



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 Schroder, Director of Parks and Community Service
Kathy Brown, Director of Public Works

Date: August 20, 2015

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

RECOMMENDATION:

It is recommended that the City Council accept the 2014 Accountability Reports for Proposition 1- Streets & Pedestrian Safety Levy and Proposition 2 - Parks Maintenance, Restoration and Enhancement Levy and approve the corresponding resolutions. By adopting the consent calendar both resolutions are approved.

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 draft 2014 reports are attached to each of the two resolutions incorporated herein.

These reports have been delayed somewhat as the staff that normally produce them have been focused on outreach efforts necessary for finalizing 2035 Master Plans, the 2015-2020 CIP process, the Aquatic, Recreation and Community Center, and other major projects such as Park Lane and the Edith Moulton Park plan. Future accountability reports will be produced on a faster timeline, with the goal of approval and publishing the reports to occur in the first half of each year.

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 the 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 for 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.

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.

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 2015. Staff will have hard copies available at City facilities and notify residents of the availability of the reports through a press release.

RESOLUTION R-5143

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND
ADOPTING THE 2014 STREETS LEVY ACCOUNTABILITY REPORT FOR
PROPOSITION 1 – STREETS AND PEDESTRIAN SAFETY LEVY.

WHEREAS, in November 2012, Kirkland voters approved
Proposition 1 – Levy for City Parks Maintenance, Restoration and
Enhancement (“Streets Levy”); and

1 WHEREAS, Ordinance No. 4364 adopted by the Kirkland City
2 Council to place Proposition 1 on the ballot described the restricted uses
3 for the funding as well as the requirement to produce an accountability
4 report documenting actions and the status of the programs funded by
5 the Streets Levy; and
6

7 WHEREAS, the submitted 2014 Streets Levy Accountability
8 Report reflects the allocation of Street Levy funds to fund street
9 maintenance and safety improvements for arterial, local and
10 neighborhood streets, including resurfacing, pothole repair, bicycle
11 route enhancements, pedestrian safety improvements, traffic calming
12 projects, school walk routes, sidewalks and crosswalks; and
13

14 WHEREAS, the 20-year targets in the 2014 Streets Levy
15 Accountability Report include \$60 million in total spending – roughly
16 \$2.7 million per year toward street preservation and \$300,000 per year
17 to pedestrian safety; and
18

19 WHEREAS, the City Council desires to adopt the 2014 Streets
20 Levy Accountability Report;
21

22 NOW, THEREFORE, be it resolved by the City Council of the City
23 of Kirkland as follows:
24

25 Section 1. The Kirkland City Council adopts the 2014 Streets
26 Levy Accountability Report attached as Exhibit A and incorporated by
27 this reference.
28

29 Section 2. The Kirkland City Council authorizes the posting of
30 the 2014 Streets Levy Accountability Report on the City website and the
31 distribution of the Report through community meetings.
32

33 Passed by majority vote of the Kirkland City Council in open
34 meeting this ____ day of _____, 2015.
35

36 Signed in authentication thereof this ____ day of _____,
37 2015.

MAYOR

Attest:

City Clerk

▶ **LEVY IMPROVES KIRKLAND'S NETWORK OF ROADS**

Kirkland

A 2014 ACCOUNTABILITY REPORT ON THE STREET MAINTENANCE and PEDESTRIAN SAFETY LEVY PROGRAM

COMMON GOOD

Neighborhood Safety Program
focuses on greatest benefit PG. 17



SAFETY IMPROVES
for walking and bicycling PG. 10



THE PURPOSE **OF PROCESS**

Residents ease the process by participating in focus groups

Inside Peter Kirk Community Center's Sun Room, 17 residents took seats around a conference table, ready to answer a series of questions about an event they had all experienced more than a year earlier.

They had no external reason to come—no incentive to lure them or consequence to compel them through that November evening

drizzle. Theirs was a cause of civic altruism.

By participating in the focus groups, these 17 strangers improved the way Kirkland's staff communicates with its residents about the process of maximizing their neighborhood roads' useful lives. The process to do that lasts just eight hours. But the burden on residents is direct. Residents can't drive, walk or allow water

Kirkland used levy funds in 2014 to extend by five to 10 years the lives of neighborhood roads in the Market, Norkirk, Bridle Trails and South Rose Hill neighborhoods.

to drain on the road once crews have spread slurry seal over it. If they need to drive their vehicles while the slurry seal is curing, they must park their vehicle somewhere else—sometimes blocks away. The inconvenience causes some to question its purpose.

That purpose is fundamental to the City's core obligations: to provide more durable and

less expensive roads. Slurry seal adds another five to 10 years of use to Kirkland's neighborhood roads—all for about \$1,600 a block. It prevents rain, sleet and snow from undermining the road's structure. The levy is helping Kirkland preserve more roads every year. And residents are helping each other understand the process. ◀

People with disabilities may request materials in alternate formats. Kirkland's policy is to fully comply with Title VI of the Civil Rights Act by prohibiting discrimination against any person on the basis of race, color, national origin or sex in the provision of benefits and services resulting from its programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with the City. To request an alternate format, file a complaint or for questions about Kirkland's Title VI Program, contact the Title VI Coordinator at (425) 587-3831 (TTY Relay: 711) or titlevicordinator@kirklandwa.gov.

ANOTHER 40 MILES

The levy enabled Kirkland in 2014 to overlay 10.5 lane-miles of arterials and slurry seal 30 miles of neighborhood streets.

Kirkland added five to eight years of life in 2014 to 30 lane-miles of neighborhood roads in four different neighborhoods, thanks largely to the levy. Bridle Trails, South Rose Hill, Norkirk and Market neighborhoods received slurry seal.

The levy also helped the City resurface 11.6 arterial lane-miles in 2014 (indicated in black on this map).

This year, the levy is helping Kirkland repave 10 arterial lane miles. These road sections are indicated below:

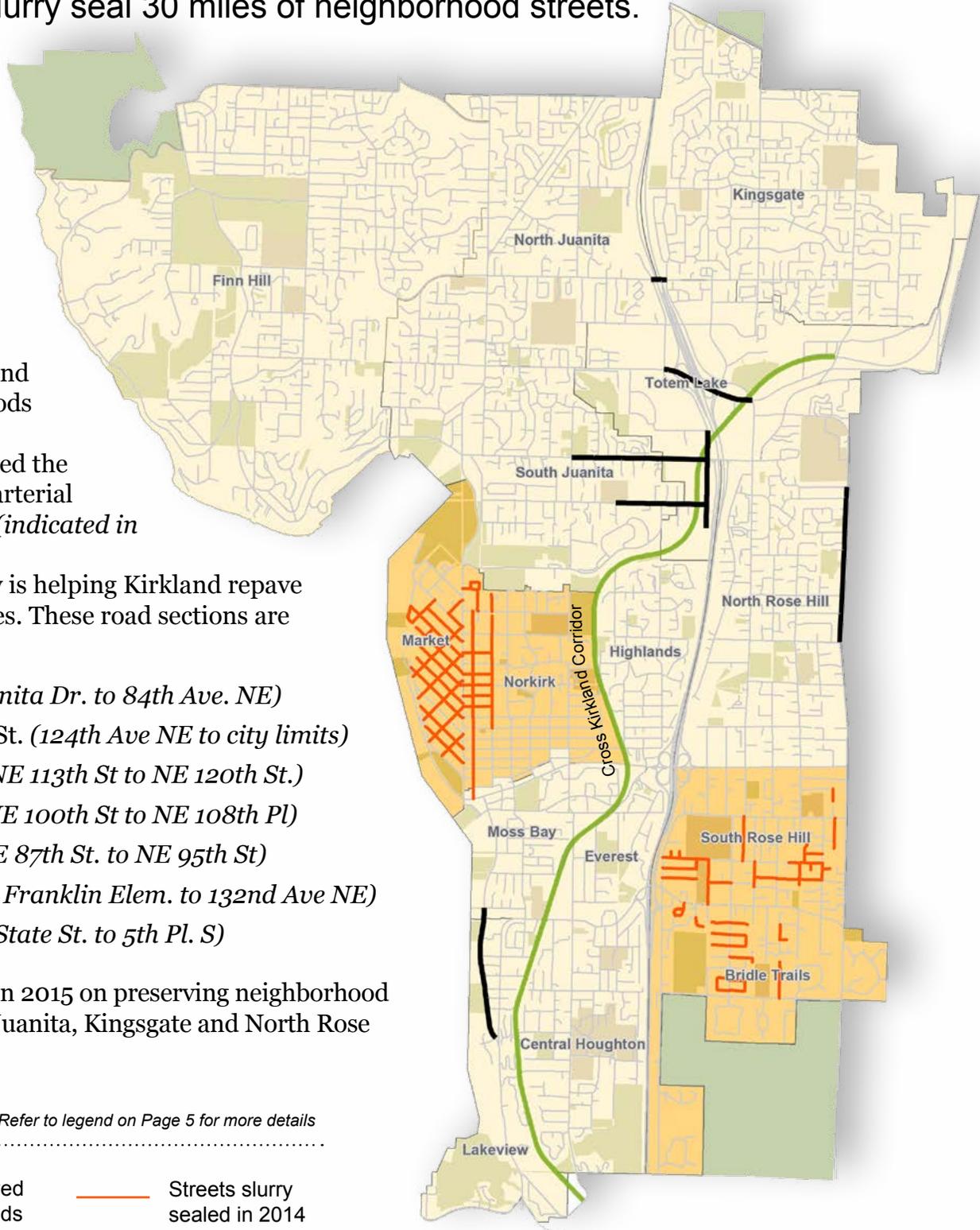
- NE 141st St. (Juanita Dr. to 84th Ave. NE)
- NE 144th/143rd St. (124th Ave NE to city limits)
- 132nd Ave. NE (NE 113th St to NE 120th St.)
- 124th Ave. NE (NE 100th St to NE 108th Pl)
- 116th Ave NE (NE 87th St. to NE 95th St)
- NE 60th St. (Ben Franklin Elem. to 132nd Ave NE)
- Seventh Ave. S. (State St. to 5th Pl. S)

Kirkland will focus in 2015 on preserving neighborhood roads in the North Juanita, Kingsgate and North Rose Hill neighborhoods.

