

# Kirkland

A PROGRESS REPORT ON THE CITY'S WORK PROGRAM  
2013-2014 EDITION

**+ TRANSPORTATION  
MASTER PLAN**  
City-Wide Multimodal  
Plan Update PG 9

REVITALIZING  
**TOTEM LAKE** PG 4

Photo: Bea Stollnitz

2013-2014

# CITY WORK PROGRAM RESOLUTION + GOALS

Council adopted R-4963 and R-5003 in 2013 setting priority goals for 2013-14 and adopted the 2013-14 Work Program.

## CITY WORK PROGRAM

## COUNCIL GOALS

1 Revitalize the Totem Lake Business District.



2 Partner with the private sector to attract tenants to Kirkland's major business districts.



3 Reenergize neighborhoods through partnerships on capital project implementation and plan updates.



4 Complete Comprehensive Plan update.



5 Implement the Development Services Organizational Review recommendations and simplify Zoning Code.



6 Develop a City-wide Multimodal Transportation Master Plan.



7 Achieve Kirkland's adopted legislative agendas.



8 Complete the Cross Kirkland Corridor Master Plan.



9 Develop a cost effective 2015–2016 Budget that maintains Kirkland's AAA credit rating.



10 Continue partnership initiatives with employees to achieve sustainability of wages and benefits.



11 Complete construction and occupy the Public Safety Building.



12 Continue the implementation of the Fire Strategic Plan recommendations.



13 Explore options for replacing Juanita Aquatic Center by 2017.



# SUMMARY REPORT

The City Council's Work Program sets out the City's "Action Plan" by which the public can measure the City's success in accomplishing its major policy and administrative goals. The Work Program also communicates to City advisory boards and staff the priorities of the City. Included in this Summary Report are key achievements to the adopted 2013-2014 Work Program.

<b>1. REVITALIZING TOTEM LAKE</b> .....	Page 4
<b>2. PARTNERING WITH PRIVATE SECTOR</b> .....	Page 5
<b>3. REENERGIZE NEIGHBORHOODS</b> .....	Page 6
<b>4. NEW NEIGHBORHOODS PLAN</b> .....	Page 7
<b>5. SIMPLIFYING THE ZONING CODE</b> .....	Page 8
<b>6. MULTIMODAL TRANSPORTATION PLAN</b> .....	Page 9
<b>7. FUNDING IMPROVEMENTS</b> .....	Page 10
<b>8. CROSS KIRKLAND CORRIDOR MASTER PLAN</b> .....	Page 11
<b>9. DEVELOPING THE 2015-2016 BUDGET</b> .....	Page 12
<b>10. EMPLOYEE PARTNERSHIP INITIATIVES</b> .....	Page 13
<b>11. PUBLIC SAFETY BUILDING CONSTRUCTION UPDATE</b> .....	Page 14
<b>12. FIRE STRATEGIC PLAN</b> .....	Page 15
<b>13. JUANITA AQUATIC CENTER REPLACEMENT PLAN</b> .....	Page 16

## ◀ COUNCIL GOALS LEGEND (page 2)



Financial  
Stability



Economic  
Development



Neighborhoods



Balanced  
Transportation



Parks, Open Spaces and  
Recreational Services



Housing



Dependable  
Infrastructure



Public Safety

# 2013-2014 CITY WORK PROGRAM

## 1 REVITALIZE THE TOTEM LAKE BUSINESS DISTRICT THROUGH CONTINUED IMPLEMENTATION OF THE TOTEM LAKE ACTION PLAN

Over the past two years, Totem Lake has begun a transformation that will define the City's most important business district. The arrival of Astronics, a major aerospace business, to the Totem Lake Light Industrial Zone was followed by an announcement of the planned expansion of Toyota of Kirkland which is now complete. In 2014, the Totem Lake Mall litigation was coming to a close and a new developer was ready to construct a new Totem Lake Mall. A number of new businesses moved to Totem Lake including TS Curran which located in the newly completed, mixed-use project, 116 Slater. Systema Technologies Inc. an aerospace firm, located in the PARMAC office park and Ryan James Fine Arts Gallery and three wineries located east of I-405 on 124th Avenue NE in Totem Square.



