



CITY OF KIRKLAND CITY COUNCIL

Penny Sweet, Mayor • Jay Arnold, Deputy Mayor • Dave Asher • Kelli Curtis
Tom Neir • Toby Nixon • Jon Pascal • Kurt Triplett, City Manager

Vision Statement

Kirkland is one of the most livable cities in America. We are a vibrant, attractive, green and welcoming place to live, work and play. Civic engagement, innovation and diversity are highly valued. We are respectful, fair and inclusive. We honor our rich heritage while embracing the future. Kirkland strives to be a model, sustainable city that values preserving and enhancing our natural environment for our enjoyment and future generations.

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AGENDA KIRKLAND CITY COUNCIL MEETING City Council Chamber Tuesday, April 16, 2019 6:00 p.m. – Study Session 7:30 p.m. – Regular Meeting

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

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

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

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

1. *CALL TO ORDER*
2. *ROLL CALL*
3. *STUDY SESSION*
 - a. February 2019 Snow and Ice Storm After Action Report
4. *EXECUTIVE SESSION*
5. *HONORS AND PROCLAMATIONS*
 - a. 2019 Arbor Day Proclamation
 - b. YWCA USA's Stand Against Racism Day Proclamation
6. *COMMUNICATIONS*
 - a. *Announcements*
 - b. *Items from the Audience*
 - c. *Petitions*
7. *PUBLIC HEARINGS*

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

8. SPECIAL PRESENTATIONS

- a. 2020 Light Rail Connection Impacts
- b. Transportation Demand Management Programs

9. CONSENT CALENDAR

- a. *Approval of Minutes*

(1) April 2, 2019

- b. *Audit of Accounts and Payment of Bills and Payroll*

- c. *General Correspondence*

- d. *Claims*

(1) Claims for Damages

- e. *Award of Bids*

- f. *Acceptance of Public Improvements and Establishing Lien Period*

- g. *Approval of Agreements*

- h. *Other Items of Business*

(1) Goat Hill Storm Drainage Improvements

10. BUSINESS

- a. State Legislative Update #7

- b. 2019 Neighborhood Safety Program and Street Light Fund

- c. Park Lane Flexible Street Options

- d. Juanita Drive Intersection and Safety Improvements Project Update

e. Fire Station 27 Site Condemnation and Authorization to Execute Purchase and Sale Agreement

- (1) Resolution R-5371, Authorizing the City Manager to Execute a Real Property Purchase and Sale Agreement for Real Property Located at 13118 121st Way NE, Kirkland, Washington
- (2) Ordinance O-4685 and its Summary, Authorizing and Providing for the Acquisition of Interests in Land for the Purpose of Construction and Operation of Fire Station No. 27 and Related Public Facilities Within the City of Kirkland, Providing for the Cost of Property Acquisition, and Authorizing the Initiation of Appropriate Eminent Domain Proceedings in the Manner Provided for by Law

f. Rose Hill Neighborhood Amendments

- (1) Ordinance O-4683, Relating to Zoning, Planning, and Land Use and Amending the Kirkland Zoning Code Ordinance 3719 as Amended, Including Chapters 20, 25, 30, 40, 45, 53, 142, Amending the Zoning Map Ordinance 3710, as Amended, to Include Legislative Rezones, and Approving a Summary Ordinance for Publication, File No. CAM19-00043

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

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

CITY COUNCIL COMMITTEE agendas and minutes are posted on the City of Kirkland website, www.kirklandwa.gov.

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

11. REPORTS

- a. *City Council Regional and Committee Reports*
- b. *City Manager Reports*
 - (1) Calendar Update
 - (2) Comment Letter on Draft Supplemental Environmental Impact Statement (SEIS) on Vision 2050

12. ITEMS FROM THE AUDIENCE

13. ADJOURNMENT

**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: Ray Steiger, P.E., Superintendent
Kellie Stickney, Communications Program Manager
Kathy Brown, Public Works Director
James Lopez, Assistant City Manager

Date: April 5, 2019

Subject: FEBRUARY 2019 SNOW/ICE STORM AFTER ACTION REPORT

RECOMMENDATION:

City Council receives a briefing summarizing the City's response to the recent snow/ice and tree damage events. Too much happened during the event to effectively cover in one study session. Additionally, there are many potential areas of Council interest and staff was not sure what level of detail to provide for various topics. Therefore, this briefing is Part 1 of a two-part presentation to City Council. It is intended to be an overview of what happened, how the City responded, and an initial list of successes, gaps, and policy issues identified. Staff will be seeking questions and comments from the Council and direction on what other information the Council is interested in receiving. Following the April 16 study session, staff will then seek additional community input on the City's snow response and areas for improvement.

Staff will return with Part 2 with a final report later this spring once policy considerations are fully developed, level of service options are identified, and costs are estimated.

BACKGROUND AND DISCUSSION:

In February 2019, a series of extraordinary weather events occurred in our region. An unusually long cold weather streak, coupled with significant precipitation, resulted in an event dubbed "Snowmagedon" by the local media. The extended cold weather and series of storms resulted in the highest accumulation of snow and ice in decades. This memo, together with a Council Study Session planned for April 16, 2019, reviews the City of Kirkland response to the event and highlights potential areas for continued improvement or policy change. Although this particular event was, in many ways, unique, the goal is to apply lessons learned to future events.

The response effort was multi-departmental, involving all City departments in some way. This memo focuses particularly on the roles, responsibilities, and policies of the Public Works Department, the Parks Department, and the City Manager's Office. These are the three entities that were most involved in policy and operations around the snow and ice event. While the memo focuses on these three areas, it is important to acknowledge the critical role played by others,

particularly the Office of Emergency Management, the Fire Department, and the Police Department.

The role of each department is outlined below:

- **Public Works:**

The most recognized work performed by the Public Works Department is the direct service work to keep roadways drivable: snow plowing, sanding, ice control and tree removal. These efforts are guided by the "City of Kirkland Snow and Ice Response Plan (the Plan)" which is included at Attachment A. What is less readily apparent to the public are the support efforts required to keep these operations running and the "ripple effect" emergencies that often accompany unusually protracted or intense snowstorms.

Below is a list of first-responder support groups in Public Works, without whom the direct service work would not be possible:

- **Fleet staff**, who keep equipment repaired, chained, and ready to go for all first-responders in all City departments.
- **Administrative staff**, who take hundreds of calls from community members, triaging high-priority emergency response situations from simple service requests. Administrative staff are also responsible for documenting conditions, tracking service requests, and putting out road closure notifications.
- **Maintenance Center Superintendent, Managers, and Supervisors**, who work around the clock, often for days (or in case, for weeks) on end, scheduling crews, directing operations, preparing reports, doing their part in the Emergency Operations Center (EOC), and preparing communication materials for the EOC, City Manager's Office, and Council.

"Ripple Effect Events" vary greatly from storm to storm. In the case of the 2019 "Snowmagedon" event, Public Works staff responded to the following ripple effects:

- A secondary emergency response, involving downed trees, required a separate – but coordinated – emergency response effort. A Public Works-directed tree crew was formed through interdepartmental cooperation between the Parks and Public Works departments to address over 150 sites where downed trees or branches were reported in the right-of-way.
- Solid Waste services were disrupted for an extended period. Public Works Solid Waste staff worked diligently to prepare information and outreach materials for the community, to respond to site-specific issues, and to set up drop-off sites where the community could drop off waste materials to be hauled out by Solid Waste.
- As is the case in any severe snowstorm, there is a risk of urban flooding as snow and ice melts and rain comes. If not quickly cleared, snow and ice can block and choke the storm system, causing serious roadway flooding conditions. Additionally, sand placed on streets can plug the storm system, and accumulated sand in the system can impede drainage flows. The City's Storm and Streets crews were dispatched on a continued emergency basis, shifting from snow and ice control and tree response to sweeping and storm system cleaning.

- **Parks and Community Services (PCS):**

Parks operations staff performed most of the department response during the storms. Staff worked around the clock for five days on plowing, deicing, shoveling, tree removal, and support to other departments. Parks staff are primarily responsible for keeping the Kirkland Justice Center (KJC), Fire Stations, City Hall, and other public buildings clear and passable. However, due to the magnitude of the event, parks operations staff also assisted with road clearing, including plowing in front of a Fire vehicle on Champagne Point to allow emergency personnel to respond to a 911 call. PCS Teamsters were dispatched alongside Public Works crews to clear priority City streets and clear trees and downed limbs from the roadways. Supervisory staff and crews not in the field were providing support by fielding calls, preparing equipment, acquiring product, and servicing vehicles.

Other department staff worked the customer service lines. As is the current policy, recreation programs are cancelled when Lake Washington School District closes the schools. One reason for this is because many recreation programs are held in the schools and would not be able to operate. With a full week of closure, hundreds of participants needed to receive communications about the cancelled programs, altered schedules, rescheduling of programs, and refunds as appropriate. These staff carried out their work remotely during the two-day City Hall/Community Center closure.

- **City Manager's Office (CMO):**

The CMO made all final policy decisions regarding the allocation of City resources and levels of service, as well as key personnel and facility decisions such as whether to close the public facilities. The Facilities division made sure all buildings were functional and that the generators were fueled, and Communication program staff created and implemented the City's storm response communication plan. A more detailed description on the City Manager's decision to close City Hall, the Community Centers, the Kirkland Justice Center is described below, as is Judge Lambo's decision to close the Municipal Court. Details of the CMO communication response are also described below. Screenshots of every Facebook, Twitter, and Nextdoor post, all social media comments, and an image of the City website (that was constantly updated throughout the storm) are included in Attachment B.

- **Police:**

The Patrol Division was able to sustain a high level of operations over the course of the snow event. All commissioned personnel reported to work as previously scheduled without incident, which was not the experience of neighboring agencies. Many support staff members also reported to work even after City Hall had closed due to the storm. Officers were able to respond to priority calls for service safely without injury to personnel nor damage to vehicles or equipment. Patrol response was bolstered by the fact that the fleet of vehicles is predominately comprised of all-wheel drive SUV's. The front wheel drive sedans were very quickly equipped by FLEET with chains, enabling officers to safely negotiate the roadways. A highlight of the management of the event was the clear communication channels that had been pre-planned through the combined resources of the departments working together in the Emergency Operations Center. Having a single point of contact to request and direct resources allowed the supervisors on the road to focus on the emergent calls for service that had already been prioritized in the EOC.

- **Fire (Operations)**

Kirkland Fire units responded to a total of 219 incidents from Friday, February 8, 2019 to Tuesday, February 12, 2019. Fifty-two of these incidents were snow-related "Priority 5" incidents which include low-acuity service calls – e.g. a downed tree across a roadway – that typically require only one fire unit to mitigate. Nineteen of these 52 incidents were

dispatched by Fire personnel directly from the City's EOC. In addition to the 19 incidents dispatched to Fire units, the EOC allowed for Fire department managers to coordinate response directly with Parks, Police, and Public Works department personnel which increased the efficiency of each department's resources. Fire had one minor vehicle mishap when an engine, despite being chained up, slid into a ditch. However, the engine did not sustain any damage and remained in-service, and no personnel were injured. The Fire department's 4-wheel drive aid car fleet was an asset when responding to EMS incidents, and no unexpected response delays were noted. All personnel reported to work as scheduled, and no injuries to our personnel were reported during the snow event.

- **Fire (Emergency Management)**

On February 7, the Office of Emergency Management (OEM) lead a multi-department planning meeting focused on storm response coordination. Based on predicted impacts and department operational plans, the City Emergency Operations Center (EOC) activated to support incident coordination for the first time since January 2012. The EOC was activated from February 8 to 12 with a varied level of staffing based on incident needs. OEM staff facilitated the Incident Policy Group conference calls and represented the City for the daily King County and State Emergency Management coordination calls. The EOC developed two Consolidated Action Plans and disseminated 11 Situation Reports. EOC effectiveness was aided by the ability to view the ITS video feeds of major arterials in Kirkland. This capability was funded by the Council as part of a supplemental package of EOC upgrades.

Activation of the EOC provided a central point of operational coordination, situational awareness, and information dissemination. The dedicated "hot site" equipped with technology and staff resources facilitated response efforts. Activation of the EOC proved beneficial to response departments, City leadership, and regional partners. The recommendation is the EOC activate with every significant incident or multidepartment response/recovery situation. It was noted that additional staffing for the EOC is necessary to maintain the highest level of efficiency.

Snow and Ice Response Plan

A key mission of the City is to provide snow and ice response services to mitigate hazardous conditions when freezing weather conditions occur and to keep the community apprised of the situation to the degree possible. The Snow and Ice Response Plan was established to maximize service and efficiency with the resources available and to communicate these efforts across City departments and to the community. Continued refinement of the Plan based on changing priorities, equipment, events, and experience allows implementation to reflect best practices and a common understanding of roles and responsibilities in providing services (see Figure 1, below).

Snow and ice response work remains challenging in our region for many reasons:

- **Weather forecasting is dynamic in our area.** The significant variance in elevation from one neighborhood to another, proximity to the Lake, the Puget Sound convergence zone, tree canopies, and other factors make freezing weather conditions extraordinarily difficult to forecast. Additionally, these factors can cause snow in some parts of the City, while other parts only experience rain. It is critical that our Plan incorporate up-to-date, detailed weather data and forecasting. Even with the best possible forecasting, managing snow and ice control efforts is often a judgment call based on the best available information.

- Infrequency of events makes training difficult.** Compared to other parts of the country, snowfall is relatively rare in Western Washington. As a result, local governments rarely have fully dedicated staff resources for snow and ice removal. Recruitment, training, and staff experience are typically focused on non-snow events that are the most frequently encountered in the City: sweeping, excavation, mowing, pipe laying, etc. Snow/ice weather conditions often require on-the-job training that is difficult to replicate or substitute.
- Community Levels of Service expectations.** Over the years of snow response, the City has used feedback from the community to refine and update its procedures and resource allocation. For instance, after significant storms in 2012, more effective deicing materials and different plow blade tips were incorporated into the City’s response. Additionally, when the City buys new or replaces large vehicles (e.g. dump trucks), funding for plows and sanding equipment is now typically included in the budget and is purchased with the vehicles. However, continuing changes in demographics and differences in snow/ice patterns with each event provide unique situations highlighting other opportunities to improve response.



Figure 1. Evolving Snow and Ice response services

During inclement weather events, response is based on priority routes established annually before each winter season. Roadways are prioritized based on access to “lifeline” facilities (such as Evergreen Hospital and the Kirkland Justice Center), roadway classification, and topographic considerations. Since each event will vary in its impact and duration, these pre-determined routes will be considered to be in effect unless the situation requires that resources be redirected.

The inventory of travelled roadway lanes in the City of Kirkland exceeds the available personnel, equipment, and resources in terms of snow and ice operations. Therefore, a four-level priority system (Attachment D) has been developed through coordination with Police, Fire, adjacent Cities, the Universities, King County Metro, Lake Washington Schools, and Evergreen Hospital.

- Priority 1 routes: major arterials, bus routes, and access to and from the Kirkland Justice Center, some Fire Stations, Evergreen Hospital and freeway interchanges in the Totem Lake area.
- Priority 2 routes: remaining arterials throughout the City.
- Priority 3 routes: collectors serving key areas.
- Priority 4 routes: east/west facing shaded, known needs.
- Pre-Treatment Routes: in addition to covering Priority 1 and 2 routes, the pre-treatment (anti-ice) priority routes (Attachment E) include hilly, shady areas as well as bridges and overpasses.

The February 2019 event was particularly challenging. The entire event was actually a series of weather systems, resulting in several, intermittent snow and ice events. Additionally, the volume of snow and extended duration of the cold weather system created a second emergency response effort involving broken and downed trees in the right-of-way and on public properties. These extraordinary conditions occurred at a time when the crews who perform snow and ice response work had a large number of personnel vacancies and a number of relatively new employees who had never performed snow and ice work for the City. The updates to the Snow and Ice Response Plan certainly set the stage, but it was the dedication of the employees, willingness of crew members to work many long, hard shifts, and the spirit of interdepartmental cooperation that made the response to "Snowmagedon" a success.

Closure of City Hall, Community Centers, Kirkland Justice Center and Municipal Court

One of the most difficult choices faced during the snow and ice events was whether to keep the public facilities open for business. Kirkland's adopted policies state that the City should always try to remain open for business if possible. In addition, Police and Fire were operating on normal schedules, and all Public Works and Parks maintenance crews were reporting to work to respond to the storm events. At the same time many other jurisdictions and institutions were closing, and the City was asking the public to stay home and off the streets if at all possible. Lastly, many employees live in cities that did not cope as well with the snow event, making travel from their homes to Kirkland challenging.

In the end, for the safety of the public and Kirkland employees, the City Manager decided to close City Hall, the Kirkland Justice Center, and the Community Centers to the public on Monday, February 11, and then again on Tuesday, February 12, due to the icy road conditions and forecasted snow. The City Manager reached this decision in consultation with the Directors and the Emergency Manager. The EOC was used to convene conference calls of all Directors and EOC staff on successive days. After reviewing reports from the field, the latest weather updates, and getting information about closures by school districts and other jurisdictions, the decision to recommend closure each day was unanimous.

Kirkland Municipal Court Judge Michael Lambo closed Municipal Court due to snow and ice on Friday, February 8, as well as Monday and Tuesday, February 11 and 12, also for safety reasons.

While the facilities were closed to the public, the decision was made not to close the City for business. All first responders in the Police and Fire Departments reported for shifts as scheduled. Public Works and Parks staff reported for duty to respond to the snow event. The Information Technology (IT) department provided support as needed, much of it remotely. The City facilities remained open to keycards and were heated for staff who desired to come in and work from their spaces in the buildings.

All other employees at City Hall, the community centers, or the KJC who were scheduled to work were directed to "work from home" unless they chose to come to work. This is in accordance with Kirkland's severe weather policy (APM 1-2) that says:

"If management has determined that City facility needs to be closed (example: due to power failure), the employees at that location will be expected to report to an alternate work location as assigned by their supervisor"

The City Manager took the unique action of authorizing that "home" was the alternate work location for those employees who could not safely come to work. Employees who already had work-at-home agreements and assignments simply continued to do the work as assigned. Employees who did not have work assignments logged in from home during their normal work hours and were requested to do email archiving, online training, or any other assignments that were received online from supervisors. All employees who have been migrated to Outlook and Office 365 were able to login from home computers or work laptops. IT provided information about how to log in to email and training from home, and the help desk was staffed remotely. Everyone who worked from home was paid for those two days. Employees who did not wish to be "online" for the day could take the days as vacation days.

Virtual City Hall

One of the opportunities identified by the closure was how close the City of Kirkland currently is to being able to provide a "virtual City Hall" where most services can be provided remotely if needed. With the transition to Office and Outlook 365 and the migration of most systems to the cloud, the technology is there to support the concept. Staff are investigating the policy framework, labor agreement changes and logistical details needed to make a virtual City Hall possible. Staff hopes to complete this analysis by Phase 2 of the storm report.

External Communication and Public Outreach

Communication and outreach coordination with significant events such as the February Snow/Ice storm are critical and an important element of the City's mission. From February 3 to 17, communications staff worked to share important information with community members via five platforms: Facebook, Twitter, the City website, Nextdoor, and This Week in Kirkland (weekly email newsletter). For this event, as for any communications, staff utilized three guiding principles: set clear expectations, be responsive, and respond with humanity and kindness. The communications strategy for this storm event was divided into three stages: *before*, *during*, and *after*. Because this storm event included multiple incidents of snow fall, staff cycled through the communication stages multiple times.

The City's *before* communications focused on helping the community prepare themselves for the coming weather. These posts included a Facebook live with the EOC Manager, reminders to charge phones, gas up vehicles, and prepare to stay home for the duration. Our *during* posts focused on "life safety issues". This included informing the public of current road closures, potential hazards, and providing updates on the status of our crews. Posts during this phase had a consistent message encouraging community members to stay home. *After* posts focused on how residents could help with recovery efforts (clearing drains, moving vehicles off the road, what to do with downed branches, etc.), status updates on our crews' efforts, and setting expectations regarding service levels.

In total for the event, communications staff posted on Facebook 53 times (outreach typically averages 30 posts a month), as well as updating a "road update" post approximately 30-40 times throughout the event. Staff also responded to 134 Facebook questions or comments. The "Before, During, and After Winter Storm Video" was viewed 5,700 times, making it the most viewed City video ever. Staff sent out 96 tweets and made 3 posts on Nextdoor. Additionally, the City website homepage was frequently updated to include a running list of road closures and other important information for residents.

One communication area identified for improvement was better coordination between the EOC and the City Manager's Office on external communications. Because the EOC was not activated throughout all the days and evenings of the storm, and because a formal Joint Information Center was not convened during the days of the highest snow accumulation, there was not always clarity and coordination on responsibility for messaging and updates.

Issues Identified and Opportunities for Improvement

Although the overall response was successful from a service level standpoint and generally well-received by the community, it is staff's desire to continue improving through lessons learned. Community feedback and staff experience gained from the February 2019 events have and will continue to be gathered and evaluated. Where possible, they will be incorporated into future operations and training procedures. However, many topics and follow-up questions are related to policies; policies that have organizational, resource, and potentially financial implications. Those implications are more appropriately addressed with City Council input, and although not an exhaustive list at this time, some of those policy issues are highlighted below.

Side Street Clearing

The City does not have a formal side street plowing policy. In most Northwest snow events, the snow is usually gone after one or two days, so plowing side streets is not normally an issue. As the Priority 1-3 routes were cleared, City staff began to plow side streets. But the request for side streets to be plowed quickly overwhelmed staff capacity. There were also requests to plow side streets day and night. Many side streets had cars parked on the street or stuck in the snow, making plowing difficult. Crews were tired and the converted dump trucks are large, making night plowing risky. The management decision was to prohibit side street plowing at night. Priority decisions about which side streets to plow were made each day, usually in response to requests from Police and Fire, rather than according to an adopted plan. This made it difficult to set expectations for the public on when (or whether) a particular side street would be cleared. One need prior to the next snow event is to adopt a side street policy.

Sidewalk Clearing

The City does have an adopted policy on clearing sidewalks. By City code, it is the responsibility of the property owner adjacent to the sidewalk to clear the sidewalk of snow after a snowfall. However, it became clear that most property owners are not aware of this obligation and few even have the tools to clear sidewalks. City plows also piled a great deal of snow on the sidewalks, which subsequently froze and were difficult to clear. Much of the public comment received during and after the storm event was that the City should clear the sidewalks, especially around elementary schools. The City currently does not have the capacity or equipment to clear sidewalks and it is also not our current policy. Options for how the community can clear sidewalks in future events is a key topic staff is evaluating.

Coordination with Schools and Other Institutions and Organizations

The extended event also highlighted the need for better coordination between the City, public and private schools, churches, shelters and other important civic organizations where people congregate during or after snow events. Kirkland's Priority routes do not always clear streets that lead to these institutions if they are not on arterials or collectors. Examples include temporary homeless shelters in churches on local streets, and some streets leading to elementary schools. While these organizations did not make formal requests for assistance during the February storms, some residents did. City staff have identified the need for a proactive approach with these institutions in the future.

Additional Considerations

In the numerous after-action meetings held by City staff, a variety of other operational and policy issues were identified (Attachment C – Staff Debrief Notes). Beyond the attachment, some other potential policy issues are outlined below:

- What really is a "plowed" road (bare pavement, pushed aside, etc.)?
- When should operations change from Priority 1-3 routes to Priority 4 routes?
- How can we develop more staff capacity to plow and sand during events?
- With limited resources, how can the City address Priority 4 routes?
- Should Priority Routes 1-4 be updated to include new streets and new priorities?
- How can the coordination of shelters and resources be made available to the community?
- How can we effectively message for private vs. public work on sidewalks, driveways?
- How should staff time be allocated between multiple priorities (e.g. trees vs. plowing)?
- To what extent/or should customers be credited on solid waste bills when service is not available to them?
- Should the City organize volunteer "sidewalk" teams to coordinate sidewalk clearing?
- Do we need to update storm debris disposal policies for downed trees and branches?

Next Steps

This memo is only an overview of the many actions taken and issues identified during the storm events and recovery. Because of the potential length of discussion around this event and the many policy issues and potential budget implications, staff has broken the discussion into two portions:

Part 1 – April 16 Study Session

Staff will summarize the recent snow/ice and tree event including feedback and overall costs of the events. Staff will also outline the issues that have been gathered as a result of

the community, Council, and staff feedback. Council will provide staff direction on additional issues to review and opportunities to explore.

Part 2 – Spring 2019

Staff will conduct public outreach and return to discuss policies; present options and potential costs for alternatives. In addition to refinements of the Snow/Ice plan, Council will be asked to weigh on the City's overall Emergency Response plan during this discussion.

Depending upon the outcome of these discussions, snow/ice service enhancements could be addressed during the 2019-2020 mid-biennial budget process.

- Attachment A: Snow and Ice Response Plan
- Attachment B: External Communication Materials
- Attachment C: Staff Debrief Notes
- Attachment D: MRSC 2019 Snowplow Level of Service Survey of Washington Cities
- Attachment E: Anti-Icing Routes
- Attachment F: Snow Plowing Routes
- Attachment G: Wind Storm Sweeping Routes

**City of Kirkland Snow and Ice
Response Plan**

Public Works Department



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- 2. Appendix 2: Glossary of terms*
- 3. Appendix 3 a, b, c: Route Maps (snow plowing, anti-icing, wind storm sweeping)*
- 4. Appendix 4: 2016-2017 Crew Shift Schedule*
- 5. Appendix 5: Calcium Chloride with Boost recommendations*
- 6. Appendix 6: Template Storm Report*
- 7. Appendix 7: City and Public Works Emergency Cell Phone Numbers (private phone numbers - restricted distribution list)*
- 8. Appendix 8: ERT Resource Tracking Form (For admin. Assistance tracking for FEMA)*
- 9. Appendix 9: Department and Maintenance Center Emergency Phone Trees (private phone numbers – restricted distribution list – call 3900 for PW response)*

INTRODUCTION

The mission of the City of Kirkland's Street Division is to operate and maintain the transportation network while ensuring that the network functions as safely and efficiently as possible. During wind, snow, and ice events, the Streets Division conducts snow removal operations, anti/de-icing, traction improvements and selected road closures to mitigate hazardous travelling conditions; if events dictate and additional staff is needed, crews from Public Grounds, Water, Sanitary Sewer, Storm, Fleet, and Parks will supplement Street Division forces.

The purpose of this Snow and Ice Response Plan is to provide effective, clear, consistent and environmentally responsible guidelines and procedures, resulting in the best possible service to the citizens of Kirkland.

During inclement weather events, the administration and coordination of crews is especially critical to ensure that emergency situations will be responded to in an efficient, effective and timely manner. The primary goal is to provide passable routes for emergency vehicles, school buses, public transportation, commercial vehicles, travelers, and commuters during conditions of snow, ice or severe frost on the City's roads and streets. Public Works is responsible for approximately 240 center lane miles of roadway including approximately 40 lane miles of arterial lifeline routes that provide connectivity from residential areas to the State highway system and key service centers.

As the City of Kirkland's topography is extremely diverse and creates a variety of situations throughout the City during winter weather, Public Works annually re-evaluates equipment, crews and response scenarios to address a variety of scenarios. Public Works Department staff work closely with King County Metro Transit, the Lake Washington School District, adjoining jurisdictions such as Redmond, Bothell and Bellevue, local universities, and hospitals to assist in maintaining mobility for our residents and businesses. Some winters bring heavy snowfall, and other years see no snow accumulation at all. In any city, snow removal is complicated by urban factors such as parked cars, pedestrians and narrow streets. Cities with regular heavy snowfall often have winter parking restrictions that make it easier to plow streets. Since Kirkland doesn't have regular significant snowfall, these sorts of parking restrictions are not practical.

The City of Kirkland commits to plowing snow from identified routes throughout the city within 24 hours of a significant lull in the storm. This level of service does not commit to reaching bare pavement; however, it will provide for passable roadways. Differing event patterns may alter this timeframe. The following bullets highlight the snow / ice response:

- The priority route map can help the public know what to expect and provides clear direction to operations staff.
- Crews will plow snow to the right of the roadways so that melting snow will not pass back over the street surface and refreeze when the temperature drops at night. If a car is parked on snow route, the owner may have to dig it out. Driveways often are blocked when several inches of snow falls. Residents are asked to dig them out as well.
- Businesses and residents are responsible for shoveling and de-icing their sidewalks and steps. This is important since our population is aging and a simple slip can be debilitating. Public Works staff begins preparing early for the snow season by getting snow equipment ready and stockpiling supplies. Crews use the same trucks for paving streets that they do for winter weather response.

Balancing our investments in equipment assures maximum efficiency and provides the staff critical use of the equipment year around. The Fleet relies on fall preparation time for winter equipment cleaning, tune up and repairs.

- Another important fall activity is staff snow and ice response training. Staff are annually trained on the City’s Snow and Ice Response Plan and standard operating procedures (SOP). The snow response priority route map has been reviewed and updated to ensure the annexed areas are included as well as changed conditions, (environmental, development and street improvements). It is important to protect our traffic control assets, such as roadway markings and reflectors/road buttons from plow wear or accidental removals. During a snow storm, city crews work around the clock. Designated emergency hospital, citywide arterial and neighborhood priority routes are cleared first. This approach aids our fire, medical and police staff response, as well as transit, school buses and commuter traffic. If snowfall is continuous, arterials routes will require repeated plowing and sanding before crews can work to clear neighborhood streets. We ask the public, if at all possible, please stay home until the storm has passed and driving and walking/biking routes are cleared.

PLANNING/PREPAREDNESS SCHEDULE

September	Chemical anti/de-icing materials are purchased and spray trucks are purged of chemicals used for vegetation control during summer months.
October	Weather and temperatures are more closely monitored; anti-ice treatment typically begins as colder conditions warrant. Staff begins priority route modification process based on changes in the community, and staff shift schedules are drafted.
November	King County Office of Emergency Management, Washington State Department of Transportation, and City of Kirkland annual kickoff meetings are held to discuss weather preparedness, nature of anticipated winter predictions (such as “Neutral”, “El Nino,” or “La Nina”). Training curriculum is finalized and training conducted. Materials and equipment are stockpiled and prepared.
Dec – Mar	Most inclement weather occurs during this timeframe. Crews perform emergency response activities, such as anti-icing, plowing, sweeping, cleaning of enclosed drainage systems, and responses to wind and other events.
April	Typically, April is a transition month, winding down from winter weather response mode. Equipment is returned to non-winter month status. For example, anti-icing trucks are returned to vegetation control preparation; plows and sanders are cleaned, maintenance and stored.

The Snow and Ice Response Plan reflects the following concepts:

Constant Vigilance:

Public Works staff monitor conditions and follow weather reports 24 hours a day.

- Public Works uses a forecasting tool developed with the University of Washington called SNOWWATCH to learn how a storm will most likely affect different neighborhoods. This information helps determine priorities for clearing roads.
- Kirkland subscribes to a forecast service provided by Weathernet. In 2016, Kirkland installed two weather stations connected to the city technology system, (two surface and ambient temperature tracking guns mounted on poles). The stations alert management and key staff

when temperatures drop below 34 degrees. Stations are located on Big Finn Hill next to the Fire Station on Juanita Blvd. and near Evergreen Hospital in the Kingsgate area. The Big Finn station is connected via fiber cable to the city technology system and the Kingsgate station is connected via Wi-Fi.

Being Proactive:

City Departments, including Public Works, Parks, Fire and Police Departments proactively “get in front” of emergency winter response to the greatest extent possible. Community preparedness, communications and collaboration is key for a successful community response to winter storms. Specific steps in moving toward a proactive approach include the following:

- **Emergency Response Activation:** To stay ahead of the storm events, the Public Works Director will determine when crews and equipment are to be activated. Public Works will respond to requests from the Police and Fire departments for site specific road closures, and assist in preparing emergency response fleet equipment, provide fuel and other actions needed.
- **Staff shifts:** For small frost events, street maintenance staff may shift work times. Early de-icing chemical “Boost” applications, (calcium chloride with anti-corrosive additives), are done prior to commute traffic to reduce ice bonding onto the street surfaces. For large short term events, all Public Works Operations Maintenance staff will shift to two (12) hour shifts to maximize staffing resources, make the most efficient use of equipment, and to align service practices with neighboring jurisdictions. For longer events, three (8) hour shifts may be applied to reduce staff fatigue. Staffing is pre-assigned to each shift, with specific task and equipment assignments.
- **Assignment of “Skeleton Crews” for Minor Events:** Far more frequent than full-blown snow events, are periods of freezing or high winds events. Public Works will pro-actively assign a small crew with a lead worker to perform de-icing, flood response, and/or windstorm cleanup based on weather forecasts. If events ramp up, staffing levels will too. The “skeleton crews” will be assigned backup work (such as the backlog of public sidewalk maintenance in front of public facilities) to perform in the event emergency response services are not needed.
- **Boost Application:** The City of Kirkland uses anti-ice equipment and chemicals (calcium chloride with anti-corrosive additive - Boost) and will pre-treat key streets, bridges, and pedestrian overpasses, when it is dry and as temperatures continue to drop below 34 degrees. Staying ahead of the storm and applying anti-ice treatments before the snow falls helps to prevent ice from bonding to the street and sidewalk surfaces. Pre-treatment is weather dependent; anti-icing chemicals should not be applied in wet weather or be combined or overlapped with non-calcium chloride de-icing chemicals. This is an important point for private parking lots. Anti-ice applications will track on tires often carrying chemicals from private lots to the public roadways. If the chemical is not calcium chloride it can increase slippery conditions.
- **Service:** As the snow begins to fall, the crews continue to maintain the response planned routes and sidewalk areas, treating the transportation system surfaces. When approximately **one inch** of snow has accumulated, staff begins plowing. Staff may apply a 2 parts sand/one part salt mixture from dump truck sanding equipment sparingly. Applying the minimum amount of sand needed is important to prevent the stormwater conveyance systems from

plugging with sand and needing additional cleanings. It is best for public to remain 50 feet away from all snow response equipment. Applications can disperse at wide rates and it is best for the public to not have the materials coat their windshields for visibility. If it does get onto private vehicles, the public should rinse it from the vehicle as soon as possible to reduce corrosion and maintain clear window views.

GENERAL INFORMATION

Administration and coordination of crews during snow and ice conditions is conducted by the staff at the City of Kirkland Maintenance Center, 915 8th Street, Kirkland, WA. From this location, Public Works crews are capable of providing 24 hour, 7 day per week snow and ice control activities. Parks and Community Services crews operate out of 1129 8th Street (the "Park Maintenance Building") to the north of the Maintenance Center, in order to carry out their responsibilities during snow and ice events. In a declared City emergency during which the Emergency Operations Center (EOC) is activated, the Maintenance Center will still function as the focal point for direct coordination of crew activities; however, priorities for snow and ice control efforts or other emergency conditions by all crews will be as directed by the EOC from City Hall.

STAFF ORGANIZATION

Effective management and accomplishment of snow and ice control objectives must be accomplished through an integrated and coordinated effort by Public Works and Parks and their respective Managers, Supervisors, Lead persons and crews. Generally the areas of responsibility for snow and ice control efforts between Public Works and Parks are as follows:

Public Works: Field crews will be responsible for snow and ice control activities within the public right-of-ways (streets, pedestrian overpass bridges, CKC, trails, some public staircases connected to parking lots, and sidewalks adjacent to Park Lane or the Park Lane parking lot) and within the yard component of the Public Works Maintenance Center (sand, anti/de-icing, etc.). Field crews may be drawn from Streets & Public Grounds, Water, Sewer, and/or Storm Divisions.

Equipment Rental (aka Fleet): Will be responsible for setup, maintenance, and repair of vehicles and equipment including the emergency generator at the Maintenance Center during power outages.

Facilities: Will be responsible for ongoing City exterior structural building maintenance, power and plumbing systems, HVAC systems, furniture systems, elevators, windows, flooring, roof systems and indoor structural system needs. They may need to delay responses to individual office furniture and box moving requests to locations not accessible due to unsafe roadway conditions. Facilities include City Hall, Justice Center, Fire Stations, Community Centers, Maintenance Centers, Annex Building, Heritage Hall and other park facilities and city parking garage.

Parks & Community Services: Will be responsible for snow and ice control activities around the exterior of all public buildings and facilities including driveways at Fire Stations and parking facilities and walkways. Included are the parking lots at City Hall, Kirkland Justice Center, Maintenance Center, the Senior Center, North Kirkland Community Center (NKCC), and other City facilities as necessary.

The Public Works Operations and Maintenance Divisions (Streets, Public Grounds, Water, Sewer, Storm, and Fleet) have approximately 80 full time field crew and approximately 12 administrative/management staff situated at the Maintenance Center. Consultation between the Division Managers, the Deputy

Director, Director of Public Works, and/or the City Manager or an EOC appointed operative - activates field crew employees which will be assigned to two pre-determined, around-the-clock, "12-hour" shifts as follows (see 2017-2018 shift schedule attached to plan):

Shift #1 (day)	10:45 a.m. – 10:45 p.m.
Shift #2 (swing)	10:45 p.m. – 10:45 a.m.

This shift arrangement allows for complete 24 hour coverage, providing smooth transition of plowing, sanding, and de-icing activities. This coverage maximizes available equipment and crews (approximately 40 operational staff will be available for each shift). This approach also allows each employee two one-half hour meal periods during their shift. Generally, this shift will be followed for as long as needed to effectively satisfy the mission statement objectives. On each shift one or more Public Works Managers, Supervisors and Leadpersons will be responsible for coordinating, planning, scheduling and dispatching crews during the snow and ice conditions. The supervisors or lead persons will operate under the general direction of the Division Public Works Director and Public Works Deputy Director who will have oversight of the snow and ice control operations.

Because each shift includes two, one-half hour lunches, the physical time worked is 11 hours. 8 hours of each shift will receive a 20% shift differential, and 4 hours will be at time and a half. Management is expected to perform a short meeting (15 minute) exchange of critical information before each shift activates.

The Parks Maintenance Division has approximately 30 full time crew, two administrative employees, three lead persons, two supervisors and one division manager situated at the Park Maintenance Building. Parks Maintenance is responsible for planning, scheduling and coordination of Parks Department snow and ice control activities to meet their mission goals and objectives.

Preparation of emergency vehicles (Fire and Police) is done in coordination with the individual stations. The Fire Department maintains an inventory of chains for all apparatus at each station which includes cable chains and "lug" chains (used if snow reaches 6 inches). All firefighters receive training on how to install the chains, however Fleet personnel are utilized if issues arise. Fleet also maintains a complete set of cable chains and back-up chains for all Police vehicles, and Fleet staff install the chains during an event. The Public Works Department has two mechanics assigned at the Kirkland Justice Center and three mechanics at the Public Works Fleet Shop at the Maintenance Center. Fleet staff can utilize a small pick-up mounted plow to performing minor clearing activities at the Kirkland Justice Center to assist the Parks Department staff.

EQUIPMENT AND RESOURCES

The City owned equipment identified in Figure A, (see below), is available for snow and ice control. All vehicles are radio equipped and city owned cellphones are made available.

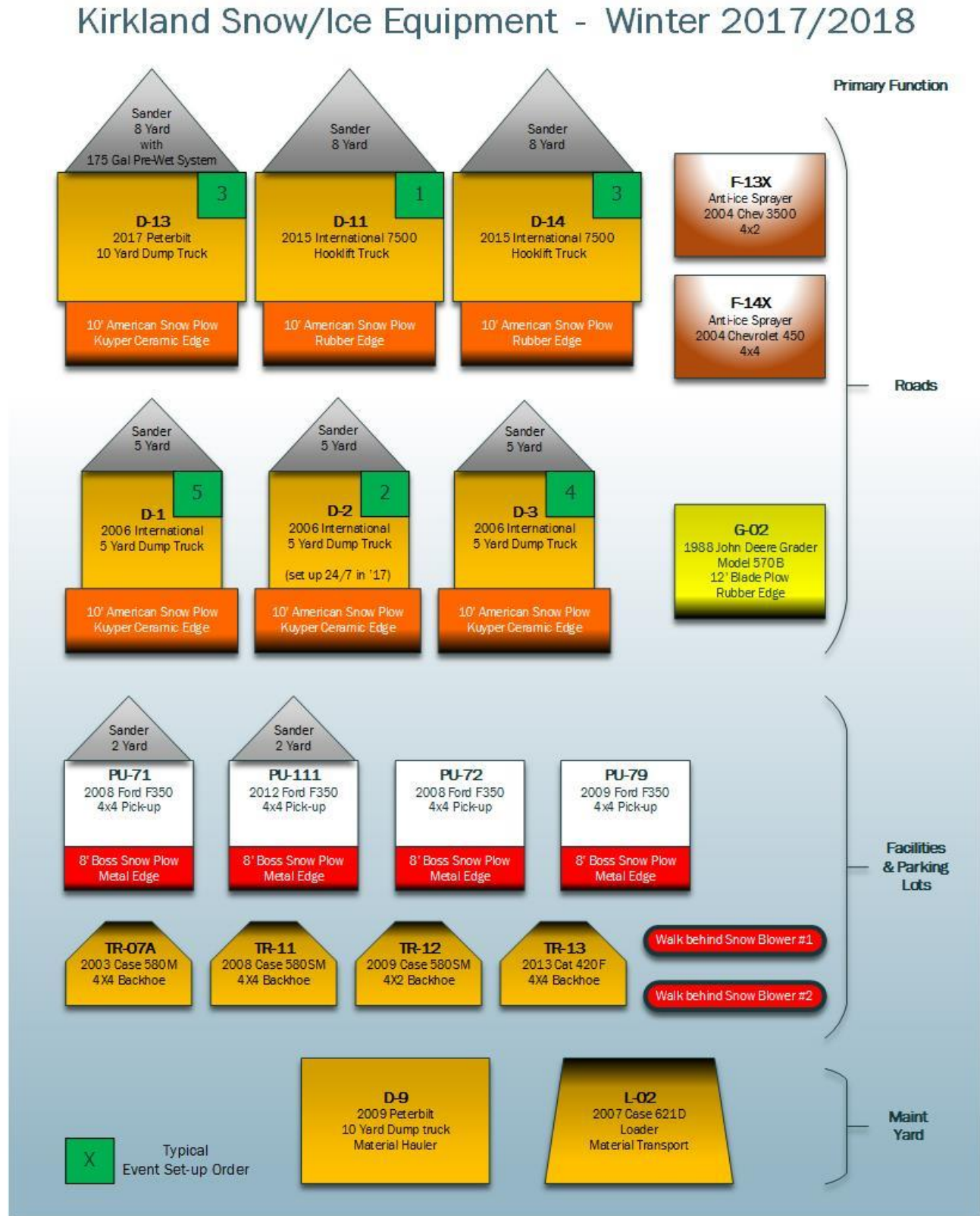
The Fleet Division mechanics, facilities, equipment and parts are housed at the Maintenance Yard located across the street from the maintenance administration building. On duty mechanics will perform equipment maintenance and repairs during shifts and assess equipment during shift changes to prevent equipment failures.

- A limited supply of bagged salt is stored indoors on pallets if needed; this salt can be added to sand or mixed with water to create a brine mix for preventing ice.

- Calcium Chloride with Boost is applied when temperatures drop below 34 degrees and not raining. Two 6,500 gallon storage tanks are installed at the maintenance center and are able to provide anti-icing material by two Kirkland spray equipped vehicles.
- Salt brine is also available at the Maintenance Center which can be used to “pre-wet” sand by the one large 10 yard plow/sander with pre-wetting equipment.

The Public Works Department has access to a limited amount of materials (two parts sand and one part salt) from the Washington State Department of Transportation (WSDOT) yard facility located at the south end of the City near Northup Way and SR 520. This stockpile is available as a mutual aid and support basis and limited to \$5,000 annually. In addition, through agreement with the City of Redmond and Cadman Sand and Gravel located in Redmond, Kirkland has access to an articulated loader from the City of Redmond and can combine re-stock orders of Calcium Chloride anti-icer with the eastside agencies, and can access the sand stockpile at Cadman’s yard. Redmond staff have a key to the Cadman yard for emergency access to the supplies. This access is normally unattended and on the honor system for payment to Cadman Sand and Gravel, which is presently one of the City of Kirkland’s contracted sand and gravel supplier.

FIGURE A - WINTER SNOW/ICE RESPONSE EQUIPMENT



RESPONSE TO SNOW/ICE EVENTS

During inclement weather events, response will be based on priority routes established annually before each winter season. Snow and Ice crews will mobilize based on the severity of the event. The roadway prioritization is based on access to "lifeline" facilities (such as Evergreen Hospital and the Kirkland Justice Center), roadway classification, and topographic considerations. Since each event will vary in its impact and duration, these pre-determined routes will be considered to be in effect unless the situation requires that resources be redirected.

The inventory of travelled roadway lanes in the City of Kirkland exceeds the available personnel, equipment, and resources in terms of snow and ice operations. Therefore a three level priority system has been developed through coordination with Police, Fire, adjacent Cities, the Universities, King County Metro, Lake Washington Schools and Evergreen Hospital.

- Priority 1 routes: include major arterials, bus routes, and access to and from the Kirkland Justice Center, some Fire Stations, Evergreen Hospital and freeway interchanges in the Totem Lake area.
- Priority 2 routes: include remaining arterials throughout the City.
- Priority 3 routes: are collectors serving key areas.
- Priority 4 routes: east/west facing shaded, known needs
- Pre-Treatment Routes: in addition to covering Priority 1 and 2 routes, the pre-treatment (anti-ice) priority covers hilly, shady areas as well as bridges and overpasses.

Operations:

City Staff will mobilize based upon the severity of a snow and ice event and as directed by the Public Works Director.

First Phase - Pre-treatment is activated when temperatures continue dropping below 34 degrees and there is no rain, and/or measurable snow and/or severe black ice conditions are predicted.

- The supervisor may shift schedules for early morning and evening applications of anti-icing agents, if weather conditions are conducive to anti-icing treatment.
- Priority 1 and 2 routes are checked for snow or freezing conditions.
- Fleets and Streets Division prepares equipment for snow and ice operations.
- The supervisor adjusts the initial response schedules as the weather event unfolds.
- Citizen and emergency service requests are taken by Public Works staff and assigned based on crew availability according to pre-established priority routes.
- Crews remain on regular schedules unless the event occurs after hours at which the standby person calls for additional personnel as conditions warrant.
- Depending on weather forecasts, "skeleton crews" may be assigned, or full-crew, 12-hour shifts may be assigned. (Usually the Deputy Director or Public Works Director makes the decision for a full-crew or for two, 12-hour shifts to be activated.)

Second Phase - Snow and Ice conditions have occurred. Isolated to widespread accumulations have affected City roads.

- Public Works Director makes the call to initiate snow and ice response, if this has not already been done based on the weather forecast. Supervisor of snow event (Public Works Deputy Director or Streets and Grounds Manager or Utilities Manager or Operations and Planning Manager or Standby activate MOC response center.)
- Snow and Ice Crews and associated Administrative staff start twelve hour shifts providing 24 hour coverage.
- The City of Kirkland EOC may be activated.

- Supervisor directs and assigns prioritization of snow and ice removal based on defined Priority routes.
- Shifts remain in place until Public Works Director terminates shifting.

Routes are normally first plowed to best facilitate the next morning or afternoon/evening rush hour traffic direction. All other routes are plowed based upon overall traffic volumes or public safety and are scheduled to coincide with the event patterns. Local streets, cul-de-sacs and dead ends have a lesser priority than heavier traveled streets, and depending on the inclement weather pattern and available resources, may not receive treatment. Typically, citizen requests are handled within the established priority system.

Depending on the severity of a snow and ice event, Parks crews are responsible to remove snow from parking lots, driveways, and pedestrian access paths to City facilities. These include all staffed City buildings, the Kirkland Justice Center, and Fire Stations as follows:

- Station 21 9816 Forbes Creek Dr. / Market Street
- Station 22 6602 108th Avenue NE
- Station 25 12033 76th Place NE
- Station 26 9930 124th Avenue NE
- Station 27 11210 NE 132nd Street, Kirkland
- City Hall 123 5th Avenue
- Kirkland Justice Center 11511 NE 118th Street
- N.K.C.C. 12421 103rd Avenue NE
- Senior Center 406 Kirkland Avenue
- Maintenance Center 915 8th Street
- Annex Building Directly South of City Hall
- Heritage Hall Market and 5th West Street.

Parks crews may not be able to reach every Fire Station due to traffic or street blockages. In those instances, Fire Station personnel will be responsible to assist to the extent possible by hand shoveling and clearing of walkways and driveways. 5 gallon containers of anti-ice chemical are located at each Fire Station.

During inclement weather events, vehicles and equipment will be assigned in a manner which provides the best use and application for the particular event. Generally, the equipment having plowing capability will be assigned to plowing high priority streets which include major arterials, bus routes, access to and from schools, police and fire stations, freeway interchanges and Evergreen Hospital. The 10-yard and five-cubic yard dump trucks and one-ton pickups with snowplows/sanders will be assigned in an equitable or prioritized manner throughout the community. The grader, if used, will focus primarily on Juanita Drive and may assist the transit center bus access for Metro. Staff will avoid using the grader at night. Extra available equipment (backhoes are not safe on the roadways but may be staged at City Hall and Justice Center parking lots if large piles of snow need to be managed) will be used to assist plowing and respond to intersection and accident related requests. The two trucks mounted with deicing equipment will be assigned to areas on a priority basis. The articulated loader will remain in the Maintenance Center yard for use in stockpiling and loading sand and doing snow removal in the Maintenance Center yard and parking lot areas. The remaining (2) 10 yard dump trucks will be available to haul sand materials to the Maintenance Center to replenish inventoried materials. Cadman materials can be accessed at night if the stock needs to be replenished for the day shift.

Truck mounted small plows and the backhoe/loaders will be operated by Parks along with snow blowers to assist them in maintaining designated public facilities.

Public Works and Parks Department crews may assist the equipment rental group in preparing vehicles and equipment for snow and ice tasks. This may include assisting with mounting the plows and sanding equipment and chaining vehicles based on equipment rental priorities (Fire, Police, Public Works and Parks).

DISPATCHING

The initiation of snow and ice control procedures is by Public Works as determined by the Public Works Director and/or Deputy Director. The Kirkland Police Leadership in charge will provide regular assessments of current conditions to the Public Works Director, Public Works Standby and/or the MOC Manager in charge if shifting has been activated. Crews may be activated by the Public Works Standby and Manager in charge during non-work hours. The Weathernet stations will be monitored via email by those identified on the email notification list (see in appendix) when the temperature continues to drop below 34 degrees. Staff continue to monitor various weather information when storms are predicted. The Deputy Director is the lead to alert the Director's office when responding to a winter storm event.

NORCOM will provide site-specific emergency dispatching services to the phone messaging system the Public Works Department contracts with who then alert the Public Works command staff. Public Works command staff will make specific crew assignments.

COMMUNICATIONS

- All vehicles and equipment in use for snow and ice control are to be radio equipped with a hand held portable radio. The city maintains a bank of hand-held portable radios. All dispatching of field crews will be by the Manager in charge, face to face, by radio or wireless device.
- Telephone lines are the primary communication link between the Police Dispatch and the Maintenance Center Manager on duty. These lines may fail or be damaged during heavy snow or ice events. As a backup to the telephone system, Police Dispatch may contact the Manager directly on the Public Works band on the 800 MHz radio or via cell phone (see emergency cell phone list in appendix).
- Members of the public who call the Maintenance Center or come to the Maintenance Center in person will deal directly with administration staff or the Manager on duty for service requests or other services. Requests outside of the pre-established priority routes will not receive high priority due to resource limitations.
- The City's Public Information Office and City Manager's office will be notified if shifting is activated and will be regularly updated on status and issues by phone and template report noted below. The City Manager also has a hand held radio device and cell phones.

The Public Works Maintenance Deputy Director, Division Managers, Supervisors and Lead persons will have access to portable weather alert radios during imminent inclement weather periods. Calls for snow and ice control should be made directly through the Maintenance Center at 425-587-3900. Telephones will be staffed during snow and ice events.

Template Event Report - A summary of Maintenance Center snow and ice shift highlights (see template form to use in appendix) are completed by the shift manager and forwarded at the end of each shift to the Street and Public Grounds Manager. The data will then be compiled and forward to the Public Works Department's Deputy Director, who will then forward the data to the Public Works Director, City Manager and Communications Program Manager.

STREET CLOSURES

During significant snow and ice events certain streets may be closed due to steep grades which create a hazard to motorists due to the inability to stop at the bottom or at intersections on the steep street (see Inclement Weather Route maps). Impacted streets are generally not high volume streets, although it may be necessary to close certain high volume streets as needed due to the inability to maintain the street sufficiently to protect public safety. Street closures will be coordinated with the Police and Fire Departments for their emergency response planning during snow and ice events.

Any given road within the City may at any given time be closed due to event specific situations; however, the following streets will be proactively closed (and mapped as such) during significant snow and ice events due to steep grade of the streets and the inability to provide sufficient traction for safety:

<u>CLOSED STREET</u>	<u>FROM</u>	<u>TO</u>
NE 52 nd Street	Lake Washington Blvd.	108 th Avenue NE
5 th Avenue S	Lake Street S.	State Street S.
Kirkland Ave	10 th Street S	I-405 pedestrian crossing
5 th Place	15 th Avenue	18 th Avenue
10 th Avenue	Market Street	1 st Street
11 th Avenue	Market Street	1 st Street
12 th Avenue	Market Street	1 st Street
13 th Avenue	Market Street	1 st Street
14 th Avenue	Market Street	1 st Street
15 th Avenue	Market Street	1 st Street
18 th Avenue	Market Street	1 st Street
19 th Avenue	Market Street	1 st Street
NE 112 th Street	100 th Avenue NE	104 th Avenue NE
NE 97 th Street	112 th Avenue NE	110 th Avenue NE
NE 104 th Street	111 th Avenue NE	112 th Pl NE
NE 116 th Place	Juanita Drive	NE 117 th Place
NE 117 th Place	NE 120 th Street	90 th Ave NE
<u>POSSIBLY CLOSED</u>	<u>FROM</u>	<u>TO</u>
108 th Avenue NE	NE 38 th Street	NE 44 th street
NE 120 th Street	Slater Avenue NE	132 nd Avenue NE
120 th Ave NE	NE 85 th Street	NE 90 th Street
120 th Ave NE	NE 128 th Street	Bottom of hill (@ Trader Joe's)
116 th Ave NE	NE 132 nd Street	NE 133 rd Street
NE 136 th Street	95 th Ave NE	98 th Ave NE
Willows Road	139 th Ave NE	Approx. NE 125 th St
NE 128 th Street	NE 126 th Place	136 th Ave NE

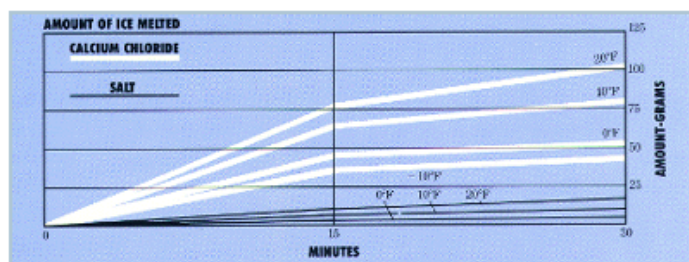
GUIDELINES FOR SNOW PLOWING AND CHEMICAL APPLICATION

The objectives of these guidelines are to compliment the decision making and management of a systematic snow and ice removal program resulting in road systems that can be navigated by the public.

The procedures for the City of Kirkland are based on the approaches made the adjacent city Public Works Departments (Bellevue, Bothell, Kenmore, Redmond and Woodinville and the Washington State Department of Transportation (WSDOT) standard operating procedures and the "Manual of Practice for an Effective Anti-Icing Program" (Appendix 1).

De-icer application of Calcium Chloride:

Information About Calcium Chloride



Calcium chloride outdistances traditional deicing materials to achieve safer, bare pavement - faster than salt or abrasives alone. Calcium chloride melts up to eight times as much ice as does salt alone - within the first 30 minutes at 20F (-7C) following application. Pre-mixed with salt and abrasives, calcium chloride becomes a cost-effective edge for winter road safety.

PROPERTIES

- › Exothermic: calcium chloride releases heat to activate salt's melting ability.
- › Hygroscopic: calcium chloride attracts moisture required for rock salt's melting action.
- › Fast acting calcium chloride begins to dissolve immediately upon application to break the bond between pavement and ice.
- › Powerful calcium chloride brine remains active for prolonged periods of time to prevent ice from bonding to the highway.
- › Low eutectic point calcium chloride melts to much lower temperatures than salt.

BENEFITS

- › Highway Safety: studies show that, in 85% of applications, calcium chloride/ salt mixtures achieve bare pavement faster than salt alone at temperatures near 30F (-1C), to ease traffic and reduce accidents.
- › Savings: calcium chloride increases salt's effectiveness, therefore reducing the number of applications necessary during storms - saving manpower, equipment and material costs. Plus, it freeze-proofs abrasives to help them embed in ice and snow, so you lose less material to spreader bounce and traffic scattering.

- The City of Kirkland standards call for application at a rate of 14-15lbs/lane mile, which is then refined based on given agency staff experience.
- The attached tables (Appendix 1) provide guidance for application of liquid chemicals and solid chemicals under six different winter weather conditions and include:
 1. Light Snow
 2. Light Snow with Periods of Moderate/Heavy Snow
 3. Moderate or Heavy Snow Storm
 4. Frost or Black Ice
 5. Freezing Rainstorm
 6. Sleet Storm

Plowing:

Accumulation of snow: If snow has accumulated due to stalled or abandoned vehicles, it may not be possible to clear the streets. The Police Department, along with tow truck companies may need to assist to clear the main arterials and tow the abandoned private vehicles to the nearest side street. It is important for the Public Works staff and equipment to stay in front of the event. If not, prolonged snow conditions, accumulate and may not be able to be removed with a snow plow blade. In these instances sufficient sand will be used only in the acceleration and deceleration lanes and on downslopes in order to allow traffic to start and stop at intersections and hills on high priority streets. De-icing brine will be distributed in the cleared travel lane(s), and salt is used only in sufficient quantities to mix with sand to keep the sand from freezing in the sander units. De-icing can be applied to ice areas and allow traffic to roll and track it. Over a period of time it will aid in the breakdown of the ice accumulated and can then be plowed.

Sanding/Salting:

Extended full length sanding and salting of streets is not possible due to two primary reasons: there is not enough sand or salt available to sand more than the areas stated; and the use of pure rock salt is environmentally detrimental to the receiving waters in Lake Washington. In general, sanding (pre-wetted, 2 parts sand/one part salt) is only applied at key intersections, at steep grades, or in locations of historical ice accumulation due to water/drainage (i.e., from road sub-base) along the priority routes. Specific roadway conditions will be monitored, and sand will be applied as needed in the travelled roadway. Managing sand applications is important to protect the stormwater conveyance system and reduce the amount of post storm cleaning required. Tracking the all response and follow up cleaning major winter storm data is important for potential FEMA post storm, fund restoration programs. See in the appendix the tracking forms that aid administration to respond to FEMA program relief funds.

Appendix 1: Treatment Scenario Tables

Appendix 2: Glossary of terms

Appendix 3 a, b, c: Route Maps (snow plowing, anti-icing, wind storm sweeping)

Appendix 4: 2016-2017 Crew Shift Schedule

Appendix 5: Calcium Chloride with Boost recommendations

Appendix 6: Template Storm Report

Appendix 7: City and Public Works Emergency Cell Phone Numbers (private phone numbers - restricted distribution list)

Appendix 8: Administration Resource Tracking Form

Appendix 9: Department and Maintenance Center Emergency Phone Trees (private phone numbers – restricted distribution list)

Attachment B: External Communications Materials

External Communications Overview	2
Facebook	3
Twitter	120
Nextdoor	166



City of Kirkland
123 5th Avenue
Kirkland, WA 98033

SOCIAL MEDIA STATS

53 Kirkland Facebook Posts
96 Kirkland Tweets
5700 Kirkland Video Views

PERSONNEL WORKING FOR SNOW EVENT

Parks Staff 12		4 On-duty mechanics
Public Works Staff 30		5 On-duty supervisors at Maintenance Center
Tree Team 4		7 Support staff at/from City Hall

EOC ACTIVATED

ROAD TREATMENT USED



Salt: 40 TONS
Sand: 150 TONS
De-Icer: 18,000 Gallons



Tree damage at 150 individual sites
Tree debris: 200 cubic yards

EQUIPMENT AND CITY COVERAGE



Kirkland Roads Plowed
2,088
MILES

- 6** Dump trucks with plowers and sanders
- 2** Pick-ups with plowers and sanders
- 3** De-Icer spray trucks



Facebook

 **Kirkland, WA - Government** Published by Robert Mullin (?) · February 3 · 🌐

Tonight's snow may impact tomorrow's commute. Stay safe and give yourself extra time.

Here is a list of resources to be prepared for the morning:
<https://kcemergency.com/.../colder-weather-some-snow-expecte.../>

 **KCEMERGENCY.COM**
Colder weather, some snow expected to kick off workweek
After several days of near-springlike weather, temperatures will fall across the Puget Sound region to begin the workweek, with the possibility...

1,372 People Reached 117 Engagements [Boost Post](#)

 **Kirkland, WA - Government** Published by Kellie Hoiland (?) · February 4 · 🌐

Be careful out there this morning! Roads across the region are snow covered. In Kirkland, make sure to check our snow plow route map to plan your trip. Thanks to all of our crews for their hard work clearing our roads!
<https://www.kirklandwa.gov/Assets/IT/GIS/SnowRoutes.pdf>

KIRKLANDWA.GOV
www.kirklandwa.gov

6,451 People Reached 2,115 Engagements [Boost Post](#)

 Richard Rountree, Jessi Vandiver and 56 others 2 Comments 22 Shares

All Comments ▾

 Write a comment...    

 **Rodney Rutherford** Thank you for clearing the 80th street pedestrian overpass, too!
Like · Reply · Message · 9w  1

 **Chaz Rowlan** Cierra Lanai 🙄 1
Like · Reply · Message · 9w



Kirkland, WA - Government



Published by Kellie Hoiland [?] · February 4 · 🌐

If you have to venture out this morning here are two snow related closures in Kirkland to be aware of: 120th Ave NE from NE 116th to NE 118th and NE 136th from 100th Ave NE to 94th Ave NE. Be safe! ❄️ 🌨️

2,063

People Reached

205

Engagements

Boost Post



Estela Lizarraga Woodland, Dhard Ramos and 8 others

10 Shares



Kirkland, WA - Government updated their cover photo.



Published by Kellie Hoiland [?] · February 4 · 🌐



730

People Reached

39

Engagements

Boost Unavailable



Richard Rountree, Diane Timmons and 3 others

Kirkland, WA - Government
Published by Kellie Holland [?] · February 4 · 🌐

All garbage and recycling collections are suspended for the day. Residential customers can put out a double load of materials at no additional cost on their next regular service day. Barring no further weather issues this week, multifamily and commercial/roll off customers will be serviced one day later than normal.

For more information, please visit: www.wmnorthwest.com/weatherboard.

WMNORTHWEST.COM ⓘ
Maple Valley, Washington - Waste Management Northwest
Waste Management provides garbage, recycling and yard waste services for residential, commercial and construction customers including Maple...

1,483 People Reached 112 Engagements [Boost Post](#)

👍 Donsts Briant, Kash Eghtedari and 5 others 2 Comments 3 Shares

👍 Like 💬 Comment ➦ Share

Most Relevant ▾

Write a comment...

Brad Williamson Last time there was a WM service outage (Due to PSE gas shortage and public holiday), you just postponed the service by one day? Why not do the same now?
Like · Reply · Message · 9w

Kirkland, WA - Government Hi Brad, this is Waste Management's typical snow plan, and we're just sharing as a courtesy. They'd be better able to answer your question. [👍 2](#)
Like · Reply · Commented on by Kellie Holland [?] · 9w

Kirkland, WA - Government
Published by Kellie Holland [?] · February 4 · 🌐

Current Road Closures- ALL Roads have been Reopened (we'll keep this post updated to our best ability- Final Update 2/5/19):

- ROAD REOPENED: 120th Ave. NE is closed from NE 124th St. south to the Fred Meyer gas pumps at 12221 – 120th Ave. NE (the hill).
- ROAD REOPENED: NE 68th St./NE 72nd Pl. is closed in both directions from 108th Ave. NE to 116th Ave. NE until further notice.... See More



5,212 People Reached 1,289 Engagements [Boost Post](#)

👍 🤔 28 16 Comments 20 Shares

All Comments ▾

Write a comment...

Kathy Kearny Do you have a road closure map on the City's website?
Like · Reply · Message · 9w

Kirkland, WA - Government We have our snow plow route map and we're posting closures and updates as we receive them: <https://www.kirklandwa.gov/Assets/IT/GIS/SnowRoutes.pdf>. Please let me know if you have any questions about the closures that are posted above.
Like · Reply · Commented on by Kellie Holland [?] · 9w

Kathy Kearny Kirkland, WA - Government Thanks! Do you have a schedule showing if roads have been plowed or not?
Like · Reply · Message · 9w · Edited

Kirkland, WA - Government Kathy Kearny, we do not. Crews are just too busy working to give us that level of update. However, the map is prioritized so that should be helpful in knowing where we've likely been. If you do venture out today, please go slow and be safe!
Like · Reply · Commented on by Kellie Holland [?] · 9w [👍 1](#)

Margaret Sisneros Landon Kirkland, WA - Government when you update, can you add the update time and then the new info? Need to fully clarify the road status.
Like · Reply · Message · 9w

Write a reply...

Bud Canter Sanding trucks out? 🇺🇸
Like · Reply · Message · 9w

Kirkland, WA - Government Crews have been out hard at work since 2:00AM. Our snow plow route map is located here: <https://www.kirklandwa.gov/Assets/IT/GIS/SnowRoutes.pdf> [👍 1](#)
Like · Reply · Commented on by Kellie Holland [?] · 9w · Edited

Rebecca Harder Hey Austin Groom I've been thinking about all the letter carriers at the Kirkland Post Office!! Hope you all stay safe!! Thought this road closure list would help. See how I worry for all of you even though I've retired?! 🙏
Love · Reply · Message · 9w [👍 2](#)

↳ 2 Replies

Ahmed Adel Asia Ali [👍 1](#)
Like · Reply · Message · 9w

Monique Marie Nick
Like · Reply · Message · 9w

↳ View 3 more replies

Kirkland, WA - Government Nick Olearain, if you want to email me your address, I may be able to try and help you determine if your road is closed. My email is kstickney@kirklandwa.gov.
Like · Reply · Commented on by Kellie Holland [?] · 9w

Kirkland, WA - Government
Published by Kellie Hoiland [?] · February 4 · 🌐

All Kirkland Parks programs have been cancelled today. The Community Centers are currently open, but may close early due to limited staff availability. We'll post here with updates.



985 People Reached 24 Engagements [Boost Post](#)

Richard Rountree, Diane Timmons and 4 others 3 Comments

Most Relevant ▾

Write a comment... 🗨️ 📷 📺 🗿

Stephanie Liao Seid Are the classes/programs closed today as well ?

Like · Reply · Message · 9w

Kirkland, WA - Government Programs are closed today. Community Centers are open, but may close early. We'll post with updates.

Like · Reply · Commented on by Kellie Hoiland [?] · 9w

Stephanie Liao Seid Kirkland, WA - Government thank you ! Didn't receive email today was a little concerned hehehe

Like · Reply · Message · 9w

Write a reply... 🗨️ 📷 📺 🗿

Kirkland, WA - Government
Published by Kellie Hoiland [?] · February 4 · 🌐

We thought we'd interrupt our road closure coverage to enjoy some little people enjoying their snow day at Spinney Homestead Park.



2,501 People Reached 621 Engagements [Boost Post](#)

👍 🗿 🗿 156 3 Comments 7 Shares

Shauna Dean O'Reilly I've gotta say, your coverage of the storm is heads and shoulders above the Redmond government fb page. Thanks!

Like · Reply · Message · 9w

Kirkland, WA - Government You're very welcome!

Like · Reply · Commented on by Kellie Hoiland [?] · 9w

Ksenia Sycheva You know what? This is what I love America for! And that makes it the greatest country in the world! God bless America!

Like · Reply · Message · 9w

Kirkland, WA - Government
 Published by Robert Mullin [?] · February 4 · 🌐

The National Weather Service is reporting that another snow band is likely to move through the Seattle metro area starting between now-4pm. Snow is being reported in the foothills. The brunt of that band will end early this evening (between 5-8 PM), impacting the afternoon commute. An additional Trace-2" of snow is possible.

Be safe and plan accordingly!

5,595 People Reached **1,610** Engagements **Boost Post**

👍👎❤️ 43 6 Comments 17 Shares

👍 Like 💬 Comment ➦ Share ⌵

... **Linda Barry** 124th to Willows very icy this morning!!!!
 Like · Reply · Message · 9w

Sharon Whitson Kailyn Hartman
 Like · Reply · Message · 9w

Thomas Machin Craig Balto Taylor Joanne Machin
 Like · Reply · Message · 9w 🙌👍 2

Craig Balto Taylor MAKE HASTE SIR MACHIN. SNOW IS BEING REPORTED IN THE FOOTHILLS
 Haha · Reply · Message · 9w 🙌👍 4

Craig Balto Taylor We mustn't tarry here any longer. Let us make haste away
 Like · Reply · Message · 9w 🙌 2

Write a reply... 🗨️ 📷 📄 🗨️

Malia Jackson Sarah White
 Like · Reply · Message · 9w

Kirkland, WA - Government
 Published by Robert Mullin [?] · February 4 · 🌐

The North Kirkland Community Center and the Peter Kirk Community Center are now closed due to inclement weather. Be safe out there!!



1,129 People Reached **28** Engagements **Boost Post**

👍 Kristian Uri, Donsts Briant and 7 others

Kirkland, WA - Government
 Published by Kellie Hoiland [?] · February 5 · 🌐

3 Winter storm updates:

1. Due to icy road conditions, all residential and commercial garbage and recycling service has been suspended for the day.
 Residential customers can put out a double load of materials next week at no additional cost. Every attempt to service multifamily and commercial customer will be made as soon as it is safe to do so.
 The Waste Management weatherboard will be updated this morning. WM is sending media advisories to local outlets and using social media (Twitter @WMPugetSound) to spread this information.
www.wmnorthwest.com/weatherboard
2. All Recreation programs will be cancelled today.
 The community centers will be open with limited operations and reduced hours pending staff availability.
3. All roads have been reopened! ❄️❄️❄️

WMNORTHWEST.COM ⓘ

Maple Valley, Washington - Waste Management Northwest
 Waste Management provides garbage, recycling and yard waste services for residential, commercial and construction customers including Maple...