LEGEND

Refer to legend on Page 5 for more details

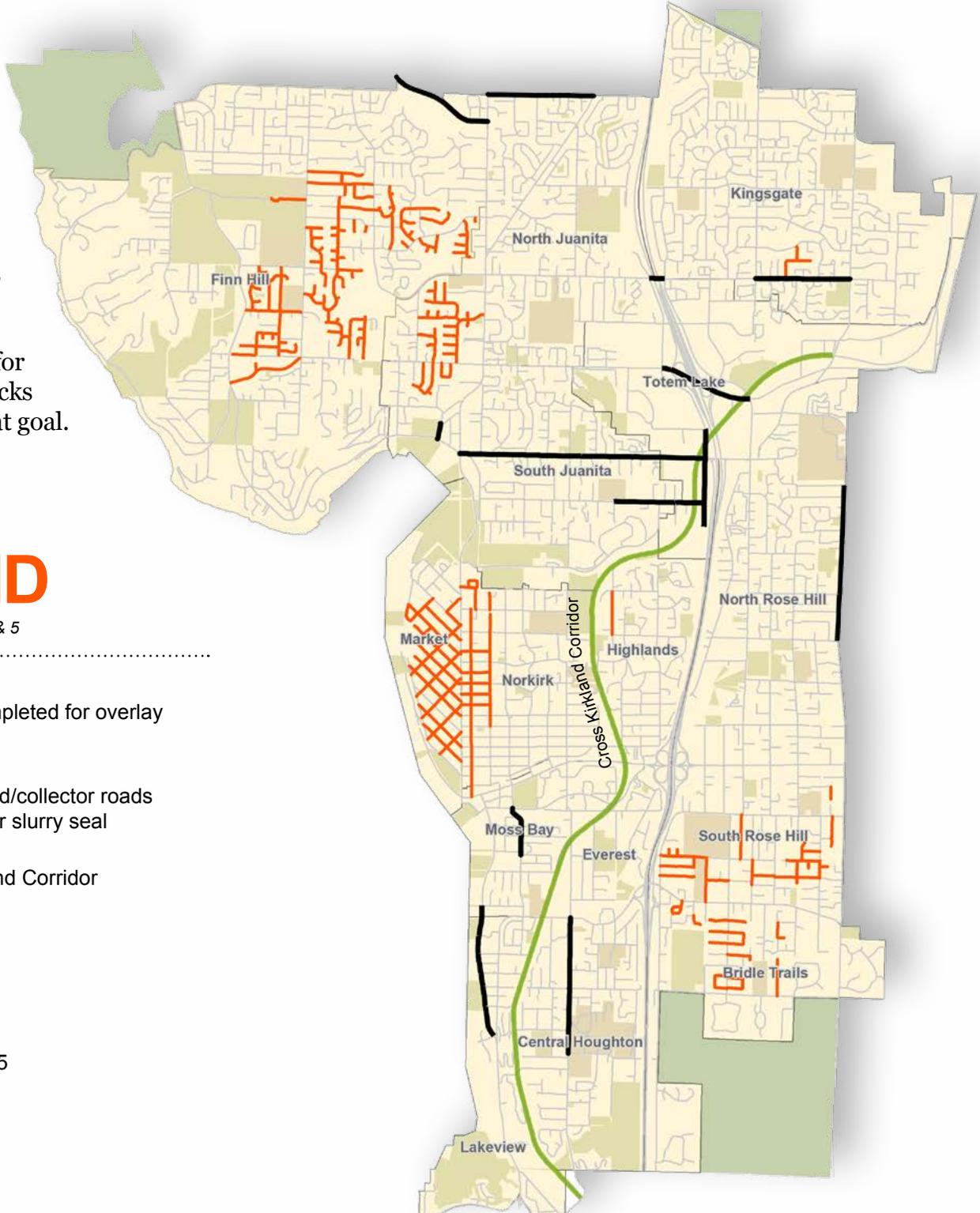
-  Streets repaved with 2014 funds
-  Streets slurry sealed in 2014



PROGRESS CONTINUES

By 2033, the levy will have paid for the preservation of 240 lane miles of neighborhood roads and repaved 90 lane miles of arterials.

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



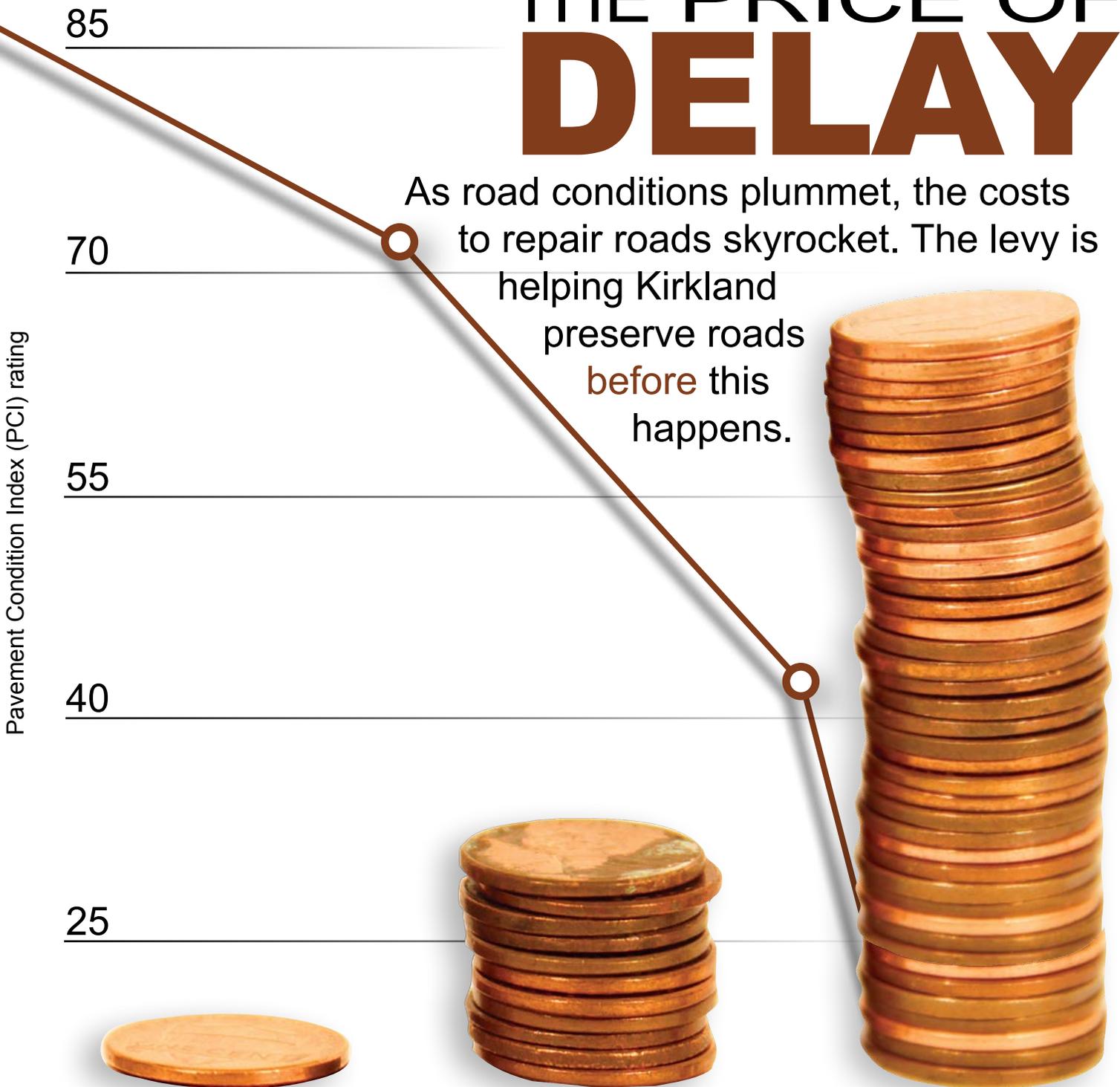
LEGEND

Refers to maps on pages 4 & 5

-  Arterials completed for overlay
-  Neighborhood/collector roads completed for slurry seal
-  Cross Kirkland Corridor
-  Schools
-  Parks
-  Interstate 405