During the same period, the City made major investments in Totem Lake including the completion of the NE 120th Street connector, the construction of the Kirkland Justice Center, continuation of storm water improvements to address flooding, completion of the interim trail on the Cross Kirkland Corridor and purchase of the Yuppie Pawn Shop in anticipation of the development of Totem Lake Park. As part of the Kirkland 2035 initiative, a [Totem Lake Park Master Plan](#) was completed. The [Cross Kirkland Corridor Master Plan](#) connects Totem Lake with neighborhoods to the south. An update of the Totem Lake Neighborhood Plan was begun, along with a Totem Lake Planned Action Ordinance to facilitate development opportunities in the City's urban center.

# SUMMARY REPORT

## PARTNER WITH THE PRIVATE SECTOR TO ATTRACT TENANTS TO KIRKLAND'S MAJOR BUSINESS DISTRICTS



Google

SRM  
DEVELOPMENT, LLC

DLR Group



Totem Lake wasn't the only business district to see growth in employment. The Google Campus in the Everest Neighborhood will double in size and Google will make substantial public improvements surrounding the Cross Kirkland Corridor that connects Google with the South Kirkland Park and Ride. Nearby, Chainline Brewery opened its doors with an outdoor deck facing the Corridor. The Flatstick Pub took up residence in downtown Kirkland and Flycaster Brewery is now located in Totem Lake. Prudential initiated plans to redevelop Parkplace in downtown Kirkland with 1.1 million square feet of office, retail and residential housing. GoDaddy, a major tech employer, moved to Carillon Point and Northwest Education Services Academy opened in late 2013. The Economic Development office is responsible for recruitment and retention of business. It does that by providing technical and relocation assistance as well as networking opportunities to existing businesses with support from the City's Business Consultant. Recruitment and promotion are accomplished in partnership with the brokerage and business community and through the office's Tourism Program.

# 2013-2014 CITY WORK PROGRAM

## REENERGIZE NEIGHBORHOODS THROUGH PARTNERSHIPS ON CAPITAL PROJECT IMPLEMENTATION AND PLAN UPDATES WHILE CLARIFYING NEIGHBORHOOD ROLES IN FUTURE PLANNING AND TRANSPORTATION EFFORTS



The Neighborhood Services staff, in coordination with the Public Works Department, the Kirkland Alliance of Neighborhoods (KAN) and Neighborhood Association leadership launched the [Neighborhood Safety Program](#) (NSP). This new program is a grassroots effort where Neighborhood Associations identify, develop and prioritize pedestrian and bicycle safety capital project ideas in

their neighborhoods. An annual budget of \$350,000 was allocated in the Capital Improvement Program for the NSP. Staff worked with KAN to develop the program elements and to provide technical assistance during the program development phase. All projects submitted by neighborhoods are ranked by a City staff technical group and a neighborhood association leadership group who provide their recommended list of projects to the City Council. During the first two rounds, 21 projects were funded for improvements ranging from rapid flashing beacon crosswalks to new connections to the Cross Kirkland Corridor and construction of new sidewalks.





# 2013-2014 CITY WORK PROGRAM

## IMPLEMENT THE DEVELOPMENT SERVICES ORGANIZATIONAL REVIEW RECOMMENDATIONS AND SIMPLIFY THE ZONING CODE



The results of the Development Services Study were presented to the City Council in March 2013. By June 2013, 30% of the 218 recommendations had been implemented and another 21% were in progress. Progress through June 2015 is summarized in the table below.

	<b>JUNE 2013</b>	<b>JUNE 2015</b>
<b>COMPLETED</b>	66	126
<b>IN PROGRESS</b>	46	49
<b>TO DO</b>	97	29
<b>NOT RECOMMENDED</b>	9	14

# SUMMARY REPORT

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Major work items that are completed or in progress include:

- The merger of Building Services with the Planning and Community Development Department
- Development of standardized, fillable on-line forms
- Creation of a Development Services Website
- Simplification of the zoning code
- Completion of a development services cost of service study and fee analysis
- Customer service improvements to include a “one-stop shopping” development services counter and meeting spaces

With the rapid increase in development applications since the study was completed, the development services managers have endeavored to keep the major projects moving forward while still meeting customer needs. The cost of service and staffing model have been useful in identifying the need for additional staff and outside resources to meet the uptick in development.