1,941 People Reached **233** Engagements **Boost Post**

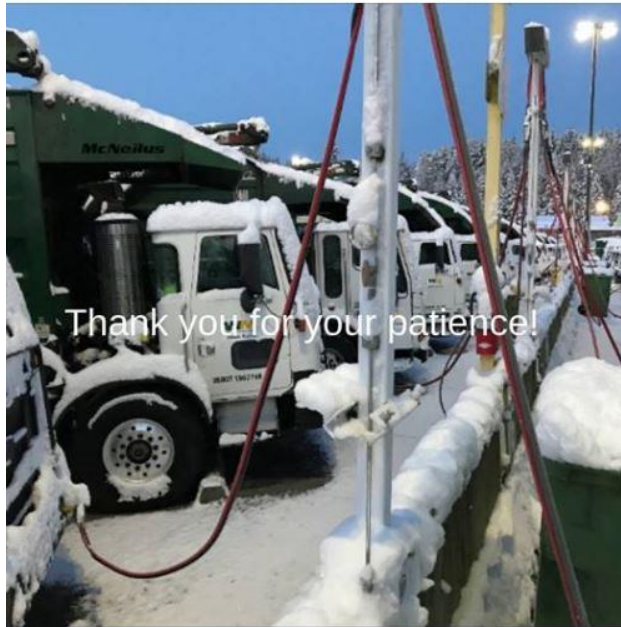
👍👎 Dove Isabeau, Ivan Avilla and 7 others 3 Shares



Kirkland, WA - Government

Published by Kellie Hoiland [?] · February 6 ·

Update from Waste Management regarding service to Kirkland residents:
Residential service will be provided today (Wednesday, 2/6) with a late start time of 7:45 AM. Any customers that do not receive service today can place out a double load of garbage and recycling next Wednesday at no additional cost.
Multifamily and commercial service started early this morning. Waste Management will also be working this Saturday (weather permitting) to get caught up on multifamily and co... See More



2,616

528

Report Abuse



Alexander Schrepfer It doesn't help when cans are already full. Bags of garbage get opened by animals.

Like · Reply · Message · 9w



Anne Florio Thanks to the crews working hard to navigate the remaining ice and snow. My toddler is really looking forward to seeing his heros soon (he's the kid who runs to the window going nuts at seeing the big trucks🤪)

Like · Reply · Message · 9w



Bud Canter Our pick up is tomorrow, the streets are pretty clear up on Finn Hill. 🙌🙌🇺🇸

Like · Reply · Message · 9w



Bud Canter Trash was picked up on schedule, thanks!🇺🇸

Like · Reply · Message · 8w



Rachel Ezzour Don't worry about our trash. Stay safe.

Like · Reply · Message · 8w



Brad Williamson And in the event of snow next Monday, is it triple load for the week after?

Like · Reply · Message · 9w



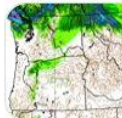
Kirkland, WA - Government Hi Brad, I don't have an exact plan to share at this time, but those conversations are happening. We will have a contingency plan in place if the worst case scenario predictions for this weekend come true.

Like · Reply · Commented on by Kellie Hoiland [?] · 9w



Jennifer Nichols For those who have twice as much garbage sitting out next week due to missed garbage pick-up, please plan ahead for this. Crazyness is coming.

<https://cliffmass.blogspot.com/.../a-major-snowstorm-will...>



CLIFFMASS.BLOGSPOT.COM

A Major Snowstorm Will Hit the Region Starting Late Friday

Like · Reply · Message · Remove Preview · 9w



Kristin Terpstra Jennifer Nichols I don't see Kirkland listed under service alerts for Thursday. I'm attempting to submit a missed pickup report (it wants an ez pay id even though our bill is through Kirkland)... might have to just watch future Billings to verify no additional charges...

Like · Reply · Message · 8w



Jennifer Nichols Kristin Terpstra we got phone calls about it but it did get picked up (oh wait, recycle did, garbage did not).

Like · Reply · Message · 8w



Kristin Terpstra Jennifer Nichols oh! We did not get a call, so I did not know. Whew!

Like · Reply · Message · 8w



Jennifer Nichols Kristin Terpstra it was odd, we got calls on Tuesday and Wednesday but our pick up day is Thursday 🤔

Like · Reply · Message · 8w

Kirkland, WA - Government
Published by Kellie Hoiand [?] · February 6 ·

Kirkland Way is now closed, due to ice, between Kirkland Ave and 6th St S.



4,523 People Reached **2,046** Engagements [Boost Post](#)

👍👎👤 50 31 Comments 11 Shares

👍 Like 💬 Comment ➦ Share

John MacGillivray Some really mean-spirited, uninformed posts here. Does anyone realize how hard city maintenance workers work to keep your streets safe during snow and ice events? They work long shifts and operate dangerous equipment under stressful conditions. Maybe a pat on the back is in order instead of piling on about a closed street that will reopen after Mother Nature melts the ice.

Like · Reply · Message · 9w 8

Shay Mecham Seems like people are being unfair. I think they've done a good job maintaining the roads in such a shitty weather - for an area that doesn't receive snow in large amounts. I live on Finn hill and have successfully made it to work all week without AN... See More

Like · Reply · Message · 9w · Edited 6

Troy Allen Russ Well instead of buying brand new pickups every other year maybe you should spend a little more money and buy a couple plows to put on their dump trucks. They waste enough money why not waste a little more

Like · Reply · Message · 9w 5

Joanne Roden It's my first winter in WA (and USA) and I am so surprised at the lack of grit/salt that happens on the roads and pavements, particularly as this was forecast. Is that the norm ? It's so slippy !

Like · Reply · Message · 9w 4

Denise Furneaux Joanne Roden Welcome! There is no normal weather. Also, our weather forecasters are notorious for panicking the city with epic snowfall predictions, only to have it warm up suddenly. Good luck. Dress in layers in this town! 😊

Like · Reply · Message · 9w 1

Sharon Edwards Joanne Roden This is my first winter here also since moving here from NC, via 59 years in PA before. I was wondering is this the norm of how roads are in the area when there is snow and ice? With the hills surprised that there seems to be no salt treatment when there is so many hills around.

Like · Reply · Message · 9w

Kirkland, WA - Government Sharon Edwards, it's challenging in the Puget Sound region because of our topography and the infrequency of these types of events. To better understand our snow and ice response, here is a link to our snow and ice removal plan: <http://www.kirklandwa.gov/.../2017-2018+Snow+and+Ice...>

Like · Reply · Commented on by Kellie Hoiland [?] · 9w 5

Tina Toburen Use of salt is an ongoing battle... bad for the water ways, but without it the streets become ice-rinks. And, when we only get 1-2 weeks of snow events every other year - and RARELY more than 3 or 4 days at a time - it's hard to invest a lot of money into managing it... See More

Like · Reply · Message · 9w 5

Kirkland, WA - Government Thank you Tina Toburen! This is a great summary of some of the challenges (and trade-offs) we face when managing these types of events. Stay safe and warm!

Like · Reply · Commented on by Kellie Hoiland [?] · 9w 3

Write a reply...

Bonnie Jean Heidi 1
Like · Reply · Message · 9w

Raluca Tataru Congrats Kirkland for not doing much about that over 3 days... Why r the roads in Redmond so much better?

Like · Reply · Message · 9w 2

View 6 more replies

Kirkland, WA - Government Raluca Tataru, our crews have been working virtually around the clock since 2am on Monday. We appreciate your patience and understanding while we manage this snow event.

Like · Reply · Commented on by Robert Mullin [?] · 9w 3

Joe Eggers Raluca Tataru you need more workers then. It's been two days. Roads in other cities are treated and in much better shape.

Like · Reply · Message · 9w 1

Warren Raven School bus was an hour and half late. Juanita Drive and 138th needs a flame thrower to melt the ice there. Ice and a down hill slide is a death trap at that stop sign as of Wednesday.

Like · Reply · Message · 9w

Linda Schuyleman Kirkland, WA - Government you need more than 2 snowplows then...

Like · Reply · Message · 9w

Kirkland, WA - Government Warren Raven, this is one of the challenges of where we live. Ice and a downhill slide can be just as dangerous for a snow plow. We know these few days have been challenging, and we may have more snow over the weekend, so we really appreciate everyone's patience, extra caution and efforts to stay home when possible.

Like · Reply · Commented on by Kellie Hoiland [?] · 9w 1

Warren Raven I will tell the school district you said not safe for a plow but a bus load of kids is ok.

Like · Reply · Message · 9w · Edited 2

Linda Schuyleman Kirkland, WA - Government How about salt???

Like · Reply · Message · 9w

Kirkland, WA - Government Linda Schuyleman , we absolutely do utilize salt. Our snow and ice removal plan does a very nice job of explaining how we respond in these types of weather situations: <http://www.kirklandwa.gov/.../2017-2018+Snow+and+Ice...>

Like · Reply · Commented on by Kellie Hoiland [?] · 9w 1

Write a reply...

Tonya Alan Hirtzel Kirkland, WA - Government, do roads not in priority 1-3 not get any attention? 128th from 405 west to the Juanita HS football field is solid ice.

Like · Reply · Message · 9w 2

Lisa-Marie Salva I saw 3 different people fall on my way down this section of road tonight. Thankfully, there were people that rushed to help them. Hopefully, no one hit their heads and they all are okay.

Like · Reply · Message · 9w 1

Tonya Alan Hirtzel Lisa-Marie, a UW student fell on campus today, hit her head & passed away. I wear yaktrax in this weather & they help, but crossing 128th to get to more sidewalk still had me concerned tonight. 128th has improved some, but still plenty of ice. All the north/south streets along it are bare & dry because they get the sun.

Like · Reply · Message · 9w 1

Tina AISadhan <https://www.kiro7.com/.../uw-student-dies-after.../915789730>



KIRO7.COM
UW student dies after slipping and falling on campus

Like · Reply · Message · Remove Preview · 9w

Kirkland, WA - Government Raluca Tataru, our crews have been working virtually around the clock since 2am on Monday. We appreciate your patience and understanding while we manage this snow event.

Like · Reply · Commented on by Robert Mullin [?] · 9w 3

Joe Eggers Raluca Tataru you need more workers then. It's been two days. Roads in other cities are treated and in much better shape.

Like · Reply · Message · 9w 1

Warren Raven School bus was an hour and half late. Juanita Drive and 138th needs a flame thrower to melt the ice there. Ice and a down hill slide is a death trap at that stop sign as of Wednesday.

Like · Reply · Message · 9w

Linda Schuyleman Kirkland, WA - Government you need more than 2 snowplows then...

Like · Reply · Message · 9w

Kirkland, WA - Government Warren Raven, this is one of the challenges of where we live. Ice and a downhill slide can be just as dangerous for a snow plow. We know these few days have been challenging, and we may have more snow over the weekend, so we really appreciate everyone's patience, extra caution and efforts to stay home when possible.

Like · Reply · Commented on by Kellie Hoiland [?] · 9w 1

Warren Raven I will tell the school district you said not safe for a plow but a bus load of kids is ok.

Like · Reply · Message · 9w · Edited 2

- 

Michael Schuyleman Really?
Like · Reply · Message · 9w ·  1
- 

Tobin Titus Wow. How about a little salt. That's a very small section to clear up with a plow and some salt.
Like · Reply · Message · 9w ·  1
- 

Bob Warren Stay home people. 😊 Snow is an excuse to chill out and be safe at home. It's sad that so many people feel compelled to drive in dangerous conditions when common sense tells us to do the simplest thing: just stay home... Be safe everyone!
Like · Reply · Message · 8w ·  1
- 

Dana Sugarman Shinnar Guy Shinnar
Like · Reply · Message · 9w
- 

Linda Poyorena Scott Ridiculous, I can't believe they can't even manage one street...
Like · Reply · Message · 9w
- 

Boyce Jay Kirkland really doesn't own any plows? There's a lot of hills in Kirkland!
Like · Reply · Message · 9w
- 

Kirkland, WA - Government Please see are full list of snow response equipment on page 9 of this report, including plows. This report also dictates how we respond in these types of situations: <http://www.kirklandwa.gov/.../2017-2018+Snow+and+Ice...>
Like · Reply · Commented on by Kellie Hoiland [?] · 9w ·  1

- 

Nicky Hughes Scott Austin
Like · Reply · Message · 8w
 - 

Liz Hunt Recos for avoiding frozen/broken water pipes? Wrap outside faucets. Open cabinet doors to pipes on outside walls. What else??
Like · Reply · Message · 8w ·  1
 - 

Julie Reese Liz Hunt Usually, what you mentioned is enough. You can turn the water on so it just drips a little as well.
Like · Reply · Message · 8w · Edited ·  1
 - 

Kirkland, WA - Government Hi Liz, we also answered your question in the video we shot this afternoon.
Like · Reply · Commented on by Kellie Hoiland [?] · 8w ·  1
 - 

John Michael Gilday move to Key West Florida
Like · Reply · Message · 8w ·  1
- Write a reply...    

- 

Chinh Le Hien Diu Phan
Like · Reply · Message · 8w
- 

Wayne Edwards 
Like · Reply · Message · 8w
- 


Hae Sue Park Pete Ada
Like · Reply · Message · 8w
- 

Roo's World of Discovery Markus Landwehr
Like · Reply · Message · 8w
- 

Amanda McCann Reid McCann
Like · Reply · Message · 8w

Kirkland, WA - Government
Published by Robert Mullin [?] · February 7 · 

You may have heard that another Winter Storm is headed our way this weekend. The City's Emergency Operations Manager Heather Kelly and the City's Public Information Officer Kellie Stickney will be on Facebook Live at 3pm today with tips for getting prepared, and to answer your questions about the coming storm. Spoiler alert: we're going to recommend you get your groceries and gas today! See you at 3pm.



Winter Storm Watch
Friday through Saturday Afternoon
NWS Seattle

Area 1:

- Starting Friday Morning
- Snowfall:
 - 2-4" in W. Whatcom Co.
 - 5-8" most locations
 - Up to 10" in the north slopes of the Olympics
- Wind gusts up to 60 MPH

Area 2:

- Starting Friday Afternoon
- Snowfall:
 - 5-8" for most locations.
 - 2-4" isolated locations.
- Wind gusts 20-35 mph

Area 3:



- Starting Friday Evening
- Snowfall: 3-5" most locations


ALL AREAS: Heaviest snowfall Fri night into Sat

Issued February 7, 2019

4,684 People Reached 1,367 Engagements [Boost Post](#)

  33 11 Comments 20 Shares





 Like  Comment  Share 

Kirkland, WA - Government was live.
Published by Kellie Hoiland [?] · February 7 · 

We're here today to give you some tips on how to prepare for the winter weather coming this weekend. Drop your questions below and we'll answer them.



Video player showing two women sitting at a desk with computer monitors, likely providing tips on winter weather preparation.

Progress bar: -6:06    

- Sara Mallamo** · 0:00 Okay so this is awesome! Nice work!!!

Like · Reply · Message · 8w
- McKenzie Russo** · 0:00
<https://www.facebook.com/146505212039213/posts/5861845133838497/> this is bothell. We can do better. Can we please have an official KPD throwdown down 13th at Van Alst Park? Saturday, 10?
 👍👍👍👍

Like · Reply · Message · 8w
- Karina O'Malley** · 4:46 What will be open Friday afternoon/evening and Saturday during the day for folks who are homeless?

Like · Reply · Message · 8w
- Kirkland, WA - Government** · 0:00 These are the services currently available:
<https://www.kirklandwa.gov/.../Emergency+Services+for+th...>
 We will notify the public via social media, etc. if additional services become available. Thank you for your question!

Like · Reply · Commented on by Kellie Hoiland [?] · 8w
- Karina O'Malley** · 0:00 So the city of Kirkland is not opening any additional resources?

Like · Reply · Message · 8w
- Kirkland, WA - Government** · 0:00 Karina O'Malley, not at this time. However, just to be clear, our model is more about financially supporting organizations that provide resources, we aren't actually a service provider ourselves. We do have the power to activate warming centers, but ty... See More

Like · Reply · Commented on by Kellie Hoiland [?] · 8w
- Karina O'Malley** · 0:01 Even without power going out, we can imagine circumstances in this weather where even people with housing might need a warming center - maybe the furnace is busted, maybe they ran out of wood, maybe the natural gas delivery couldn't make it through the snow. It is going to be 12 degrees tomorrow night.

Like · Reply · Message · 8w

Kirkland, WA - Government
 Published by Kellie Hoiland [?] · February 7 · 🌐

Due to the forecast of additional snow, all Parks and Recreation programming and activities will cease tomorrow (Friday, February 8) at 1pm for the remainder of the day.

We will post about weekend activities and programming as soon as we have that information.

Thank you and stay warm!



1,180 People Reached **45** Engagements [Boost Post](#)

Richard Rountree, Deborah Walker and 13 others 1 Comment

Like Comment Share

Most Relevant ▾
 Write a comment...



















Karina O'Malley Where are the warming centers in Kirkland? Where can folks without housing get inside during the day (I know there are overnight shelters) to stay out of the storm?







Kirkland, WA - Government
 Published by Kellie Hoiland [?] · February 7 · 🌐

Curious about how our crews respond to winter storm events? Watch this 3 minute video to learn about our response before, during and after a snow event.



10,286 People Reached **1,971** Engagements [Boost Again](#)

-  **Alex Spoerndle** Megan Bricker
Like · Reply · Message · 8w
-  **Eric West** Nice job Ray. Looks like you're ready to move over to the right side of the state now that you have some experience with snow.
Like · Reply · Message · 8w
-  **Kirkland, WA - Government** Eric West , whoa slow down, I think we'd like to keep him here for awhile 😊
Like · Reply · Commented on by Robert Mullin (?) · 8w
-  **Lisa La Fontaine** Any possibility Kirkland can treat their roads like Bothell does? Plowing is not enough. The roads need to be treated. The roads in Bothell are clear. That is not the case with the roads in Kirkland.
Like · Reply · Message · 8w
-  **Kirkland, WA - Government** Thank you for your question! We absolutely treat our roads with deicer. Also, in addition to plowing our trucks are equipped with sanders that we're using at intersections, hills, etc.
Like · Reply · Commented on by Kellie Hoiland (?) · 8w
-  **Lisa La Fontaine** Kirkland, WA - Government strange that at the Bothell/Kirkland border at 100th & 145th there is a noticeable difference. I encourage you to go check for yourself. And drive around Bothell as opposed to Kirkland. They are clearly treating their roads different. Bellevue as well. Just my two cents. I'd love to spend my money in Kirkland, but the roads are clear in Bothell.
Like · Reply · Message · 8w
-  Write a reply...
-  **Maria Bailey** You are a natural Ray! Great job! Love you cuz!
Like · Reply · Message · 8w
-  **Maria Bailey** You are a natural Ray! Great job! Love you cuz!
Like · Reply · Message · 8w
-  **Sara Mallamo** Love this video and great work Ray and team! I'm proud of our City crew! Thank you for all you do!
Like · Reply · Message · 8w
-  **Allison Hoeth** You sound very prepared Ray! Need to come over to Ellensburg and help us out. Was a mess a couple days ago.
Like · Reply · Message · 8w
-  **Amy Steele Falcone** Thank you to and your crew for all of your hard work in keeping the roads as safe as possible for everyone!
Like · Reply · Message · 8w
-  **Katie Lott Hennessey** Amy Steele Falcone Geoff Lott and I grew up in a big neighborhood in Maple Valley. We had huge hills in the neighborhood. They would never come and stand or de-ice our streets. Until my Dad got the brilliant idea to start dropping off goodies to the... See More
Like · Reply · Message · 8w
-  **Kathy Tuttle-Donohoe** Katie Lott Hennessey I grew up on Whidbey Island south of Coupeville - we never saw a sanding truck - ever - we always had food and I don't recall leaving our house during a snow storm. There was a great hill to sled down
Like · Reply · Message · 8w
-  Write a reply...
-  **Heidi Hendrickson Khoury** Thanks for what you do. You're appreciated!
Like · Reply · Message · 8w
-  **Ellen Gowey** Good job, Ray. Please consider adding the stretch of 138th/72nd Ave NE from the bike crossing to the Juanita Drive intersection. It's so shaded there and has a bit of an incline.
Like · Reply · Message · 8w
-  **Kristin Mellison Crandall** I know him! Wendy Steiger!

-  **Kellie Jordan** Nice Ray Steiger! Good job!
Like · Reply · Message · 8w  1
-  **Alison Bellamy** I want to give some serious props to our city! My coworkers are having to manage lots of other areas on the eastside that are far less than getting it done for us!!!
Like · Reply · Message · 8w  1
-  **Joel King** Jason Osborn
Like · Reply · Message · 8w
-  **Mason Buckles** Well done. Thank you
Like · Reply · Message · 8w  1
-  **Kelli Curtis** Thank you for all that you do!
Like · Reply · Message · 8w  1
-  **Kathy Wright LePenske** Thanks Ray !
Like · Reply · Message · 8w  1
-  **Jon Pascal** Thanks Ray to you and the team!
Like · Reply · Message · 8w  1
-  **Joel King** What are the 3 schedules you run? Times? Just curious cause it might be helpful to the city I work in that runs only 2-12HR shifts, day and night.
Like · Reply · Message · 8w  1
-  **Ray Steiger** Joel King for this event we are piloting 06:30-15:00, 14:30-23:00, 22:30-07:00, w 1/2 hr overlap for debrief
Like · Reply · Message · 8w  2
-  Write a reply...    
-  **Joel King** Jeremy Deline
Like · Reply · Message · 8w
-  **Christina Brugman** Thanks!  1
-  **Lois Emory** Good going Ray.  1
Like · Reply · Message · 8w
-  **Tayshia Farra** Thank you for all you do!!! Be safe out there..
Like · Reply · Message · 8w  1
-  **Patti Peterson** Thank you to all the city crews!! Be safe!
Like · Reply · Message · 8w  1
-  **Brad Johnson** smart, informative. Thanks.
Like · Reply · Message · 8w  1

 **Kirkland, WA - Government** updated their cover photo. ⋮
Published by Chris Hendrickson [?] · February 8 · 🌐



Winter Weather Alerts & Information
Check for updates on:
• snow levels
• road closures
• storm conditions
Be safe and only travel if you have to!

1,103 People Reached **91** Engagements Boost Unavailable

 Richard Rountree, Dove Isabeau and 8 others 1 Share



Kirkland, WA - Government

Published by Kellie Hoiland [?] · February 8 ·

Updates for City of Kirkland Parks and Rec Programming:

UPDATE 2/8: All Parks and Recreation programming, activities and rentals will cease today Friday, February 8 at 1pm and are cancelled thru Sunday, February 10. A decision will be made re:Monday activities and programming on Monday morning. Thank you and stay warm!



1,501 People Reached

41 Engagements

Boost Post

Dove Isabeau, Diane Timmons and 3 others

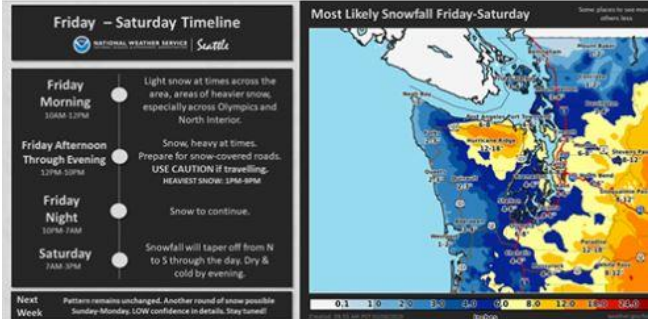
4 Shares



Kirkland, WA - Government

Published by Kellie Hoiland [?] · February 8 ·

Are you ready? ❄️❄️❄️
 -Do you have a full tank of gas? 🚗
 -Are your cell phones, batteries and radios charged? 📱
 -Extra food and water? 🍌
 -If you have a wood stove, do you have dry wood and ... See More



US National Weather Service Seattle Washington February 8 ·

*Winter Storm *Update*

Snow, heavy in spots, has begun across portions of the Olympic Peninsula and Puget Sound. Expect snow continue to spread across the area this morning into this afternoon. Snow will be heavy at times through the evening. Make final preparations now!

1,688 People Reached

416 Engagements

Boost Unavailable

Richard Rountree, Lindsay Udom and 7 others

2 Comments 3 Shares

Like

Comment

Share

Most Relevant ▾



Write a comment...



Harold R Rubin Yes I have a full tank of gas in case I have to drive to California to escape. We are going to get about the same amount of snow we got last weekend and no one perished.

Like · Reply · Message · 8w



Kirkland, WA - Government As the saying goes, it's better to be over-prepared than under-prepared 😊

Like · Reply · Commented on by Kellie Hoiland [?] · 8w





Kirkland, WA - Government



Published by Kellie Hoiland [?] · February 8 · 🌐

The snow is really starting to fall in Kirkland! When you make it home, please be ready to hunker down for the weekend. The US National Weather Service Seattle Washington is forecasting peak snowfall tonight, but snow and icy road conditions could last into next week.

If you do have to drive, be sure to pack your patience and an emergency kit with tire chains or kitty litter for traction, warm clothes and good walking shoes, and extra water and snacks. Our Public Works crews will be working to keep roads clear all weekend. You can see our priority snow routes online: <https://www.kirklandwa.gov/Assets/IT/GIS/SnowRoutes.pdf>



1,808
People Reached

155
Engagements

Boost Post

👍❤️😱 34

2 Comments 2 Shares

Most Relevant ▾



Write a comment...



Brenda Michutka Thank you so much for doing such a great job informing us kirklandites during these times!

Like · Reply · Message · 8w

👍 3



Kirkland, WA - Government You're very welcome! Your safety is our #1 priority.

Like · Reply · Commented on by Kellie Hoiland [?] · 8w

👍 3



Kirkland, WA - Government

Published by Kellie Hoiland [?] · February 8 · 🌐

We'll be keeping an updated list (last and final update 2:23 p.m., Feb 19) of road closures here as we work through this storm. Thank you for your patience as our crews work to attend to 500 miles of roads. We've received hundreds of requests for plowing and fallen tree removal, and we're doing our best to accommodate these, but please know that we will not be able to get to everyone.

All roads have been reopened.



2,823

People Reached

519

Engagements

Boost Post

👍👎 26

27 Comments 12 Shares

Kirkland, WA - Government Hi Dottie DiGiulio , our crews have needed to be focused on priority 1,2,3 roads all day today. Many roads were continuing to ice back over after being plowed and sanded and this caused crews to need to repeat the circuit multiple times. We appreciate your patience as our crews continue to work around the clock to respond this once in a decade storm. Stay safe and warm!

Like · Reply · Commented on by Robert Mullin [?] · 8w



Dee Dee Roe Tom Roe

Like · Reply · Message · 8w



Dennis Ryan Pierce What about 116th? Its listed as priority 3 but it seems as though the road was closed rather than plow/sand the hill. Are we just expected to be stuck down here?

Like · Reply · Message · 8w

Kirkland, WA - Government Attempts were made today to make the road safe to reopen, but we were unable to do so. With two more storms predicted reopening this road may be challenging. We know this is inconvenient. We will update you as soon as the road is reopened.

Like · Reply · Commented on by Kellie Hoiland [?] · 8w



Danielle Smith O'Neal Thank you for your preparedness and all the extra hours you worked to keep our roads safe during the snow storm.

Like · Reply · Message · 7w



Robert Bortolin How is the plowing coming along?

Like · Reply · Message · 8w

Most Relevant is selected, so some replies may have been filtered out.

Kirkland, WA - Government Robert Bortolin, they're working hard! Main streets are mostly clear, but side streets are very slushy and icy.

Like · Reply · Commented on by Robert Mullin [?] · 8w

Robert Bortolin I know. I shoveled out our driveway this morning and watched a sedan with chains and an F250 sliding all over the road. That's why I was wondering - so I could try to guess when it would be possible to get out of the neighborhood. I know there is a lot going on and a long list before the residents get plowed.

Like · Reply · Message · 8w

Kirkland, WA - Government Robert Bortolin we really do appreciate your patience and understanding! We'll share updates as we get them. Stay safe!

Like · Reply · Commented on by Kellie Hoiland [?] · 8w

Robert Bortolin Kirkland, WA - Government some trees are down partially blocking 140th Street East of 110 place

Like · Reply · Message · 8w

Kirkland, WA - Government Robert Bortolin, thank you! Would you be willing to report this here: https://www.kirklandwa.gov/Submit_a_Service_Request.htm



KIRKLANDWA.GOV
I want to submit a service request



Margaret Bouniol Kaifer Snow plow crews have been diligent here in Juanita on NE 112th Street. Tell them thank you!

Like · Reply · Message · 8w

Kirkland, WA - Government I will!!!

Like · Reply · Commented on by Kellie Hoiland [?] · 8w



Thomas Machin The city crews have been doing such a good job! Especially with the forecast for the week ahead coming in. Is there any way we can show our appreciation?

Like · Reply · Message · 8w

Kirkland, WA - Government I will share your gratitude with them! Staying at home, safe and warm, is a wonderful way to show your appreciation. Also, you can always give a friendly wave to the snow plow 😊

Like · Reply · Commented on by Kellie Hoiland [?] · 8w



Kate McCullough Definitely more here at the top of 61st pl. High unobstructed spot, though.

Like · Reply · Message · 8w

Kirkland, WA - Government How much snow do you think you've gotten so far?

Like · Reply · Commented on by Kellie Hoiland [?] · 8w

Kate McCullough 9 - 11

Like · Reply · Message · 8w

Kate McCullough Just measured 11, can't upload photo

Like · Reply · Message · 8w

Kirkland, WA - Government Kate McCullough, wow!

Like · Reply · Commented on by Kellie Hoiland [?] · 8w


Kirkland, WA - Government
 Published by Kellie Hoiland [?] · February 9 · 🌐


Good morning Kirkland! We certainly got some snow last night. We're reporting 6-8 inches of snow with the highest amounts on North Rose Hill Neighborhood Association and Finn Hill Neighborhood Alliance. We're expecting another 1-3 inches today and the possibility of winds picking up and causing significant wind chill. Our crews have been working through the night, but we're still asking that you avoid non-essential travel. Thank you so far for heeding our advice and keeping roads clear for crews and first responders. Stay safe, stay warm, and if you have the chance, drop a picture of your winter wonderland in the comment section.





2,252 People Reached **523** Engagements **Boost Post**


👍👎❤️ 45 27 Comments 16 Shares


- 


Christine Adam Good job prepping the roads overnight-- I had to be at work at 530 am in Lakewood and now, of my driving problems were in Kirkland!
 Like · Reply · Message · 8w
- 


Stacy Taylor Looking like 6-8 in Bridle Trails.
 Like · Reply · Message · 8w
- 

Christine Adam Kingsgate we have 7" on the warmer side walk that was in the sun the day before, 8" on the bird bath, and 9" on surfaces off the ground. I believe it was 6" of new accumulation in this round of snow.
 Like · Reply · Message · 8w
- 

Patti Peterson Can't thank your crews enough for diligence in providing our community with plowing, deicing, closure updates, etc. Communication is vital to our safety and peace of mind!!! Please be safe in your work!!
 Like · Reply · Message · 8w
- 


Brian Hargrave 9 inches on Finn Hill
 Like · Reply · Message · 8w
- 


Kirkland, WA - Government Wow! That's a whole lot of snow.
 Like · Reply · Commented on by Kellie Hoiland [?] · 8w
- 


Brian Hargrave And more on the way lol
 Like · Reply · Message · 8w
- 


Kirkland, WA - Government Brian Hargrave, that's the truth, lol. Stay warm!
 Like · Reply · Commented on by Kellie Hoiland [?] · 8w


- 


Diana Walker Laforana 6 inches in Houghton
 Like · Reply · Message · 8w
 - 


Bud Canter 8+ inches in our Finn Hill neighborhood!
 Like · Reply · Message · 8w
 - 

Kirkland, WA - Government Whoa! That's a bunch of snow!
 Like · Reply · Commented on by Kellie Hoiland [?] · 8w
 - 


Bud Canter Kirkland, WA - Government, just cleared the driveway, could use a drive through by a snow plow though! 90th Pl. N.E.
 Like · Reply · Message · 8w
 - 


Kirkland, WA - Government Hi Bud Canter, the plows are currently doing priority 1, 2, and 3 routes. The roads are icing back over even after they've been sanded and plowed so they've been needing to repeat the circuit numerous times.
 Like · Reply · Commented on by Kellie Hoiland [?] · 8w
 - 


Bud Canter Kirkland, WA - Government, I know, we are just a cul de sac off the main road, didn't hurt to ask.
 Like · Reply · Message · 8w
 - 


Kirkland, WA - Government Bud Canter , of course, it never hurts to ask 😊 I'd drive a plow up there myself, but Public Works keeps telling me: "Get out of the plow! You don't know how to drive that thing! You're going to kill someone." So I've settled with trying to keep you all updated instead. Have a wonderful afternoon and stay safe.
 Like · Reply · Commented on by Kellie Hoiland [?] · 8w
 - 

Dottie DiGiulio Now that the main roads seem to be cleared is there a chance that some side roads get treated. NE 139th Street has not been touched since Feb. 2, and since Monday night Feb. 11, there has been a Metro Access Bus stuck in these hills this street is used by many, many people just wondering
 Like · Reply · Message · 8w
 - 

Arli Ruiz Is Simonds rd open now? I saw it on the list as closed on the update and now it's gone. Just wanting to make sure
 Like · Reply · Message · 8w
 - 

Kirkland, WA - Government Yes, it is now open.
 Like · Reply · Commented on by Kellie Hoiland [?] · 8w
 - 

Shardul Varma Can residents request the city to plow a street? I can't seem to leave my street due to the depth of the snow. I live in Finn Hill
 Like · Reply · Message · 8w
 - 

Haruko Inoue Shardul, you're stuck there, dude! Hope you have enough food!
 Like · Reply · Message · 8w
 - 

Kirkland, WA - Government Hi Shardul, yes, please submit your plow request here: https://www.kirklandwa.gov/.../Submit_a_Service_Request.htm.
 Like · Reply · Commented on by Chris Hendrickson [?] · 8w
- Write a reply...

- 

Kate McCullough save us! No, seriously, thank you. Having this ability to communicate helps a lot.

Like · Reply · Message · 8w  1
- 

Kirkland, WA - Government Kate McCullough, too bad, I really wanted to see the photo!

Like · Reply · Commented on by Kellie Hoiland [?] · 8w
- 

Kate McCullough ill make it public on my profile

Wow · Reply · Message · 8w  1



Kirkland, WA - Government

Published by Kellie Hoiland [?] · February 9 · 🌐


We hope that everyone is staying safe and warm! Our crews are still out working hard to clear streets. Remember you can check our snow plow routes on the City website <https://www.kirklandwa.gov/Assets/IT/GIS/SnowRoutes.pdf>. Also, make sure to check our updated road closure post. Our Emergency Operations Center has been operational since yesterday, but will be closing today at 2pm. Sunday night to Monday morning may produce more snow and icy conditions so the morning commute may be challenging. We'll be providing updates here.





3,624
People Reached

922
Engagements



[Boost Post](#)

- 



Nicole Gross The Finn Hill 84th Fire Station should be removed from map and snow priority streets updated as needed. Possibly the 122nd, 128th, or 132nd should become a priority 2.


Like · Reply · Message · 8w  1
- 


Julie Barrows You guys are truly amazing. I appreciate all you do to keep our roads safe!

Like · Reply · Message · 8w  1
- 


Selvi Durbin Thank you for doing your best to keep us safe!

Like · Reply · Message · 8w  1
- 


Fernanda Meza Canul Esteban Fritz  1

Like · Reply · Message · 8w
- 



Greta Climer Thanks for all the effort! We were able to safely get to a memorial today thanks to you and are so grateful.

Like · Reply · Message · 8w  2
- 

Erna Donner What about the roads that aren't color coded...just white. I'm in Broadridge and we are simply crippled when it snows. One road in/out. I'm curious if we are even prioritized? (off NE 132nd between 100th Ave NE and NE 134th Stthe little circle in white with one road to it)

Like · Reply · Message · 8w
- 

Kirkland, WA - Government Erna Donner, our crews have needed to be focused on priority 1,2,3 roads all day today. Many roads were continuing to ice back over after being plowed and sanded and this caused crews to need to repeat the circuit multiple times. We appreciate your patience as our crews continue to work around the clock to respond this once in a decade storm.

Like · Reply · Commented on by Robert Mullin [?] · 8w  1
- 

Erna Donner Thank you. I completely understand. My fabulous neighbors have been digging us out by hand but I'm curious if the city is even aware of our predicament. (and you should be home and not working this late).



Kimberly White Thank you for continuing to keep us updated and safe. We appreciate your hard work!

Like · Reply · Message · 8w



Aimee Edgin The snow plow teams are doing an AMAZING job, thank you!

Like · Reply · Message · 8w



Darcey Barker Why is the 800 section of Kirkland Avenue a "closed road"? Many cars use this road to get to Kirkland Way and 405.

Like · Reply · Message · 8w



Kirkland, WA - Government Our police department has closed roads that are not currently safe for travel. Typically this happens because they've responded to calls at a location. We're still advising that people avoid non-essential travel because roads conditions are still icy. Our crews are having to visit many sections multiple times because roads are icing back over even after they've been sanded and plowed.

Like · Reply · Commented on by Kellie Hoiland [?] · 8w



Anna Nazeman What about 405 between Kirkland and Woodinville? It's a nightmare and is getting better all of a sudden right after Woodinville 🙄

Like · Reply · Message · 8w



Kirkland, WA - Government 405 is managed by WSDOT. Stay safe!

Like · Reply · Commented on by Kellie Hoiland [?] · 8w



Anna Nazeman Kirkland, WA - Government I see 😊

Like · Reply · Message · 8w



Kim Davis Convertino The downslope heading south on 6th St just before you hit the intersection with 7th Ave is ICY and cars are sliding down the stop sign

Like · Reply · Message · 8w



Kirkland, WA - Government Thank you. I'll share this with our crews.

Like · Reply · Commented on by Kellie Hoiland [?] · 8w





Kirkland, WA - Government

Published by Kellie Hoiland [?] · February 10 · 🌐

The US National Weather Service Seattle Washington is predicting two significant winter storms that are expected to affect Western Washington. The first will move across the area this afternoon and tonight. The second will affect the area about midday Monday through Tuesday. The second storm will be the more significant of the two.

Public Works will be continuing 24 hour shifts (3- 8 hour shifts) thru Tuesday morning.

They're saying that we are experiencing a once in a decade or two winter storm event. We appreciate your patience as our crews work diligently to clear streets.



5,436
People Reached

1,563
Engagements

[Boost Post](#)

👍👎❤️ 144

33 Comments 28 Shares

 **Spiro Govas** The roads actually look MUCH better this time around! Seems lessons were learned after last week.
[Like](#) · [Reply](#) · [Message](#) · 8w

 **Lydia Moreno Young** Nice picture of you Justin
[Like](#) · [Reply](#) · [Message](#) · 8w 👍 1

 **Lani Alvarez** Thank you, Kirkland, WA - Government for keeping us updated and all the hard work to Public Works Department.
[Like](#) · [Reply](#) · [Message](#) · 8w 👍 1

 **Lorri Borghes Schultz** That you
[Like](#) · [Reply](#) · [Message](#) · 8w

 **Lorri Borghes Schultz**


[Like](#) · [Reply](#) · [Message](#) · 8w

 **Jennifer Young** Justin Young
[Like](#) · [Reply](#) · [Message](#) · 8w

 **Justin Young** Jennifer Young yup that's me!
[Like](#) · [Reply](#) · [Message](#) · 8w 👍 1





[Write a reply...](#) 😊 📷 📄 🗨️

 **Christian J Vlahovich** The crews have been doing a fabulous fabulous job! We truly appreciate the hard work and sacrifice on behalf of the residents of our city! Thank you!
[Like](#) · [Reply](#) · [Message](#) · 8w 👍 4

Jason Osborn As a side note to all! When this type of event happens it is no longer up to just one division for response it becomes a all hands on deck field response. Maintenance folks from all divisions get in the plows, and de icing equipment to help.
Like · Reply · Message · 8w  8





Anneke Davis Jason we appreciate everyone's hard work!
Like · Reply · Message · 8w  1


Jason Osborn Anneke Davis I can tell you the crews like the feedback too!!
Like · Reply · Message · 8w · Edited  1

Write a reply...    

Sarah England Mia Steele Chalyce Pattin Mourer Piega Delaney Jodee Hanks Cohen
Like · Reply · Message · 8w  1

Mia Steele Adios Amigas!! 🍷🍷🍷🍷🍷
Like · Reply · See Translation · Message · 8w


Write a reply...    

Melanie Scofield Thank you and your crews! We need you and appreciate you.
Like · Reply · Message · 8w  2

Anita Damjanovic Thank you for all you do! Stay safe!
Like · Reply · Message · 8w  2

Miranda Shultz Hanna Ellen Grant Shultz
Like · Reply · Message · 8w

Miranda Shultz Michael Guimond
Like · Reply · Message · 8w

Cynthia McVarish Thank you!
Like · Reply · Message · 8w  2

Oksana Sukhaya Thank you .Stay safe.
Like · Reply · Message · 8w  2


















Kathy Wolf Sacry Thank You!
On a side note, it would be nice to know which roads are plowed before we get on the roads.
Like · Reply · Message · 8w · Edited  2

Kirkland, WA - Government For now, the best way to do that is to check this map:
<https://www.kirklandwa.gov/Assets/IT/GIS/SnowRoutes.pdf>. We currently have plowed all the priority 1, 2, and 3 roads and crews are now venturing into the neighborhoods. Stay safe!
Like · Reply · Commented on by Kellie Hoiland [?] · 8w   5

Amy Steele Falcone We really appreciate you and your sacrifice being out there so we can stay safe - thank you!
Like · Reply · Message · 8w  4

Janis Boucher Thanks for all of your hard work! Stay safe!
Like · Reply · Message · 8w  2

Lake Washington Physical Therapy Thanks for the hard and sometimes thankless work!
Like · Reply · Message · 8w  2

-  **Brandy Webb** Thank you for all your hard work!
Like · Reply · Message · 8w 
-  **Patti Peterson** Thank you for communicating and your diligence!!! Appreciate all your crews! Stay safe
Like · Reply · Message · 8w 
-  **Kathi Anderson** Lisa
Like · Reply · Message · 8w
-  **Kim Davis Convertino** Thanks to all! And we appreciate the updates!
Like · Reply · Message · 8w 
-  **Renee Stacie** Thankyou ❤️👍 
Like · Reply · Message · 8w
-  **McKenzie Russo** Thank you! Stay safe! 
Like · Reply · Message · 8w
-  **Jennifer Wichman Christensen** Thank you snow crew!
Like · Reply · Message · 8w 
-  **Sarah Ager** The crews have done such a good job, thank you!
Like · Reply · Message · 8w 
-  **Melissa Peters Stone** I really appreciate all that the city of Kirkland is doing, especially to road crews. Thank you!
Like · Reply · Message · 8w 

 **Kirkland, WA - Government** Published by Kellie Holland [?] · February 10 · 

We've just been told that our snow removal crews are starting to branch out from the priority routes and into the neighborhoods as much as they can. There are three things you can do to help us out:

1. Uncover your meter box if you know where it is
2. Put your vehicles in your driveway if possible
3. Uncover storm drains in front of your house

Also, please remember that property owners are responsible for removing ice and snow from the sidewalks that are adjacent to their property.

Thank you for your help!



6,132 People Reached **2,021** Engagements [Boost Post](#)

 Evia Peerbhai, Chantel Kelley and 109 others 55 Comments 30 Shares



April Marie Thank you for running the plow through our neighborhood last night. Made a huge difference!

Like · Reply · Message · 8w



Johanna Palmer The plows came through my neighborhood today. They were able to scrape down to the "Seattle cement".

Like · Reply · Message · 8w



Lynda Crescenzi Ya I kept seeing 6 plows all in a row on 405 outside Overlake 🙄
Shoveling the sidewalk seems to make it worse less slippery with snow on it

Like · Reply · Message · 8w



Becky Godinez I was proud of our neighbor yesterday, clearing their walk...today the plows came down the street & buried them...I took a moment to redig them out, but what a bugger!

Like · Reply · Message · 8w



Chris Carlson Glad the plow team are at work. One minor gripe: are we responsible for the sidewalk every time that the snowplow comes by and covers it back up with more slush from the road? I shoveled the western side of 108th from 52d to 53d yesterday morning, and ... [See More](#)

Like · Reply · Message · 8w



Becky Godinez Exactly!! 🙄

Like · Reply · Message · 8w



Kirkland, WA - Government We hear your frustration. All we ask is that you do your best while being mindful of your safety and the safety of others. With this storm having arrived and the more major one on the way tomorrow, I don't think anyone would fault you for waiting to shovel until the snow subsides. Be safe!

Like · Reply · Commented on by Kellie Hoiland [?] · 8w





Andrew Purvis I've been salting the sidewalk by my condo complex, plus three corners of the intersection. Last night a teenager walking with a couple of friends thanked me for it.m; that was much better than the night before, where I got a lecture on "chemtrails," aluminum oxide, and the Luciferians running HARP and CERN.

Like · Reply · Message · 8w



Kirkland, WA - Government We also appreciate your efforts!

Like · Reply · Commented on by Kellie Hoiland [?] · 8w



Caroline Eclipse Yes! Please make the hilly side streets a priority. Thank you!

Like · Reply · Message · 8w · Edited



Carolyn Edwards I grew up in Seattle, where that requirement was stringently enforced. I agree that the communication is poor, if non-existent until this series of storms. They could go low-tech and reach a lot of people by putting up sandwich boards downtown and at m... [See More](#)

Like · Reply · Message · 8w



Julie Reese My 12 year old granddaughter used the only thing we had....a broom... and cleared in front of the mailboxes on our street! Our mail lady is a tiny thing, hoping to keep her in one piece!

Like · Reply · Message · 8w



Jackie Pendergrass I think the requirement for property owners and sidewalks is poorly communicated to the owners. All the businesses on 100th Ave NE between NE 132nd St and NE 137th St are snow covered. There have been lots of folks walking along here making them walkable, but by no means cleared off/

Like · Reply · Message · 8w



Kirkland, WA - Government Thanks for your comment Jackie. We've noted this and will work with our partners at the Kirkland Downtown Association and the Greater Kirkland Chamber of Commerce to see if we can better communicate this in the future.

Like · Reply · Commented on by Kellie Hoiland [?] · 8w



Lynette Ellis As much as I appreciate all they are doing they could certainly slow down and lower the blades. We, my neighbors and I were all saying the same thing. As many passes as they made they didn't clear much. We did realize when they were treating the roads vs plowing. I do appreciate what they do!

Like · Reply · Message · 8w



Krysia Kuczynska We will go clear the storm drain now. Thank you!

Like · Reply · Message · 8w



Kirkland, WA - Government Thank you!

Like · Reply · Commented on by Kellie Hoiland [?] · 8w



Sarah Gibbs Thank you for the validation. My husband was not happy to shovel a block of 93rd Ave yesterday. I told him you wanted a corner lot on a wetland - get to work 🙌🙌🙌 Besides we are the main path to the beach and everyone thanked us. We will try to help the neighbors out today.

Like · Reply · Message · 8w



Kirkland, WA - Government We love this comment!

Like · Reply · Commented on by Kellie Hoiland [?] · 8w



Laura A. Garcia How about condo communities?


Like · Reply · Message · 8w






Jaime Lusardo Sarah Gibbs thank you!


Like · Reply · Message · 8w









 **Tobin Titus** Laura A. Garcia I shoveled my condo communities sidewalk, put down ice melt, and even did the entryways to ensure cars could safely come in and out. I'm a fat guy with ankle and knee problems. If I can get it done on a hill, others can find a way to get it done elsewhere.


Like · Reply · Message · 8w   7


 **Sarah Gibbs** I am recovering from a TBI with balance issues and we did a block. Trust me you don't want anybody to smash their head/face. It is a long slow recovery. Great job Tobin!

Like · Reply · Message · 8w  1

 Write a reply...    

 **Kendra Rosencrans** So in other cities, a great plan is to have snow plow route parking where one day ... people park on the even side of the street and you plow the odd side ...

Like · Reply · Message · 8w  1

 **Ivana Lichtscheidl** Wondering if the WM will be picking up trash tomorrow?


Like · Reply · Message · 8w


 **Kirsten Thompson** Milt Glenda Carpenter FYI

Like · Reply · Message · 8w

 **Ann Hoang Seidel** Yes please come down Champagne Pt Rd and arteries. If you know what time I can have some home baked cookies ready

Like · Reply · Message · 8w  3

 **Heather Maehlum** Thank you! It was great seeing the snow plow on our hidden street off of Forbes Creek!!

Like · Reply · Message · 8w  3



Melanie Wise Will be looking for you on 84th Ave NE. Hoping you'll come beyond 119th this time.

Like · Reply · Message · 8w



Aimee Hickman Woolwine Thanks so much! The plow just came into our cul-de-sac.

Like · Reply · Message · 8w



Diana Sanchez Is there a page for everett?

Like · Reply · Message · 8w



Kirkland, WA - Government Are you asking about the City of Everett?

Like · Reply · Commented on by Kellie Hoiland [?] · 8w



Kathi Anderson yes, there is. Use your FB search bar and enter 'city of Everett'

Like · Reply · Message · 8w



Write a reply...



Tobin Titus Shoveled the sidewalks on my condo's property yesterday. You can't seriously be threatening people for not removing snow, however, when you are still working on streets. 1st Street in front of city hall is a sheet of ice still. If you can't clear the roads adjacent to government property, please don't threaten those who can't clear the sidewalks adjacent to theirs.

Like · Reply · Message · 8w



Kirkland, WA - Government It's a friendly reminder and a request for help. It's not a threat. Stay warm and safe.

Like · Reply · Commented on by Kellie Hoiland [?] · 8w · Edited





Jennifer Kern Buchholz Tobin Titus didn't sound like a threat to me...just reminding people of their responsibility. This snowfall isn't normal and usually disappears quickly. We all have to help out...

Like · Reply · Message · 8w · Edited



Tobin Titus Jennifer as you said, it's not normal. So asking people to do something that we all clearly aren't prepared for is horrible. You can't find snow shovels anywhere in the city (I had to search one down and borrow it). You can't find snow melt either. If ... [See More](#)

Like · Reply · Message · 8w · Edited



Tobin Titus Kirkland, WA - Government Just a reminder that you are responsible for clearing the sidewalks adjacent to your property! The fire station, and city hall sidewalks are 100% covered in ice and snow!

Like · Reply · Message · 8w



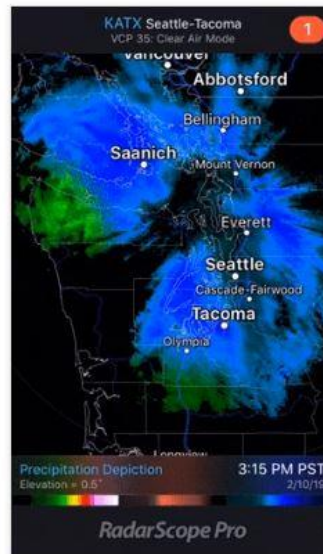
Kirkland, WA - Government

Published by Kellie Hoiland [?] · February 10 · 🌐



It's back... ❄️❄️❄️ Now is a good time to start thinking about your plans for tomorrow. They're predicting the more major storm will land around 11am (keep in mind though that weather is always changing). If you can stay home tonight and tomorrow, please do so, if not then make sure you have a safe plan to travel and consider alternatives to driving.

Stay safe everyone!



987 Views

US National Weather Service Seattle Washington

February 10 · 🌐

Snow has started to make its way into the interior lowlands. Expect snow showers, heavy at times, to continue through the evening hours.



Jennifer Rogers Good!!!  1

Like · Reply · Message · 8w



Kirkland, WA - Government



Published by Kellie Hoiland [?] · February 10 · 🌐

Road Closure: NE 85th St between 6th St and 114th Ave NE is currently closed due to a vehicle accident involving a passenger vehicle sliding into a snow plow at 85th St and 6th St. There are no reported injuries. Please stay off the roads if you can. Our crews are working hard tonight, but they need your help.

We are still keeping a running list of road closures pinned at the top of our Facebook page. Please check there for updates.

Stay home, stay warm, stay safe.

4,267
People Reached

1,410
Engagements

Boost Post

👍 🙄 ❤️ 51

12 Comments 17 Shares

Most Relevant ▾



Write a comment...



Autumn Hawkins Thank you Kirkland! I have to be to work at 5am in Bridle Trails from Redmond.

Like · Reply · Message · 8w



Roni Magnuson Autumn Hawkins bridle trails area is fine 😊

Like · Reply · Message · 8w



Autumn Hawkins Roni Magnuson Thank you, just got to work! Snow is falling...again. 🌨️

Like · Reply · Message · 8w



Write a reply...



Christine Adam The hill into DT Kirkland from the freeway?

Like · Reply · Message · 8w



Kirkland, WA - Government Map is below:



Like · Reply · Commented on by Kellie Hoiland [?] · 8w



Christine Adam Kirkland, WA - Government thx!

Like · Reply · Message · 8w





Mike Cimprich Is it safe to assume trash pick up won't be happening tomorrow morning?

Like · Reply · Message · 8w



Kirkland, WA - Government Waste Management will be sending out a notification early tomorrow morning, but given the weather conditions we're not very optimistic. We'll share an update when we can.

Like · Reply · Commented on by Kellie Hoiland [?] · 8w



Autumn Hawkins It's the Redmond Way/85th hill that needs lots of love!

Like · Reply · Message · 8w



Kirkland, WA - Government Please be safe tomorrow morning. We are confident that roads will be challenging.

Like · Reply · Commented on by Kellie Hoiland [?] · 8w



William Sims Taylor Sims

Like · Reply · Message · 8w



Harold R Rubin How ironic!

Like · Reply · Message · 8w



Kirkland, WA - Government



Published by Kellie Hoiland [?] · February 10 · 🌐

After reviewing weather reports and receiving updates from school districts and other jurisdictions, for the safety of the public and our employees, City Hall, the Kirkland Justice Center, Municipal Court and the Community Centers will be closed to the public on Monday, February 11. All Monday classes and recreation programs are also cancelled. Police and Fire will continue operations. Public Works and Parks will still continue to respond to the snow event as they have been. A decision on whether City facilities will reopen on Tuesday will depend on weather conditions. Heavy snow is in the forecast for throughout the day. We appreciate your efforts to avoid non-essential travel as our crews work diligently to managed this storm event.

City Hall will be closed February 11



3,314

People Reached

454

Engagements

[Boost Post](#)



Richard Rountree, Dhard Ramos and 25 others

6 Comments 11 Shares



Marv Scott Would have been nice if WM would have let us know yesterday before we hauled out tooters back down our driveway. The announcement says check WM website for service notifications. I checked this morning and as of 10 am I couldn't find any information on collection. WM has a lock on providing Garbage collection. Maybe the City could try to at least negotiate a rebate when we don't get our garbage picked up.

Like · Reply · Message · 8w



Kirkland, WA - Government Hello Marv, is the website you checked: <http://wmnorthwest.com/weatherboard.html>. Also, we've been posting updates on our City Facebook page when we receive them. I believe we posted our message a bit after 7am this morning. Don't hesitate to use us as a resource as well.

Like · Reply · Commented on by Kellie Hoiland [?] · 8w



Marv Scott The weatherboard portion of the website was only published yesterday. Too late for those of us with Monday pickup and need to have the cans on the street before 7 am. I realize we can't do anything about the weather but I do think WM could do a better and more timely job of alerting us as to pick-up cancellations.

Like · Reply · Message · 8w



Kirkland, WA - Government We'll share your concerns with them. Stay safe Marv!

Like · Reply · Commented on by Kellie Hoiland [?] · 8w



Write a reply...



Kim Davis Convertino Looking forward to plan announcement!

Like · Reply · Message · 8w



Kirkland, WA - Government

Published by Kellie Hoiland [?] · February 11 · 🌐

There is no residential or multifamily/commercial service today. When weather clears we have worked with Think Green Kirkland (Waste Management) to implement a plan to ease the impact on residents. https://www.kirklandwa.gov/.../City_of_Kirkland_and_Waste_Man...



KIRKLANDWA.GOV

City of Kirkland and Waste Management have a Plan for Easing Storm Delays

KIRKLAND, Wash. (Feb. 11, 2019) Weather and safety issues have recently interrupted garbage, recycling and yard waste services for some...

4,075

People Reached

615

Engagements

Boost Post

👍 Tracy Squillace, Meredith Reilly and 24 others

9 Comments 11 Shares

👍 Like

💬 Comment

➦ Share



Most Relevant ▾



Write a comment...



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Like · Reply · Message · 8w



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Like · Reply · Commented on by Kellie Hoiland [?] · 8w



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615

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👍 Like

💬 Comment

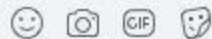
➦ Share



Most Relevant ▾



Write a comment...




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Like · Reply · Message · 8w



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Like · Reply · Commented on by Kellie Hoiland [?] · 8w


 **Marv Scott** The weatherboard portion of the website was only published yesterday. Too late for those of us with Monday pickup and need to have the cans on the street before 7 am. I realize we can't do anything about the weather but I do think WM could do a better and more timely job of alerting us as to pick-up cancellations.

Like · Reply · Message · 8w


 **Kirkland, WA - Government** We'll share your concerns with them. Stay safe Marv!

Like · Reply · Commented on by Kellie Hoiland [?] · 8w

 Write a reply...    

 **Kim Davis Convertino** Looking forward to plan announcement!

Like · Reply · Message · 8w

 **RJ Sammons** Can we take our garbage to our nearest transfer station (Houghton) for no charge?

Like · Reply · Message · 8w

 2

 **Kirkland, WA - Government** Because the transfer station is managed by King County, there will be a charge for dropping garbage there.






Like · Reply · Commented on by Kellie Hoiland [?] · 8w

 **RJ Sammons** Kirkland, WA - Government Thank you. I hope you can come up with service drop off locations sooner rather than later!

Like · Reply · Message · 8w

 **Kirkland, WA - Government** RJ Sammons, we're hoping tomorrow, but that all depends on this next storm event. Fingers crossed!

Like · Reply · Commented on by Kellie Hoiland [?] · 8w

 Write a reply...    

Write a comment...

 **Kirkland, WA - Government** Published by Kellie Hoiland [?] · February 11 · 🌐

Please be aware that King County Metro is on Emergency Snow Network. We're still anticipating the arrival of another winter storm later this morning. The impact of the storm is hard to predict, but it's almost guaranteed to make travel challenging. If you can stay home, please do so.



King County Metro Transit
February 10 · 🌐 👍 Like Page

🚗 ❄️ 🚌 ❄️ 🚗 Please share: The ongoing winter weather is worsening again, and traveling will be difficult, especially if you must commute. Please look at which routes...
[See More](#)

934 People Reached **61** Engagements Boost Unavailable

All Comments ▾



Write a comment...



Tobin Titus Kirkland, WA - Government Just a reminder that you are responsible for clearing the sidewalks adjacent to your property! The fire station, and city hall sidewalks are 100% covered in ice and snow!

Like · Reply · Message · 8w



Kirkland, WA - Government Crews are out working on it right now. Thanks!



Like · Reply · Commented on by Kellie Hoiland [?] · 8w



Tobin Titus That's ON the property. Make sure to get the sidewalks adjacent to them! Thank you!

Like · Reply · Message · 8w



Write a reply...



Tobin Titus Also, why are our plows going up and down first street without actually plowing? Is there something we can do to help them clear the snow on the street? Something preventing them from putting the plow down?

Like · Reply · Message · 8w



Kirkland, WA - Government If a plow doesn't have it's plow down then it's quite possible that it's in route to another location. As for being helpful, these are the three ways community members can help us out: 1. Uncover your meter box if you know where it is
2. Put your vehicles in your driveway if possible
3. Uncover storm drains in front of your house

Like · Reply · Commented on by Kellie Hoiland [?] · 8w



Tobin Titus Kirkland, WA - Government cool. I've cleared my condo communities sidewalk and cleared the drains. We all park in the garage so we aren't in the driveways. I have no idea where the meter box is. 😞 I will look for it. What does that do, if you don't mind me asking.

Like · Reply · Message · 8w



Kirkland, WA - Government Tobin Titus, I believe that the plows can catch it. That's why they ask to clear the drains as well. If the plows catch a man hole cover it can literally throw the driver from their seat (I've been told). Thank you so much for your efforts! It is much appreciated.

Like · Reply · Commented on by Kellie Hoiland [?] · 8w



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Like · Reply · Message · 8w



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Like · Reply · Commented on by Kellie Hoiland [?] · 8w



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Like · Reply · Message · 8w



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Like · Reply · Commented on by Kellie Hoiland [?] · 8w



Write a reply...





Kirkland, WA - Government



Published by Kellie Hoiland [?] · February 11 · 🌐

The Open House for the 124th Ave NE Project that was previously scheduled for tomorrow evening (2/12) has been cancelled. We will let you know when a new date is chosen.

More info on the project can be found here: https://www.kirklandwa.gov/.../Event_Canceled__Kirkland_Resid...

CIRCULATOR STREET- 124TH AVE NE
LOOKING NORTH



1,275
People Reached






81
Engagements



Boost Post



Dhard Ramos, Al Miller and 4 others


5 Comments






Most Relevant ▾


 Write a comment...    


 **Sonja Tompkins** The link doesn't work.....  1
Like · Reply · Message · 8w

 **Kirkland, WA - Government** Thank you! Should be working now.  1
Like · Reply · Commented on by Kellie Hoiland [?] · 8w

 **Sonja Tompkins** Yup, thanks!  1
Like · Reply · Message · 8w

 Write a reply...    

 **Susan Davis** When will the Greenways project get started for Rose Hill between NE 80 and NE 110th along 128 Ave? It was originally planned to be completed by summer 2018. The city keeps using this planned but not started transportation improvements to justify the... See More
Like · Reply · Message · 8w

 **Kirkland, WA - Government** That project is scheduled to start mid-summer 2019 and be completed by winter 2019.
Like · Reply · Commented on by Kellie Hoiland [?] · 8w



Kirkland, WA - Government

Published by Kellie Hoiland [?] · February 11 · 🌐

We interrupt our road closure coverage to let you know that neither snow or sleet will stop our Kirkland Police officers from patrolling our streets 😊 ❄️





Julie Touray I suddenly want to go out and break the law some how.

Like · Reply · Message · 8w



Kirkland, WA - Government Please don't 😂 There are plenty of legal opportunities to meet our officers.

Like · Reply · Commented on by Kellie Hoiland [?] · 8w



Julie Touray Kirkland, WA - Government I know, I was kidding.

Like · Reply · Message · 8w



Write a reply...



Heather Satterberg Good job Kirkland police.

Like · Reply · Message · 8w



Julie Arnold Arguez Thankful for our first responders, health care employees and all others working hard to get to work and care for our communities!!!

Like · Reply · Message · 8w



Kish Bob Yashodhra Raje Painumkal and George Painumkal, Josh Mccall Tennille Elloy McCall, Rowena Wong Toguchi, Mark Toguchi, Deepti Shankar- looks like our street. Is this one of your kids being pulled up by the local police? 😊😊

Like · Reply · Message · 8w



↳ View 1 more reply



Kish Bob Yashodhra Raje Painumkal - They just did it! Thank you Kirkland WA government

Like · Reply · Message · 7w



Evia Peerbhai Thanks for working in the snow

Like · Reply · Message · 8w



Patti Peterson Thank you for our PD and this heartwarming photo. Everyone be safe out there!!!

Like · Reply · Message · 8w





Matthew Brummitt Way to save the day Peter!

Like · Reply · Message · 8w



Peter Lawrence Thanks! It was a fun time!

Like · Reply · Message · 7w



Write a reply...



Christie Olson Thanks KPD, you guys are the best!

Like · Reply · Message · 8w



Elizabeth Brooks Cute! 😊

Like · Reply · Message · 8w

Write a comment...



Kirkland, WA - Government



Published by Kellie Hoiland [?] · February 11 · 🌐

All City of Kirkland's Recreation Programs and Activities will be cancelled tomorrow, Tuesday, February 12. Your safety is our number one priority, stay safe and warm.





Write a comment...



Diana Sanchez Where is this at?

Like · Reply · Message · 8w



Kirkland, WA - Government This is at Heritage Park, located at 111 Waverly Way. It's a gorgeous area right off of Market Street. 😊



Like · Reply · Commented on by Chris Hendrickson [?] · 8w



Wendy Spence Whitehill Beautiful photo!

Like · Reply · Message · 8w



Denise Furneaux Great photograph.

Like · Reply · Message · 8w



Amy Luke Rachel Gan I want to take pictures here when you come yp

Like · Reply · Message · 8w



↪ 1 Reply



Jennifer Dorsch Mahan Lovely photo!

Like · Reply · Message · 8w



Ben Frey where is this???

Like · Reply · Message · 8w





Kirkland, WA - Government This is Heritage Park! It's beautiful with a great walking path. It's located right off Market Street at 111 Waverly Way. Here is a less snow-filled perspective:



Like · Reply · Commented on by Chris Hendrickson [?] · 8w



Ben Frey Thx for info! Somewhat new to Kirkland. I'll check it out when we all can drive again lolol

Love · Reply · Message · 8w



Kirkland, WA - Government Welcome!! We are happy to have you here.

Yes, waiting until the roads have improved is the wisest course of action. 😊 But be sure to check it out - the views are stunning!



Like · Reply · Commented on by Chris Hendrickson [?] · 8w



Kirkland, WA - Government



Published by Kellie Hoiland [?] · February 11 · 🌐

Latest weather forecasts indicate a strong possibility of unsafe driving conditions tomorrow, so for the safety of the public and our employees, City Hall, the Kirkland Justice Center, Municipal Court and the Community Centers will continue to be closed to the public on Tuesday, February 12. Police and Fire will continue operations. Public Works and Parks will still continue to respond to the snow event as they have been. We appreciate your efforts to avoid non-essential travel as our crews work diligently to manage this storm event.

City Hall will remain closed February 12



1,643
People Reached

67
Engagements

Boost Post



Brian Hargrave The weight of the wet snow is starting to snap tree limbs, something to be cautious of as well.

Like · Reply · Message · 8w



Kirkland, WA - Government Great point, thank you! We are working on some messaging around this and other topics related to the aftermath of all this precipitation.

Like · Reply · Commented on by Chris Hendrickson [?] · 8w



Brian Hargrave Snapping left and right up here on Finn Hill.

Like · Reply · Message · 8w



Kirkland, WA - Government Brian Hargrave, thanks for sharing! Stay safe!

Like · Reply · Commented on by Kellie Hoiland [?] · 8w



Greta Humburg i saw several large branches fall in Houghton earlier this evening too

Like · Reply · Message · 8w



Write a reply...





Kirkland, WA - Government



Published by Kellie Hoiland [?] · February 12 · 🌐

This is an important message from Think Green Kirkland (Waste Management):

Due to weather and safety issues, we are unable to provide your service today. Because this is your second week without service, we are arranging special "drop-off" opportunities – for garbage and recycling. Locations and dates will be communicated as soon as conditions allows.

For the most up-to-date information as conditions change, please go to <http://wmnorthwest.com/weatherboard.html>.

The City and Waste Management thank you for your patience!



3,982
People Reached

1,166
Engagements

Boost Post



Jen Baccus So now we pay to bring out garbage to you?

Like · Reply · Message · 8w



Yukiko Shimamoto How do you put double load of compost at the curb?

Like · Reply · Message · 8w



Erna Donner Thank you for doing a great job communicating.

Like · Reply · Message · 8w



Dayna Hall Will drop off locations mean we won't be able to put extra out for free? If they can't get here, I'm not sure why they think we can get there.

Also, why is it they were able to pick up yard and recycling but not garbage? Seems truck priority was a little off

Like · Reply · Message · 8w



Kirkland, WA - Government Hi Dayna, yes you will still be able to put out extra when service resumes. A triple load will be accepted at no extra cost. The collection stations would just be another option for people that feel they can't wait until their next scheduled service da... [See More](#)

Like · Reply · Commented on by Kellie Hoiland [?] · 8w





Kim Davis Convertino When will these drop off locations open?

Like · Reply · Message · 8w · Edited



Kirkland, WA - Government Kim Davis Convertino if conditions improve then we're hoping as soon as tomorrow.

Like · Reply · Commented on by Robert Mullin [?] · 8w



Laine Gawthrop Kim Davis Convertino are you really packing 2 weeks of garbage in car? Brian so far says not willing to do that.

Like · Reply · Message · 8w



Write a reply...



Noah Richards Just got the notification for this at 8am this morning. It's disappointing that they are only open today from 9am-4pm. If there was more notice or hours that go later in the day, I could have made plans to drop things off. As is, we have one car that can make it out of our neighborhood and it's going to be a challenge to get there in time.

Like · Reply · Message · 8w



Kirkland, WA - Government Hi Noah, I think there is a strong possibility that a location will also be available tomorrow. We'll be posting as soon as confirm that.

Like · Reply · Commented on by Kellie Hoiland [?] · 8w



Noah Richards Kirkland, WA - Government awesome, thanks!

Like · Reply · Message · 8w



Write a reply...



Ellen Gowey This is the third week for Finn Hill...granted, I don't want a garbage truck slipping and sliding down our street...

Like · Reply · Message · 8w



Like · Reply · Message · 8w



Kash Eghtedari third week here.

Like · Reply · Message · 8w



Laine Gawthrop Brian

Like · Reply · Message · 8w



Cailley Aguirre Patty Glenn

Like · Reply · Message · 8w



Miranda Shultz Hanna Ellen

Like · Reply · Message · 8w



Stephanie Saracevic Dino Saracevic FYI

Like · Reply · Message · 8w



Stephanie Owens Yulaev Yuri Yulaev

Like · Reply · Message · 8w

.....



Kirkland, WA - Government



Published by Kellie Hoiland [?] · February 12 · 🌐

Please avoid heavily treed areas this morning. Our crews are responding to numerous reports of trees and limbs down. Please be safe and avoid trees with snow.



Most Relevant ▾



Write a comment...



Anne Wehrly Yes, big branches coming down all over now. Rain on snow sucks.

