations during a disaster.

Policy PS-1-6: Maintain accessible disaster plans that incorporate a Whole Community approach to emergency management for all-hazards.

This approach to emergency management identifies that planning must incorporate the Whole Community to be effective including: individuals, families, businesses, community-based organizations, faith-based organizations, voluntary organizations, neighborhood associations, people with access and functional needs, children, school systems, elders, and private-sector partnerships.

Policy PS-1.7: Sustain a disaster response system that incorporates local, state, tribal, and federal partners to facilitate enhanced disaster readiness, response, recovery, and resilience.

This policy acknowledges that emergency management and disaster response is regionally based because incidents do not respect artificially imposed borders. Maintaining strong relationships through planning, training, exercise

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partnerships with all disaster related government agencies will help the Kirkland community respond and recover from a disaster.

Policy PS-1.8: Ensure that safety and security considerations are factored into the review of development proposals.

Kirkland has a history of thorough review of new development proposals at an early stage to ensure that fire, emergency management, police and building safety concerns are factored in.

Policy PS-1.9: Ensure compatibility in scale and design with surrounding uses by reviewing new public facilities for compliance with adopted urban design principles.

Kirkland City Hall

The design of City facilities should accurately reflect the City's philosophy. For example, City Hall has been designed to reflect the scale of the residential neighborhood to the north, while providing territorial views from within. The Justice Center, completed in 2014, reused an existing building, and incorporated many green building techniques and public art in its remodel. Other facilities, like fire stations, should be responsive to the scale and other qualities of the residential neighborhoods in which they are located. Public art should be incorporated to improve the aesthetics, whether as an integral part of the architecture, through landscaping or by applying other techniques.

Policy PS-1. 10: Update Fire, Emergency Management, and Police functional plans at appropriate intervals to incorporate and remain consistent with the goals, policies, and land use projections of the Comprehensive Plan.

All of the City's planning documents should be based on consistent and accurate assumptions. The Comprehensive Plan should be updated as necessary to reflect any changes in those assumptions.

Solid Waste

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Goal PS-2: Provide efficient and convenient solid waste and recycling services to the community through coordination with service providers and the local solid waste management agency.

Policy PS-2.1: Coordinate with the City's solid waste and recycling collection contractors and King County Solid Waste Division to ensure that the existing level of service standards are maintained or improved and waste reduction and recycling goals and targets are in compliance with the Draft 2013 King County Comprehensive Solid Waste Management Plan (SWMP) update.

The SWMP establishes countywide waste reduction and recycling goals for single family residential, multifamily residential and commercial sectors to be achieved by 2020. Cities adopting the Comprehensive Plan commit to implementing and/or maintaining waste reduction and recycling programs and collection standards to support the overall goals and targets identified in the SWMP.

The SWMP waste reduction and recycling goals are aligned with adopted King County-Cities Climate Collaboration (K4C) 2014 Joint County-City Climate Commitments. The K4C is a partnership between County and cities to coordinate and enhance local government climate and sustainability efforts.

The SWMP level of service goals for solid waste collection and recycling are summarized below.

Waste Prevention – This goal addresses all types of waste: yard waste, recycling and garbage. By looking at overall waste generation of all kinds (tons of material disposed plus tons recycled), trends in waste prevention activity can be identified. A decline means that the overall amount of materials alone or combined has been reduced. Waste generation rates to be achieved by 2020 are: 20.4 pounds/week per person from single-family and multifamily homes; and 58 pounds/week per employee from the non-residential sector.

Waste Disposal – This goal addresses only garbage disposed in landfills. Reductions in disposal over time indicate an increase in waste prevention and/or recycling. Waste disposal rates to be achieved by 2020 are 14.2 pounds/week per person from single and multifamily homes and 22.9 pounds/week per employee from the nonresidential sector.

Recycling – Recycling will continue to be an important strategy to reduce the disposal of solid waste. The recycling goal combines single-family, multifamily, non-residential and self-haul recycling activity. The overall recycling rate goal by 2015 is 55 percent. The overall recycling goal by 2020 is 70 percent. The K4C 2014 Climate Commitments target the achievement of zero waste of resources that have value for reuse, resale and recycling by 2030.

Reducing waste and achieving a high recycling diversion rate reduces the amount of garbage going to the Cedar Hills Landfill, which in turn extends the time before the landfill reaches capacity and other solutions must be found for disposing of King County's solid waste. Waste reduction and recycling programs throughout King County have extended the life of the Cedar Hills Landfill through at least 2026. In addition, recycling reduces the need to produce more raw materials for certain plastics, paper and aluminum.

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Policy PS-2.2: Encourage reduction, reuse and recycling of building construction materials in order to reduce waste, increase diversion, and save energy.

Encouraging the construction industry to salvage, reuse and/or recycle construction, demolition, and land clearing debris supports the City's role as an environmental steward. Various City incentives to meet this objective are geared toward the development community by encouraging the practice of salvaging and reusing building materials, separating recyclable from non-recyclable materials on the jobsite and construction techniques that use fewer materials than conventional methods. The City's Green Building Program uses several certification programs that ensure that the building construction material waste stream is reduced.

City projects and private development should provide a plan with their permit applications that describe how the building materials will be salvaged, reused or recycled. The City's participation in regional collaborations to help create the local infrastructure for salvaging, reuse and recycling of these valuable resources will be essential to making this transition a success. Over time these techniques or programs may become mandatory.

Policy PS-2.3: Coordinate with King County Solid Waste Division to ensure that the Houghton Transfer Station is closed by 2021 and in the interim that established levels of service for solid waste disposal and transfer are followed and impacts are mitigated.