# 2013-2014 CITY WORK PROGRAM

## DEVELOP A CITY-WIDE MULTIMODAL TRANSPORTATION MASTER PLAN

### What's in the Transportation Master Plan?



City of Kirkland

Transportation Master Plan



		Today's Challenge	Proposed Plan Concept
	<b>Safety</b>	How can we make it safer for everyone to travel in Kirkland?	<ul style="list-style-type: none"> <li>Develop a safety program that starts with a goal of zero traffic-related injuries, modeled on what's worked well in other cities.</li> </ul>
	<b>Maintenance</b>	Fixing everything would use up all the money we have.	<ul style="list-style-type: none"> <li>Emphasize maintaining traffic signs and pavement markings.</li> <li>Make sure that street surfaces are maintained to a high standard.</li> </ul>
	<b>Walking</b>	Not many neighborhoods don't have adequate sidewalks or crosswalks.	<ul style="list-style-type: none"> <li>Improve crosswalks where the safety risk to pedestrians is greatest.</li> <li>Provide new sidewalks on roads to schools, and provide connections to parks, shopping and transit.</li> </ul>
	<b>Biking</b>	Not everyone will travel by bike. Plan and bills can be a deterrent for many.	<ul style="list-style-type: none"> <li>Create safe places where protected comfortable riding is safe.</li> <li>Make bicycling a viable option for many trips – especially short trips.</li> </ul>
	<b>Transit</b>	Kirkland doesn't control bus service, and buses sometimes get stuck in traffic.	<ul style="list-style-type: none"> <li>Create an environment where transit can thrive through transit use encouragement and transit-friendly streets.</li> <li>Connect Team Lake to the regional transit system.</li> <li>Make transit options feature safe, secure, and comfortable.</li> </ul>
	<b>Cars</b>	Congestion is already a problem and more development may worsen the backlog.	<ul style="list-style-type: none"> <li>Recognize that there will be congestion during peak commute periods.</li> <li>Make road improvements that improve traffic flow, but that are in line with our overall vision for Kirkland.</li> <li>Make it easier to monitor and improve signal timing.</li> </ul>

#### Investing in the system

The Plan identifies potential transportation investments that reflect the overall transportation goals. The chart below outlines potential investment levels for the next 20 years.



www.kirkland.gov/transport



Development of the [Transportation Master Plan](#) (TMP) is an effort that is closely integrated with the Comprehensive Plan Update. It is based on the principles developed in the 2010 Transportation Conversations that were to Safely Move People, Link to Land Use, Be Sustainable and Be an Active [regional] Partner. City Council reviewed the policy recommendations and resulting goals that formed the basis for development of a plan of investments in four major transportation modes – motor vehicle, bicycle, walking and transit. The transition to a stronger emphasis on a multi-modal transportation system is reflected in the level of recommended investment in non-motorized transportation, redefinition of concurrency to include non-motorized modes and an impact fee policy that reflects this new approach. The TMP process included extensive public involvement over the past two years and is nearing completion.

# SUMMARY REPORT

## 7 ACHIEVE KIRKLAND'S ADOPTED LEGISLATIVE AGENDAS, WITH EMPHASIS ON SECURING TRANSPORTATION REVENUES AND FUNDING FOR THE NE 132<sup>ND</sup> STREET RAMPS TO I-405

2013 and 2014 were difficult years for cities to realize legislative progress on financial issues. The gradual recovery from the great recession and the Supreme Court's McCleary decision made for a challenging budget cycle. The McCleary decision was an outgrowth of a voter-approved initiative to fully fund K to 12 public education throughout the state. The Legislature did not fully fund the initiative



which had an estimated cost of \$4 billion annually. In 2014, the Supreme Court found the legislature in contempt for failing to fund the public school system as approved by the voters.