Like · Reply · Message · 8w



Kirkland, WA - Government We're not going to argue with you 😊



Like · Reply · Commented on by Kellie Hoiland [?] · 8w · Edited



Anne Wehrly Kirkland, WA - Government have Amazon send some drones over to knock that snow down! Little brooms in their little drone claws.

Like · Reply · Message · 8w



Kirkland, WA - Government Ha ha ha, if only!

Like · Reply · Commented on by Kellie Hoiland [?] · 8w



Alex Payne Kirkland, WA - Government is it too soon to point out that most of our area is pretty loaded with trees? 😊

Thanks for your continued updates and safety advisories!

Like · Reply · Message · 8w



Alex Payne Anne Wehrly I threw old oranges at tree branches in my yard to knock snow off! It worked a little bit! But now I have fruit in snow in my yard.... 😂

Like · Reply · Message · 8w



Write a reply...





Kirkland, WA - Government



Published by Kellie Hoiland [?] · February 12 · 🌐

Our Fire Department is asking you to avoid going under or climbing on car ports and/or covered parking. We have had reports of a few collapses already in the area. Stay safe!



6,248
People Reached

1,300
Engagements

[Boost Post](#)

👍🤔🙄 Richard Rountree, Diana Daum and 53 others · 18 Comments · 34 Shares



Molly Scoville Rhoten My son and I walked our dog and cleared 6 storm drains on our route! I came home and shoveled the one in front of my house really clear so the water has lots of paths to it. You know you've succeeded when you hear that lovely rush of water washing away snow and future ice!!

Love · Reply · Message · 8w



Jesse Herzog We have several large retention/control ponds in our ROSE HILL COTTAGE cul de sac (just south of churchome campus) with several storm drains above. Many of the storm drains are blocked by vehicles that can't move at the moment due to compact snow/ice.... See More

Like · Reply · Message · 8w



Kirkland, WA - Government You can make a service request at https://www.kirklandwa.gov/.../Submit_a_Service_Request.htm. However, we can't guarantee service to everyone that makes a request due to priorities, safety, access, etc. Stay safe, side roads are still very slushy this morning.

Like · Reply · Commented on by Kellie Hoiland [?] · 8w



Jesse Herzog Kirkland, WA - Government Thank You!

Like · Reply · Message · 8w



Write a reply...




Jennifer Nichols In the 1996 storm we actually had to dig paths to the drains as well. When melting started, it just hung out under the snow unless it had decent pathways.

Like · Reply · Message · 8w








Tiffany Rauen That's what I had to do in our neighborhood yesterday!

Like · Reply · Message · 8w

 **Becki Rhoads** **Kirkland, WA - Government** **Becki Rhoads** That's right across from where I live! (Evergreen Villa Condos)
Like · Reply · Message · 8w

 **Sharon Whitson** **Becki Rhoads** me too which is why I noticed it leaning so badly!
Like · Reply · Message · 8w





 Write a reply...    

 **Yafa Crane Luria** Does "covered parking" mean multi-level parking structures?
Like · Reply · Message · 8w

 **Kirkland, WA - Government** We're referring to parking that is a bit more basic than the multi-level concrete structures. We're worried about structures that could weaken under the snow load and collapse. Does this help answer your question?
Like · Reply · Commented on by **Kellie Hoiland** (?) · 8w  1

 **Yafa Crane Luria** Yes thank you
Like · Reply · Message · 8w  1

 **Yafa Crane Luria** That picture is definitely worth 1000 words! Thanks!
Like · Reply · Message · 8w  1

 Write a reply...    

 **Spiro Govas** Don't those need permits and inspections to construct? Not very effective!
Like · Reply · Message · 8w

 **Paul Edward Morris** I will wear my Hard Hat.
Like · Reply · Message · 8w

 **Chrystle Wood Yikes**
Like · Reply · Message · 8w



Kirkland, WA - Government

Published by Kellie Hoiland [?] · February 12 ·

We need your help!

In preparation for the inevitable snow-melt and anticipated rainfall, the City is working proactively to prevent the localized flooding caused by clogged storm drains. If you can safely do so, please make sure that your storm drain grates are free from icy slush and other debris, so the water has an uninterrupted pathway.

While our City crews do their best to keep storm drains clear, recent efforts have been focused on keeping our roads safe and passable. There are over 12,000 storm drains in the City of Kirkland, and safely ensuring that all are free from obstructions will reduce flooding and increase the overall safety of our roads for both vehicles and pedestrians.

There is a layer on the public GIS browser at maps.kirklandwa.gov that may help you located your storm drain. It's under "storm system" (located under "utilities" in the public browser) and they are labeled as "catch basins" (the more technical term for storm drains).



9,871
People Reached

2,627
Engagements

[Boost Post](#)

Richard Rountree, Jake Domer and 78 others

29 Comments 65 Shares



Molly Scoville Rhoten My son and I walked our dog and cleared 6 storm drains on our route! I came home and shoveled the one in front of my house really clear so the water has lots of paths to it. You know you've succeeded when you hear that lovely rush of water washing away snow and future ice!!

Love · Reply · Message · 8w



Jesse Herzog We have several large retention/control ponds in our ROSE HILL COTTAGE cul de sac (just south of churchome campus) with several storm drains above. Many of the storm drains are blocked by vehicles that can't move at the moment due to compact snow/ice.... See More

Like · Reply · Message · 8w



Kirkland, WA - Government You can make a service request at https://www.kirklandwa.gov/.../Submit_a_Service_Request.htm. However, we can't guarantee service to everyone that makes a request due to priorities, safety, access, etc. Stay safe, side roads are still very slushy this morning.

Like · Reply · Commented on by Kellie Hoiland [?] · 8w



Jesse Herzog Kirkland, WA - Government Thank You!

Like · Reply · Message · 8w



Write a reply...



Jennifer Nichols In the 1996 storm we actually had to dig paths to the drains as well. When melting started, it just hung out under the snow unless it had decent pathways.

Like · Reply · Message · 8w



Tiffany Rauen That's what I had to do in our neighborhood yesterday!

Like · Reply · Message · 8w



Elizabeth Walkey As someone mentioned earlier, you might also need to shovel a pathway to the drain. A neighbor cleared the drain but fallen branches from our trees (along with our optimistically placed waste containers 😊) were blocking the flow. All clear now.

Love · Reply · Message · 8w



Audrey Jolly This was not super user friendly, but achievement unlocked: locate storm drain. secondary achievement unlocked, cleared storm drain.

Like · Reply · Message · 8w



Kirkland, WA - Government You're awesome!

Like · Reply · Commented on by Kellie Hoiland [?] · 8w



Audrey Jolly Kirkland, WA - Government I like that I am endorsed by the city of Kirkland. It's going on the resume. 😊



Haha · Reply · Message · 8w



Write a reply...



Paul Edward Morris Who puts the Wool Blanket covers under the Drains Grates? Firestone Tires in NRH had that One covered. That One made perfect sence.

Like · Reply · Message · 8w



Kirkland, WA - Government Contractors are required to put in a barrier/inlet protection to keep sediment and other construction debris out of storm drains that might be impacted by their projects. It is generally a piece of filter fabric that does look like a piece of felt or a... See More

Like · Reply · Commented on by Kellie Hoiland [?] · 8w



- Like · Reply · Commented on by Kellie Hoiland (?) · 8w
-  **Paul Edward Morris** Kirkland, WA - Government thank you. I hope this " filter " is removed Today.... I can probably check, and remove it myself... My 21 YO Son goes around and unclogs drains already. Has been doing it for some time now.
- Like · Reply · Message · 8w  2
-  **Andy Dunn** Kirkland, WA - Government there was some sort of a sock/filter thing that was full of debris in mine. I removed it and water is flowing now. I put in a service request for someone to check I did the right thing.
- Like · Reply · Message · 8w  1
-  **Paul Edward Morris** Andy Dunn Cool....
- Like · Reply · Message · 8w
-  **Kirkland, WA - Government** Andy Dunn great, thank you!
- Like · Reply · Commented on by Kellie Hoiland (?) · 8w
-  **Paul Edward Morris** Kirkland, WA - Government I am on my way to check out near Firestone Tires.
- Like · Reply · Message · 8w
-  **Kirkland, WA - Government** Paul Edward Morris, I have a City staff person who've I also contacted who plans on checking it tomorrow.
- Like · Reply · Commented on by Kellie Hoiland (?) · 8w
-  **Andy Dunn** Kirkland, WA - Government that was quick. Someone already came and made sure it was ok. It's a silt sock for the Peter Kirk builders and they will replace it once the snow melts. Thanks
- Like · Reply · Message · 8w  1
-  **Andy Dunn** Gotta love when the Kirkland snowplough comes and drives through the lovely cleared drain and channels you made so you have to go back out and clear it again!
- Like · Reply · Message · 8w



Michael Schuyleman 12,000 storm drains and only two snow plows?

Like · Reply · Message · 8w



Kirkland, WA - Government We have seven snow plows. More information on our snow response is this video: https://youtu.be/_7FQnaXhC_0.

Like · Reply · Commented on by Kellie Hoiland [?] · 8w



Raluca Tataru They r very easy to find unless snow from shoveling has been dumped on them. They are much warmer than the ground and melt the snow on top. I've been cleaning the ice dams around us since this began...

Like · Reply · Message · 8w



Kirkland, WA - Government Thank you!

Like · Reply · Commented on by Kellie Hoiland [?] · 8w



Drew Edmonds Wonder if there's a layer on the public GIS browser to view storm drain locations?

Like · Reply · Message · 8w



↳ View 1 more reply



Kirkland, WA - Government Thanks for asking that question!

Like · Reply · Commented on by Kellie Hoiland [?] · 8w



Brian Hargrave If I can find it lol

Like · Reply · Message · 8w



Mitra Rah I hear you. 😊

Like · Reply · Message · 8w



Write a reply...



Write a comment...



Kirkland, WA - Government



Published by Kellie Hoiland [?] · February 12 · 🌐

We do have reports of downed lines. Remember to play it safe around electricity!!



Puget Sound Energy

February 12 · 🌐

Safety first! Never touch or go within 35 feet of downed or low hanging power lines because they might be energized. Call PSE at 1-888-225-5773 or 911 to report problems!

1,051
People Reached

52
Engagements

Boost Unavailable

👤 Richard Rountree, Diane Wiggins and 2 others

2 Shares

👍 Like

💬 Comment

➦ Share





Kirkland, WA - Government
Published by Kellie Hoiland [?] · February 12 · 🌐

Need to report a tree down (and it's not an emergency)? Please visit:
https://www.kirklandwa.gov/.../q.../Submit_a_Service_Request.htm



KIRKLANDWA.GOV
I want to submit a service request
CITY HALL 123 Fifth Avenue Kirkland, Washington
98033 425-587-3000
POLICE DEPARTMENT
11750 NE 118th Street Kirkland, Washington
98034

1,964 People Reached **123** Engagements [Boost Post](#)

Richard Rountree, Jennifer Ostbye and 6 others 2 Comments 6 Shares

Like Comment Share

Most Relevant ▾

 Write a comment...

 **Winn Richardson** Thanks Kirkland! Can I report trees/limbs on private property or is this just for public property?
Like · Reply · Message · 8w

 **Kirkland, WA - Government** If the tree is in public right-of-way (street, sidewalk, etc.), please feel free to report it. Thanks!
Like · Reply · Commented on by Kellie Hoiland [?] · 8w 1



Kirkland, WA - Government



Published by Kellie Hoiland [?] · February 12 · 🌐

Kirkland Public Works, Fire, and Police continue to be focused on priority routes. They will prioritize other routes as resources are available and there is no guarantee that all routes can be serviced. Submit information through the Public Works Service Request portal. https://www.kirklandwa.gov/.../q.../Submit_a_Service_Request.htm

Crews are working hard, and there are many trees down currently. Thank you in advance for your patience!

Crews will focus on priority streets first, that map is available here: <https://www.kirklandwa.gov/Assets/IT/GIS/SnowRoutes.pdf>



3,173
People Reached

658
Engagements

Boost Post

Richard Rountree, Diana Daum and 30 others 31 Comments 11 Shares

Like

Comment

Share

























Most Relevant ▾



Write a comment...




Nancy Bottenberg Nancy Bottenberg Can you address how plowing is done and what to expect? Thank You Nancy where we are the issue is they created unmountable walls. So now there is ONE plowed lane, if you meet traffic head on there is no where for either car to go. There are big piles of snow either side. Doesn't matter how slow or fast you are going. You are going to be in


- Like · Reply · Message · 8w
-  **Kish Bob** Yashodhra Raje Painumkal I will submit through this link. Maybe several of us in this neighborhood have to do it.  1
- Like · Reply · Message · 8w
-  **Yashodhra Raje Painumkal** Kish Bob I'll do it today
- Like · Reply · Message · 7w
-  **Yashodhra Raje Painumkal** Kish Bob I'll do it today
- Like · Reply · Message · 7w
-  Write a reply...    
-  **Jennifer German** We and a neighbor requested a plow on Tuesday. It appears one came yesterday afternoon, but only went a small distance... they didn't go down either hill that people, including a mail truck, are getting stuck on....  1
- Like · Reply · Message · 8w
-  **Cheryl Jordan-Aguilera** Jennifer, that's frustrating. Thanks for trying.  1
- Like · Reply · Message · 8w
-  **Kirkland, WA - Government** It's hard to know without knowing the particulars, but it is quite possible that the plow was unable to make it up the rest of the way. Thank you for your patience.
- Like · Reply · Commented on by Kellie Hoiland [?] · 8w
-  Write a reply...    
-  **Joe Eggers** I have an idea. Might have been discussed but how about next garbage contract we negotiate putting snow plows on garbage trucks and kill two birds with one stone?  2
- Like · Reply · Message · 8w
-  **Nancy Bottenberg** I ordered a plow to our street less than 2 hours ago and got one. Thank you   2
- Love · Reply · Message · 8w


 **Kirkland, WA - Government** Thank you for letting us know!
Like · Reply · Commented on by Chris Hendrickson [?] · 8w  1






 **Joe Eggers** Kirkland, WA - Government waiting for my street to be plowed.
Like · Reply · Message · 8w  1


 **Nancy Bottenberg** Can you address how plowing is done and what to expect? Thank You Nancy where we are the issue is they created unmountable walls. So now there is ONE plowed lane, if you meet traffic head on there is no where for either car to go. There are big piles of snow either side. Doesn't matter how slow or fast you are going. You are going to be in trouble.
Like · Reply · Message · 8w

 **Kirkland, WA - Government** Nancy Bottenberg, often when people removed snow from their driveways that snow was placed in the street. When plows come through they, by their nature, only have the ability to push snow to the side. Unfortunately, some of the challenges that we're facing are only going to be solved through a combination of temperature and time.
Like · Reply · Commented on by Kellie Hoiland [?] · 8w  1

 **Nancy Bottenberg** Kirkland, WA - Government Thank You.
Like · Reply · Message · 8w

 **Nancy Bottenberg** Huge convo on Finn Hill Page on plowing and not.
Like · Reply · Message · 8w

 Write a reply...    

 **Nancy Bottenberg** Are the workers that plow the same that cut the trees away?
Like · Reply · Message · 8w

Like · Reply · Commented on by Chris Hendrickson [?] · 8w






 **Nancy Bottenberg** Kirkland, WA - Government Thank You so much. Could you also address Snowy Sidewalks? City VS. Home owner-renter Business?


Like · Reply · Message · 8w

 **Kirkland, WA - Government** Nancy Bottenberg, yes property owners are responsible adjacent sidewalks. Thanks for the question!

Like · Reply · Commented on by Kellie Hoiland [?] · 8w

 1

 Write a reply...    

 **Ashlie Belshe** Submitted my snowplow request! Thank you for this info and all your hard work!


Love · Reply · Message · 8w

 1

 **Dana Sugarman Shinnar** Thank you for all your efforts

Like · Reply · Message · 8w

 2

 **Liz Hunt** You can request a snowplow? Thought they just went according to the priority map?

Like · Reply · Message · 8w

 1

Most Relevant is selected, so some replies may have been filtered out.






 **Kirkland, WA - Government** Yes, they do go to the priority map first, but if those streets get clear then they will venture into the neighborhoods. We can't guarantee that they'll make it to your street, but people can put in a service request.

Like · Reply · Commented on by Kellie Hoiland [?] · 8w

 3

 **Laurie Pacheco** Kirkland, WA - Government Wonderful to know. You have been doing a great job.
Love · Reply · Message · 8w  1

 **Kirkland, WA - Government** Thank you so much!
Like · Reply · Commented on by Chris Hendrickson [?] · 8w






 Write a reply...    

 **Wendy Hope Ayer** Is there a reason why 141st street on top of finn hill isn't being plowed?
Like · Reply · Message · 8w

 **Kirkland, WA - Government** Our crews are working as fast as they can to address priority routes. The storm last night has left us with many downed trees in addition to clearing streets. We really appreciate your patience!
Like · Reply · Commented on by Kellie Hoiland [?] · 8w  2

 **Wendy Hope Ayer** Kirkland, WA - Government we appreciate you and all of your help. Sorry for being impatient.
Like · Reply · Message · 8w  1

 **Kirkland, WA - Government** Wendy Hope Ayer, I think we're all getting impatient with this weather! Stay safe!
Like · Reply · Commented on by Robert Mullin [?] · 8w

 Write a reply...    

 **Amy Larsen Robl** Jamie Woods Crum
Like · Reply · Message · 8w

 **Miranda Shultz** Grant Shultz Hanna Ellen
Like · Reply · Message · 8w



Kirkland, WA - Government



Published by Chris Hendrickson [?] · February 12 · 🌐

After careful review of upcoming weather reports, the City has announced that City Hall, the Kirkland Justice Center, Municipal Court and the Community Centers will be open to the public on Wednesday, February 13. The ongoing snow response will continue, as Public Works and Parks work diligently to plow our streets, remove felled trees from public right-of-way, and clear our storm drains.

Thanks to everyone for your continued patience and support as we work to manage this severe weather event!



1,522
People Reached

106
Engagements

[Boost Post](#)

Richard Rountree, Diane Timmons and 21 others

1 Comment 3 Shares

Most Relevant ▾



Write a comment...



Oksana Sukhaya Hooray!!!!  1

[Like](#) · [Reply](#) · [Message](#) · 8w



Kirkland, WA - Government

Published by Kellie Hoiland [?] · February 13 ·



Think Green Kirkland (Waste Management) will be unable to provide service today, Wednesday, February 13, due to weather and safety issues. However, they have worked with the City to provide two convenient drop-off locations for your household garbage and recyclables. Both drop-off locations are available today, Wednesday, February 13 from 9am to 4pm.

The drop-off locations are at City Heritage Hall parking lot and at Juanita Beach Park (west parking lot). Drop-off material ... See More



0 400

4 400



Hélène Cagney-Shorrock Thank you so much for organizing this Kirkland Govt and WM. The guys at Juanita were so friendly and efficient, they kept the line of cars moving. I would love it there was an added day to help bring other less mobile neighbors rubbish down to the drop off but allowing the extras will hopefully assist them.

Like · Reply · Message · 8w

...



RJ Sammons Thank you for offering these drop off locations today. I do think it was short notice for communities. So I hope you are able to offer more drop off days and even add a few more locations. Thanks again

Like · Reply · Message · 8w



Anneke Davis This was great, thank you!

Like · Reply · Message · 8w



Emily Damon Are they resuming normal pick up tomorrow and Friday or should those of us with pickups on those days plan to bring our garbage down today?

Like · Reply · Message · 8w



Kirkland, WA - Government They'll let us know tomorrow morning if they're able to resume pick up. Either way, there is a very strong possibility that a collection site will be open tomorrow. We'll post here when we confirm everything.

Like · Reply · Commented on by Kellie Hoiland [?] · 8w



Hélène Cagney-Shorrock Instead of being negative, try being positive. If people who can drop off their trash do so, it means more space in the trucks next week to collect rubbish for those unfortunate people who still can't get out of their neighborhoods. I personally wouldn't... [See More](#)

Like · Reply · Message · 8w



Mayuna Shah This would be helpful if people can get out of their neighborhoods

Like · Reply · Message · 8w



Chris Moorman Conrad so....they can't get out, but they expect their clients to....interesting....

Like · Reply · Message · 8w





Chris Moorman Conrad so....they can't get out, but they expect their clients to....interesting....

Like · Reply · Message · 8w



Nancy Bottenberg Request a plow of your road. If you can't get out how do you expect or demand others put their life at risk?

Like · Reply · Message · 8w



Chris Moorman Conrad Nancy Bottenberg I wasn't demanding anything, just trying to get a fact straight....

Like · Reply · Message · 8w



Kirkland, WA - Government Waste Management is just providing the option if people would like to take advantage of it. Otherwise, residents can set out triple loads next week at no additional cost.

Like · Reply · Commented on by Robert Mullin [?] · 8w



Chris Moorman Conrad Kirkland, WA - Government thank you for this clarification.

Like · Reply · Message · 8w



Lianne Leewens Kirkland, WA - Government can we put our extra recycling in a bag? How will they know it's not garbage? My cart is full.

Like · Reply · Message · 8w



Erin Mulholland Lianne Leewens You need to put it inside of a box and label it "Recycling"

Like · Reply · Message · 8w



Kirkland, WA - Government Lianne Leewens, yes Erin is correct. You can put it out, just clearly label it recycling and don't put it out in plastic bags.

Like · Reply · Commented on by Kellie Hoiland [?] · 8w



Write a reply...





Brad Williamson Good to see people east of I-405 are catered for. #facepalm.

Like · Reply · Message · 8w



Brandie Ellis-Ellington Errin M Ellington

Like · Reply · Message · 8w



Christine Bush Greg Bush

Like · Reply · Message · 8w

Write a comment...



Kirkland, WA - Government



Published by Robert Mullin [?] · February 13 · 🌐

Programs and rentals are cancelled today for Kirkland Parks and Community Services.



Kirkland Parks and Community Services

Published by Loni Rotter [?] · February 12 · 🌐

Update: All programs and rentals are canceled for Wednesday, February 13th, due to inclement weather. The safety of program participants is a prime consideration...

[See More](#)

825

People Reached

43

Engagements

Boost Unavailable



Richard Rountree, Dove Isabeau and 1 other

1 Share



Like



Comment



Share



Write a comment...





Kirkland, WA - Government

Published by Kellie Hoiland [?] · February 13 · 🌐

Today's edition of This Week in Kirkland has everything you need to know about the recent snow event including:

- Message from the City Manager
- Winter Storm Resources
- Snow Removal Update
- How you Can Help
- Waste Management Service Update
- Take this Opportunity to Get Prepared

Thank you for taking the time to read this information and share it with your friends and neighbors: <https://content.govdelivery.com/accounts/.../bulletins/22f5c2b>



1,466
People Reached

225
Engagements

Boost Post

Richard Rountree, Diana Daum and 15 others

1 Comment 4 Shares

Like

Comment

Share



Most Relevant ▾

 Write a comment...    

 **Janice Richardson** Waste management was very kind to my Husband when he took down several handicapped and elderly neighbors garbage to Juanita Beach. He asked the rules. They were very accommodating.

[Like](#) · [Reply](#) · [Message](#) · 8w  1



Kirkland, WA - Government

Published by Kellie Hoiland [?] · February 13 · 🌐

Puget Sound Energy is currently at the Safeway on 85th Street with hot coffee, snacks and phone chargers for folks affected by snow outages!





Erna Donner How nice! (for the folks that can get there. Some of us are still snowed in). Save me some!

Like · Reply · Message · 8w



Darci Kelts Thank you #pugetsoundenergy #pse for your thoughtfulness!

Like · Reply · Message · 8w



Paul Edward Morris Phone Chargers?

Like · Reply · Message · 8w



Gail Tabone Hardly offsets for the hotel room tonight (after two nights sleeping without heat). Thanks PSE!

Like · Reply · Message · 8w



Bethany Batson So nice. We were without power for 23 hours. With a one and a two year old, that was especially tough!

Like · Reply · Message · 8w



Uzma Butte Looking good, Wendy!

Like · Reply · Message · 7w



Kim Estes Thank you to your crews that were out in my neighborhood searching all the overhead powerlines at 3AM. I am sure it was a rough night. We were SO GRATEFUL for restored power this morning. We were able to go outside and thank your crew with a big HOORAY holler!

Like · Reply · Message · 8w



1



Kirkland, WA - Government



Published by Kellie Hoiland [?] · February 13 · 🌐

We've been told that Think Green Kirkland (Waste Management) will be unable to provide service tomorrow, Thursday, February 14, due to road safety issues. The two drop-off locations at City Heritage Hall parking lot and at Juanita Beach Park (west parking lot) will remain open to collect your household garbage and recyclables. Hours will be from 9am to 4pm.

Drop-off material is limited to household garbage and recycle. Waste Management will accept up to twice as much material as you normally put in your cart. If you choose to NOT use a drop-off location, you may set out up to three times your usual amount of material on your next regular service day, at no additional charge.

For more information, please go to <http://wmnorthwest.com/weatherboard.html>



3,860
People Reached






895
Engagements

Boost Post

👍👎 Richard Rountree, Chip Barnett and 22 others 26 Comments 15 Shares

 **Melissa Franklin** Agreed...they wouldn't be able to get anywhere near my curb for days...and it hasn't been plowed either...it's just really nasty

Like · Reply · Message · 8w


 Write a reply...    

 **Madeleine Kelly Shultice** It was so easy to drop off. Thank you for providing this service!


Like · Reply · Message · 8w

 6

Most Relevant is selected, so some replies may have been filtered out.


 **Sasha Harrison King** Madeleine Kelly Shultice did you just drive your cans over to the drop of spot?

Like · Reply · Message · 8w

 **Madeleine Kelly Shultice** Sasha Harrison King I put a few bags in the back of my car, then popped the trunk when I got there. Easy peasy. If I could transport my cans I surely would take them there.


Like · Reply · Message · 8w

 1

 **Sasha Harrison King** Great. Thank you. Since they are not picking up tomorrow we will definitely drop off since our cans are full.

Like · Reply · Message · 8w

 1

 **Joe Eggers** Madeleine Kelly Shultice this is fantastic service but what work before 9 and don't get off until 5? Need early and late drop offs. I have missed two Mondays. I got trash.

Like · Reply · Message · 8w

 **Madeleine Kelly Shultice** Joe Eggers send me your address and if u say pretty please I'll take your garbage tomorrow 😊

Like · Reply · Message · 8w

  3

 **Kirkland, WA - Government** Madeleine Kelly Shultice , that is so nice of you!! Thank you!

Like · Reply · Commented on by Robert Mullin [?] · 8w



Margaret Bouniol Kaifer If we can put out 3x the amount of garbage/recycling/yard waste does this mean Waste Management will empty waste containers that are just extra garbage cans or bags? I don't have duplicates of the regular approved receptacles just extra trash cans.

Like · Reply · Message · 8w



Kirkland, WA - Government Thanks for the question! Extra garbage loads can be placed at the curb in plastic bags or customer-owned cans marked "garbage."

Like · Reply · Commented on by Kellie Hoiland [?] · 8w



Margaret Bouniol Kaifer Thanks! Yard waste and recycling too if properly marked?

Like · Reply · Message · 8w



Kirkland, WA - Government Margaret Bouniol Kaifer , I'll have to ask about yard waste, but yes for recycling. Recycling can't be plastic though, but cardboard boxes are just fine.

Like · Reply · Commented on by Robert Mullin [?] · 8w



Margaret Bouniol Kaifer Good idea about the cardboard box for recyclables. I bet paper yard waste bags might be ok. I'll let my neighbors know too.

Like · Reply · Message · 8w



Write a reply...



Kendra Petkau Glenn Peterson

Like · Reply · Message · 8w



Glenn Peterson Kendra Petkau I saw it earlier and posted it on our Be Neighborly page, but thank you!

Like · Reply · Message · 8w



Write a reply...





Laine Gawthrop Brian - maybe borrow a pick up to take, and take his, too?

Like · Reply · Message · 8w



Erna Donner Thank you for notifying us early enough to not have to take the cans out. My streets are still treacherous and I'd rather everyone play it safe. BTW, I called today to ask about this and spoke to a wonderful representative named Laurie who was so kind and helpful. I really appreciate the efforts at communicating to the public.

Like · Reply · Message · 8w



Dave Martin How about later hours? Or the weekend?

Like · Reply · Message · 8w



Matt Pearson Thanks for doing this! Your team at Juanita were great!

Like · Reply · Message · 8w



Spiro Govas What's wrong with them? The roads are clean and even starting to dry! I guess they are still getting paid so they don't care.

Like · Reply · Message · 8w



Kirkland, WA - Government The roads in many neighborhoods are still very icy/slushy. They're concerned about driver and community safety if one of those large trucks starting slide on one of the hills.

Like · Reply · Commented on by Kellie Hoiland [?] · 8w



Sarah Gibbs Please keep them home. I already had multiple vehicles slide down our culdesac into our yard. I don't need a dump truck in the living room. 😞

Like · Reply · Message · 8w



Michelle Ryan Ratterree Kirkland, WA - Government People are still getting stuck on our street. Package delivery trucks didn't make it up either. A garage truck would have an even harder time. I'm glad there is a place to take the garbage. Thank you.



Kirkland, WA - Government



Published by Kellie Hoiland [?] · February 14 · 🌐

Five things you need to know about our snow and ice removal efforts today:

1. Crews have been focusing on removing downed trees from over 100 different locations.
2. Ice control: crews have been out deicing since 2:30 a.m.
3. If it is safe to do so, please park your car in your driveway and not on the road. It's impossible/hazardous for our plows to get through with vehicles lining the streets. If you can't move your vehicle due to the snow, we understand, just understand that this might be delaying the plowing of your street.
4. If you have a medical need or emergency, please call 911 and crews will be dispatched to help clear the way. Please only call 911 if it's an actual emergency.
5. We SO appreciate your efforts to clear your sidewalks and storm drains. It really takes a community effort to recover from a storm event of this magnitude. We appreciate you.



3,504
People Reached

742
Engagements

Boost Post

Most relevant



Write a comment...



George Jannusch I wish to thank the city of Kirkland and all the first responders for a job well done. You all worked so hard to keep us all as comfortable as you could during a very tough time. You have set the bar very high for other cities to do as well as you have done 😊

Like · Reply · Message · 7w



Cynthia McVarish Thank you so much for your non-stop hard work and dedication plowing and sanding the roads in Kirkland! The recent snow storms left many of us housebound and afraid to drive, not knowing if it would be safe. Today was my first day on the roads since last Friday, the roads were clear, and I made it to work. No one was expecting this level of snow, and you really came through for the city and people of Kirkland.

Love · Reply · Message · 7w



Kirkland, WA - Government Thank you so much!

Like · Reply · Commented on by Chris Hendrickson [?] · 7w



Susan Davis Thank you! I dropped off 8 dozen QFC bakery cookies as i did not have time to bake for the city of Kirkland public works/ services employees. No my street is not plowed which is fine. These men and women have been working long hours in our city and many of them do not live in our city. Be patient, kind and thankful! And please do not call and yell at them. Thank you!

Love · Reply · Message · 7w



Connie Quinby Winter Thank you for all you have done!

Like · Reply · Message · 7w



Patti Peterson Sending some community love to the awesome City of Kirkland employees and especially the work crews out in the elements!!!! This week has shown how much we rely on these crews to keep our city safe!! THANK YOU!!!



Love · Reply · Message · 7w



Lynette Ellis Thanks to the crews working hard to make it safe for all of us! ❤️

Like · Reply · Message · 7w





Lynette Ellis Thanks to the crews working hard to make it safe for all of us! ❤️

Like · Reply · Message · 7w



Celeste Jackson You guys are doing a fantastic job! Thank you!

Like · Reply · Message · 7w



Caroline Goles Thank you for all the hard work and the great communication!

Like · Reply · Message · 7w



Shannon K. Maher Longcore 13522 105th Ave NE, north Juanita. We parked in the driveway. I submitted a request through the website. Please plow our street!

Like · Reply · Message · 7w



Joe Eggers The workers are working hard. The city did not prepare for this. And I am sorry but if a car is in the way plow it in.

Like · Reply · Message · 7w

↪ 2 Replies



Denise Furneaux Great job everyone. Thanks all around.

Like · Reply · Message · 7w



Renae Porter Thank you all the hard work, and clearing all the main roads. Much appreciated! I just wondered when NE 142nd & 91st Ct NE will be plowed? 🙏❤️

Like · Reply · Message · 7w



Amber Kiss Thank you all of you guys for the hard work

Like · Reply · Message · 7w



Jennifer Wichman Christensen Is there a map of the city's storm drains? I know we have one entering our cul de sac that is buried. I don't want to shovel 10 feet of snow in length by 2 feet deep to find it - or not find it! Thanks!

Like · Reply · Message · 7w



-  **Kirkland, WA - Government** I here is! I here is a layer on the public GIS browser at maps.kirklandwa.gov. It's under "storm system" (located under "utilities" in the public browser) and they are labeled as "catch basins" (the more technical term for storm drains). Thank you for the question!
- Like · Reply · Commented on by Kellie Hoiland [?] · 7w  2
-  **Jennifer Wichman Christensen** Kirkland, WA - Government Thank you!
- Like · Reply · Message · 7w · Edited
-  **Chris Kringel** Jennifer Wichman Christensen someone posted a good suggestion on another thread about using the street view in google maps to see where it is.
- Like · Reply · Message · 7w  3
-  **Jennifer Wichman Christensen** Chris Kringel Good idea! That would totally help.
- Like · Reply · Message · 7w  2
-  **Patti Peterson** Jennifer Wichman Christensen, I was able to do ours as it's at the end of our driveway but all the others are under 2 feet of snow/ice. Hoping thawing overnight will improve the chances of locating them!!
- Like · Reply · Message · 7w  2
-  **Julie Reese** Chris Kringel brilliant! I only dug about 5 feet to find ours....after the snow plow!!! Lol it's clear now though!
- Like · Reply · Message · 7w  1
-  **Kirkland, WA - Government** Julie Reese thank you!!
- Like · Reply · Commented on by Robert Mullin [?] · 7w
-  **Jennifer Wichman Christensen** Patti Peterson I think one of ours will be really easy and with the rain the other one not bad either. Figuring out how many we had and then using Google maps to figure out where to dig is a great combo!
- Like · Reply · Message · 7w  1
-  **Julie Reese** Kirkland, WA - Government  now I send my son out nightly to make sure it stay clear!
- Love · Reply · Message · 7w   2



Kirkland, WA - Government



Published by Kellie Hoiland [?] · February 14 · 🌐

Waste Management (Think Green Kirkland) will be attempting regular residential service for Friday customers. Some of the side streets are still very challenging so they may not be able to reach all customers.

The two garbage and recycling drop-off sites will be open on Friday from 7 AM to 3 PM! The different hours were set with the intention of trying to accommodate those that work a 9-5 schedule. We hope this helps!

Just as before, if you cannot make it to one of these coll... See More



3,407
People Reached

657
Engagements

[Boost Post](#)

Richard Rountree, Van Do and 31 others

25 Comments 6 Shares

Like

Comment

Share



Most Relevant ▾



Write a comment...



Sue Holt We too received multiple calls with bad info. Calls on Thursday telling us about drop offs on Wednesday. Nice option but better if the info was correct

Like · Reply · Message · 7w



Patricia Vargo Good luck Waste Management and residents both; be safe!

Like · Reply · Message · 7w · Edited



Ilona K Furman To clarify, Jusnita Beach park dropoff tomorrow, Fri 9-3? Website says Thurs.... thanks

Like · Reply · Message · 7w



Kirkland, WA - Government Ilona K Furman, drop off today is 7-3. Thanks!

Like · Reply · Commented on by Robert Mullin [?] · 7w



Ilona K Furman Kirkland, WA - Government thank you!

Like · Reply · Message · 7w



Write a reply...



Michael Schuyleman Couldn't be too hard to install plows on the front of those garbage trucks.

Like · Reply · Message · 7w



Most Relevant is selected, so some replies may have been filtered out.



Kirkland, WA - Government We actually spoke with the drivers at the collection sites and it turns out that plows on the front would be a major safety hazard. I know it sounds like a good idea, but it would actually be very dangerous. Thanks for trying to think creatively though!

Like · Reply · Commented on by Kellie Hoiland [?] · 7w



↳ View 3 more replies



Patti Peterson Thank you for your efforts to service our hill! These are challenging days but the safety of your crew is also important, everyone should have an extra garbage can for times like this (as you suggest in the winter guide included with a recent bill) Thanks, WM!!

Like · Reply · Message · 7w



Maria Baray Carlos Baray

Like · Reply · Message · 7w



Dana Sugarman Shinnar Thanks for all the effort. How do we know if to take our garbage out? (143rd ct)

Like · Reply · Message · 7w



Kirkland, WA - Government I'm not sure what your street looks like, but if you can get up it pretty easily, then you're probably safe taking your garbage out.

Like · Reply · Commented on by Kellie Hoiland [?] · 7w



Dana Sugarman Shinnar Kirkland, WA - Government not so much but thanks!

Like · Reply · Message · 7w



Write a reply...



Glenn Peterson At 6:05 PM, I received an automated call from WM, telling me that two dropoff locations would be available TODAY 9 AM until 4 PM. Thanks for at least getting it right on this page, and please inform WM that their autocalls are often misleading and frustrating.

Like · Reply · Message · 7w



Kirkland, WA - Government Glenn Peterson, we have informed them. Thanks for checking here, we do our best to make sure we're keeping you updated. Have a good night.

Like · Reply · Commented on by Robert Mullin [?] · 7w



Glenn Peterson Thank you. They autocalled again with Friday's info.

Like · Reply · Message · 7w



Write a reply...



Donna O'Brien Thank you for your calls and posts.....great communication.

Like · Reply · Message · 7w





Kirkland, WA - Government



Published by Chris Hendrickson [?] · February 15 ·

Snow and ice removal update for Friday, February 15:

As of the end of the day on Thursday, February 14, two consecutive days of plowing local and neighborhood streets have allowed City crews to address approximately 30 percent of our non-priority roadways. Approximately five roads remain closed for a variety of reasons, including fallen trees, downed utility wires, and steep, icy slopes.

We have attended to nearly 120 public tree issues and have fully removed 20 fallen trees.

Here is our plan moving forward:

Efforts to plow and de-ice local and neighborhood streets will continue today (Friday, February 15) and over the weekend. We will continue to prioritize this work until it is complete, and are hopeful that the weather will be our ally.

Here are a few things you can do to help:

- If it is safe to do so, please park your car in your driveway and not on the road. It's impossible/hazardous for our plows to get through with vehicles lining the streets.
- City plows cannot prevent snow from being directed across driveways while attempting to clear our streets.
- Please move stranded vehicles and garbage cans into driveways wherever possible.
- If possible and safe, gather fallen right-of-way branches into piles at the shoulder so that our clean-up can be more expeditious.
- If you have a medical need or emergency, please call 911 and crews will be dispatched to help clear the way. Please only call 911 if it's an actual emergency.

We thank our wonderful community for its amazing support and patience as we work to recover from this severe weather system! The City is grateful for all of you!



We thank our wonderful community for its amazing support and patience as we work to recover from this severe weather system! The City is grateful for all of you!



4,283
People Reached

799
Engagements

[Boost Post](#)

Richard Rountree, Theresa Lacey and 70 others 15 Comments 7 Shares

Most Relevant ▾



Write a comment...



Erna Donner Thank you for all your efforts. I'm wondering if the city, your department, has a map that shows areas that have only one road in and if so, how can those neighborhoods be prioritized? My entire neighborhood has been crippled for nearly a week, No way ... See More

Like · Reply · Message · 7w



Jo Mcpherson Thank you snow plow driver for plowing ne 88 th . The sun Finnished the job and the berm wasn't to hard to shovel threw. I escaped,,,,yeaaaaaa.

Like · Reply · Message · 7w



Sara Tingley Great job to you all 🍷 ❄️ & thank you 🙏

Love · Reply · Message · 7w · Edited



Kirkland, WA - Government Thank you so much! We'll be back at it tomorrow! 😊

Like · Reply · Commented on by Chris Hendrickson [?] · 7w



Shannon K. Maher Longcore Thanks! We would love to see you in North Juanita and Finn Hill!

Like · Reply · Message · 7w



Leighann Novielli I was here in 2008 (technically on the south border of Bothell at that time) and saw how terribly the entire region responded. This response was SO much better. Sure, there is always room for improvement but it was clear that there were lessons learned... See More

Like · Reply · Message · 7w



Marilyn Gohlman Knight My thanks to Justin, who helped me get unstuck when I was trying to get my car out of NE 65th. He was plowing the street at the time. Couldn't have done it without him. Also to my neighbor Pam, who started the effort

Like · Reply · Message · 7w




Sarah De la Cruz A plow just came down my street in North Rose Hill! Thank you SO much!!!

Love · Reply · Message · 7w



 **Kirkland, WA - Government** We are so happy to hear that! Thank you so much for letting us know. 😊

Like · Reply · Commented on by Chris Hendrickson [?] · 7w  1

 **Harold R Rubin** It would be nice if you mentioned what 5 roads are closed

Like · Reply · Message · 7w

 **Kirkland, WA - Government** Hi Harold! The remaining road closures are:

- 12600 block of 132nd AVE NE... [See More](#)


Like · Reply · Commented on by Chris Hendrickson [?] · 7w

 **Ben Frey** Aka, don't threaten drivers when you're driveway gets blocked like the idiots in Spokane

Like · Reply · Message · 7w

 **Kirkland, WA - Government** Hi Ben! This was definitely not meant as a threat. We are just passing along suggestions to help our crews address the remaining slushy streets. Thanks! 😊

Like · Reply · Commented on by Chris Hendrickson [?] · 7w  1

 **Ben Frey** Haha no. A few Spokane citizens threatened the drivers of snow plows with guns because their driveway was blocked by snow after they plowed

Like · Reply · Message · 7w

 **Kirkland, WA - Government** Ben Frey thanks for the clarification! It's been a long week 😄 Have a great night!

Like · Reply · Commented on by Robert Mullin [?] · 7w  1



Kirkland, WA - Government



Published by Chris Hendrickson [?] · February 15 · 🌐

Here is the latest update from Waste Management (Think Green Kirkland):

The regular weekly residential garbage and recycling collection service schedule will resume starting on Monday, February 18. Customers may place out double or triple loads of garbage and recycling, collected at no additional charge. Only regular residential garbage and recycling will be collected. Bulky items such as appliances and furniture will not be accepted. To allow Waste Management to dedicate all of its resources toward the collection of large accumulations of residential garbage and recycling, yard waste collection service will be temporarily suspended during the week of February 18 - February 22. Customers may place out additional yard waste on their regular service days during the week of February 25 - March 1, at no additional charge.

Here are some tips for putting extra loads at the curb:

- Extra garbage loads can be placed at the curb in plastic bags or customer-owned cans marked "garbage."
- Extra recycling items must be kept dry and can be placed at the curb in cardboard boxes or customer-owned cans marked "recycle."
- No recycling should be placed in plastic bags.

We apologize for the inconvenience and appreciate your patience. Thank you!

For updates, please check the Waste Management Weatherboard at: <http://wmnorthwest.com/weatherboard.html>.



5,583

People Reached

1,361

Engagements

Boost Post

Richard Rountree, Kelley McLees and 25 others 29 Comments 16 Shares

Like

Comment

Share



Most Relevant ▾



Write a comment...



Brad Williamson I know that Kirkland is playing catch up, but since you can't provide a regular service in normal weather for yard waste, residents should be entitled to compensation (discount for non collection of yard waste) on their bill.

7

Like · Reply · Message · 7w · Edited



Kirkland, WA - Government Hi Brad! Anything related to billing would have to be addressed by Waste Management. Thanks!! <http://wmnorthwest.com/kirkland/>

Like · Reply · Commented on by Chris Hendrickson (?) · 7w



Brad Williamson Actually the bill comes from the city, and payments go to the city for trash collection. 😊

2

Like · Reply · Message · 7w · Edited



Joe Eggers Kirkland, WA - Government No. the city failed in this storm and they should take care of it.

4

Like · Reply · Message · 7w




Nick Atalla Absolutely! Let's make sure these clowns here from us when it comes time to vote.

Like · Reply · Message · 7w




Write a reply...









 **Joe Eggers** Kirkland, WA - Government No. the city failed in this storm and they should take care of it.


Like · Reply · Message · 7w  4

 **Nick Atalla** Absolutely! Let's make sure these clowns here from us when it comes time to vote.

Like · Reply · Message · 7w


 Write a reply...    

 **Nick Atalla** I just spoke with WM and now they are saying yard waste will resume next week. That be 4 weeks of missed services and their policy is no adjustment on billing. I think our city Gov has let us down. One sided negotiations on that contract I would say.

Like · Reply · Message · 7w  1

 **Kirkland, WA - Government** **Nick Atalla** because of the massive amount of garbage and recycling that they're going to have to collect this week they're using the trucks they would have used for yard waste to assist with the collection of garbage and recycling. If they didn't, th... [See More](#)


Like · Reply · Commented on by Robert Mullin (?) · 7w

 **Nick Atalla** We pay for frequency of service and quantity, right? Well, WM missed at least 3 service days. Since we pay the city of Kirkland, it's your responsibility not WM. Quit trying to dodge your responsibilities.

Like · Reply · Message · 7w

 **Maurine Blumen-Wagner** Kirkland, WA - Government I don't think this is true. In our South Rose Hill neighborhood, the recycling trucks made it through 2 out of the last 3 Friday service days just fine. We don't have a backlog of recycling. We do have three weeks of yard wast... [See More](#)

Like · Reply · Message · 6w · Edited

 **Nick Atalla** Maurine Blumen-Wagner Well its true for me and our neighborhood. Did you drive through all the neighborhoods to check before making that statement? Obviously not.

Like · Reply · Message · 6w



Kate McCullough <https://www.kiro7.com/.../crews-extricate.../920447359>



KIRO7.COM
Crews extricate driver pinned beneath garbage truck in Kenmore

Like · Reply · Message · Remove Preview · 7w



Kate McCullough This perspective really helped. Stay safe.

Like · Reply · Message · 7w



Write a reply...



Erna Donner What should we do with extra yard waste when that service is resumed?? I only have one bin. Do I just set branches & limbs that fell, next to the bin? Thank you

Like · Reply · Message · 7w · Edited



Kirkland, WA - Government Erna Donner , Materials larger than four (4) inches in diameter or four (4) feet in length are excluded. Bundles of yard debris up to two feet by two feet by four feet (2' x 2' x 4') in dimension shall be allowed. Kraft paper bags, untied reusable plastic-mesh bags, or Garbage Cans labeled "Yard Debris" may also be used to contain extra Yard Debris.

Like · Reply · Commented on by Robert Mullin [?] · 7w



Erna Donner Kirkland, WA - Government Thank you

Like · Reply · Message · 7w



Write a reply...



Diana Walker Laforanara Since you need people to put their recycling only in their marked cans, and people do not have extra cans, may I suggest you extend the time for extra recycling?

Like · Reply · Message · 7w



 **Kirkland, WA - Government** Hi Diana, my apologies for the confusion. Extra recycling may also be placed in cardboard boxes. Thank you for asking!

Like · Reply · Commented on by Chris Hendrickson [?] · 7w






 **Diana Walker Lafornera** I just think it is problematic because I know that I for one do not have big enough cardboard boxes lying around to keep recycling covered and dry. I am guessing many people do not.

Like · Reply · Message · 7w



 **Kirkland, WA - Government** Diana Walker Lafornera I understand what you are saying, and yes, that is an issue. It is possible that Waste Management may have additional suggestions. The number for customer service is: 1-800-592-9995. Thank you so much!

Like · Reply · Commented on by Chris Hendrickson [?] · 7w


 Write a reply...    

 **Khristine Schaffner** For some reason Waste Management stopped collecting our landscaping bin two weeks before the storm. So we're going on week three. Anybody know why? They didn't pick up our neighbor's bin, either.

Like · Reply · Message · 7w

 **Kirkland, WA - Government** I would suggest you contact Waste Management customer service regarding the pick-ups that were missed prior to the snow event. The number for customer service is: 1-800-592-9995.

Like · Reply · Commented on by Kellie Hoiland [?] · 7w

 **Stefanie Peterson** For those of us that compost food scraps, the yard waste container is incredibly full and smells. Missing another week is disappointing.

Like · Reply · Message · 7w



 **Joe Eggers** So you think the 8 inches is snow in front of my house will melt by Monday?

Like · Reply · Message · 7w



 **Margaret Bouniol Kaifer** Thank you for the update! Got the storm drains near my house cleared. Now if I can just find the water meter under 2ft of plowed snow!!



Margaret Bouniol Kaifer Thank you for the update! Got the storm drains near my house cleared. Now if I can just find the water meter under 2ft of plowed snow!!

Like · Reply · Message · 7w



Greg Bush You can always put out extra recycling at no charge.

Like · Reply · Message · 7w



Heather Rutkowski Ben Rutkowski

Like · Reply · Message · 7w



Jessica Lake Robert Lake Tim McGruder Jan Garside McGruder

Like · Reply · Message · 7w



Cathy Zapata Oz Zapata

Like · Reply · Message · 7w



Kelsey Hannahs Kurt Hannahs yay!

Like · Reply · Message · 7w

.....



Kirkland, WA - Government



Published by Chris Hendrickson [?] · February 16 · 🌐

Snow and ice removal update for Saturday, February 16:

As of the close of operations on Friday, February 15, City crews had performed services on approximately 50 percent of the 185 miles of non-priority roadways. A mix of one- and two-pass plowing, combined with the warmer weather, is resulting in improved conditions on many of our roads. Crews are working today (Saturday, February 16) in the northern region of the City, specifically in the Kingsgate neighborhood and in area... See More



2,222
People Reached

320
Engagements

Boost Post

Richard Rountree, Anne Wehrly and 33 others 17 Comments 5 Shares



Janice Richardson Kirkland, WA - Government Thank you. Elderly he has heart issues and now chemo. My Husband was concerned enough to handle it this time. Knew you were busy.

Like · Reply · Message · 7w



Write a reply...



Kathryn McCloskey Turner The plow that came up our street this morning actually stopped before each driveway, keeping them clear. I thought that was really nice, and above and beyond service. Thank you!

Love · Reply · Message · 7w



Kirkland, WA - Government Thank you so much for your comment. We are so happy to hear this!

Like · Reply · Commented on by Chris Hendrickson [?] · 7w



Caroline Seckel Thank you.  1

Love · Reply · Message · 7w



Harold R Rubin Never saw a snow plow on Finn Hill even though we probably got hit the hardest due to our elevation.

Like · Reply · Message · 7w · Edited



Connie Quinby Winter Thank you for continuing plow our roads!

Love · Reply · Message · 7w



Glenn Peterson Many thanks to all Public Works, Parks and other City of Kirkland employees for their hard work during these trying times.

Love · Reply · Message · 7w



Kirkland, WA - Government Thank you so much Glenn Peterson! Your comment is very much appreciated.

Like · Reply · Commented on by Chris Hendrickson [?] · 7w



Teresa Todd Bailie There is a tree down in our neighborhood that is blocking the sidewalk and one lane of the road. Any idea if the city will be out to clear it? A request was put in 2 days ago.

Like · Reply · Message · 7w



Jason Osborn Teresa Todd Bailie they have a very large list of trees, if you put in a request give it till Tuesday afternoon. They are doing as much as they can to get thru the list.

Like · Reply · Message · 7w



Kirkland, WA - Government Hi Teresa! We are continuing to document and clear hundreds of downed trees that have been reported during this event. Crews will be working tomorrow (Sunday, February 17) to continue to address these and other storm-related issues. Thank you for checking in, and please check back for updates!

Like · Reply · Commented on by Chris Hendrickson [?] · 7w









 **Teresa Todd Bailie** Kirkland, WA - Government looks like you guys are getting the one we reported cleaned up tomorrow. It will be so much safer for cars and pedestrians. Thank you!


Love · Reply · Message · 7w  1

 **Kirkland, WA - Government** Teresa Todd Bailie We are so happy to hear that!! Thank you so much for letting us know. We will post an update about today's tree removal work a little later this evening.

Like · Reply · Commented on by Chris Hendrickson [?] · 7w


 Write a reply...    



 **Erna Donner** These daily updates are appreciated. Thank you

Love · Reply · Message · 7w  1

 **Kirkland, WA - Government** Thank you so much, we appreciate you checking in!

Like · Reply · Commented on by Chris Hendrickson [?] · 7w

 **Janice Richardson** Next time maybe not leave a snow fort blowing the off main road streets Only entrance/exit. Took 4 men 3 hours to dig out our road that was never plowed ever but snow left blocking it. Our neighbor has chemo treatments and heart issues.

Like · Reply · Message · 7w   2

 **Kirkland, WA - Government** Thank you for your comment. If there is ever a snow issue like this in the future, please feel free to call 911 if you have neighbors that have emergency issues. Our crews will work to make sure that people with urgent medical issues can get to the hospital.

Like · Reply · Commented on by Kellie Hoiland [?] · 7w



Kirkland, WA - Government



Published by Chris Hendrickson [?] · February 16 · 🌐

Storm recovery effort update for the evening of Saturday, February 16, 2019:

As of the close of operations on Saturday, February 16, the City has addressed approximately 75 percent of its non-priority roadways. Today's work also included bike-lane plowing. Crews will continue to work on clearing the snow and slush, along with documenting and clearing the hundreds of downed trees that have been reported during this event.

Tomorrow's recovery efforts will address a downed tree ... [See More](#)



3,264
People Reached

745
Engagements

[Boost Post](#)



Narilka Aensland A snow plow came up my street today but literally didn't have the plow part down, so it didn't actually do anything, except enjoy the scenery.

Like · Reply · Message · 7w



Greg Bush Nice to see bike lanes getting plowed before my street (88th ct NE).

We have yet to see a plow. And I've seen exactly zero bicycles out riding around.

Like · Reply · Message · 7w



Harold R Rubin Greg Bush unbelievable isn't it?

Like · Reply · Message · 7w · Edited



Write a reply...



Lynn Sellers Kacatin We're still waiting on Finn Hill!!

Like · Reply · Message · 7w



Casey Valentine Lynn Sellers Kacatin yep send them to Finn Hill

Like · Reply · Message · 7w



Write a reply...



Teresa Todd Bailie Thank you!!   2

Love · Reply · Message · 7w



Gustavo Henrique Mendonça Unfortunately, it has been an extremely slow storm recovery. A snow plow truck came by and literally didn't have the plow low enough to the ground to remove any snow. Seems like the drivers need some more training as well. I really appreciate the efforts but there are definitely some aspects to improve going forward.

Like · Reply · Message · 7w · Edited



Jennifer Nichols Lots of info came swirling about during this storm about how we are responsible for shoveling our sidewalks as Kirkland residents. I find it ironic that my sidewalk is nice and bare, thanks to my husband, but the mounds of snow along the road parallel ... [See More](#)

Like · Reply · Message · 7w



Harold R Rubin Thanks for forgetting us on Finn Hill. Need to succeed and become unincorporated.

Like · Reply · Message · 7w



Kelley Martinez Harold R Rubin the word you meant was "secede." Big difference!

Like · Reply · Message · 7w



Harold R Rubin Kelley Martinez thanks. I knew it didn't look right

Like · Reply · Message · 7w



Write a reply...



Joe Eggers Two snow plows come down 135th street off 132nd ave yesterday. Barely moved any snow. Easily could have come back around as the other street 134th was plowed the day before by a private plow. The private plow left a very large pile of snow in the right away. City truck drove right past it. I don't get it.

Like · Reply · Message · 7w



Kirkland, WA - Government



Published by Chris Hendrickson [?] · February 17 · 🌐

Here are some great tips from Waste Management (Think Green Kirkland) on how to best manage any extra garbage and recycling you may have as a result of our recent severe weather incident. Thank you so much for your ongoing patience during our continued storm recovery efforts!

Extra Recycling



Cardboard Box



Paper Bag

- Put extra recycling next to your recycle cart in a box or paper bag. Do not use plastic bags.
- Put extra recycling out the morning of collection so it stays dry.

Think Green Kirkland

February 17 · 🌐

 Like Page

Got extra recycling after the winter storms? WM is on the way. The best way to make sure your recyclables can be made into new products is to ensure they're cle...

[See More](#)

1,398

People Reached

215

Engagements

Boost Unavailable



Daren Dacanay, Richard Rountree and 6 others

6 Comments 3 Shares



Caroline Seckel Are they doing Monday pickups since tomorrow's Presidents Day ?

Like · Reply · Message · 7w · Edited



Kirkland, WA - Government Hi Caroline!

Waste Management's regular weekly residential garbage and recycling collection service schedule will resume starting on Monday, February 18. Customers may place out double or triple loads of garbage and recycling, collected at no additio... See More

Like · Reply · Commented on by Chris Hendrickson [?] · 7w   2



Caroline Seckel Kirkland, WA - Government Thank you for the quick reply.

Like · Reply · Message · 7w



Kirkland, WA - Government Caroline Seckel you are very welcome!

Like · Reply · Commented on by Chris Hendrickson [?] · 7w



Dayna Hall Kirkland, WA - Government Where is the yard waste tidbit communicated? And, what are we supposed to do with all these broken tree limbs (how do we label extra yard waste in 2 weeks)?

Like · Reply · Message · 7w



Write a reply...



Irmin Romero Ilana Segura

Like · Reply · Message · 7w



Kirkland, WA - Government

Published by Chris Hendrickson [?] · February 17 · 🌐

Storm recovery update for Sunday, February 17, 2019:

Today's crews were largely focused on tree removal work, including a downed tree in north Kirkland that blocked a portion of the sidewalk and part of a narrow, residential street. These photos were taken on-site this morning, as crews assessed the project, gathered the necessary equipment, and went to work removing leafy branches, thick tree limbs, and other woody debris.

The City continues to prioritize its storm recovery efforts! We thank our gracious community members for their ongoing support and patience. We appreciate you!!





Kirkland, WA - Government



Published by Kellie Hoiland [?] · February 19 · 🌐

Important updates from Waste Management:



STORM RECOVERY

Think Green Kirkland

February 19 · 🌐

👍 Like Page

We are operating in storm recovery mode in Kirkland. All customers should only put garbage and recycling at the curb on their regular pick-up day. Extra garbag...
[See More](#)

1,837

People Reached

437


Engagements

Boost Unavailable

👍 Meredith Reilly, Dana Day and 13 others


2 Comments 6 Shares



Denise Furneaux Thanks for the update!  1

[Like](#) - [Reply](#) - [Message](#) - 7w



Navneet Bedi Thanks for all the information  1

[Like](#) - [Reply](#) - [Message](#) - 7w



Kirkland, WA - Government



Published by Kellie Hoiland (?) · February 22 · 🌐

If you're planning on heading to one of our beautiful parks this weekend, you may encounter large piles of debris from our recent winter storm events. Our Kirkland Parks and Community Services crews are working diligently to get everything cleaned up, but this may take months. While we're working hard to recover from the storm event, we ask that you please be extra aware of your surroundings when exploring the parks, and keep your eyes open for downed trees and branches or loose limbs. If you see anything that might be a potential hazard, don't hesitate to report it on the City website at: https://www.kirklandwa.gov/City_S.../question/parkMaintain.htm

The tree debris that you see in the piles will be chipped, mulched and used to help the Green Kirkland Partnership with their environmental restoration work.



1,763
People Reached


160
Engagements

Boost Post

Anya Silverfur, Vicky Hull and 28 others


3 Comments 4 Shares



Uzma Butte Thank you for your hard work!  1


[Like](#) · [Reply](#) · [Message](#) · 6w



Kelli Curtis Yay Parks team! Thank you.  1

[Like](#) · [Reply](#) · [Message](#) · 6w



Hae Sue Park Bravo to all of you! Thank you!  1

[Like](#) · [Reply](#) · [Message](#) · 6w

Twitter

Kirkland, Washington @kirklandgov

Be careful out there this morning! Roads across the region are snow covered. In Kirkland, check out snow plow routes to plan your trip: [kirklandwa.gov/Assets/IT/GIS/ ...](http://kirklandwa.gov/Assets/IT/GIS/)

7:38 AM - 4 Feb 2019

4 Likes

1 Reply

4 Likes

Add another Tweet

This Tweet is unavailable

10 Retweets 12 Likes

2 Replies 10 Retweets 12 Likes

Add another Tweet

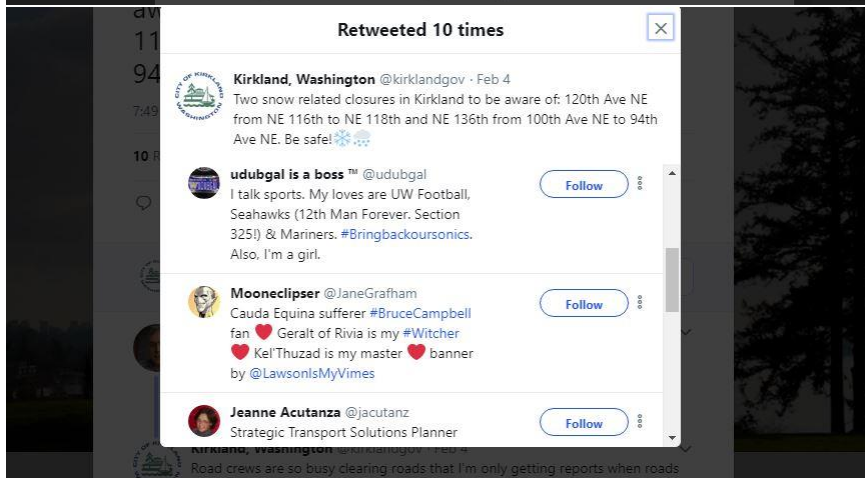
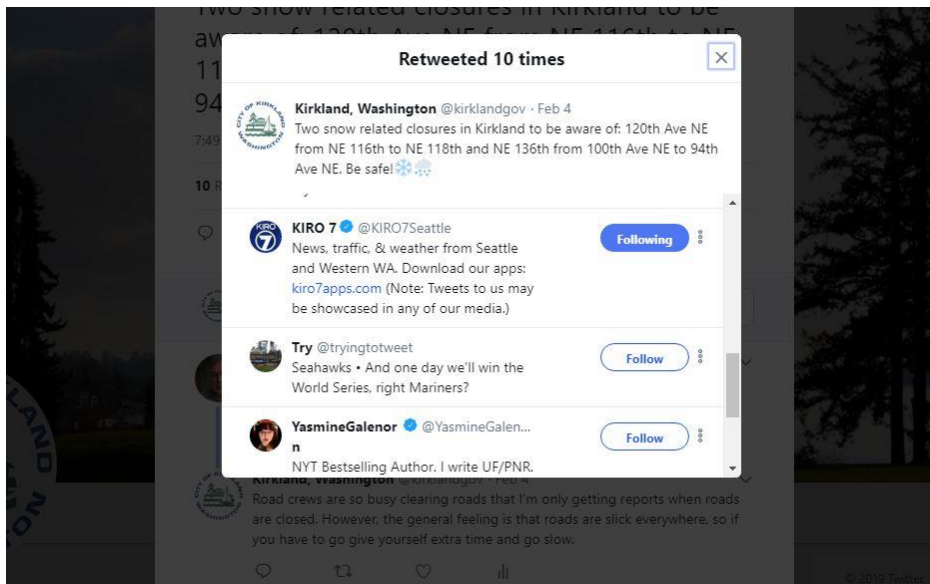
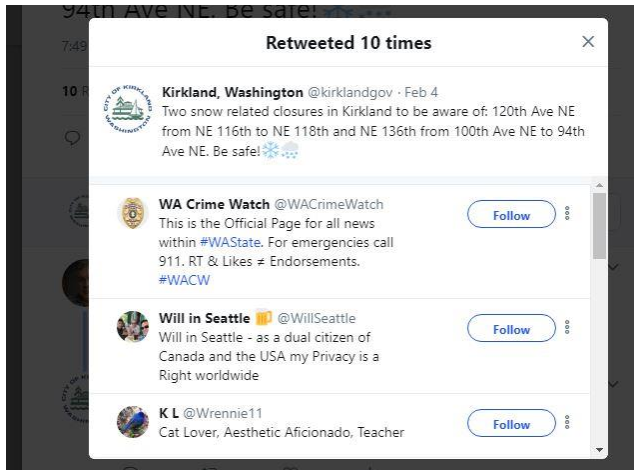
Robert Affleck @Robert_Affleck · Feb 4
Replying to @kirklandgov
What is the status of 108th to the South Kirkland Park and Ride?

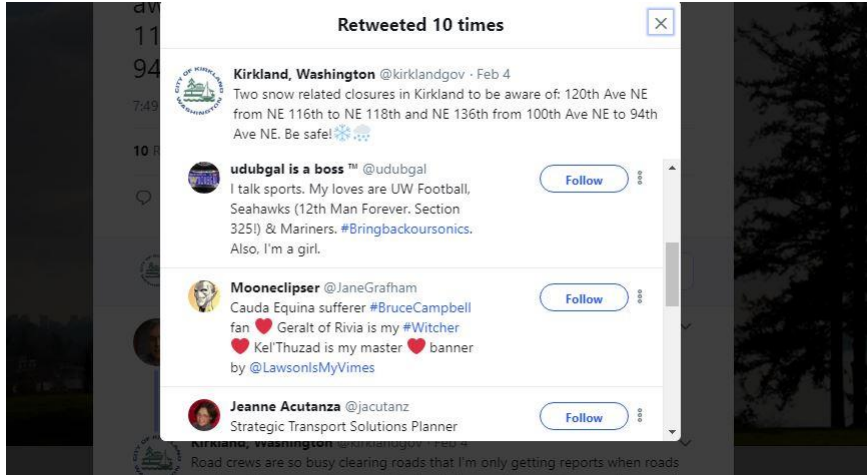
Kirkland, Washington @kirklandgov · Feb 4
Road crews are so busy clearing roads that I'm only getting reports when roads are closed. However, the general feeling is that roads are slick everywhere, so if you have to go give yourself extra time and go slow.

Yasmine Galenorn @YasmineGalenorn · Feb 4
Replying to @kirklandgov
How's Redmond Road heading into Redmond?

Kirkland, Washington @kirklandgov · Feb 4
Road crews are so busy clearing roads that I'm only getting reports when roads are closed. However, the general feeling is that roads are slick everywhere, so if you have to go give yourself extra time and go slow.


Yasmine Galenorn @YasmineGalenorn · Feb 4
Yeah, just going to skip the appointment and stay home. I don't even know if we could make it out our street (private lane).







ashington

Retweeted 2 times

 **Kirkland, Washington** @kirklandgov · Feb 4
Heads up if you're a Kirklander headed toward Kenmore! ❄️❄️
twitter.com/KenmoreWA/stat...


 **Angela Beegle (aka chotii)** @chotiari
Author to Werewolves
[angelabeegle.weebly.com!](https://angelabeegle.weebly.com/) SPICY stories!
sarahbarimen.weebly.com Artwork!
chotii.deviantart.com Things for sale!
etsy.com/shop/chotii


 **ryan** @ryanrogers
human. person. cousin. owner of car.
probably other things. a towel. maybe?
shoe? no. that's obviously wrong.
twitter.com/search?q=from%...


Add another Tweet

ashington

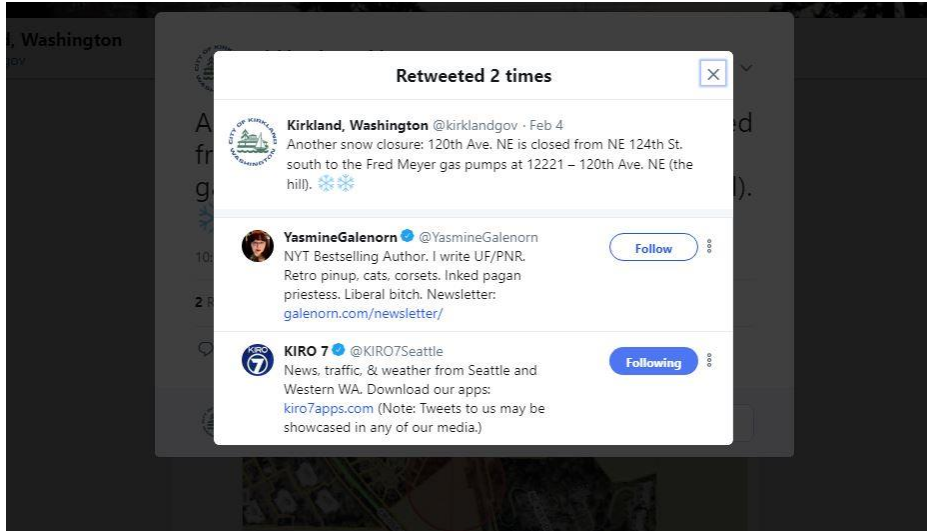
Retweeted 2 times

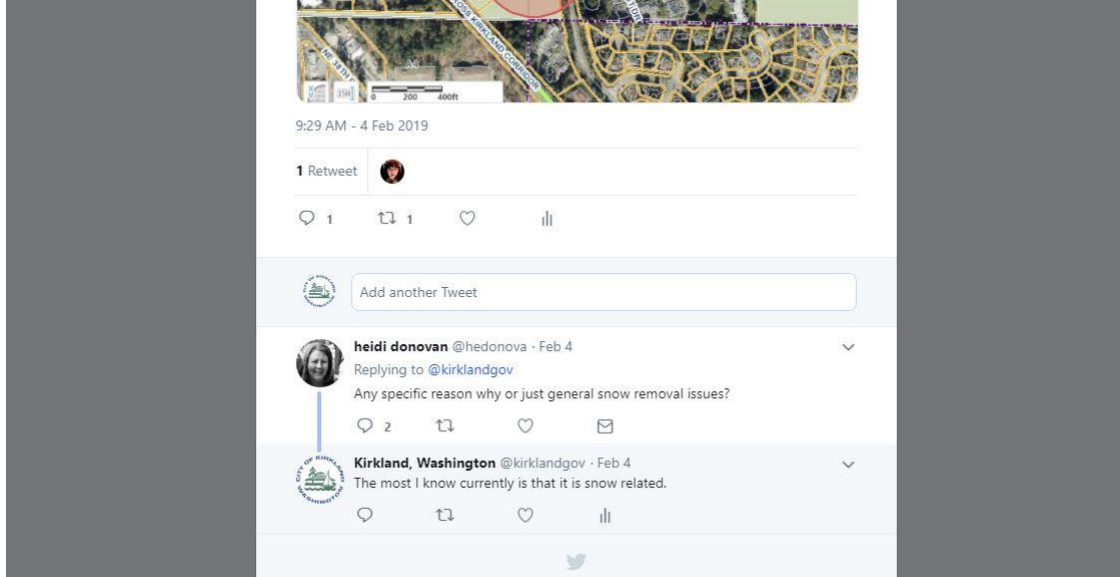
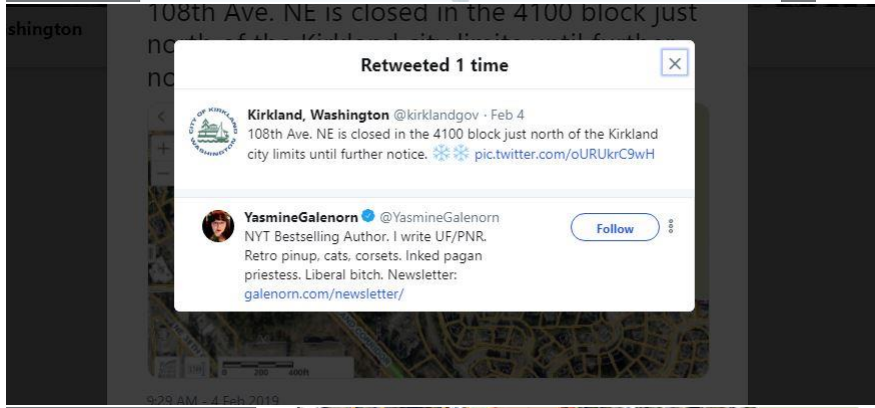
 **Kirkland, Washington** @kirklandgov · Feb 4
Heads up if you're a Kirklander headed toward Kenmore! ❄️❄️
twitter.com/KenmoreWA/stat...