The City should work with King County to ensure the station is closed in or before 2021 and that the County implement and/or maintain mitigation measures to improve pedestrian and hauler safety and to reduce impacts of noise, odor and number of large trucks coming to the site until the transfer station is eventually closed. Per the 2005 Memorandum of Understanding, the 2013 Draft King County Comprehensive Solid Waste Management Plan update, and the 2014 Solid Waste Transfer and Waste Export System Plan Review, the Houghton Transfer Station will be closed in or before 2021 if demand management strategies can be successfully implemented or if a new Northeast Transfer Station is constructed.

Non-City-Managed Public Services

Schools and Libraries

The provision of quality public facilities and services has traditionally been a tangible measure of a community's quality of life. Excellent schools and libraries with convenient access, are indicative of a community that cares about its future.

Although the City does not operate these services, the City does have an influence on facility planning and development by its authority to regulate land uses and the requirement to adopt a comprehensive plan. In addition, the Growth Management Act requires Kirkland to demonstrate that all capital facilities serving the City have been considered and that planning is done in a coordinated and comprehensive fashion.

Moved to Solid Waste Policy PS-2.2 ~~Policy PS-2.2: Encourage reduction, reuse and recycling of building construction materials in order to reduce waste, increase diversion, and save energy.~~

~~Encouraging the construction industry to salvage, reuse and/or recycle construction, demolition, and land clearing debris supports the City's role as an environmental steward. Various City incentives to meet this objective are geared toward the development community by encouraging the practice of salvaging and reusing building materials, separating recyclable from non-recyclable materials on the jobsite and construction techniques that use~~

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XII.A. Public Services

~~fewer materials than conventional methods. The City's Green Building Program uses several certification programs that ensure that the building construction material waste stream is reduced. Over time these techniques or programs may become mandatory.~~

Goal PS-3: Maintain the quality of life in Kirkland through the planned provision of regional services in coordination with other public service providers.

Moved to Solid Waste Policy PS-2.3 ~~Policy PS-3.1: Coordinate with King County Solid Waste Division to ensure that levels of service for solid waste disposal and transfer are established and followed along with mitigation of the Houghton Transfer Station's impacts.~~

~~The City should work with King County to ensure the implementation and/or maintenance of mitigation measures to improve pedestrian and hauler safety and to reduce impacts of noise, odor and number of large trucks coming to the site until the transfer station is eventually closed. Per the 2010 King County Comprehensive Solid Waste Management Plan update the Houghton Transfer Station will be closed in 2017.~~

Policy PS-3.1: Coordinate with regional service providers to maintain appropriate levels of service, review funding alternatives, and coordinate construction of shared public facilities.

This policy contemplates a channel of communication between the City and the service providers to ensure shared responsibility for meeting the needs of Kirkland residents. As required by Growth Management the City shares its growth forecasts, targets and capacity information with regional service providers.

Policy PS-3.2: Ensure compatibility in scale and design of the new facilities with surrounding uses by reviewing for compliance with adopted urban design principles.

Facilities are spread throughout the community in residential and commercial areas. The Kirkland resource library is located downtown and the design and scale is appropriate for that environment. The Kingsgate Library remodel also reflects the community character of that neighborhood. Most school facilities are located in residential areas and the design and scale should likewise reflect a residential environment.

Policy PS-3.3: Coordinate with neighboring cities, King County, the Lake Washington School District, special districts and other agencies in the planning, provision, and use of joint activities and facilities.

The City should look for these types of opportunities in order to make efficient use of existing facilities and save on the costs of building new facilities or funding new programs. Joint use and maintenance of school athletic fields and facilities for community programs are examples. **Policy PS-3.4: Assess appropriate school impact fees to help offset the cost of financing new school public services infrastructure serving new development.**

State law permits cities to assess impact fees on new residential development for facilities provided by the Lake Washington School District. Impact fees may be collected and spent only on specific publicly owned capital

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XII.A. Public Services

facilities. These capital improvements are identified in the Lake Washington School District's Capital Facilities Plan and are designed to provide facility capacity and service to areas within the community at large.

Policy PS-3.5: Coordinate with the Lake Washington School District on the planning, siting and development on new, replaced or expanded school facilities.

The City and Lake Washington School District should work together on planning for school facilities consistent with the City's Comprehensive Plan. This could mean using consistent data on population and demographics based on the City's growth projections. The City and School District should confer on the siting and development of school facilities as well as the City's development regulations and impacts to other public services and facilities. The City and School District should explore opportunities for jointly developing and maintaining school sites to maximize community use. The School District should provide safe pedestrian and bicycle access to connect schools to the surrounding neighborhood when new or expanded schools are proposed. The City should establish a system of school walk routes. With the development of new or expanded schools, the District should ensure appropriate public involvement.

Policy PS-3.6: Commit resources to public services and infrastructure for underserved populations.

Strategically target areas where there are identified deficiencies. Good schools and library, police, fire, emergency management and garbage service access, should be available to economically disadvantaged populations, including minorities and women, throughout the City.

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XII.A. Public Services

. A. Introduction

The Public Services Element addresses fire and emergency medical services, emergency management, police protection, solid waste collection and transfer, schools and libraries.

As an urban area, Kirkland has an established infrastructure for the efficient provision of public services. Kirkland's level of public services has generally been adequate over time as new growth and development have occurred. Deficiencies may still exist in some services but these can be addressed through appropriate planning, adequate funding and coordination with the appropriate service providers. Individual service providers prepare master plans based on assumptions of growth from the Land Use and Housing Elements of the Comprehensive Plan.

