



**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:** Jennifer Schroeder, Director of Parks and Community Service  
Marilynne Beard, Interim Public Works Director

**Date:** June 19, 2014

**Subject:** PROPOSITION 1 – STREETS & PED SAFETY LEVY ACCOUNTABILITY REPORT  
PROPOSITION 2 – PARKS LEVY ACCOUNTABILITY REPORT

### **RECOMMENDATION:**

City Council approves the attached resolutions adopting the Accountability Reports for Proposition 1- Streets & Pedestrian Safety Levy and Proposition 2 - Parks Maintenance, Restoration and Enhancement Levy, including any changes to the reports that may be needed as a result of this final submittal.

### **BACKGROUND DISCUSSION:**

On November 6, 2012, Kirkland voters approved Propositions 1 & 2, a new source of revenue for significant street and parks improvements throughout the City. Proposition 1 funded additional street preservation and pedestrian safety projects. Proposition 2 funded the preservation, maintenance, and enhancement of Kirkland's parks and natural areas. To ensure that Kirkland's residents are able to monitor progress toward the established levy goals, an annual accountability report was to be provided for each levy. Copies of the final reports are attached to each of the two resolutions incorporated herein.

#### *Separate Resolutions*

Staff recommends adopting each accountability report with a separate resolution since the accountability reports will be annual events in perpetuity. It may be that in future years the readiness of each report might occur at different times during the year or future Councils may request additional information or edits for one or both reports that result in the reports being approved at different Council meetings. Adopting the initial accountability reports as separate resolutions sets a precedent that allows for future flexibility in timing.

#### *Streets and Pedestrian Safety Levy Report*

The Streets and Pedestrian Safety Levy Report explains Kirkland's strategy for street preservation and the policy-basis of the City's balanced transportation goal. It describes how

citizens can nominate capital improvement projects through the interactive Suggest-a-Project online map and demonstrates the streets levy's relationship to property taxes.

As first reported to City Council at their regular meeting of May 6, 2014, the Streets Levy Report devotes most of its content to articulating the targets of the streets levy, as detailed in the ballot and in the voter fact sheet, and tracking Kirkland's progress toward them. The 20-year targets include \$60 million in total spending—roughly \$2.7 million per year toward street preservation and \$300,000 per year to pedestrian safety.

Several edits were requested by Councilmembers during their review of the Draft Streets Levy Report; **Attachment A** details the changes made to that report.

*Parks Maintenance, Restoration and Enhancement Levy Report*

Park Levy funds are allocated to Park Maintenance and Operations (\$1.095 million) with an annual investment of approximately \$1 million for Park Capital Projects (\$7.5 million over the first seven years). The Park Levy Accountability Report informs the community of annual accomplishments and funding status. The Park Board reviewed and recommended the Levy Report prior to final Council review. Revisions to the report based on Council's last review include adding the Kirkland Performance Center and the Kirkland Youth Teen Union Building to the facilities list.

*Public Outreach*

With City Council approval, staff will distribute the report through the City's website and listservs, as well as at community meetings throughout 2014. Staff will have hard copies available at City facilities and notify residents of the availability of the reports through a press release.

Attachment A: Summary of Edits to Streets Levy Accountability Report

### Summary of Changes to Streets Levy Accountability Report

The Kirkland City Council recommended, via PDF, 34 changes in two iterations to the Streets Levy Accountability Report since viewing it in draft in May. That feedback generally falls into one of three categories:

- 1.) Structure, word-choice, grammar (20.5)
- 2.) Design (4)
- 3.) Content and policy (10.5). Several of these comments pertained to the same content, which explains the six responses under the Content/policy category, rather than 10.

COMMENT TYPE	RESPONSE
Structure, word-choice, grammar	All feedback dedicated to the paragraph structure, word-choice, tense and grammar of the document have been implemented. Some suggestions required minor rewrites that were not specified in the feedback.
Design (“Better graphic needed for cost/block”)	Created new bar chart, using pennies, as recommended by Council Member Asher.
Design (Turn light-blue portion of RFB bar chart to white)	Request implemented
Design (Put levy-funding on top of 2013 investment bar chart and embolden font)	Request implemented
Design (increase font size on Pgs 2,3)	Request implemented
Content/policy (30** as the outlier of Progress to Date results)	Replaced with 11 lane miles, which represents a levy-only contribution. The 20-year target was replaced with 240, which roughly represents a projected contribution of levy-funding on neighborhood/collector streets. Neither the ballot nor the fact sheet specify a levy-only target for neighborhood/collector street preservation.
Content/policy (What is our 20-year goal for school walk routes?)	Page 8 of the Active Transportation Plan says Objective G4.1 is to “Complete sidewalk on one side of all school walk route segments of all arterials and collector streets by 2019.” However, the levy report does not use this as a metric. The reasoning: Staff used the ballot and the voter fact sheet to determine the levy-targets to which the City is holding itself accountable. This includes targets, such as 50 RFBs and 90 lane miles of resurfaced arterials. The ballot and voter fact sheet did mention improvements, such as sidewalks and safe routes to school. They did not, however, specify targets for them. As a result, the levy report tracks the progress of those categories. But it doesn’t track that progress against a 20-year target. This includes the Safe

	Routes to School category.
Content/policy (How can these numbers—pedestrian safety numbers—be right?)	The numbers reported in earlier editions of the levy report included sidewalk construction. The numbers reported in the current edition account exclusively for RFB construction within the 2013 year.
Content/policy (Two comments pertaining to “Leveraging the Levy): 1.) “How about: The 112th Street Sidewalk project demonstrates the power of leveraging local funds to attract large grants. I would put this above the bar graph and move the \$150,000 paragraph under the picture.” 2.) “I don't see how the \$150,000 story ties into this page that appears to be about leveraging the 112th Street sidewalk. We need a stronger transition is you are changing thoughts.”	<ol style="list-style-type: none"> <li>1.) Put recommended sentence in caption under the picture.</li> <li>2.) Changed to \$10,000 and 30 feet respectively, to connect to the \$10,000 of levy funding used to acquire \$86,000 in grant funding.</li> </ol>
Content/policy (to which time-period does “Average Pre-Levy” refer? on Pg. 14)	Average Pre-Levy numbers were based on a combination of previous year and two-, and three-year averages.

RESOLUTION R-5064

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND ADOPTING THE 2013 STREETS AND PEDESTRIAN SAFETY LEVY ACCOUNTABILITY REPORT FOR PROPOSITION 1 – STREETS AND PEDESTRIAN SAFETY LEVY.

WHEREAS, in November 2012, Kirkland voters approved Proposition 1 – Streets and Pedestrian Safety Levy (“Streets Levy”); and

WHEREAS, Ordinance No. 4364 adopted by the Kirkland City Council to place Proposition 1 on the ballot described the restricted uses for the funding as well as the requirement to produce an accountability report documenting actions and the status of the programs funded by the Streets Levy; and

WHEREAS, the submitted 2013 Streets Levy Accountability Report reflects the allocation of Street Levy funds to fund street maintenance and safety improvements for arterial, local and neighborhood streets, including resurfacing, pothole repair, bicycle route enhancements, pedestrian safety improvements, traffic calming projects, school walk routes, sidewalks and crosswalks; and

WHEREAS, the 20-year targets in the 2013 Streets Levy Accountability Report include \$60 million in total spending – roughly \$2.7 million per year toward street preservation and \$300,000 per year to pedestrian safety; and

WHEREAS, the City Council desires to adopt the 2013 Streets and Pedestrian Safety Levy Accountability Report;

NOW, THEREFORE, be it resolved by the City Council of the City of Kirkland as follows:

Section 1. The Kirkland City Council adopts the 2013 Streets and Pedestrian Safety Levy Accountability Report attached as Exhibit A and incorporated by this reference.