 **Angela Beegle (aka chotii)** @chotiari
Author to Werewolves
[angelabeegle.weebly.com!](https://angelabeegle.weebly.com/) SPICY stories!
sarahbarimen.weebly.com Artwork!
chotii.deviantart.com Things for sale!
etsy.com/shop/chotii

 **ryan** @ryanrogers
human. person. cousin. owner of car.
probably other things. a towel. maybe?
shoe? no. that's obviously wrong.
twitter.com/search?q=from%...

Add another Tweet





Kirkland, Washington @kirklandgov

3 2 6

Kirkland, Washington @kirklandgov · Feb 5

2. All Recreation programs will be cancelled today. The community centers will be open with limited operations and reduced hours pending staff availability.

3. All roads have been reopened! ❄️❄️

1

Add another Tweet

Kevin @Kcardial1 · Feb 5

Replying to @kirklandgov

Not sure if you guys have seen the forecast for the next 10 days, but it may snow...a lot.

1

Kirkland, Washington @kirklandgov · Feb 5

Retweeted 1 time

Kirkland, Washington @kirklandgov · Feb 4

Our incredible crews have been able to reopen NE 68th St/NE 72nd Pl. in both directions from 108th Ave. NE to 116th Ave. NE ❄️❄️.

Jeanne Acutanza @jacutanz
Strategic Transport Solutions Planner
interested in performance based and collaborative decision making. Views are my own.

Follow

Kirkland, Washington @kirklandgov

108th Ave. NE in the 4100 block just north of city limits has been REOPENED!

3:00 PM - 4 Feb 2019

4 Likes

1 4

Add another Tweet

Camilla Kuhns @CamillaKuhns · Feb 5

Replying to @kirklandgov

Thank you!!

Kirkland, Washington @kirklandgov · Feb 5

2. All Recreation programs will be cancelled today. The community centers will be open with limited operations and reduced hours pending staff availability.
3. All roads have been reopened! ❄️❄️

Kevin @Kcardial1 · Feb 5
Replying to @kirklandgov
Not sure if you guys have seen the forecast for the next 10 days, but it may snow...a lot.

Kirkland, Washington @kirklandgov · Feb 5

Kirkland, Washington @kirklandgov · Feb 5
But yes, we've seen the forecast and we are prepared.

EvilLittleEva @EvilLittleEva · Feb 5
Replying to @kirklandgov
Love that gif!

Retweeted 2 times

Kirkland, Washington @kirklandgov · Feb 5
3 Winter storm updates:

1. Due to icy road conditions, all residential and commercial garbage and recycling service has been suspended for the day. Residential customers can put out a double load of materials next week at no additional cost.
wmnorthwest.com/weatherboard pic.twitter.com/KdwWKDnNzH

Rachel Calderon @rachelkro7
Married @justinyoungsax, mom of 2, @KIRO7Seattle morning news. Proud USC Trojan & Michigan native. Using my passion to create positive change!

Scott Malone @ScottMalone91
Emmy & Murrow winning TV producer. Works @komonews. #MizzouMade. #PhillyNative, Sports fan. Carnivore. Tweets come from my fingers, not my employer's.

and, Washington
andgov

Jesse Z Mann @zookmann · Feb 7
Replying to @kirklandgov
I am disabled and live w 2 elderly folks. Is there anywhere for me to go or any way to get there if the snow pack knocks out the power and our heat?

Kirkland, Washington @kirklandgov · Feb 8
These are the services available currently: kirklandwa.gov/Assets/Parks/P... We will notify the public if additional services become available.

Here Australia @Here_Australia · Feb 6
Replying to @kirklandgov
Has the roadway been opened?


Kirkland, Washington @kirklandgov · Feb 6
Not that I'm aware of, but at night I don't always get updates because crews are too busy working.

Hellai Sherzoi @Hellai · Feb 7
Replying to @kirklandgov
Great! I got into an accident in this corner as my car went sliding on the ice and watched many others do the same while waiting for my car to be towed. I was disheartened when the police gave me a \$180+ ticket for driving too fast which was absolutely not the case.

Seazoo @sseazoo · Feb 6
Replying to @kirklandgov @wsdot_traffic
Why why why why why

garthhh @garthhh · Feb 7
Maybe this is why

garthhh @garthhh · Feb 7
Maybe this is why



Seazoo @sseazoo · Feb 24
No



Retweeted 1 time

Kirkland, Washington @kirklandgov · Feb 7
You may have heard that snow is headed our way this weekend. The City will be on Facebook Live facebook.com/kirklandwa.gov/ at 3pm today with tips for getting prepared. Spoiler alert: we're going to recommend you get your groceries and gas today! See you at 3pm. twitter.com/NWSSeattle/sta...

wwhathor @wwhathor
I have two children and a husband. I don't get enough sleep.

NWS Seattle @NWSSeattle
Forecast Update: Most likely snowfall forecast Fri-Sat. This represents the most likely outcome. Remember, every forecast contains a range of possibilities. Higher or lower totals are possible, but this represents our latest thinking on the most likely...

Retweeted 2 times

Kirkland, Washington @kirklandgov · Feb 7
pic.twitter.com/ZXKs7EJUm

ryan @ryanrogers
human. person. cousin. owner of car. probably other things. a towel, maybe? shoe? no, that's obviously wrong. twitter.com/search?q=from%...


Try @tryingtotweet
Seahawks • And one day we'll win the World Series. right Mariners?

5:00 PM - 7 Feb 2019
2 Retweets 1 Like

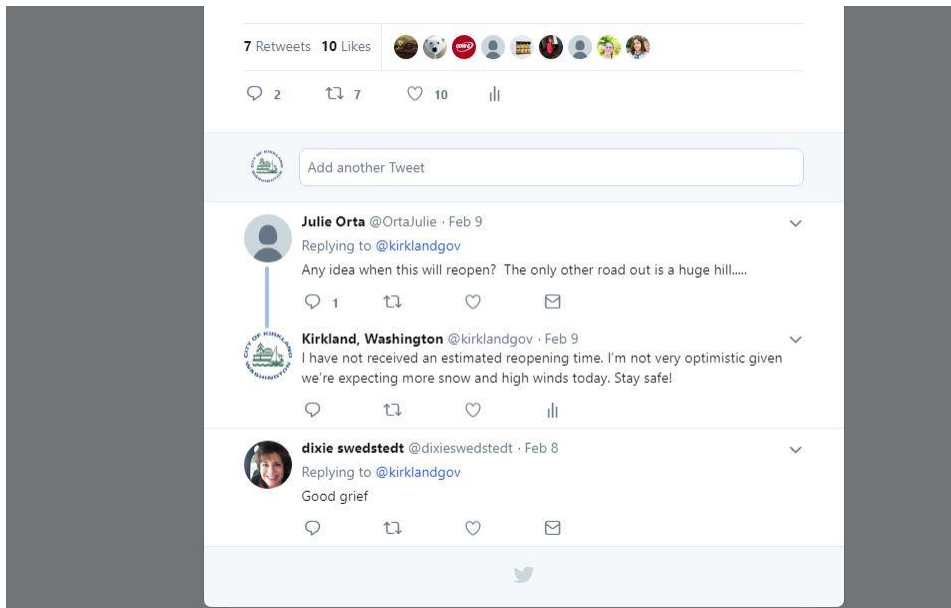
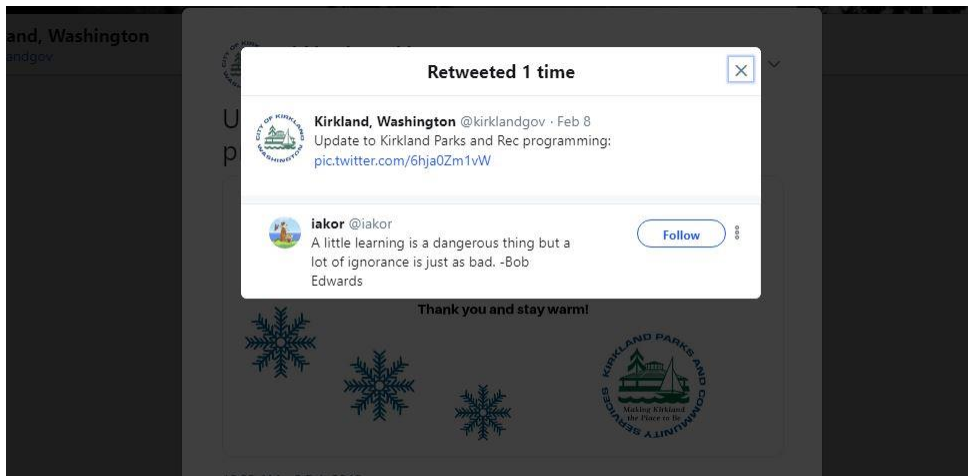
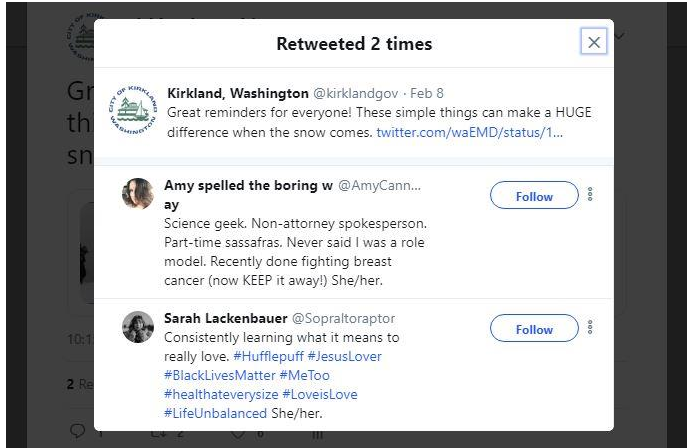
1 2 6

Add another Tweet

Ro Calvo @rocalvo · Feb 8
Replying to @kirklandgov
Making sure my car smells better than a taun-taunj



1



The image is a screenshot of a Twitter interface. At the top, a white notification box with a close button (X) in the top right corner says "Retweeted 7 times". Below this, the original tweet is displayed. The tweet is from "Kirkland, Washington @kirklandgov" and is dated "Feb 8". The text of the tweet reads: "We've got our first notice of a weather related road closure: The intersection of NE 104th St. and 116th Ave. NE is closed. Please use alternate routes. Get home safe, and then stay there." Below the text are the hashtags "#Snowmageddon2019 #wawx #wasnow" and a link "pic.twitter.com/Hr2hZYgab2".

Below the tweet, there is a list of users who have interacted with it. The first user is "PolarbearPC @polarbear_pc" with a bio: "Deployment & Support of Hardware & Server Technologies | Rated Top 25 Providers In WA State | Minority and Veteran Supported". To the right of their name is a blue "Follow" button and a vertical ellipsis menu icon. The second user is "WA State & Local @CDWGWAGov" with a bio: "Working closely with WA State & Local Gov't stakeholders, focusing on new technology solutions and initiatives, driving positive changes in their environment." This user also has a blue "Follow" button and a vertical ellipsis menu icon. The third user is "Stacey Dunn @dunnclan", with only their name and handle visible.

At the bottom of the screenshot, the start of another tweet is visible, from "Kirkland, Washington @kirklandgov" dated "Feb 9". The text of this tweet is partially cut off but reads: "I have not received an estimated reopening time. I'm not very optimistic given".

Kirkland, Washington @kirklandgov

Kevin Dunlap @Kevin_Dunlap · Feb 8
Replying to @kirklandgov
Crazy people threw cones and sign to side of road. After putting sign back up two cars drove around it.

Kirkland, Washington @kirklandgov · Feb 8
Well, thank you for doing the right thing and putting the sign back up!! It's one thing to be foolish and drive around a road closed sign, it's a whole other thing to put others at risk by taking the sign down. Stay safe Kevin! (we have a good feeling that you will)

Julie Orta @OrtaJulie · Feb 10
Replying to @kirklandgov
Is this road still closed?

Kirkland, Washington @kirklandgov · Feb 10
Hi Julie, thanks for the question. This road remains closed.

Julie Orta @OrtaJulie · Feb 10
Is there a reason why there is nothing being done to open this road? Its been closed since Friday. It's the only route in and out of this neighborhood. Emergency response wouldn't be able to make it in if needed.

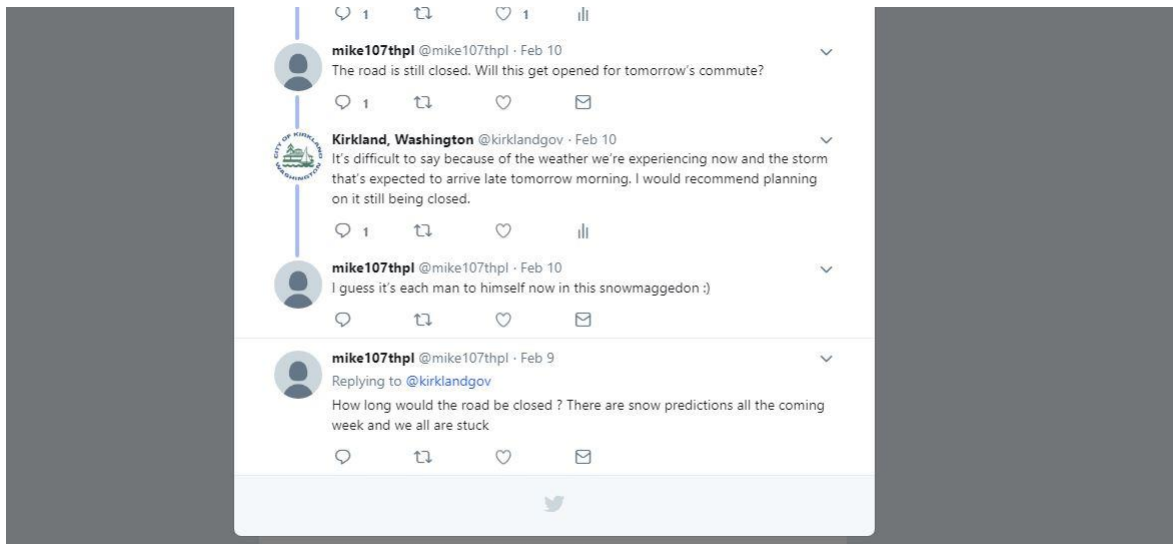
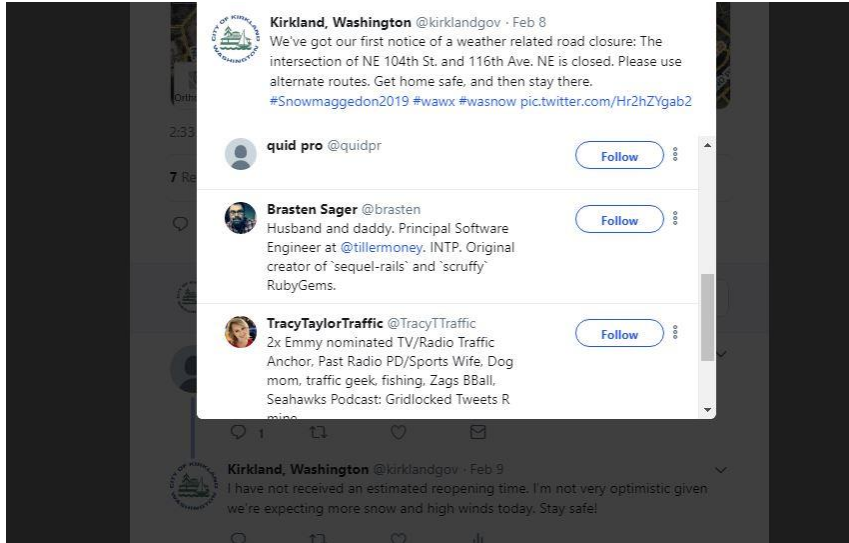
Kirkland, Washington @kirklandgov · Feb 10
I was actually just told that plows were being sent there about 15 minutes ago to attempt to reopen this road. If they're successful, I'll post an update.

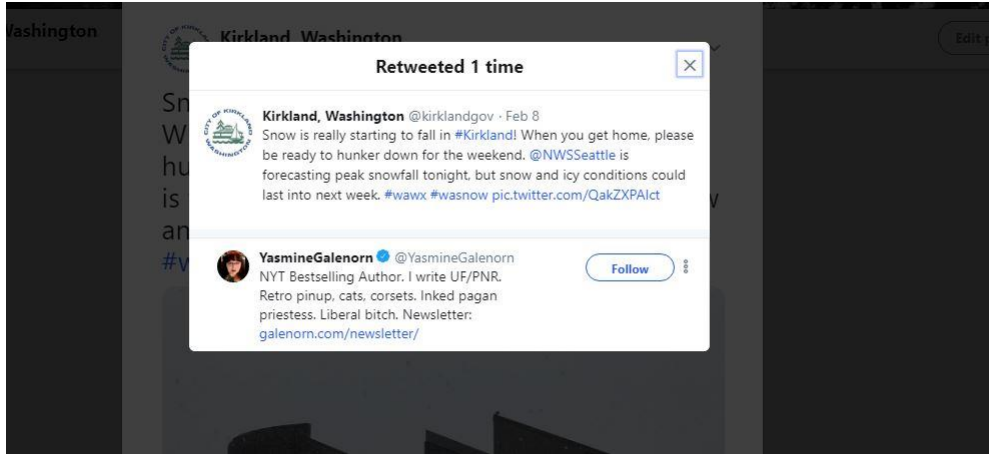
Retweeted 7 times

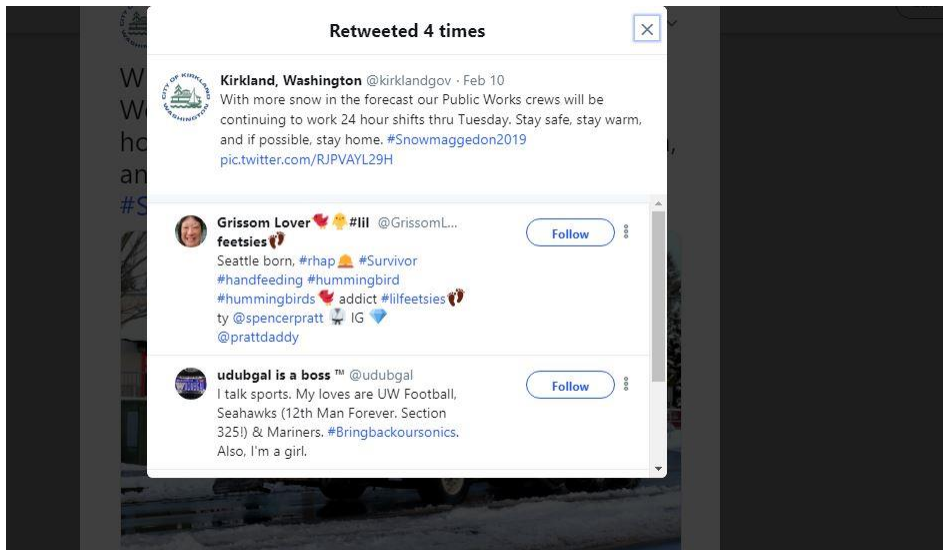
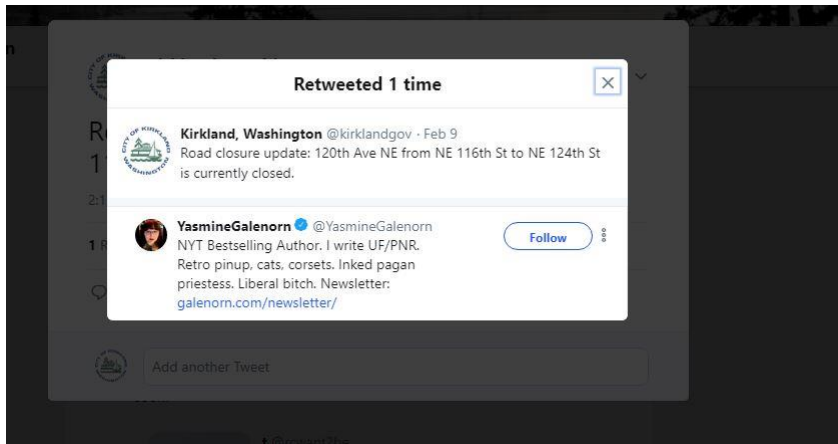
Kirkland, Washington @kirklandgov · Feb 8
We've got our first notice of a weather related road closure: The intersection of NE 104th St. and 116th Ave. NE is closed. Please use alternate routes. Get home safe, and then stay there.
#Snowmageddon2019 #wawx #wasnow pic.twitter.com/Hr2hZYgab2

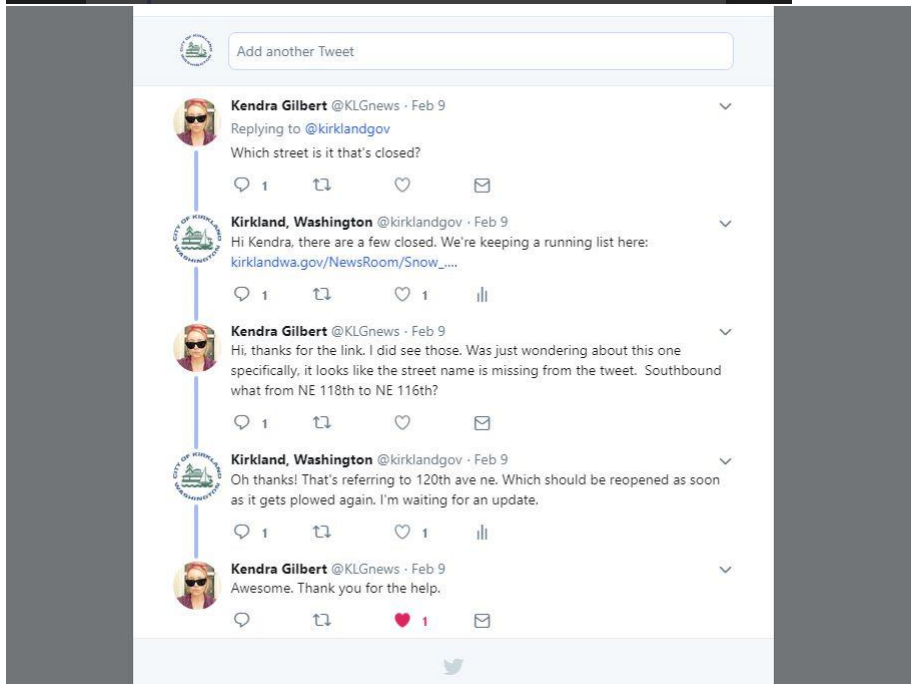
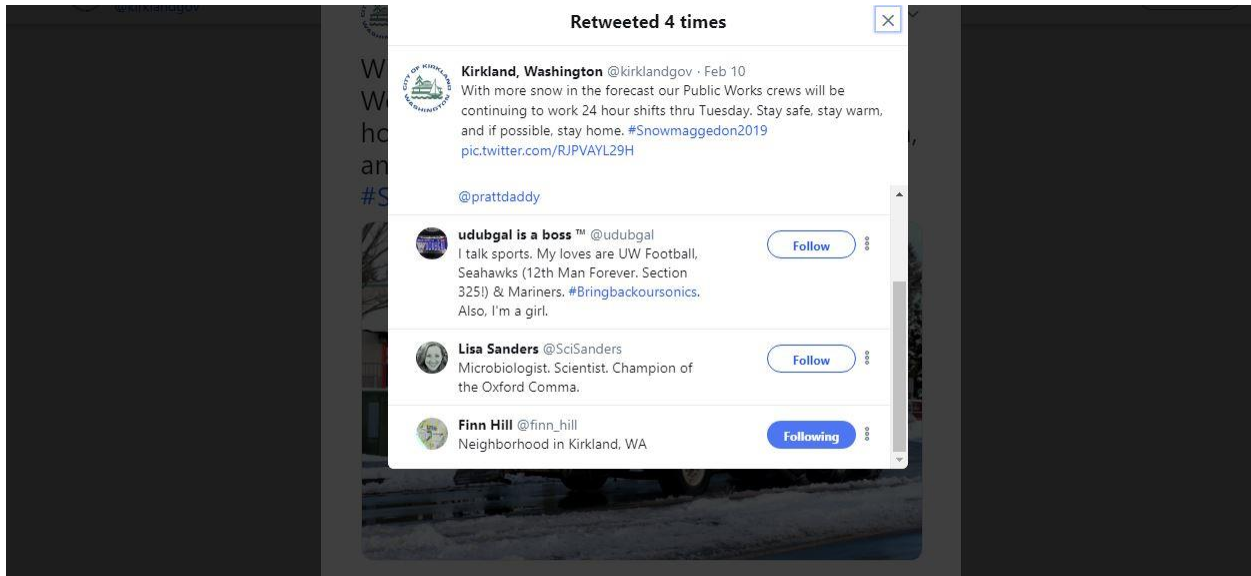
Tracy Taylor Traffic @TracyTTraffic
2x Emmy nominated TV/Radio Traffic Anchor, Past Radio PD/Sports Wife, Dog mom, traffic geek, fishing, Zags BBall, Seahawks Podcast: Gridlocked Tweets R mine

KIRO Radio Traffic @KIROTraffic
What do you see? Let us know & listen to 97.3 FM for reports every 10 mins on your drive to & from work with Chris Sullivan & Tracy Taylor #wegotyou









Retweeted 5 times

Kirkland, Washington @kirklandgov · Feb 10
Our crews are starting to branch out from the priority snow routes and into the neighborhoods. There are 3 things you can do to help:
1. Uncover your meter box if you know where it is
2. Put your vehicles in your driveway if possible
3. Uncover storm drains in front of your house
pic.twitter.com/mCuTHSCyPH

(9/27/2015), doggies, and politics.
Capital One associate. Opinions expressed are my own. Transplant from Seattle. #resist

wwhathor @wwhathor
I have two children and a husband. I don't get enough sleep.

DeDe Herbert @Smilin...
Namaste. I smile a lot. #Seahawks. #LifelsGood. #PNW #Pluviophile. Be Kind. Be Positive. It's Free! Sapiosexual. #PracticeGratitude. Peace, Light, Love

Retweeted 3 times

Kirkland, Washington @kirklandgov · Feb 10
It's back... ❄️❄️❄️ Now is a good time to start thinking about your plans for tomorrow. They're predicting the more major storm will land around 11am (keep in mind that weather is always changing). If you can stay home tonight and tomorrow, please do so.
Stay safe everyone! twitter.com/NWSSeattle/sta...

Vicki J @Blitz_N_Me
Passionate about Seahawks, sobriety (9/27/2015), doggies, and politics. Capital One associate. Opinions expressed are my own. Transplant from Seattle. #resist

WA State & Local @CDWGWAGov
Working closely with WA State & Local Gov't stakeholders, focusing on new technology solutions and initiatives, driving positive changes in their environment.

A. Weber @mrsjweber

3 10

Add another Tweet

3. Uncover storm drains in front of your house

Retweeted 2 times

Kirkland, Washington @kirklandgov · Feb 10
Road Closure: NE 53rd Street, westbound of 106th ave NE is closed until further notice. Stay safe, and please stay home if you can. ❄️

Hillary Press @HilarityPress
I'm running a campaign based on my accomplishments, and being a woman is my greatest accomplishment. I also married Bill. Please! No questions! Parody. **Follow**

Douglas @SeattleSports64
Sports fan, Entrepreneur, Politics with Conservative views. Grandfather-3. Dogs and more Dogs. **Follow**

Add another Tweet

Retweeted 5 times

Kirkland, Washington @kirklandgov · Feb 10
Our crews are starting to branch out from the priority snow routes and into the neighborhoods. There are 3 things you can do to help:
1. Uncover your meter box if you know where it is
2. Put your vehicles in your driveway if possible
3. Uncover storm drains in front of your house
pic.twitter.com/mCuTHSCYpH

Ali Turkmen @AliTurkmen83 **Follow**

Finn Hill @finn_hill
Neighborhood in Kirkland, WA **Following**

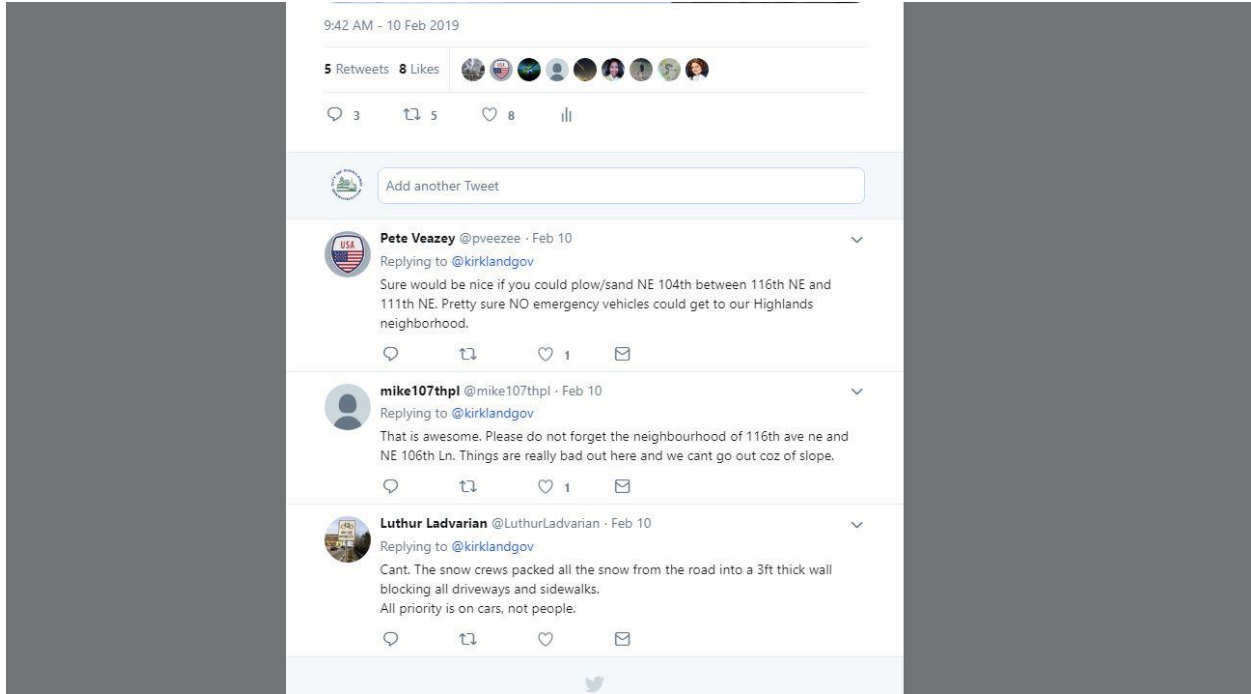
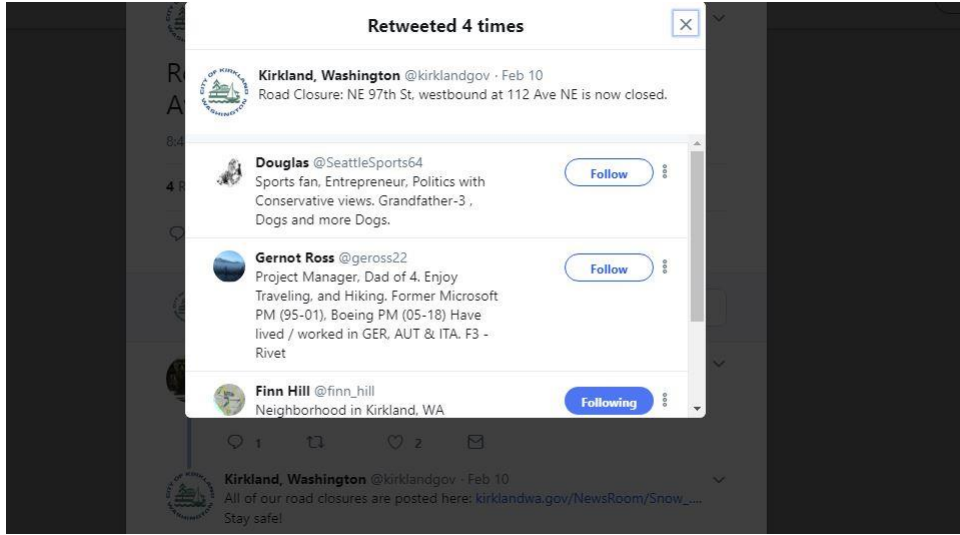
Vicki J @Blitz_N_Me
Passionate about Seahawks, sobriety (9/27/2015), doggies, and politics. Capital One associate. Opinions expressed are my own. Transplant from Seattle. #resist **Follow**

Washington

9:43

5 Re

NE 106th Ln. Things are really bad out here and we cant go out coz of slope.



1 Retweet 2 Likes

1 1 2

Add another Tweet

Star Ray @StarRay69 · Feb 11
Replying to @kirklandgov
How about NE 124th St and Willows Rd ? Is that down hill has been clear for today and tomorrow?

Kirkland, Washington @kirklandgov · Feb 11
Good morning this is our current list of closures: kirklandwa.gov/NewsRoom/Snow_... Another winter storm is headed our way so please watch for updates.

Star Ray @StarRay69 · Feb 11
Thank you so much for let me know.

Retweeted 4 times

Kirkland, Washington @kirklandgov · Feb 11
We interrupt our road closure coverage to let you know that neither snow or sleet will stop our @KirklandWAPD officers from patrolling our streets 🤔❄️❄️ pic.twitter.com/1Kk9FzYDy

LWPTSA Council 2.8 @LWPTSA28
The LWPTSA Council 2.8 serves local PTA units within LWSD with services, resources & networking opportunities. #kirkland #redmond #sammamish #PTApower

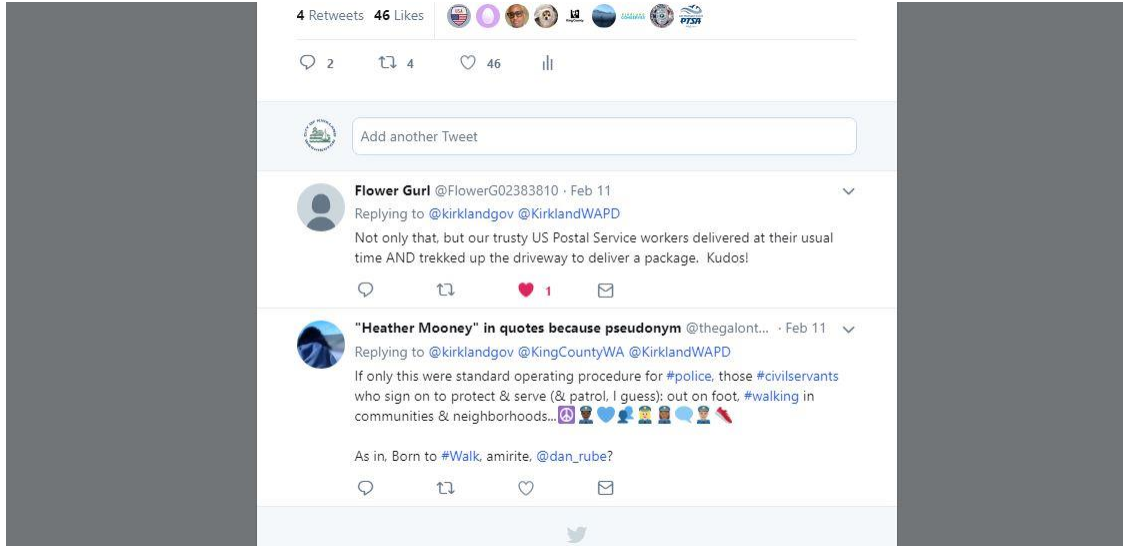
Whatsername @kaity3mae
Atheist | Architecture Major | Zebra Strong

King County, WA @KingCountyWA
We're America's 13th-largest county, home of 2.2 million people and 39 cities

Retweeted 1 time

Kirkland, Washington @kirklandgov · Feb 11
All City of Kirkland's Recreation Programs and Activities will be cancelled tomorrow, Tuesday, February 12. Your safety is our number one priority, stay safe and warm. pic.twitter.com/ygNeu9NpPz

Gernot Ross @geross22
Project Manager. Dad of 4. Enjoy Traveling, and Hiking. Former Microsoft PM (95-01), Boeing PM (05-18) Have lived / worked in GER, AUT & ITA. F3 - Rivet



Retweeted 4 times

Kirkland, Washington @kirklandgov · Feb 10
Road Closure: NE 85th St between 6th St and 114th Ave NE is currently closed due to a vehicle accident involving a passenger vehicle sliding into a snow plow at 85th St and 6th St. Please stay off the roads if you can. Our crews are working hard tonight, but they need your help.

JNo @NordyJenn
PNW girl. #GoHawks Travel obsessed. Fun. 13.1. Faves: MCU, Outlander, etc. Musicaholic. Blessed. #MPC '15-'19 #L2BBC

Amy Meyers @skikat100
A woman in tech who loves cats and cars

Finn Hill @finn_hill
Neighborhood in Kirkland, WA

Gernot Ross @geross22

Kirkland, Washington @kirklandgov

Road Closure: NE 97th St, westbound at 112 Ave NE is now closed.

8:45 PM - 10 Feb 2019

4 Retweets 5 Likes

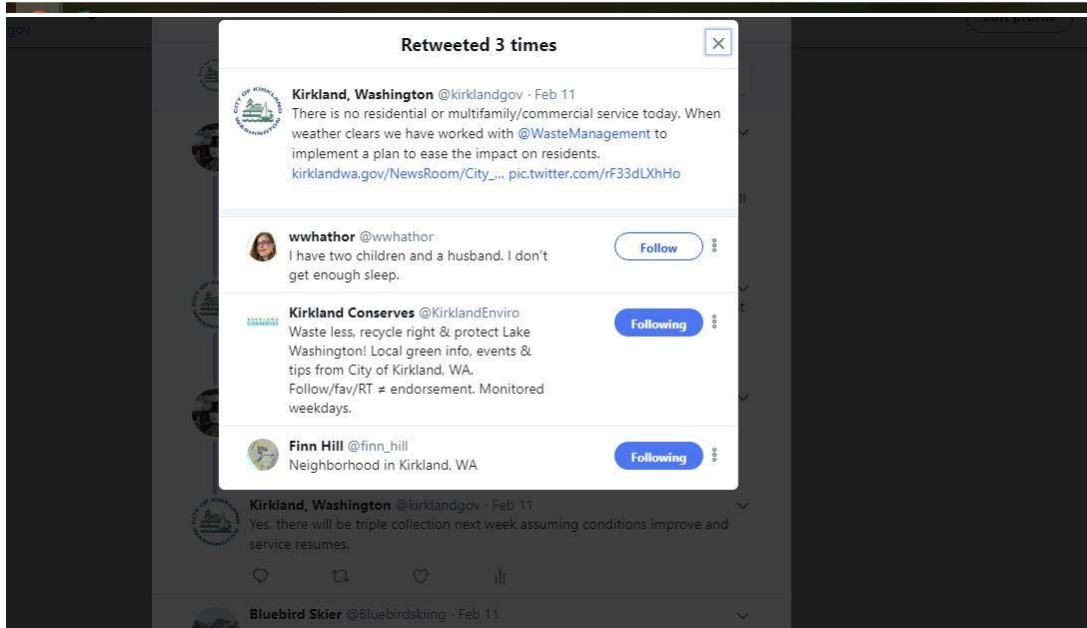
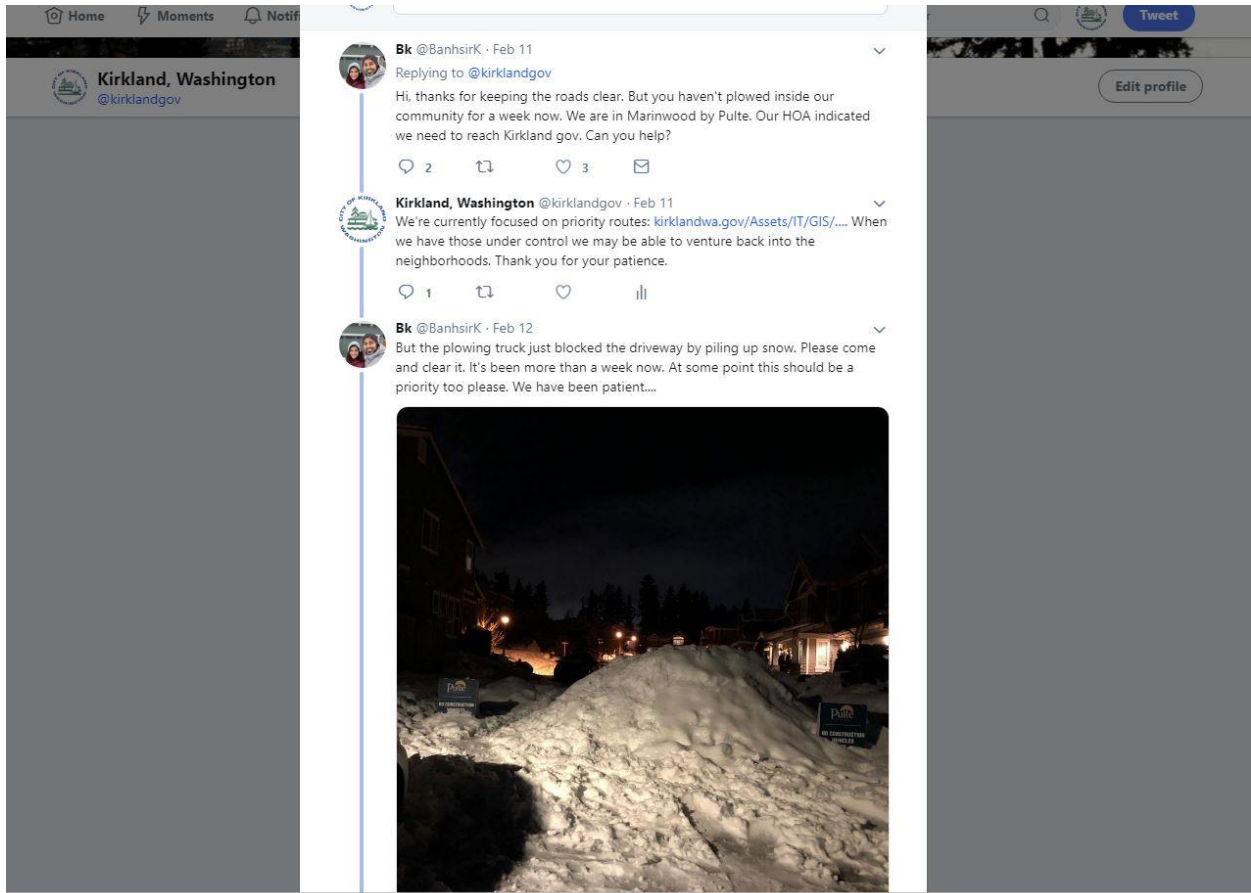
1 Reply 4 Retweets 5 Likes

Add another Tweet

Joe Willie Whitesel @joewillie16 · Feb 10
Replying to @kirklandgov
Cotton hill?

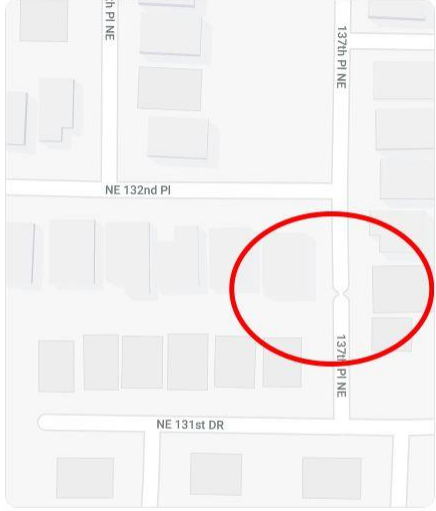
Kirkland, Washington @kirklandgov · Feb 10
All of our road closures are posted here: kirklandwa.gov/NewsRoom/Snow_...
Stay safe!

The image is a screenshot of a Twitter thread. At the top left, the profile of "Kirkland, Washington" (@kirklandgov) is visible. The main tweet is from "Kirkland, Washington" (@kirklandgov) and contains the following text: "Road Closure: NE 85th St between 6th St and 114th Ave NE is currently closed due to a vehicle accident involving a passenger vehicle sliding into a snow plow at 85th St and 6th St. Please stay off the roads if you can. Our crews are working hard tonight, but they need your help." The tweet is dated "8:32 PM - 10 Feb 2019" and has "4 Retweets" and "12 Likes". Below the tweet is a text input field with the placeholder "Add another Tweet". The thread continues with a reply from "Chris Balt" (@chrisbalt) dated "Feb 10", which says "1.) Assume nobody hurt? 2.) Plows still in full operation?". This reply has "1" retweet, "1" like, and "1" message. Below the reply is another tweet from "Kirkland, Washington" (@kirklandgov) dated "Feb 10", which says "The great news is that all the people are fine, the snow plow unfortunately is not." This tweet has "1" like and "1" message. The bottom of the screenshot shows the Twitter logo and a portion of the navigation bar.



Kirkland, Washington
@kirklandgov

Abhishek Agrawal @abhi1509 · Feb 12
the pic is of 137th PL NE shared between Marinwood and Vinter's Ridge



Abhishek Agrawal @abhi1509 · Feb 12
the slope up NE 131st DR is too steep for any of our cars to go through. going via 137th PL NE is the only viable option.

Luthur Ladvarian @LuthurLadvarian · Feb 12
Replying to @kirklandgov
Plowing the road into the sidewalks. @kirklandgov hates the residents

Kirkland, Washington
@kirklandgov

Road Closure: Simonds Rd, between 100th Ave NE and 92nd Ave NE is closed until further notice.

8:59 PM - 10 Feb 2019

7 Retweets 12 Likes

Adania @AD505425 · Feb 11
Replying to @kirklandgov
Is there an update this morning? Still closed?

Kirkland, Washington @kirklandgov · Feb 11
It is opened. Sorry for the delay.

@kirklandgov

Check snow routes before you travel!

King County Metro 🚌 🚗 🚘 🚚 🚛 @kcmetrobus
❄️ ❄️ ❄️ ❄️ ❄️ The Emergency Snow Network is operating today and Tuesday, focusing bus service on just 67 high-ridership routes and shuttles, traveling on their snow routes.
Check which routes are in service before you travel. #WAwx #WAsnow ...
Show this thread

7:45 AM - 11 Feb 2019

1 Like

🗨️ 1 🔄 🍷 1 📊








Robert Affleck @Robert_Affleck · Feb 11

Replying to @kirklandgov

It is not uncommon for new Kirkland residents to not appreciate how the 255 route changes when it is under snow route... #BeenThereDoneThat

🗨️ 🔄 🍷 2 📧

🗨️ 3 🔄 3 🍷 7 📊

-  Project Manager, Dad of 4, Enjoy Traveling, and Hiking, Former Microsoft PM (95-01), Boeing PM (05-18) Have lived / worked in GER, AUT & ITA. F3 - Rivet Follow
-  **Finn Hill** @finn_hill
Neighborhood in Kirkland, WA Following
-  **Jeanne Acutanza** @jacutanz
Strategic Transport Solutions Planner interested in performance based and collaborative decision making. Views are my own. Follow


🗨️ 1 🔄 🍷 2 📧

Kirkland, Washington @kirklandgov · Feb 10
All of our road closures are posted here: kirklandwa.gov/NewsRoom/Snow_...
Stay safe!


🗨️ 🔄 🍷 1 📊


tomorrow, please do so.
Stay safe everyone!

Retweeted 2 times

 **Kirkland, Washington** @kirklandgov · Feb 11
Current Road Closures:
- NE 52nd St from 108th Ave NE to Lake Washington Boulevard
- NE 97th St from 110th Ave east up to 112th Ave
- 116th Ave NE north of 104th Street
- NE 137th Street West of 100th Ave NE

Updated list can also be found at: bit.ly/KirklandRoadCl...
pic.twitter.com/kLYxkSUTr3

 **Try** @tryingtotweet
Seahawks • And one day we'll win the World Series, right Mariners?

 **Gernot Ross** @geross22
Project Manager, Dad of 4. Enjoy Traveling, and Hiking. Former Microsoft PM (95-01), Boeing PM (05-18) Have lived / worked in GER, AUT & ITA. F3 - Rivet

Kirkland, Washington @kirklandgov




116th Ave NE north of 104th Street is now open.

 **Kirkland, Washington** @kirklandgov
Current Road Closures:
- NE 52nd St from 108th Ave NE to Lake Washington Boulevard
- NE 97th St from 110th Ave east up to 112th Ave
- 116th Ave NE north of 104th Street...

1:57 PM - 11 Feb 2019


2 Retweets 5 Likes



 1  2  5 

 Add another Tweet

 **mike107thpl** @mike107thpl · Feb 11
Replying to @kirklandgov
Thank you!!!

Stay safe everyone!

Kirkland, Washington @kirklandgov
116th Ave NE north of 104th Street is now open. twitter.com/kirklandgov/st...

4:14 PM - 11 Feb 2019

2 Likes

1 Reply 2 Likes

Add another Tweet

Bridget @Brock80 · Feb 11
Replying to @kirklandgov
It's concerning most of these road closures are blocks away from me. Staying in and making tacos. 🌮🌮🌨️

Retweeted 2 times

Kirkland, Washington @kirklandgov · Feb 11
116th Ave NE north of 104th Street is now open. twitter.com/kirklandgov/st...

Jeanne Acutanza @jacutanz
Strategic Transport Solutions Planner interested in performance based and collaborative decision making. Views are my own. [Follow](#)

Try @tryingtotweet
Seahawks • And one day we'll win the World Series. right Mariners? [Follow](#)

Add another Tweet

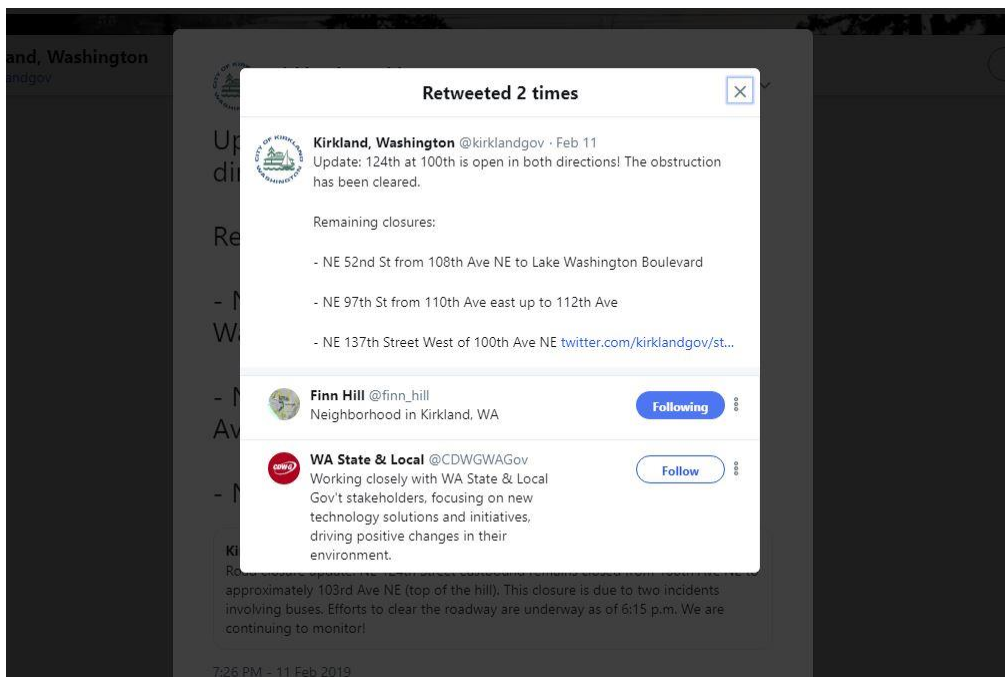
Luthur Ladvarian @LuthurLadvarian · Feb 11
Replying to @kirklandgov
With all the road closures its really to bad all the sidewalks are unusable. Wouldn't it be nice to have a city that put more than cars as a priority!?!?!?!??

Jesse Sheldon @SheldonJesse · Feb 11
What would you like them to do?

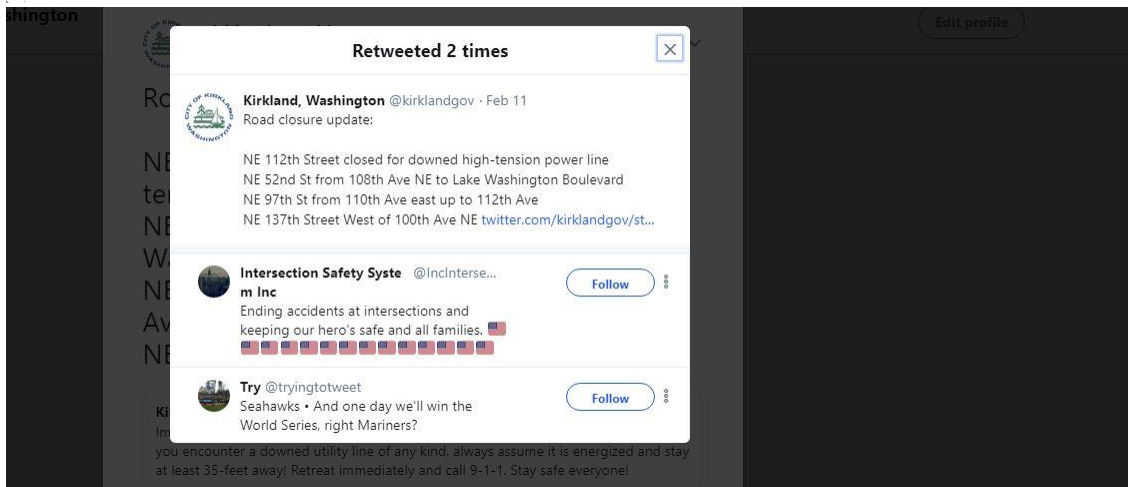
Luthur Ladvarian @LuthurLadvarian · Feb 12
Not plow the road muck onto the sidewalk is a good start. Putting any effort/resources into clearing sidewalks for all those who don't wish to risk life and limb on the roads.

Kirkland, Washington @kirklandgov · Feb 12
Crews focus on clearing priority roads to allow access for emergency vehicles first (Fire, EMS, Police). Crews are also responding to multiple reports of trees down. Sidewalks are the responsibility of adjacent property owners. We appreciate your assistance.

Luthur Ladvarian @LuthurLadvarian · Feb 12
That only works if your crews don't keep plowing the roads onto the sidewalks. And no the sidewalks are state/city property built and maintained with tax dollars. Stop lying and do better. Give the rest of us a chance not just single occupant vehicles.



The image shows a screenshot of a Twitter thread. The main tweet is from **Kirkland, Washington** (@kirklandgov) dated Feb 11. The text of the tweet reads: "Important reminder! The weight of the snow can cause downed utility lines. Should you encounter a downed utility line of any kind, always assume it is energized and stay at least 35-feet away! Retreat immediately and call 9-1-1. Stay safe everyone!". Below the tweet, there are 16 retweets and 31 likes. The thread includes three replies: Jennifer LeSourd (@jennifly68) replying "Just Happened on our street- sparklers and pops", and Jonathan and the InKling Girl (@and_inkling) replying "Thanks for that reminder". The top of the screenshot shows a scrollable list of users who interacted with the tweet, including Sarah Hewitt (@homer_lillie), Tama Fulton (@tamafulton), and Intersection Safety System Inc (@InCinters...).



Retweeted 3 times

Kirkland, Washington @kirklandgov · Feb 11
Road closure update:
12110 NE 64th Street
NE 112th Street closed for downed high-tension power line
NE 52nd St from 100th Ave NE to Lake Washington Boulevard
NE 97th St from 110th Ave east up to 112th Ave
NE 137th Street West of 100th Ave NE twitter.com/kirklandgov/st...

A. Weber @mrsjweber
@UW Class of 2018 #GoHuskies **Follow**

Finn Hill @finn_hill
Neighborhood in Kirkland, WA **Following**

Intersection Safety System Inc @Inclnterse...
Ending accidents at intersections and keeping our hero's safe and all families. 🇺🇸

9:12 PM - 11 Feb 2019

Kirkland, Washington @kirklandgov

10 Retweets 11 Likes

3 Comments 10 Retweets 11 Likes

Add another Tweet

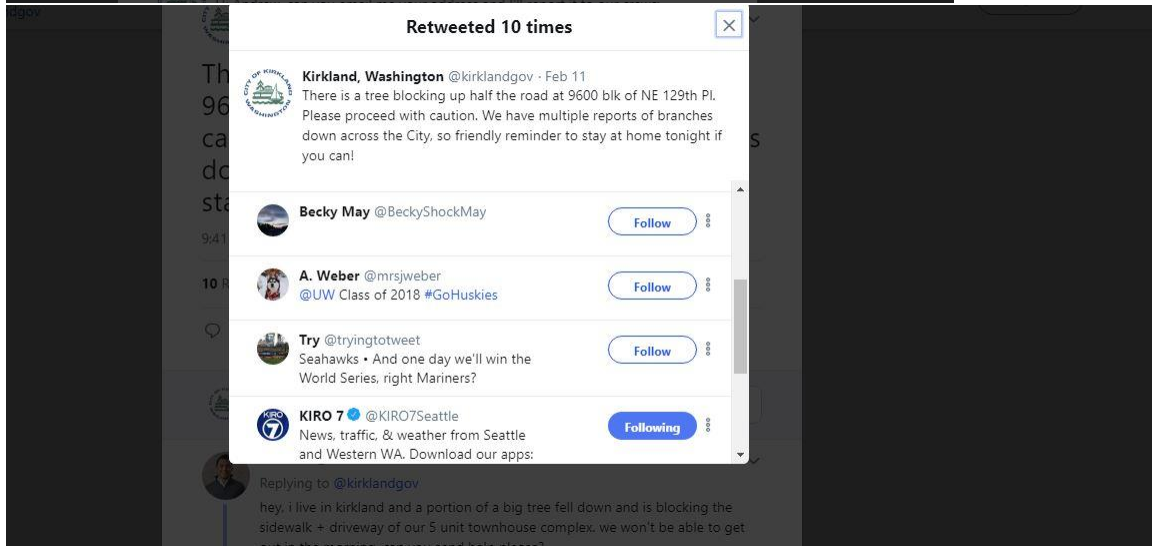
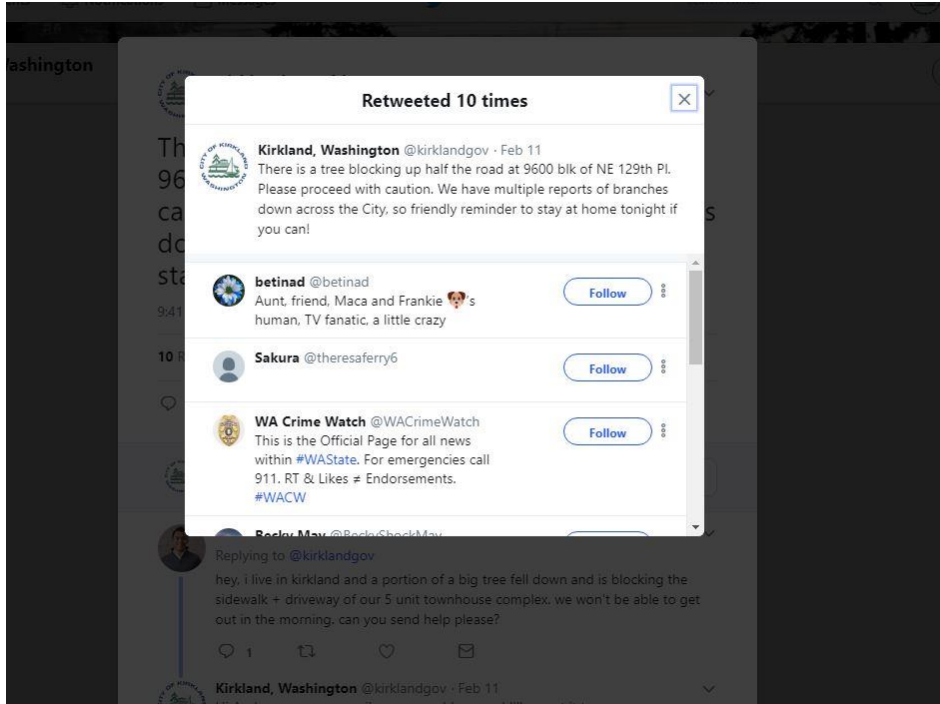
Andrew @RushHourHandles · Feb 11
Replying to @kirklandgov
hey, i live in kirkland and a portion of a big tree fell down and is blocking the sidewalk + driveway of our 5 unit townhouse complex. we won't be able to get out in the morning. can you send help please?

Kirkland, Washington @kirklandgov · Feb 11
Hi Andrew, can you email me your address and I'll report it to our crews: kstickney@kirklandwa.gov

Andrew @RushHourHandles · Feb 11
done- thank you SO much!

Eye on the Sky Mama @MamaMaddox · Feb 11
Replying to @kirklandgov
The neighborhood in totem lake is quiet...except for the snapping of branches due to the weight of this snow! 🌨️

Andrew @RushHourHandles · Feb 11
Replying to @kirklandgov
on NE 124th St right past the intersection of 100th Ave NE



Retweeted 10 times

Kirkland, Washington @kirklandgov · Feb 11
There is a tree blocking up half the road at 9600 blk of NE 129th Pl. Please proceed with caution. We have multiple reports of branches down across the City, so friendly reminder to stay at home tonight if you can!

KIRO 7 @KIRO7Seattle
News, traffic, & weather from Seattle and Western WA. Download our apps: kiro7apps.com (Note: Tweets to us may be showcased in any of our media.)

Intersection Safety System Inc @Inclnters...
Ending accidents at intersections and keeping our hero's safe and all families.

2 users have asked not to be shown in this view. [Learn More](#)

Retweeted 3 times

Kirkland, Washington @kirklandgov · Feb 12
Road closure: - The 12600 block of 132nd AVE NE has been closed. If you must travel this morning, please go slow.

Grissom Lover @GrissomL...
Seattle born, #rhap #Survivor #handfeeding #hummingbird #hummingbirds addict #ilifeetsies ty @spencerpratt IG @prattdaddy

A. Weber @mrsjweber
@UW Class of 2018 #GoHuskies

udubgal is a boss @udubgal
I talk sports. My loves are UW Football, Seahawks (12th Man Forever, Section

Retweeted 16 times

Kirkland, Washington @kirklandgov · Feb 11
Important reminder! The weight of the snow can cause downed utility lines. Should you encounter a downed utility line of any kind, always assume it is energized and stay at least 35-feet away! Retreat immediately and call 9-1-1. Stay safe everyone!

KOMO News @komonews
The latest breaking news, traffic, and weather from Seattle and Western Washington. #KOMOnews

Katt (they/them) - FINDEL @capn...
IS A HUSBAND NOW
Lvl 32 Fey, They/Them, Sir, Asexual, Autistic, Bard, #Critic, Percy, Vax'ildan, Perc'ildan, Mollymauk, Caduceus Clay, Slytherin, Glambert. Header by @Bloodwrit

1 user has asked not to be shown in this view. [Learn More](#)

Jennifer LeSourd @jennify68 · Feb 11
Replying to @kirklandgov
Just Happened on our street- sparklers and pops

Jonathan and the Inking Girl @and_inking · Feb 11
Replying to @kirklandgov

Retweeted 2 times

Kirkland, Washington @kirklandgov · Feb 12
Due to weather and safety issues, @WasteManagement is unable to provide service today (2/12). Locations and dates for special "drop-off" opportunities – for garbage and recycling will be communicated as soon as conditions allow.
More info at: wmnorthwest.com/weatherboard.h...
pic.twitter.com/OJwcnGAcB

Kirkland Conserves @KirklandEnviro
Waste less, recycle right & protect Lake Washington! Local green info, events & tips from City of Kirkland, WA.
Follow/fav/RT ≠ endorsement. Monitored weekdays.

Finn Hill @finn_hill
Neighborhood in Kirkland, WA

Barry L Smith @BarryLSmith · Feb 12
Replying to @kirklandgov @WasteManagement
Given that Kirkland residents have been w/o service for 2 weeks now - and may even have to haul our own garbage - what adjustments will @WasteManagement make to our monthly bill?

Waste Management @WasteManagement · Feb 12
Hello Barry, Waste Management is committed to safely collecting your waste as conditions permit. We will be prepared to service any excess waste accumulated during these delays, at no charge, to make up for the service that could not be provided in prior weeks. Thank you. Aif

Kirkland, Washington @kirklandgov

Add another Tweet

udubgal is a boss™ @udubgal · Feb 12
Replying to @kirklandgov
That's it! Going back to bed! 😴

A. Weber @mrsjweber · Feb 12
Do you still have power? Ours is out 🙄

udubgal is a boss™ @udubgal · Feb 12
Oh no! Mine has threatened several times. Something blew last night. 🌨️🙄

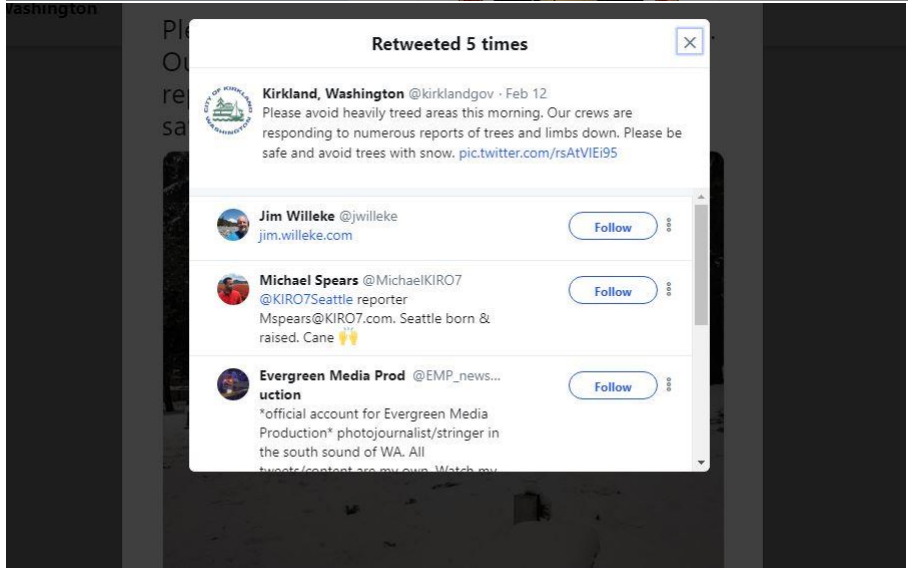
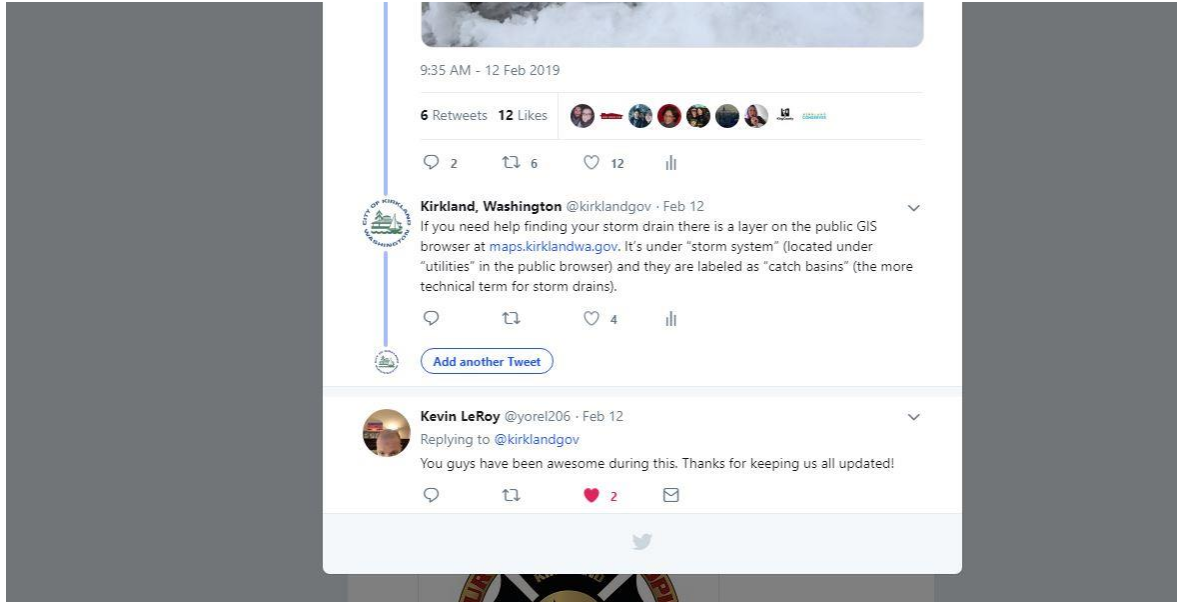
A. Weber @mrsjweber · Feb 12
Ours went out at 11, came back at 2 and then out at 4. So freaking cold!