Each provider faces unique challenges in meeting the expected demands. For fire, emergency management and police services, the primary challenge is in maintaining an appropriate level of service as growth occurs and the demand for services increases. For solid waste garbage and recycling, the challenges are to reduce waste, encourage recycling and reduce solid waste disposal to lessen the capacity problems of the transfer stations and landfills. The County must find demand management solutions to address tonnage and transaction capacity problems with in its transfer station system. For the Lake Washington School District, a major challenge is in finding ways to be flexible and responsive to fluctuating demand for services.

Existing Conditions

City services:

Fire Protection and Emergency Medical Services – The City provides emergency response to fire and medical emergencies, fire prevention, and public education and participates in regional specialized response for hazardous materials, technical rescue and paramedic services. The City has County, other cities and State mutual aid agreements for emergency response. Fire station locations and emergency fire response times are shown in Figure PS-1. Response times for emergency medical services are shown in Figure PS-2.

Some areas of the City do not meet the level of service standards for fire and emergency medical services. Specific capital projects to address these deficiencies are addressed in the City of Kirkland Fire and Building Department's Strategic Plan and Fire Department Standards of Coverage and Deployment Plan. These include a new planned single or dual fire station to serve the northern areas of the City to be completed by 2017.

Emergency Management – The City provides readiness, response, and recovery services based on an all-hazards approach to disasters. Kirkland participates in regional and statewide response operations. It has mutual aid agreements with other Cities, Counties, and the State, as well as private-sector partners and voluntary agencies for management and response support in disasters.

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Police Protection – The City provides traffic investigation, enforcement, and education; parking enforcement; patrol response to citizen calls for service; criminal enforcement; K9; special response teams; crisis negotiation team; investigations; crime analysis; explorers; crime prevention; school resource officers; record keeping; jail services; internal and external training; and contacts for 911 communication services that serve as the public safety answering point for police, fire, and medical emergencies. The department also has mutual aid agreements with every law enforcement agency in the State. A new Justice Center in the Totem Lake area combines police, jail and municipal court services in one complex.

Solid Waste and Recycling Collection – The City contracts with Waste Management, Inc., to provide curbside solid waste and recycling collection to all single-family and multifamily residents and commercial customers. The Draft King County Comprehensive Solid Waste Management Plan sets specific goals for the City to achieve. The County and the City have committed to achieve a combined residential and commercial recycling diversion rate goal of 55 percent by 2015, and 70 percent by 2020 and a waste prevention goal of 20.4 pounds per household per week by 2020. In 2013, the City achieved a combined recycling diversion rate of 44.6 percent. The City started one of the first single family residential food waste recycling programs followed by commercial and multifamily organics and business programs to encourage environmentally sound practices. The City will continue to work with its collection contractor to provide comprehensive recycling program for Kirkland residents and businesses.

Moved this section:

Solid Waste Transfer – The King County Solid Waste Division (KCSWD) owns and operates the Houghton Transfer Station (HTS) in Kirkland where 98 percent of Kirkland's solid waste is collected and transferred to the Cedar Hills landfill. The station currently processes more waste relative to most other King County transfer stations and accepts waste from surrounding communities such as Redmond and Bellevue. In 2013, the HTS processed 18 percent of the waste or the second most in the entire King County transfer system.

In October 2005, the City of Kirkland and the KCSWD negotiated a Memorandum of Understanding (MOU) intended to mitigate some of the negative effects the HTS was having upon the surrounding residential community. The MOU agreement included mitigation measures to be implemented or constructed by King County and included commitments to prohibit the overnight parking of full or partially full trailers; to construct a pedestrian pathway and sound barrier; to install landscaping; and to provide other mitigation amenities. The City also worked closely with the KCSWD and local haulers to route trucks exiting the station exclusively to the west so as to protect the adjacent school zone and to restrict them from entering residential neighborhoods to the east. The MOU also included a proviso recommending that the KCSWD reduce the amount of waste processed at the HTS to a maximum annual tonnage of 135,000 tons/year over a 10-year period. The proviso was supported by the City of Kirkland and the surrounding neighborhood. The KCSWD agreed only to abide by the King County Solid Waste Transfer and Export System Plan (2006) (Transfer Plan) as adopted by the King County Council. The reduction in tonnage recommended in the proviso has not been implemented.

In developing the Transfer Plan, King County consulted with commercial haulers and other industry experts to develop a set of criteria to be used to evaluate the current urban transfer facility system's ability to meet the service needs of its users over the next few decades. The criteria applied to each station included level-of-service criteria, station capacity, and the effects upon the surrounding community. Based upon the evaluation, the Transfer Plan recommended the permanent closure of the Houghton and Algona Transfer Stations pending the siting and construction of the new Bow Lake, Northeast Washington and South County stations which at the time were expected to be completed in or about 2016.

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After Bellevue opted out of a Solid Waste Interlocal Agreement with King County in 2013, which had the effect of removing ten percent of the solid waste from the transfer system after 2028, a review of the 2006 Transfer Plan was undertaken by King County and stakeholders to ensure that all of the capital improvements to the transfer system identified in 2006 were still needed.

During the review of the Transfer Plan, the Kirkland City Council adopted two resolutions expressed their desire that the County honor its agreement in its 2005 Memorandum of Understanding with Kirkland and as recommended in the Transfer Plan that the HTS be closed.