Section 2. The Kirkland City Council authorizes the posting of the 2013 Streets and Pedestrian Safety Levy Accountability Report on the City website and the distribution of the Report throughout the community.

Passed by majority vote of the Kirkland City Council in open meeting this \_\_\_\_ day of \_\_\_\_\_, 2014.

Signed in authentication thereof this \_\_\_\_ day of \_\_\_\_\_, 2014.

\_\_\_\_\_  
MAYOR

Attest:

\_\_\_\_\_  
City Clerk

▶ 2013 WAS A GOOD YEAR FOR CITY'S ROADS PG 5

# Kirkland

AN ACCOUNTABILITY REPORT ON THE STREET MAINTENANCE and PEDESTRIAN SAFETY LEVY PROGRAM



## ARTERIAL OVERLAY

Main roads to get primary focus PG. 4



## IMPROVING SAFETY

for walking and bicycling PG. 10

Houghton Beach Park from  
Northeast 60th Street



## SERIOUS PROPOSITION

Residents invested in their streets with a \$2.9 million annual levy.

Kirkland's roads were approaching a collective tipping point in 2011. To prevent their continuous decline from accelerating beyond a monetary point-of-no-return, Kirkland needed another \$38 million. Without that funding, their conditions would plummet, according to City projections, and the costs to restore them would balloon exponentially to \$128 million. Meanwhile, Kirkland was grow-

ing by 33,000 people and, more specifically, five elementary schools. All of those schools needed safe walking routes. And the local, state and federal funding that helps Kirkland provide the routes to those schools was becoming more scarce just as the costs to build sidewalks and maintain roads were going up.

To solve this dilemma, while pursuing the City Council's goals of balancing Kirkland's

transportation choices and maintaining dependable infrastructure, Kirkland's voters approved on November 6, 2012 the Streets Levy. The levy raised \$2.9 million in 2013. That amount will grow in the coming years. As it does, so will our ability to maintain our streets, build sidewalks, illuminate crosswalks and make our neighborhood roads safer.

In this first year of the levy, for example, we leveraged \$10,000 in levy funding for nearly \$90,000 in state grants, which is how we built

the sidewalk along Northeast 112th Street that connects A.G. Bell Elementary School to the Cross Kirkland Corridor. We will continue to leverage and use your levy dollars—transparently and accountably—to build sidewalks, maintain streets and create safer crosswalks. To ensure we do, we will publish a performance report each year. This is the first of such reports. As the program accumulates data, progress toward its street condition goals will be more evident. ◀

# 2013: JUST THE BEGINNING

The levy enabled Kirkland to overlay 10.6 miles of arterials and slurry seal 30 miles of neighborhood streets.

Kirkland added five to eight years of life in 2013 to 30 lane-miles of neighborhood roads, thanks largely to the levy. The Finn Hill neighborhood received much of that focus (indicated in orange on this map).

The levy also helped the City resurface 10.6 arterial lane-miles in 2013 (indicated in black on this map).

This year, the levy is helping Kirkland replace the surfaces of 11.8 arterial lane miles. These road sections are indicated below:

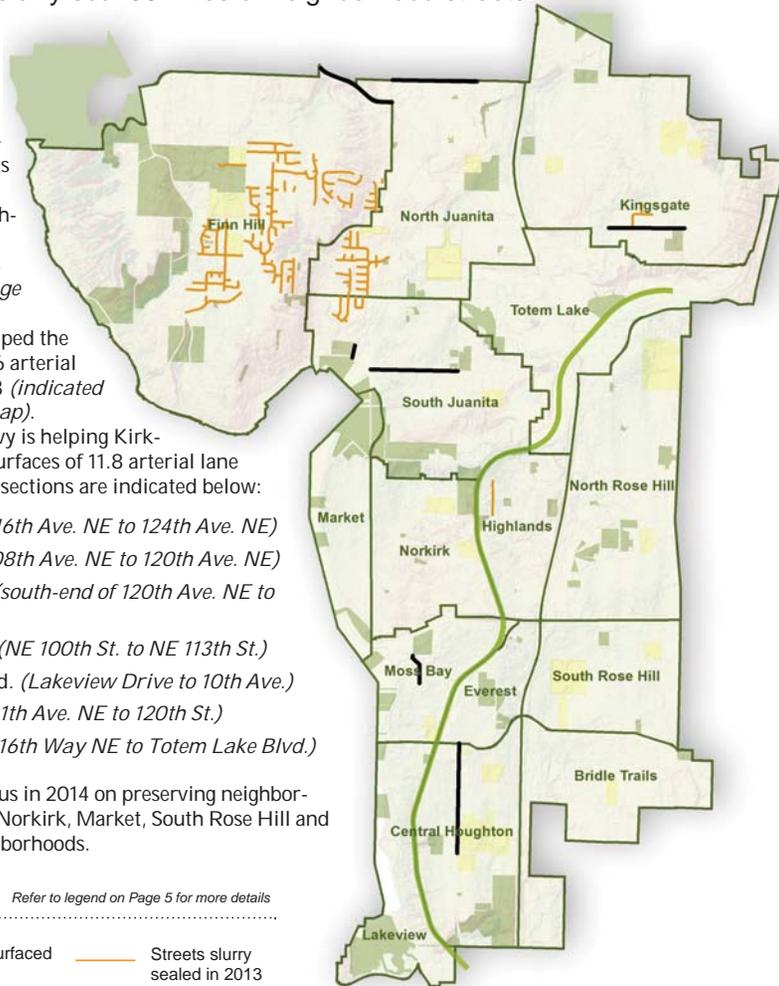
- NE 124th St. (116th Ave. NE to 124th Ave. NE)
- NE 116th St. (108th Ave. NE to 120th Ave. NE)
- 120th Ave. NE (south-end of 120th Ave. NE to NE 118th St.)
- 132nd Ave. NE (NE 100th St. to NE 113th St.)
- Lake Wash. Blvd. (Lakeview Drive to 10th Ave.)
- NE 112th St. (111th Ave. NE to 120th St.)
- NE 132nd St. (116th Way NE to Totem Lake Blvd.)

Kirkland will focus in 2014 on preserving neighborhood roads in the Norkirk, Market, South Rose Hill and Bridle Trails neighborhoods.