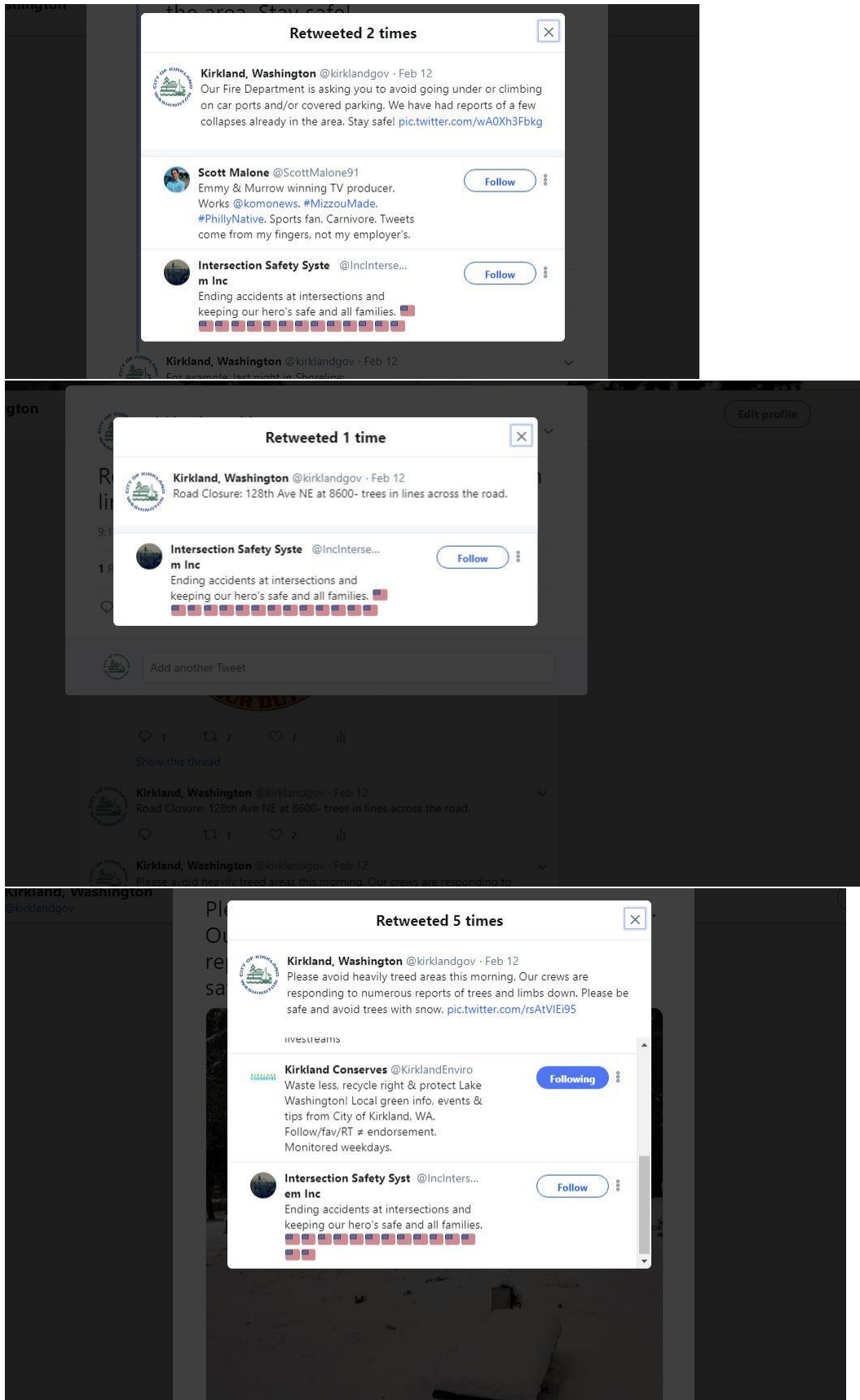
udubgal is a boss™ @udubgal · Feb 12
I'm so sorry hon! I can't wait for this ALL to go away.

A. Weber @mrsjweber · Feb 12
Same

Vicki J @Blitz_N_Me · Feb 12
Replying to @kirklandgov
Uh oh. My boyfriend will have to learn a new route to work. He's not going to like that. And weeks before we move out of town.

Luthur Ladvarian @LuthurLadvarian · Feb 12
Replying to @kirklandgov
Bet you can't walk on the sidewalk either, I bet the plows have piled so much muck up its flat out dangerous to try.





Kirkland, Washington @kirklandgov

Luthur Ladvarian @LuthurLadvarian · Feb 14
Replying to @kirklandgov
It would have been so much better if the city had put any priority on people and not just on moving SOV's. Most of the continued problems would not still exist if the city had put forward thought. There are people walking major arterials..... that should never happen.

garthhh @garthhh · Feb 14
Buses and emergency vehicles use the same roads. Bicycles are permitted to use travel lanes. Clearing sidewalks is the responsibility of property owners.

Luthur Ladvarian @LuthurLadvarian · Feb 14
Wrong. Thats a lie spread by the city. Sidewalks are only responsible of property owners if directly in front of property all the rest is city responsibility.

Luthur Ladvarian @LuthurLadvarian · Feb 14
And what I am complaining about is sole responsibility of the city. And the city has been actively undoing all sidewalk clearing residents have done. ALL CLEARING UNDONE.

Luthur Ladvarian @LuthurLadvarian · Feb 14
Replying to @kirklandgov
This is what all your taxes get you. The big F you if your not behind the wheel of a SOV. This is how the city views you. Income for the city by force. Love these reminders that we are worthless to the city we fund unless we are actively driving at this moment.

Ray Steiger @raisedeiger · Feb 14
Transit, emergency vehicles, and commerce play a pretty important role in the City. Was glad to see them in action.

Retweeted 3 times

Kirkland, Washington @kirklandgov · Feb 14
Our team has been focused today on removing downed trees from over 100 locations, deicing roads, and clearing snow. We're making progress, but with over 500 miles of roads to care for, we've still got more work to do! Thank you for your patience and for supporting each other! pic.twitter.com/QDqekMLh4D

TEAM SLAMOLA @DSmasne
AMERICAN FARMER & AMERICAN SPORTSMAN

udubgal is a boss™ @udubgal
I talk sports. My loves are UW Football, Seahawks (12th Man Forever. Section 325!) & Mariners. #Bringbackoursonics. Also, I'm a girl.

1 user has asked not to be shown in this view. [Learn More](#)

Kirkland, Washington @kirklandgov · Feb 14
We actually spoke to the Waste Management drivers and this idea would be dangerous for them.

Chris Balt @chrisbalt · Feb 14
I figured the liability appetite would kill such an idea, but good thinking nonetheless.

Leticia Perez @PerezLeti777 · Feb 14
Replying to @kirklandgov
Thank You!

Intern4tional @intern4tional · Feb 14
Replying to @kirklandgov
Keep up the good work!

BP @brainpu1 · Feb 14
Replying to @kirklandgov
110th Ave NE & 109th Ave NE still with 10+ inches and ice. Multiple stuck cars, mail truck stuck, near collisions, and sliding down hills. 1 plow pass please.

Luthur Ladvarian @LuthurLadvarian · Feb 14
Replying to @kirklandgov
All focus is on motorist. All focus is on motorists. All priority is on motorists. If your elderly, to young to drive, or just can't because your neighborhood isn't worthy of plow attention you don't matter. 500 miles of roads. Only priority. Love getting the finger from city

Kirkland, Washington @kirklandgov · Feb 14
3:50 PM - 14 Feb 2019
3 Retweets 38 Likes

Joe Eggers @cougarjoe2 · Feb 14
Replying to @kirklandgov
It's now day 3. It's painfully obvious we were not prepared for this worse case scenario. We need more plows. All Roads should be clear by now. I hope someone thinks of options. I got one. Put plows and chains on garbage trucks. Two problems solved.

Chris Balt @chrisbalt · Feb 14
Actually kind of a brilliant idea. 💡

Kirkland, Washington @kirklandgov · Feb 14
We actually spoke to the Waste Management drivers and this idea would be dangerous for them.

The screenshot shows a Twitter thread with the following content:

- Header:** 13 Likes, 2 replies, 13 retweets.
- Profile:** Kirkland, Washington (@kirklandgov)
- Form:** Add another Tweet
- Tweet 1:** TurnpikeTom (@sockdolager81) · Feb 15
Replying to @kirklandgov
We could sure use the help, when possible on side roads & cul-de-sacs near Kingsgate pool - streets like
NE 142nd St
NE 142nd Place
129th Ave NE
128th Place NE
NE 140th Ct
Please & Thank you 🙏
2 replies, 2 retweets, 2 likes
- Tweet 2:** Kirkland, Washington (@kirklandgov) · Feb 15
We are doing our very best to address these roadways and I can tell you that plowing WILL continue this weekend! Thank you so much for your patience as we navigate this extreme weather incident.
1 reply, 1 retweet, 1 like
- Tweet 3:** TurnpikeTom (@sockdolager81) · Feb 15
Thank you!!
Efforts are much appreciated 🙏👍
1 reply, 1 retweet, 1 like
- Tweet 4:** Taeya Pankow (@zeppelinmama35) · Feb 15
Replying to @kirklandgov
NE 186th near the high school and those side streets really need it still! Thank you for all you're doing!
1 reply, 1 retweet, 1 like

The image shows a screenshot of a Twitter interface with a white retweet notification overlay. The overlay has a close button in the top right corner. The main tweet being retweeted is from **Kirkland Police** (@KirklandWAPD) dated Feb 14. The text of the tweet reads: "Kirkland Officers help resident get out of their driveway and get a little exercise in at the same time. #WhateverItTakes pic.twitter.com/qcj6gG15Qm". Below the tweet, there are four user avatars, each with a "Follow" button and a small "0/0" indicator. The users are: **Bryan D. Jackson** (@BryanDJackson5) with bio "Christ follower, Cherokee descendant, husband, dog dad, author, clergyperson, happy to be alive after so many close calls kinda guy #CalledYetAgain"; **Goin Postal Bellevue** (@FreightnShip) with bio "International and domestic service point for FedEx, DHL, UPS, and USPS 🌍📦🚚 We're your neighborhood professional boxers!"; and **Nathan henke** (@tha_kovenant). The background of the page is dark and partially obscured by the overlay.

Retweeted 4 times

Kirkland Police @KirklandWAPD · Feb 14
Kirkland Officers help resident get out of their driveway and get a little exercise in at the same time. #WhateverItTakes
pic.twitter.com/qcj6gG15Qm

Bryan D. Jackson @BryanDJackson5
Christ follower, Cherokee descendant, husband, dog dad, author, clergyperson, happy to be alive after so many close calls kinda guy #CalledYetAgain

Goin Postal Bellevue @FreightnShip
International and domestic service point for FedEx, DHL, UPS, and USPS 🌍📦🚚 We're your neighborhood professional boxers!

Nathan henke @tha_kovenant


The screenshot shows a Twitter thread with the following content:

- Header:** 13 Likes, 2 replies, 13 retweets.
- Original Tweet:** **Kirkland, Washington** (@kirklandgov) · Feb 15
We are doing our very best to address these roadways and I can tell you that plowing WILL continue this weekend! Thank you so much for your patience as we navigate this extreme weather incident.
1 reply, 1 retweet.
- Reply 1:** **TurnpikeTom** (@sockdolager81) · Feb 15
Replying to @kirklandgov
We could sure use the help, when possible on side roads & cul-de-sacs near Kingsgate pool - streets like
NE 142nd St
NE 142nd Place
129th Ave NE
128th Place NE
NE 140th Ct
Please & Thank you 🙏
2 replies, 2 retweets.
- Reply 2:** **TurnpikeTom** (@sockdolager81) · Feb 15
Thank you!!
Efforts are much appreciated 🙏👍
- Reply 3:** **Taeya Pankow** (@zeppelinmama35) · Feb 15
Replying to @kirklandgov
NE 186th near the high school and those side streets really need it still! Thank you for all you're doing!

Home Moments Notif

Kirkland, Washington
@kirklandgov

129th Place and 97th Place NE. Thank you for your patience!!



8:52 PM - 16 Feb 2019

7 Likes

2 7

Add another Tweet

BP @brainpudl · Feb 16
Replying to @kirklandgov
Could we get a plow on NE 120th St & 109th Ave NE?

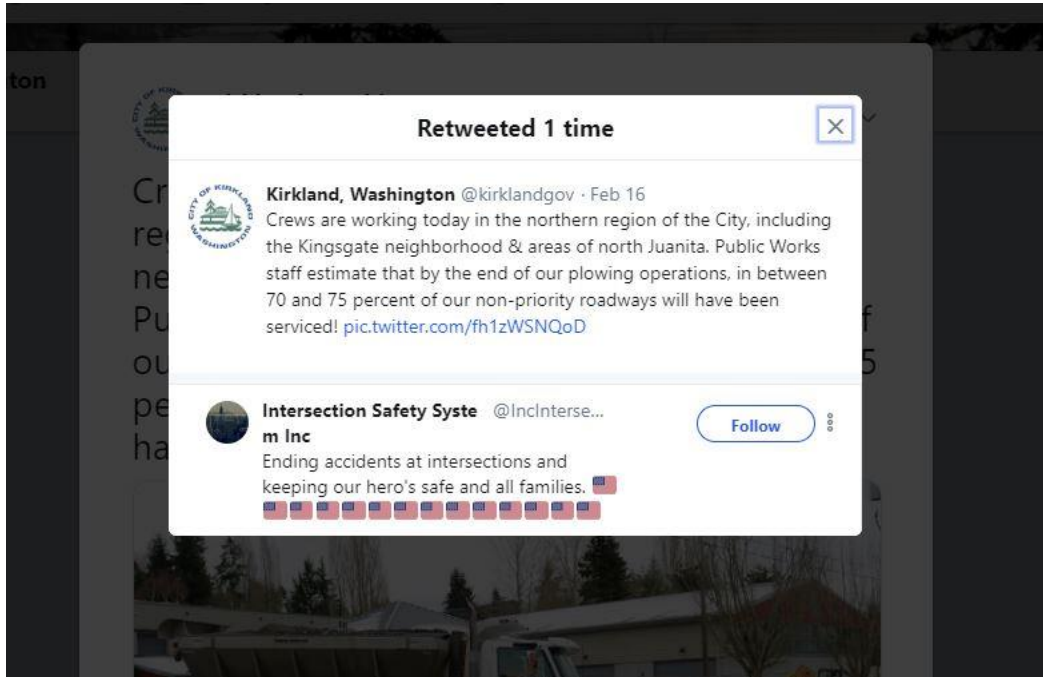
L. Simonds @simonds_l · Feb 17
Replying to @kirklandgov
Is there a way to report downed trees blocking streets to the city online?

Retweeted 2 times

Kirkland, Washington @kirklandgov · Feb 15
The regular weekly garbage and recycling service schedule will resume starting on Monday, February 18. Customers may place out double or triple loads of garbage and recycling, at no additional charge. Visit: kirklandwa.gov/NewsRoom/Updat... for more info!
pic.twitter.com/EPbC3FeQR4

WA State & Local @CDWGWAGov
Working closely with WA State & Local Gov't stakeholders, focusing on new technology solutions and initiatives, driving positive changes in their environment.

wwhathor @wwhathor
I have two children and a husband. I don't get enough sleep.



Nextdoor

K Kellie Stickney, City of Kirkland AGENCY

Winter Storm Response

Curious about how our crews respond to winter storm events? Watch this 3 minute video to learn about our response before, during and after a snow event:

https://youtu.be/_7FQnaXhC_0



8 Feb · Subscribers of City of Kirkland

😊 Thank 💬 Reply

😊 31 · 4963 Impressions

K Kellie Stickney, City of Kirkland AGENCY

Winter Storm Road Closures

We'll be keeping an updated list of road closures on the City website as we work through this storm. Please avoid travel if possible. Stay home, stay warm, stay safe!

https://www.kirklandwa.gov/NewsRoom/Snow_Storm_2019_Road_Closures-February_8_s3_p26545.htm



Snow Storm 2019 Road Closures- February 8

KIRKLANDWA.GOV

8 Feb · Subscribers of City of Kirkland

😊 Thank 💬 Reply

😊 20 · 6487 Impressions

K Kellie Stickney, City of Kirkland **AGENCY** ▼

Report Downed Trees Online Thru City Website.

Need to report a tree down (and it's not an emergency)? Please visit:
https://www.kirklandwa.gov/City_Services/question/Submit_a_Service_Request.htm



Edited 12 Feb · Posted Feb 12, 2019 · Subscribers of City of Kirkland

Thank Reply ▼

8 3 · 3089 Impressions

Emmanuel P., Inglewood · 12 Feb ▼
that link isn't working



Emmanuel P., Inglewood · 12 Feb ▼
https://www.kirklandwa.gov/City_Services/question/Submit_a_Service_R...

1 Thank

K Kellie Stickney · 12 Feb ▼
We just updated it, should be working now.



Add a reply...

STAFF DEBRIEF NOTES

After Action re: February 2019 Snow/Ice Event

What went well?

- Pre-plan development
- EOC staffed and operational
- Pre-emptive social media and video
- 8-hour shifts (versus 12 hour)
- Material acquisition (sand, salt, deicer)
- Mechanics on staff
- Juanita Drive had no accidents
- Fire Stations & KJC aprons/parking lots deiced/cleared
- Police Vehicles chained or 4x4
- Driveway volunteer crew
- WMI gathering points established
- Overall crew response was excellent
- Kept up morale, teamwork, communicated with each other
- Good equipment
- Appreciate number of people who volunteered for the late shifts, willingness and flexibility
- Had enough product and were able to get more when it was needed
- Preventative de-icer was very helpful around facilities
- Good collaboration, appreciate the opportunity to pull together
- People stayed safe, no accidents (Parks) just 3 in PW

- Hot wash after event

Things to consider next time:

- **Community outreach (preemptive):**
 - Driveway and sidewalk shoveling coordination w/ plowing
 - Garbage can placement
 - Use pwservicerequest@kirklandwa.gov not publicworks@kirklandwa.gov
 - Uncover your meter box if you know where it is
 - Put your vehicles in your driveway if possible, if we're able to plow your street then this will make it easier to do so
 - Help us avoid flooding by uncovering storm drains in front of your house
 - Please remember that property owners are responsible for removing ice and snow from the sidewalks that are adjacent to their property (per KMC 19.20.020).
 - Public trees into private property (claim process, responsibilities)
 - Private trees onto public property (what we do, what they need to do)
 - "amnesty" for yard waste location (if available)
 - Need clear message whether we're taking requests for plowing outside of the priority routes or not
- **EOC:**
 - Clarify that whomever receives a road closure needs to make sure notification is sent to EOC and Road Closure distribution. If a tree or branch is on a line, need to call in to PSE or Comcast/Frontier. When road is reopened, notification also needs to be sent. Sign Shop needs to be

notified to pick up signs. Maybe Sign Shop should be on EOC or Road Closure distribution?

- No comprehensive list of emergency contacts in each dept. (Fire BC, Police, Streets/Grounds leads)
 - Little or no communication with Fleet regarding EOC decisions, continuation of event
 - Communication between EOC / PW / PMO crew as it pertains to field response
 - Recommend calling in other EOC staff besides PW/PMO who were handling all they could in the field and with logistics
 - Other staff would have liked to help more and have training in EOC
 - What is the EOC's role vs operations
- **Equipment:**
- Need operational radios/radios in vehicles
 - Additional lights on plows (dark conditions)
 - Additional plows on "smaller" pickups during day
 - More adequate springs on the small plows
 - Temp or permanent c-curb candles in field
 - Extra blades available for worn out blades
 - Adjustable "V" plows on smaller trucks
 - Northern sand storage location (Office Max?)
 - Should we look at getting a set of cab doors and plow straight or adjustable V, snow blower, and or sander for the tool cat. It could be used locally in and around the shop or in the smaller neighborhoods:


- <https://landing.bobcat.com/snow/attachments.html>
- Better quality chains (especially 2-wheel drive; many came off)
- **External:**
 - Metro articulated busses clogged the system
 - Roadway parking control
 - Best way and number to notify PSE and or Verizon
 - New PSE Emergency Number - **425-822-4613**
 - Add WCIA's phone number to our M and O contact list – 206-575-6046
 - Coordination with PD & Fire on vehicle parking location so that we can better serve their sites
 - Coordinate with LWSD on outreach and walk route prep
- **Operations:**
 - Road closed tracking/publishing
 - Better schedule sharing (i.e. with Fleet/parks)
 - 12 hours or 8 hours discussion (still mixed perspectives)
 - Fleet (desires to) work 12 hour or transition period
 - Briefing for all at start of shift (Office, Fleet, etc.)
 - Lunch work throughs (1/2 hour lunch time = 1 hr OT)
 - 1-2 floaters on duty
 - Alignment w 12 hr. EOC shift duration (06:00 – 18:00)
 - On Saturday and Sunday day shifts, it would be nice if there was someone to answer 3900 besides the shift manager
 - On weekday swing shift (after 3:30) it would be nice if there was someone to answer 3900 besides the shift manager.

- Fleet does not have enough mechanics to run 24 hours and do 8 hours shifts like the rest of public works.
 - Fleet should have a lead who is in charge.
 - Lack of tie in with Fleet crew during overlap/shift change
 - No PW crew roster emailed/handed out - Fleet had no idea who was running what vehicle/equipment
 - No radio assignments - no idea who had what radio - only way to reach was to broadcast name of operator/staff
 - Little or no contact with Fleet when lunch/meals/snacks arrived
 - Crew were deployed back and forth across City
 - At times when crew arrived a location, it had already been cleared
 - Recommend defining "sphere of responsibility" between PW/PMO
 - Communication not always passed along (e.g., PMO briefed PW on staff on shift, but would then get call from someone else asking for same information)
 - Need better address information from callers/citizens/crews
 - There are only 3 available 3900 lines and 2 if forwarded; need additional lines available during high volume.
- **Policies:**
 - what does "plowed" mean?
 - How to address/prioritize non-priority routes
 - Resource allocation between multiple priorities (trees vs plowing)
 - When to go from P routes to Non-P routes ("bare pavement")
 - Private vs. Public responsibilities: sidewalks, trees, driveways

- What investment in deferred maintenance: buttons, potholes
- Communications: best practices/Council role
- **Route modifications:**
 - Align deice and snow route priorities
 - 124th west of 100th Ave extend P1 route
 - Open 100th Street bridge and the 110th/100th Ave bollards
 - 108th Ave NE from NE 132nd Street to Juanita Woodinville to P1 on snow removal (fire request)
 - % grade for "likely closed" on maps
 - Community special needs mapped
 - All P3 to P2; reflects what we do
 - Put all North to South roads between NE 80th St to NE 90th St on as Priority 2
 - need to discuss adding more roadways in Kingsgate and Finn Hill as Priority 3 routes
 - Review/update priority routes (i.e. customer pointed out that Finn Hill Fire Station is still on map).
 - Requests were received to be placed on priority route list
- **Training:**
 - On where sand should/not be placed
 - Training on sander setup and dispersion basics
 - How to plow across driveways and intersections
 - Plow sequencing (middle to outer lanes)
 - Get one quadrant down during training, then others

- Plowing adjacent to sidewalks
- How to operate the equipment
- Pre-inspection what to dos
- Chaining up
- Communication from field on tasks that were done but not assigned.
(e.g. quick stop to take care for a tree in the ROW and not calling it in. Meanwhile the tree is called in by the Public, PD, or Fire but it's already been taken care of.....and gets dispatched...crews are sent out...but tree is already addressed). Happened more than once.
- Need to plan/implement 'Snow and Ice Rodeo' - crews and techs work together learning proper operation and maintenance of equipment BEFORE events happen
- Extend PW plow training to Parks staff


Snowplow - Level of Service Survey

Agency	Plow all/some/none streets after priority route	Plow all/some/none cul-de-sacs	Comments
City of Brewster	All	All	We plow every public street, cul-de-sac and alley, prioritized by usage. Our policy is to plow at 3", however many times we start at 2". Of course it depends on the timing of the snow and weather forecast. For example, if we are going to expect 40 degrees following the snow and get 2" throughout the whole day, we won't plow.
City of Cheney	All	All	
City of East Wenatchee	All	All	
City of Ellensburg	All		We have a schedule of how the streets are prioritized to be plowed, although the timing of the snowfall event dictates the priority level of how we conduct our snowplowing operation.
City of Ephrata	All	All	The City of Ephrata plows all street and Cul-de-sacs after 2" or better has fallen. The City plows major roadways for emergency access first. Then the Hilly areas and Downtown corridor, second. Then residential.
City of Grandview	Grandview has an adopted snow plans that identifies priority streets (Arterials, Downtown and school areas) as our first priority but if it continues to snow, we will move into residential areas. These areas we plow to the center and remove within a couple of days weather permitting.		Plowing the residential areas cause additional problems because the streets are narrow and with parking on both sides it really limits the quality of work we can accomplish. For example, if we plow to the sides people can't get their vehicle out, it also effects pedestrians from using sidewalks and if we plow to the center, the driving lanes becomes very narrow and drivers get stuck in the snow berm. We start by plowing to the sides in the residential areas until we start seeing a large accumulation of snow. The next step is to plow to the center and remove the brims as time permits. The goal is to improve vehicle/pedestrian travel and much as we can recognizing that nothing we will accomplish will be consider as perfect. Snow control is very challenging and expensive and I don't believe there is a one size plan that will work for every city. We can only do the best we can with what is available to the departments.
City of Kennewick	All, but only if all priority routes are in good shape, and if they actually need plowing.	All, but only if all priority routes are in good shape, and if they actually need plowing . Also we typically need special equipment (loaders) as our plows are too big to do most cul-se-sacs.	
City of Leavenworth	All	All	
City of Moses Lake			If we decide to plow the residential streets, we plow all of them. The decision is based on the condition of the snow and how it affects the traffic. We hire a contractor to plow the residential streets if the decision is made.
City of Omak			Snow Removal Policy
City of Othello	All	All	
City of Prosser	All	All	The City of Prosser is setup by Class level I through Class Level IV for snow plowing. The Class Levels are as follows: Class Level I – Main Collectors, Emergency Routes Class Level II – School Bus, School Routes, Business Routes Class Level III – Hills and Slopes Class Level IV – Local Access, Residential Streets
City of Richland	We operate snow and ice removal based on a priority system that leaves local streets to the lowest priority. We have identified specific local streets that are the most vulnerable to difficult conditions because of steepness and sun exposure. These streets get pre-treated with de-icer or salt before storms and are some of the first local streets we will plow.	In most snow events we don't plow local streets because the accumulation and duration of the event isn't a significant impact on residents. In 2017 and now 2019 the snowfall has significantly impacted local streets such that many are impassable to typical vehicles. We plow them in these circumstances, but it takes us days to do so because our resources are really sized to the priority system only. We work cul-de-sacs when we do local streets.	https://www.ci.richland.wa.us/departments/public-works/traffic-and-streets/snow-removal
City of Union Gap	Plow all local access streets	Plow outside travel lanes in cul-de-sacs	
City of Walla Walla	Yes. As a second priority. The residential streets are divided into sectors without any particular regard.	Yes. As a part of residential in general.	
City of Wenatchee	All	All	
City of Airway Heights	We plow all local streets, time depending, after the priority routes have been accomplished.	Same with cul-de-sacs.	
City of Algona			Small enough to plow all roads


E-Page 204 Agency	Plow all/some/none streets after priority route	Plow all/some/none cul-de-sacs	Comments
City of Anacortes	We plow as many of the remaining streets as possible	We plow as many of the cul-de-sacs that we can safely maneuver around. Some are very small and we can't safely get our equipment through. Others have cars parked making it hard to get the plow in so we do the best we can.	
City of Edmonds	After primary routes are cleared we move onto our secondary routes. Those routes are chosen due to their connectivity to the primary routes.	Only after both primary and secondary routes are cleared will we start to push snow on residential/cul-de-sacs. The criteria is can it be done safely and will it provide relief to a challenged snowbound area of our town.	https://myedmondsnews.com/2019/02/city-of-edmonds-maps-for-snow-removal-and-anti-ice-applications/
City of Enumclaw	We have established three levels of service with our priority routes. Once those are completed, we monitor and (spot) plow some the remaining local streets, intersections, and cul-de-sacs as needed.	See prior answer	Criteria considered- snow drifts from wind, lane width, parked cars, potential/possible flooding from melt, complaint/request from public. We tend to get mixed reviews when plowing local streets when needed.
City of Federal Way	We plow all, provided resources are available. In general, our guidance is to do what does the greatest good. Meaning, once we are at the local street level we start with the 'collector' locals and work down those as well as those which limit access to residential areas (i.e. steep slopes, hard turns, etc.) Greatest good is defined by the remaining roads with the maximum number of houses/trips.	This fits into the previous answer. We plow some of them, primarily those with steep slopes. Typically before we finish them the snow has melted to the point where it is no longer required. We are limited on many of the cul de sacs by road width and cars parked on street.	
City of Granite Falls	All with the exception of public roads	All with the exception of public roads	
City of Issaquah	All City owned streets are plowed during snow plowing operations	All City owned Cul-de-sacs are plowed during the snow plowing operations	When I say "during snow plowing operations", I mean that our "Job" is not completed until they are all hit and passable during and after the storm.
City of Kent	The city of Kent has a number of steep arterials that can require two to three plows continuously during an event to keep them open. They range up to a 14% grade. We have 310 total centerline miles of streets including residential streets. We have 8 plows with sanders. Our plowed streets are included on our website and reviewed every summer. They are also reviewed every Fall with our Council. We only plow the arterials, minor arterials and collectors.	As a general rule we are rarely able to get to any problem residential streets and do not plow residential streets unless we are requested to do so for an access problem, such as a cul de sac at the bottom of an incline. This is only if we are able to get to it which would be the lowest priority during a storm.	https://www.kentwa.gov/residents/transportation-and-streets/snow-and-ice-response-plan
City of Kirkland	Kirkland does plow non-priority routes but only <i>after</i> we complete all of the priority routes. Historically, most of our snow events have only been 2-3 days in duration with melting conditions coming quite soon after the event, as such, we do not typically move beyond our priority routes however will take emergency or medical plow requests. Due to the duration of the most recent February 2019 event, we did get into our non-priority system and completed approximately 70% of that network (we have 65 miles of priority routes and around 185 miles of non-priority routes – see attached plow map). We focused on neighborhoods with the highest elevations and then went out from there. We are currently developing additional criteria and will be discussing the priorities of non-priority routes with our City Council in April. Criteria likely will include: lesser used transit routes, school walk routes, east/west running roads in shade (less melting opportunity)	We tend not to plow cul de sacs unless they serve 15-20+ residents.	https://www.kirklandwa.gov/Assets/IT/GIS/SnowRoutes.pdf
City of Lake Forest Park	Attempt All	Cul-de-sacs are the last priority and rarely are we able to ever plow them.	Not really an easy one to answer. We make every effort to snow plow all of number 1 but sometimes just can't get to them, the criteria would be how they connect to the arterials or State Highway's in our case.
City of Longview	We will plow all of our neighborhood streets and cul-de-sacs. They are only plowed if priority routes are cleared and only on regular time not after hours overtime.	See previous answer	https://www.mylongview.com/460/Winter-Maintenance-Priority
City of Langley	All	All	
City of Lynden	Typically we don't plow local streets until we are sure that the snow routes are taken care of and then if there has been significant accumulation we try to at least open up a travel lane on the remaining local streets including cul-de-sacs. We will address other routes if we are made aware of a particular safety or health issues. I've also copied my Street Superintendent so that he can add on if he has comments.	See prior answer	
City of Marysville	Marysville has a Snow Routes Map on our website showing our primary (arterials) and secondary (collectors) plowing routes. We typically do not plow residential streets, although through this latest storm cycle our administration allowed me to develop and post a third series of streets to be plowed based on the limited transportation routes used by the Marysville School District and out City Solid Waste Division.	Marysville does not plow any cul-de-sac streets.	prioritize snow and ice removal


E-Page 205 Agency	Plow all/some/none streets after priority route	Plow all/some/none cul-de-sacs	Comments
City of Medina	All	Some , if they are accessible and city row.	
City of Monroe	Local streets are plowed only IF the arterials and collectors on the priority route are plowed to the point that continued plowing is not making an impact on snow accumulation.	Same	
City of Mukliteo	Some once the priority streets are plowed. Citizens can request service through the City's website or calling public works directly. City staff will try to accommodate based on whether we think it is safe (e.g. the road is too steep) and there isn't a more pressing need on a priority street	Some. Same answer as previous.	
City of North Bend	All	All	https://northbendwa.gov/CivicAlerts.aspx?AID=765
City of Olympia	After we complete our Primary and Secondary we get into neighborhoods. Typically in the snow storms we get the snow has melted enough that there is no need to get into all neighborhoods by the time we have completed the other routes. But with this most recent event, we did get into neighborhoods around the 3rd-4 th day. In some areas there was so much snow, that when plowing in those areas we found it difficult to find places to put the snow. In the situations that we didn't get a neighborhood street it was because we felt like it wasn't safe to bring equipment into narrow or congested streets, there were cars or garbage containers in the plow area, or there was no safe place to push the snow to.	We tried to get into cul-de-sacs as best we could. We found it difficult to plow these areas and a lot of times had no where to push the snow too. We did, eventually, send out heavy equipment (backhoes and loaders) to try to help with these areas.	http://olympiawa.gov/city-services/transportation-services/streets/snow-and-ice.aspx
City of Port Orchard	The city plows per our adopted snow route map (see attached), which prioritizes major/minor arterials, collectors and some critical local access roads. Once we have all P1 thru P3 roadways under control, we then move onto residential subdivision streets.	We plow cul-de-sacs to a degree, as a function of the residential street plowing. Unfortunately, cul-de-sacs tend to be where plowed snow is placed to melt.	https://www.cityofportorchard.us/documents/snow-routes-pdf/
City of Rainier	All	All	We plow all we start with state route then arterials then local to include cul-de-sacs
City of Renton	All	All	Renton has just over 311 center line miles and approx. 700 lane miles of streets. Plan and goal is to plow all streets- utilizing 24 hr operations / 2 - 12 hrs shifts with split start times of 5 AM/PM , 7 AM/PM to cover rush hour times. Winter Operations Fleet is 11 Plows, 10 Sanders, with 8 CDL Plow/ Sanders, 3 Deicer Applicators (2050 gallons) with Plows, 1 Sander with PreWet System. We pretreat streets with Deicer 12-24 hrs before an event, all main and secondary arterials and collectors, hospitals, schools, Fire Stations, bridges, steep grades and hills. During a snow event, all Priority 1 Routes are cleared and secured first, then on to secondary and main routes through neighborhoods, then into all streets. Our city is divided into 5 Regions. Operators are required to stay within their Regions and on their Routes
City of Ridgefield	In a snow or ice event, roads are cleared or treated in the following order: arterials, collectors, and bus routes. After these streets are plowed and sanded, the crew will attempt to clear neighborhood streets if time and conditions permit.		https://ridgefieldwa.us/wp-content/uploads/Snow-Removal-Map-2015-Reduced.pdf
City of Sedro-Wooley	We have a posted Snow Plowing policy. Basically we start with the arterials, then to the Local Access streets, plowing all roads eventually.	We have designated a couple of local streets with Cul-de-sacs as non- plowed due to grade. We send out an annual letter in November reminding those folks of the limitations.	https://www.ci.sedro-woolley.wa.us/Departments/Streets/20161025_snow_ice_control_policy_updated.pdf
City of Sequim			If there is time before the snow melts, and usually there isn't, we would continue plowing all public city streets
City of Shelton	All	All	The City of Shelton plows all local streets including cul-de-sacs after the snow event is finished.
City of Snohomish	We plow ALL local streets, after priority routes are cleared. We close the steep/hilly section of four roads.	We plow ALL cul-de-sacs, after priority routes are cleared.	
City of Stanwood	All	All	
City of University Place	We plow local (residential) streets only after all of our priority (arterial) streets are clear.	No cul-de-sacs.	
City of Woodinville	Woodinville focuses on the priority routes, and as conditions allow we try to get to all the remaining streets, including cul-de-sacs.	See prior answer	With the length of the event this year and how long snow lingered I believe we ultimately were able to plow all roads. We do not plow private streets, nor do we remove snow berms left by the plowing in front of individual driveways.
Town of Woodway	All	All	


City of Kirkland Anti-Icing Routes

 Kirkland Justice Center







 Planned Shelter/Charging Locations







 School Locations

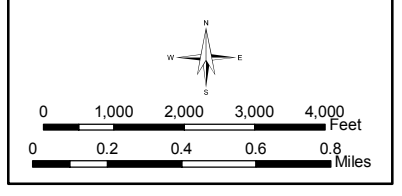
 Fire Stations

 Anti-Icing Routes

Window Size: 40,000

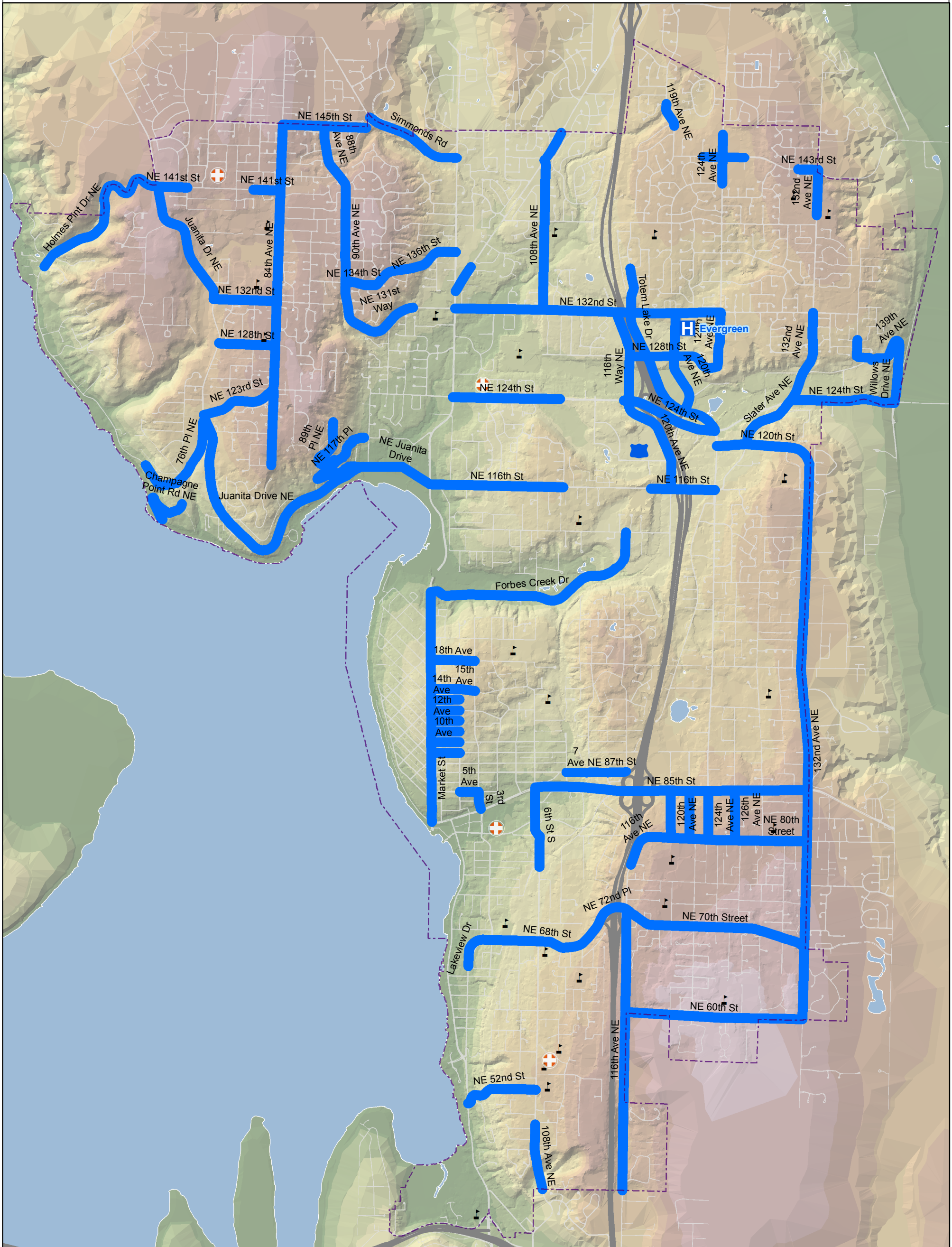
-  530 - 600
-  500 - 530
-  450 - 500
-  400 - 450
-  350 - 400
-  300 - 350

-  250 - 300
-  200 - 250
-  150 - 200
-  100 - 150
-  50 - 100
-  0 - 50
























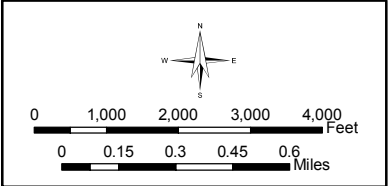
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Name: 2018_COK_AntiIcingRoutes_11x17_v1
Date Saved: 11/19/2018 10:44:05 AM

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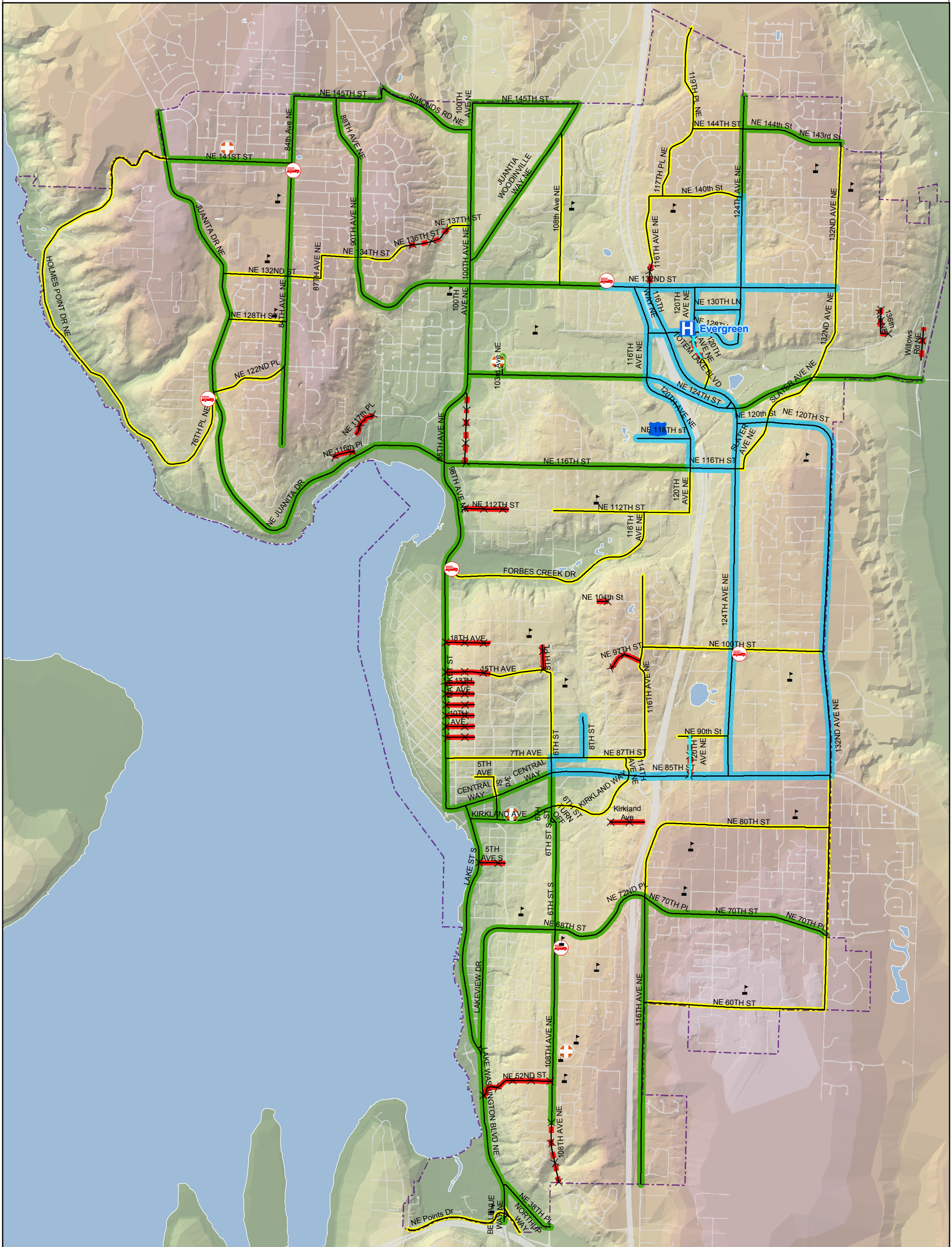
City of Kirkland Snow Plowing Routes

	Kirkland Justice Center	Window Size: 80.000		250 - 300	
	Fire Stations		530 - 600		200 - 250
	CLOSED ROADS		500 - 530		150 - 200
	POTENTIALLY CLOSED ROAD		450 - 500		100 - 150
	PRIORITY 1		400 - 450		50 - 100
	PRIORITY 2		350 - 400		0 - 50
	PRIORITY 3		300 - 350		
	School Locations				
	Planned Shelter/Charging Locations				


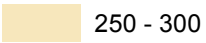

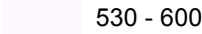
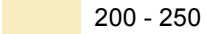


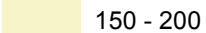


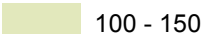

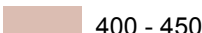
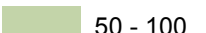

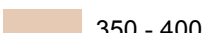
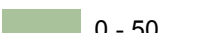
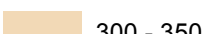



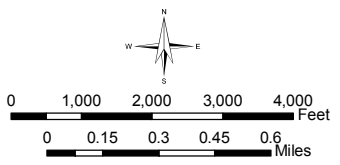
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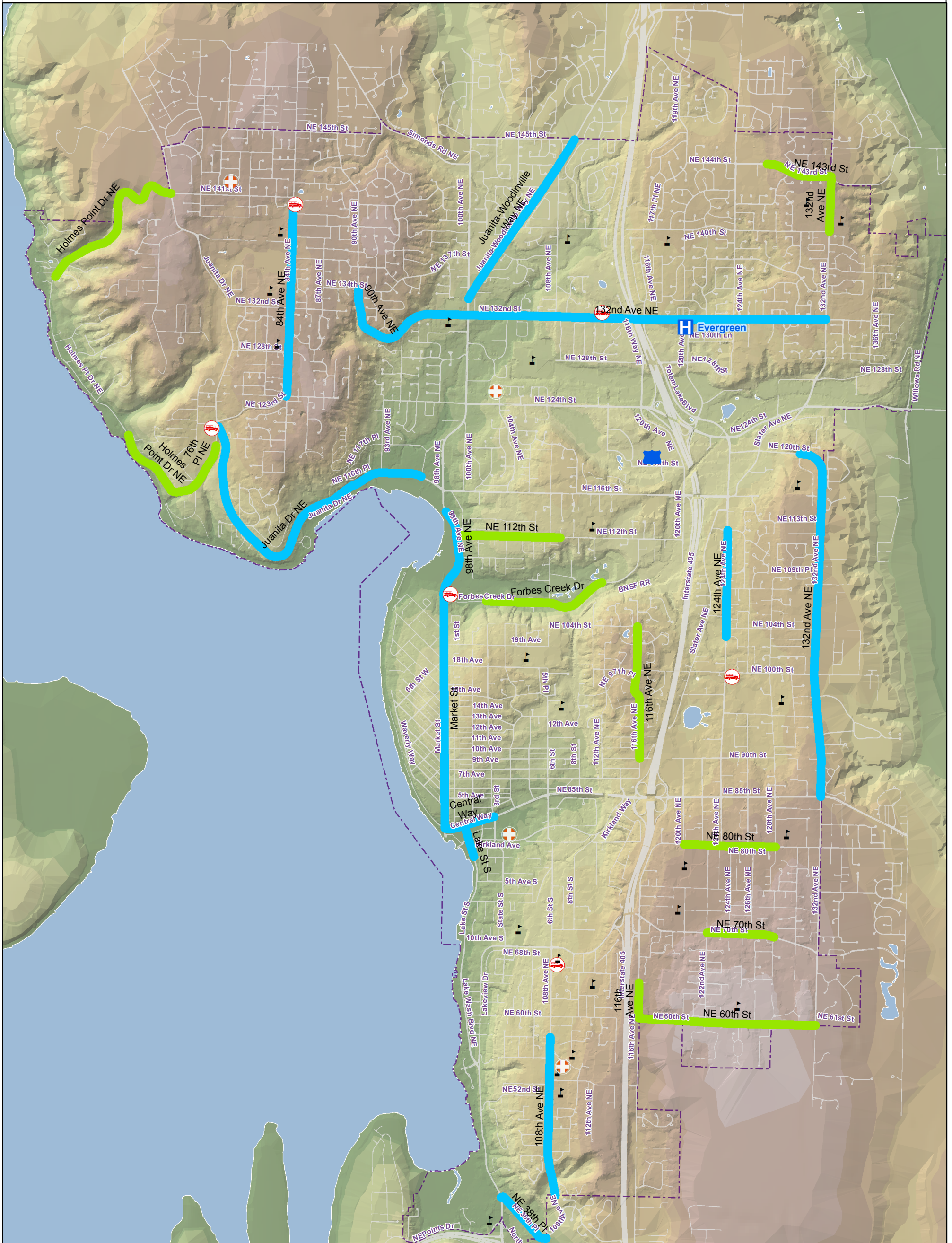
City of Kirkland Wind Storm Sweeping Routes

	Kirkland Justice Center	Window Size: 40.000		250 - 300
	Fire Stations			200 - 250
	PRIORITY 1			150 - 200
	PRIORITY 2			100 - 150
	School Locations			50 - 100
	Planned Shelter/Charging Locations			0 - 50
				300 - 350

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Author: Ray Steiger, P.E., PW - Superintendent
Name: 2018_COK_PostWindStormSweeping_11x17
Date Saved: 11/16/2018 3:05:54 PM





CITY OF KIRKLAND
Planning and Building Department
123 5th Avenue, Kirkland, WA 98033
425.587.3600- www.kirklandwa.gov

Council Meeting: 04/16/2019
Agenda: Honors and Proclamations
Item #: 5. a.

MEMORANDUM

To: Kurt Triplett, City Manager
From: Deb Powers, Urban Forester
Date: April 16, 2019
Subject: 2019 ARBOR DAY PROCLAMATION

RECOMMENDATION

That the Mayor proclaim April 26, 2019 as Arbor Day in the City of Kirkland.

BACKGROUND DISCUSSION

Attached is the proclamation declaring Friday, April 26, 2019 as Arbor Day in the City of Kirkland. By meeting the National Arbor Day Foundation standards in 2019, Kirkland will maintain its status as a Tree City USA for the eighteenth consecutive year. The four standards required by the Arbor Day Foundation to qualify as a Tree City USA include:

- Have a designated Tree Board and/or Department responsible for trees on city-owned property, including professional foresters or arborists on staff. The Park Board and programs in the Planning Department, Parks Department and Public Works Department together meet these criteria;
- Adopt a tree care ordinance that provides guidance for planting, maintaining and removing trees. Chapter 95 of the Zoning Code related to tree management (and related environmental chapters) fulfill this requirement;
- Maintain a community forestry program with an annual budget of at least \$2 per capita. The various tree and forestry-related staff and programs in Parks, Planning, and Public Works exceed this budgetary requirement;
- An Arbor Day Observance and Proclamation. This proclamation and the Green Kirkland Partnership Earth Month and other tree plantings fulfill this standard.
- In addition, Kirkland is one of a limited number of cities in the State of Washington that received Sterling City status for achieving ten years of Growth Awards for exceeding these standards on an annual basis.

Kirkland Urban Forester Deb Powers is the recipient of the 2019 Arbor Day Proclamation.

Cc: Chris Dodd, Greg Nuemann, Adam Weinstein, Jeremy McMahan

Attachment: 2019 Arbor Day Proclamation



A PROCLAMATION OF THE CITY OF KIRKLAND

Proclaiming April 26, 2019 as Kirkland Arbor Day in Kirkland, Washington

WHEREAS, Arbor Day is observed around the world to celebrate, plant, and care for trees, and

WHEREAS, by proclaiming and celebrating Arbor Day each year, Kirkland meets 'Tree City USA' criteria set forth by the National Arbor Day Foundation, and

WHEREAS, celebrating Arbor Day fulfills Kirkland Urban Forestry Strategic Management Plan objectives, supporting the community's vision for a livable and sustainable Kirkland today and for future generations, and

WHEREAS, protecting, enhancing and maintaining our urban forest is integral to Kirkland's community character,

NOW THEREFORE, I, PENNY SWEET, Mayor of Kirkland, do hereby proclaim Friday, April 26, 2019 as Kirkland Arbor Day.

Signed this 16th day of April, 2019

Penny Sweet, Mayor



CITY OF KIRKLAND
Parks & Community Services
123 Fifth Avenue, Kirkland, WA 98033 425.587.3000
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Lynn Zwaagstra, Director
Leslie R Miller, Human Services Supervisor

Date: April 4, 2019

Subject: YWCA USA'S STAND AGAINST RACISM DAY PROCLAMATION

RECOMMENDATION:

That the Mayor proclaim April 27, 2019 as YWCA USA's Stand Against Racism Day.

BACKGROUND DISCUSSION:

Stand Against Racism is a signature campaign of YWCA USA to build community among those who work for racial justice and to raise awareness about the negative impact of institutional and structural racism in communities. This campaign is one part of its larger national strategy to fulfill its mission of eliminating racism.

This campaign provides an opportunity for our community to reflect on institutional and structural racism and be intentional with our own reflection and commitment. Below is a pledge that the YWCA encourages all of us to take.

STAND AGAINST RACISM PLEDGE

Mindful of the continuing affliction of institutional and structural racism as well as the daily realities of all forms of bias, prejudice, and bigotry in my own life, my family, my circle of friends, my co-workers, and the society in which I live, with conviction and hope:

I take this pledge, fully aware that the struggle to eliminate racism will not end with a mere pledge but calls for an ongoing transformation within myself and the institutions and structures of our society.

I pledge to look deeply and continuously in my heart and in my mind to identify all signs and vestiges of racism; to rebuke the use of racist language and behavior towards others; to root out such racism in my daily life and in my encounters with persons I know and with strangers I do not know; and to expand my consciousness to be more aware and sensitive to my use of overt and subtle expressions of racism and racial stereotypes;

I pledge to educate myself on racial justice issues and share what I learn in my own communities even if it means challenging my family, my partner, my children, my friends, my

co-workers, and those I encounter on a daily basis;

I pledge, within my means, to actively work to support public policy solutions that prominently, openly, and enthusiastically promote racial equity in all aspects of human affairs; and to actively support and devote my time to YWCA, as well as other organizations working to eradicate racism from our society.

YWCA USA is on a mission to eliminate racism and empower women. I join YWCA in taking a stand against racism today and every day.

*This pledge has been adapted by YWCA USA from the Pledge to Eliminate Racism in My Life, YWCA Bergen County which is an adaptation of the Pledge to Heal Racism in My Life, Interfaith Communities United for Justice and Peace, April 10, 2006.

This will be the fifth year in a row that the City of Kirkland has supported this proclamation. In recognition of the need for the City to collaborate with the community to address institutional and structural racism, members of local organizations will accept the proclamation at the April 16, 2019 City Council meeting.

Kirkland Diversity and Implicit Bias Training

While the City proclaims Stand Against Racism Day, it is important to highlight specific actions the City is also taking in 2019 regarding issues of race and inclusion. In November 2018, the Council and City Manager asked that Diversity and Implicit Bias training be given to the entire City workforce by the end of 2019. This is in addition to the standard training on diversity that all employees take throughout the year. The goal of this supplemental training is to uphold and strengthen Kirkland's commitment to its vision statement that Kirkland is a welcoming place to live, work, and play, and a place where diversity is highly valued. The training for the City employees is designed to build awareness that Implicit Bias exists in all of us and may affect how we interact with the public and with each other. This awareness helps the organization work towards nurturing a more inclusive and responsive culture and is an opportunity for personal growth and learning for all employees.

The City is also providing resources and opportunities for engagement around these issues for the greater Kirkland community as well through a partnership with Leadership Eastside. Through outreach to community partners, other cities, police departments, and universities, two excellent trainers were identified that could respond to the Council's goals for City employees. Dr. Bryant T. Marks has been engaged to train the Kirkland Police Department. Dr. Marks is nationally known as an expert on Diversity and Implicit Bias particularly as it affects law enforcement work. Chanin Kelly-Rae has been engaged to train the rest of the City employees. Ms. Kelly-Rae oversaw the State's Diversity program and is currently providing Diversity and Implicit Bias training for government, non-profit, and private entities.

On January 29, the Kirkland City Manager, Deputy City Managers, and Assistant City Manager, along with the Department Directors and the HR Department received training from Ms. Kelly-Rae at the Quarterly Director's Meeting. This provided City leadership the opportunity to review the program, ask questions, and take the lead on this topic. The training was very well

received, and the evaluations provided high marks for both the presenter and the information presented. A training schedule for the entire City through a series of two four-hour trainings has already been implemented and all City employees and Councilmembers will receive the training in 2019. The Kirkland Police Department training with Dr. Marks has also commenced and all members of the Police Department will complete the training in 2019.

Leadership Eastside “Welcoming Kirkland Community Engagement”

The City of Kirkland is also partnering with Leadership Eastside to facilitate a community dialogue on race and equity for Kirkland residents and businesses. Leadership Eastside has named the dialogue the “2019 Welcoming Kirkland Community Engagement Initiative” and will provide services via Adaptive Community Leadership and Equity Consulting. Leadership Eastside (LE) has provided the following statement of purpose for the engagement initiative:

LE proposes to design, coordinate, and implement a comprehensive community engagement project, Welcoming Kirkland, to engage Kirkland residents, businesses, nonprofits, and the city - including police – on how we function together for the health of the overall community.

Assistant City Manager Jim Lopez is the City’s designated member of the Leadership Eastside Working Group that will develop this community dialogue. More information will be provided to the Council and the public soon.

Sharing Resources

In 2019 City staff will be setting up a dedicated diversity and inclusion webpage with videos, links and other information and training resources. The City will be making that link available to all Kirkland residents and businesses and marketing it through all our communication channels so that any member of the community can use the information to support their own learning.

The Council authorized \$150,000 from the Council Special Projects reserve for the total training and services provided for Police, Kirkland employees, and the Leadership Eastside Community Dialogue.



A PROCLAMATION OF THE CITY OF KIRKLAND

Proclaiming April 27 as “YWCA Stand Against Racism Day” in Kirkland, Washington

WHEREAS, all residents regardless of race, creed or ethnicity deserve to be treated with dignity, respect, compassion and justice; and

WHEREAS, on February 21, 2017 the City of Kirkland adopted Resolution R-5240, declaring Kirkland as a Safe, Inclusive and Welcoming City for All People; and

WHEREAS, Kirkland residents value initiatives that will end race-based disparities and make the world a more equitable, inclusive and dignified place for all to live; and

WHEREAS, the elimination of racism can be achieved only with the participation of all residents in dialogue, reflection and action; and

WHEREAS, the City of Kirkland supports the YWCA’s mission to eliminate racial inequalities in employment, education, healthcare, housing, human services and other areas that affect quality of life; and

WHEREAS, April 27, 2019 marks the occasion of the annual “Stand Against Racism Day,” a signature campaign of YWCA designed to build community among those who work for racial justice and to raise awareness about the negative impacts of institutional and structural racism;

NOW, THEREFORE, I, Penny Sweet, Mayor of Kirkland, do hereby proclaim April 27, 2019 as “YWCA Stand Against Racism Day” in our City and encourage residents, local businesses, educators, and community and faith-based organizations to celebrate diversity and advocate for the elimination of racism.

Signed this 16th day of April, 2019

Penny Sweet, Mayor



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

MEMORANDUM

To: Kurt Triplett, City Manager

From: June Carlson, Transportation Strategic Advisor
Joel Pfundt, Transportation Division Manager
Kathy Brown, Public Works Director

Date: April 4, 2019

Subject: 2020 LIGHT RAIL CONNECTION IMPACTS

RECOMMENDATION:

City Council receives a briefing about Sound Transit construction activity impacts, and on the status of transit and traffic operations in downtown Seattle as a result of the March 23, 2019 Downtown Seattle Transit Tunnel (DSTT) closure to buses.

BACKGROUND AND DISCUSSION:

Regionally, Sound Transit Link light rail is growing. In 2020, the existing tracks that serve roughly 80,000 people per day will need to be connected to the future Link light rail line extension that will serve the Eastside starting in 2023.

This complex operation has been nicknamed "[Connect 2020](#)". Construction of this connection will occur at the south end of the DSTT and will impact rail service from January to mid-March 2020. Light rail will be reduced to a single track in the Westlake, University, Pioneer Square, International District, and Stadium stations, with service maintained to and from stations north and south of the Pioneer Square station. Sound Transit is committed to providing as much light rail service as possible, but the frequency of trains will need to be reduced during this time.

As a result of the timing of Connect 2020, implementation of the North Eastside Mobility Project (NEMP) transit service changes has been delayed from September 2019 to March 2020. This is because the transit connection between Kirkland and downtown Seattle that will be implemented as part of NEMP will depend on transferring at the UW Link Station between Metro Route 255 and Link light rail. That will require frequent and reliable Link light rail service. If the transit service changes were implemented in September 2019 as originally discussed, there would be a significant disruption in the quality of the service for 10 weeks shortly after implementation. Therefore, King County Metro decided to delay implementation until after completion of the Connect 2020 project.

On a related topic, the DSTT closed to buses on March 23, 2019 to accommodate both future Link light rail expansion and the construction of the Washington State Convention Center expansion. By the time Council meets on April 16, the tunnel's closure to buses will have had an impact on downtown Seattle traffic and transit operations, including the Metro Route 255, for three weeks. The Council will be provided with a summary of those changes and impacts.

An overview and status report on Connect 2020 and the March 23, 2019 closure of the DSTT to buses will be presented by the following Sound Transit and King County Metro staff:

- Marie Olson, Sound Transit Corridor Operations Director
- Ariel Taylor, Sound Transit Government and Community Relations Officer
- Grace Carlson, King County Metro Service Planner

NEXT STEPS:

The City, Sound Transit, and King County Metro will continue to brief City Council periodically throughout implementation of transit changes.



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Department of Public Works
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www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Armaghan Baghoori, Transportation Program Coordinator
Joel Pfundt, Transportation Manager
Kathy Brown, Public Works Director

Date: April 4, 2019

Subject: TRANSPORTATION DEMAND MANAGEMENT PROGRAMS UPDATE

RECOMMENDATION:

City Council receives updates on current and future transportation programs focused on transportation demand management (TDM) initiatives.

BACKGROUND DISCUSSION:

How people use the transportation system and the options that are available to them can affect the need for new transportation investments significantly and can support transportation system preservation and maintenance. TDM refers to activities that help people use the transportation system more efficiently. These activities produce wide-ranging benefits to residents, employees, businesses, schools and public organizations, and the transportation system itself. They reduce traffic congestion, vehicle emissions, and fuel consumption while supporting physical activity and enhanced safety.

The City is dedicated to building and sustaining a thriving community, and part of that effort focuses on tackling the impacts of congestion and improving air quality. The City participates in several initiatives that support the goals and objectives of the 2015 *Transportation Master Plan*, the 2009 *Active Transportation Plan*, and regional transportation plans, programs and requirements. Kirkland has implemented programs to reduce drive-alone trips, traffic congestion, and greenhouse gas (GHG) emissions. These initiatives also help the City meet the environmental and sustainability vision established in the *Comprehensive Plan*. Offering and supporting these programs will leverage the City's current and future investments in transportation infrastructure, such as street and sidewalk improvements, school walk route enhancements, neighborhood greenways, and neighborhood safety programs.

SUMMARY OF CURRENT TDM PROGRAMS:

A. Community Connections

Community Connections is a King County Metro program that works with local governments and community partners to develop an array of innovative and cost-efficient transportation solutions in areas of King County that do not have the infrastructure, density, or land use to support regular, fixed-route bus service. The program aims to develop, test, and evaluate new transportation services that take advantage of new ideas, unique partnerships, or emerging technology.

As of September 2014, Metro Routes 306, 260, and DART 935 were deleted because of low performance. These routes served residential areas in the City of Kenmore, and the Juanita and Finn Hill neighborhoods in Kirkland. Consequently, those areas were chosen as candidates for implementing Community Connections projects to mitigate the loss of fixed-route bus service. To date, King County Metro's Community Connections staff has developed six new service solutions, three of which have been selected as good candidates to implement in the Kenmore, Finn Hill, and Juanita areas:

- 1. *TripPool:*** This service offers on-demand ridesharing between residences and transit centers. The service is accessed on-line, and it is analogous to a short-distance van pool for first-mile/last mile connections. Currently, there are two active TripPool vans operating in Kirkland. One van operates out of the Kingsgate Park-and-Ride and the other operates out of the South Kirkland Park-and-Ride. This program is managed by King County Metro, and the drivers are trained and approved volunteers.
- 2. *SchoolPool:*** This program is a way for cities and schools to make it safer, easier, and more fun for families to get to school in ways other than private vehicles. By partnering with schools, PTAs, parents, and student, SchoolPool uses encouragement and incentives to achieve greater use of alternatives to get to and from schools: walking, biking, using a wheelchair, scooting, carpooling, or other alternatives. These efforts go together with Safer Routes to School efforts. SchoolPool is managed by the City staff and a King County Metro subcontractor, Alta Planning and Design.
 - a. Currently three pilot schools are participating: Henry David Thoreau and Juanita Elementary Schools, and Finn Hill Middle School.
 - b. Major events
 - i. October: Walk to School Month
 - ii. May: Bike to School Month
 - c. Over 1,200 students are involved in the program
- 3. *Community Van:*** In this program, King County Metro deploys vans for local group trips designated to provide residents with customized rideshare options for getting around when bus service does not meet their needs. The program aims to provide accessible, equitable, affordable, and flexible services. It is targeted to meet the needs of all members of the community. Additionally, the program has been well received by the volunteer drivers who are looking for ways to support their neighbors and their community, and to help the environment. This program is in the early stage of its two-year pilot, during which various trip demands, community needs, and interests will be evaluated.

The North Kirkland and Kenmore Community Van program was launched on February 22, 2019. Two vans are provided for these areas with one stationed at Kenmore City Hall and the other at the North Kirkland Community Center. One van accommodates five passengers and the other eleven, and they are driven by trained and approved volunteer drivers. The five-passenger van is ADA accessible and can be requested at both locations. Also, there is a third, spare van for emergency cases and orientation purposes located at the "Wester" parking lot south of City Hall.

Community Van is available 24-hours a day on both weekdays and weekends. Trips need to be scheduled in advance through the Community Transportation Coordinator, who is a Kirkland employee funded in part by King County Metro. To be approved, volunteer drivers apply online by submitting an application form to King County Metro and completing two orientations, one on-line and one on-site.

To date, Community Van has completed five trips to Puyallup and Snoqualmie with local volunteer drivers. This service has been promoted via City outreach channels, local newspapers, King County Metro blog, and communicated with over 200 citizens through community meetings and events so far. Also, information about the program is published online via the City website at www.kirklandwa.gov/communityvan.

Other Community Van programs are operating in Bothell, Woodinville, Duvall, Shoreline, Vashon Island, and Lake Forest Park.

B. Kirkland Green Trip

Kirkland Green Trip (KGT) was initiated in 2014 to help Kirkland residents and employers reduce drive alone trips through programs and resources that encourage and support the use of higher occupancy vehicles (carpool, vanpool, and transit), active transportation (bicycling and walking), and other alternatives like teleworking and compressed work weeks.

KGT has been funded by State and federal grants in an agreement with King County Metro. This funding ends in June 2019. After June 2019 and through the end of 2020, the KGT program will be funded with City funds appropriated in the 2019-2020 City Budget.

KGT promotes the City of Kirkland RideshareOnline.com network and will provide education and encouragement to people who are interested in alternative commute options by:

- Tracking trips and offering rewards
- Planning an employee commute or tenant commute trip reduction program
- Helping people build a custom commute plan
- Supporting employers Transportation Management Plans (TMP) by providing tools

Also, through the KGT program in 2018, the following accomplishments have been achieved:

- Total Kirkland Network Users: **17,532**
- Total Non-SOV Miles Logged: **2,003,396**
- Total Trips Logged by Non SOV Mode: **143,883**
- Transit Trips logged: **60,836**
- Gallons of Fuel saved: **57,154**
- CO2 saved (pounds): **1,098,617**

C. ORCA Card Access in Kirkland

Working closely with several work groups at King County Metro, City staff is addressing the need to increase access to ORCA cards in the Kirkland. Presently, reduced-fair cards for youth, seniors, low-income, and disabled individuals can be obtained only by USPS mail or in person at the King Street Customer Information Office in Seattle.

To improve this situation, King County will provide on-location, full-service ORCA card sales and assistance via the ORCA To-Go program on specific dates in Kirkland at City Hall, schools, and at major Kirkland events. The first event in this series took place on December 8, 2018 at Kirkland City Hall where over 120 community members participated and received the ORCA cards and transportation information they needed. Once finalized and scheduled, future events and programs will be communicated through numerous City communication means.

City staff also is working with King County Metro staff to make ORCA cards available at Kirkland City Hall on a more regular basis.

CONCLUSION AND NEXT STEPS:

The TDM programs highlighted here demonstrate the degree of thinking the City and the region are dedicating to decrease single-occupant trips, increase the use of shared transportation options, and provide greater equity for transportation alternatives. Traditional transportation options alone, such as fixed route transit, cannot meet all the needs of the public today, especially in an ex-urban or suburban context. However, we are seeing increased usage of shared or alternative transportation with programs such as these that augment traditional transportation.

The City and King County Metro will continue their collaborations to offer the following in 2019 and 2020:

1. Continued operation and enhancement of the Community Connections programs;
2. A community education campaign through the neighborhood-based In-Motion program;
3. Providing SchoolPool tools and resources to all Kirkland schools; and
4. ORCA access in Kirkland at City Hall and major Kirkland events.

KIRKLAND CITY COUNCIL MEETING MINUTES
April 2, 2019

1. CALL TO ORDER

Mayor Sweet called the study session to order at 6 p.m. Following the study session, a Park Board interview and a short break, the Mayor reconvened the regular meeting at 7:30 p.m.