The review of the Transfer Plan recommended that the number of transfer stations in the system being considered for replacement be reduced from six to four, and continues to recommend closure of the HTS but in 2021 rather than in 2016. As directed by a Metropolitan King County budget proviso, the KCSWD will study the viability of four alternatives to manage daily customer transactions and tonnage capacity with and without a new Northeast Recycling and Transfer Station (NERTS). The siting and construction of a new NERTS was put on hold pending a study of the viability of several demand management strategies that could negate the need for a NERTS.

Non City Managed Public Services:

Schools – In Kirkland, the Lake Washington School District has elementary schools, junior and senior high schools, and a combination junior and senior high school under the international school program. The school district serves 76 square miles and includes all of Kirkland and Redmond, and portions of Sammamish and unincorporated King County. In addition, Kirkland has the Lake Washington Institute of Technology. School locations are shown in Figure PS-3.

The school district's 2014 - 2019 Six Year Capital Facilities Plan LOS standards are as follows: 20 students for grade~~s~~ K –1,– 25 students for grade 2-3, 27 students for grade 4-5 30 students for grades 6-8, and 32 students for grades 9– 12. Based on these LOS standards, enrollment forecasts and planned facilities, the district has insufficient capacity to house students through 2019. In fact, the district forecasts enrollment to increase by over 10% during this period. Subject to bond approval, the district plans several facilities/expansions in Kirkland to meet this demand including a new elementary school and expansion of Lake Washington High School and the rebuilding and expansion of Juanita High School. Construction of a new elementary school in Kirkland will require the District to locate and acquire an adequate site for the school.

Lake Washington Institute of Technology is a public two year Washington State technical community college, primarily serving the eastside. LWTech is located in the North Rose Hill neighborhood.

Library – The King County Library System provides library services to Kirkland. The Kirkland library, located downtown, and the Kingsgate Library provide extensive reference and user services, and special collections. Library locations are shown in Figure PS-3. (ADD LIBRARY LOCATIONS TO EXISTING SCHOOL MAP)

Relationship to Other Elements

The Public Services Element supports the Land Use Element by establishing policies to ensure that public services are adequate to support anticipated growth. In addition, this element establishes policies for the coordination of funding, concurrency, and level of service requirements set forth in the Capital Facilities Element. The Capital Facilities Element contains further explanation regarding the analysis of need for capital projects to meet the level of service standards for public services.

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Relationship to Other Plans

In preparing this Element, the City has reviewed and considered the following documents that are adopted by reference:

- City of Kirkland Fire and Building Department's Strategic Plan (2014);
- Fire Department Standards of Coverage and Deployment Plan (2014);
- Comprehensive Emergency Management Plan (2014);
- King County Hazard Mitigation Plan (2014);
- Police Department Crime Analysis, Crime Prevention, Resource Deployment and Community Outreach Plans (2014);
- Draft King County Solid Waste Division Solid Waste Management Comprehensive Plan (2013);
- Solid Waste Transfer and Waste Export System Plan (2006);
- Solid Waste Transfer and Waste Export System Plan Review (2014);
- Lake Washington School District's Capital Facilities Plan 2014-2019
- King County Library System Strategic Guidelines for Library Improvement Modifications (2014).

(UPDATE THE FOLLOWING THREE MAPS:)

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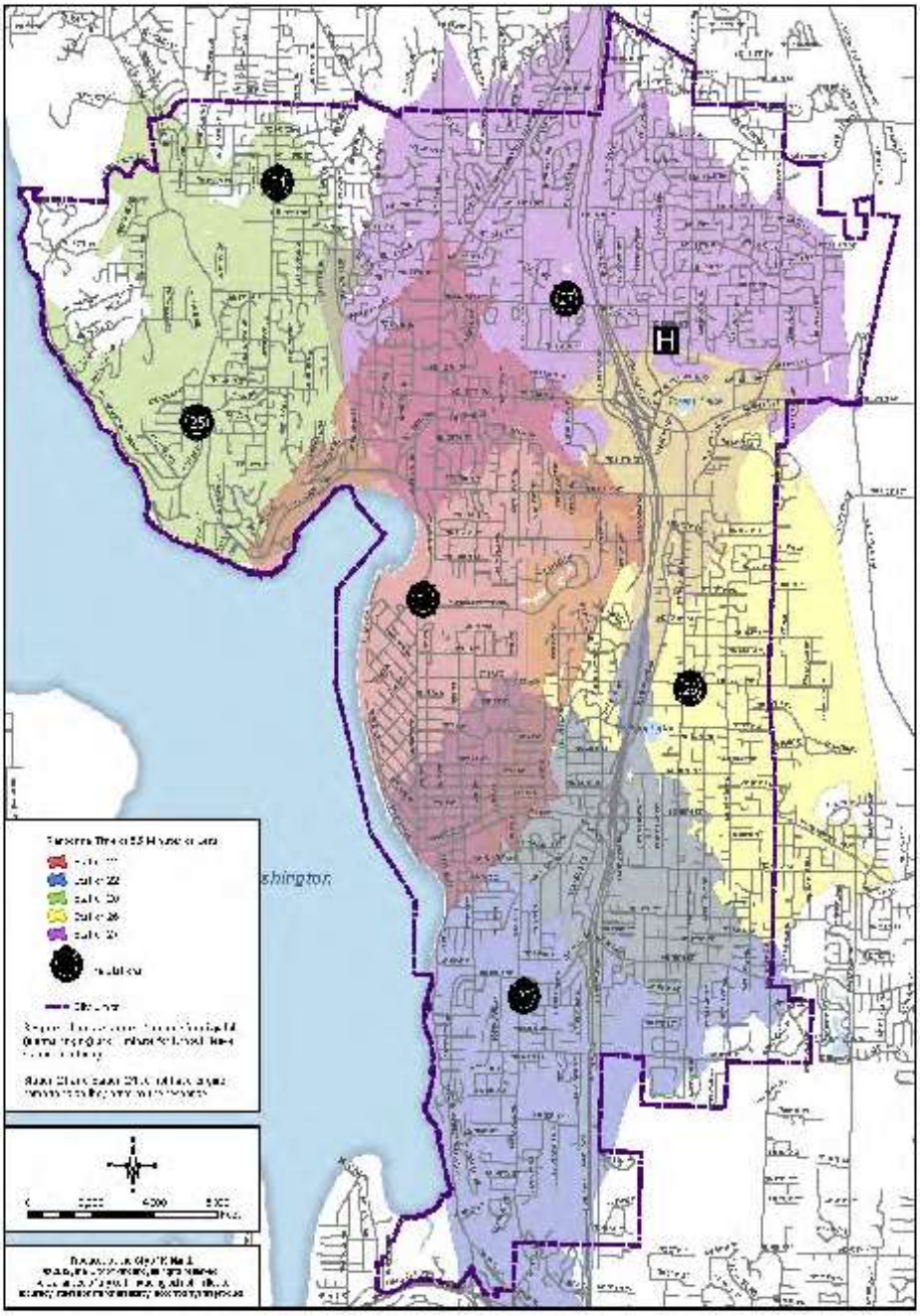