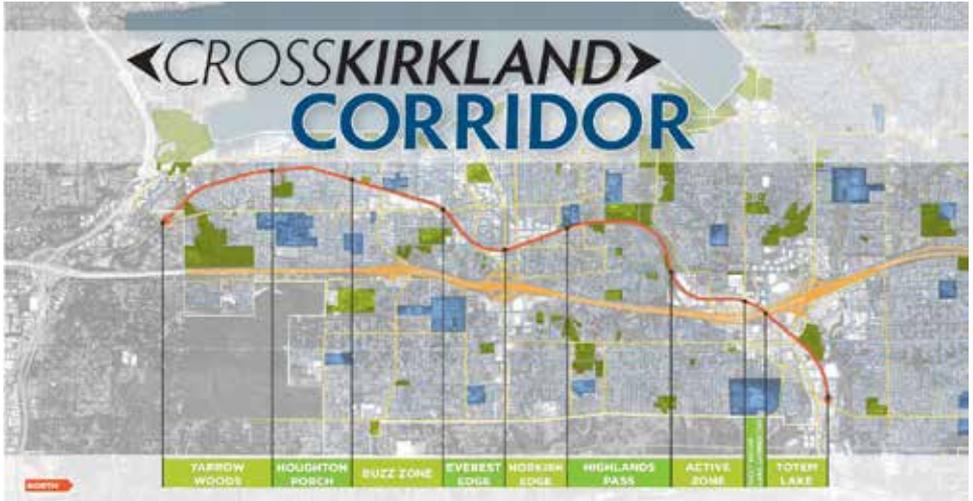
Cities were unable to prevent the diversion of liquor taxes to the state and the sweeping of the Public Works Trust Fund to the state coffers. Despite the state's budget crisis, the City was able to preserve the annex-

ation sales tax credit and secured \$1.3 million in capital budget funding to develop a multi-modal connection between the garage at the South Kirkland Park & Ride and the Cross Kirkland Corridor. Further, the City received \$500,000 in Washington Wildlife and Recreation Program funding toward the acquisition of the Cross Kirkland Corridor. Finally, the City successfully passed legislation (Senate Bill 5110) allowing local governments the option to award contracts to vendors whose pre-tax bid unit price is lowest.

In 2013 and 2014, the legislature was unable to find common ground on a State Transportation Revenue Package or fund Kirkland's request for a new I-405/NE 132nd Street interchange. It should be noted, however, that by the end of the 2015 session, which took three special sessions, the legislature did pass a Transportation Revenue Package, fully funding the NE 132nd interchange project and restored liquor tax revenue sharing to pre-recession levels.

# 2013-2014 CITY WORK PROGRAM

## COMPLETE THE CROSS KIRKLAND CORRIDOR MASTER PLAN AND CONSTRUCTION OF THE INTERIM TRAIL



The Cross Kirkland Corridor (CKC) Master Plan was completed and adopted by the City Council on June 17, 2014. The Master Plan represents the long-term vision for the corridor and identifies eight “character zones” that reflect the goals of connecting Kirkland, shaping a unique place for Kirkland, fostering a greener Kirkland and activating Kirkland. Each character zone is reflective of the unique assets of the surrounding neighborhood. The plan also includes a longer term vision for the CKC as a connector to regional trails and transit. Complete build out needed to implement the plan is estimated at about \$80 million. The [full plan](#) is available on the City’s website.



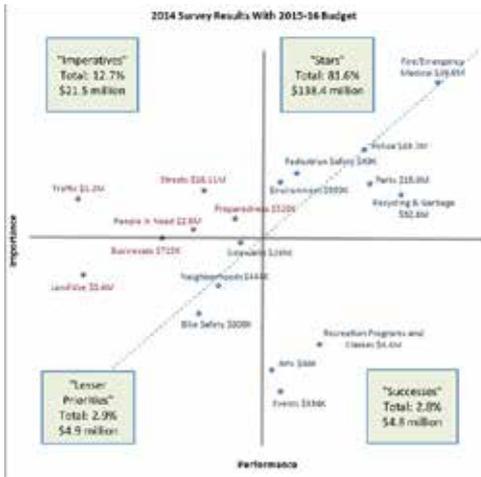
Shortly after the corridor was purchased, the City received over \$3M in grants (\$1,071,000 from CMAQ and \$1,969,900 from the State Legislature) for the interim trail. In 2013, the City removed the rails and ties making way for the interim trail construction. By the end of 2014, the interim trail was complete and is now being enjoyed by hundreds of walkers, bikers, runners and dog walkers every day. Feedback has been very positive and residents are grateful for the forward-looking and bold action taken by the City to secure and develop this asset for Kirkland.