2. ROLL CALL

ROLL CALL:

Members Present: Mayor Penny Sweet, Deputy Mayor Jay Arnold, Councilmember Dave Asher, Councilmember Jon Pascal, Councilmember Toby Nixon, Councilmember Kelli Curtis, and Councilmember Tom Neir.

Members Absent: None.

3. STUDY SESSION

a. Waste Reduction Recycling Update

Joining the Council for the discussion were City Manager Kurt Triplett, Director of Public Works Kathy Brown, Solid Waste Programs Supervisor John MacGillivray, Recycling Programs Coordinator Jenna McInnis, and Solid Waste Education Outreach Specialist Tracy Durnell.

4. PARK BOARD YOUTH INTERVIEW

a. Daniel Triplett

Motion to appoint Daniel Triplett to a two-year youth term on the Park Board ending March 31, 2021.

Moved by Councilmember Jon Pascal, seconded by Mayor Penny Sweet

Vote: Motion carried 7-0

Yes: Mayor Penny Sweet, Deputy Mayor Jay Arnold, Councilmember Dave Asher, Councilmember Jon Pascal, Councilmember Toby Nixon, Councilmember Kelli Curtis, and Councilmember Tom Neir.

5. HONORS AND PROCLAMATIONS

a. Lego Lassies Month Proclamation

Members of the Washington State champion all-girl robotics team accepted the award from Mayor Sweet and Councilmember Pascal.

b. Earth Month Proclamation

Planning and Building Senior Planner David Barnes and Public Works Recycling Programs Coordinator Jenna McInnis accepted the proclamation from Mayor Sweet and Deputy Mayor Arnold.

c. Sexual Assault Awareness Month Proclamation

Kirkland resident Heaven Strothers accepted the proclamation on behalf of the King County Sexual Assault Resource Center from Mayor Sweet and Councilmember Curtis.

6. COMMUNICATIONS

a. Announcements

b. Items from the Audience

Tracy Hendershott
Greg Slayden
Marguerite Richard
Michael Fuller

c. Petitions

7. PUBLIC HEARINGS

None.

8. SPECIAL PRESENTATIONS

None.

9. CONSENT CALENDAR

a. Approval of Minutes

(1) March 19, 2019

(2) March 21, 2019

b. Audit of Accounts and Payment of Bills and Payroll

Bills: \$4,615,700.13
Payroll: \$3,971,356.82
CA190320 checks #704406 - 704585
LB321A wire #60
CA190327 checks #704586 - 704754

PCard Feb ACH/BOA
CA0328 wire #62
CA0329A wire #64

c. General Correspondence

d. Claims

(1) Claims for Damages

Claims received from Tracy Fish, Teresa Lawrence and James Lynam, Cameron Nagashima, and Carol Plymyer were acknowledged via approval of the consent calendar.

e. Award of Bids

(1) Kirkland Performance Center Stage Lighting

The contract for procurement and installation of stage lighting for the Kirkland Performance Center (08-19-CMO) was awarded to PNTA in the amount of \$95,966.86 via approval of the consent calendar.

f. Acceptance of Public Improvements and Establishing Lien Period

g. Approval of Agreements

h. Other Items of Business

(1) Resolution R-5364, entitled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND APPROVING AMENDMENT ONE TO THE INTERAGENCY AGREEMENT WITH THE PORT OF EVERETT AND AUTHORIZING THE CITY MANAGER TO EXECUTE SAID AMENDMENT ON BEHALF OF THE CITY."

The resolution was approved via approval of the consent calendar.

(2) Resolution R-5365, entitled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND AUTHORIZING AN INTERLOCAL AGREEMENT FOR COOPERATIVE PURCHASING AND RECIPROCAL STAFF SERVICES."

The resolution was approved via approval of the consent calendar.

(3) Resolution R-5366, entitled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND AUTHORIZING THE CITY MANAGER OR HIS DESIGNEE TO ENTER INTO A CONTRACT WITH KIRKLAND URBAN I HOLDINGS, LLC, REGARDING A POTENTIAL MULTIFAMILY HOUSING PROPERTY TAX EXEMPTION AND APPROVING THE ISSUANCE OF A CONDITIONAL CERTIFICATE OF TAX EXEMPTION."

The resolution was approved via approval of the consent calendar.

- (4) Resolution R-5367, entitled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND AUTHORIZING THE CITY MANAGER OR HIS DESIGNEE TO ENTER INTO A CONTRACT WITH LMV KIRKLAND HOLDINGS, LP, REGARDING A POTENTIAL MULTIFAMILY HOUSING PROPERTY TAX EXEMPTION AND APPROVING THE ISSUANCE OF A CONDITIONAL CERTIFICATE OF TAX EXEMPTION."

The resolution was approved via approval of the consent calendar.

- (5) Resolution R-5368, entitled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND ADOPTING THE 2019-2021 PLANNING WORK PROGRAM."

The resolution was approved via approval of the consent calendar.

- (6) Resolution R-5369, entitled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND ACCEPTING THE DONATION OF FOUR NEW SCOREBOARDS FROM THE LEE JOHNSON AUTOMOTIVE FAMILY AND KIRKLAND AMERICAN LITTLE LEAGUE, IN PARTNERSHIP WITH LITTLE LEAGUE INTERNATIONAL, FOR USE AT EVEREST PARK."

The resolution was approved via approval of the consent calendar.

- (7) Finn Hill Middle School Field Maintenance

A fiscal note for \$6,500.00 was approved to carry out infield maintenance at Finn Hill Middle School baseball/softball fields via approval of the consent calendar.

- (8) Park Board Resignation

Council acknowledged the resignation of Kevin Quille and approved the draft response thanking him for his service via approval of the consent calendar.

- (9) Park Board Resignation and Appointment

Council acknowledged the resignation of Jason Chinchilla, approved the draft response thanking him for his service, and appointed alternate Heather McKnight to the remainder of the unexpired term ending March 31, 2020, via approval of the consent calendar.

(10) Library Board Appointment

Council appointed alternate Tracey Tymczyszyn to the remainder of an unexpired term ending March 31, 2020 on the Library Board via approval of the consent calendar.

(11) Procurement Report

Council acknowledged the report via approval of the consent calendar.

Motion to Approve the consent calendar.

Moved by Councilmember Kelli Curtis, seconded by Councilmember Tom Neir

Vote: Motion carried 7-0

Yes: Mayor Penny Sweet, Deputy Mayor Jay Arnold, Councilmember Dave Asher, Councilmember Jon Pascal, Councilmember Toby Nixon, Councilmember Kelli Curtis, and Councilmember Tom Neir.

10. BUSINESS

a. State Legislative Update #6

Intergovernmental Relations and Economic Development Manager Lorrie McKay provided an update on the Council's legislative priorities to date in the 2019 Washington State legislative session.

b. Draft Ordinance Relating to Firearms and Weapons and Restricting the Discharge of Firearms

City Attorney Kevin Raymond provided an overview of the draft ordinance and responded to Council questions and comment. Police Chief Cherie Harris also addressed Council concerns.

c. Resolution R-5370, Establishing a Pilot Program in Support of Public Safety Through the Distribution of Public Access Automatic External Defibrillators

Deputy Chief Dave Van Valkenburg shared information regarding the proposed grant program.

Motion to Approve Resolution R-5370, entitled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND ESTABLISHING A PILOT PROGRAM IN SUPPORT OF PUBLIC SAFETY THROUGH THE DISTRIBUTION OF PUBLIC ACCESS AUTOMATIC EXTERNAL DEFIBRILLATORS."

Moved by Councilmember Tom Neir, seconded by Councilmember Kelli Curtis
Vote: Motion carried 7-0

Yes: Mayor Penny Sweet, Deputy Mayor Jay Arnold, Councilmember Dave Asher, Councilmember Jon Pascal, Councilmember Toby Nixon, Councilmember Kelli Curtis, and Councilmember Tom Neir.

d. Regional Wastewater Governance and Contract Discussions

Utility Manager Josh Pantzke briefed the Council on the related issues and responded to Council questions.

Motion to Authorize the Mayor to sign and send the two draft letters presented by staff related to regional wastewater governance and contract discussions, the first to the Chairs of the King County Charter Review Commission and the second to King County Executive Dow Constantine.

Moved by Deputy Mayor Jay Arnold, seconded by Councilmember Tom Neir

Vote: Motion carried 7-0

Yes: Mayor Penny Sweet, Deputy Mayor Jay Arnold, Councilmember Dave Asher, Councilmember Jon Pascal, Councilmember Toby Nixon, Councilmember Kelli Curtis, and Councilmember Tom Neir.

e. Eastside Rail Corridor Branding Strategy Update

Senior Neighborhood Outreach Coordinator Kari Page provided an update on the regional effort to brand the Eastside Rail Corridor, presented preliminary images for the brand/logo and tagline and received Council feedback.

f. Council Committee Agenda Items

Deputy City Manager Tracey Dunlap provided an overview of the pending Council Committee topics for Council consideration and referral actions.

Motion to Direct that all 2018 Council Committee topics not currently on a board or commission work plan be re-referred to the Committee of origin for a review in 2019, as amended.

Moved by Councilmember Jon Pascal, seconded by Councilmember Tom Neir

Vote: Motion carried 7-0

Yes: Mayor Penny Sweet, Deputy Mayor Jay Arnold, Councilmember Dave Asher, Councilmember Jon Pascal, Councilmember Toby Nixon, Councilmember Kelli Curtis, and Councilmember Tom Neir.

Motion to Amend the motion to defer the first four items on the Public Safety Committee's assignment list to inactive.

Moved by Deputy Mayor Jay Arnold, seconded by Councilmember Dave Asher

Vote: Motion carried 7-0

Yes: Mayor Penny Sweet, Deputy Mayor Jay Arnold, Councilmember Dave Asher, Councilmember Jon Pascal, Councilmember Toby Nixon, Councilmember Kelli Curtis, and Councilmember Tom Neir.

Motion to Direct that the highlighted topics on a board or commission work plan be re-referred to the Council committee of origin for review in 2019.

Moved by Deputy Mayor Jay Arnold, seconded by Councilmember Tom Neir

Vote: Motion carried 7-0

Yes: Mayor Penny Sweet, Deputy Mayor Jay Arnold, Councilmember Dave Asher, Councilmember Jon Pascal, Councilmember Toby Nixon, Councilmember Kelli Curtis, and Councilmember Tom Neir.

11. REPORTS

a. City Council Regional and Committee Reports

Councilmembers shared information regarding an upcoming Sound Cities Association Public Issues Committee meeting; the Lake Washington Schools Foundation "Bridge the Gap" annual fundraising luncheon; the Eastside Refugee and Immigrant Coalition Communicating Inclusion training; the Cascade Water Alliance 20th Anniversary Celebration; a City/School District Coordinating Committee meeting; a King County Mental Illness and Drug Dependency Advisory Committee meeting; a SR 522 Bus Rapid Transit (BRT) Sound Transit workshop; a Council Finance Committee meeting; an upcoming Eastside Rail Corridor Regional Advisory Committee meeting; the Greater Kirkland Chamber of Commerce Gala Auction; a meeting with Microsoft about their middle-income housing initiative; and the upcoming City of Kirkland Community Engagement Appreciation Celebration.

Motion to Direct the staff to review the policies and procedures governing street cuts in connection with construction and utility work, and report back to the Council.

Moved by Councilmember Jon Pascal, seconded by Councilmember Kelli Curtis
Vote: Motion carried 7-0

Yes: Mayor Penny Sweet, Deputy Mayor Jay Arnold, Councilmember Dave Asher, Councilmember Jon Pascal, Councilmember Toby Nixon, Councilmember Kelli Curtis, and Councilmember Tom Neir.

Motion to Direct staff to report back on current pesticide and herbicide practices and options, including current legal case review.

Moved by Councilmember Jon Pascal, seconded by Deputy Mayor Jay Arnold
Vote: Motion carried 7-0

Yes: Mayor Penny Sweet, Deputy Mayor Jay Arnold, Councilmember Dave Asher, Councilmember Jon Pascal, Councilmember Toby Nixon, Councilmember Kelli Curtis, and Councilmember Tom Neir.

Motion to Refer the issue of Parks Impact Fees for Commercial properties to the Public Works, Parks, and Human Services Committee.

Moved by Deputy Mayor Jay Arnold, seconded by Councilmember Dave Asher
Vote: Motion carried 7-0

Yes: Mayor Penny Sweet, Deputy Mayor Jay Arnold, Councilmember Dave Asher, Councilmember Jon Pascal, Councilmember Toby Nixon, Councilmember Kelli Curtis, and Councilmember Tom Neir.

b. City Manager Reports

City Manager Kurt Triplett shared information regarding a recent meeting with King County Housing Authority and recent meeting with new Kirkland Downtown Association Executive Director Michael Friedland.

(1) Calendar Update

City Manager Kurt Triplett shared information regarding the upcoming ground breaking for the new Women and Families homeless shelter.

(a) 2019 Snow & Ice After Action Report moved to April 16, 2019

12. ITEMS FROM THE AUDIENCE

None.

13. ADJOURNMENT

The Kirkland City Council regular meeting of April 2, 2019 was adjourned at 10:19 p.m.

Kathi Anderson, City Clerk

Penny Sweet, Mayor



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

MEMORANDUM

To: Kurt Triplett, City Manager
From: Kathi Anderson, City Clerk
Date: April 4, 2019
Subject: CLAIM(S) FOR DAMAGES

RECOMMENDATION

It is recommended that the City Council acknowledge receipt of the following Claim(s) for Damages and refer each claim to the proper department (risk management section) for disposition.

POLICY IMPLICATIONS

This is consistent with City policy and procedure and is in accordance with the requirements of state law (RCW 35.31.040).

BACKGROUND DISCUSSION

The City has received the following Claim(s) for Damages from:

- (1) Eric Larson
11224 108th Ave NE
Kirkland, WA 98033

Amount: \$500.00

Nature of Claim: The Claimant states damage to his personal vehicle occurred when construction activities bordering/crossing his residential access/driveway in conjunction with snow/ice caused resulted in a collision with the construction materials.

- (2) Andrew Miller
402 10th St F301
Kirkland, WA 98033

Amount: \$2,000.00

Nature of Claim: The Claimant states damage to his personal vehicle resulted from a snow-broken City tree branch.

Note: Names of Claimants are no longer listed on the Agenda since names are listed in the memo.



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: Aaron McDonald, P.E., Senior Project Engineer
David Snider, P.E., Capital Projects Manager
Kathy Brown, Public Works Director

Date: April 4, 2019

Subject: GOAT HILL STORM DRAINING IMPROVEMENTS - SDC 0077
AUTHORIZATION TO BID

RECOMMENDATION:

City Council to:

- Receive a project update with information on a potential need for increased project funding, and
- Authorize staff to advertise for contractor bids on the Goat Hill Storm Drainage Improvement Project – SDC 0077 (Project).

By taking action on this request at the April 16th meeting, City Council is authorizing staff to advertise the Project for contractor bids. A contract award and budget adjustment, if needed, will occur through a recommended action at a future City Council meeting.

BACKGROUND DISCUSSION:

In 2011, the City undertook a study to evaluate the overall condition of the storm water infrastructure in the Juanita, Finn Hill, and Kingsgate areas, which the City had recently annexed. Through that analysis, Goat Hill system deficiencies were identified and three capital improvement projects were created as part of the 2015-2020 CIP: SDC 07700, SDC 09000, and SDC 09900 (see Attachment A, "Vicinity Map").¹

The highest priority project and the subject of this memo is SDC 07700. The Project is to upsize the drainage system from the basin outfall for the Goat Hill area to accommodate increased flows and future development. Engineering design for this Project began in 2015, and the scope of work was to complete engineering to the 100% level.

¹ The Vicinity Map refers to these CIP projects as CIP 1, CIP 2, and CIP 3, respectively.

The other two projects are related to the first, and both are slated to begin construction in 2021. Project SDC-09000 improves existing upstream drainage infrastructure, and project SDC 09900 expands upstream drainage infrastructure. These two projects were combined into one during the 2019-2024 CIP update and now both are referred to as SDC-09000.

Staff recognized that the three projects were geographically close to each other and saw the opportunity to achieve time and budget savings. The savings were possible because the consultant could collect site data, conduct survey work, and perform drainage basin analyses in essentially the same area. Therefore, the scope of work for SDC 07700 was amended to include preliminary design for the other two projects (now called SDC-09000). The direction to the consultant for the other two elements was to take them to the 60% design level, which would mean they would be ready to submit for permits in 2021. However, all engineering costs to date have been accounted for in SDC 07700.

Table 1, below, shows design costs associated with each project (also see Attachment B, "Project Map"). Design costs for SDC-09000 and SDC-09900 are approximated.

Table 1: Design Costs, Scope & Status

Project ID	Design/Mgmt. Expenditures	Project Description
SDC-07700	\$311,210	Designed (100%) and permitted new city stormwater outfall. Upsizing drainage system from outfall for Goat Hill area to accommodate increased flows/future development.
SDC-09000	\$76,268	Designed to level for permit application (60%). Project improves additional upstream drainage infrastructure. Combined with Former project SDC-09900 was added to this SDC-09000 for 2021 start.
SDC-09900 (former name)	\$76,268	Designed to level for permit application (60%). Project expands upstream drainage infrastructure. Combined with SDC-09000 for 2021 start.
TOTAL (design/mgmt.)	\$463,746	

Because the design costs for all three projects are accounted for in SDC-07700, the ratio of engineering-to-construction costs seem higher than typical for this Project. However, when the other two projects are taken to 100% design the ratio of engineering-to-construction will be lower than typical.

The final design for the subject Project, SDC-07700, is complete and the opinion of probable costs (i.e., engineer's estimated cost) for construction is above the programmed funding (see Table 2, below).

Table 2: Estimate v. Funding for the subject Project

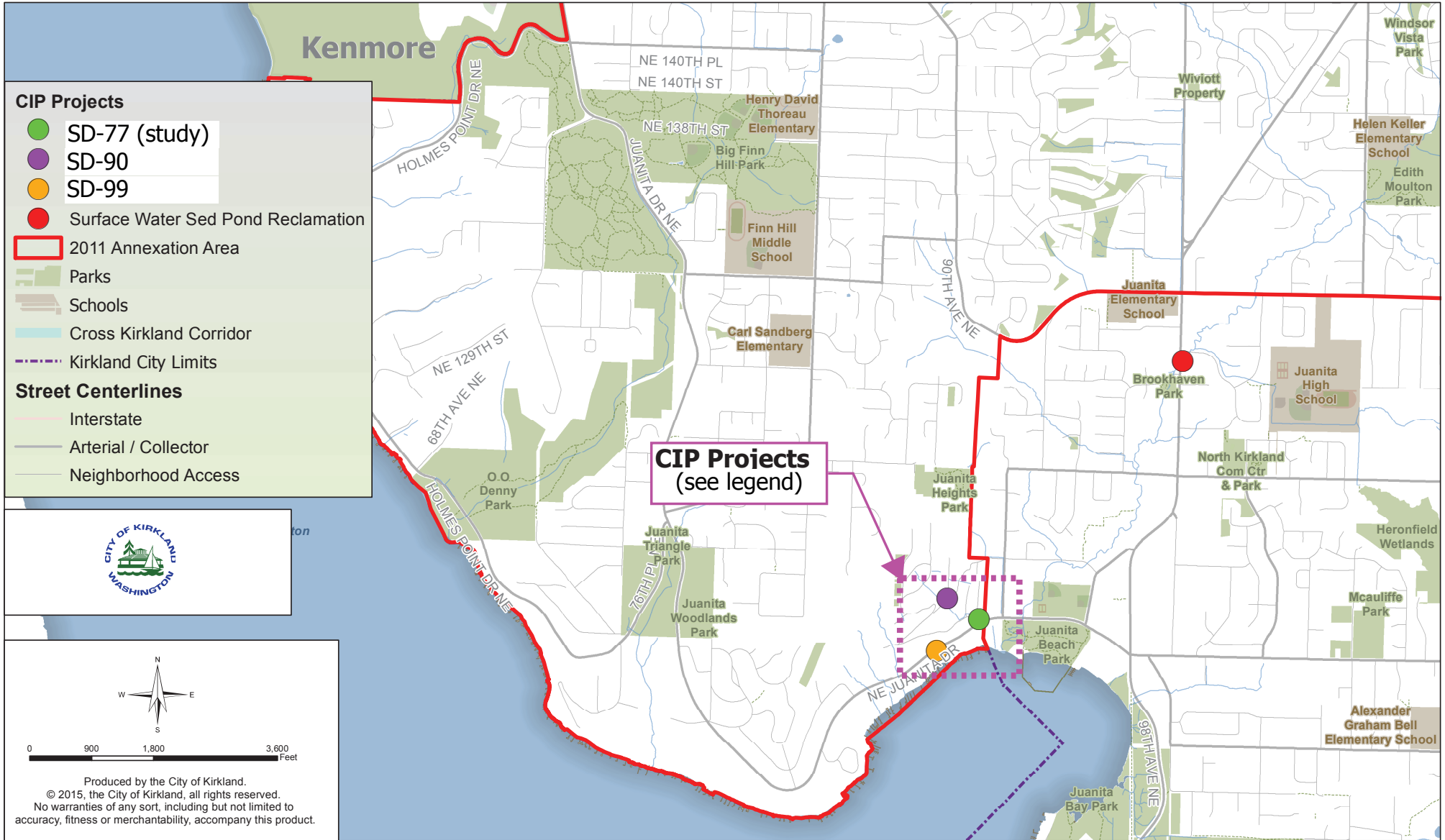
Items	Estimate
Soft Costs (Design/Inspection/Staff/Permitting)	\$592,385
Construction and Contingency (Project)	\$617,090
TOTAL	\$1,209,475
	Funding
Soft Costs (Design/Inspection/Staff/Permitting)	\$468,700
Construction and Contingency (Project)	\$525,000
TOTAL	\$993,700
Estimated Funding Shortfall	(\$215,775)

Construction costs in the region continue to follow the hyper-active market and contractors are struggling to find resources, trucks for hauling, and heavy civil construction materials. Kirkland, other jurisdictions, and area consultants have been recognizing this trend, with resultant increased estimated costs to more closely match current contractor bid pricing.

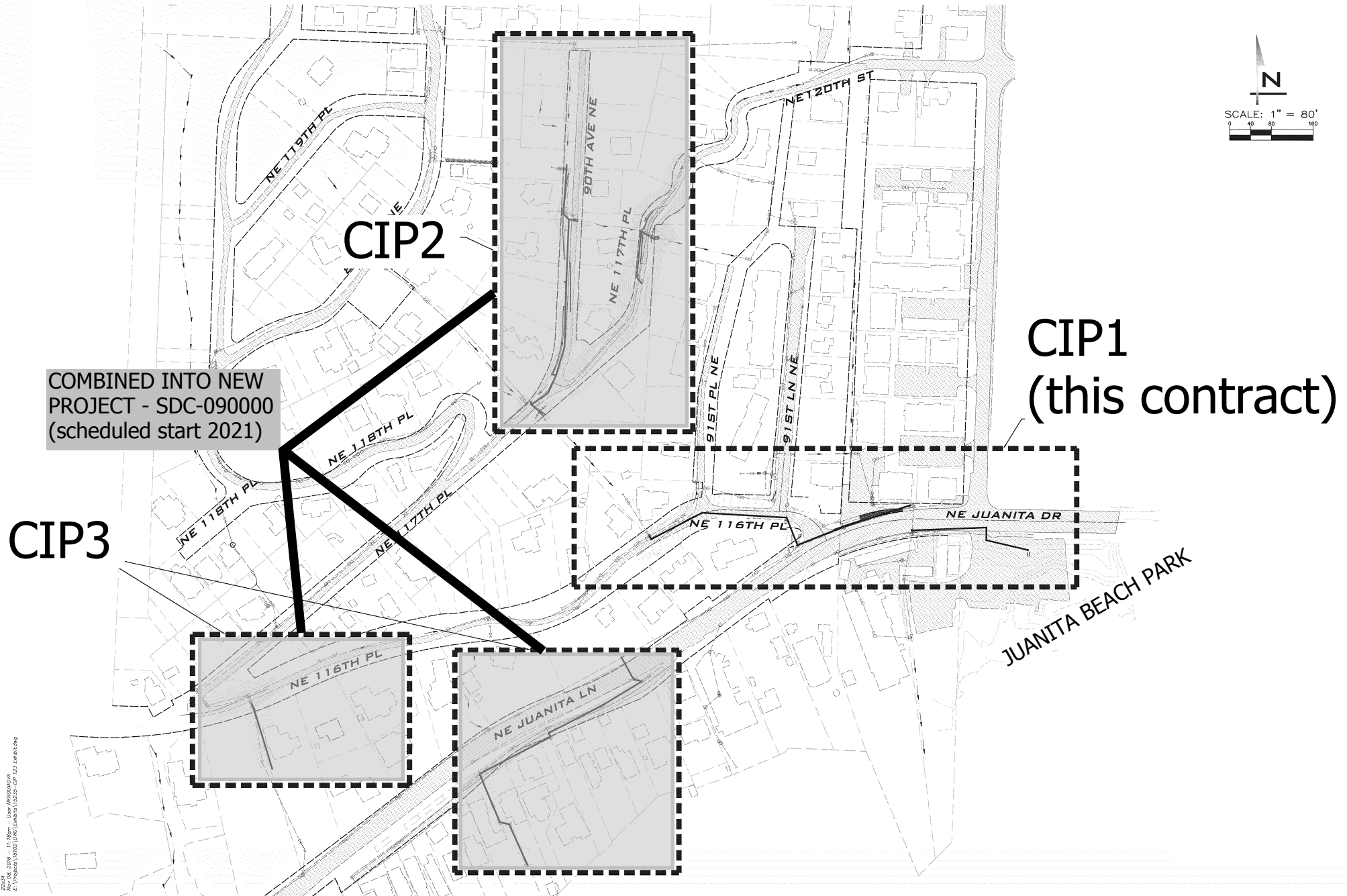
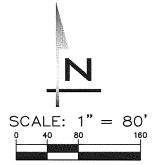
As currently funded, the design work for the combined SDC-09000 and SDC-09900 will be completed in 2021 with construction in 2022.

Recognizing that time of year does influence the bids received (earlier in the year generally leads to more favorable bids because contractors prefer to line-up work for the summer construction season), staff recommends moving forward with the bidding process. Once bids are received and analyzed, staff will determine if additional funds are needed to complete the Project. Staff will return to City Council with a recommended action and a source for additional funds, if needed.

Attachment A: Vicinity Map
Attachment B: Project Map



VICINITY MAP
GOAT HILL PROJECTS



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PROJECT MAP - GOAT HILL CIP PROJECTS

**CITY OF KIRKLAND****City Manager's Office**

123 Fifth Avenue, Kirkland, WA 98033 425.587.3001

www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Lorrie McKay, Intergovernmental Relations and Economic Development Manager

Date: April 8, 2019

Subject: 2019 LEGISLATIVE UPDATE #7

RECOMMENDATION:

Council should receive its seventh update on the 2019 legislative session.

BACKGROUND DISCUSSION:

In November of 2018, the City Council adopted six legislative priorities for the 2019 session. Over the course of the session however, the City's six priorities were associated with more than 20 legislative proposals, becoming the focus of staff and the Council. As of April 5, 13 of these legislative proposals, representing about 65% of the City's priorities, remain in play. (see Attachment A).

At the writing of this memo the legislature had just past its April 3 policy bill cutoff for the opposite house. April 9 is the last day for fiscal and transportation bills to be moved from the opposite house. April 17 is the last day to pass opposite house bills, except initiatives and alternatives to initiatives, budgets and matters necessary to implement budgets, differences between the houses, and matters incident to the interim and closing of the session. April 28 is the last day allowed for this regular session.

Council's Legislative Workgroup

Council's Legislative Workgroup consists of Mayor Sweet, Deputy Mayor Arnold and Councilmember Curtis. The Workgroup is staffed by the City Manager, the Intergovernmental Relations and Economic Development Manager and Waypoint Consulting, the City's state legislative advocacy consultants. The Workgroup meets weekly on Fridays to track the status of the City's priorities, and it provides support and oversight of strategies for achieving the priorities. The Legislative Workgroup also provides oversight of the city's bill review process, ensuring that recommendations are guided by the adopted legislative agenda's general principles, as well as the City Council's Goals. As recommended positions are presented to Council, members may propose changes to positions. If a proposed bill of concern to the City is determined to be beyond the scope of the legislative agenda's general principles or not in sync with the Council Goals, then the Legislative Workgroup will bring the bill before the full Council for consideration and discussion at its next regular council meeting.

Overview of 2019 Session Bill Statistics

As of April 5, a total of 2,912 bills had been introduced in Olympia. The House had introduced 1,513 bills, while the Senate introduced 1,399. Of the total bills introduced, 307 have been assigned the City's subject-matter experts for their review, analysis and recommendation. Between March 22 and April 4, bill review continued and was completed on another series of bills and substitute bills (Attachment B). The bill tracker report, updated on Thursday's for the Friday meeting of the Workgroup, provides an at-a-glance overview of the City's position (Support/Neutral/Monitor/Oppose) on certain bills. The 4/5/19 Bill Position Tracker report (Attachment C) reflect the City's position on bills reviewed. These reports are

provided to Council as part of this staff update memo. Note: Bills with an "Oppose*" position recommendation, the Legislative Workgroup's approach is to check-in with AWC (Attachment D) and monitor these bills while continuing to analyze and evaluate them from there.

April 5 Summary Status of the City's 2019 Legislative Priorities

Re-cap of the City's Legislative Priorities in the Context of the House & Senate Proposed Budgets

Proposed Budget	City Priority Program/Project	Funding Level
House Operating PSHB 1109	<ul style="list-style-type: none"> Basic Law Enforcement Academy Study home-sharing for privately-owned residential HB 1181 Seniors & Veterans Property Tax deferral 	19 classes \$80,000 \$20M
Senate Operating PSSB 5153	<ul style="list-style-type: none"> Basic Law Enforcement Academy 	19 classes
House Capital PSHB 1102	<ul style="list-style-type: none"> Intersection Improvements Juanita Dr. <i>(on page 32... NEW SECTION 1042... line 7)</i> Local and Community Projects 	\$750,000
	<ul style="list-style-type: none"> Crossing project at Kirkland Ave. & Lake Street <i>(on page 43... NEW SECTION 1058... line 7)</i> Re-appropriated from the SKPR TOD project 	\$1,000,000
Senate Capital PSSB 5134	<ul style="list-style-type: none"> Key Kirkland Sidewalk Repairs <i>(on page 31... NEW SECTION 1041... line 11)</i> Department of Commerce 	\$537,000
House Transportation PSHB 1160	<ul style="list-style-type: none"> Authorization for a TOD pilot project at Kingsgate park and ride <i>(on page 39... NEW SECTION 223...line 24)</i> Multimodal Transportation Account 	\$750,000 to WSDOT
Senate Transportation PSSB 5214	<ul style="list-style-type: none"> Authorization for a TOD pilot project at Kingsgate park and ride <i>(on page 23... NEW SECTION 214...line 6)</i> For the Department of Public Private Partnerships Program 	\$0

New funding and tools to address homelessness and affordable housing

- [Flexibility on existing REET and potential expansion](#)
HB 1219 providing cities and counties authority to use real estate excise taxes to support affordable housing and homelessness projects (sponsors Rep. Walen-48). This bill would remove the sunset on the expanded use of the Real Estate Excise Tax, allowing revenues to be invested on the planning, acquisition, construction, reconstruction, repair, replacement, rehabilitation, or improvement of facilities for those experiencing homelessness and affordable housing projects. Without this bill, this current flexibility authorization will expire this year.

The House passed [EHB 1219](#), extending the sunset six years and caps use of this resource for cities who have not accessed it for this purpose prior to June 30, 2019. 1219 is in Senate Rules and was placed on second reading on April 2.

- [Provide property tax exemptions for service-connected disabled veterans and senior citizens](#)
Senate Bill 5160, concerning property tax exemptions for service-connected disabled veterans and senior citizens (Senator Dhingra-45, sponsor). This bill creates an adjustable income threshold of those qualifying for property tax deferrals, and will expand the pool of senior, disabled and veterans who would qualify for property tax relief. The Senate passed [ESSB 5160](#) on March 7, making a few technical amendments. The bill was heard in the House and was referred to Rules 2 Review.

HB 1181, previously identified as the nearest companion to SB 5160, was included in the of House proposed operating budget ([PSHB 1109](#)), listing \$20M in this biennium.

On April 5, the Legislative Workgroup learned that HB 2157, updating the Washington tax structure to address the needs of Washingtonians, had been introduced and is considered a near companion to 5160 as well.

- Encouraging investments in affordable and supportive housing
HB 1406 would allow local governments to authorize 1/100 of 1% sales tax, or .0001 in sales and use taxes to be used for the creation, acquisition, rehabilitations, operation, and maintenance of affordable housing for those who earn 60% or less of county median income. The bill would also give cities with populations under 100,000 the ability to provide rental assistance to those earning less than 60% of median income. The AWC provided an estimate of distributions (Attachment E) to cities under 1406, showing Kirkland receiving approximately \$258,653.32 from this tool. 1406 was heard in Senate Ways & Means on April 3.
- Transit Oriented Development (TOD) Pilot Project at the Kingsgate Park and Ride
The City is seeking authorization from the legislature to allow WSDOT to proceed with a TOD Pilot Project at the state-owned Kingsgate Park and Ride, located in the 45th legislative district. A primary objective of the City Council at the Kingsgate Park and Ride is the development of affordable housing on the site.

The House included authorizing language for the TOD pilot project as well as \$750,000 requested for pilot project implementation, while the Senate included the authorizing language. Council's Legislative Workgroup continues to work with lawmakers to ensure the pilot project is included in the final budget.

- Funding for research on best practices for shared housing strategies and operations
In its proposed operating budget, the House included \$80,000 in funding to the University of Washington School of Public Health to study "home-sharing for privately-owned residential properties. The Senate did not include funding for this study in its operating budget. Council's Legislative Workgroup has asked the Senate delegation to reach out to its budget writers to request this be included in the final budget.

Sustainable funding for Basic Law Enforcement Academy (BLEA) and corrections officers

Both the House and the Senate included funding for 19 Basic Law Enforcement Academy classes and three additional Corrections Officer Academy classes each fiscal year in their respective proposed operating budgets. This level of class funding will provide training for 270 additional students annually. Funding is also provided for Three additional Corrections Officer Academy classes and to corrections officer training from four weeks to six weeks.

Extending and accelerating the construction of express toll lanes on I-405

The Washington State Department of Transportation (WSDOT) worked with lawmakers to introduce a toll bill, SB 5825 / HB 1899, addressing the tolling of Interstate 405, state route number 167, and state route number 509. 5825 proposes to combine the I-405 express toll lanes (from Lynnwood) and State Route 167 high occupancy toll lanes (to Puyallup) into one express toll lanes corridor and account, making the State Route 167 pilot program permanent, and authorizes the toll funding needed to complete the Gateway Project, located at S.R. 167 and S.R. 512. Further, it allows for the completion of the Express Toll Lanes connecting Renton and Bellevue, dedicating legislatively-assumed tolling revenue to help fund the project.

Senator Hobbs also released a series of transportation revenue bills in February. [SB 5970](#), authorizing bonds for transportation funding; [SB 5971](#), concerning transportation funding; and [SB 5972](#), concerning additive transportation funding & appropriations. While the north end I-405 improvements are not specifically referenced in any of the bills, they are listed as project #25 on the February 11, 2019 LEAP Transportation Document 2019 NL-1 project list, which is referenced in SB

5972. Project #25 shows \$470 million because it includes the \$20 million for the ROW, as requested by WSDOT. Further, there is no bonding language in the bills. Lawmakers may be encouraged to include the flexibility to bond in the legislation, allowing the north end improvements to be paid for by bonding the toll revenues. On March 7, SSB 5970 was passed to Rules for second reading, SSB 5971 was referred to Ways and Means, and SSB 5972 was passed to Rules for second reading.

[HB 2132](#), addressing the completion of the planned construction of various facilities, by advancing construction, issuing bonds, and tolling portions of Interstate 405, state route number 167, and state route number 509 (Rep. Fey, 27 LD). 2132 was scheduled for executive action on April 8, but no action was taken.

Support measures that promote safe, responsible gun ownership and reduce gun violence

The City is tracking the following gun-related bills:

1. [SHB 1225](#) (Concerns law enforcement response to domestic violence victims) is sponsored by Rep. Jinkins. Senate Law & Justice heard 1225 on April 1 and passed it to Rules on April 3.
2. [SSB 5181](#) (Concerning involuntary treatment) is sponsored by Senator Kuderer. The Senate passed 5181 on March 7 and it was heard on the House Committee on Civil Rights and Judiciary on March 20 and referred to Appropriations. It was heard on April 5 and scheduled for executive session on April 6, where action was taken.
3. [SHB 1786](#) (Concerns protection orders) is sponsored by Rep. Jinkins. The House passed 1786 on March 5. 1786 was heard in Senate Law and Justice March 25 and passed to Rules on March 29.
4. [SB 5205](#) (Concerning provisions governing firearms possession by persons who have been found incompetent to stand trial and who have a history of one or more violent acts) is sponsored by Senator Dhingra. 5205 was heard in House Civil Rights & Judiciary on March 20 and referred to Rules April 1. The bill was placed on second reading on April 3.
5. [SHB 1739](#) (Concerning firearms that are undetectable or untraceable) is sponsored by Representative Valdez. The House passed 1739 on March 4. It was heard in Senate Law & Justice on March 26 and passed to Rules on March 29.

Funding for prioritized local infrastructure projects:

Two local projects were included in the House proposed Capital Budget ([PSHB 1102](#))

1. \$750,000 was included for the Intersection Improvements project on Juanita Drive NE at NE 132 & NE 124, sponsored by Representative Kloba (LD 1).
2. \$1,000,000 was included for the Kirkland Scramble project at Kirkland Ave and Lake Street/Lake St S. sponsored by representative Walen (LD 48).

One local project was included in the Senate proposed Capital Budget ([PSSB 5134](#))

1. \$537,000 was included for several key Kirkland sidewalk repairs and the sidewalk project at NE 104th Street, sponsored by Senator Kuderer (LD 48).

Council's Legislative Workgroup continues to reach out to the delegation to ensure that these projects and funding are included in the final budget.

Montlake Exit Transit Queue Bypass

The WSDOT 520 team briefed Kirkland, Redmond, Bellevue and the UW on four concepts that they evaluated for maintaining the temporary transit bypass off westbound SR 520, which is planned to close June of 2019. In order to adjust around the planned and phased construction in the area, it would cost between \$3M and \$4M to rebuild a 600 or 800 foot transit bypass (the current bypass is 1,100-feet). While a 600 or 800 foot bypass could save one to two minutes of travel time, it would only remain in place an additional 9 to 10 months. The City will continue to ask WSDOT questions. In the meantime, because of Kirkland's request, WSDOT and Seattle discovered that the traffic lights at the various Montlake intersections are old and not "smart." WSDOT will be installing modern ITS linked traffic lights on Montlake Blvd. which will improve traffic flow in all directions.

Attachments:

- A. Summary Status of the City's 2019 Legislative Priorities – 4/5/19
- B. Reviewer Analysis and Recommendations Report – 3/23/19 thru 4/4/19
- C. Bill Position Tracker Report – 4/4/19
- D. AWC Bill Hot-sheet, week of 4/8/19
- E. HB 1406 Estimated Distributions to Local Governments

2019 Legislative Priority	Bill #	Prime Sponsor	Status
<p>New local funding and policy tools to address homelessness and create more affordable housing, such as:</p> <ul style="list-style-type: none"> Flexibility on existing REET and potential expansion Provide property tax deferrals for service-connected disabled veterans and senior citizens Funding research on best practices for shared housing strategies and operations Authorization of TOD Pilot Project at Kingsgate Park and Ride Encouraging investments in affordable and supportive housing 	<p>HB 1219 SB 5160 HB 1181 PSHB 1109 PSSB 5153 PSHB 1160 PSSB 5214 HB 1406</p>	<p>Rep. Walen Sen. Dhingra Rep. Lekanoff Rep Ormsby Sen. Rolfes Rep Fey Sen. Hobbs Rep Robinson</p>	<p>4/2 – Placed on second reading by Senate Rules 3/28 – Referred to Rules 2 Review 3/25 – Included in PSHB 1109 3/29 – House PASSED – 56 yeas, 28 nays, 4 excused 4/4 – Senate PASSED – 31 yeas, 17 nays 4/1 – Heard in Ways & Means 3/29 – House PASSED – 90 yeas, 5 nays, 3 excused 4/4 – Senate PASSED – 47 yeas, 0 nays, 2 excused 4/1 – Passed to Rules for second reading 4/3 – Heard in Ways & Means</p>
<p>Support continued sustainable funding to maintain statewide training for law enforcement officers and corrections officers to ensure no waiting period to get trained and in the field</p>	<p>PSHB 1109 PSSB 5153</p>	<p>Rep Ormsby Sen. Rolfes</p>	<p>3/29 – House PASSED – 56 yeas, 28 nays, 4 excused 4/4 – Senate PASSED – 31 yeas, 17 nays 4/1 – Heard in Ways & Means</p>
<p>Support extending and accelerating the construction of express toll lanes on I-405 north of Kirkland, and support implementing express toll lanes on I-405 south of Bellevue, to coincide with the 2024 opening of Sound Transit’s BRT operations.</p>	<p>SB 5825 5970/72 SB 5971 HB 2132</p>	<p>Sen. Hobbs Sen. Hobbs Sen. Hobbs Rep. Fey</p>	<p>2/21 – Heard in Senate Transportation 3/7 – Passed to Rules for 2nd Reading 3/7 – On motion, referred to Ways and Means 4/8 – Exec session scheduled in Transportation</p>
<p>Support gun safety measures that promote safe and responsible gun ownership and reduce gun violence, and that are consistent with the 2nd Amendment of the US Constitution and Article I, Section 24 of the Washington State Constitution</p>	<p>HB 1225 SB 5181 HB 1786 SB 5205 HB 1739</p>	<p>Rep. Jinkins Sen. Kuderer Rep. Jinkins Sen. Dhingra Rep. Valdez</p>	<p>4/3 – Passed to Rules for second reading 4/6 – Exec session scheduled in Appropriations 3/29 – Passed to Rules for second reading 4/3 – Placed on for second reading 3/29 – Passed to Rules for second reading</p>
<p>Support capital and transportation budget funding for prioritized local infrastructure projects, such as:</p> <ul style="list-style-type: none"> Key Kirkland Sidewalk Repairs – 48th LD {\$537K} Intrsectn Imprvmnts – Juanita Dr NE/NE 132 & NE 124 – 1st LD {\$750K} Kirkland Scramble - Kirkland Ave and Lake Street/Lake St S {\$1M} 	<p>PSSB 5134 PSHB 1102 PSHB 1102</p>	<p>Sen Frockt Rep Tharinger Rep Tharinger</p>	<p>4/3 – Passed to Rules for second reading 4/3 – House PASSED – 94 yeas, 0 nays, 4 excused 4/5 – Placed on second reading 4/3 – House PASSED – 94 yeas, 0 nays, 4 excused 4/5 – Placed on second reading</p>

City of Kirkland 2019 Legislative Priorities – Status
Updated: April 5, 2019

Attachment A

Support the Transit Bypass Queue, at Montlake Exit from SR-520, open thru 2023 scheduled completion of the Montlake Project			WSDOT could maintain a shorter, temporary transit bypass (600/880 ft) for 9-10 months for an additional \$3M to \$4M.
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* No HIGHLIGHTS = No change in status from last update.

**Reviewer Analysis & Position Recommendation Report (03/28/19-04/04/19)
City of Kirkland**

Bill #	Short Description	Sponsor	Date Completed	City Priority	Summary	Rec. Position
E3SHB 1257 (SB 5293)	Concerning energy efficiency.	Doglio	04/02/2019		Promotes energy efficiency and renewables and makes provisions for utilities to incentivize customers to be more energy efficient and directs the state building Code Council to provide alternate and more stringent residential energy standards that Kirkland could adopt if it desires. This companion bill provides more information on details about how this action would be administered.	Support
ESHB 1747	Concerning risk-based water quality standards for on-site nonpotable water systems.	Doglio	04/02/2019		There is a direct link to the proliferation of living buildings (high performing buildings that generate power and capture water for reuse) and this bill. The bill would create the rules about how we could safely reuse water to protect public health and ensure that we have more water supply available in times of drought, wildfires and other impacts due to climate change. Making water reuse safe and predictable will help the City achieve its green building goals and help preserve our precious potable water resources.	Support

E2SHB 1923 (proposed changes)	Increasing urban residential building capacity	Fitzgibbon	4/3/2019		<p>The 4/2-3 proposals for E2SHB 1923 make it pretty rough for cities. It is a strong preemption of local control. Most cities will (and should) oppose this for that reason. However, they did add to the list of actions you can take to comply. That extended list now makes it possible for Kirkland to select items without much impact. One new option is to join or belong to a regional or subregional group focused on creating affordable housing. ARCH meets that test. Another one is to allow ADUS, duplexes and triplexes in single family neighborhoods. Kirkland mostly does this already. Kirkland might have to add a few neighborhoods to comply. So the City can avoid the most onerous elements. But, recommend opposed based on the local preemption.</p>	Oppose
SHB 2042	Advancing green transportation adoption.	Fey	03/29/2019		<p>This bill helps incentivize and build the capacity of electric vehicle charging infrastructure by offering rebates for the purchase of electric vehicles for all income levels. It also moves funds that would otherwise be not available for traditional transportation funding when the desire capacity is established. The creation of electric or other hydrogen charging infrastructure will help new consumers move towards electric vehicles and help achieve Greenhouse Gas reduction targets.</p>	Support
SSB 5971	Concerning transportation funding.	Hobbs	03/29/2019			Support

Reviewer Analysis & Position Recommendation Report (03/21/19-03/28/19)
City of Kirkland

Bill #	Short Description	Sponsor	Date Completed	City Priority	Summary	Rec. Position
EHB 1058	Establishing permissible methods of parking a motorcycle.	Irwin	03/01/2019			Neutral
HB 1102 (SB 5134)	Concerning the capital budget.	Tharinger	03/25/2019	Yes		Support
E2SHB 1110 (SB 5412)	Reducing the greenhouse gas emissions associated with transportation fuels.	Fitzgibbon	03/15/2019		The City of Kirkland is a member of the King County Cities Climate Collaborative and has signed the a letter of commitments of which states the City's support of a low carbon fuel standard. It is a fact that the largest source of greenhouse gases (GHG) attributed to Kirkland's Community-Wide GHG Inventory is vehicles travelling within or through Kirkland. This bill will help the City achieve its GHG reduction goals while ensuring that the air that residents breathe is cleaner than the existing fuel carbon standards.	Support
EHB 1126	Enabling electric utilities to prepare for the distributed energy future.	Morris	03/11/2019			Neutral
SHB 1168	Concerning sales and use and excise tax exemptions for self-help housing development.	Leavitt	03/07/2019		Exempts "self-help housing" from certain taxes. Self-help housing is housing for low-income households (less than 80% of median) whose equity in the housing is derived from their labor (eg. homes constructed through Habitat for Humanity). The substitute bill exempts labor and services in creating the housing from sales and use taxes, but removes the REET exemption. This is the opposite of what was done in SSB 5025	Neutral
EHB 1219 (SB 5195)	Providing cities and counties authority to use real estate excise taxes to support affordable housing and homelessness projects.	Walén	03/25/2019	Yes		Support

SHB 1225	Establishing policies and requirements regarding law enforcement response to domestic violence incidents to enhance the safety of domestic violence victims, families, and officers.	Jenkins	02/05/2019		<p>PD has concerns with "shall" remove firearms and how that would be accomplished safely by our Officers. Officers would need to get a warrant to enter a home to remove the firearms.</p> <p>AGR priority legislation for law enforcement and victim safety. Strengthening firearm surrender laws for domestic violence and other protection orders and authorizing law enforcement to temporarily remove firearms when making an arrest for domestic violence or serving a protection order arrest. Helps prevent gun violence by removing firearms from volatile, dangerous situations.</p>	Support
3SHB 1257 (SB 5293)	Concerning energy efficiency.	Doglio	03/20/2019		<p>Promotes energy efficiency and renewables and makes provisions for utilities to incentivize customers to be more energy efficient and directs the state building Code Council to provide alternate and more stringent residential energy standards that Kirkland could adopt if it desires. This companion bill provides more information on details about how this action would be administered. There will be costs associated with this bill in relation to making sure the City owned buildings meet certain energy efficiency standards, but there are ongoing effort to make City owned buildings are more efficient over time. This bill may make it a priority to benchmark all of our building and make a concerted effort in the next few years.</p>	Support
ESHB 1332 (SB 5329)	Concerning updating and streamlining energy facility site evaluation council operations.	Wylie	03/15/2019		<p>Ensures a streamlined approach to facilities that produce renewable energy and therefore is useful in getting this renewable energy to the consumers (our residents, businesses) and helps the City achieve stated greenhouse gas reduction goals.</p>	Support

ESHB 1440	Providing longer notice of rent increases.	Robinson	03/07/2019		A landlord is required to provide a minimum of sixty days' prior written notice of an increase in the amount of rent to each affected tenant. An increase in the amount of rent may not become effective prior to the completion of the term of the rental agreement. This change would have a positive effect on residential tenants, giving them longer notice of upcoming rent increases.	Support
2SHB 1444 (SB 5115)	Concerning appliance efficiency standards.	Morris	03/07/2019		This bill is supported by a subset of the King County Cities Climate Collaboration (K4C) which is the Regional Code Collaboration (RCC) of which the City of Kirkland is a member of both. Senate Bill 5115 which establishes minimum efficiency standards for an array of plumbing fixtures, equipment and appliances. The most important reason we should support this bill is that it promotes reduction in both Energy and Water use and therefore is aligned with our goals to reduce resources and emissions of carbon and other greenhouse gases on a community-wide basis. In addition, higher efficiency standards can lead to an overall operation cost reduction for the user/occupant which greatly helps those that have less resources for operational cost. The bill's 2nd Amendment's are highly technical, but in general the bill is worth supporting.	Support
ESHB 1453	Concerning residential tenant protections.	Macri	03/07/2019		Residential tenant protections when rent has not been paid.	Support

EHB 1465	Concerning requirements for pistol sales or transfers.	Goodman	03/15/2019		<p>CAO review: This bill has passed the Senate and is now in the House. It is a good bill. It does not allow a gun dealer to sell a pistol until the police chief notifies the dealer in writing that the pistol buyer is eligible to possess the pistol. The bill also requires proof of law enforcement or university gun safety training and similar notifications from the chief re gun ownership eligibility. The bill allows more expansive background checking, and places holds on gun sales in the event of things like outstanding warrants. There are some new "sunset" provisions in this bill as it passed the Senate, but they look fine. Recommend support and assume the Chief agrees.</p> <p>PD's review and recommendation of previous version was "Recommend monitoring all of these new weapons laws. There are several other bills about pistol transfers and I don't know enough about how they conflict with each other to oppose or support."</p>	Support
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E2SHB 1543 (SB 5545)	Concerning sustainable recycling.	Mead	03/08/2019		<p>BILL SUMMARYThis bill intends to address the sustainability of recycling in Washington State by forming a Recycling Development Center for research, incentivize, and develop new markets for recycling commodities and facilities. Major tasks of the Development Center would include developing an annual work plan; analyzing and making recommendations on policies that may affect recycling markets; working with manufacturers of packaging to increase the recyclability of packaging products; conducting studies related to recycling market development; providing grants to public agencies and institutions to aid in the development of recycling markets; providing marketing assistance to the public and private sector; and creating a regional Recycling Development Council. Activities of the development center would be guided by an advisory board with broad stakeholder representation. The legislation would adjust the funding allocation per RCW 70.93.180 in the Waste Reduction, Recycling, and Litter Control Account. In Section 5(a), available litter control funding would be reduced from 50% to 40%. Funding in Section 5(b) would remain at 20% of the Litter Control Account but competitive grant funding would be available to cities and counties</p>	Support
ESHB 1569	Concerning marketing the degradability of products.	Ramos	03/15/2019		<p>Requiring manufacturers to appropriately list what a product is made of and how it can be composted does have impact on our residents and businesses ability to appropriately dispose of, recycle or compost using our existing facilities. If we don't have this, then the material stream is compromised and ends up costing more to process.</p>	Support
EHB 1584 (SB 5778)	Restricting the availability of state funds to regional transportation planning organizations that do not provide a reasonable opportunity for voting membership to certain federally recognized tribes.	Riccelli	03/08/2019			Neutral

ESHB 1723 (SB 5710)	Establishing the Cooper Jones active transportation safety council.	Kloba	03/06/2019		Transitioning the pedestrian safety advisory council to be an active transportation safety advisory council and make updates to the members of said council seems like a reasonable idea that is consistent with state, regional and City of Kirkland goals and policies.	Support
SHB 1739	Addressing undetectable and untraceable firearms.	Valdez	02/12/2019			Support
SHB 1754 (SB 5644)	Concerning the hosting of the homeless by religious organizations.	Santos	03/07/2019		There are a few life/safety concerns that should be addressed. On page 8, the proposed bill implies that only one exit is required if there are fire sprinklers. In almost all cases 2 exits should be provided. On page 9 there is a requirement that windows and doors must be able to be locked. This should be clarified the the doors and windows are always openable from the inside. Page 10, section (b) states that small houses must be allowed. It should be clarified whether building permits or inspections are required for the small houses. Fire Department has concerns over the enforcement fire code and KMC requirements. There is no mention of change in use needs based on sleeping in an occupancy not designed for sleeping. Additionally, the bill limits the City's ability to create new requirements or ordinances "cities may not enact an ordinance or regulation or take other action that limits a religious organizations availability to host an indoor overnight shelter in spaces with at least two accessible exits due to lack of sprinklers or other fire-related concerns." This language appears to limit the Cities ability to govern.	Monitor
ESHB 1772 (SB 5751)	Concerning motorized foot scooters.	Macri	03/12/2019		This bill has not passed the Senate pretty overwhelmingly. I recommend continued Kirkland support of this bill. It has not changed in a way that makes it necessary for me to comment further beyond earlier comments on this same legislation.	Support
E2SHB 1923	Increasing urban residential building capacity.	Fitzgibbon	03/21/2019		Per Council discussion 3/19/19... change position from Oppose to Monitor	Monitor

ESSB 5160	Concerning property tax exemptions for service-connected disabled veterans and senior citizens.	Dhingra	03/08/2019	Yes		Support
E2SSB 5223 (HB 1862)	Concerning net metering.	Palumbo	03/05/2019		Unclear whether this has a fiscal impact on Kirkland. Allows for the growth of renewable energy. This bill would affect mostly the solar panel industry and their customers. It would create a work group through the State Building Code Council to try to encourage the creation of more renewable energy. It would also take the annual excess energy credits earned by customers and apply them to low income energy customers.	Support
ESSB 5272 (HB 1653)	Increasing the maximum tax rate for the voter-approved local sales and use tax for emergency communication systems and facilities.	Hunt	03/08/2019			Support
E2SSB 5284 (HB 1103)	Concerning smoke detection devices.	Lias	03/20/2019		While Fire embraces the need for smoke detectors in homes, fire departments are not the proper enforcement of a bill requiring smoke detectors in all homes sold. The real estate agent of the home inspector should be the reporting group.	Neutral
ESSB 5318 (HB 1237)	Reforming the compliance and enforcement provisions for marijuana licensees.	Rivers	03/22/2019		Update - WASPC is opposes this bill due to the reduction in regulations by the Liquor/Cannabis board.	Monitor

ESSB 5323 (HB 1205)	Reducing pollution from plastic bags by establishing minimum state standards for the use of bags at retail establishments.	Das	03/08/2019		SUMMARYThis bill would restrict the use of single-use plastic bags at certain retail establishments in Washington State. Local ordinances in effect by January 1, 2019 would not be superseded by this law until January 1, 2020. Implementation funding would be drawn from the Department of Ecology waste reduction, recycling, and litter control account. Retailers would be required to charge customers a minimum of 10 cents for each recycled content paper carry out bag or reusable plastic carryout bag. Retailers are required to retain the entirety of the bag fee. Local jurisdictions, by ordinance, may impose a higher minimum fee. The fee may not be collected from customers with verifiable proof of their low-income status. Recyclable paper bags must contain an average of 40% post-consumer recycled materials and meet the ASTM standards for compostability. Durable cloth and plastic reusable bags must be at least 4 mils in thick, comply with specific lifetime use and weight standards, and be machine washable or able to be easily cleaned. Single-use carry out bags do not include bags used to package bulk items; to contain items such as frozen foods, meats, flowers, and potted plants; unwrapped prepared foods, to contain prescription drugs; and to hold	Support
SSB 5366	Expanding the property tax exemption for new and rehabilitated multiple-unit dwellings in urban centers.	Wagoner	03/07/2019		Substitute bill expands the availability of the multifamily property tax exemption program to all cities until July 1, 2025 and allows for extension if at least 20% of housing is developed and occupied as affordable housing.	Support
ESSB 5418 (HB 1359)	Concerning local government procurement modernization and efficiency.	Takko	03/18/2019		This bill is for counties.	Neutral
ESSB 5434 (HB 1530)	Restricting possession of weapons in certain locations.	Wilson	03/12/2019		This bill has been significantly winnowed down and not prohibits guns only in child care centers (other locations had been included in prior versions of this bill). It has passed the Senate, however. It is worthy of Kirkland support, I believe. It makes an exception for law enforcement officers.	Support

2SSB 5511 (HB 1498)	Expanding affordable, resilient broadband service to enable economic development, public safety, health care, and education in Washington's communities.	Wellman	03/06/2019		The stated intent of this Bill is to expand broadband services to unserved and underserved areas; and to government and health care functions and facilities. It does this by creating an Office (governor's statewide broadband office) and an Account (statewide broadband account), which is generally funded by appropriation. The Office doles out "grants" and "loans" to all kinds of entities, including private corporations and partnerships, to expand broadband. But the definition of "broadband infrastructure" includes internet and "other advanced telecommunications services," which presumably means all small cell and eventually 5G. So, not only does the program supposedly allow for grants to governments to establish or improve broadband and internet, it can also be cited & used to support giving grants to private companies, such as Verizon and T-Mobile, to incentivize them to deploy small cell across the state. The result is that the FCC just passed a bill giving private companies the right to deploy small cell in City ROW for cost only, or less than cost . . . and now the Washington State Legislature wants to give those same companies grants and loans to expand in certain areas also. If the Bill were to take out the sneaky attempt to give private	Monitor
ESSB 5600	Concerning residential tenant protections.	Kuderer	03/12/2019		Extends 3 day notice for default in rent payment to 14 days, requires notice to be written in plain language, requires Commerce to provide translated versions of uniform notice on its website, requires landlord to apply payment to rent first before other charges, etc. Favorable to tenants, not as much to landlords.	Support
ESSB 5746 (HB 1834)	Providing for adequate provisions for low-income homeownership opportunities.	Saldaña	03/12/2019		Supports affordable housing. No fiscal impact to Kirkland.	Support

**Bill Position Tracker Report
City of Kirkland**

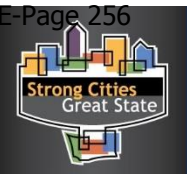
Bill #	Abbrev. Title	Leg. Status	Sponsor	Position	City Priority
E2SHB 1110	Greenhouse gas/transp. fuels	S Transportation	Fitzgibbon	Support *	
E2SHB 1112	Hydrofluorocarbon emissions	S Ways & Means	Fitzgibbon	Support *	
HB 1147	First informer broadcasters	S Rules 2	Chapman	Monitor *	
SHB 1168	Self-help housing dev./taxes	S Ways & Means	Leavitt	Support *	
SHB 1174 (SB 5225)	Cities/lowest resp. bidder	H Rules R	Walsh	Support *	
SHB 1181	Seniors & veterans/prop. tax	H Rules R	Lekanoff	Support *	Yes
SHB 1194 (SB 5135)	Toxic pollution	H Approps	Doglio	Support *	
EHB 1219 (SB 5195)	Real estate taxes/housing	S 2nd Reading	Walen	Support *	Yes
SHB 1225	Domestic violence/law enf.	S Rules 2	Jinkins	Support *	
E3SHB 1257 (SB 5293)	Energy efficiency	S Ways & Means	Doglio	Support *	
ESHB 1332 (SB 5329)	Energy site eval. council	S Rules 2	Wylie	Support *	
SHB 1350	Temporary protection orders	S Rules 2	Kilduff	Support *	
SHB 1377 (SB 5358)	Housing dev./religious orgs.	S Rules 2	Walen	Support *	
SHB 1406 (SB 5646)	Affordable housing/sales tax	S Ways & Means	Robinson	Support *	Yes
ESHB 1440	Rent increase notices	S 2nd Reading	Robinson	Support *	
HB 1441 (SB 5304)	Local infrastruct. financing	S Rules 2	Tharinger	Support *	
2SHB 1444 (SB 5115)	Appliance efficiency	S Ways & Means	Morris	Support *	
ESHB 1453	Residential tenants	S Ways & Means	Macri	Support *	
HB 1462	Tenant notice/demolish, etc.	S 2nd Reading	Barkis	Support *	
EHB 1465	Pistol sales or transfers	S Rules 2	Goodman	Support *	
3SHB 1498 (SB 5511)	Broadband service	S Ways & Means	Hudgins	Monitor *	
E2SHB 1543 (SB 5545)	Recycling	S Ways & Means	Mead	Support *	
ESHB 1569	Product degradability	S Rules 2	Ramos	Support *	
ESHB 1667 (SB 5667)	Public records request admin	S Ways & Means	Springer	Support *	
ESHB 1723 (SB 5710)	Active transp safety council	S Transportation	Kloba	Support *	
SHB 1739	Firearms/undetactable, etc.	S Rules 2	Valdez	Support *	
ESHB 1747	Risk-based water standards	S Environment	Doglio	Support *	
2SHB 1767	Arrest & jail alternatives	S Ways & Means	Lovick	Support *	
ESHB 1772 (SB 5751)	Motorized foot scooters	S Rules 2	Macri	Support *	
SHB 1786	Protection, etc. orders	S Rules 2	Jinkins	Support *	Yes
E2SHB 1923	Urban residential building	S Ways & Means	Fitzgibbon	Monitor *	
SHB 2042	Green transportation	H Finance	Fey	Support *	
SSB 5012 (HB 1077)	Governmental continuity	H Approps	Takko	Support *	
SSB 5025	Self-help housing dev./taxes	H Rules R	Das	Monitor *	
SSB 5106 (HB 1040)	Natural disaster mitigation	H Approps	Das	Monitor *	
E2SSB 5116 (HB 1211)	Clean energy	H Approps	Carlyle	Support *	
SSB 5135 (HB 1194)	Toxic pollution	H Approps	Rolfes	Support *	
2SSB 5141	School resource officers	H Approps	Wellman	Monitor *	
SB 5145	Hydraulic fracturing	H Rules R	Salomon	Support *	
ESSB 5160	Sr's, disab. vets/prop tx ex	H Rules R	Dhingra	Support *	Yes
SSB 5164 (HB 1971)	Trafficking victims assist.	H Approps	Saldaña	Support *	
SSB 5181	Invol. treatment procedures	H Approps	Kuderer	Support *	Yes
SB 5205	Incomp. for trial/firearms	H 2nd Reading	Dhingra	Support *	
E2SSB 5223 (HB 1862)	Electrical net metering	H Rules R	Palumbo	Support *	
SSB 5247 (HB 1200)	Catastrophic incidents	H Approps	Froct	Support *	

SB 5254	Motorcycles on laned roads	S Rules X	Sheldon	Monitor *	
ESSB 5272 (HB 1653)	Emergency comm. max tax rate	H Rules R	Hunt	Support *	
ESSB 5318 (HB 1237)	Marijuana license compliance	H Approps	Rivers	Monitor *	
ESSB 5323 (HB 1205)	Plastic bags	H Finance	Das	Support *	
SSB 5363	Urban center dwellings/taxes	H Hous, Com Dev	Palumbo	Support *	
SSB 5366	Urban centers/multiple-units	H Hous, Com Dev	Wagoner	Support *	
ESSB 5434 (HB 1530)	Weapons in certain locations	H Civil R & Judi	Wilson	Support *	
2SSB 5489	Environ. health disparities	H Approps	Saldaña	Support *	
2SSB 5511 (HB 1498)	Broadband service	H Cap Budget	Wellman	Monitor *	
ESSB 5600	Residential tenants	H Rules R	Kuderer	Support *	
SSB 5652	Impounded vehicle belongings	H Trans	Fortunato	Support *	
SSB 5695 (HB 1710)	HOV lane penalties	H Trans	Lias	Support *	
SSB 5723 (HB 1966)	Pedestrian, etc. safety	H Trans		Support *	
ESSB 5746 (HB 1834)	Low-income homeownership	H Cap Budget	Saldaña	Support *	
ESSB 5812 (HB 1797)	Accessory dwelling units	H Rules R	Palumbo	Support *	
SB 5825 (HB 1899)	Tolling/I-405, SR 167 & 509	S Transportation	Hobbs	Support *	Yes
SB 5970	Transportation funding bonds	S Rules 2	Hobbs	Support *	Yes
SSB 5971	Transportation funding	S Ways & Means	Hobbs	Support *	
SSB 5972	Additive trans funding	S Rules 2	Hobbs	Support *	

* Staff recommendations may change as issues in Olympia evolve.

Other NOTES: Bills with an "Oppose ***" position recommendation - The Legislative Workgroup's approach with bills identified with "Oppose *" is to check-in with AWC, and Monitor * while continuing to analyze and evaluate from there. In other words, the City is not taking action (not signing-in or testifying) on these bills at this time.

Bill Position Tracker Report					
EHB 1058	Motorcycle parking methods	S 2nd Reading	Irwin	Neutral	
EHB 1126	Distributed energy	S 2nd Reading	Morris	Neutral	
SHB 1284 (SB 5306)	Treasurer invest. portfolios	S 2nd Reading	Vick	Neutral	
HB 1397	Electric aircraft	S Rules 2	Slatter	Neutral	
SHB 1576	Construction defect actions	S Law & Justice	Senn	Neutral	
EHB 1584 (SB 5778)	Transp. planning orgs/tribes	S 2nd Reading	Riccelli	Neutral	
HB 1670 (SB 5671)	Fire district bid limits	S Local Gov	Eslick	Neutral	
ESSB 5077	Single-use plastic straws	H Rules R	Kuderer	Neutral	
SB 5227 (HB 1292)	Voter registration deadlines	H Rules R	Kuderer	Neutral	
E2SSB 5284 (HB 1103)	Smoke detection devices	H Approps	Lias	Neutral	
ESB 5334 (HB 1306)	Common interest ownership	H Passed FP	Pedersen	Neutral	
ESSB 5418 (HB 1359)	Local government procurement	H Rules R	Takko	Neutral	
SSB 5670 (HB 1669)	Fire district powers	H 2nd Reading	Wagoner	Neutral	



What strong cities need

Week of April 8, 2019

Key bills to advance

HB 1219	Provides cities and counties authority to use REET II to support affordable housing and homelessness projects	Needs Rules Committee action
SB 5334	Condo liability reform	Needs Senate concurrence
HB 1406	Encouraging investments in affordable and supportive housing	Needs committee action
HB 1767	Law enforcement grant program to expand alternatives to jail	Needs committee action
SB 5564	Creating a new sales tax credit economic development tool	Needs committee action

Bills to stop

HB 2144	Transfers \$300 million from the Law Enforcement Officers' and Firefighters' Plan 2 to the Benefits Improvement Account	Do not advance
SB 5505	Limits local governments' ability to charge the state stormwater fees	Do not advance
HB 1390	Grants PERS 1 retirees a 3% cost of living adjustment at local government employer expense	Do not advance

Other bills to advance

HB 1403	Simplifying the administration of municipal business and occupation tax apportionment	Needs Rules committee action
HB 1512	Electrification of transportation	Needs to pass chamber
HB 1667	Public records request administration	Needs committee action
HB 1772	Regulating motorized scooters and scooter shares	Needs Rules Committee action
HB 1948 SB 5862	Supporting warehousing and manufacturing job centers to restore Streamlined Sales Tax mitigation funding	Needs Rules Committee action
HB 2038	Pavement data reporting reform	Needs Rules Committee action
SB 5397	Product stewardship for plastic packaging	Needs committee action
SB 5418	Local government public works bidding process	Needs Rules Committee action
SB 5958	Local government interlocal purchasing agreements	Needs Rules Committee action



What strong cities need

Week of April 8, 2019

Key bills to monitor and/or amend or not amend

HB 1513 SB 5444	Providing timely competency evaluations and restoration services consistent with the <i>Trueblood</i> settlement agreement	Requested amendments
HB 1923	Increasing urban residential building capacity	Working for further amendments.
HB 5008	Expands eligibility for short subdivisions	Supportive with Chair's amendments
SB 5024	Transparency of local taxing districts	Neutral as amended
SB 5380	Opioid use disorder treatment, prevention, and related services	Requested amendments
SB 5812	Planning and zoning ADUs	Working for further amendments.