Figure PS-1: Fire Response Times within 5.5 minutes

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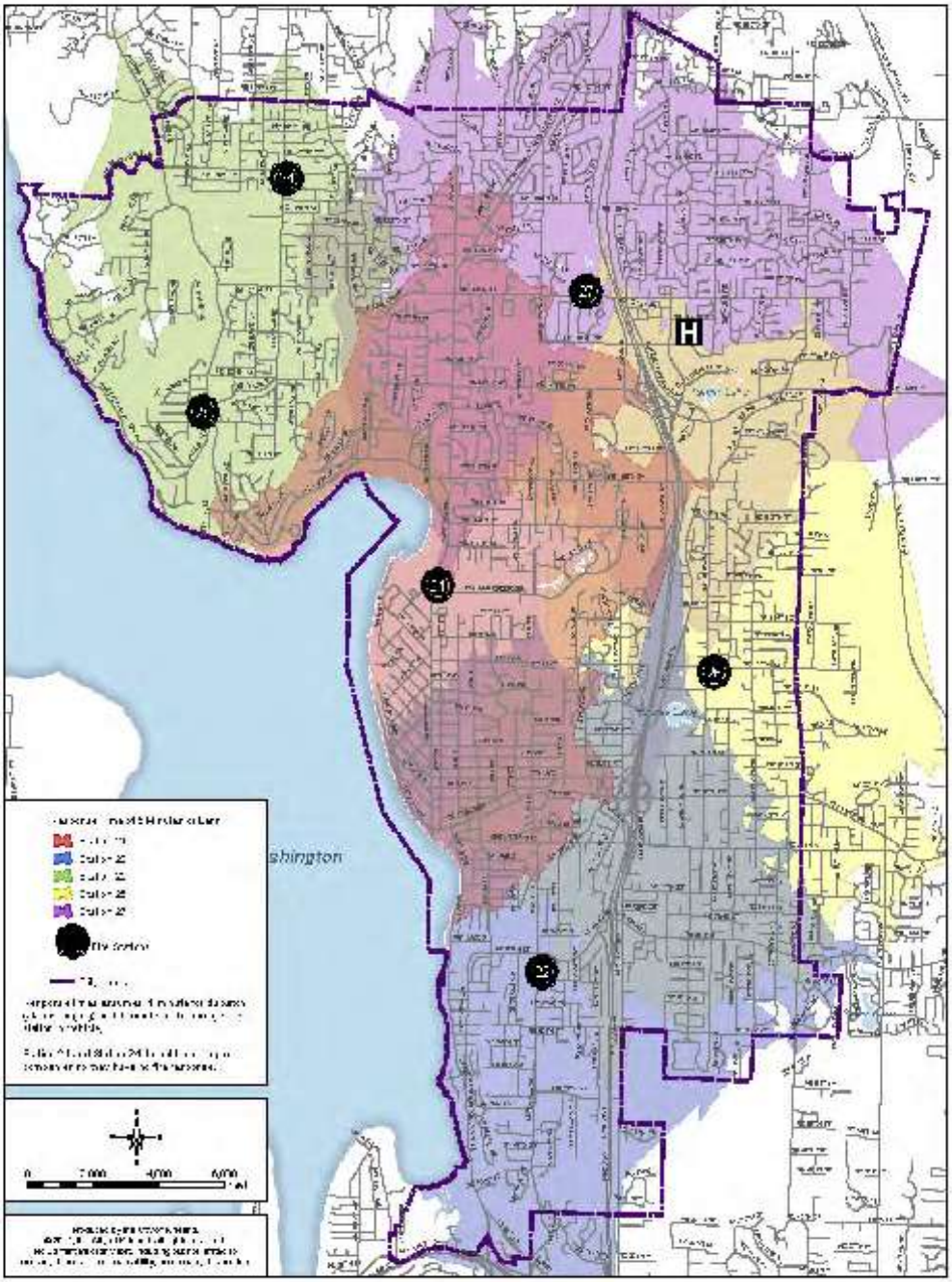