# SUMMARY REPORT

## DEVELOP A COST EFFECTIVE 2015-2016 BUDGET THAT MAINTAINS KIRKLAND'S AAA CREDIT RATING AND IMPLEMENTS AN IMPROVED PERFORMANCE MANAGEMENT SYSTEM THAT DELIVERS DESIRED OUTCOMES

[Kirkland's 2015-2016 Budget](#) exceeded expectations. The economic recovery allowed the City to cautiously restore some service levels. Keeping in mind the expiration of the annexation sales tax credit in 2021, the Budget strategically identifies short term uses of revenue increases for one-time projects, reserving those ongoing revenue streams to fill the gap in 2021. The budget was prepared and presented

within the context of the City Council Goals and Kirkland Quad which reflects the citizen survey results about the importance and performance of major service areas. The quad provides guidance on where greater investment is needed and the recommended investments are discussed in terms of how they further the Council goals. The five-year financial forecast provides the overarching financial planning context, showing how today's budget decisions will affect the City's long-term financial stability. The budget also keeps the price of government affordable for Kirkland's citizens.



The 2015-2016 Budget is now being implemented. Washington State's biennial (two-year) budget law requires a mid-biennial budget review which will take place in November 2015. At that point the City will be able report on the program and service results for the first year of the budget, determine whether revenue and expenses are on track, and make adjustments as needed to recognize changes and new information received after the budget was adopted. The City's AAA credit rating was reaffirmed by Standard & Poor's in December 2014.

# 2013-2014 CITY WORK PROGRAM

## CONTINUE PARTNERSHIP INITIATIVES WITH EMPLOYEES TO ACHIEVE SUSTAINABILITY OF WAGE AND BENEFITS



City leaders are delivering on their promise to slow employee health care cost growth through innovative new programs focused on employee health. By the end of 2014, three of the City's five employee groups had agreed to transition to a high deductible health insurance program that incentivizes informed and cost-effective use of health care services. The high deductible plan is coupled with a City contribution to a Health Retirement Account (HRA) to help offset higher out-of-pocket costs for employees and their families. High deductible plans are becoming more common for public sector employers but Kirkland added other tools to help reduce costs and improve health. Compass Consulting provides concierge service for Kirkland employees to assist them in finding convenient, quality and cost effective health care services. The City also contracted with Vera Whole Health to open a clinic for City employees and their families. There is no cost for employees to use the Vera clinic which focuses on wellness and health management strategies to reduce the risk of chronic health conditions. By managing common chronic illnesses, employees experience better health, less risk and lower health care costs. The Vera Clinic opened its doors in April 2015. As of June 2015, one additional employee group has tentatively agreed to participate in the new plan.

# SUMMARY REPORT

## 11

### COMPLETE CONSTRUCTION AND OCCUPY THE PUBLIC SAFETY BUILDING



The Kirkland Justice Center was completed in May 2014 and most areas were functional by the end of 2014. The 100,000 square foot facility houses the Police Department and the Kirkland Municipal Court. State of the art security features, technology improvements and on-site vehicle maintenance will contribute to a more efficient and effective operation. The increase in jail beds from 14 in the previous space in City Hall to 63 allows the City to house most of its inmates in Kirkland, saving transport and contracted jail costs and enhancing security by reducing the need to transport inmates between facilities. A community meeting room is available for local community groups and neighborhood associations to meet. The project was substantially completed on time and within budget. A grand opening and public tours of the building took place on May 31, 2014.