## LEGEND

*Refer to legend on Page 5 for more details*

- Streets resurfaced in 2013
- Streets slurry sealed in 2013



# IN 20 YEARS ...

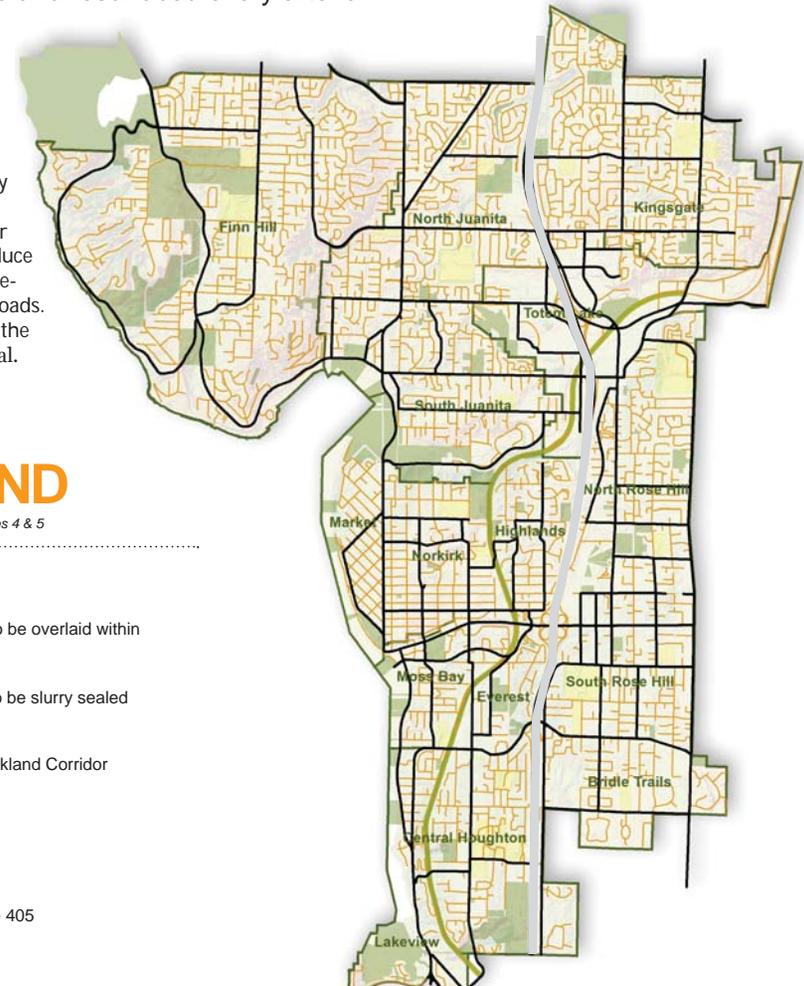
In 20 years, Kirkland will have treated every neighborhood street at least once and resurfaced every arterial.

Kirkland's residents approved an ambitious goal when they passed the levy: Treat nearly every neighborhood road, repair potholes and reduce long-term maintenance costs for roads. This map shows the extent of that goal.

## LEGEND

*Refers to maps on pages 4 & 5*

- Streets to be overlaid within 20 years
- Streets to be slurry sealed
- Cross Kirkland Corridor
- Schools
- Parks
- Interstate 405



## THE PRICE OF DELAY

As road conditions plummet, the costs to repair them skyrocket. The levy is helping Kirkland preserve roads before this happens.

Pavement Condition Index (PCI) rating

85

70

55

40

25



**Weathered:** A few superficial cracks  
**Treatment:** Slurry seal  
**Cost:** \$1,600/City block



**Minor:** Linear cracks; alligator cracks; rutting  
**Treatment:** Resurface  
**Cost:** \$17,000/City block



**Serious:** Extensive alligator cracks, potholes  
**Treatment:** Reconstruct  
**Cost:** \$65,000/City block

## WE DON'T DO WORST FIRST

Kirkland's strategy is to keep most roads in good condition, rather than a few in perfect condition.

The strategy focuses resources on most of Kirkland's neighborhood roads—those roads that are still in good condition, but in need of some treatment. The reason: For the costs of reconstructing a single City block, Kirkland can re-pave four City blocks or seal 41. The result is a network of functioning streets that are relatively inexpensive to maintain. A “worst-first” strategy would result in the opposite: A few functioning streets and a network of roads that are failing and too expensive to repair.

To squeeze more life out of Kirkland's failing roads, City crews patch potholes and alligator cracks. The exception in 2013 was 97th Avenue Northeast from Juanita Drive to 119th Way. Potholes and alligator cracks had destroyed 341 feet of that road beyond a street overlay's capacity to repair it. The section—less than a City block—required total reconstruction. The cost, more than \$65,000, illustrates why it was Kirkland's first curb-to-curb road reconstruction in nearly a decade. ◀



A toddler pushes his balance bike up Northeast 61st Street in the Bridle Trails neighborhood, shortly after the City of Kirkland treated it in 2012 with slurry seal. Residents of the neighborhood said in a pair of focus groups conducted November 2013 that they were pleased with their treated street surface, even though it initially had more friction.



## MOVING PEOPLE

More than a decade ago, Kirkland's leaders began thinking about transportation in a different way: Moving people, not just moving cars. Since then, we've been designing a city that can do just that. By 2013, Kirkland had completed 64 percent of its bicycle network and had transformed 60 percent of its main roads into complete streets that offer sidewalks to pedestrians and bike lanes to cyclists. ◀



This student's Oct. 8, 2013 journey across Northeast 116th Street to Alexander Graham Bell Elementary School is aided by the levy-funded Rapid Flashing Beacons installed a few days earlier.

## GETTING SAFER

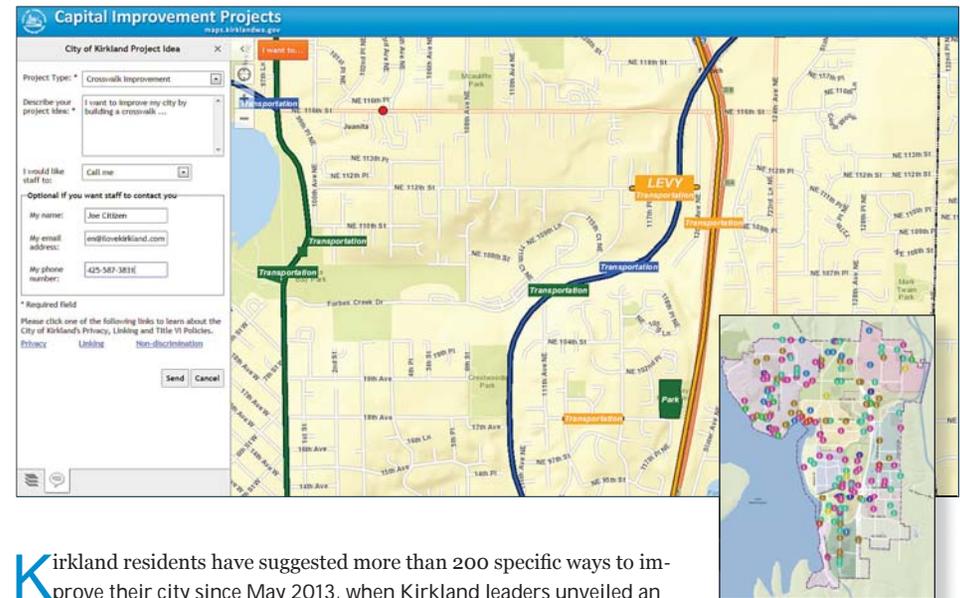
Levy leverages state and federal grants to complete school walk routes and to make the City safer for foot and bike travel.

Kirkland residents now have 15 more rapid flashing beacons in seven different neighborhoods than they did one year earlier, thanks to the levy and an expedited project schedule.

The City began or completed construction in 2013 on all of the levy-funded pedestrian improvements planned through 2014. The City also used the levy to leverage state and federal grants for safety features, such as sidewalks and flashing beacons. This includes an \$86,000 Transportation Improvement Board grant that helped pay for a sidewalk along 112th Avenue Northeast and a Washington Traffic Safety grant that paid for all but the in-house labor to install crosswalk lights on 84th Avenue Northeast, near Finn Hill Junior High, Carl Sandburg and Thoreau elementary schools. ◀

## SUGGEST-A-PROJECT

New website feature allows residents to add their ideas to the map.



Kirkland residents have suggested more than 200 specific ways to improve their city since May 2013, when Kirkland leaders unveiled an interactive map that allows the public to directly participate in the Capital Improvement process.

Residents suggested specific ways to improve safety for bicycling, for neighborhoods, parks and driving. Walking was, by far, the most frequently suggested topic, accounting for nearly 60 percent of all the suggestions.

Once suggested, these ideas become candidates for inclusion in the 2015 - 2020 Capital Improvement Program, which the City Council will adopt December 2014.

The Capital Improvement Program is Kirkland's plan for improvements and maintenance of its transportation systems, including streets, sidewalks, and intersections. The City Council reviews, updates and adopts the Capital Improvement Program every two years.