Figure PS-2: Emergency Medical Services Response Times within 5 minutes

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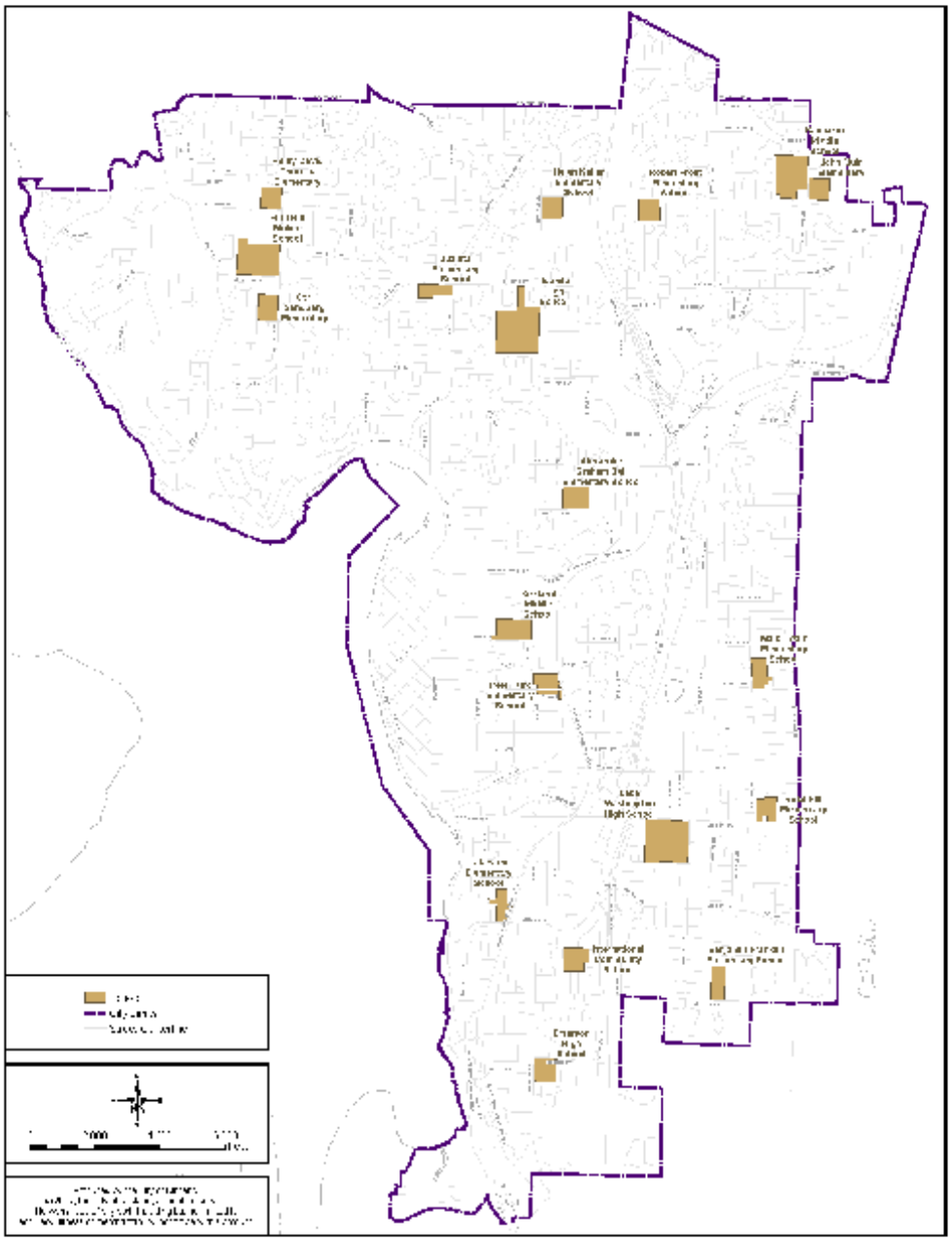

Figure PS-3: Public School Facilities

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B. Public Services Concept

The Public Services Element supports provision of adequate public services to support existing and future development and the correction and prevention of any existing deficiencies to ensure a sense of community and high quality of life.

C. Public Services Goals and Policies

Goal PS-1: Provide fire protection, emergency medical services, emergency management, and police service to the community through a cost-effective and efficient delivery system to maintain a safe environment for the public.

Goal PS-2: Provide efficient and convenient solid waste and recycling services to the community through coordination with service providers and the local solid waste management agency.

Goal PS-3: Maintain the quality of life in Kirkland through the planned provision of regional services in coordination with other public service providers.

City-Managed Public Services

Fire, Police, Emergency medical Services and Emergency Management

One of the advantages of living in an urban setting such as Kirkland is a level of emergency service and solid waste collection that exceeds the level of service commonly found in rural areas. To maintain the emergency services, Kirkland must be prepared for new expenditures while finding additional system efficiencies. To

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XII.A. Public Services

maintain the solid waste and recycling collection service levels, Kirkland must coordinate with collection service providers and the King County Solid Waste Management Division.

Goal PS-1: Provide fire protection, emergency medical services, emergency management, and police service to the community through a cost-effective and efficient delivery system to maintain a safe environment for the public.

(Replace with picture of new criminal justice center building.)

Policy PS-1.1: Provide fire, emergency medical services and police services to the public which maintain accepted standards as new development occurs.

Basic public safety service should keep pace with growth. Kirkland should anticipate new growth to avoid deficiencies in accepted levels of service.