# 2013-2014 CITY WORK PROGRAM

## 12 CONTINUE IMPLEMENTATION OF THE FIRE STRATEGIC PLAN RECOMMENDATIONS, INCLUDING EVALUATION OF A REGIONAL FIRE AUTHORITY AND RESOLUTION OF A CONSOLIDATED FINN HILL FIRE STATION

The City Council received the results of the Fire Department Organizational Review and Strategic Plan in September 2012 with the understanding the Fire Department would work in cooperation with the City Manager's Office to develop a response and proposed implementation process. With the 2013-2014 Budget in prepara-



tion, the City Manager recommended several early investments based on the consultant's recommendation including ongoing funding for an Emergency Manager, and one-time funding to improve response on Finn Hill, develop a policy and procedure manual, provide administrative support to records and hire a financial analyst for the Department. Capital funding for the consolidation of Station 25 and Station 24 was also included in the Capital Improvement Program in recognition of Fire District #41's bonds issued just prior to their dissolution following annexation.

In August 2013 the Fire Department presented its analysis and responses to the consultant's report. At the mid-biennial update in November 2013, the City Council approved a .50 Emergency Preparedness Coordinator. During 2014, the Department continued to implement the consultant's recommendations including:

- Completion of a Washington State Rating Bureau evaluation of the City's fire response capabilities
- Initiation of a standard of coverage study to better understand the Department's response standards and how and when they are meeting them
- Engagement of a consultant to resume the Finn Hill Fire Station siting study
- Validation of EMS Transport Fee revenue and related expenditures
- Implementation of new programs to improve Emergency Medical System response efficiency and service to people in crisis
- Completion of an energy audit at all fire stations
- Formalizing the Eastside Metro Training Group (EMTG) agreement

# SUMMARY REPORT

At the end of 2014, the City Council approved a new 2015-2016 Budget that provided further investments in Fire Strategic Plan implementation including:

- A \$3 million capital infusion for the Fire Station Consolidation project
- Provision of ongoing funding for a Public Safety Financial Analyst to be shared with Police
- One-time funding for a fourth firefighter at Station 25 to improve response times
- Ongoing support for the Fire Corps program
- Purchase of two Water Rescue Craft to assist with open water rescue

As of January 1, 2015 approximately 50% of the consultants 90 recommendations were completed and most of the remaining were underway.



During the first six months of 2015, the City began discussions with the cities of Bellevue and Mercer Island about the creation of a regional fire authority. Staff is currently conducting a high-level analysis of the operational and financial implications to allow the respective City Councils to decide whether to proceed further.

# 2013-2014 CITY WORK PROGRAM

**PARTNER WITH THE LAKE WASHINGTON SCHOOL DISTRICT AND OTHER INTERESTED PUBLIC AND PRIVATE ORGANIZATIONS TO EXPLORE OPTIONS FOR REPLACING THE JUANITA AQUATIC CENTER BY 2017**



The realization of the community's need for a new Aquatics, Recreation and Community Center made significant progress over the past two years. The City Council sought partnerships with the Lake Washington School District and the cities of Redmond and Bellevue. For numerous reasons, those public partnerships to build a joint center were not workable. Nevertheless, the City Council is poised to present a 2015 ballot measure to Kirkland voters that would form a Metropolitan Park District (MPD), a property tax based funding mechanism that would be used to fund a new aquatics and recreation center, now referred to as the ARC. A number of potential sites were identified and although some sites

the  
**Kirkland**  
**ARC**  
**C E N T E R**  
Aquatics • Recreation • Community

# SUMMARY REPORT



were eliminated for various reasons, the City Council is still considering two possible sites for the ARC - the North Kirkland Community Center and the Christ Church site. Recent citizen surveys still indicate a high level of support for the new center. If approved, the MPD would be formed and once a site is selected, begin the process of design and construction of the ARC. The facility, as envisioned, is a full service recreational and aquatics center that can meet the needs of recreational, competitive and therapeutic swimmers. The addition of a leisure pool, community rooms and recreation programs will provide a self-supporting stream of revenue for the operation of the entire facility.

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