To put your ideas on the map, visit:

[http://www.kirklandwa.gov/depart/Public\\_Works/Capital\\_Improvements.htm](http://www.kirklandwa.gov/depart/Public_Works/Capital_Improvements.htm)

# FLASHING BEACONS

To expedite the construction in 2013 of Rapid Flashing Beacons at 15 crosswalks throughout the City, Kirkland leveraged 2013 funds, as well as anticipated 2014 funds.

**P**edestrian safety increased at 15 Kirkland crosswalks within 15 months of the levy's passage.

**These six levy-funded Rapid Flashing Beacons were completed by Dec. 31, 2013:**

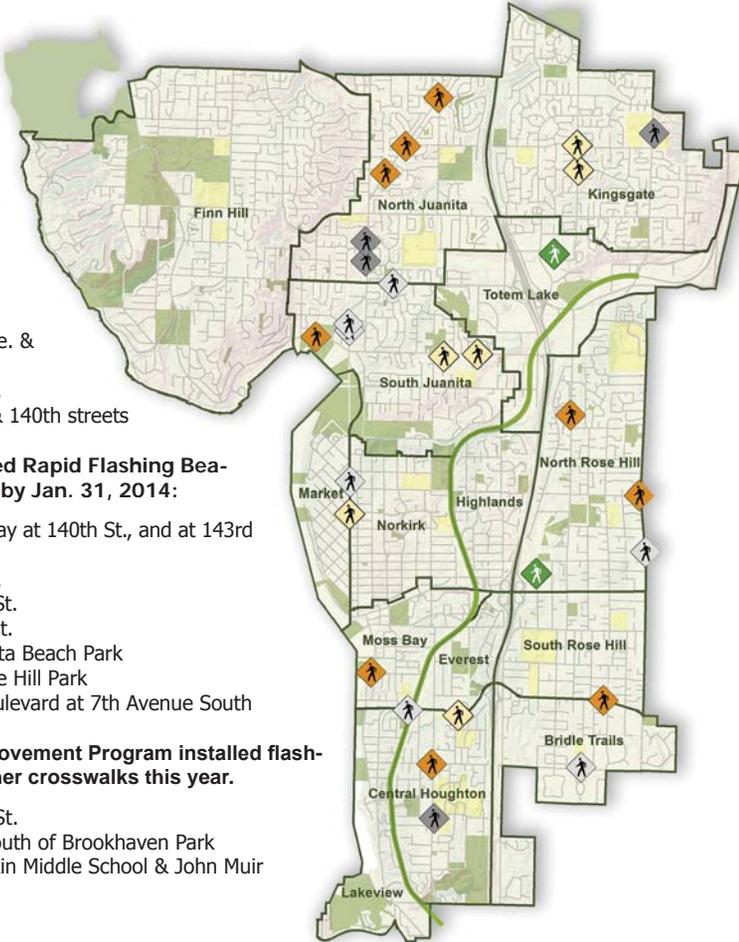
- ◆ Market & 15th Ave.
- ◆ 116th St. at 110th Ave. & at 113th Ave.
- ◆ 68th St. at 111th Ave.
- ◆ 124th Ave. at 137th & 140th streets

**These nine levy-funded Rapid Flashing Beacons were completed by Jan. 31, 2014:**

- ◆ Juanita-Woodinville Way at 140th St., and at 143rd Place and 136th Place.
- ◆ 108th Ave. at 60th St.
- ◆ 132nd Ave. at 100th St.
- ◆ 124th Ave. at 108th St.
- ◆ Juanita Drive at Juanita Beach Park
- ◆ 70th St. at South Rose Hill Park
- ◆ Lake Street South Boulevard at 7th Avenue South

**The City's Capital Improvement Program installed flashing beacons at four other crosswalks this year.**

- ◆ 108th Ave. and 53rd St.
- ◆ 100th Ave. north & south of Brookhaven Park
- ◆ 132nd Ave. at Kamiakin Middle School & John Muir Elementary



# IN 20 YEARS ...

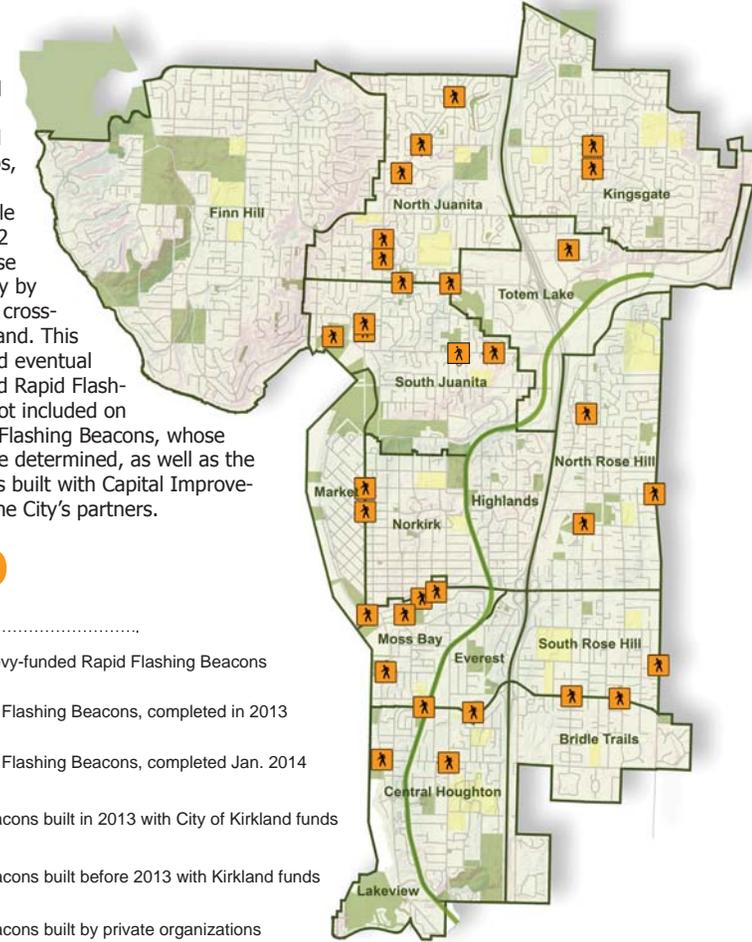
The levy empowers Kirkland to replace damaged flashing lights with Rapid Flashing Beacons at 32 crosswalks throughout the City and add 18 more.

**W**ith its Complete Streets Ordinance, Safe School Walk Routes, cross-walk flag program, and community partnerships, Kirkland has asserted its identity as a walkable community. In the 2012 election, its voters chose to enhance that identity by increasing safety at 50 crosswalks throughout Kirkland. This map shows present and eventual locations of levy-funded Rapid Flashing Beacon systems. Not included on this map are 18 Rapid Flashing Beacons, whose locations have yet to be determined, as well as the Rapid Flashing Beacons built with Capital Improvement funding and by the City's partners.