City	2017 Taxable Sales & Use	Annual Revenue from 1406 at 0.0001
Kent	\$2,428,456,404	\$242,845.64
Kettle Falls	\$22,744,771	\$2,274.48
Kirkland	\$2,586,533,215	\$258,653.32
Kittitas City	\$9,707,751	\$970.78
Krupp	\$221,648	\$22.16
La Center	\$50,837,634	\$5,083.76
La Conner	\$56,410,437	\$5,641.04
La Crosse	\$4,031,634	\$403.16
Lacey	\$1,253,270,306	\$125,327.03
Lake Forest Park	\$117,333,032	\$11,733.30
Lake Stevens	\$391,353,609	\$39,135.36
Lakewood	\$1,150,491,738	\$115,049.17
Lamont	\$300,854	\$30.09
Langley	\$48,322,378	\$4,832.24
Latah	\$609,458	\$60.95
Leavenworth	\$201,729,158	\$20,172.92
Liberty Lake	\$385,818,176	\$38,581.82
Lind	\$3,760,950	\$376.10
Long Beach	\$61,078,114	\$6,107.81
Longview	\$945,962,977	\$94,596.30
Lyman	\$3,498,515	\$349.85
Lynden	\$319,811,708	\$31,981.17
Lynnwood	\$2,583,573,150	\$258,357.32
Mabton	\$11,152,930	\$1,115.29
Malden	\$301,202	\$30.12
Mansfield	\$3,342,951	\$334.30
Maple Valley	\$386,269,721	\$38,626.97
Marcus	\$279,137	\$27.91
Marysville	\$1,128,647,533	\$112,864.75
Mattawa	\$29,715,060	\$2,971.51
McCleary	\$13,051,345	\$1,305.13
Medical Lake	\$34,723,462	\$3,472.35
Medina	\$119,303,267	\$11,930.33
Mercer Island	\$481,426,129	\$48,142.61
Total	\$136,468,776,485	\$13,646,877.65

*Source: <http://apps.dor.wa.gov/ResearchStats/Content/TaxableRetailSalesLocal/Report.aspx>

2017 Annual Taxable Retail Sales Department of Revenue

2017 may not be a representative year



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

MEMORANDUM

To: Kurt Triplett, City Manager

From: Kari Page, Senior Neighborhood Services Coordinator
Kathy Brown, Public Works Director

Date: April 4, 2019

Subject: 2019 NEIGHBORHOOD SAFETY PROGRAM (NSP) - NMC 0062019 & 0062119
STREET LIGHT PROJECT STC 0880100

RECOMMENDATION:

City Council receives Program updates and approves the following by motion:

- The recommended Neighborhood Safety Program (NSP) projects for 2019, and
- The Neighborhood Street Light projects, including priorities for the next list of street light locations for 2019.

BACKGROUND DISCUSSION:

Neighborhood Safety Program

The City Council authorized the Neighborhood Safety Program to help "re-energize neighborhoods through partnerships on capital project implementation..." In 2014, representatives from the Kirkland Alliance of Neighborhoods (KAN) and other neighborhood leaders worked with City staff to develop and implement the Pilot Neighborhood Safety Program. In June of 2014, the City Council authorized the implementation of the ongoing Citywide Program.

Goals

- Provide incentives for neighborhood participation.
- Address safety needs.
- Foster neighborhood self-help and build a sense of community.
- Increase collaboration within a neighborhood, between neighborhoods, and with City government.
- Leverage funding with match contributions and/or other agencies.
- Collaborate with businesses, schools, Parent/Teacher Student Associations (PTSA's), Cascade Bicycle Club, Feet First, Kirkland Greenways, and other organizations.
- Create an equitable distribution of improvements throughout the City.

Funding

Current funding sources for the NSP include:

- Street Levy Pedestrian and Bicycle Safety (\$150,000/year).
- Walkable Kirkland Initiative (\$200,000/year) 2015 through 2020.
- Private Development Fees and Projects—when appropriate.
- Other City Programs—when appropriate.

Since its inception, more than \$2.2M has been allocated to neighborhood safety projects through the NSP. While the Program funding has remained the same (\$350,000/year), staff has leveraged more than \$600,000 from private development fees, grants, and other City programs over the years. For the list of all NSP projects and costs, see Attachment A.

Prioritization

Neighborhood leaders and staff work closely to develop and continuously improve a prioritization process that adheres to the Transportation Master Plan (TMP) criteria for funding safety improvements. The criteria include:

- **Improved safety**—Prioritize locations based on crash history and indicators of crash risk such as adjacent street auto volume, speed, and number of lanes.
- **Link to Land Use**—Choose sidewalks that expand and enhance walkability and places where current pedestrian volumes are high.
- **Connect to the Cross Kirkland Corridor**—Make numerous strong links to the CKC.
- **Make Connections**—Give high priority to projects that fill gaps by connecting existing sidewalks.
- **Connect to Transit**—Complete walkways that allow easy access to transit, particularly regional transit.
- **Community input**—Because of the scale of pedestrian projects, gathering the on-the-ground knowledge through community input is particularly important in selecting pedestrian projects.
- **Cost/likelihood to receive grant funding**—Projects that have lower cost or that are good candidates for grant funding generally should have a higher priority. However, caution must be exercised so that high cost, high value projects are also considered.
- **Title VI**—Give priority to projects that serve higher risk populations. Higher risk includes populations with inactivity and/or poor health including people living in poverty, minorities, the elderly, and or/people with disabilities.

Please refer to the Technical Criteria within Attachment B for the specific data points under each of these. See Attachment C for the Neighborhood Panel criteria.

The schedule for the 2019 NSP Program is as follows:

Project Ideas Due: December 3, 2018
Project Conferences: February 5 or 7, 2019
Applications Available: After Project Conference
Applications Due: February 15, 2019
Staff Review/Technical Scores: February 18–March 1, 2019
Neighborhood Panel Site Tour: March 5, 2019
Panel Review: March 19, 2019

Panel Decision: March 26, 2019
 Transportation Commission review: March 27, 2019
City Council Decision: April 16, 2019
 Projects Announced: April 17, 2019
 Projects Completed: June, 2020

Staff from the Transportation Division and the Capital Improvement Program Division scope the projects, recommend the most appropriate solutions for the safety concerns, and develop cost estimates. Some projects are dropped if the solution doesn't meet City safety standards. All the projects moving forward are supported by City administrative and engineering staff.

Like last year, in an effort to be nimble for the changing bid climate, instead of giving specific cost estimates so early in the process (before engineering/bid documents are produced) staff is providing cost ranges for each project. As can be seen in Table 1, below, there are three priority levels with the highest priority very likely to be funded. Funding for the second tier will be determined after the engineering/bid documents and more specific cost estimating is complete. For a map of the projects, see Attachment D.

Table 1 - Neighborhood Safety Program Project Recommendations

2019 Project Recommendations			General Cost Estimate	
Points	NSP #	Project Name	Low	High
Top Priorities				
135	19NSP01	Raised sidewalk on corner of N.E. 134th Street at 87th Avenue N.E.	\$35,000	\$50,000
129	19NSP02	Rapid Flashing Beacon on N.E. 132nd Street at 129th Place N.E.	\$50,000	\$50,000+
124	19NSP03	Traffic median island on Slater Avenue N.E. at N.E. 119th Street	\$15,000	\$34,000
123	19NSP04	Intersection improvement on N.E. 87th Street at 114th Avenue N.E.	\$35,000	\$50,000
120	19NSP05	Walkway on N.E. 120th Street between 93rd Place N.E. and 96th Avenue N.E.	\$35,000	\$50,000
117	19NSP06	Crosswalk on Lakeview Drive north of 64th Street	\$35,000	\$50,000
Total Cumulative Cost Estimates			\$205,000	\$284,000+
Moderate Priorities				
103	19NSP07	Rapid Flashing Beacon on 108th Avenue N.E. at N.E. 46th Street	\$50,000	\$50,000+
100	19NSP08	Crosswalk on 132nd Avenue N.E. at N.E. 66th Street	\$35,000	\$50,000
Total Cumulative Cost Estimates			\$290,000	\$384,000+
Lower Priorities				
91	19NSP09	Walkway improvement on 5th Street between 10th and 13th Avenues	\$35,000	\$50,000
Total Cumulative Cost Estimates			\$325,000	\$434,000+

The North Rose Hill Neighborhood NSP application was a rapid flashing beacon on 124th Avenue N.E. at N.E. 95th Street (replacing a failing in pavement flashing crosswalk). This project is being done as part of the 124th Avenue N.E. sidewalk project (currently in construction). Two neighborhoods did not apply for funding this year: Market and Moss Bay. However, the Moss Bay Neighborhood did have a representative on the Panel. The Market Neighborhood's new leadership is eager to participate next year.

Status of Projects:

Delivering the NSP projects within one year from City Council approval is the primary goal of the Program. Attachment A identifies the status of all NSP projects since the Program inception with five 2018 projects under construction. The Rapid Flashing Beacon on Market and 4th Street, funded by the Lake Front Pedestrian and Bicycle Improvements Project, is expected to be complete in April 2019.

Panel feedback on the process: Overall, the Citywide process went well and resulted in important, feasible, and meaningful safety projects. The following feedback was provided by the Panel (paraphrased and quotes):

- People are coming to our neighborhood meetings when the projects are being discussed and they enjoy prioritizing the projects. This helps our association stay connected to the residents.
- We also stay connected with the residents after the selection of projects – letting our neighborhood know the timeline for construction.
- Each year we have fewer projects to pick from. I wonder if the most critical things have been done.
- The panel scoring criteria needs more definition and clarity to safeguard against subjectivity and bias.
- Need to develop a "job description" for panel members outlining responsibilities and expectations for objectivity.
- Promote suggest-a-project year-round to increase the number of project ideas and provide additional time for neighborhoods to select their top priorities.
- Use social media to promote the program and provide updates on the status of projects.
- 2-hour panel meetings worked great and were an improvement over last year. Not so much pressure, and finishing a bit early becomes a bonus.
- The panel tour was invaluable and provided great insight into each project.
- It is harder and harder to find projects that involve community volunteers that also score well. Volunteer projects tend to be on trails or in places where technical scores are lower (i.e., no accidents, speeds and volumes are low).
- May want to broaden the definition of "safety" eventually so projects like bike share parking can be considered.

Council Approval of Neighborhood Safety Program List

Following a City Council briefing, staff is seeking City Council approval by motion of the prioritized NSP project list at the April 16, 2019 City Council meeting. The final proposed project ranking is shown in Table 1, above, and the map of these projects is provided as Attachment D. Once approved, staff will move forward with the top priorities first and continue to complete additional projects in order of priority if funding remains.

Neighborhood Street Light Projects

The City Council authorized one-time funding for the Neighborhood Street Light Projects during the adoption of the updated 2017-2022 Capital Improvement Program (CIP) in [December of 2017](#). The source of funding was available balances of \$198,000 from the closure of ST 0088 000—Arterial Streetlight LED Conversion. The program originally was intended to provide a neighborhood street light selection process like the Neighborhood Safety Program (NSP). Details of the street light program were to be developed in partnership with KAN and Neighborhood Associations in early 2018 following Council adoption of the CIP.

On January 10, 2018, staff and KAN discussed options for implementing the Street Light Projects. KAN made the following recommendations:

1. Primary focus on high risk crosswalks at intersections
2. Priority given to arterials, school walk routes, and high crash exposure.
3. Technically-based process for first year (2018).
4. Spending limit of \$100,000 the first year.

Neither KAN nor staff felt the projects should prioritize personal safety (assaults, burglaries, etc.) at this time. KAN requested staff report on progress at the end of the first year, before making recommendations for the second year (2019).

On November 14, 2018 staff provided the requested progress report to KAN. KAN recommended the City continue focusing on correcting light deficiencies at crosswalks.

Crosswalk Prioritization

The City's Transportation Group compiled a list of existing crosswalks with deficient street lighting on major City streets and completed an initial ranking based on risk. The scoring criteria are described below, and listed on Attachment E, which also lists the original 46 crosswalks ranked using the criteria.

The crosswalks were categorized by street classification (neighborhood, collector or arterial), whether the crosswalk was on a school walk route, crash history and exposure, the North Carolina system of evaluating risk (based on speed, volumes, and number of lanes) and facility type (i.e., midblock versus intersection crossing). The priorities were ranked as follows:

1. Arterials were scored the highest (highest on speeds and volumes), followed by collectors (lower speeds and volumes) and then neighborhood streets (lowest speeds and volumes);
2. School Walk Routes scored higher because these have relatively high risk of potential conflicts during school hours;
3. Crosswalks with one or more documented crashes scored higher than those without a crash history; and

4. Crosswalks with a North Carolina system rating N were scored the highest (in a high conflict zone needing more than a marked crosswalk), followed by P (probably could use an improvement) or C (considered adequate).

Overall, crosswalks that score the highest are ones crossing arterials at intersections on school walk routes with high crash exposure and high North Carolina rating. The one exception is the street light on N.E. 126th Place near the preschool in Totem Lake, which is responsive to a local concern.

Street Light Progress

In Attachment E, ten crosswalks in this list are highlighted in yellow because adding street lights at these sites is part of the City's Lake Front project and not funded through the one-time Neighborhood Street Light Program. The program is funding the remaining sites on the list in Attachment E. For tracking purposes, these sites were extracted and added to the bottom of the list. This reduced the list from 46 to 36 high priority crosswalk sites to be funded as much as possible through the Neighborhood Street Light Program. Two high priority street light sites were added (one at the site of a pedestrian crossing accident and another on NE 126th Place), bringing the total to 38 sites.

The City owns street lights at three crosswalk sites, which are highlighted brown in the list in Attachment E. Street lights at crosswalk sites highlighted blue and green belong to PSE.

Based on the old High-Pressure Sodium (HPS) light fixtures, the City developed a standard requiring a street light to be within 20 feet of a crosswalk. Initially, staff assumed most sites listed in Attachment E would require new street light poles because existing street lights were more than 20 feet from the crosswalks. When the illumination analyses were completed at each site, however, most recommendations were: 1) to upgrade from HPS to LED fixtures, 2) to replace lower illumination LEDs with a more powerful LEDs, or 3) to add an LED street light to an existing power pole. So far, only one site required a new street light pole. New poles are required when a pole did not already exist, an existing pole does not have room to add a street light, or the pole is not the type to be able to add a street light.

As of January 2019:

- 1) Fifteen PSE sites are done.
- 2) Fifteen PSE sites have signed work orders and should be installed this spring and summer.
- 3) One COK site is done.
- 4) The remaining two COK sites have fixtures on order and will be completed this spring.
- 5) Five sites were submitted for PSE to analyze and design.

To date, the City has signed PSE work orders totaling \$65,100. \$132,900 remains of the one-time fund of \$198,000. This does not include the five sites PSE currently has for evaluation or the cost of the three City sites, which are not fully known yet.

If the City Council directs staff to continue with the existing prioritization process, the City's Transportation Group will develop a list of the next priority high risk light-deficient crosswalk sites. These will be submitted in batches to PSE for analysis and design, until the \$198,000 is expended. The number of sites that can be completed will depend on how many can be resolved by upgrading fixtures rather than installing new poles.

Council Approval of Street Light Project List

Staff is seeking final City Council approval by motion of the prioritization process for the Street Light Project list at the April 16, 2019 City Council meeting. If approved, staff will work with PSE to install street lights and poles at the next locations until the funding is exhausted.

Attachment A: NSP List of All NSP Projects

Attachment B: NSP Technical Criteria

Attachment C: NSP Panel Criteria

Attachment D: NSP Map of 2019 Projects

Attachment E: Light Deficient Locations—Evaluation Summary

Status of 2014-2018 NSP Projects										Attachment C
Project #	Project Description	JFK [NM 0073]	Walkable Kirkland [NM 6-201]	Levy - Ped. [NM 6-200]	Crosswalk [NM 6-0012]	Private Dev./LWSD	Levy - School Rts [NM 6-100]	Other City Programs	Total Project Costs/Estimate	Status
2014										
14NSP01	Rapid Flashing Beacon on NE 132nd Street at 121st Ave NE and turn lane (east to north bound)					\$ 120,867			\$ 120,867	Complete
14NSP02	Rapid Flashing Beacon on Juanita Drive at NE 137th Street connecting Big Finn Hill Park trails						\$ 60,630	\$ 60,630	\$ 60,630	Complete
14NSP03	Crosswalk and curb along 84th Ave NE from NE 139th Street to NE 141st Street	\$ 975							\$ 975	Complete
14NSP04	Rapid Flashing Beacon on NE 132nd Street at 105th Ave NE	\$ 61,174					\$ 3,003		\$ 64,177	Complete
14NSP05	Trail Connection at Forbes Creek Drive and the CKC - between 113th Court NE and 115th Court NE	\$ 11,006					\$ 1,794		\$ 12,800	Complete
14NSP06	Crosswalk markings along 90th Ave NE at NE 134th Street, NE 137th Street, and NE 139th Street	\$ 46,845					\$ 2,245		\$ 49,090	Complete
14NSP07	Crosswalk markings along NE 145th Street at 84th Ave NE, 88th Ave NE, and 92nd Ave NE	\$ 30,000							\$ 30,000	Complete
Grant	Rapid Flashing Beacon on Juanita Drive at 93rd Avenue NE							\$ 59,033	\$ 59,033	Complete
2015										
15NSP01	Stairs from NE 68 th Street to the CKC		\$ 66,970				\$ 9,989	\$ 17,500	\$ 94,459	Complete
15NSP02	Sidewalk on north side of Kirkland Avenue at 6 th Street South		\$ 78,947				\$ 3,708		\$ 82,655	Complete
15NSP03	Rapid Flashing Beacon on 84th Avenue NE at NE 138th Street crosswalk		\$ 37,273				\$ 1,507		\$ 38,780	Complete
15NSP04	Stairs and bridge connection from 116 th Avenue NE to the CKC		\$ 9,523						\$ 9,523	Complete
15NSP05	Improved connection from NE 60th Street to the CKC		\$ 5,320						\$ 5,320	Complete
15NSP06	Rapid Flashing Beacon at crosswalk on 132 nd Avenue NE at NE 97 th Street			\$ 8,000	\$ 57,029		\$ 3,252		\$ 68,281	Complete
15NSP07	Crosswalk improvements on 112th Avenue at NE 68th Street			\$ 9,016			\$ 331		\$ 9,347	Complete
15NSP08	Rapid Flashing Beacon at crosswalk on 132 nd Avenue NE at NE 93 rd Street			\$ 17,514	\$ 12,971		\$ 43,016		\$ 73,501	Complete
15NSP09	Rapid Flashing Beacon on NE 70 th Place at 130 th Avenue NE			\$ 44,350					\$ 44,350	Complete
15NSP10	Radar speed sign on Juanita Drive (in the vicinity of Woodlands Park)		\$ 1,967	\$ 41,228			\$ 5,164		\$ 48,359	Complete
15NSP11	Crosswalk improvements on 7 th Avenue S, at 1 st Street, 4 th Street, and 5 th Street			\$ 29,892			\$ 2,767		\$ 32,659	Complete
Grant	Rapid Flashing Beacon on Market and 4th Street							\$ 67,900	\$ 67,900	End of April 2019
2016										
16NSP01	Intersection study for Kirkland Way and Railroad Ave		\$ 7,500						\$ 7,500	Complete
16NSP02	Intersection study for 124th Ave NE and NE 80th Street		\$ 7,500						\$ 7,500	Complete
16NSP03	Stair connection near 2nd Ave at the CKC		\$ 19,515						\$ 19,515	Complete
16NSP04	Extruded curb along 87th Ave NE and 134th Street		\$ 68,264			\$ 10,000			\$ 78,264	Complete
16NSP05	Crosswalk island on 124th Ave NE at 142nd Place		\$ 11,290	\$ 12,637		\$ 26,000			\$ 49,927	Complete
16NSP06	New crosswalk with ramps on Kirkland Ave at Marina Park						\$ 6,600		\$ 6,600	Complete
16NSP07	Sight distance improvement at 15th Ave and 4th Street		\$ 19,640				\$ 25,000		\$ 44,640	Complete
16NSP08	Rapid Flashing Beacon on Market Street at 7th Ave W			\$ 53,071					\$ 53,071	Complete
16NSP09	Rapid Flashing Beacon on 108th Ave NE at 62nd Street			\$ 84,292					\$ 84,292	Complete
16NSP10	Trail lighting and gravel on walkway to NE 126th Street from NWCC		\$ 13,331			\$ 32,500			\$ 45,831	Complete
16NSP11	Gravel walkway along 8th Street South and Railroad Ave to the CKC		\$ 42,160						\$ 42,160	Complete
16NSP12	Asphalt walkway along 7th Ave between 6th & 8th Streets		\$ 10,800						\$ 10,800	Complete
16NSP13	Trail connection at the end of 111th Ave NE to the CKC						\$ 1,320		\$ 1,320	Complete
16NSP14	Intersection study at NE 132nd Street and 136th Ave NE						\$ 7,500		\$ 7,500	Complete
2017										
<i>Second Award (17NSP06)</i>										
17NSP01	Radar Speed Signs on NE 143rd Street and 132nd and 128th Avenue NE		\$ 70,463						\$ 70,463	Complete
17NSP02	Rapid Flashing Beacon on NE 120th Place south of NE 122nd Street			\$ 124,938					\$ 124,938	Complete
17NSP03	Crosswalk Improvement at NE 138th Street and 84th Avenue NE						\$ 2,601		\$ 2,601	Complete
17NSP04	Rapid Flashing Beacon on 116th Avenue NE at 12500 block		\$ 71,138	\$ 25,062					\$ 96,200	Complete
17NSP05	Reflective Pavement Markers on NE 68th Street at 110th Avenue NE (criteria not met for radar speed signs)						\$ 713		\$ 713	Complete
17NSP06	Intersection Improvements on Kirkland Way and Railroad Avenue		\$ 54,625						\$ 54,625	Complete
17NSP07	Intersection Improvements on 124th Avenue NE and NE 80th Street		\$ 3,774				\$ 17,567		\$ 21,341	Complete
	Walkway Improvement on 7th Avenue at 5th Street						\$ 17,592		\$ 17,592	Complete
2018										
18NSP01	Bicycle Improvements 98th Ave and 100th Ave NE					\$ 36,000			\$ 36,000	End of May 2019
18NSP02	Radar Speed Sign on 132nd Ave NE near NE 128th		\$ 37,783				\$ 25,000		\$ 62,783	End of May 2019
18NSP03	Radar Speed Sign on Kirkland Way at CKC		\$ 31,955	\$ 64,485					\$ 96,440	End of May 2019
18NSP04	Trail Connection on the CKC at NE 53rd Street		\$ 4,935						\$ 4,935	Complete
18NSP05	Walkway Improvement on 7th Ave from 5th to 6th Streets		\$ 103,068						\$ 103,068	Complete
18NSP06	Stair Improvements for CKC connection along NE 100 Street at Cotton Hill Park		\$ 11,676						\$ 11,676	Complete (except runnel)
18NSP07	Rapid Flashing Beacon on NE 70th Street at 120th Ave			\$ 94,431					\$ 94,431	End of May 2019
18NSP08	Crosswalk at Lakeshore Plaza at Marina Park		\$ 10,850						\$ 10,850	Complete
18NSP09	Radar Speed Sign on 131st Way east of 94th Ave NE		\$ 37,574						\$ 37,574	End of May 2019
	ADA Ramp at Forbes Creek Park						\$ 8,518		\$ 8,518	Complete
		\$ 150,000	\$ 837,841	\$ 608,916	\$ 70,000	\$ 225,367	\$ 76,776	\$ 317,474	\$ 2,286,374	

2019 NSP Project Team

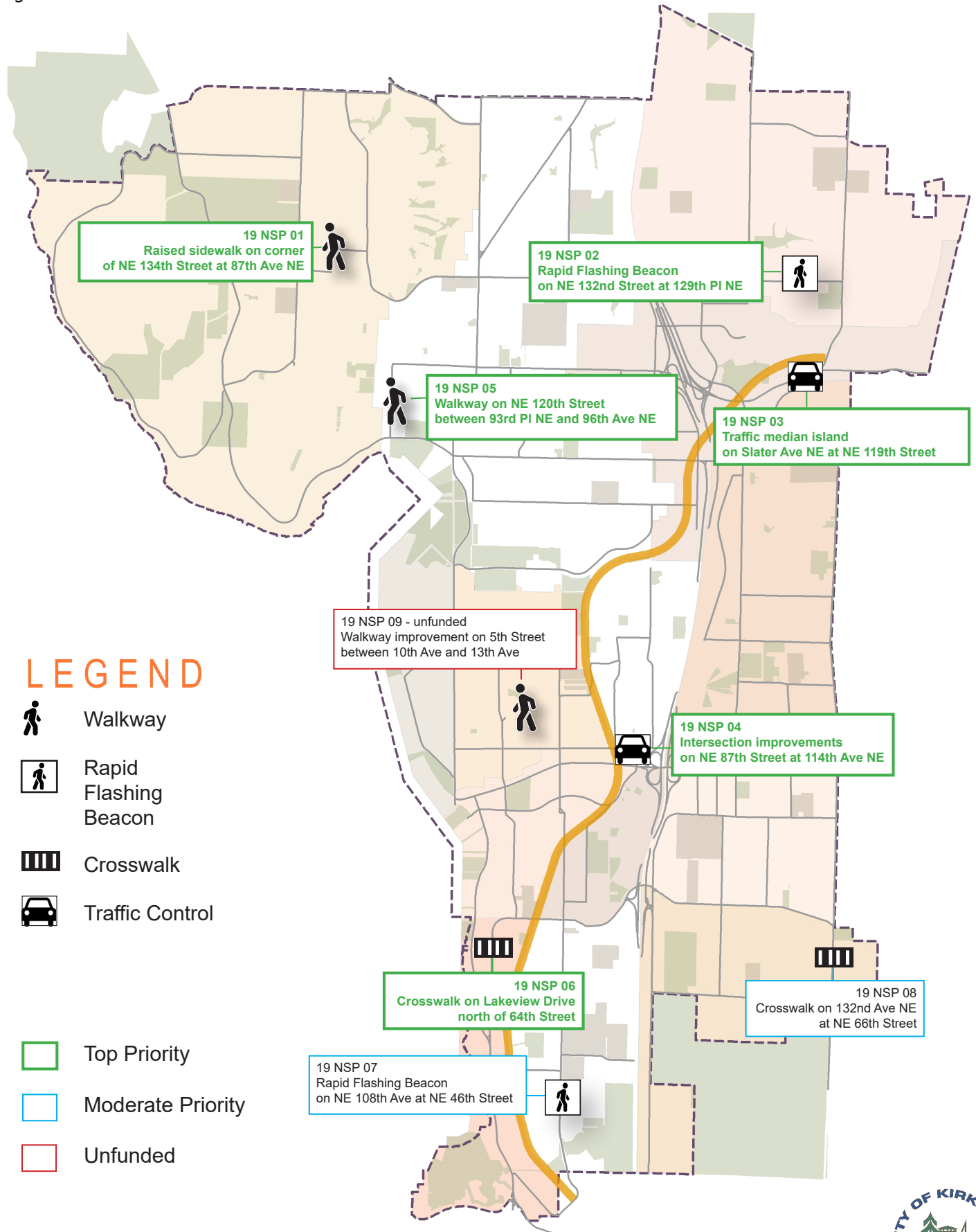
Transportation Master Plan Policy		100
Improve safety—Prioritize locations based on crash history and indicators of crash risk like adjacent street auto volume, speed and number of lanes.		38
Crashes: Based upon Kirkland Police Department crash records from previous 5 years. Crash must match problem/issue.	Ped/Bike (1=6, >1=12)	12
	Vehicle (1=1, >1=2) - counted only when the project is related to auto safety	2
Roadway Design: Based upon existing conditions of the roadway.	No Sidewalk/Trails = 2 , Sidewalk 1 side = 1, Sidewalk on both sides =0 (0-2)	2
	Number of Lanes (2=1, >2=2) (turn lane counts as one lane)	2
Volume: Based upon TMP 2 way 24-hour daily auto volume counts on selected roadways and site specific traffic studies by Kirkland Public Works. Counts are made every other year.	Under 3,000 average daily trips (0)	
	Between 3,001-15,000 average daily trips (3)	
	Over 15,001 average daily trips (6)	6
Roadway Speeds: Based upon posted speed limits, study data (when available), and anecdotal information. If there is speed data from NTCP, the 85th percentile.	Speed limit 25 MPH and under (0)	
	Speed limit 26–30 MPH (3)	
	Speed limit 31 MPH and above (6)	6
Motorized and Nonmotorized Safety: The project enhances the safety of the following modes.	Bicycle (0-2) (2 if bicycle facility at this location)	2
	Pedestrian (0-2) (2 if pedestrian facility is at this location)	2
	Vehicular (0-2) (only if it addresses safety for a vehicle)	2
	Transit (0-2) (only if transit is at this location)	2
Make Connections—Give high priority to projects that fill gaps by connecting existing sidewalks.		16
Sidewalks: Existing sidewalk/gravel path (not applicable in parks).	Sidewalk, paved shoulder, or gravel path on both sides (0)	
	Sidewalk, paved shoulder, or gravel path on one side (4)	
	No shoulder or sidewalk either side: must walk in vehicle lane (8)	8
School Walk Route: The project extends, adds or completes a nonmotorized system identified in the School Walk Route gap analysis data.	Not located on a School Walk Route (0)	
	Improves School Walk Route where sidewalk (or extruded curb) exists on at least one side of the road (4)	
	Improves School Walk Routes where no sidewalk (or extruded curb) exists on either side of the road (8)	8
Link to Land Use—Choose sidewalks that expand and enhance walkability and places where current pedestrian volumes are high. Connect to		18
Walkability: Based upon the TMP walkability scores for roadways in Kirkland. The walkability score is made up of the following factors: proximity to parks, transit, schools, certain kinds of retail (See polict T-5.1 in the Transportation Master Plan).	Low—Walkability factor 1-5.5 (0) (Level 1 on map)	
	Moderate—Walkability factor 6-9 (6) (Level 2 on map)	
	High—Walkability factor of 9-13.5 (10) (Level 3 on map)	
	Very High—Walkability factor of 13.5+ (14) (Level 4 on map)	14
Link: The project connects to other multimodal facilities. (Radar speed signs do not link = 0)	No link to Pedestrian/Bicycle/Transit Facility (0)	
	Link to Pedestrian OR Bicycle OR Transit Facility (2)	
	Link to Pedestrian AND Bicycle AND Transit Facility (4)	4

2019 NSP Project Team

Transportation Master Plan Policy		100
Title VI—Health Equity Need: Projects that would serve populations at a higher risk for inactivity and/or poor health outcomes, including people living		16
Equity and Social Justice: Based upon WSDOT ALPACA & OSPI Report Card. Weighted annually based on applicants.	Minority (<17%=0; 18%-29%=2; 30%<=3)	3
	Free & Reduced Meals (<10%=0; 11%-20%=2; 21%<=3)	3
	Language Block Group (>2%=3)	3
	Disabled (<5%=0; 6%-10%=2; 10.1%<=3)	3
	Elderly % Over 65 (>18%=2)	2
	Veterans (>8%=2)	2
Transportation Master Plan: Community input—Because of the scale of pedestrian projects, gathering the on-the-ground knowledge through		4
Consistency with Plans: Based upon Neighborhood Plan(s), Park, Recreation, and Open Space (PROS) Plan, and Cross Kirkland Corridor Master Plan. (Negative 10 points if RFB does not meet standards for priority sites.)	Aligns with existing plan (2)	2
	Does not align with existing plan (0) or -10 if does not meet RFB/Crosswalk Standards	
Neighborhood Association Support: Project was reviewed by the Neighborhood Association and received a priority ranking.	Project Priority 1 (2)	2
	Project Priority 2 (0)	
Transportation Master Plan: Cost/likeliness to receive grant funding—Projects that have lower cost or that are good candidates for grant funding		4
Project is paired with a good potential grant candidate. NSP funds can be City match or an element of the grant project. (0–4)	Yes (4)	4
	No (0)	
Maintenance		4
Maintenance of Project: Impacts to existing City maintenance needs. If project includes minor maintenance = 2.	Greater maintenance than existing (0)	
	Same maintenance as existing (2)	
	Less maintenance than existing (4)	4

2019 Neighborhood Safety Program Panel Scoring

<p>Neighborhood Safety Program</p> <p>The City Council authorized the Neighborhood Safety Program (NSP) in June 2014. The purpose of the Program is to reenergize Neighborhood Associations by empowering them to work collaboratively to identify, prioritize and address pedestrian and bicycle safety issues in Kirkland neighborhoods. The Program is funded by voter approved 2012 Streets Levy (\$150,000 per year) and City Council's Walkable Kirkland Initiative (\$200,000 per year until 2020). Each year there is a total of \$350,000 available for projects citywide under \$50,000.</p>	100
Neighborhood Benefit/Support (Up to 60 points)	
<p>Neighborhood Benefit:</p> <p>Consider the following factors when deciding how many points to assign to each project:</p> <ul style="list-style-type: none"> • How many people does this project benefit? • Do the beneficiaries include school kids or other vulnerable populations? • How unsafe is the current situation? • Does the benefit justify the cost? • Does the project create an important pedestrian or bicycle connection (e.g., to a business district, park, or school)? <p>Neighborhood Support:</p> <p>Is there support for the project within the neighborhood (e.g., businesses, schools, and PTAs)? Were adjacent neighbors who will be impacted by the project contacted (e.g., street lights)? Were letters, emails, or a petition submitted with the application?</p>	60
Community Benefit/Support (Up to 30 points)	
<p>Community Benefit:</p> <p>Consider the following factors when deciding how many points to assign to each project:</p> <ul style="list-style-type: none"> • Does this project benefit people outside the neighborhood? • Does the project create a community-wide connection? <p>Community Support:</p> <p>Is there broad community support for the project outside the neighborhood (e.g., businesses, schools, PTAs, and community groups)? Were letters, emails, or a petition submitted with the application?</p>	30
Neighborhood/Community Project Partnership (Up to 10 points)	
<p>Neighborhood(s) or community organization(s) are contributing to this project (e.g. donations or volunteer hours) and their roles have been identified.</p>	10



LIGHT DEFFICIENT LOCATIONS - EVALUATION SUMMARY

E-Page 271 Main Street		Location	Street Functional Type	School Walk Route	NC Rating	Facility Type	Crash Exp.	Total Score	Design	Cost	Work Order Signed	Installed	Billed
1	Market	18th Ave	3	3	2	3	5	16	change out to LEDs	\$2,390.67	2018-08-07	Y	Y
2	108th Ave NE	62nd St	3	3	1	3	5	15	change out to LEDs	\$617.29	2018-09-27	Y	Y
3	NE 116th St	104th Ave NE	3	0	3	3	5	14	change out to LEDs	\$838.52	2018-09-18	Y	Y
5	124th Ave NE	NE 95th St	3	3	3	3	0	12	change out to LEDs	\$588.15	2018-09-25	Y	Y
6	Central Way	1st Street	3	0	1	3	5	12	increase LED wattage				
8	Market	20th Ave	3	3	3	3	0	12	change out to LEDs	\$3,306.81	2018-08-07	Y	Y
9	NE 132nd St	129th Ave	3	3	2	3	0	11	change out to LEDs		2018-03-01		
10	124th Ave NE	NE 97th Street	3	3	3	2	0	11	change out to LEDs	\$2,252.68	2018-09-27	Y	Y
11	Central Way	Us Bank	3	0	1	2	5	11	increase LED wattage				
12	NE 116th St	110th Ave	3	3	3	2	0	11	change out to LEDs	\$817.98	2018-10-03	Y	Y
13	NE 116th St	113th Pl	3	3	3	2	0	11	change out LEDs	\$5,318.05	2018-10-03	Y	Y
14	NE 70th/ NE 68th St	120th Ave NE	3	3	2	3	0	11	change out to LEDs	\$3,518.42	2018-10-03	Y	Y
15	NE 70th/ NE 68th St	124th Ave NE	3	3	2	3	0	11	change out to LEDs	\$2,390.67	2018-09-27	Y	Y
16	NE 132nd St	128th Ave NE	3	3	2	2	0	10	change out to LEDs	\$861.04	2018-10-22	Y	Y
17	NE 124th Street	98th Ave NE	3	3	1	3	0	10	change out to LEDs	\$694.62	2018-10-22	Y	Y
18	NE 70th St	111th Ave NE	3	3	2	2	0	10	change out to LEDs	\$861.04	2018-10-22	Y	Y
19	NE 70th/ NE 68th St	106th Ave NE	3	3	1	3	0	10	change out to LEDs	\$772.06	2018-11-08	Y	Y
20	NE 80th St	126th Ave NE	3	3	1	3	0	10	pole/change out to L	\$22,354.24	2018-11-14		
21	108th Ave NE	NE 55th St/NWC	3	3	1	2	0	9	change out to LEDs	\$560.00	2018-11-08	Y	Y
42	NE 70th St/NE 68th st	112th Ave NE	3	0	2	2	0	7	change out to LEDs	\$811.45	2018-12-17		
22	132nd Ave NE	83rd St NE	3	3	1	2	0	9	change out to LEDs	\$506.98	2018-12-17		
23	Lakeview Dr	NE 60th St (2)	2	3	1	3	0	9	OK-turned back to PS	\$5,912.19	2019-03-17		
24	Market	14th Ave	3	0	3	3	0	9	change out to LEDs	\$1,161.26	2018-12-17		
25	NE 112th St	116th Ave NE	2	3	1	3	0	9	change out to LEDs	\$488.19	2018-12-17		
26	NE 112th St	115th Ave NE	2	3	1	3	0	9	change out to LEDs	\$476.07	2018-12-17		
27	Juanita Drive	86th Ave NE	3	0	1	3	0	7	change out to LEDs	\$811.45	2018-12-17		
28	NE 80th St	130th Ave NE	2	3	1	3	0	9	change out to LEDs	\$494.93	2019-01-16		
29	NE 80th St	128th Ave NE	2	3	1	3	0	9	change out to LEDs	\$1,589.55	2019-01-23		
30	NE 60th St	East of 122nd Ave	2	3	1	3	0	9	change out to LEDs	\$442.03	2019-01-23		
32	Lake WA Blvd	NE 58th St	3	0	2	3	0	8	change out to LEDs	\$2,747.10	2019-02-06		
33	Market	11th Ave	3	0	2	3	0	8	change out to LEDs	\$595.79	2019-01-23		
34	Market	12th Ave	3	0	2	3	0	8	change out to LEDs	\$595.79	2019-01-23		
31	Central Way	Main	3	0	3	2	0	8	increase LED wattage				
37	132nd Ave NE	Voc. Tech	3	0	2	2	0	7					
43	6th St	Kirkland Ave	2	0	1	3	0	6					
45	NE 38th Place	South Kirkland PR	2	0	2	2	0	6					
46	Kirkland Ave	KPC	2	0	1	2	0	5					
47	84th Ave NE	NE 138th St	3	3	2	3	0	11					
48	NE 112th St	108th Ave NE	2	3	1	3	0	9	change out to LEDs	\$323.64	2019-01-16		
7	Market	19th Ave	3	3	3	3	0	12					
4	Market	6th Ave	3	0	2	3	5	13					
35	Market	4th Ave	3	0	2	3	0	8					
36	Market	7th Ave	3	0	2	3	0	8					
38	Lake Street	10th Ave S	3	0	1	3	0	7					
39	Lake Street	5th Ave S	3	0	1	3	0	7					
40	Lake Street	7th Ave S	3	0	1	3	0	7					
41	Market	9th Ave	2	0	2	3	0	7					
44	Lake WA Blvd/Lake Street	Marsh Park	3	0	1	2	0	6					
											Total committed work orders (does not include COK)		
											\$65,098.66		
											\$198,000	Available funds	
											\$132,901.34	Remaining Balance	

LEGEND

Lake Front Project	
Submitted to PSE for Evaluation	
PSE Analyzed	
COK	

NOTE: funded outside the Neighborhood Street Light Program

PRIMARY EVALUATION CRITERIA AND SCORING

Street Functional Classification	Arterial = 3 Collector=2 Local=1
School Walk Route	Yes=3 No=0
Safety Risk per North Carolina Method	N=3 P=2 C=1
Facility Type	Intersection=3 Midblock Crosswalk=2 Sidewalk/shoulder=1
Crash Experience during the last five years	1 or more crashes=5 No Crashes=0

**CITY OF KIRKLAND**

123 Fifth Avenue, Kirkland, WA 98033 425.587.3000

www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Christian Knight, Senior Neighborhood Services Coordinator
Kari Page, Senior Neighborhood Services Coordinator
John Starbard, Deputy Public Works Director
Kathy Brown, Public Works Director

Date: April 4, 2019

Subject: CAR-FREE SUNDAYS ON PARK LANE

RECOMMENDATION:

City Council authorizes Park Lane be used as a pedestrian-only plaza on Sundays this summer as a pilot program. Staff seeks direction whether the pedestrian plaza should span both blocks and what the calendar period for car-free Sundays should be.

BACKGROUND DISCUSSION:

Since the new Park Lane opened in 2015 as an award winning "American woonerf" (Dutch for "living street"), the community and businesses along Park Lane have had a continuous discussion about whether to close the street to vehicular traffic. In the days leading up to Park Lane's grand opening, some residents urged the City to have the improved street permanently closed to vehicular traffic. The street was built to be a pedestrian-friendly, festival space, with built-in bollards to regularly close the street for pedestrian/bicycle use only. Some community members voiced the opinion that allowing vehicles might mar the street's attractive surfaces, and that the presence of vehicles would lessen the chance that Park Lane would function effectively as a pedestrian promenade.

There has always been a diversity of opinion among the merchants along Park Lane about whether to close the street. Prohibiting vehicles eliminates 30 parking stalls adjacent to the businesses on Park Lane. As parking downtown is often challenging, especially in the summer months, some of the merchants feel the loss of parking would cost them revenue and would be a disincentive to shoppers and restaurant patrons. Other business owners feel that closure to vehicular traffic would enhance foot traffic, and opportunities for sidewalk cafes and outdoor merchandise stands, improving their businesses. Over the years, restaurants and food establishments have generally been supportive of closure, while retail merchants who rely on convenient parking have generally been opposed.

In 2017, the Kirkland Alliance of Neighborhoods invited 200 business and community leaders to imagine ways to strengthen the bonds of Kirkland's communities. One of the leading ideas was car-free Sundays on Park Lane.

A March 2019 survey of Park Lane's 69 business owners by the Kirkland Alliance of Neighborhoods, however, suggests some of the initial concerns over loss of parking are abating. Fifty-four of Park Lane's business owners favor a one-day per week vehicular closure on Park Lane on Sundays, while four oppose it. This level of support is consistent throughout each of Park Lane's five business-sectors: service, food, gifts/art, gift, clothing, and residential. (See Attachment A, Park Lane Survey.)

Further, since 2017 downtown's parking inventory has increased. The Voda apartment building on Park Lane and Main Street that opened in the spring of 2018 has 60 parking spaces available to the public for \$1 per hour, and the City opened the Wester Lot just north of downtown which is available for free to the public after 5PM and on weekends.

PROPOSAL:

Based on the survey results and the fact that drivers have access to more downtown public parking now, the Kirkland Alliance of Neighborhoods is proposing car-free Sundays on Park Lane on a trial basis. This proposal is consistent with the design and intent of the City's showcase flexible street. The proposal is to prohibit vehicular traffic for both blocks of Park Lane but leave Main Street open to vehicles. Doing so would allow some degree of traffic flow through this segment of the downtown core and would also allow vehicles to exit the area at any time (avoiding "trapped" vehicles on car-free days). Approximately 2,500 vehicles per day use Main Street. The vehicular restriction on both of Park Lane's blocks would create easier pedestrian connections between Park Lane and popular destinations such as Peter Kirk Pool, the Kirkland Teen Union Building, Peter Kirk Community Center, the Kirkland Public Library, and Kirkland Urban.

The analysis below uses three criteria to assess the value of closing both blocks versus closing only the west block. Those criteria include: predictable pedestrian environment and connections, traffic flow and business support.

Options	Predictable Pedestrian Environment & Connections	Traffic Flow	Business Support
Closing west block only	West block provides intuitive gathering spot for public. However, open pedestrian experience between Main Street and Kirkland Urban is interrupted by traffic on east block.	Keeping east block open to automobiles provides an one-way, east-to-west vehicular option between Main Street and Third Street, which approximately 1,200 vehicles use per day.	Leaves some free parking spaces on East block for Park Lane businesses. East block businesses might miss opportunity for enhanced sidewalk cafes or displays. Voda, on the East block, prefers closure as it benefits from foot traffic for potential renters.

Closing both west and east blocks	Creates intuitive pedestrian experience for the length of Park Lane and reduces pedestrian conflict points at Main Street and the transit center from private vehicle movements.	Eliminates the third one-way, east-to-west downtown option for drivers.	While there are fewer traditional street facing restaurants and retail businesses on the East block, full closure treats all businesses along Park Lane equally.
-----------------------------------	--	---	--

With Park Lane open to pedestrians only, retailers would have greater options for displaying items outside. The Public Works Director has the administrative authority to approve this kind of use and activity. However, restrictions for the outdoor service of alcohol would remain the same, consistent with state regulatory requirements.

If the Council supports the car-free Sunday pilot, staff recommends that the car-free Sundays program begin on May 26, the Sunday preceding Memorial Day to provide the longest possible summer experience to inform future street closure policy. An alternative would be to initiate Sunday closures on June 21, the first day of summer, which some celebrate as Solstice Day. June 21 also is right after the last day of school for the Lake Washington School District (including snow closure make-up days). Regardless of the start day, staff recommends that the car-free Sundays season end September 22. This is the last day of summer as well as the last day of Kirkland's Oktoberfest. Staff is seeking direction on whether to start the pilot on May 26, June 21, or some other date the Council prefers.

LOGISTICS:

Closures are proposed to begin at 7 a.m. and end at 11:30 p.m. This schedule would allow Parks Maintenance staff to place bollards or similar obstructions at the beginning and end of their shifts. Bollards or obstructions would be placed on Park Lane just east of the entrance to the Lake & Central parking lot, at the eastbound leg of the Park Lane and Main Street intersection, at the westbound leg of Park Lane and the transit center, and on Park Lane at the alley next to Cactus Restaurant (see Attachment B, "Logistics Map").

Vehicles parked on Park Lane between Lake Street and Main Street would be able to exit east onto Main Street. On the east block, vehicles could exit in both directions.

Direction Needed:

Does Council support the car-free Sundays pilot?

- If so, should the vehicular restriction be for all of Park Lane or only the western block?
- If so, should car-free Sundays begin on May 26, June 21, or some other date?
- If so, should car-free Sundays end on September 22?

Kirkland Alliance of Neighborhoods' Park Lane Survey**Park Lane Sunday Closure****Business Survey Results**

- Fifty-four of 69 business owners support the proposal; five are opposed or lukewarm, and 10 did not respond
- Seven of 9 food establishments support. One did not reply.
- Of those businesses that oppose, two are gift shops, one is a coffee shop, and one is a massage therapist
- A Kirkland Alliance of Neighborhoods board member mailed and hand-delivered survey forms—with self-addressed stamped envelopes—to business operators with whom she was not able to talk to directly. The KAN board member did not receive response from several of them.
- Those who oppose closure cited parking concerns. One cited revenue concerns.

By Owners (69) and Managers (6)

Type	Support	Oppose	Lukewarm	No response	Manager supports	Manager neutral
Clothing (4)	1		1	2	1	1
Gift (45)	41	2		2	1	
Services (10)	4	1		5		
Food (9)	7	1		1	3	
Apartment (1)	1					
Total	54 (40 gallery owners)	4	1	10	5	1

By Business Type (28)

Type	Support	Oppose	Lukewarm	No response
Clothing (3)	1		1	1
Gift (5)	1	2		2
Services (10)	4	1		5 (Kirkland Healing Arts practitioners)
Food (9)	7	1		1
Apartment (1)	1			
Total	14	4	1	9

Logistics Map





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: Aparna Khanal, P.E, Senior Project Engineer
Dave Snider, P.E., Capital Projects Manager
Kathy Brown, Public Works Director

Date: April 4, 2019

Subject: JUANITA DRIVE INTERSECTION AND SAFETY IMPROVEMENTS (STC 08900)
PROJECT UPDATE

RECOMMENDATION:

City Council to:

- Receive an update from staff about the Juanita Drive Intersection and Safety Improvements Project (Project), and
- Approve by motion a recommended scope element modification and net-zero budget amendment.

BACKGROUND DISCUSSION:

The Juanita Drive corridor is an important regional connection and is used heavily by motorists, cyclists, and pedestrians. In 2014, through a technical review and an extensive stakeholder engagement process, the City completed a Juanita Drive Corridor Study ([Study](#)) that identified 33 vehicular, pedestrian, and bicycle safety improvements. In 2018, under the Juanita Drive Quick Wins Project construction contract, the first 11 sidewalk, crosswalk, bike lane, and lighting safety improvements were completed.

DISCUSSION:

The 2019-2024 Capital Improvement Program, as approved by the Council in December 2018, provides for the implementation of the next eight Juanita Drive improvements through two separate funded projects. Six improvements are included in the Project that is the subject of this staff report (STC 0890) for 2019/2020, and two are in the Juanita Drive Multi-Modal Improvements (NMC 9010) scheduled in 2020. The 14 remaining projects presently are unfunded within the Juanita Drive Bicycle and Pedestrian Improvements (NMC 9011).

Please see Figure 1 and Table 1, below, for locations and improvement descriptions.

Table 1 – Descriptions of Work

Project	Description
STC 0890	Funded
I3	Intersection realignment with Rapid Flashing Beacon (RFB) crossings at NE 112th Street
I5	Left turn pocket with RFB at NE 128th Street
I6	Left turn pocket, walkway, RFB—NE 132nd Street to NE 133rd Place
R5	NE 120th Street to NE 122nd Lane—center turn lane, bike lane and walkway
R7	NE 133rd Place to NE 138th Street—buffered bike lane, walkway
R8	NE 138th Street to NE 138th Place—buffered bike lane, walkway, re-channelization
NMC 9010	Funded
NM4	Pedestrian Crossing/walkway from NE 123rd Street to NE 124th Street
NM5	Pedestrian/Bicycle Corridor treatment. NE 132nd Street and Juanita Drive to 72nd Avenue NE
NMC 9011	Unfunded. R6 is 1 of 14 projects identified in NMC9011
R6	Buffered bike lane both sides and walkway on east - NE 124th Street to NE 132nd Street

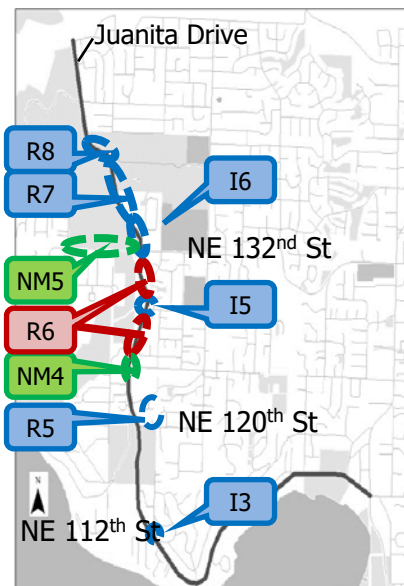


Figure 1: Planned Improvements

Scope and Proposed Funding Modifications

At its December 11, 2018 meeting, the City Council asked staff to review the original scopes for the two funded CIP projects, specifically to look for gaps in the non-motorized aspects of those projects. The concept was to maximize the benefits of street frontage improvements (sidewalks) installed by private developers in the years since the Juanita Drive Corridor Study was completed. Based on that review, two gaps were identified between N.E. 120th Street to N.E. 132nd Street. The improvements needed to fill in those gaps were identified in the original Corridor Study as improvement R6, which is part of the currently unfunded project, NMC 9011.

Although R6 was not identified as a high priority project in the Juanita Drive Corridor Study, staff recommends moving R6 from the unfunded project NMC 9011 to the funded project STC0890, to provide for continuous non-motorized improvements between N.E. 120th Street and N.E. 132nd Street. To offset the cost, staff recommends moving improvements R7 and R8 (buffered bike lanes) from STC 0890 to the unfunded NMC 9011 for a net-zero impact to the current Project budget. The result would be continuous pedestrian amenities between N.E. 120th and N.E. 132nd Streets.

Budget Implications

The proposed scope modifications result in no additional funding needed for the current \$6.6 million Project budget. The current estimates for Improvements R6 (\$1.6M) and R7 +R8 (\$1.0M + \$0.6M = \$1.6M) effectively offset each other out, as shown below in Table 2:

Table 2 - Proposed Project Scope

Study ID	Funding (\$ in millions)	Funding (\$ in Millions)
STC89	Current	Proposed
I3	\$ 2.3	\$ 2.3
I5	\$ 1.2	\$ 1.2
I6	\$ 1.1	\$ 1.1
R5	\$ 0.4	\$ 0.4
R7	\$ 1.0	\$ -
R8	\$ 0.6	\$ -
NMC 9011	Current	Proposed
R6	\$ -	\$ 1.6
Total	\$ 6.6	\$ 6.6

Schedule and Outreach

Staff is seeking the Council's concurrence with the proposed scope and funding modification for CIP projects STC 0890 and NMC 9011. If Council concurs, it should approve a motion authorizing the scope and funding change. The Project's design effort will take about 11 months and is expected to be completed in the first quarter of 2020. Presently, the Project is shown in the approved CIP as funded with a combination of City and debt funding. Assuming all funding were to be in place, construction could begin as soon as 2020.

As part of the design process, Public Works staff and the City's consultant will keep residents apprised of the Project's progress through informational flyers and regular updates to the currently-under-construction Project website.

**CITY OF KIRKLAND****City Manager's Office**

123 Fifth Avenue, Kirkland, WA 98033 425.587.3001

www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Tracey Dunlap, Deputy City Manager
William R. Evans, Assistant City Attorney
Chris Dodd, Facilities Services Manager

Date: April 4, 2019

Subject: Authorization to Execute a Purchase and Sale Agreement for Acquisition of Real Property located at 13118 121st Way NE, Kirkland, WA for Fire Station and Related Public Facilities Purposes and Authorizing Condemnation of the Property if Necessary.

RECOMMENDATION:

It is recommended that the City Council adopt the attached resolution authorizing the City Manager to execute a Purchase and Sale Agreement for the acquisition of real property located at 13118 121st Way NE., Kirkland, WA for fire station and related public facilities purposes and to adopt the attached ordinance authorizing acquisition of the Property by use of eminent domain proceedings if necessary.

BACKGROUND DISCUSSION:

The City of Kirkland has identified the property located at 13118 121st Way NE (Attachment A) as a preferred site for a future Fire Station 27 and potentially related public facilities. The strategic placement of a fire station can profoundly and positively impact public safety. Some of the factors that determine a suitable location include population density, response times, traffic reports, high-value districts, etc. Since the annexation of Kingsgate, North Juanita, and Finn Hill, the City has conducted studies that have identified this property as a necessary location for a new Fire Station 27 and potentially related public facilities. The property meets the criteria to service the residents in the northeast portion of Kirkland. Building a Fire Station, and potentially related public facilities, on the property, in addition to the construction of Fire Station 24 in Juanita, should reduce the fire department's response times and provide the residents of Kirkland with an improved level of service.

Based on these factors, the City believes an eminent domain action would be appropriate for the acquisition of the property and an ordinance authorizing staff to file such an action is attached for adoption should a negotiated purchase not be obtained. Staff initiated negotiations with the property owner in 2017 and have reached the terms defined in the attached draft purchase and sale agreement (Exhibit A to the resolution), including a purchase offer of \$5,560,000 based on a fair market appraisal. Adoption of the attached resolution would authorize the City Manager to

sign this purchase and sale agreement. If the sale of the property under the purchase and sale agreement is concluded, the eminent domain action would not be filed.

The subject parcel (#329140-0020) is comprised of a 38,023 square foot lot with an 8,050 square foot structure that is divided into 6 medical suites. Current leases at the property vary in term with expirations from May 2020 to July 2025.

As noted above, City Staff will continue efforts to close this transaction on a negotiated basis. However, eminent domain proceedings may be necessary for the City to complete the acquisition of the property. RCW 8.12.030 authorizes and empowers Cities to condemn land and property for "public buildings" which includes fire stations and related public facilities. Condemnation authority is not granted to public entities as a coercive measure. Rather, it allows for the acquisition of property for the purposes deemed to be in the public's best interest, and only upon payment of just compensation to the property owner. There are financial benefits to the property owners whose property is acquired through eminent domain and are not opposed to its use to acquire the property. The property owners have been notified of this potential action both by certified mail and publication as required by RCW 8.25.290 made applicable by RCW 8.12.005 for eminent domain actions.

Passing the purchase and sale agreement resolution at this time allows the City to finalize a negotiated agreement with the owners for the sale of the Property, however simultaneously adopting the condemnation ordinance will enable the City to quickly move forward with the eminent domain action if that becomes necessary. The City's priority is to resolve the transaction without undertaking the condemnation option.

Funding

Construction of a relocated Fire Station 27 and potential related public facilities are dependent on a successful fire ballot measure in 2020. Acquiring a site is a key first step in this process. Knowing the specific location of the station and potential related facilities will enhance the City's ability to have a better idea of facility costs and features and allows the community to visualize the improvements. The current budget includes \$1.3 million toward purchase of property for a new Fire Station 27. Staff is proposing that we would use an interfund loan for the purchase, which would need to be repaid to the fund of origin (likely one of the utility funds) within three years. If a ballot measure is successful in 2020, the loan could be repaid with the CIP funds, accumulated rents collected, and with proceeds from the ballot measure. If the ballot measure is unsuccessful, the City's options would include selling the propertyⁱ or retaining the property toward a future measure and continue leasing space, although additional funds would likely be needed to repay the interfund loan. A more detailed analysis of cash flow from the property is in progress and is expected to be available before the property closes or is acquired through condemnation.

Attachments

Attachment A – Map

Resolution and Exhibit A - Purchase and Sale Agreement

Ordinance and Exhibit 1 – Property Description

ⁱ Later sale of the property by the City is an appropriate approach if the property is acquired by negotiated purchase and sale. Additional considerations regarding a subsequent sale may arise if the property is acquired by eminent domain.

ND CT

Hazen Hills Park


NE 33RD PL


NE 132ND ST

VERA WHOLE HEALTH

NE 131ST WAY

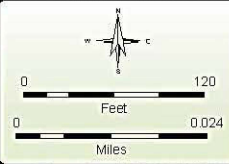
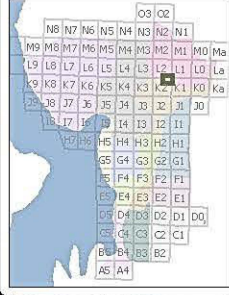
Proposed Fire Station 27 Site

 Proposed Fire Station 27

 Parks / Open Spaces

 Schools

 Parcels



121ST WAY NE

122ND LN NE

122ND LN NE

123RD LN NE

124TH AVENUE NE

NE 30TH LN

NE 30TH WAY

RESOLUTION R-5371

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND AUTHORIZING THE CITY MANAGER TO EXECUTE A REAL PROPERTY PURCHASE AND SALE AGREEMENT FOR REAL PROPERTY LOCATED AT 13118 121st WAY NE, KIRKLAND, WASHINGTON FOR FIRE STATION AND RELATED PUBLIC FACILITY PURPOSES.

1 WHEREAS, the City annexed portions of the Juanita, Finn Hill
2 and Kingsgate neighborhoods on June 1, 2011, which caused the City
3 to conduct studies regarding best locations for fire stations; and
4

5 WHEREAS, these studies identified this property located at
6 13118 121st Way NE ("Property") as a necessary location for a new Fire
7 Station 27 and potentially related public facilities; and
8

9 WHEREAS, though the City would likely be able to acquire the
10 Property with an eminent domain action, the City and the owner have
11 also been trying to negotiate terms for the sale of the property instead;
12 and
13

14 WHEREAS, these negotiations have produced a purchase and
15 sale agreement providing terms for the acquisition of the Property
16 attached hereto as Exhibit A, which the Council finds acceptable.
17

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

21 Section 1. The City Manager is hereby authorized and directed
22 to execute on behalf of the City of Kirkland a Real Property Purchase
23 and Sale Agreement for the Property substantially similar to that
24 attached to this Resolution as Exhibit "A."
25

26 Passed by majority vote of the Kirkland City Council in open
27 meeting this ____ day of _____, 2019.
28

29 Signed in authentication thereof this ____ day of _____, 2019.

Penny Sweet, Mayor

Attest:

Kathi Anderson, City Clerk

COMMERCIAL REAL ESTATE SERVICES

CBRE**M E M O**929 108th Avenue NE
Suite 700
Bellevue, WA 98004-4788+1 425 455 8500 Tel
+1 425 462 6966 Fax

www.cbre.com

Date: March 6, 2019

To: Louie Micheli

From: Joe Steele/CBRE, Inc.
DELIVERY OF REPSA DOCUMENTS

Subject: ***13118 121st Way NE, Kirkland, WA 98034***

Enclosed for your review and/or signature are the following real estate purchase and sale (REPSA) documents:

- Commercial & Investment Real Estate Purchase & Sale Agreement (CBA Form PS-1A)
- Earnest Money Promissory Note (CBA Form EMN)
- Utility Charges Addendum (CBA Form UA)
- FIRPTA Certificate (CBA Form 22E)
- Seller Disclosure Statement – Commercial Property (CBA Form 17 Commercial)
Required to be completed and delivered to the Buyer no later than five (5) business days after mutual execution of a purchase and sale agreement.
- Sale/Lease Disclosures Form
- "The Law of Real Estate Agency" pamphlet. (Washington State law requires all brokers to deliver a copy of the pamphlet in every transaction.)

Thank you for your assistance in this matter, and if you have any questions, please do not hesitate to call.

Sincerely,

CBRE, INC.



Joe Steele
+1 425 462 6925

Enclosures



CBRE
929 108th Ave NE, Suite 700
Bellevue, WA 98004
Phone: 425-455-8500
Fax: 425-462-6966

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Association
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Form: PS_1A
Purchase & Sale Agreement
Rev. 1/2011
Page 1 of 14

**COMMERCIAL & INVESTMENT REAL ESTATE
PURCHASE & SALE AGREEMENT**

This has been prepared for submission to your attorney for review and approval prior to signing. No representation is made by licensee as to its sufficiency or tax consequences

Reference Date: March 6, 2019

City of Kirkland ("Buyer") agrees to buy and Evergreen Place Medical Center, LLC ("Seller") agrees to sell, on the following terms, the commercial real estate and all improvements thereon (collectively, the "Property") commonly known as 13118 121st Way NE in the City of Kirkland, King County, Washington, legally described on attached Exhibit A. The Reference Date above is intended to be used to reference this Agreement and is not the date of "Mutual Acceptance," which is defined in Section 23.

1. **PURCHASE PRICE.** The purchase price is Five Million Five Hundred Sixty Thousand and No/100 Dollars (\$ 5,560,000.00) payable as follows (check only one):

All cash at closing with no financing contingency.

All cash at closing contingent on new financing in accordance with the Financing Addendum (attach CBA Form PS_FIN).

\$ _____ OR _____ % of the purchase price in cash at closing with the balance of the purchase price paid as follows (check one or both, as applicable): Buyer's assumption of the outstanding principal balance as of the Closing Date of a first lien note and deed of trust (or mortgage), or real estate contract, in accordance with the Financing Addendum (attach CBA Form PS_FIN); Buyer's delivery at closing of a promissory note for the balance of the purchase price, secured by a deed of trust encumbering the Property, in accordance with the Financing Addendum (attach CBA Form PS_FIN).

Other: _____ .

2. **EARNEST MONEY.** The earnest money in the amount of \$ 250,000.00 shall be in the form of Cash Personal check Promissory note (attached CBA Form EMN) Other: _____

The earnest money shall be held by Selling Firm Closing Agent. Selling Broker may, however, transfer the earnest money to Closing Agent.

Buyer shall deliver the earnest money no later than:

_____ days after Mutual Acceptance.

On the last day of the Feasibility Period defined in Section 5 below.

Other: _____ .

If the earnest money is to be held by Selling Firm and is over \$10,000, it shall be deposited to: Selling Firm's pooled trust account (with interest paid to the State Treasurer) A separate interest bearing trust account in Selling Firm's name. The interest, if any, shall be credited at closing to Buyer. If this sale fails to close, whoever is entitled to the earnest money is entitled to interest.

Selling Firm shall deposit any check to be held by Selling Firm within 3 days after receipt or Mutual Acceptance, whichever occurs later. Buyer agrees to pay financing and purchase costs incurred by Buyer. Unless otherwise provided in this Agreement, the earnest money shall be applicable to the purchase price.

3. **EXHIBITS AND ADDENDA.** The following Exhibits and Addenda are made a part of this Agreement:

INITIALS: Buyer _____ Date _____ Seller _____ Date _____
Buyer _____ Date _____ Seller _____ Date _____



CBRE
929 108th Ave NE, Suite 700
Bellevue, WA 98004
Phone: 425-455-8500
Fax: 425-462-6966

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Form: PS_1A
Purchase & Sale Agreement
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Page 2 of 14

**COMMERCIAL & INVESTMENT REAL ESTATE
PURCHASE & SALE AGREEMENT
(CONTINUED)**

- Exhibit A - Legal Description
- Earnest Money Promissory Note, CBA Form EMN
- Promissory Note, LPB Form No. 28A
- Short Form Deed of Trust, LPB Form No. 20
- Deed of Trust Rider, CBA Form DTR
- Utility Charges Addendum, CBA Form UA
- FIRPTA Certification, CBA Form 22E
- Assignment and Assumption, CBA Form PS-AS
- Addendum/Amendment, CBA Form PSA
- Back-Up Addendum, CBA Form BU-A
- Vacant Land Addendum, CBA Form VLA
- Financing Addendum, CBA Form PS_FIN
- Tenant Estoppel Certificate, CBA Form PS_TEC
- Defeasance Addendum, CBA Form PS_D
- Other Seller Disclosure Statement - Commercial Property (CBA Form 17 Commercial)

4. **SELLER'S UNDERLYING FINANCING.** Unless Buyer is assuming Seller's underlying financing, Seller shall be responsible for confirming the existing underlying financing is not subject to any "lock out" or similar covenant which would prevent the lender's lien from being released at closing. In addition, Seller shall provide Buyer notice prior to the end of the Feasibility Period if Seller is required to substitute securities for the Property as collateral for the underlying financing (known as "defeasance"). If Seller provides this notice of defeasance to Buyer, then the parties shall close the transaction in accordance with the process described in CBA Form PS_D or any different process identified in Seller's defeasance notice to Buyer.

5. **FEASIBILITY CONTINGENCY.** Buyer's obligations under this Agreement are conditioned upon Buyer's satisfaction in Buyer's sole discretion, concerning all aspects of the Property, including its physical condition; the presence of or absence of any hazardous substances; the contracts and leases affecting the property; the potential financial performance of the Property; the availability of government permits and approvals; and the feasibility of the Property for Buyer's intended purpose. This Agreement shall terminate and Buyer shall receive a refund of the earnest money unless Buyer gives written notice to Seller within 60 days (30 days if not filled in) (the "Feasibility Period") of Mutual Acceptance stating that this condition is satisfied. If such notice is timely given, the feasibility contingency stated in this Section 5 shall be deemed to be satisfied.

a. **Books, Records, Leases, Agreements.** Seller shall make available for inspection by Buyer and its agents within 10 days (2 days if not filled in) after Mutual Acceptance all documents in Seller's possession or control relating to the ownership, operation, renovation or development of the Property, excluding appraisals or other statements of value, and including: statements for real estate taxes, assessments, and utilities for the last three years and year to date; property management agreements and any other agreements with professionals or consultants; leases or other agreements relating to occupancy of all or a portion of the Property and a suite-by-suite schedule of tenants, rents, prepaid rents, deposits and fees; plans, specifications, permits, applications, drawings, surveys, and studies; maintenance records, accounting records and audit reports for the last three years and year to date; and "Vendor Contracts" which shall include maintenance or service contracts, and installments purchase contracts or leases of personal property or fixtures used in connection with the Property. Buyer shall determine within the Feasibility Period: (i) whether Seller will agree to terminate any objectionable Vendor Contracts; and (ii) whether Seller will agree to pay any damages or penalties resulting from the termination of objectionable Vendor Contracts. Buyer's waiver of the Feasibility Contingency shall be deemed Buyer's acceptance of all Vendor Contracts which Seller has not agreed in writing to terminate. Buyer shall be solely responsible for obtaining any required consents to such assumption and the payment of any assumption fees. Seller shall

INITIALS: Buyer _____ Date _____ Seller _____ Date _____
Buyer _____ Date _____ Seller _____ Date _____



CBRE
929 108th Ave NE, Suite 700
Bellevue, WA 98004
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Fax: 425-462-6966

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Form: PS_1A
Purchase & Sale Agreement
Rev. 1/2011
Page 3 of 14

**COMMERCIAL & INVESTMENT REAL ESTATE
PURCHASE & SALE AGREEMENT
(CONTINUED)**

cooperate with Buyer's efforts to receive any such consents but shall not be required to incur any out-of-pocket expenses or liability in doing so. Seller shall transfer the Vendor Contracts as provided in Section 17.

b. **Access.** Seller shall permit Buyer and its agents, at Buyer's sole expense and risk to enter the Property at reasonable times subject to the rights of and after legal notice to tenants, to conduct inspections concerning the Property and improvements, including without limitation, the structural condition of improvements, hazardous materials, pest infestation, soils conditions, sensitive areas, wetlands, or other matters affecting the feasibility of the Property for Buyer's intended use. Buyer shall schedule any entry onto the Property with Seller in advance and shall comply with Seller's reasonable requirements including those relating to security, confidentiality, and disruption of Seller's tenants. Buyer shall not perform any invasive testing including environmental inspections beyond a phase I assessment or contact the tenants or property management personnel without obtaining the Seller's prior written consent, which shall not be unreasonably withheld. Buyer shall restore the Property and improvements to the same condition they were in prior to inspection. Buyer shall be solely responsible for all costs of its inspections and feasibility analysis and has no authority to bind the Property for purposes of statutory liens. Buyer agrees to indemnify and defend Seller from all liens, costs, claims, and expenses, including attorneys' and experts' fees, arising from or relating to entry onto or inspection of the Property by Buyer and its agents. This agreement to indemnify and defend Seller shall survive closing. Buyer may continue to enter the Property in accordance with the foregoing terms and conditions after removal or satisfaction of the feasibility contingency only for the purpose of leasing or to satisfy conditions of financing.

c. Buyer waives the right to receive a seller disclosure statement ("Form 17-Commercial") if required by RCW 64.06. However, if Seller would otherwise be required to provide Buyer with a Form 17-Commercial, and if the answer to any of the questions in the section of the Form 17-Commercial entitled "Environmental" would be "yes," then Buyer does not waive the receipt of the "Environmental" section of the Form 17-Commercial which shall be provided by Seller.