THE PRICE OF DELAY

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



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

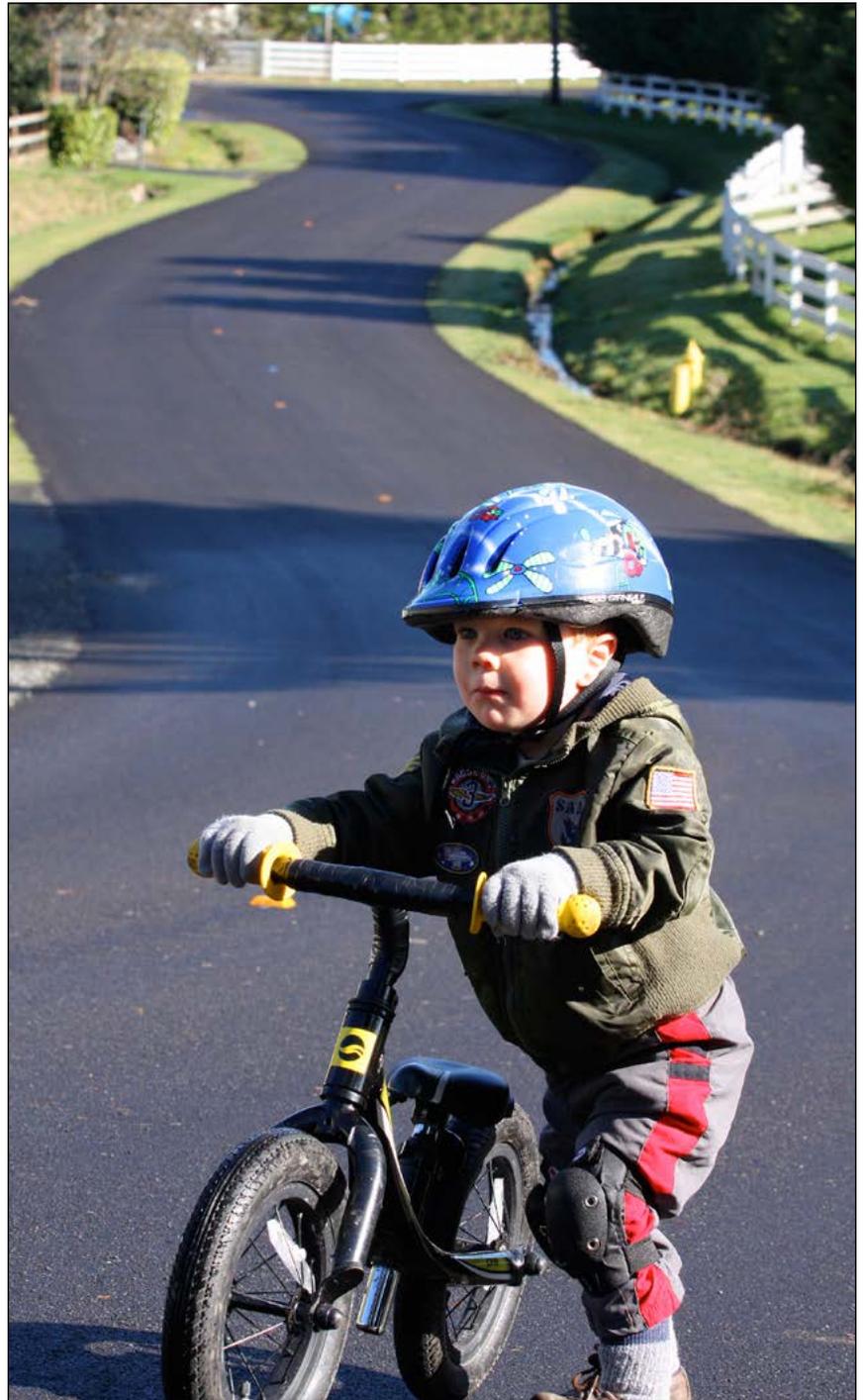
Serious: Extensive alligator cracks, potholes
Treatment: Reconstruct
Cost: \$65,000/City block

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 nearing a monetary point of no return. The reason: For the costs of reconstructing a single City block, Kirkland can slurry seal 41 blocks. 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 backlog of failing roads that are 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.



SPACE FOR **PEOPLE**

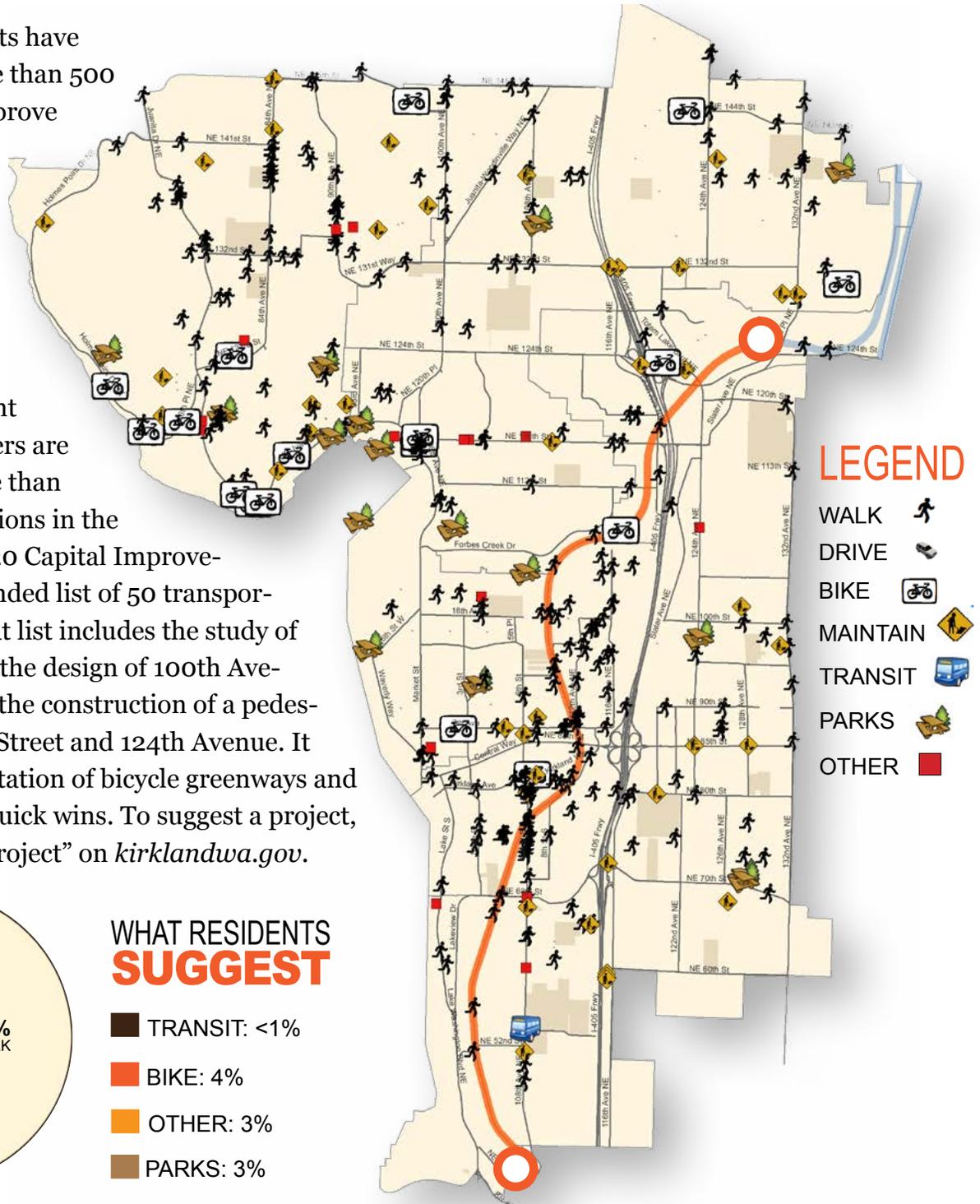
Repaving Lake Washington Boulevard presented the City of Kirkland in 2014 with an opportunity to enhance the arterial's ability to move people, not just cars. Transportation engineers preserved on-street parking and dedicated an extra foot of space to cycling by narrowing the automobile lanes to nine and-a-half feet. The result of this new configuration is roomier bike lanes, shorter pedestrian crossings and slower automobile speeds. ◀



SUGGEST-A-PROJECT

Residents suggested more than 60 percent of the projects in the proposed capital improvement program's list of funded transportation projects.

Kirkland residents have suggested more than 500 specific ways to improve their city since 2011, when Kirkland leaders unveiled an interactive map that invites the public to help shape the capital improvement program. City leaders are incorporating more than 30 of those suggestions in the proposed 2015-2020 Capital Improvement Program's funded list of 50 transportation projects. That list includes the study of Sixth Street South, the design of 100th Avenue Northeast and the construction of a pedestrian bridge at 124 Street and 124th Avenue. It includes implementation of bicycle greenways and the Juanita Drive quick wins. To suggest a project, search "suggest a project" on kirklandwa.gov.





This rapid flashing beacon aided this student's Oct. 8, 2013 journey across Northeast 116th Street to Alexander Graham Bell Elementary School.

GETTING SAFER

The Streets 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 34 rapid flashing beacons to illuminate them at crosswalks throughout the City. Kirkland used levy funds in the 13 months after the levy's passage to build nearly half of those. The City completed construction in January 2014 on all of the levy-funded pedestrian improvements planned through December 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. ◀

FLASHING BEACONS

The levy has paid for more than half of the rapid flashing beacons the City has installed at crosswalks throughout Kirkland.

Pedestrian safety increased at 15 Kirkland crosswalks within 15 months of the levy's passage.