## LEGEND

*Refers to maps on pages 12 & 13*

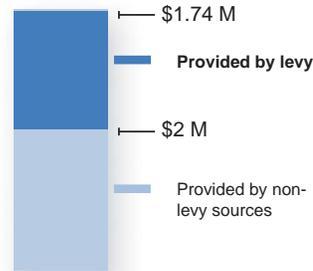
- ◆ Present & future Levy-funded Rapid Flashing Beacons
- ◆ Levy-funded Rapid Flashing Beacons, completed in 2013
- ◆ Levy-funded Rapid Flashing Beacons, completed Jan. 2014
- ◆ Rapid Flashing Beacons built in 2013 with City of Kirkland funds
- ◆ Rapid Flashing Beacons built before 2013 with Kirkland funds
- ◆ Rapid Flashing Beacons built by private organizations



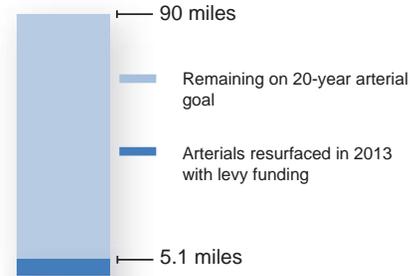
# TRACKING PROGRESS

Your support for Proposition 1 makes possible a variety of specific goals, such as resurfacing all of Kirkland's most traveled roads and enhancing crosswalks with warning lights. The following table outlines each of these goals and tracks Kirkland's progress toward them. ◀

**2013 INVESTMENT**  
(Actual expenditures for street preservation)



**ARTERIAL PRESERVATION**  
(Progress toward levy goal)



**NEIGHBORHOOD STREET PRESERVATION**  
(Progress toward levy goal)



STREET PRESERVATION	AVERAGE PRE-LEVY	2013 INVESTMENT			LEVY PROGRESS	
		LEVY	NON-LEVY	TOTAL	20-YEAR TARGET	PROGRESS TO DATE
Investment (in dollars)	\$1.75 million	\$1.74 million	\$2 million	\$3.74 million	\$54 million*	\$1.74 million
Arterials (in lane miles)	6.2	5.1	5.5	10.6	90	5.1
Neighborhood/collector (in lane miles)	13.7	11	19	30	240**	11
Arterial/collector score on the pavement condition index	57	—	—	62.4	70	62.4
Crosswalk striping (in crosswalks)	19.5	13	18	31	230	13
Americans with Disabilities Act (in curb ramps)	30	29	41	70	500	29
PEDESTRIAN SAFETY						
Investment (in dollars)	No dedicated funding	\$240,000	\$63,000	\$303,000	\$6 million**	\$240,000
Rapid Flashing Beacons (in systems at crosswalks)	0 - 1	6	2	8***	50	6

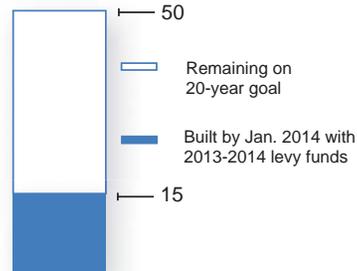
\*Based on 20-year projection of levy budget.  
 \*\*\*Does not include 11 other Rapid Flashing Beacons systems that were completed in January 2014.  
 #Includes pedestrian safety measures, other than Rapid Flashing Beacons.

SAFE WALK ROUTES TO SCHOOL	2013 INVESTMENT			PROGRESS
	LEVY	NON-LEVY	TOTAL	2013 TO PRESENT
Investment <i>(in dollars)</i>	\$214,500	\$363,000	\$577,500	\$577,500
Rapid Flashing Beacons on walk routes to school <i>(in systems)</i>	4	2	6	6
Sidewalks on walk routes to school <i>(in linear feet)</i>	0	640	640	640

# IMMEDIATE RESULTS

In the 13 months following the levy's approval, Kirkland installed Rapid Flashing Beacons at 19 crosswalks throughout the community. The numbers reported in these tables show Kirkland's 2013 investment in pedestrian safety. ◀

**FUNDED BY THE LEVY**  
*(Rapid Flashing Beacons)*

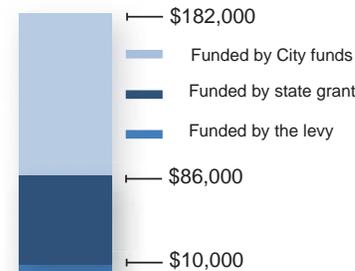


NEIGHBORHOOD TRAFFIC & PEDESTRIAN SAFETY MEASURES	2013 INVESTMENT			PROGRESS
	LEVY	NON-LEVY	TOTAL	2013 TO PRESENT
Investment <i>(in dollars)</i>	\$255,000	\$1.5 M	\$1.755 M	\$1.755 M
Rapid Flashing Beacons not on walk routes to school <i>(in systems)</i>	2	0	2	2
Sidewalks that are not on walk routes to school <i>(in linear feet)</i>	0	2,826	2,826	2,826

# LEVERAGING THE LEVY

Dedicated funding—provided by the levy—enables Kirkland to compete more strategically for state and federal grants that will maximize taxpayers' investment in safe school walk routes and walkability. ◀

**112TH STREET SIDEWALK**  
*(Funding sources)*



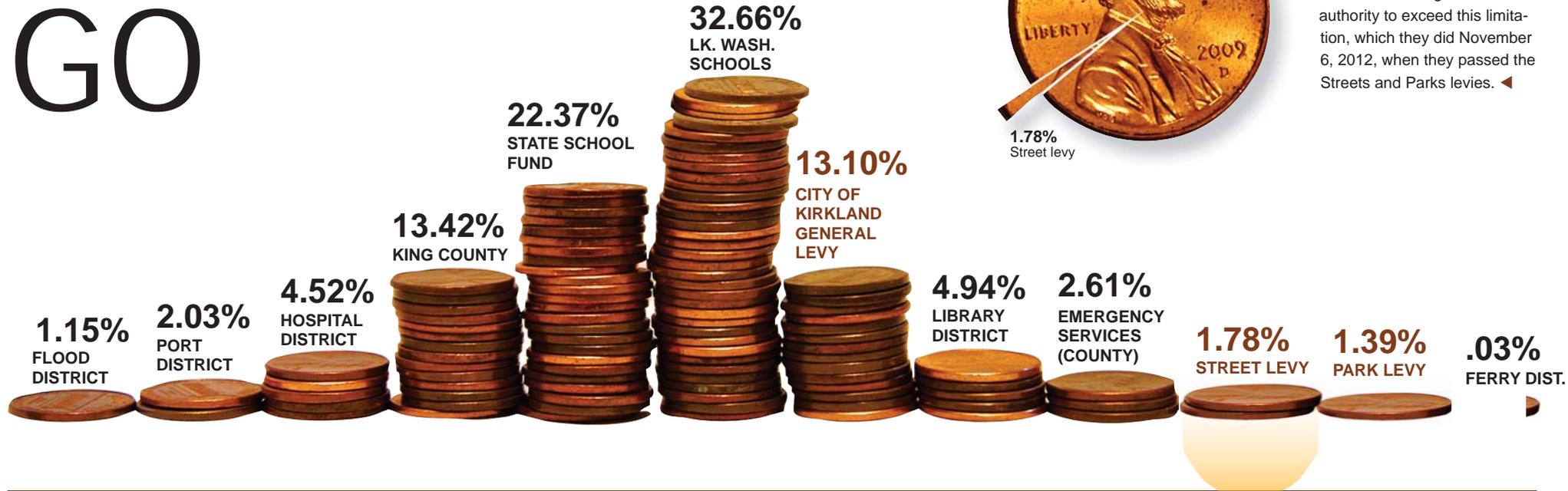
The 112th Street sidewalk project demonstrates the power of leveraging local funds to attract large grants. The City of Kirkland used \$10,000 in levy funding to earn \$86,000 in grant funding from the Transportation Improvement Board.

Ten thousand dollars buys less than 30 linear feet of sidewalk. Not a whole lot. When leveraged with state and federal grants, however, that same \$10,000 can buy stretches of sidewalk that can connect students to their schools, residents to their jobs and businesses to the customers they serve.