Policy PS-1.2: The adopted levels of service for fire and emergency medical services are as follows:

- **Emergency medical: response time of five minutes to 90 percent of emergency incidents.**
- **Fire suppression: response time of 5.5 minutes to 90 percent of all fire incidents.**

The emergency medical and fire suppression response times are accepted standards for two principal reasons. For fire response times, it sets a threshold to minimize property loss and reduce the level of risk to response teams. For emergency medical service, the response time has a direct link to human physiology and resuscitation.

Response times are influenced by various factors such as locations of resources, accessibility, and available personnel. Kirkland must balance all of these factors in prioritizing the commitment of resources. The established

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levels of service for response times in underserved portions of the City will require funding a variety of street improvements, either an increase of the number or relocation of fire stations and consideration of increased response personnel. Figures PS-1 and PS-2 indicate where there are deficiencies. The City is currently studying improvement opportunities that can be implemented as funding becomes available.

Policy PS-1.3: Provide a system of streets that facilitates improved emergency response times.

This policy suggests a philosophy of through-street connections allowing for multiple emergency access routes. Where feasible, dead-end streets and cul-de- sacs should be avoided. For the most part, Kirkland is served by interconnected streets but there are exceptions. Interstate 405 presents a significant barrier to east-west travel. New access routes should be explored to areas of the City that have poor emergency access and inferior emergency response times. Traffic calming programs and devices should be designed to balance the needs of the neighborhood and the need to maintain emergency response time levels of service.

Policy PS-1.4: Develop and maintain a water system that provides adequate fire flow for anticipated development based on land use designations of the Comprehensive Plan.

This policy is intended to ensure that an adequate water supply and pressure is available for new and existing development. Kirkland should periodically review the system to identify existing and potential fire flow deficiencies and continue to employ a variety of methods to correct those deficiencies.

Policy PS-1.5: Provide a robust training and exercise program in emergency management response operations for city employees.

City employees are responsible for moving from their everyday positions into similar emergency management response operations positions at the onset of an incident. As such, this policy ensures Kirkland will provide updated training that is exercised at least twice a year; maintaining a high quality skill base for response operations during a disaster.

Policy PS-1-6: Maintain accessible disaster plans that incorporate a Whole Community approach to emergency management for all-hazards.

This approach to emergency management identifies that planning must incorporate the Whole Community to be effective including: individuals, families, businesses, community-based organizations, faith-based organizations, voluntary organizations, neighborhood associations, people with access and functional needs, children, school systems, elders, and private-sector partnerships.

Policy PS-1.7: Sustain a disaster response system that incorporates local, state, tribal, and federal partners to facilitate enhanced disaster readiness, response, recovery, and resilience.

This policy acknowledges that emergency management and disaster response is regionally based because incidents do not respect artificially imposed borders. Maintaining strong relationships through planning, training, exercise

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partnerships with all disaster related government agencies will help the Kirkland community respond and recover from a disaster.

Policy PS-1.8: Ensure that safety and security considerations are factored into the review of development proposals.

Kirkland has a history of thorough review of new development proposals at an early stage to ensure that fire, emergency management, police and building safety concerns are factored in.

Policy PS-1.9: Ensure compatibility in scale and design with surrounding uses by reviewing new public facilities for compliance with adopted urban design principles.

Kirkland City Hall

The design of City facilities should accurately reflect the City's philosophy. For example, City Hall has been designed to reflect the scale of the residential neighborhood to the north, while providing territorial views from within. The Justice Center, completed in 2014, reused an existing building, and incorporated many green building techniques and public art in its remodel. Other facilities, like fire stations, should be responsive to the scale and other qualities of the residential neighborhoods in which they are located. Public art should be incorporated to improve the aesthetics, whether as an integral part of the architecture, through landscaping or by applying other techniques.

Policy PS-1. 10: Update Fire, Emergency Management, and Police functional plans at appropriate intervals to incorporate and remain consistent with the goals, policies, and land use projections of the Comprehensive Plan.

All of the City's planning documents should be based on consistent and accurate assumptions. The Comprehensive Plan should be updated as necessary to reflect any changes in those assumptions.

Solid Waste

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Goal PS-2: Provide efficient and convenient solid waste and recycling services to the community through coordination with service providers and the local solid waste management agency.

Policy PS-2.1: Coordinate with the City's solid waste and recycling collection contractors and King County Solid Waste Division to ensure that the existing level of service standards are maintained or improved and waste reduction and recycling goals and targets are in compliance with the Draft 2013 King County Comprehensive Solid Waste Management Plan (SWMP) update.

The SWMP establishes countywide waste reduction and recycling goals for single family residential, multifamily residential and commercial sectors to be achieved by 2020. Cities adopting the Comprehensive Plan commit to implementing and/or maintaining waste reduction and recycling programs and collection standards to support the overall goals and targets identified in the SWMP.

The SWMP waste reduction and recycling goals are aligned with adopted King County-Cities Climate Collaboration (K4C) 2014 Joint County-City Climate Commitments. The K4C is a partnership between County and cities to coordinate and enhance local government climate and sustainability efforts.

The SWMP level of service goals for solid waste collection and recycling are summarized below.

Waste Prevention– This goal addresses all types of waste: yard waste, recycling and garbage. By looking at overall waste generation of all kinds (tons of material disposed plus tons recycled), trends in waste prevention activity can be identified. A decline means that the overall amount of materials alone or combined has been reduced. Waste generation rates to be achieved by 2020 are: 20.4 pounds/week per person from single-family and multifamily homes; and 58 pounds/week per employee from the non-residential sector.