Levy-funded beacons

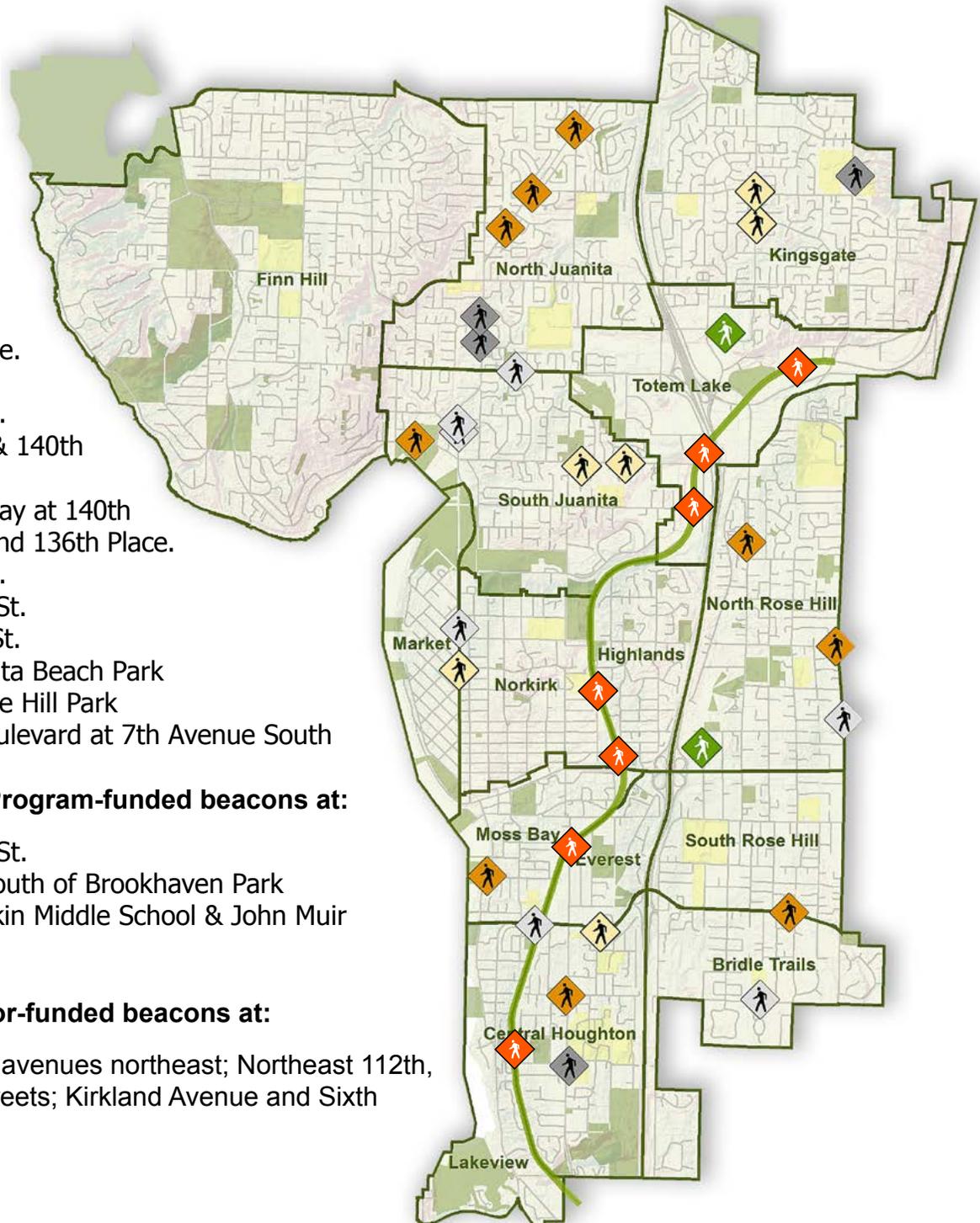
- ◆ Market & 15th Ave.
- ◆ 116th St. at 110th Ave. & at 113th Ave.
- ◆ 68th St. at 111th Ave.
- ◆ 124th Ave. at 137th & 140th streets
- ◆ Juanita-Woodinville Way at 140th St., and at 143rd Place and 136th Place.
- ◆ 108th Ave. at 60th St.
- ◆ 132nd Ave. at 100th St.
- ◆ 124th Ave. at 108th St.
- ◆ Juanita Drive at Juanita Beach Park
- ◆ 70th St. at South Rose Hill Park
- ◆ Lake Street South Boulevard at 7th Avenue South

Capital Improvement Program-funded beacons at:

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

Cross Kirkland Corridor-funded beacons at:

- ◆ 128th, 120th & 108th avenues northeast; Northeast 112th, 110th, 87th and 52nd streets; Kirkland Avenue and Sixth Street South



IN 19 YEARS ...

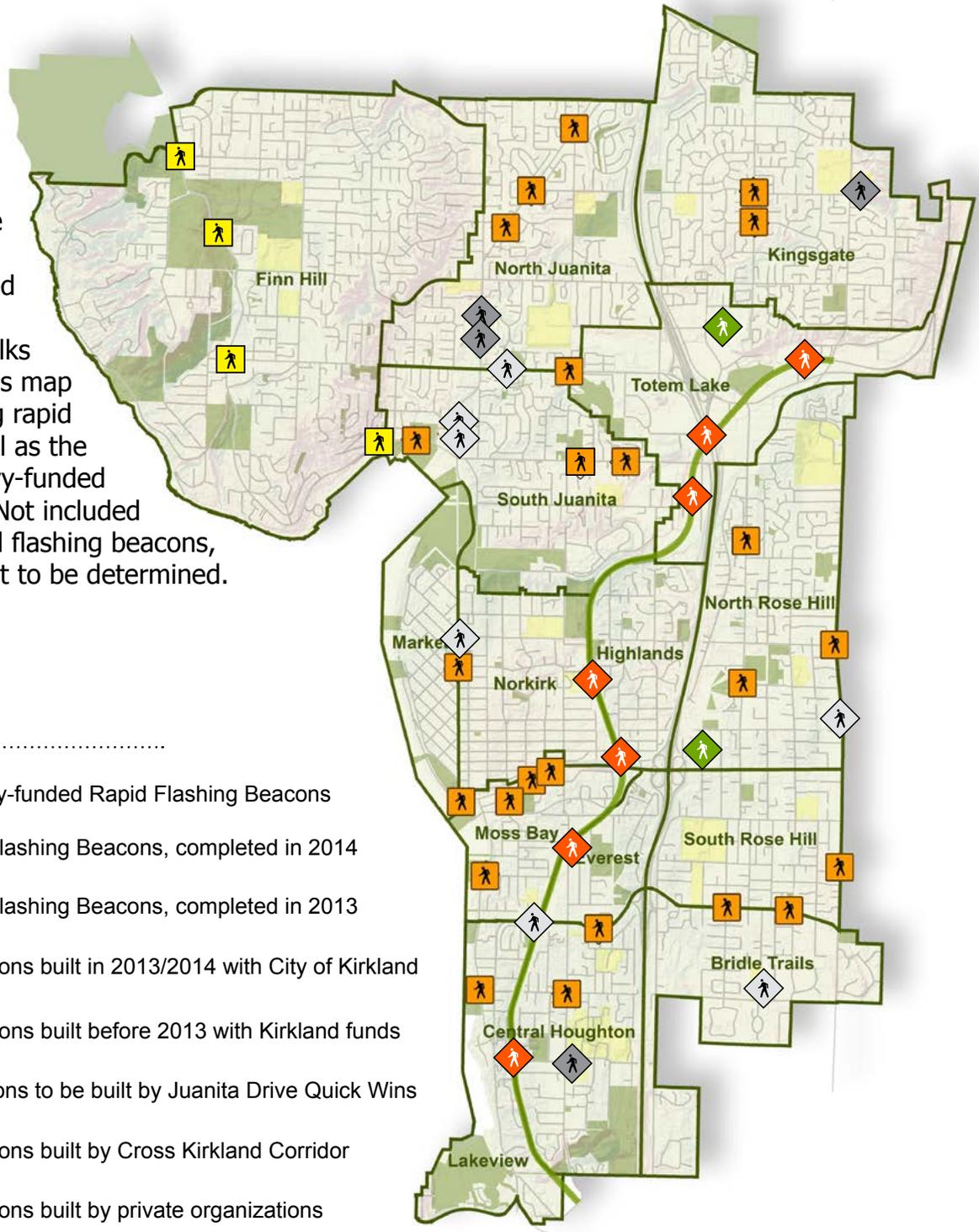
Kirkland will have 50 levy-funded Rapid Flashing Beacons at crosswalks throughout the City. The locations of 18 of those are undetermined and, therefore not on this map.

With its Complete Streets Ordinance, school walk routes and crosswalk flag program, Kirkland has asserted its identity as a walkable community. In the 2012 election, voters enhanced that identity by improving safety at 50 crosswalks throughout Kirkland. This map shows Kirkland's existing rapid flashing beacons, as well as the tentative locations of levy-funded rapid flashing beacons. Not included on this map are 18 rapid flashing beacons, whose locations have yet to be determined.