Kirkland's leaders demonstrated the capacity of the levy's leveraging power in 2013, when they used \$10,000 of the levy's pedestrian safety funds to compete for an \$86,000-Transportation Improvement Board grant. The purpose: connect Alexander Graham Bell Elementary School to the Cross Kirkland Corridor. Kirkland earned the grant, which paid for more than a third of the \$278,000-project. ◀

# WHERE PROPERTY TAXES GO

# GO



The Street levy accounts for less than 2 percent of Kirkland residents' property taxes. And yet it pays for more than half of the City's street preservation efforts. Property tax is the largest of Kirkland's nine primary sources of revenue. It accounts for 19.5% of the General Fund. State law limits Kirkland to an annual increase of its regular property tax levy by the implicit price deflator or by 1%, whichever is less. Voters can give Kirkland authority to exceed this limitation, which they did November 6, 2012, when they passed the Streets and Parks levies. ◀

98.22%  
Other property taxes



1.78%  
Street levy

# KIRKLAND CITY COUNCIL

(425) 587-3001

Mayor Amy Walen



Deputy Mayor Penny Sweet

Dave Asher



Doreen Marchione



Toby Nixon



Shelley Kloba



Jay Arnold



## CITY STAFF

### CITY MANAGER'S OFFICE

Kurt Triplett, City Manager ..... 587-3001

Marilynne Beard, Deputy City Manager ..... 587-3008

### PUBLIC WORKS

Marilynne Beard, Interim Director ..... 587-3008

### CITY ATTORNEY'S OFFICE

Robin Jenkinson, City Attorney ..... 587-3030

### FINANCE AND ADMINISTRATION

Tracey Dunlap, Director ..... 587-3101

### FIRE/BUILDING

Kevin Nalder, Chief ..... 587-3650

### HUMAN RESOURCES & PERFORMANCE MANAGEMENT

James Lopez, Director ..... 587-3212

### INFORMATION TECHNOLOGY

Brenda Cooper, Chief Information Officer ..... 587-3051

### PARKS & COMMUNITY SERVICES

Jennifer Schroder, Director ..... 587-3300

### PLANNING & COMMUNITY DEVELOPMENT

Eric Shields, Director ..... 587-3225

RESOLUTION R-5065

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND ADOPTING THE 2013 PARK LEVY ACCOUNTABILITY REPORT FOR PROPOSITION 2 – PARKS MAINTENANCE, RESTORATION AND ENHANCEMENT LEVY.

WHEREAS, in November 2012, Kirkland voters approved Proposition 2 – Levy for City Parks Maintenance, Restoration and Enhancement ("Park Levy"); and

WHEREAS, Ordinance No. 4365 adopted by the Kirkland City Council to place Proposition 2 on the ballot described the restricted uses for the funding as well as the requirement to produce an annual accountability report documenting actions and the status of the programs funded by the Park Levy; and

WHEREAS, the submitted 2013 Park Levy Accountability Report reflects the allocation of Park Levy funds to: 1) park maintenance and operations (\$1.095 million); and 2) annual investment of approximately \$1 million for park capital projects (\$7.5 million over the first seven year); and

WHEREAS, the City Council desires to adopt the 2013 Park Levy Accountability Report;

NOW, THEREFORE, be it resolved by the City Council of the City of Kirkland as follows:

Section 1. The Kirkland City Council adopts the 2013 Park Levy Accountability Report attached as Exhibit A and incorporated by this reference.

Section 2. The Kirkland City Council authorizes the posting of the 2013 Park Levy Accountability Report on the City website and the distribution of the Report throughout the community.

Passed by majority vote of the Kirkland City Council in open meeting this \_\_\_\_ day of \_\_\_\_\_, 2014.

Signed in authentication thereof this \_\_\_\_ day of \_\_\_\_\_, 2014.

\_\_\_\_\_  
MAYOR

Attest:

\_\_\_\_\_  
City Clerk

# Kirkland

2013 ACCOUNTABILITY REPORT ON THE PARK LEVY PROGRAM



**KEEPING PACE**  
Parks receive boost  
in maintenance **PG. 12**



**ON THE  
LOOKOUT**

Levy restores lifeguards  
to City's beaches **PG. 16**

# KIRKLAND PARKS



## WE CARE

- 48 Parks
- 22 Open Space Parcels
- 3 Swimming Beaches
- Peter Kirk Pool
- Peter Kirk Community Center
- North Kirkland Community Center
- Heritage Hall
- Kirkland Cemetery
- City/School Partnership Playfields

# QUALITY OF LIFE

## KIRKLAND'S RESIDENTS DECIDED IN 2012 TO SUPPORT MAINTENANCE AND ENHANCEMENTS FOR THEIR PARK

In November of 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. This annual report summarizes how the levy funds are being used to support and enrich Kirkland's cherished quality of life.

The levy will raise approximately \$2.35 million annually, of which \$1.15 million will be used to restore, maintain and enhance Kirkland parks and natural areas and \$1.2 million will be added to the Parks Capital Improvement Program (CIP) to complete major repairs and site renovations, such as rehabilitating deteriorating docks and piers in the City's waterfront parks and performing site updates at Waverly Beach and Edith Moulton parks.

- Kirkland Performance Center
- Kirkland Teen Union Building (KTUB)

The community's capital investment in its park system has been negatively impacted by the 2008-2012 economic downturn. Prior to the levy, the primary funding source for park capital improvements – Real Estate Excise Tax (REET) that is collected when properties are sold – had declined to the extent that annual funding for major park improvements had dropped by more than 38% in the past several years.

Prior to the levy, the funding plan to implement park capital projects had an annual average projection of REET funding of \$731,500 for 2011-2016. With the levy, the Parks Capital Improvement Program (CIP) has annual average funding of \$1.94 million for 2013-2018.

There are three stages a park development project progresses through to completion: **Planning & Design, Permitting and Construction.** Once a project is funded, the length of time to complete a project will depend on size, scope and the number of permitting agencies involved. For example, in 2013, the Waverly Beach Park renovation plan was developed by landscape architects guided by input from community members and recommendations by the Park Board. Permitting for this project will begin in 2014 with construction slated for fall of 2015 and completion in spring of 2016.

The Park Board, a City Council-appointed advisory group, is actively involved in overseeing the Parks CIP and making recommendations to Council on park use and improvements. In 2013, the Park Board participated in public outreach and planning meetings related to the Waverly Beach Park Renovation Plan, Edith Moulton Park Master Plan and the Cross Kirkland Corridor Master Plan.

# THANKS TO THE LEVY

THE LEVY PROVIDES OVER \$1 MILLION PER YEAR FOR MAJOR RENOVATIONS AND ENHANCEMENTS TO KIRKLAND'S



## WAVERLY BEACH PARK PRELIMINARY RENOVATION PLAN

# INITIATED OR COMPLETED

## LEVY-FUNDED PARK CAPITAL IMPROVEMENT PROJECTS INITIATED OR COMPLETED



### ■ CROSS KIRKLAND CORRIDOR (\$500,000 levy funds)

Kirkland has long looked at the Burlington Northern Santa Fe Eastside Rail Corridor as an opportunity to provide a multi-use transportation corridor including both rail and trail. Purchased by the City in 2012, the 5.75 mile segment now known as the Cross Kirkland Corridor traverses Kirkland from the South Kirkland Park & Ride to the City's northern boundary in the Totem Lake Business District. The City has been actively embracing the community's energy around the corridor's future development as a multi-modal transportation corridor and recreation asset. The City has received \$3 million in State and Federal grants for design and construction of an interim recreational trail, while levy funding is being used to create an overall Master Plan for the corridor.

# 2013 PROJECTS



### ■ WAVERLY BEACH PARK (\$739,000 levy funds)

The levy will help fund a major renovation of Kirkland's oldest waterfront park. A park renovation plan completed in 2013 will help guide future park improvements, with a first phase of renovation scheduled for 2015/2016. Renovation priorities include the park's extensive shoreline and beach area, pathways and accessibility, playground upgrades, and drainage improvements.



### ■ PARK LAND ACQUISITION (\$2,350 million levy funds)

Land acquisitions to plan for growth and to protect important natural resources are funded from the levy. In 2013, the City acquired 2.3 acres to expand Juanita Heights Park in the Finn Hill Neighborhood. The levy helped fund the acquisition in the amount of \$240,000.