Waste Disposal– This goal addresses only garbage disposed in landfills. Reductions in disposal over time indicate an increase in waste prevention and/or recycling. Waste disposal rates to be achieved by 2020 are 14.2 pounds/week per person from single and multifamily homes and 22.9 pounds/week per employee from the nonresidential sector.

Recycling – Recycling will continue to be an important strategy to reduce the disposal of solid waste. The recycling goal combines single-family, multifamily, non-residential and self-haul recycling activity. The overall recycling rate goal by 2015 is 55 percent. The overall recycling goal by 2020 is 70 percent. The K4C 2014 Climate Commitments target the achievement of zero waste of resources that have value for reuse, resale and recycling by 2030.

Reducing waste and achieving a high recycling diversion rate reduces the amount of garbage going to the Cedar Hills Landfill, which in turn extends the time before the landfill reaches capacity and other solutions must be found for disposing of King County's solid waste. Waste reduction and recycling programs throughout King County have extended the life of the Cedar Hills Landfill through at least 2026. In addition, recycling reduces the need to produce more raw materials for certain plastics, paper and aluminum.

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Policy PS-2.2: Encourage reduction, reuse and recycling of building construction materials in order to reduce waste, increase diversion, and save energy.

Encouraging the construction industry to salvage, reuse and/or recycle construction, demolition, and land clearing debris supports the City's role as an environmental steward. Various City incentives to meet this objective are geared toward the development community by encouraging the practice of salvaging and reusing building materials, separating recyclable from non-recyclable materials on the jobsite and construction techniques that use fewer materials than conventional methods. The City's Green Building Program uses several certification programs that ensure that the building construction material waste stream is reduced.

City projects and private development should provide a plan with their permit applications that describe how the building materials will be salvaged, reused or recycled. The City's participation in regional collaborations to help create the local infrastructure for salvaging, reuse and recycling of these valuable resources will be essential to making this transition a success. Over time these techniques or programs may become mandatory.

Policy PS-2.3: Coordinate with King County Solid Waste Division to ensure that the Houghton Transfer Station is closed by 2021 and in the interim that established levels of service for solid waste disposal and transfer are followed and impacts are mitigated.

The City should work with King County to ensure the station is closed in or before 2021 and that the County implement and/or maintain mitigation measures to improve pedestrian and hauler safety and to reduce impacts of noise, odor and number of large trucks coming to the site until the transfer station is eventually closed. Per the 2005 Memorandum of Understanding, the 2013 Draft King County Comprehensive Solid Waste Management Plan update, and the 2014 Solid Waste Transfer and Waste Export System Plan Review, the Houghton Transfer Station will be closed in or before 2021 if demand management strategies can be successfully implemented or if a new Northeast Transfer Station is constructed.

Non-City-Managed Public Services

Schools and Libraries

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Although the City does not operate these services, the City does have an influence on facility planning and development by its authority to regulate land uses and the requirement to adopt a comprehensive plan. In addition, the Growth Management Act requires Kirkland to demonstrate that all capital facilities serving the City have been considered and that planning is done in a coordinated and comprehensive fashion.

Goal PS-3: Maintain the quality of life in Kirkland through the planned provision of regional services in coordination with other public service providers.

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This policy contemplates a channel of communication between the City and the service providers to ensure shared responsibility for meeting the needs of Kirkland residents. As required by Growth Management the City shares its growth forecasts, targets and capacity information with regional service providers.

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Policy PS-3.3: Coordinate with neighboring cities, King County, the Lake Washington School District, special districts and other agencies in the planning, provision, and use of joint activities and facilities.

The City should look for these types of opportunities in order to make efficient use of existing facilities and save on the costs of building new facilities or funding new programs**.** Joint use and maintenance of school athletic fields and facilities for community programs are examples.

Policy PS-3.4: Assess appropriate school impact fees to help offset the cost of financing new school public services infrastructure serving new development.

State law permits cities to assess impact fees on new residential development for facilities provided by the Lake Washington School District. Impact fees may be collected and spent only on specific publicly owned capital facilities. These capital improvements are identified in the Lake Washington School District's Capital Facilities Plan and are designed to provide facility capacity and service to areas within the community at large.

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Policy PS-3.6: Commit resources to public services and infrastructure for underserved populations.

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XII.A. Public Services

Strategically target areas where there are identified deficiencies. Good schools and library, police, fire, emergency management and garbage service access, should be available to economically disadvantaged populations, including minorities and women, throughout the City.

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CITY OF KIRKLAND
123 Fifth Avenue, Kirkland, WA 98033 425.587.3000
www.kirklandwa.gov

MEMORANDUM

To: City Council

From: Kurt Triplett, City Manager

Date: April 30, 2015

Subject: Draft City Council Retreat Planning

RECOMMENDATION:

City Council provides direction on final topics for the upcoming Council retreat.

BACKGROUND DISCUSSION:

The second Council retreat will be held on Friday, May 29. This Council retreat generally dedicates time to financial matters and a few other topics of discussion. Staff is seeking Council direction on finalizing these topics.

Suggested retreat topics include:

- Financial Update
- Capital Improvement Program Introduction and Funding
- Police Strategic Plan Scope
- Council Policies and Procedures:
    - Council Committee Meetings
    - Review of Public Safety Committee Agenda Items
    - Petitions and Initiative/Referendum
- Council brainstorming session, including items previously referred by Council for discussion at the Retreat:
    - Sustainability Commission
    - Human Services Advisory Committee enhanced role
    - Other items as identified at the retreat

Suggested changes or additional topics based on tonight's discussion will be incorporated into the final agenda. The packet for the Retreat is expected to be posted by close of business on Tuesday, May 26th.