LEGEND

Refers to maps on pages 12 & 13

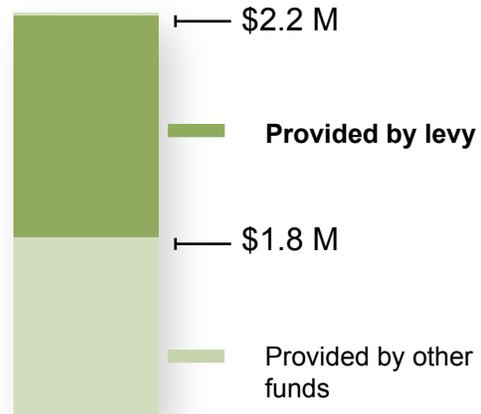
-  Present & future Levy-funded Rapid Flashing Beacons
-  Levy-funded Rapid Flashing Beacons, completed in 2014
-  Levy-funded Rapid Flashing Beacons, completed in 2013
-  Rapid Flashing Beacons built in 2013/2014 with City of Kirkland
-  Rapid Flashing Beacons built before 2013 with Kirkland funds
-  Rapid Flashing Beacons to be built by Juanita Drive Quick Wins
-  Rapid Flashing Beacons built by Cross Kirkland Corridor
-  Rapid Flashing Beacons built by private organizations



MORE IS NOW POSSIBLE

The levy allows Kirkland to complete pedestrian safety and street preservation projects that it would not otherwise be able to pursue. In 2014 alone, the levy empowered Kirkland to pave more than five lane miles of arterials, preserve 14.6 lane miles of neighborhood roads and protect nine crosswalks with rapid flashing beacons. ◀

2014 INVESTMENT (Actual expenditures for street preservation)



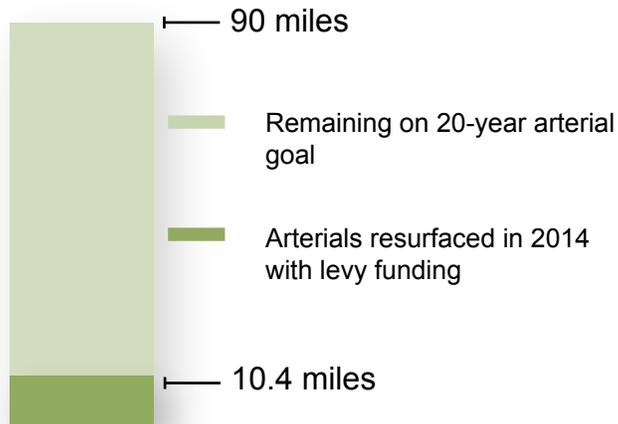
STREET PRESERVATION	ANNUAL AVERAGE PRE-LEVY
Investment (in dollars)	\$1.75 million
Arterials (in lane miles)	6.2
Neighborhood/collector streets (in lane miles)	13.7
Arterial/collector score on the pavement condition index	57
Crosswalk striping (in crosswalks)	19.5
Wheelchair access (in curb ramps)	30
PEDESTRIAN SAFETY (2014)	
Investment (in dollars)	No dedicated funding
Rapid Flashing Beacons	0 - 1

*Based on 20-year projection of levy budget.

#Includes pedestrian safety measures, other than Rapid Flashing Beacons.

ARTERIAL PRESERVATION

(Progress toward levy goal)



NEIGHBORHOOD STREET PRESERVATION

(Progress toward levy goal)



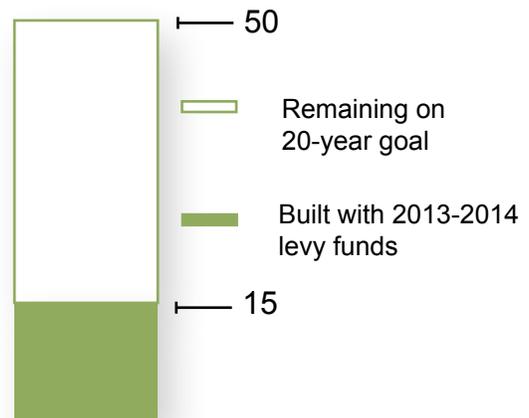
2014 INVESTMENT			LEVY PROGRESS	
LEVY	OTHER FUNDS	TOTAL	20-YEAR TARGET	PROGRESS TO DATE
\$2.2 million	\$1.8 million	\$4 million	\$54 million*	\$3.94 million
5.3	6.3	11.6	90	10.4
14.6	12	26.6	240	25.6
—	—	62.3	70	62.3
19	12	31	230	32
23	32	55	500	52
\$320,000	\$245,700	\$510,700	\$6 million**	\$565,500
9	9	18	50	15

SAFE WALK ROUTES TO SCHOOL	2014 INVESTMENT			PROGRESS
	LEVY	OTHER FUNDING	TOTAL	2013 TO PRESENT
Investment	\$31,000	0	\$31,000	\$608,500
Rapid Flashing Beacons on walk routes to school <i>(in systems)</i>	1	0	1	7
Sidewalks on walk routes to school <i>(in linear feet)</i>	0	0	0	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 2013-2014 efforts to improve pedestrian safety.

FUNDED BY THE LEVY *(Rapid Flashing Beacons)*



NEIGHBORHOOD TRAFFIC & PEDESTRIAN SAFETY MEASURES	2014 INVESTMENT			PROGRESS
	LEVY	OTHER FUNDING	TOTAL	2013 TO PRESENT
Investment	\$289,000	\$245,700	\$534,700	\$2,289,700
Rapid Flashing Beacons not on walk routes to school <i>(in systems)</i>	8	9	17	19
Sidewalks that are not on walk routes to school <i>(in linear feet)</i>	0	0	0	2,826

COMMON GOOD

The levy is helping fund 14 projects that emerged from the Neighborhood Safety Program.

The most direct route from the Cross Kirkland Corridor to the Houghton shopping area is to slide down a 30-foot-long game trail and jump the remaining four feet to the sidewalk on Northeast 68th Street.

It's a connection that requires a lot of caution and traction. That will change later in 2015, however, when construction crews build a concrete staircase that will connect the Cross Kirkland Corridor to the shopping district and Lakeview Elementary School.

"We knew people were scrambling down that hillside," says Bea Nahon, the Moss Bay neighborhood's representative on the Kirkland Alliance of Neighborhoods. "We figured somebody's probably going to hurt themselves eventually."

The staircase is one of 14 Neighborhood Safety Program projects the Street Levy will help fund in 2015.

The process to choose those 14 projects began in De-



Descending from the Cross Kirkland Corridor to Northeast 68th Street requires caution.

cember 2014, when the City of Kirkland asked each of Kirkland's 13 neighborhood associations to propose projects that would improve safety in their respective neighborhoods.

The most deserving proposals would earn a combined \$150,000 from the Street Levy and \$200,000 from the Walkable Kirkland Initiative. No individual project could earn more than \$50,000.

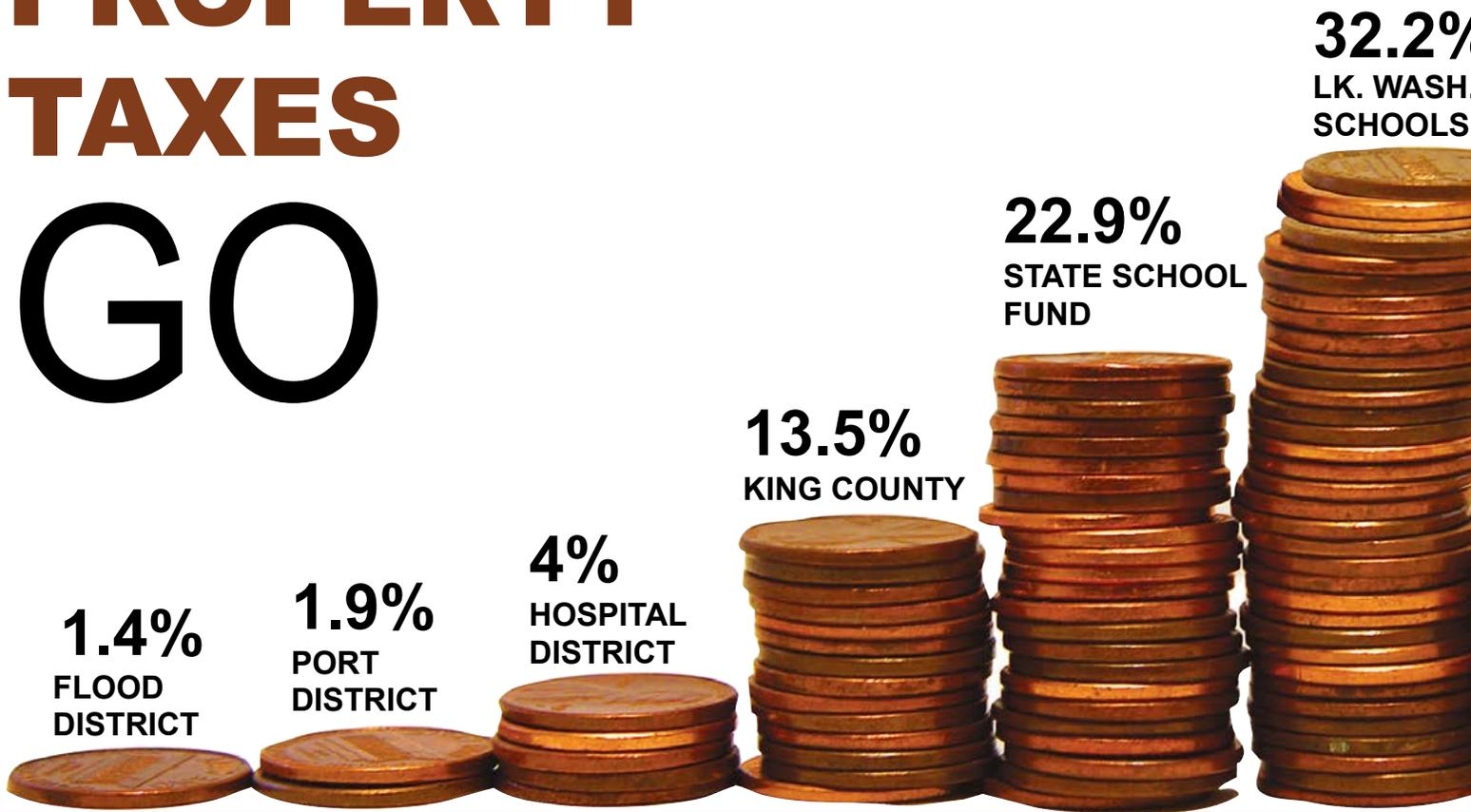
The question, of course, is which projects are the most deserving. To answer that question, two panels—one comprised of City staff; the other of City residents—created criteria favoring projects that benefit the entire city.