# INITIATED OR COMPLETED

## LEVY-FUNDED PARK CAPITAL IMPROVEMENT PROJECTS INITIATED OR COMPLETED



### ■ EDITH MOULTON PARK (\$1,000,000 levy funds)

Edith Moulton donated her family homestead in Juanita to the public in 1967, and Kirkland assumed ownership of the 26-acre heavily wooded property from King County following annexation in 2010. A park master plan process was initiated in 2013, with park construction scheduled to begin in 2015.

# 2013 PROJECTS



### ■ DOCK AND SHORELINE RENOVATIONS (\$800,000 levy funds)

Kirkland's thirteen diverse Lake Washington waterfront parks provide opportunities for public access while balancing the needs for habitat enhancement and maintaining ecological function. In 2013, levy funds were used to complete a technical assessment of Kirkland's public shoreline structures to prioritize and guide dock and shoreline renovations in the coming years. In 2014, repairs to Houghton Beach Park and the South Piers will begin



### ■ FUTURE LEVY-FUNDED PROJECTS

- Juanita Beach Park Restroom
- City/School Partnership Field Improvements
- Neighborhood Park Land Acquisition



# INVESTING IN PARKS

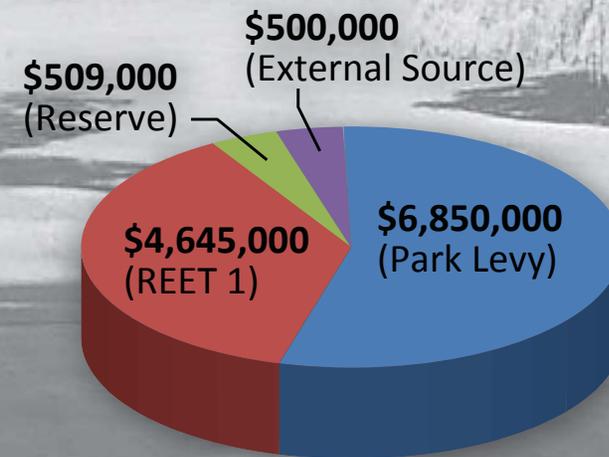
## PLANNED FUNDING

2013-2018 PARK PROJECTS	Funding Amount
<b>Neighborhood Park Land Acquisition*</b>	
<b>Edith Moulton Park Renovation*</b>	<b>1,000,000</b>
<b>Dock &amp; Shoreline Renovations*</b>	<b>800,000</b>
<b>Waverly Beach Park Renovation*</b>	<b>739,000</b>
<b>Juanita Beach Bathhouse Replacement &amp; Shelter*</b>	<b>1,200,000</b>
<b>City-School Playfield Partnership*</b>	<b>1,000,000</b>
132nd Park Playfields Renovation	712,000
Terrace Park Renovation	515,000
Spinney Homestead Park Renovation	493,000
Green Kirkland Forest Restoration Program	450,000
Totem Lake Park Master Plan	120,000
Open Space, Pk Land & Trail Acq Grant Match Program	100,000
Heritage Park - Heritage Hall Renovations	50,000
Everest Park Restroom/Storage Building Replacement	735,000
Lee Johnson Field Lighting Replacements	150,000
Park Play Area Enhancements	200,000
Juanita Beach Park Development Phase 2	1,307,000
Park and Open Space Acquisition Program	508,000
Mark Twain Park Renovation (Design)	75,000
<b>Total Funding for Park Projects 2013 - 2018</b>	<b>\$12,504,000</b>
<b>*Levy-funded projects</b>	

The table at left shows the funding plan for the 2013-2018 Parks Capital Improvement Program (CIP), including which projects are funded by the levy and which ones are funded through Real Estate Excise Tax (REET). Anticipated funding for parks projects averages \$1.94 million per year, with approximately \$1.167 million per year coming from the 2012 levy.

In addition to the revenue sources shown in the chart below, the city continues to seek county, state and federal grants for project elements such as dock and shoreline renovations, park land acquisition and trail development for the Cross Kirkland Corridor.

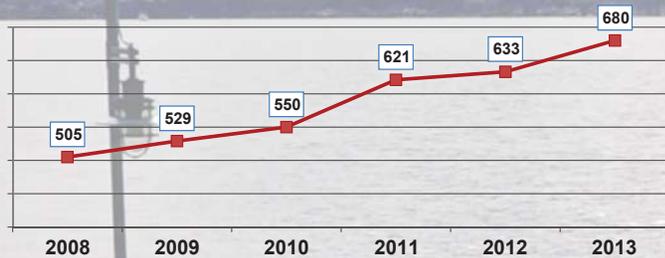
## CAPITAL PROJECT FUNDING SOURCES 2013-



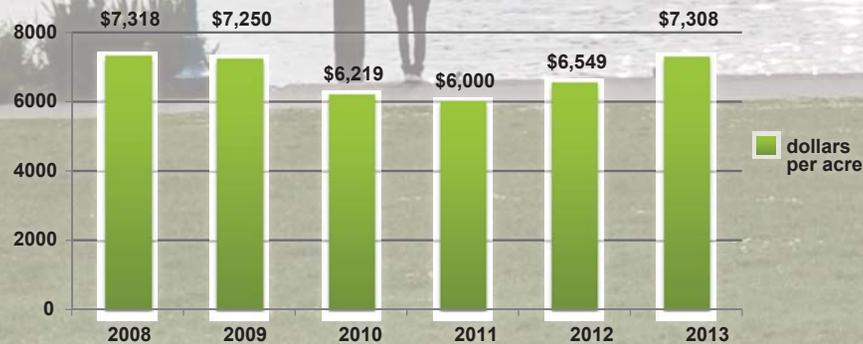
# KEEPING PACE

While the acreage maintained by Kirkland parks grew by 20% between 2008 and 2012, mainly due to annexation, the per-acre funding for maintenance was reduced by as much as 22%.

## Acres Maintained by Kirkland Parks



## Maintenance Funding per Acre



The 2012 levy increased the maintenance levels of parks by restoring full-time and seasonal positions for a total of approximately 61,000 labor hours to perform park maintenance activities. The impact of the increase in labor can be seen in several areas of the maintenance division's operation.

## LABOR FOR PARKS MAINTENANCE AND APPROXIMATELY \$156,000 FOR SUPPLIES, MATERIALS AND UTILITIES.

Restroom service has been restored at neighborhood parks, such as North Kirkland Community Center's "Train Park", Phyllis Needy Houghton Neighborhood Park and South Rose Hill Park.



No more brown parks with irrigation resumed at the lawn areas of Peter Kirk, Crestwoods, Everest, 132nd Square, Spinney Homestead, Terrace and other parks. Labor hours for irrigation and mulching of landscape beds have

been restored.

Park benches, pathways, picnic shelters, restroom facilities and other site amenities, maintenance of which has been deferred, are one by one getting repaired. In 2013, for example, staff replaced countertops, resurfaced floors and repaired roofs of restroom buildings at Waverly Beach, Crestwoods, Everest and Doris Cooper Houghton Beach parks.



The Park Maintenance levy also provided resources for the City of Kirkland to assume responsibility for the maintenance and operation of 46-acre O.O. Denny Park from the Finn Hill Park and Recreation District. O.O. Denny Park continues to be owned by the City of Seattle. Kirkland has an Interlocal Agreement to maintain and operate the park.

■ THE LEVY ENSURES FUNDING FOR THE GREEN KIRKLAND PARTNERSHIP, WHICH RECRUITED MORE THAN 2,000 VOLUNTEERS IN BOTH 2012 AND 2013.