"Everybody is an advocate for their own neighborhood," Nahon said. "But when you hear about somebody else's project, and you realize it's better, you think: 'That project should get the funding.'"

This was the case with the stairs that will connect Lakeview Elementary and the Houghton shopping center to the Cross Kirkland Corridor. The site, of course, is in the Houghton neighborhood. But the project's sponsor is the Lakeview Neighborhood Association. And the idea for it originated in the Highlands neighborhood.

"There is a sense of community in the Kirkland Alliance of Neighborhoods, like we're all in this together," says Chuck Pilcher, co-chair of the Lakeview Neighborhood Association. ◀

WHERE PROPERTY TAXES GO



THE PRICE OF KIRKLAND'S GOVERNMENT

Kirkland's total revenue as a percentage of personal income continues its steady decline. It is now well below four percent in the proposed budget.

The graph below illustrates Kirkland's Price of Government over the past six years and its projection for this two-year budget cycle.

Some local governments use the Price of Government calculation to help define a range in which residents are willing to pay for government services.

Many jurisdictions aim for a target of five to six percent. Kirkland's is well below that standard. ◀

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. ◀



98.34%
Other property taxes

1.66%
Street levy

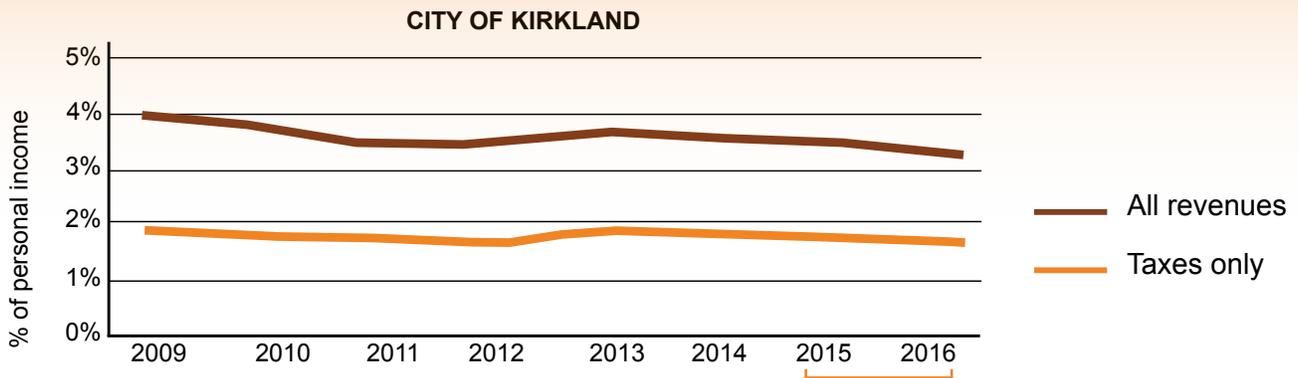
15.1%
CITY OF KIRKLAND

5%
LIBRARY DISTRICT

3%
EMERGENCY SERVICES (COUNTY)

1.66%
STREET LEVY

1.29%
PARK LEVY



KIRKLAND CITY COUNCIL

(425) 587-3001

Mayor Amy Walen



Deputy Mayor Penny Sweet

Jay Arnold



Dave Asher



Shelley Kloba



Doreen Marchione



Toby Nixon



CITY STAFF

CITY MANAGER'S OFFICE

Kurt Triplett, City Manager 587-3001
Marilynne Beard, Deputy City Manager 587-3008
Tracey Dunlap, Deputy City Manager 587-3101

PUBLIC WORKS

Kathy Brown, Director 587-3802

CITY ATTORNEY'S OFFICE

Robin Jenkinson, City Attorney 587-3031

FINANCE AND ADMINISTRATION

Michael Olson, Director 587-3146

POLICE

Eric Olsen, Chief 587-3403

FIRE/BUILDING

Kevin Nalder, Chief 587-3601

HUMAN RESOURCES & PERFORMANCE MANAGEMENT

James Lopez, Director 587-3212

INFORMATION TECHNOLOGY

Brenda Cooper, Chief Information Officer 587-3051

PARKS & COMMUNITY SERVICES

Jennifer Schroder, Director 587-3301

PLANNING & COMMUNITY DEVELOPMENT

Eric Shields, Director 587-3226

RESOLUTION R-5144

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND ADOPTING THE 2014 PARK LEVY ACCOUNTABILITY REPORT FOR PROPOSITION 2 – PARKS MAINTENANCE, RESTORATION AND ENHANCEMENT LEVY.

1 WHEREAS, in November 2012, Kirkland voters approved
2 Proposition 2 – Levy for City Parks Maintenance, Restoration and
3 Enhancement ("Park Levy"); and
4

5 WHEREAS, Ordinance No. 4365 adopted by the Kirkland City
6 Council to place Proposition 2 on the ballot described the restricted uses
7 for the funding as well as the requirement to produce an annual
8 accountability report documenting actions and the status of the
9 programs funded by the Park Levy; and
10

11 WHEREAS, the submitted 2014 Park Levy Accountability Report
12 reflects the allocation of Park Levy funds to: 1) park maintenance and
13 operations (\$1.095 million); and 2) annual investment of approximately
14 \$1 million for park capital projects (\$7.5 million over the first seven
15 years); and
16

17 WHEREAS, the City Council desires to adopt the 2014 Park Levy
18 Accountability Report;
19

20 NOW, THEREFORE, be it resolved by the City Council of the City
21 of Kirkland as follows:
22

23 Section 1. The Kirkland City Council adopts the 2014 Park Levy
24 Accountability Report attached as Exhibit A and incorporated by this
25 reference.
26

27 Section 2. The Kirkland City Council authorizes the posting of
28 the 2014 Park Levy Accountability Report on the City website and the
29 distribution of the Report through community meetings.
30

31 Passed by majority vote of the Kirkland City Council in open
32 meeting this ____ day of _____, 2015.
33

34 Signed in authentication thereof this ____ day of _____,
35 2015.

MAYOR

Attest:

City Clerk

Kirkland

2014 ACCOUNTABILITY REPORT ON THE PARK LEVY PROGRAM

PARK LAND ACQUIRED
City buys land for Totem
Lake Park **PG. 9**

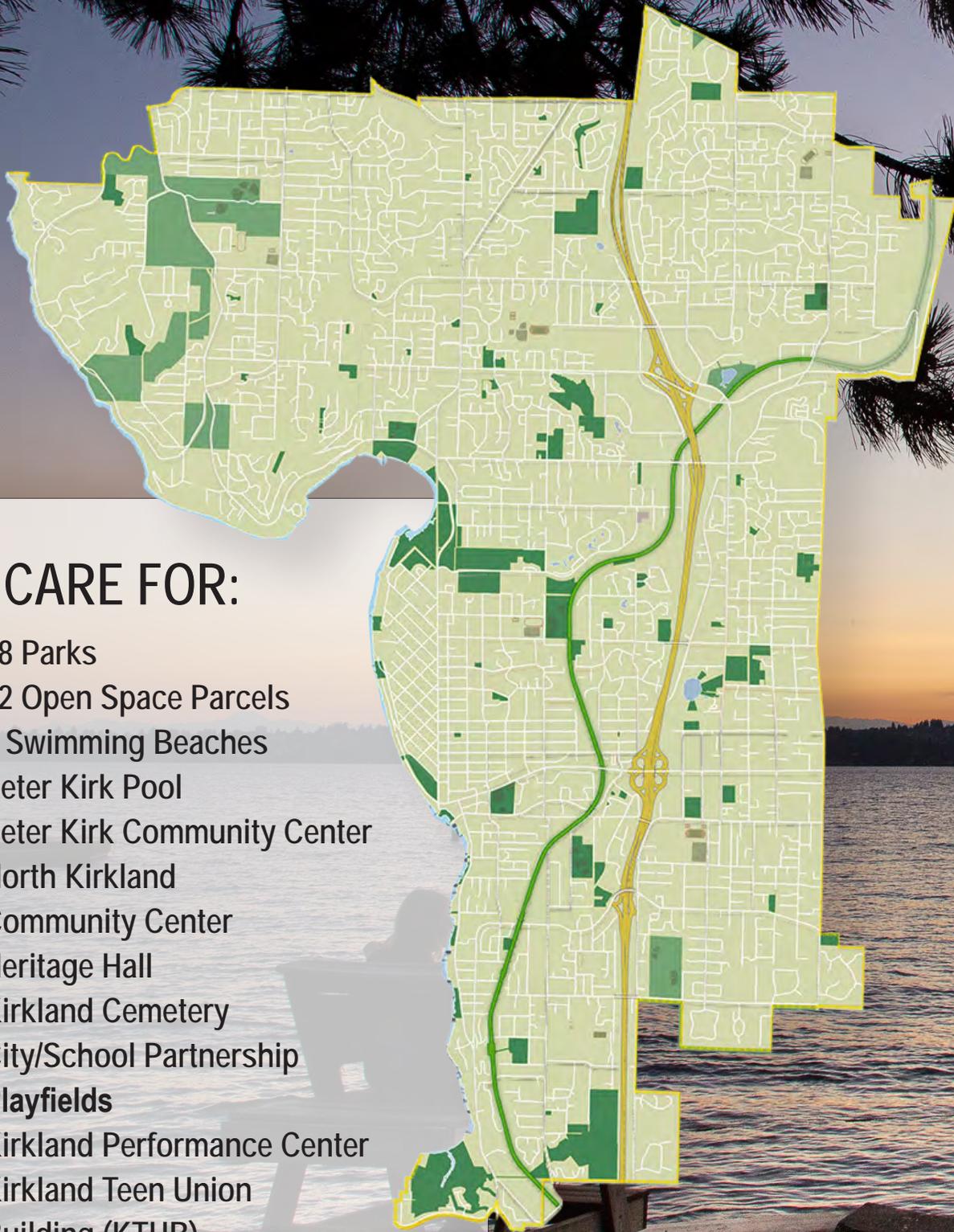


ON THE LOOKOUT

Levy restores lifeguards
to City's beaches **PG. 4**



KIRKLAND PARKS



WE CARE FOR:

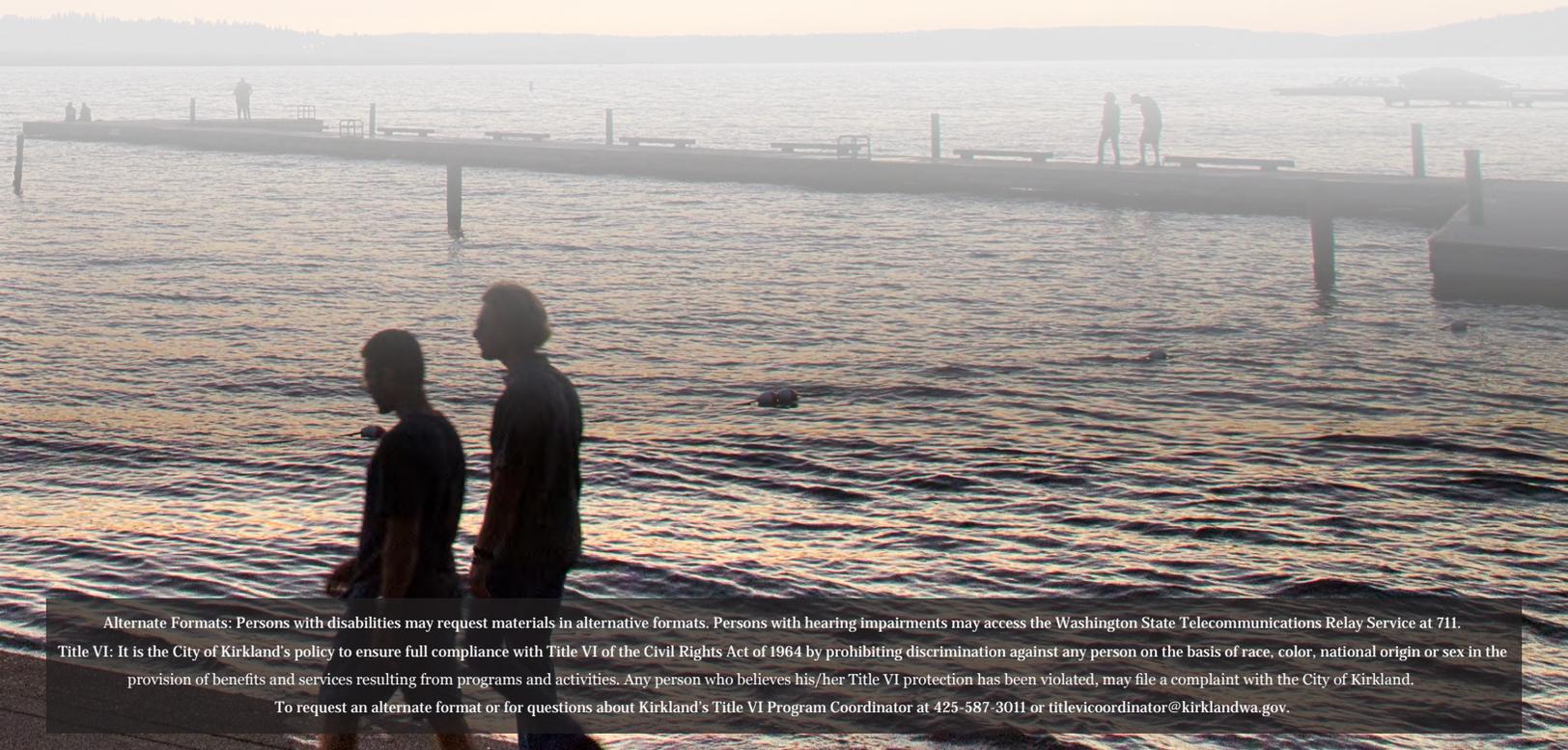
- 48 Parks
- 22 Open Space Parcels
- 3 Swimming Beaches
- Peter Kirk Pool
- Peter Kirk Community Center
- North Kirkland Community Center
- Heritage Hall
- Kirkland Cemetery
- City/School Partnership Playfields
- Kirkland Performance Center
- Kirkland Teen Union Building (KTUB)

QUALITY OF LIFE

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

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.



Alternate Formats: Persons with disabilities may request materials in alternative formats. Persons with hearing impairments may access the Washington State Telecommunications Relay Service at 711.

Title VI: It is the City of Kirkland's policy to ensure full compliance with Title VI of the Civil Rights Act of 1964 by prohibiting discrimination against any person on the basis of race, color, national origin or sex in the provision of benefits and services resulting from programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with the City of Kirkland.

To request an alternate format or for questions about Kirkland's Title VI Program Coordinator at 425-587-3011 or titleviordinator@kirklandwa.gov.

SAFER SWIM BEACHES

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

In 2014, from July 1st through Labor Day, lifeguards were on duty Noon-6 p.m. daily at each of the beaches where they administered 1,768 swim tests to children under the age of 12, loaned out 1,140 free lifejackets and provided water safety to 20,837.



Lifeguard helps a toddler at Juanita Beach Park.

SWIMMING BEACH	Swimmers (2012)	Lifejackets Loaned (2012)	Swimmers (2013)	Lifejackets Loaned (2013)	Swimmers (2014)	Lifejackets Loaned (2014)
Houghton	4,370	355	3,993	569	5,491	434
Waverly	1,991	93	2,600	305	2,994	278
Juanita	not staffed	not staffed	9,171	394	12,352	428

THRIVING PARKS

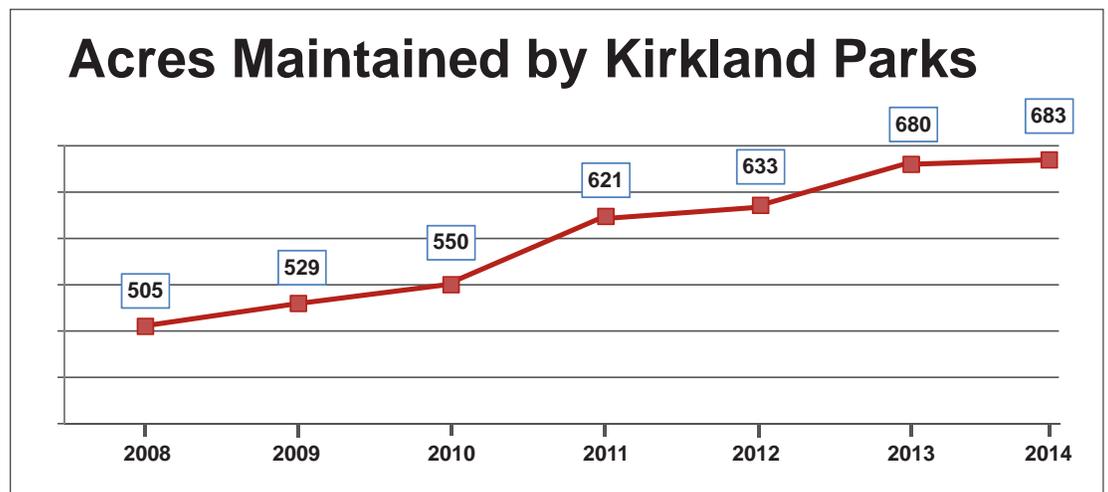
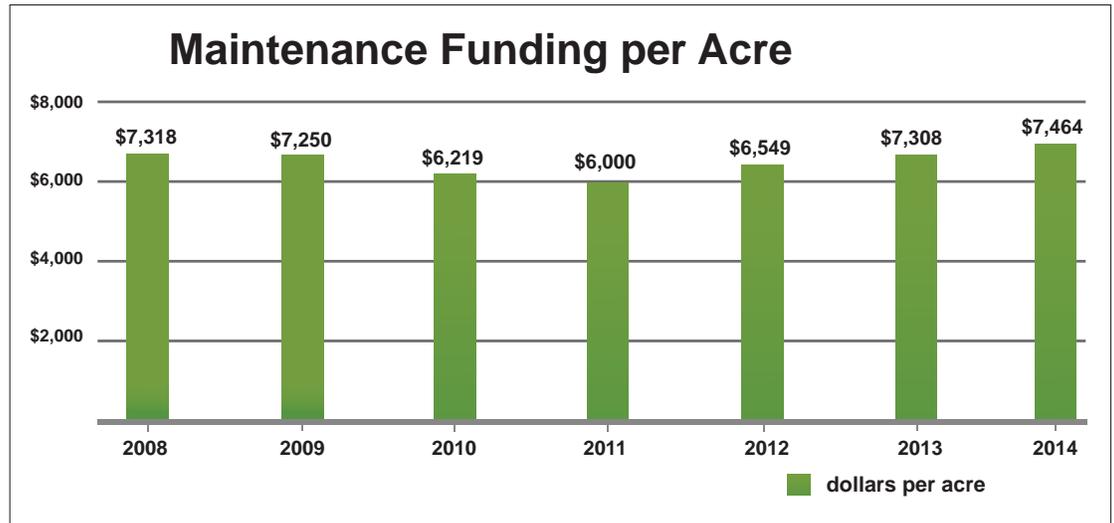
THE 2012 LEVY INCREASED MAINTENANCE LEVELS BY RESTORING LABOR HOURS FOR PARKS MAINTENANCE AND APPROXIMATELY \$156,000 ANNUALLY FOR SUPPLIES, MATERIALS AND UTILITIES.

The impact of the increase in labor can be seen in several areas of the maintenance division's operation.

Restroom service has been restored at neighborhood parks, such as North Kirkland Community Center's "Train Park", Phyllis Neady 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 weeding 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 2014, for example, staff improved backstops, storage sheds, landscapes, benches and fencing at 132nd Square, McAuliffe, Juanita Beach and Heritage parks.



THE LEVY ENSURES FUNDING FOR THE GREEN KIRKLAND PARTNERSHIP, WHICH RECRUITED MORE THAN 2,000 VOLUNTEERS IN 2012, 2013 AND 2014.

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 60,000 volunteer hours have restored approximately 59 acres. Invasive plants such as English ivy and Himalayan blackberry are removed and replaced with native trees, shrubs and groundcover needed to sustain these natural areas.

Between 2005 and 2012, the program was 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 staff to recruit volunteers and businesses, write grants, train volunteers, coordinate restoration events, develop restoration plans, and provide education and outreach to the community on the benefits of healthy forests and other natural areas.

GREEN KIRKLAND	2012 (no levy)	2013 (with levy)	2014 (with levy)
Number of staff	1	3	3
Number of volunteers	2,164	2,124	2,365
Volunteered hours	9,401	8,980	8,900
Volunteer work parties	168	189	227
Volunteer stewards	22	22	26
Acres in restoration	40.3	48.5	58.6
Invasive trees removed	336	1,007	1,711
Woodchip mulch applied (cubic yards)	315	750	588

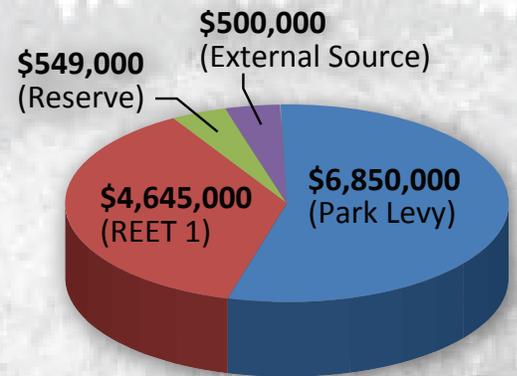


The levy supports natural area restoration activities such as removing invasive plants and planting native plants and trees.

INVESTING IN PARKS

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

The chart at right shows the funding sources for the 2013-2018 Parks Capital Improvement Program (CIP). Anticipated funding for parks projects averages \$1.94 million per year, with approximately \$1.167 million per year coming from the 2012 levy and the remainder primarily coming from Real Estate Excise Tax (REET).



LEVY-FUNDED PARK CAPITAL IMPROVEMENT PROJECTS INITIATED OR COMPLETED IN 2014 INCLUDE:



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

Known as the CKC, the 5.75 mile 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 completed construction of an interim recreational trail, while levy funding was used to create an overall Master Plan for the corridor.



WAVERLY BEACH PARK (\$500,000 levy funds)

The levy will help fund a major renovation of Kirkland's oldest waterfront park. Final design for Phase 1 improvements was completed in 2014, with construction scheduled for 2015/2016. Renovation priorities include the park's extensive shoreline and beach area, pier, pathways, playground, and lawn drainage.

CAPITAL PROJECTS

ONGOING

PARK LAND ACQUISITION (\$2,350,000 levy funds)

Land acquisitions to plan for growth and to protect important natural resources are funded from the levy. In 2014, the City acquired 1.6 acres to expand Totem Lake Park in keeping with a newly-created park master plan. Levy funds in the amount of \$610,000 were used to help fund the \$2.3 million acquisition of the property located at 12031 N.E. Totem Lake Way.

PLANNING/DESIGN

PERMITTING

CONSTRUCTION

COMPLETE

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 completed in 2014, with final design and permitting occurring in 2015.

PLANNING/DESIGN

PERMITTING

CONSTRUCTION

COMPLETE

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

Kirkland's 13 diverse Lake Washington waterfront parks provide opportunities for public access while balancing the needs for habitat enhancement and maintaining ecological function. In 2014, levy funds were used to complete repairs to Houghton Beach Park and begin engineering for upgrades to the dock and boat launch at Marina Park.

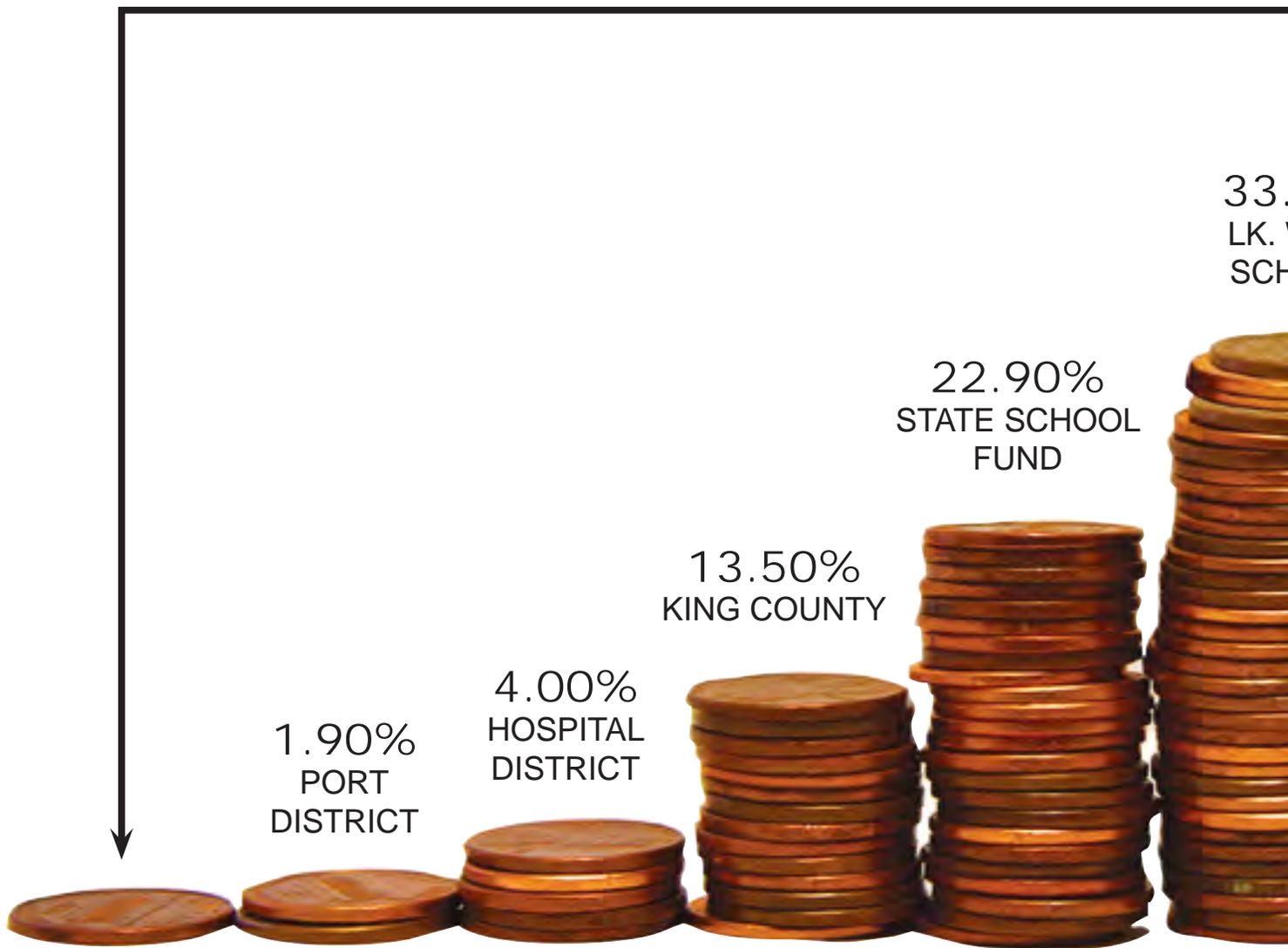
FUTURE LEVY-FUNDED PROJECTS 2015 - 2018

- Juanita Beach Park Bathhouse and Picnic Shelter
- City/School Partnership Field Improvements
- Neighborhood Park Land Acquisitions

WHERE PROPERTY TAXES GO

ACCOUNTABILITY REPORT ON THE 2012 PARK LEVY PROGRAM: 2014 EDITION

The 2012 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 Park Levy.





1.40%
FLOOD
DISTRICT

98.7%
Other property
taxes

20%
WASH.
SCHOOLS

12.15%
CITY OF
KIRKLAND

5.00%
LIBRARY
DISTRICT

3.00%
EMERGENCY
SERVICES

1.66%
STREET LEVY

1.29%
PARK LEVY

KIRKLAND CITY COUNCIL

(425) 587-3001

Mayor Amy Walen ♦ Deputy Mayor Penny Sweet

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

KIRKLAND PARK BOARD

Chair Adam White ♦ Vice Chair Kevin Quille

Jason Chinchilla

Sue Contreras

Kelli Curtis

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

Tracey Dunlap, Deputy City Manager.....587-3101

PARKS & COMMUNITY SERVICES

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