The levy continues Kirkland's commitment to restoring natural green spaces. The purpose of the Green Kirkland Partnership is to conserve and restore Kirkland's natural area park land by removing invasive plants and planting native species for the sustainability of urban forests, wetlands and other habitats. Partnering with citizens, groups and businesses, over 50,000 volunteer hours have restored approximately 48 acres by removing invasive English ivy, Himalayan blackberry, and replacing them with native trees, shrubs and

GREEN KIRKLAND	2012 (no levy)	2013 (with levy)
Number of staff	1	3
Number of volunteers	2,164	2,124
Volunteered hours	9,401	8,980
Volunteer work parties	168	189
Volunteer stewards	22	22
Acres in restoration	40.3	48.5
Invasive trees removed	336	1,007
Trees freed of ivy	38	294

groundcovers needed to sustain these natural areas. Since 2005, the program has been financially at risk of losing sources to fund the necessary staff. Thanks to the passage of the levy, the program has a dedicated funding source for a modest level of staff to recruit volunteers and businesses, 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.



The levy supports natural area restoration activities such as removing invasive plants and planting native plants and trees.

Lifeguard helps a toddler at Juanita Beach Park.



# LIFEGUARDS ON DUTY

- THE PARKS LEVY SECURED ONGOING FUNDING OF OVER 1,100 HOURS FOR LIFEGUARDS AT THREE OF KIRKLAND'S BEACHES.



Kirkland has a long history of providing lifeguards at Houghton Beach and Waverly Beach. Between 2008 and 2011, due to the economic downturn, the lifeguard water safety program was significantly reduced. Thanks to the levy, lifeguard on-duty hours increased by 20% at

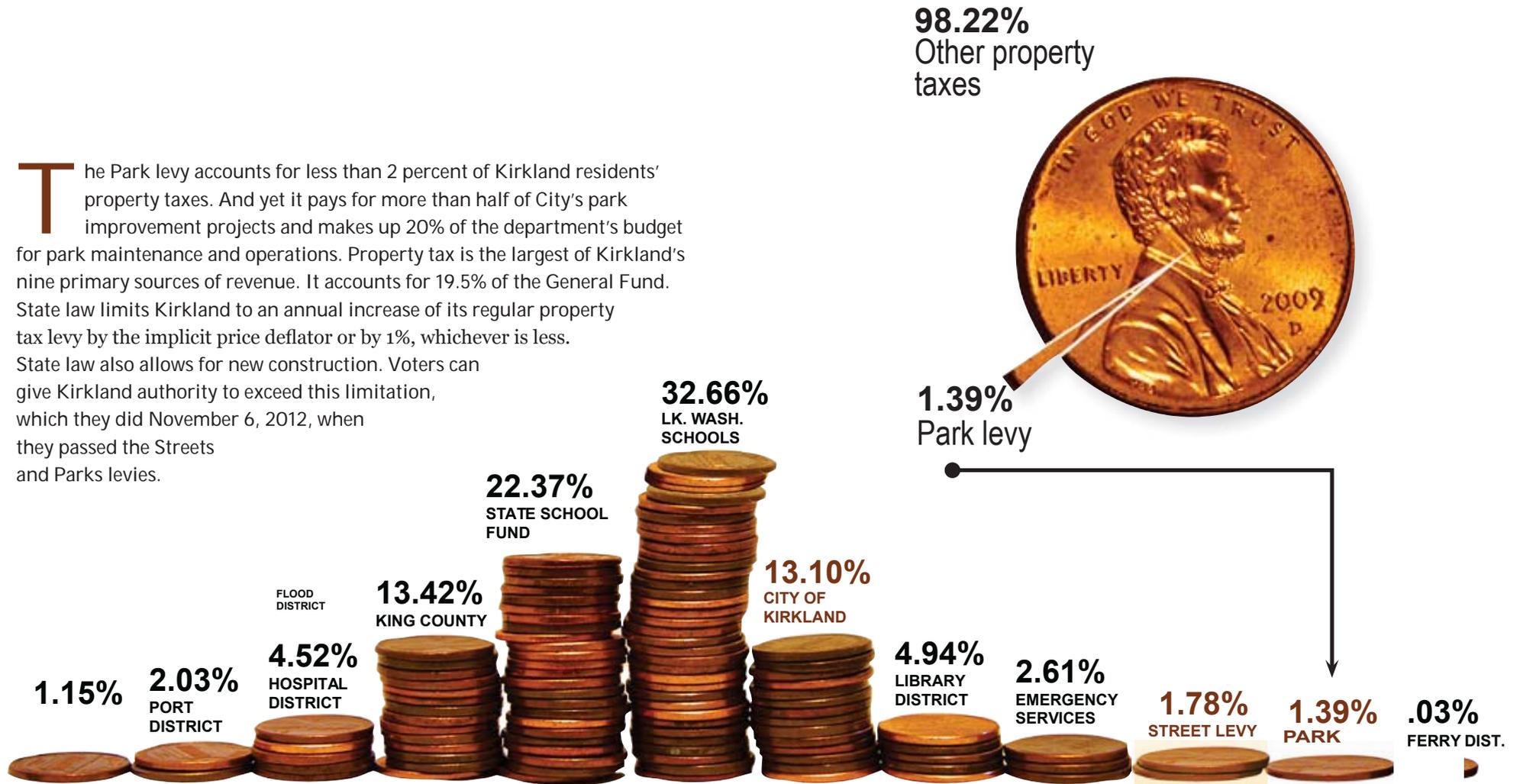
Houghton Beach, 50% at Waverly Beach, and lifeguarding hours were added at Juanita Beach Park, providing another choice for Kirkland residents and visitors to enjoy a lifeguarded beach.

In 2013, from July 1st through Labor Day, lifeguards were on duty noon-6pm daily at each of the beaches where they administered 1,589 swim tests to children under the age of 12, loaned out 1,268 free lifejackets and provided water safety to 15,764 swimmers.

SWIMMING BEACH	2012 Hours (no levy)	2013 Hours (with levy)	Swimmers (2013)	Lifejackets Loaned
Houghton	1 p.m. – 6 p.m.	Noon – 6 p.m.	3,993	569
Waverly	2 p.m. – 5 p.m.	Noon – 6 p.m.	2,600	305
Juanita	none	Noon – 6 p.m.	9,171	394

# WHERE PROPERTY TAXES GO

The Park levy accounts for less than 2 percent of Kirkland residents' property taxes. And yet it pays for more than half of City's park improvement projects and makes up 20% of the department's budget for park maintenance and operations. Property tax is the largest of Kirkland's nine primary sources of revenue. It accounts for 19.5% of the General Fund. State law limits Kirkland to an annual increase of its regular property tax levy by the implicit price deflator or by 1%, whichever is less. State law also allows for new construction. Voters can give Kirkland authority to exceed this limitation, which they did November 6, 2012, when they passed the Streets and Parks levies.



**KIRKLAND CITY COUNCIL**

(425) 587-3015

Mayor Amy Walen ♦ Deputy Mayor Penny Sweet

**COUNCIL MEMBERS**

Jay Arnold ♦ Dave Asher ♦ Shelley Kloba ♦ Doreen Marchione ♦ Toby Nixon

**KIRKLAND PARK BOARD**

Chair Adam White ♦ Vice Chair Kevin Quille

Sue Contreras

Sue Keller

Ted Marx

Rick Ockerman

Jim Popolow

Rosalie Wessels

The Kirkland Park Board meets the  
2nd Wednesday of each month at 7 p.m.



**CITY STAFF**

**CITY MANAGER'S OFFICE**

Kurt Triplett, City Manager ..... 587-3001

Marilynne Beard, Deputy City Manager ..... 587-3008

**PARKS & COMMUNITY SERVICES**

Jennifer Schroder, Director ..... 587-3300