6. TITLE INSURANCE.

a. **Title Report.** Seller authorizes Buyer, its Lender, Listing Broker, Selling Broker or Closing Agent, at Seller's expense, to apply for and deliver to Buyer a standard extended (standard, if not completed) coverage owner's policy of title insurance. Buyer shall pay the increased costs associated with an extended policy including the excess premium over that charged for a standard coverage policy, and the cost of any survey required by the title insurer. The title report shall be issued by Chicago Title Company (a title company of Seller's choice, if not completed). If Seller previously received a preliminary commitment from a title insurer that Buyer declines to use, Buyer shall pay any cancellation fee owing to the original title insurer. Otherwise, the party applying for title insurance shall pay any title cancellation fee, in the event such a fee is assessed.

b. **Permitted Exceptions.** Buyer shall notify Seller of any objectionable matters in the title report or any supplemental report within the earlier of: (1) twenty (20) days after Mutual Acceptance of this Agreement; or (2) the expiration of the Feasibility Period. This Agreement shall terminate and Buyer shall receive a refund of the earnest money, less any costs advanced or committed for Buyer, unless within five (5) days of Buyer's notice of such objections (1) Seller agrees, in writing, to remove all objectionable provisions or (2) Buyer notifies Seller that Buyer waives any objections which Seller does not agree to remove. If any new title matters are disclosed in a supplemental title report, then the preceding termination, objection and waiver provisions shall apply to the new title matters except that Buyer's notice of objections must be delivered within five (5) days of delivery of the supplemental report and Seller's response or Buyer's waiver must be delivered within two (2) days of Buyer's notice of objections. The closing date shall be extended to

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the extent necessary to permit time for these notices. Buyer shall not be required to object to any mortgage or deed of trust liens, or the statutory lien for real property taxes, and the same shall not be deemed to be Permitted Exceptions; provided, however, that the lien securing any financing which Buyer has agreed to assume shall be a Permitted Exception. Except for the foregoing, those provisions not objected to or for which Buyer waived its objections shall be referred to collectively as the "Permitted Exceptions." Seller shall cooperate with Buyer and the title company to clear objectionable title matters but shall not be required to incur any out-of-pocket expenses or liability other than payment of monetary encumbrances not assumed by Buyer and proration of real property taxes, and Seller shall provide an owner's affidavit containing the information and reasonable covenants requested by the title company. The title policy shall contain no exceptions other than the General Exclusions and Exceptions common to such form of policy and the Permitted Exceptions.

7. **CLOSING OF SALE.** The sale shall be closed ~~on~~ **TEN (10) DAYS FROM THE REMOVAL OF CONTINGENCIES OR SOONER AT BUYER'S OPTION.** _____, ("**Closing**") by _____ ("**Closing Agent**") (~~Seller shall select the Closing Agent, if not completed~~). Buyer and Seller shall deposit with Closing Agent by 12:00 p.m. on the scheduled Closing date all instruments and monies required to complete the purchase in accordance with this Agreement. "Closing" shall be deemed to have occurred when the deed is recorded and the sale proceeds are available to Seller. Time is of the essence in the performance of this Agreement. Sale proceeds shall be considered available to Seller, even though they cannot be disbursed to Seller until the next business day after Closing. Notwithstanding the foregoing, if Seller informed Buyer during the Feasibility Period that Seller's underlying financing requires that it be defeased and may not be paid off, then Closing shall be conducted in accordance with the three-day closing process described in CBA Form PS_D. This Agreement is intended to constitute escrow instructions to Closing Agent. Buyer and Seller will provide any supplemental instructions requested by Closing Agent provided the same are consistent with this Agreement.

8. **CLOSING COSTS AND PRORATIONS.** Seller shall deliver an updated rent roll to Closing Agent not later than two (2) days before the scheduled Closing date in the form required by Section 5(a) and any other information reasonably requested by Closing Agent to allow Closing Agent to prepare a settlement statement for Closing. Seller certifies that the information contained in the rent roll is correct as of the date submitted. Seller shall pay the premium for the owner's standard coverage title policy. Buyer shall pay the excess premium attributable to any extended coverage or endorsements requested by Buyer, and the cost of any survey required in connection with the same. Seller and Buyer shall each pay one-half of the escrow fees. Any real estate excise taxes shall be paid by the party who bears primary responsibility for payment under the applicable statute or code. Real and personal property taxes and assessments payable in the year of closing; collected rents on any existing tenancies; interest; utilities; and other operating expenses shall be pro-rated as of Closing. If tenants pay any of the foregoing expenses directly, then Closing Agent shall only pro rate those expenses paid by Seller. Buyer shall pay to Seller at Closing an additional sum equal to any utility deposits or mortgage reserves for assumed financing for which Buyer receives the benefit after Closing. Buyer shall pay all costs of financing including the premium for the lender's title policy. If the Property was taxed under a deferred classification prior to Closing, then Seller shall pay all taxes, interest, penalties, deferred taxes or similar items which result from removal of the Property from the deferred classification. At Closing, all refundable deposits on tenancies shall be credited to Buyer or delivered to Buyer for deposit in a trust account if required by state or local law. Buyer shall pay any sales or use tax applicable to the transfer of personal property included in the sale.

a. **Unpaid Utility Charges.** Buyer and Seller WAIVE DO NOT WAIVE (do not waive if neither box checked) the right to have the Closing Agent disburse closing funds necessary to satisfy unpaid utility charges affecting the Property pursuant to RCW 60.80. If "do not waive" is checked, then attach CBA Form UA ("Utility Charges" Addendum) to this Agreement.

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9. **POST-CLOSING ADJUSTMENTS, COLLECTIONS, AND PAYMENTS.** After Closing, Buyer and Seller shall reconcile the actual amount of revenues or liabilities upon receipt or payment thereof to the extent those items were prorated or credited at Closing based upon estimates. Any bills or invoices received by Buyer after Closing which relate to services rendered or goods delivered to the Seller or the Property prior to Closing shall be paid by Seller upon presentation of such bill or invoice. At Buyer's option, Buyer may pay such bill or invoice and be reimbursed the amount paid plus interest at the rate of 12% per annum beginning fifteen (15) days from the date of Buyer's written demand to Seller for reimbursement until such reimbursement is made. Notwithstanding the foregoing, if tenants pay certain expenses based on estimates subject to a post-closing reconciliation to the actual amount of those expenses, then Buyer shall be entitled to any surplus and shall be liable for any credit resulting from the reconciliation. Rents collected from each tenant after Closing shall be applied first to rentals due most recently from such tenant for the period after closing, and the balance shall be applied for the benefit of Seller for delinquent rentals owed for a period prior to closing. The amounts applied for the benefit of Seller shall be turned over by Buyer to Seller promptly after receipt. Seller shall be entitled to pursue any lawful methods of collection of delinquent rents but shall have no right to evict tenants after Closing.
10. **OPERATIONS PRIOR TO CLOSING.** Prior to Closing, Seller shall continue to operate the Property in the ordinary course of its business and maintain the Property in the same or better condition than as existing on the date of Mutual Acceptance but shall not be required to repair material damage from casualty except as otherwise provided in this Agreement. After the Feasibility Period, Seller shall not enter into or modify existing rental agreements or leases (except that Seller may enter into, modify, extend, renew or terminate residential rental agreements or residential leases in the ordinary course of its business), service contracts, or other agreements affecting the Property which have terms extending beyond Closing without first obtaining Buyer's consent, which shall not be unreasonably withheld.
11. **POSSESSION.** Buyer shall be entitled to possession on closing _____ (on closing, if not completed). Buyer shall accept possession subject to all tenancies disclosed to Buyer during the Feasibility Period.
12. **SELLER'S REPRESENTATIONS.** Except as disclosed to or known by Buyer prior to the satisfaction or waiver of the feasibility contingency stated in Section 5 above, including in the books, records and documents made available to Buyer, or in the title report or any supplemental report or documents referenced therein, Seller represents to Buyer that, to the best of Seller's actual knowledge, each of the following is true as of the date hereof: (a) Seller is authorized to enter into the Agreement, to sell the Property, and to perform its obligations under the Agreement; (b) The books, records, leases, agreements and other items delivered to Buyer pursuant to this Agreement comprise all material documents in Seller's possession or control regarding the operation and condition of the Property; (c) Seller has not received any written notices that the Property or the business conducted thereon violate any applicable laws, regulations, codes and ordinances; (d) Seller has all certificates of occupancy, permits, and other governmental consents necessary to own and operate the Property for its current use; (e) There is no pending or threatened litigation which would adversely affect the Property or Buyer's ownership thereof after Closing; (f) There is no pending or threatened condemnation or similar proceedings affecting the Property, and the Property is not within the boundaries of any planned or authorized local improvement district; (g) Seller has paid (except to the extent prorated at Closing) all local, state and federal taxes (other than real and personal property taxes and assessments described in Section 8 above) attributable to the period prior to closing which, if not paid, could constitute a lien on Property (including any personal property), or for which Buyer may be held liable after Closing; (h) Seller is not aware of any concealed material defects in the Property except as disclosed to Buyer in writing during the Feasibility Period; (i) There are no Hazardous Substances (as defined below) currently located in, on, or under the

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Property in a manner or quantity that presently violates any Environmental Law (as defined below); there are no underground storage tanks located on the Property; and there is no pending or threatened investigation or remedial action by any governmental agency regarding the release of Hazardous Substances or the violation of Environmental Law at the Property. As used herein, the term "Hazardous Substances" shall mean any substance or material now or hereafter defined or regulated as a hazardous substance, hazardous waste, toxic substance, pollutant, or contaminant under any federal, state, or local law, regulation, or ordinance governing any substance that could cause actual or suspected harm to human health or the environment ("Environmental Law"). The term "Hazardous Substances" specifically includes, but is not limited to, petroleum, petroleum by-products, and asbestos.

If prior to Closing Seller or Buyer discovers any information which would cause any of the representations above to be false if the same were deemed made as of the date of such discovery, then the party discovering the same shall promptly notify the other party in writing. If the newly-discovered information will result in costs or liability to Buyer in excess of the lesser of \$100,000 or five percent (5%) of the purchase price stated in this Agreement, or will materially adversely affect Buyer's intended use of the Property, then Buyer shall have the right to terminate the Agreement and receive a refund of its earnest money. Buyer shall give notice of termination within five (5) days of discovering or receiving written notice of the new information. Nothing in this paragraph shall prevent Buyer from pursuing its remedies against Seller if Seller had actual knowledge of the newly-discovered information such that a representation provided for above was false.

13. **AS-IS.** Except for those representations and warranties specifically included in this Agreement: (i) Seller makes no representations or warranties regarding the Property; (ii) Seller hereby disclaims, and Buyer hereby waives, any and all representations or warranties of any kind, express or implied, concerning the Property or any portion thereof, as to its condition, value, compliance with laws, status of permits or approvals, existence or absence of hazardous material on site, occupancy rate or any other matter of similar or dissimilar nature relating in any way to the Property, including the warranties of fitness for a particular purpose, tenantability, habitability and use; (iii) Buyer otherwise takes the Property "AS IS;" and (iv) Buyer represents and warrants to Seller that Buyer has sufficient experience and expertise such that it is reasonable for Buyer to rely on its own pre-closing inspections and investigations.

14. PERSONAL PROPERTY.

- a. This sale includes all right, title and interest of Seller to the following tangible personal property: None That portion of the personal property located on and used in connection with the Property, which Seller will itemize in an Exhibit to be attached to this Agreement within ten (10) days of Mutual Acceptance (None, if not completed). The value assigned to the personal property shall be \$ _____ (if not completed, the County-assessed value if available, and if not available, the fair market value determined by an appraiser selected by the Listing Broker and Selling Broker). Seller warrants title to, but not the condition of, the personal property and shall convey it by bill of sale.
- b. In addition to the leases and Vendor Contracts assumed by Buyer pursuant to Section 5(a) above, this sale includes all right, title and interest of Seller to the following intangible property now or hereafter existing with respect to the Property including without limitation: all rights-of-way, rights of ingress or egress or other interests in, on, or to, any land, highway, street, road, or avenue, open or proposed, in, on, or across, in front of, abutting or adjoining the Property; all rights to utilities serving the Property; all drawings, plans, specifications and other architectural or engineering work product; all governmental permits, certificates, licenses, authorizations and approvals; all rights, claims, causes of action, and warranties under contracts with contractors, engineers, architects, consultants or other parties associated with the Property; all utility, security and other deposits and reserve accounts made as security for the

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fulfillment of any of Seller's obligations; any name of or telephone numbers for the Property and related trademarks, service marks or trade dress; and guaranties, warranties or other assurances of performance received.

- 15. **CONDEMNATION AND CASUALTY.** ~~Seller bears all risk of loss until Closing, and thereafter Buyer shall bear the risk of loss. Buyer may terminate this Agreement and obtain a refund of the earnest money if improvements on the Property are destroyed or materially damaged by casualty before Closing, or if condemnation proceedings are commenced against all or a portion of the Property before Closing.~~ THE CITY OF KIRKLAND DECLARES THAT AS A MUNICIPAL CORPORATION IT IS VESTED WITH THE POWER OF EMINENT DOMAIN TO ACQUIRE REAL PROPERTY FOR MUNICIPAL PURPOSES AND ACQUISITION OF THE PROPERTY (AND ALL INTEREST THEREIN) IS UNDER THE THREAT OF CONDEMNATION. AS A RESULT, NO REAL ESTATE EXCISE TAX WILL BE DUE UPON THE SALE. SELLER BEARS ALL RISK OF LOSS UNTIL CLOSING, AND THEREAFTER BUYER SHALL BEAR THE RISK OF LOSS. BUYER MAY TERMINATE THIS AGREEMENT AND OBTAIN A REFUND OF THE EARNEST MONEY IF IMPROVEMENTS ON THE PROPERTY ARE DESTROYED OR MATERIALLY DAMAGED BY CASUALTY BEFORE CLOSING. Damage will be considered material if the cost of repair exceeds the lesser of \$100,000 or five percent (5%) of the purchase price stated in this Agreement. Alternatively, Buyer may elect to proceed with closing, in which case, at Closing, Seller shall assign to Buyer all claims and right to proceeds under any property insurance policy and shall credit to Buyer at Closing the amount of any deductible provided for in the policy.
- 16. **FIRPTA - TAX WITHHOLDING AT CLOSING.** Closing Agent is instructed to prepare a certification (CBA or NWMLS Form 22E, or equivalent) that Seller is not a "foreign person" within the meaning of the Foreign Investment in Real Property Tax Act, and Seller shall sign it on or before Closing. If Seller is a foreign person, and this transaction is not otherwise exempt from FIRPTA, Closing Agent is instructed to withhold and pay the required amount to the Internal Revenue Service.
- 17. **CONVEYANCE.** Title shall be conveyed by a Statutory Warranty Deed subject only to the Permitted Exceptions. If this Agreement is for conveyance of Seller's vendee's interest in a Real Estate Contract, the Statutory Warranty Deed shall include a contract vendee's assignment sufficient to convey after acquired title. At Closing, Seller and Buyer shall execute and deliver to Closing Agent CBA Form No. PS-AS Assignment and Assumption Agreement transferring all leases and Vendor Contracts assumed by Buyer pursuant to Section 5(a) and all intangible property transferred pursuant to Section 14(b).
- 18. **NOTICES AND COMPUTATION OF TIME.** Unless otherwise specified, any notice required or permitted in, or related to, this Agreement (including revocations of offers and counteroffers) must be in writing. Notices to Seller must be signed by at least one Buyer and must be delivered to Seller and Listing Broker with a courtesy copy to any other party identified as a recipient of notices in Section 28. A notice to Seller shall be deemed delivered only when received by Seller, Listing Broker, or the licensed office of Listing Broker. Notices to Buyer must be signed by at least one Seller and must be delivered to Buyer, with a copy to Selling Broker and with a courtesy copy to any other party identified as a recipient of notices in Section 28. A notice to Buyer shall be deemed delivered only when received by Buyer, Selling Broker, or the licensed office of Selling Broker. Selling Broker and Listing Broker have no responsibility to advise of receipt of a notice beyond either phoning the represented party or causing a copy of the notice to be delivered to the party's address provided in this Agreement. Buyer and Seller shall keep Selling Broker and Listing Broker advised of their whereabouts in order to receive prompt notification of receipt of a notice. If any party is not represented by a licensee, then notices must be delivered to and shall be effective when received by that party at the address, fax number, or email indicated in Section 28.

Unless otherwise specified in this Agreement, any period of time in this Agreement shall mean Pacific Time and shall begin the day after the event starting the period and shall expire at 5:00 p.m. of the last calendar

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day of the specified period of time, unless the last day is a Saturday, Sunday or legal holiday as defined in RCW 1.16.050, in which case the specified period of time shall expire on the next day that is not a Saturday, Sunday or legal holiday. Any specified period of five (5) days or less shall not include Saturdays, Sundays or legal holidays. Notwithstanding the foregoing, references to specific dates or times or number of hours shall mean those dates, times or number of hours; provided, however, that if the Closing Date falls on a Saturday, Sunday, or legal holiday as defined in RCW 1.16.050, or a date when the county recording office is closed, then the Closing Date shall be the next regular business day.

19. **AGENCY DISCLOSURE.** At the signing of this Agreement,

Selling Broker Joe Steele of CBRE, Inc.

represented City of Kirkland

and the Listing Broker Louie Michelli of Phillips Real Estate Service LLC

represented Evergreen Place Medical Center, LLC .

Selling Firm, Selling Firm's Designated Broker, Selling Broker's Branch Manager (if any) and Selling Broker's Managing Broker (if any) represent the same party that Selling Broker represents. Listing Firm, Listing Firm's Designated Broker, Listing Broker's Branch Manager (if any), and Listing Broker's Managing Broker (if any) represent the same party that the Listing Broker represents. If Selling Broker and Listing Broker are different persons affiliated with the same Firm, then both Buyer and Seller confirm their consent to the Brokers' Designated Broker, Branch Manager (if any), and Managing Broker (if any) representing both parties as a dual agent. If Selling Broker and Listing Broker are the same person representing both parties, then both Buyer and Seller confirm their consent to that person and his/her Designated Broker, Branch Manager (if any), and Managing Broker (if any) representing both parties as dual agents. All parties acknowledge receipt of the pamphlet entitled "The Law of Real Estate Agency."

20. **ASSIGNMENT.** Buyer may may not (may not, if not completed) assign this Agreement, or Buyer's rights hereunder, without Seller's prior written consent, unless provided otherwise herein. If the "may not" option is selected and the words "and/or assigns" or similar words are used to identify the Buyer, then this Agreement may be assigned with notice to Seller but without Seller's consent only to an entity which is controlled by or under common control with the Buyer identified in this Agreement. Any other assignment requires Seller's consent. The party identified as the initial Buyer shall remain responsible for those obligations of Buyer stated in this Agreement notwithstanding any assignment and, if this Agreement provides for Seller to finance a portion of the purchase price, then the party identified as the initial Buyer shall guarantee payment of the Seller financing.

21. **DEFAULT AND ATTORNEY'S FEE.**

a. **Buyer's default.** In the event Buyer fails, without legal excuse, to complete the purchase of the Property, then (**check one**):

Seller may terminate this Agreement and keep the earnest money as liquidated damages as the sole and exclusive remedy available to Seller for such failure; or

Seller may, at its option, (a) terminate this Agreement and keep as liquidated damages the earnest money as the sole and exclusive remedy available to Seller for such failure, (b) bring suit against Buyer for

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Seller's actual damages, (c) bring suit to specifically enforce this Agreement and recover any incidental damages, or (d) pursue any other rights or remedies available at law or equity.

b. **Seller's default.** In the event Seller fails, without legal excuse, to complete the sale of the Property, then (**check one**):

As Buyer's sole remedy, Buyer may either (a) terminate this Agreement and recover all earnest money or fees paid by Buyer whether or not the same are identified as refundable or applicable to the purchase price; or (b) bring suit to specifically enforce this Agreement and recover incidental damages, provided, however, Buyer must file suit within sixty (60) days from the scheduled date of closing or from the date Seller has informed Buyer in writing that Seller will not proceed with closing, whichever is earlier; or

Buyer may, at its option, (a) bring suit against Seller for Buyer's actual damages, (b) bring suit to specifically enforce this Agreement and recover any incidental damages, or (c) pursue any other rights or remedies available at law or equity.

Neither Buyer nor Seller may recover consequential damages such as lost profits. If Buyer or Seller institutes suit against the other concerning this Agreement, the prevailing party is entitled to reasonable attorneys' fees and expenses. In the event of trial, the amount of the attorney's fee shall be fixed by the court. The venue of any suit shall be the county in which the Property is located, and this Agreement shall be governed by the laws of the state where the Property is located.

22. MISCELLANEOUS PROVISIONS.

a. **Complete Agreement.** This Agreement and any addenda and exhibits thereto state the entire understanding of Buyer and Seller regarding the sale of the Property. There are no verbal or other written agreements which modify or affect the Agreement.

b. **Counterpart Signatures.** This Agreement may be signed in counterpart, each signed counterpart shall be deemed an original, and all counterparts together shall constitute one and the same agreement.

c. **Electronic Delivery.** Electronic delivery of documents (e.g., transmission by facsimile or email) including signed offers or counteroffers and notices shall be legally sufficient to bind the party the same as delivery of an original. At the request of either party, or the Closing Agent, the parties will replace electronically delivered offers or counteroffers with original documents.

d. **Section 1031 Like-Kind Exchange.** If either Buyer or Seller intends for this transaction to be a part of a Section 1031 like-kind exchange, then the other party agrees to cooperate in the completion of the like-kind exchange so long as the cooperating party incurs no additional liability in doing so, and so long as any expenses (including attorneys fees and costs) incurred by the cooperating party that are related only to the exchange are paid or reimbursed to the cooperating party at or prior to Closing. Notwithstanding Section 20 above, any party completing a Section 1031 like-kind exchange may assign this Agreement to its qualified intermediary or any entity set up for the purposes of completing a reverse exchange.

23. **ACCEPTANCE; COUNTEROFFERS.** Seller has until midnight of _____, 20____ (if not filled in, the third business day) following the day Buyer delivers the offer to accept this offer, unless sooner withdrawn. If this offer is not timely accepted, it shall lapse and the earnest money shall be refunded to Buyer. If either party makes a future counteroffer, the other party shall have until 5:00 p.m. on the _____ business day (if not filled in, the second business day) following receipt to accept the counteroffer, unless sooner withdrawn. If the

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counteroffer is not timely accepted or countered, this Agreement shall lapse and the earnest money shall be refunded to the Buyer. No acceptance, offer or counteroffer from the Buyer is effective until a signed copy is received by the Seller, the Listing Broker or the licensed office of the Listing Broker. No acceptance, offer or counteroffer from the Seller is effective until a signed copy is received by the Buyer, the Selling Broker or the licensed office of the Selling Broker. "Mutual Acceptance" shall occur when the last counteroffer is signed by the offeree, and the fully-signed counteroffer has been received by the offeror, his or her broker, or the licensed office of the broker. If any party is not represented by a broker, then notices must be delivered to and shall be effective when received by that party.

- 24. **INFORMATION TRANSFER.** In the event this Agreement is terminated, Buyer agrees to deliver to Seller within ten (10) days of Seller's written request copies of all materials received from Seller and any non-privileged plans, studies, reports, inspections, appraisals, surveys, drawings, permits, applications or other development work product relating to the Property in Buyer's possession or control as of the date this Agreement is terminated.
- 25. **CONFIDENTIALITY.** Until and unless closing has been consummated, Buyer and Seller shall follow reasonable measures to prevent unnecessary disclosure of information obtained in connection with the negotiation and performance of this Agreement. Neither party shall use or knowingly permit the use of any such information in any manner detrimental to the other party.
- 26. **SELLER'S ACCEPTANCE AND BROKERAGE AGREEMENT.** Seller agrees to sell the Property on the terms and conditions herein, and further agrees to pay a commission in a total amount computed in accordance with the listing or commission agreement. If there is no written listing or commission agreement, Seller agrees to pay a commission of 2 % of the sales price or \$ _____ TO JOE STEELE OF CBRE, INC. AND 1.5% OF THE SALES PRICE TO LOUIE MICHELI OF PHILLIPS REAL ESTATE SERVICE LLC. The commission shall be apportioned between Listing Firm and Selling Firm as specified in the listing or any co-brokerage agreement. If there is no listing or written co-brokerage agreement, then Listing Firm shall pay to Selling Firm a commission of _____ % of the sales price or \$ _____. Seller assigns to Listing Firm and Selling Firm a portion of the sales proceeds equal to the commission. If the earnest money is retained as liquidated damages, any costs advanced or committed by Listing Firm or Selling Firm for Buyer or Seller shall be reimbursed or paid therefrom, and the balance shall be paid one-half to Seller and one-half to Listing Firm and Selling Firm according to the listing agreement and any co-brokerage agreement. In any action by Listing Firm or Selling Firm to enforce this Section, the prevailing party is entitled to reasonable attorneys' fees and expenses. Neither Listing Firm nor Selling Firm are receiving compensation from more than one party to this transaction unless disclosed on an attached addendum, in which case Buyer and Seller consent to such compensation. The Property described in attached Exhibit A is commercial real estate. Notwithstanding Section 25 above, the pages containing this Section, the parties' signatures and an attachment describing the Property may be recorded.
- 27. **LISTING BROKER AND SELLING BROKER DISCLOSURE.** EXCEPT AS OTHERWISE DISCLOSED IN WRITING TO BUYER OR SELLER, THE SELLING BROKER, LISTING BROKER, AND FIRMS HAVE NOT MADE ANY REPRESENTATIONS OR WARRANTIES OR CONDUCTED ANY INDEPENDENT INVESTIGATION CONCERNING THE LEGAL EFFECT OF THIS AGREEMENT, BUYER'S OR SELLER'S FINANCIAL STRENGTH, BOOKS, RECORDS, REPORTS, STUDIES, OR OPERATING STATEMENTS; THE CONDITION OF THE PROPERTY OR ITS IMPROVEMENTS; THE FITNESS OF THE PROPERTY FOR BUYER'S INTENDED USE; OR OTHER MATTERS RELATING TO THE PROPERTY, INCLUDING WITHOUT LIMITATION, THE PROPERTY'S ZONING, BOUNDARIES, AREA, COMPLIANCE WITH APPLICABLE LAWS (INCLUDING LAWS REGARDING ACCESSIBILITY FOR DISABLED PERSONS), OR HAZARDOUS OR TOXIC MATERIALS INCLUDING MOLD OR OTHER ALLERGENS. SELLER AND

INITIALS: Buyer _____ Date _____ Seller _____ Date _____
Buyer _____ Date _____ Seller _____ Date _____



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Purchase & Sale Agreement
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**COMMERCIAL & INVESTMENT REAL ESTATE
PURCHASE & SALE AGREEMENT
(CONTINUED)**

BUYER ARE EACH ADVISED TO ENGAGE QUALIFIED EXPERTS TO ASSIST WITH THESE DUE DILIGENCE AND FEASIBILITY MATTERS, AND ARE FURTHER ADVISED TO SEEK INDEPENDENT LEGAL AND TAX ADVICE RELATED TO THIS AGREEMENT.

INITIALS: Buyer _____ Date _____ Seller _____ Date _____
Buyer _____ Date _____ Seller _____ Date _____



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**COMMERCIAL & INVESTMENT REAL ESTATE
PURCHASE & SALE AGREEMENT
(CONTINUED)**

28. **IDENTIFICATION OF THE PARTIES.** The following is the contact information for the parties involved in this Agreement:

Buyer

Buyer: City of Kirkland
Contact: Chris Dodd
Address: 123 5th Ave
Kirkland, WA 98033
Business Phone: 425.587.3931
Mobile Phone: _____
Fax: _____
Email: cdodd@kirklandwa.gov

Seller

Seller: Evergreen Place Medical Center, LLC
Contact: Louie Micheli
Address: 711 6th Ave N, Suite 200
Seattle, WA 98109
Business Phone: 206.478.0987
Mobile Phone: _____
Fax: _____
Email: ljm@phillipsre.com

Selling Firm

Name: CBRE, Inc.
Assumed Name: (if applicable) _____
Selling Broker: Joe Steele
Address: 929 108th Ave NE, Suite 700
Bellevue, WA 98004
Business Phone: 425.462.6925
Mobile Phone: 206.948.0613
Email: joe.steele@cbre.com
Fax: _____
CBA Office No.: _____

Listing Firm

Name: Phillips Real Estate Service LLC
Assumed Name: (if applicable) _____
Listing Broker: Louie Micheli
Address: 711 6th Ave N, Suite 200
Seattle, WA 98109
Business Phone: _____
Mobile Phone: _____
Email: ljm@phillipsre.com
Fax: _____
CBA Office No.: _____

Licensed Office of the Selling Broker

Address: 929 108th Ave NE, Suite 700
Bellevue, WA 98004
Business Phone: _____
Email: _____
Fax: _____
CBA Office No.: _____

Licensed Office of the Listing Broker

Address: 711 6th Ave N, Suite 200
Seattle, WA 98109
Business Phone: _____
Email: ljm@phillipsre.com
Fax: _____
CBA Office No.: _____

Courtesy Copy of Notices to Buyer to:

Name: _____

Courtesy Copy of Notices to Seller to:

Name: _____

INITIALS: Buyer _____ Date _____ Seller _____ Date _____
Buyer _____ Date _____ Seller _____ Date _____



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**COMMERCIAL & INVESTMENT REAL ESTATE
PURCHASE & SALE AGREEMENT
(CONTINUED)**

Address: _____ **Address:** _____

Business Phone: _____ **Business Phone:** _____
Fax: _____ **Fax:** _____
Mobile Phone: _____ **Mobile Phone:** _____
Email: _____ **Email:** _____

IN WITNESS WHEREOF, the parties have signed this Agreement intending to be bound.

Buyer _____ Buyer _____
Printed name and type of entity Printed name and type of entity
Buyer _____ Buyer _____
Signature and title Signature and title
Date signed _____ Date signed _____
Seller _____ Seller _____
Printed name and type of entity Printed name and type of entity
Seller _____ Seller _____
Signature and title Signature and title
Date signed _____ Date signed _____

INITIALS: Buyer _____ Date _____ Seller _____ Date _____
Buyer _____ Date _____ Seller _____ Date _____



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**COMMERCIAL & INVESTMENT REAL ESTATE
PURCHASE & SALE AGREEMENT
(CONTINUED)**

EXHIBIT A *
[Legal Description]

HIGHBRIDGE PLat Block: Plat Lot: 2

* To ensure accuracy in the legal description, consider substituting the legal description contained in the preliminary commitment for title insurance or a copy of the Property's last vesting deed for this page. Do not neglect to label the substitution "Exhibit A." You should avoid transcribing the legal description because any error in transcription may render the legal description inaccurate and this Agreement unenforceable.

INITIALS: Buyer _____ Date _____ Seller _____ Date _____
Buyer _____ Date _____ Seller _____ Date _____



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Form: EMN
Earnest Promissory Note
Rev. 1/2011
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EARNEST MONEY PROMISSORY NOTE

\$ 250,000.00

Place: _____

Date: _____

FOR VALUE RECEIVED, City of Kirkland ("Buyer") agrees to pay to the order of Evergreen Place Medical Center, LLC ("Holder") the sum of Two Hundred Fifty Thousand Dollars (\$ 250,000.00) as follows:

- _____ days (3 days if not filled in) following mutual acceptance of the Purchase and Sale Agreement.
- Upon satisfaction or waiver of the feasibility contingency stated in the Purchase and Sale Agreement.
- Other _____*.

This Note is evidence of the obligation to pay earnest money under the purchase and sale agreement (the "Agreement") between Buyer and Evergreen Place Medical Center, LLC ("Seller") dated _____, 20__ for the property located at _____. Buyer's failure to pay the earnest money strictly as above shall constitute default on the Agreement as well as on this Note.

If Holder retains an attorney for collection of amounts due pursuant to this Note, or if Holder brings suit to collect any amounts due on this Note, Buyer shall pay a reasonable attorney's fee and costs. This Note shall bear interest at the rate of twelve percent (12%) per annum after default.

BUYER

By: _____

Printed Name and Title: _____

* Do not enter "on closing" as the date this Note becomes due and payable because closing under the Agreement is not certain to occur. Instead, insert a specific date or an event that is certain to occur.



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Form: UA
Utility Addendum
Rev 1/2011
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UTILITY CHARGES ADDENDUM

CBA Text Disclaimer: Text deleted by licensee indicated by strike.
New text inserted by licensee indicated by small capital letters.

The following is part of the Purchase and Sale Agreement dated March 6 , 20 19 between City of Kirkland ("Buyer") and Evergreen Place Medical Center, LLC ("Seller") concerning 13118 121st Way NE _____ Kirkland WA 98034 (the "Property").

Pursuant to RCW 60.80, Buyer and Seller request the Closing Agent to administer the disbursement of closing funds necessary to satisfy unpaid utility charges affecting the Property. The names and addresses of all utilities providing service to the Property and having lien rights are as follows:

Water District:

Name

Address

City, State, Zip

Sewer District:

Name

Address

City, State, Zip

Irrigation District:

Name

Address

City, State, Zip

Garbage:

Name

Address

City, State, Zip

Electricity:

Name

Address

City, State, Zip

Gas:

Name

INITIALS: Buyer _____ Date _____ Seller _____ Date _____
Buyer _____ Date _____ Seller _____ Date _____



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Form: UA
Utility Addendum
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Page 2 of 2

**UTILITY CHARGES ADDENDUM
(CONTINUED)**

Address

City, State, Zip

Special District(s):
(local improvement districts
or utility local improvement)

Name

Address

City, State, Zip

IF THE ABOVE INFORMATION HAS NOT BEEN FILLED IN AT THE TIME OF MUTUAL ACCEPTANCE OF THIS AGREEMENT, THEN (1) WITHIN _____ DAYS (5 DAYS IF NOT FILLED IN) OF MUTUAL ACCEPTANCE OF THIS AGREEMENT, SELLER SHALL PROVIDE THE LISTING BROKER, SELLING BROKER, OR CLOSING AGENT WITH THE NAMES AND ADDRESSES OF ALL UTILITY PROVIDERS HAVING LIEN RIGHTS AFFECTING THE PROPERTY AND (2) BUYER AND SELLER AUTHORIZE LISTING BROKER, SELLING BROKER OR CLOSING AGENT TO INSERT INTO THIS ADDENDUM THE NAMES AND ADDRESSES OF THE UTILITY PROVIDERS IDENTIFIED BY SELLER. SELLER ACKNOWLEDGES THAT THIS ADDENDUM DOES NOT RELIEVE SELLER OF ITS OBLIGATION TO PAY UTILITY CHARGES, BILLED OR UNBILLED OR EVIDENCED BY A RECORDED LIEN OR NOT. THE PARTIES UNDERSTAND THAT NEITHER LISTING BROKER NOR SELLING BROKER IS RESPONSIBLE FOR PAYING UTILITY CHARGES OR FOR INSURING THAT THEY ARE PAID BY ANY OTHER PERSON.

INITIALS: Buyer _____ Date _____ Seller _____ Date _____

Buyer _____ Date _____ Seller _____ Date _____



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Form: 22E
FIRPTA Certificate
Rev. 1/2011
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**CERTIFICATION UNDER THE
FOREIGN INVESTMENT IN REAL PROPERTY TAX ACT ("FIRPTA")**

Section 1445 of the U.S. Internal Revenue Code, The Foreign Investment in Real Property Tax Act ("FIRPTA") provides that a buyer of a U.S. real property interest must withhold tax if the Seller is a foreign person, unless an exception in the Act applies. The following information is intended to help the Buyer and Closing Agent determine if tax withholding is required.

Note: The above law applies to foreign corporations, partnerships, trusts, estates and other foreign entities, as well as to foreign individuals. If the Seller is a corporation, partnership, trust, estate or other entity, the terms "I" and "my" as used below means the corporation or other entity. A "real property interest" includes full or part ownership of land and/or improvements thereon; leaseholds; options to acquire any of the foregoing; and an interest in foreign corporations, partnerships, trusts or other entities holding U.S. real estate.

SELLER CERTIFICATION. Seller hereby certifies the following:

PROPERTY. I am the Seller of real property: at 13118 121st Way NE Kirkland,
(address) (city)
Washington; or (if no street address) legally described on the attached.

CITIZENSHIP STATUS. I AM AM NOT a non-resident alien (or a foreign corporation, foreign partnership, foreign trust, foreign estate or other foreign business entity) for purposes of U.S. income taxation.

TAXPAYER I.D. NUMBER. My U.S. taxpayer identification number (e.g. social security number) is:
_____ .

ADDRESS. My home address is: _____

Under penalties of perjury, I declare that I have examined this Certification and to the best of my knowledge and belief it is true, correct and complete. I understand that this Certification may be disclosed to the Internal Revenue Service and that any false statement I have made here could be punished by fine, imprisonment, or both.

SELLER _____ DATE _____

SELLER _____ DATE _____



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Form: 22E
FIRPTA Certificate
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**CERTIFICATION UNDER THE
FOREIGN INVESTMENT IN REAL PROPERTY TAX ACT ("FIRPTA")**

BUYER CERTIFICATION (Fill this in only if the Seller **is** a non-resident alien).

NOTE: If the Seller is a non-resident alien, and has not obtained a release from the Internal Revenue Service, then the closing agent must withhold 10% of the amount realized from the sale and pay it to the IRS, unless Buyer certifies that **BOTH** statements below are correct:

- (1) **Amount Realized.** I certify that the total price that I am to pay for the property, including liabilities assumed and all other consideration to the Seller, does not exceed \$300,000; and
- (2) **Family Residence.** I certify that I or a member of my family* have definite plans to reside on the property for at least 50% of the time that the property is used by any person during each of the first two twelve month periods following the date of this sale.

* (Defined in 11 U.S.C. 267(c)(4). It includes brothers, sisters, spouse, ancestors and lineal descendants).

Under penalties of perjury, I declare that I have examined this Certification and to the best of my knowledge and belief both statements are true, correct and complete. I understand that this Certification may be disclosed to the Internal Revenue Service and that any false statement I have made here could be punished by fine, imprisonment, or both.

BUYER _____ DATE _____

BUYER _____ DATE _____



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Form: 17 Comm
Seller Disclosure Statement -
Commercial
Rev. 7/2015
Page 1 of 6

**SELLER DISCLOSURE STATEMENT
COMMERCIAL PROPERTY**

SELLER: Evergreen Place Medical Center, LLC

To be used in transfers of commercial real estate as defined in RCW 60.42.005. See RCW Chapter 64.06 for further information.

INSTRUCTIONS TO THE SELLER

Please complete the following form. Do not leave any spaces blank. If the question clearly does not apply to the property check "NA." If the answer is "yes" to any asterisked (*) item(s), please explain on attached sheets. Please refer to the line number(s) of the question(s) when you provide your explanation(s). For your protection you must date and initial each page of this disclosure statement and each attachment. Delivery of the disclosure statement must occur not later than five (5) business days, unless otherwise agreed, after mutual acceptance of a written purchase and sale agreement between Buyer and Seller.

NOTICE TO THE BUYER

THE FOLLOWING DISCLOSURES ARE MADE BY THE SELLER ABOUT THE CONDITION OF THE PROPERTY LOCATED AT 13118 121st Way NE, CITY Kirkland, STATE WA, COUNTY King, ("THE PROPERTY") OR AS LEGALLY DESCRIBED ON THE ATTACHED EXHIBIT A. SELLER MAKES THE FOLLOWING DISCLOSURES OF EXISTING MATERIAL FACTS OR MATERIAL DEFECTS TO BUYER BASED ON SELLER'S ACTUAL KNOWLEDGE OF THE PROPERTY AT THE TIME SELLER COMPLETES THIS DISCLOSURE STATEMENT. UNLESS YOU AND SELLER OTHERWISE AGREE IN WRITING, YOU HAVE THREE (3) BUSINESS DAYS FROM THE DAY SELLER OR SELLER'S AGENT DELIVERS THIS DISCLOSURE STATEMENT TO YOU TO RESCIND THE AGREEMENT BY DELIVERING A SEPARATELY SIGNED WRITTEN STATEMENT OF RESCISSION TO SELLER OR SELLER'S AGENT. IF THE SELLER DOES NOT GIVE YOU A COMPLETED DISCLOSURE STATEMENT, THEN YOU MAY WAIVE THE RIGHT TO RESCIND PRIOR TO OR AFTER THE TIME YOU ENTER INTO A PURCHASE AND SALE AGREEMENT.

THE FOLLOWING ARE DISCLOSURES MADE BY SELLER AND ARE NOT THE REPRESENTATIONS OF ANY REAL ESTATE LICENSEE OR OTHER PARTY. THIS INFORMATION IS FOR DISCLOSURE ONLY AND IS NOT INTENDED TO BE A PART OF ANY WRITTEN AGREEMENT BETWEEN BUYER AND SELLER.

FOR A MORE COMPREHENSIVE EXAMINATION OF THE SPECIFIC CONDITION OF THIS PROPERTY YOU ARE ADVISED TO OBTAIN AND PAY FOR THE SERVICES OF QUALIFIED EXPERTS TO INSPECT THE PROPERTY, WHICH MAY INCLUDE, WITHOUT LIMITATION, ARCHITECTS, ENGINEERS, LAND SURVEYORS, PLUMBERS, ELECTRICIANS, ROOFERS, BUILDING INSPECTORS, ON-SITE WASTEWATER TREATMENT INSPECTORS, OR STRUCTURAL PEST INSPECTORS. THE PROSPECTIVE BUYER AND SELLER MAY WISH TO OBTAIN PROFESSIONAL ADVICE OR INSPECTIONS OF THE PROPERTY OR TO PROVIDE APPROPRIATE PROVISIONS IN A CONTRACT BETWEEN THEM WITH RESPECT TO ANY ADVICE, INSPECTION, DEFECTS OR WARRANTIES.

Seller is/ is not occupying the property.

I. SELLER'S DISCLOSURES:

* If you answer "Yes" to a question with an asterisk (*), please explain your answer and attach documents, if available and not otherwise publicly recorded. If necessary, use an attached sheet.

1. TITLE	YES	NO	DON'T KNOW	N/A
----------	-----	----	---------------	-----

A. Do you have legal authority to sell the property? If no, please explain.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	--------------------------

SELLER'S INITIALS: _____ DATE: _____ SELLER'S INITIALS: _____ DATE: _____



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 Seller Disclosure Statement -
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**SELLER DISCLOSURE STATEMENT
 COMMERCIAL PROPERTY**

	YES	NO	DON'T KNOW	N/A
*B. Is title to the property subject to any of the following?				
(1) First right of refusal.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(2) Option	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(3) Lease or rental agreement	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(4) Life estate?.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*C. Are there any encroachments, boundary agreements, or boundary disputes?...	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*D. Is there any leased parking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*E. Is there a private road or easement agreement for access to the property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*F. Are there any rights-of-way, easements, shared use agreements or limitations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*G. Are there any written agreements for joint maintenance of an easement or right-of-way?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*H. Are there any zoning violations or nonconforming uses?.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*I. Is there a survey for the property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*J. Are there any legal actions pending or threatened that affect the property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*K. Is the property in compliance with the Americans with Disabilities Act?.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. WATER				
*Are there any water rights for the property, such as a water right permit, certificate, or claim?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. SEWER/ON-SITE SEWAGE SYSTEM				
*Is the property subject to any sewage system fees or charges in addition to those covered in your regularly billed sewer or on-site sewage system maintenance service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. STRUCTURAL				
*A. Has the roof leaked within the last 5 years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*B. Has any occupied subsurface flooded or leaked within the last five years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*C. Have there been any conversions, additions or remodeling?.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*(1) If yes, were all building permits obtained?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*(2) If yes, were all final inspections obtained?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*D. Has there been any settling, slippage, or sliding of the property or its improvements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*E. Are there any defects with the following: (If yes, please check applicable items and explain.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Foundations <input type="checkbox"/> Slab Floors				
<input type="checkbox"/> Doors <input type="checkbox"/> Outbuildings				
<input type="checkbox"/> Ceilings <input type="checkbox"/> Exterior Walls				

SELLER'S INITIALS: _____ DATE: _____ SELLER'S INITIALS: _____ DATE: _____



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**SELLER DISCLOSURE STATEMENT
COMMERCIAL PROPERTY**

- Sidewalks
- Siding
- Interior Walls
- Other _____
- Windows

5. SYSTEMS AND FIXTURES

	YES	NO	DON'T KNOW	N/A
*A. Are there any defects in the following systems? If yes, please explain.				
(1) Electrical system	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(2) Plumbing system	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(3) Heating and cooling systems	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(4) Fire and security system	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(5) Carbon monoxide alarms.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

6. ENVIRONMENTAL

*A. Have there been any flooding, standing water, or drainage problems on the property that affect the property or access to the property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*B. Is there any material damage to the property from fire, wind, floods, beach movements, earthquake, expansive soils, or landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*C. Are there any shorelines, wetlands, floodplains, or critical areas on the property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*D. Are there any substances, materials, or products in or on the property that may be environmental concerns, such as asbestos, formaldehyde, radon gas, lead-based paint, fuel or chemical storage tanks, or contaminated soil or water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*E. Is there any soil or groundwater contamination?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*F. Has the property been used as a legal or illegal dumping site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
*G. Has the property been used as an illegal drug manufacturing site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

7. FULL DISCLOSURE BY SELLER

A. Other conditions or defects:

*Are there any other existing material defects affecting the property that a prospective buyer should know about?

	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	--------------------------

B. Verification

The foregoing answers and attached explanations (if any) are complete and correct to the best of Seller's knowledge and Seller has received a copy hereof. Seller agrees to defend, indemnify and hold real estate licensees harmless from and against any and all claims that the above information is inaccurate. Seller authorizes real estate licensees, if any, to deliver a copy of this disclosure statement to other real estate licensees and all prospective buyers of the property.

Seller	Date	Seller	Date
--------	------	--------	------

SELLER'S INITIALS: _____ DATE: _____ SELLER'S INITIALS: _____ DATE: _____



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**SELLER DISCLOSURE STATEMENT
COMMERCIAL PROPERTY**

If the answer is "Yes" to any asterisked (*) items, please explain below (use additional sheets if necessary).
Please refer to the line number(s) of the question(s).

SELLER'S INITIALS: _____ DATE: _____ SELLER'S INITIALS: _____ DATE: _____



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Association
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Form: 17 Comm
Seller Disclosure Statement -
Commercial
Rev. 7/2015
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**SELLER DISCLOSURE STATEMENT
COMMERCIAL PROPERTY**

3. BUYER'S WAIVER OF RIGHT TO RECEIVE COMPLETED SELLER DISCLOSURE STATEMENT

Buyer has been advised of Buyer's right to receive a completed Seller Disclosure Statement. Buyer waives that right. However, if the answer to any of the questions in the section entitled "Environmental" would be "yes," Buyer may not waive the receipt of the "Environmental" section of the Seller Disclosure Statement.

Buyer

Date

Buyer

Date

SELLER'S INITIALS: _____ DATE: _____ SELLER'S INITIALS: _____ DATE: _____

Washington Sale/Lease Disclosures

Property: 13118 121st Way NE, Kirkland, WA 98034; commonly known as Evergreen Place (on Parcel No. 329140-0020)

Seller/Landlord Disclosure of Material Facts, Delivery of Reports, and Compliance with Laws. Sellers/landlords are hereby requested to disclose directly to buyers/tenants all facts known to sellers/landlords that materially affect the value or desirability of the Property and are not readily observable nor known to the buyer/tenant, including, but not limited to, facts regarding hazardous materials, zoning, construction, design, engineering, soils, title, survey, fire/life safety, proneness to natural hazards such as earthquakes, and other matters, and to provide buyers/tenants with copies of all reports in the possession of or accessible to sellers/landlords regarding the Property. Sellers/landlords and buyers/tenants must comply with all applicable federal, state and local laws, regulations, codes, ordinances and orders, including, but not limited to, the 1964 Civil Rights Act and all amendments thereto, the Foreign Investment in Real Property Tax Act, the Comprehensive Environmental Response Compensation and Liability Act, and The Americans With Disabilities Act.

Washington Seller Disclosure Statement. Washington law requires that sellers deliver a seller disclosure statement following the format required by statute, unless the buyer expressly waives that right. Wash. Rev. Code § 64.06.010.

Americans with Disabilities Act (ADA). The Americans With Disabilities Act (42 United States Code §12101 et seq.) and other federal, state and local requirements may require changes to the Property. Have your experts investigate and evaluate these matters.

Taxes. Sales, leases and other real estate transactions can have federal, state and local tax consequences. In sales transactions, Internal Revenue Code §1445 requires buyers to withhold and pay to the IRS 15% of the gross sales price within 20 days of the date of a sale unless the buyers can establish that the sellers are not foreigners, generally by having the sellers sign a Non-Foreign Seller Affidavit. Depending on the structure of the transaction, the tax withholding liability can exceed the net cash proceeds to be paid to sellers at closing. Have your experts investigate and evaluate these matters.

Flood Zones. Many lenders require flood insurance for properties located in flood zones, and government authorities may regulate development and construction in flood zones. Whether or not located in a flood zone, properties can be subject to flooding and moisture problems, especially properties on a slope or in low-lying areas. Buyers/tenants should have their experts confirm whether the Property is in a flood zone and otherwise investigate and evaluate these matters.

Fires. Properties, whether or not located in a fire hazard zone, are subject to fire/life safety risks and may be subject to state and local fire/life safety-related requirements, including retrofit requirements. Have your experts investigate and evaluate these matters.

Hazardous Materials and Underground Storage Tanks. Due to prior or current uses of the Property or in the areas or the construction materials used, the Property may have hazardous or undesirable metals (including but not limited to lead-based paint), minerals (including but not limited to asbestos), chemicals, hydrocarbons, petroleum-related compounds, or biological or radioactive/emissive items (including but not limited to electrical and magnetic fields) in soils, water, building components, above or below-ground tanks/containers or elsewhere in areas that may or may not be accessible or noticeable. Such items may leak or otherwise be released. If the Property was built before 1978 and has a residential unit, sellers/landlords must disclose all reports, surveys and other information known to them regarding lead-based paint to buyers/tenants and allow for inspections (42 United States Code §4851 et seq.). Have your experts investigate and evaluate these matters.

Property Inspections and Evaluations. Buyers/tenants should have the Property thoroughly inspected and all parties should have the transaction thoroughly evaluated by the experts of their choice. Ask your experts what investigations and evaluations may be appropriate as well as the risks of not performing any such investigations or evaluations. Information regarding the Property supplied by the real estate brokers has been received from third party sources and has not been independently verified by the brokers. Have your experts verify all information regarding the Property, including any linear or area measurements, the availability of all utilities, applicable zoning, and entitlements for the intended use. All work should be inspected and evaluated by your experts, as they deem appropriate. Any projections or estimates are for example only, are based on assumptions that may not occur, and do not represent the current or future performance of the property. Real estate brokers are not experts concerning, nor can they determine if any expert is qualified to provide advice on, legal, tax, design, ADA, engineering, construction, soils, title, survey, fire/life safety, insurance, hazardous materials, or other such matters. Such areas require special education and, generally, special licenses not possessed by real estate brokers. Consult with the experts of your choice regarding these matters.

JoeS

CONSULT YOUR ADVISORS – This document has legal consequences. No representation or recommendation is made by Broker as to the legal or tax consequences of this Agreement or the transaction(s) which it contemplates. This form is not intended to substitute for any disclosures the law requires that the parties make to each other. These are questions for your attorney and financial advisors.

THE LAW OF REAL ESTATE AGENCY

This pamphlet describes your legal rights in dealing with a real estate firm or broker. Please read it carefully before signing any documents.

The following is only a brief summary of the attached law.

- SEC. 1. Definitions.** Defines the specific terms used in the law.
- SEC. 2. Relationships between Brokers and the Public.** Prescribes that a broker who works with a buyer or tenant represents that buyer or tenant — unless the broker is the listing agent, a seller's subagent, a dual agent, the seller personally or the parties agree otherwise. Also prescribes that in a transaction involving two different brokers licensed to the same real estate firm, the firm's designated broker and any managing broker responsible for the supervision of both brokers, are dual agents and each broker solely represents his or her client — unless the parties agree in writing that both brokers are dual agents.
- SEC. 3. Duties of a Broker Generally.** Prescribes the duties that are owed by all brokers, regardless of who the broker represents. Requires disclosure of the broker's agency relationship in a specific transaction.
- SEC. 4. Duties of a Seller's Agent.** Prescribes the additional duties of a broker representing the seller or landlord only.
- SEC. 5. Duties of a Buyer's Agent.** Prescribes the additional duties of a broker representing the buyer or tenant only.
- SEC. 6. Duties of a Dual Agent.** Prescribes the additional duties of a broker representing both parties in the same transaction, and requires the written consent of both parties to the broker acting as a dual agent.
- SEC. 7. Duration of Agency Relationship.** Describes when an agency relationship begins and ends. Provides that the duties of accounting and confidentiality continue after the termination of an agency relationship.
- SEC. 8. Compensation.** Allows real estate firms to share compensation with cooperating real estate firms. States that payment of compensation does not necessarily establish an agency relationship. Allows brokers to receive compensation from more than one party in a transaction with the parties' consent.
- SEC. 9. Vicarious Liability.** Eliminates the liability of a party for the conduct of the party's agent or subagent, unless the principal participated in or benefited from the conduct or the agent or subagent is insolvent. Also limits the liability of a broker for the conduct of a subagent.
- SEC. 10. Imputed Knowledge and Notice.** Eliminates the common law rule that notice to or knowledge of an agent constitutes notice to or knowledge of the principal.
- SEC. 11. Interpretation.** This law establishes statutory duties which replace common law fiduciary duties owed by an agent to a principal.
- SEC. 12. Short Sale.** Prescribes an additional duty of a firm representing the seller of owner-occupied real property in a short sale.

SECTION 1: DEFINITIONS.

Unless the context clearly requires otherwise, the definitions in this section apply throughout this chapter.

(1) "Agency relationship" means the agency relationship created under this chapter or by written agreement between a real estate firm and a buyer and/or seller relating to the performance of real estate brokerage services.

(2) "Agent" means a broker who has entered into an agency relationship with a buyer or seller.

(3) "Broker" means broker, managing broker, and designated broker, collectively, as defined in chapter 18.85 RCW, unless the context requires the terms to be considered separately.

(4) "Business opportunity" means and includes a business, business opportunity, and goodwill of an existing business, or any one or combination thereof when the transaction or business includes an interest in real property.

(5) "Buyer" means an actual or prospective purchaser in a real estate transaction, or an actual or prospective tenant in a real estate rental or lease transaction, as applicable.

(6) "Buyer's agent" means a broker who has entered into an agency relationship with only the buyer in a real estate transaction, and includes sub-agents engaged by a buyer's agent.

(7) "Confidential information" means information from or concerning a principal of a broker that:

(a) Was acquired by the broker during the course of an agency relationship with the principal;

(b) The principal reasonably expects to be kept confidential;

(c) The principal has not disclosed or authorized to be disclosed to third parties;

(d) Would, if disclosed, operate to the detriment of the principal; and

(e) The principal personally would not be obligated to disclose to the other party.

(8) "Dual agent" means a broker who has entered into an agency relationship with both the buyer and seller in the same transaction.

(9) "Material fact" means information that substantially adversely affects the value of the property or a party's ability to perform its obligations in a real estate transaction, or operates to materially impair or defeat the purpose of the transaction. The fact or suspicion that the property, or any neighboring property, is or was the site of a murder, suicide or other death, rape or other sex crime, assault or other violent crime, robbery or burglary, illegal drug activity, gang-related activity, political or religious activity, or other act, occurrence, or use not adversely affecting the physical condition of or title to the property is not a material fact.

(10) "Owner-occupied real property" means real property consisting solely of a single-family residence, a residential condominium unit, or a residential cooperative unit that is the principal residence of the borrower.

(11) "Principal" means a buyer or a seller who has entered into an agency relationship with a broker.

(12) "Real estate brokerage services" means the rendering of services for which a real estate license is required under chapter 18.85 RCW.

(13) "Real estate firm" or "firm" have the same meaning as defined in chapter 18.85 RCW.

(14) "Real estate transaction" or "transaction" means an actual or prospective transaction involving a purchase, sale, option, or exchange of any interest in real property or a business opportunity, or a lease or rental of real property. For purposes of this chapter, a prospective transaction does not exist until a written offer has been signed by at least one of the parties.

(15) "Seller" means an actual or prospective seller in a real estate transaction, or an actual or prospective landlord in a real estate rental or lease transaction, as applicable.

(16) "Seller's agent" means a broker who has entered

into an agency relationship with only the seller in a real estate transaction, and includes subagents engaged by a seller's agent.

(17) "Subagent" means a broker who is engaged to act on behalf of a principal by the principal's agent where the principal has authorized the broker in writing to appoint subagents.

SECTION 2: RELATIONSHIPS BETWEEN BROKERS AND THE PUBLIC.

(1) A broker who performs real estate brokerage services for a buyer is a buyer's agent unless the:

(a) Broker's firm has appointed the broker to represent the seller pursuant to a written agency agreement between the firm and the seller, in which case the broker is a seller's agent;

(b) Broker has entered into a subagency agreement with the seller's agent's firm, in which case the broker is a seller's agent;

(c) Broker's firm has appointed the broker to represent the seller pursuant to a written agency agreement between the firm and the seller, and the broker's firm has appointed the broker to represent the buyer pursuant to a written agency agreement between the firm and the buyer, in which case the broker is a dual agent;

(d) Broker is the seller or one of the sellers; or

(e) Parties agree otherwise in writing after the broker has complied with RCW 18.86.030(1)(f).

(2) In a transaction in which different brokers affiliated with the same firm represent different parties, the firm's designated broker and any managing broker responsible for the supervision of both brokers, is a dual agent, and must obtain the written consent of both parties as required under RCW 18.86.060. In such case, each of the brokers

shall solely represent the party with whom the broker has an agency relationship, unless all parties agree in writing that the broker is a dual agent.

(3) A broker may work with a party in separate transactions pursuant to different relationships, including, but not limited to, representing a party in one transaction and at the same time not representing that party in a different transaction involving that party, if the broker complies with this chapter in establishing the relationships for each transaction.

SECTION 3: DUTIES OF A BROKER GENERALLY.

(1) Regardless of whether a broker is an agent, the broker owes to all parties to whom the broker renders real estate brokerage services the following duties, which may not be waived:

(a) To exercise reasonable skill and care;

(b) To deal honestly and in good faith;

(c) To present all written offers, written notices and other written communications to and from either party in a timely manner, regardless of whether the property is subject to an existing contract for sale or the buyer is already a party to an existing contract to purchase;

(d) To disclose all existing material facts known by the broker and not apparent or readily ascertainable to a party; provided that this subsection shall not be construed to imply any duty to investigate matters that the broker has not agreed to investigate;

(e) To account in a timely manner for all money and property received from or on behalf of either party;

(f) To provide a pamphlet on the law of real estate agency in the form prescribed in

RCW 18.86.120 to all parties to whom the broker renders real estate brokerage services, before the party signs an agency agreement with the broker, signs an offer in a real estate transaction handled by the broker, consents to dual agency, or waives any rights, under RCW 18.86.020(1)(e), 18.86.040(1)(e), 18.86.050(1)(e), or 18.86.060(2)(e) or (f), whichever occurs earliest; and

(g) To disclose in writing to all parties to whom the broker renders real estate brokerage services, before the party signs an offer in a real estate transaction handled by the broker, whether the broker represents the buyer, the seller, both parties, or neither party. The disclosure shall be set forth in a separate paragraph entitled "Agency Disclosure" in the agreement between the buyer and seller or in a separate writing entitled "Agency Disclosure."

(2) Unless otherwise agreed, a broker owes no duty to conduct an independent inspection of the property or to conduct an independent investigation of either party's financial condition, and owes no duty to independently verify the accuracy or completeness of any statement made by either party or by any source reasonably believed by the broker to be reliable.

SECTION 4:

DUTIES OF A SELLER'S AGENT.

(1) Unless additional duties are agreed to in writing signed by a seller's agent, the duties of a seller's agent are limited to those set forth in RCW 18.86.030 and the following, which may not be waived except as expressly set forth in (e) of this subsection:

(a) To be loyal to the seller by taking no action that is adverse or detrimental to the seller's interest in a transaction;

(b) To timely disclose to the seller any conflicts of interest;

(c) To advise the seller to seek expert advice on matters relating to the transaction that are beyond the agent's expertise;

(d) Not to disclose any confidential information from or about the seller, except under subpoena or court order, even after termination of the agency relationship; and

(e) Unless otherwise agreed to in writing after the seller's agent has complied with RCW 18.86.030(1)(f), to make a good faith and continuous effort to find a buyer for the property; except that a seller's agent is not obligated to seek additional offers to purchase the property while the property is subject to an existing contract for sale.

(2) (a) The showing of properties not owned by the seller to prospective buyers or the listing of competing properties for sale by a seller's agent does not in and of itself breach the duty of loyalty to the seller or create a conflict of interest.

(b) The representation of more than one seller by different brokers affiliated with the same firm in competing transactions involving the same firm does not in and of itself breach the duty of loyalty to the sellers or create a conflict of interest.

SECTION 5:

DUTIES OF A BUYER'S AGENT.

(1) Unless additional duties are agreed to in writing signed by a buyer's agent, the duties of a buyer's agent are limited to those set forth in RCW 18.86.030 and the following, which may not be waived except as expressly set forth in (e) of this subsection:

(a) To be loyal to the buyer by taking no action that is adverse or detrimental to the buyer's interest in a transaction;

(b) To timely disclose to the buyer any conflicts of interest;

(c) To advise the buyer to seek expert advice on matters relating to the transaction that are beyond the agent's expertise;

(d) Not to disclose any confidential information from or about the buyer, except under subpoena or court order, even after termination of the agency relationship; and

(e) Unless otherwise agreed to in writing after the buyer's agent has complied with RCW 18.86.030(1)(f), to make a good faith and continuous effort to find a property for the buyer; except that a buyer's agent is not obligated to:

(i) seek additional properties to purchase while the buyer is a party to an existing contract to purchase; or

(ii) show properties as to which there is no written agreement to pay compensation to the buyer's agent.

(2) (a) The showing of property in which a buyer is interested to other prospective buyers by a buyer's agent does not in and of itself breach the duty of loyalty to the buyer or create a conflict of interest.

(b) The representation of more than one buyer by different brokers affiliated with the same firm in competing transactions involving the same property does not in and of itself breach the duty of loyalty to the buyer or create a conflict of interest.

SECTION 6: DUTIES OF A DUAL AGENT.

(1) Notwithstanding any other provision of this chapter, a broker may act as a dual agent only with the written consent of both parties to the transaction after the dual agent has complied with

RCW 18.86.030(1)(f), which consent must include a statement of the terms of compensation.

(2) Unless additional duties are agreed to in writing signed by a dual agent, the duties of a dual agent are limited to those set forth in RCW 18.86.030 and the following, which may not be waived except as expressly set forth in (e) and (f) of this subsection:

(a) To take no action that is adverse or detrimental to either party's interest in a transaction;

(b) To timely disclose to both parties any conflicts of interest;

(c) To advise both parties to seek expert advice on matters relating to the transaction that are beyond the dual agent's expertise;

(d) Not to disclose any confidential information from or about either party, except under subpoena or court order, even after termination of the agency relationship;

(e) Unless otherwise agreed to in writing after the dual agent has complied with RCW 18.86.030(1)(f), to make a good faith and continuous effort to find a buyer for the property; except that a dual agent is not obligated to seek additional offers to purchase the property while the property is subject to an existing contract for sale; and

(f) Unless otherwise agreed to in writing after the dual agent has complied with RCW 18.86.030(1)(f), to make a good faith and continuous effort to find a property for the buyer; except that a dual agent is not obligated to:

(i) seek additional properties to purchase while the buyer is a party to an existing contract to purchase; or

(ii) show properties as to which there is no written agreement to pay compensation to the dual agent.

(3) (a) The showing of properties not owned by the seller to prospective buyers or the listing of competing properties for sale by a dual agent does not in and of itself constitute action that is

adverse or detrimental to the seller or create a conflict of interest.

(b) The representation of more than one seller by different brokers licensed to the same firm in competing transactions involving the same buyer does not in and of itself constitute action that is adverse or detrimental to the sellers or create a conflict of interest.

(4) (a) The showing of property in which a buyer is interested to other prospective buyers or the presentation of additional offers to purchase property while the property is subject to a transaction by a dual agent does not in and of itself constitute action that is adverse or detrimental to the buyer or create a conflict of interest.

(b) The representation of more than one buyer by different brokers licensed to the same firm in competing transactions involving the same property does not in and of itself constitute action that is adverse or detrimental to the buyer or create a conflict of interest.

SECTION 7:

DURATION OF AGENCY RELATIONSHIP.

(1) The agency relationships set forth in this chapter commence at the time that the broker undertakes to provide real estate brokerage services to a principal and continue until the earliest of the following:

- (a) Completion of performance by the broker;
- (b) Expiration of the term agreed upon by the parties;
- (c) Termination of the relationship by mutual agreement of the parties; or
- (d) Termination of the relationship by notice from either party to the other. However, such

a termination does not affect the contractual rights of either party.

(2) Except as otherwise agreed to in writing, a broker owes no further duty after termination of the agency relationship, other than the duties of:

- (a) Accounting for all moneys and property received during the relationship; and
- (b) Not disclosing confidential information.

SECTION 8:

COMPENSATION.

(1) In any real estate transaction, a firm's compensation may be paid by the seller, the buyer, a third party, or by sharing the compensation between firms.

(2) An agreement to pay or payment of compensation does not establish an agency relationship between the party who paid the compensation and the broker.

(3) A seller may agree that a seller's agent's firm may share with another firm the compensation paid by the seller.

(4) A buyer may agree that a buyer's agent's firm may share with another firm the compensation paid by the buyer.

(5) A firm may be compensated by more than one party for real estate brokerage services in a real estate transaction, if those parties consent in writing at or before the time of signing an offer in the transaction.

(6) A firm may receive compensation based on the purchase price without breaching any duty to the buyer or seller.

(7) Nothing contained in this chapter negates the requirement that an agreement authorizing or employing a broker to sell or purchase real estate for compensation or a commission be in writing and signed by the seller or buyer.

SECTION 9: VICARIOUS LIABILITY.

(1) A principal is not liable for an act, error, or omission by an agent or subagent of the principal arising out of an agency relationship:

- (a) Unless the principal participated in or authorized the act, error, or omission; or
- (b) Except to the extent that:
 - (i) the principal benefited from the act, error, or omission; and
 - (ii) the court determines that it is highly probable that the claimant would be unable to enforce a judgment against the agent or subagent.

(2) A broker is not liable for an act, error, or omission of a subagent under this chapter, unless that broker participated in or authorized the act, error or omission. This subsection does not limit the liability of a firm for an act, error, or omission by a broker licensed to the firm.

SECTION 10: IMPUTED KNOWLEDGE AND NOTICE.

(1) Unless otherwise agreed to in writing, a principal does not have knowledge or notice of any facts known by an agent or subagent of the principal that are not actually known by the principal.

(2) Unless otherwise agreed to in writing, a broker does not have knowledge or notice of any facts known by a subagent that are not actually known by the broker. This subsection does not limit the knowledge imputed to the designated broker or any managing broker responsible for the supervision of the broker of any facts known by the broker.

SECTION 11: INTERPRETATION.

The duties under this chapter are statutory duties and not fiduciary duties. This chapter supersedes the fiduciary duties of an agent to a principal under the common law. The common law continues to apply to the parties in all other respects. This chapter does not affect the duties of a broker while engaging in the authorized or unauthorized practice of law as determined by the courts of this state. This chapter shall be construed broadly.

SECTION 12: SHORT SALE.

When the seller of owner-occupied residential real property enters into a listing agreement with a real estate firm where the proceeds from the sale may be insufficient to cover the costs at closing, it is the responsibility of the real estate firm to disclose to the seller in writing that the decision by any beneficiary or mortgagee, or its assignees, to release its interest in the real property, for less than the amount the borrower owes, does not automatically relieve the seller of the obligation to pay any debt or costs remaining at closing, including fees such as the real estate firm's commission.

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Northwest Multiple Listing Service

Revised July 2013
RCW 18.86.120

ORDINANCE O-4685

AN ORDINANCE OF THE CITY OF KIRKLAND AUTHORIZING AND PROVIDING FOR THE ACQUISITION OF INTERESTS IN LAND FOR THE PURPOSE OF CONSTRUCTION AND OPERATION OF FIRE STATION NO. 27 AND RELATED PUBLIC FACILITIES WITHIN THE CITY OF KIRKLAND, PROVIDING FOR THE COST OF PROPERTY ACQUISITION, AND AUTHORIZING THE INITIATION OF APPROPRIATE EMINENT DOMAIN PROCEEDINGS IN THE MANNER PROVIDED FOR BY LAW.

1 WHEREAS, the City annexed portions of the Juanita, Finn Hill
2 and Kingsgate neighborhoods on June 1, 2011, which prompted the City
3 to conduct studies regarding best locations for fire stations to better
4 serve the increased population; and

5
6 WHEREAS, these studies identified this property as a suitable
7 location for a new Fire Station 27 and potentially related public facilities,
8 which studies the City Council used in its decision to pursue acquisition
9 of this property through eminent domain; and

10
11 WHEREAS, though the City is conducting negotiations with the
12 owner of the property, the City Council believes it to be prudent to adopt
13 this ordinance authorizing condemnation in the event the negotiations
14 are unsuccessful; and

15
16 WHEREAS, the City has provided notice to the affected property
17 owner of this final action authorizing condemnation as required by RCW
18 8.25.290.

19
20 NOW, THEREFORE, the City Council of the City of Kirkland do
21 ordain as follows:

22
23 Section 1. The lands and property rights within the City of
24 Kirkland, King County, Washington, described in Exhibit 1 to this
25 Ordinance and incorporated herein, are necessary for the public use and
26 purpose of construction and operation of a fire station and related public
27 facilities. Such lands and property rights are hereby condemned,
28 appropriated and taken for such public use and purposes, subject to the
29 making or paying of just compensation to the owners thereof in the
30 manner provided by law.

31
32 Section 2. The expense of acquiring said property rights shall
33 be paid using an interfund loan for the purchase, which will be repaid
34 to the fund of origin (likely one of the utility funds) from bond proceeds
35 and other sources within three years.

36
37 Section 3. The City Attorney or designee is authorized and
38 directed to begin and prosecute legal proceedings in the manner
39 provided by the law to purchase, condemn, take, appropriate, and

40 otherwise acquire the lands and other property rights and privileges
41 necessary to carry out the purposes of this Ordinance.

42
43 Section 4. This ordinance shall be in force and effect five days
44 from and after its passage by the Kirkland City Council and publication
45 pursuant to Section 1.08.017, Kirkland Municipal Code in the summary
46 form attached to the original of this ordinance and by this reference
47 approved by the City Council.

48
49 Passed by majority vote of the Kirkland City Council in open
50 meeting this ____ day of _____, 2019.

51 Signed in authentication thereof this ____ day of _____, 2019.
52

Penny Sweet, Mayor

Attest:

Kathi Anderson, City Clerk

Approved as to Form:

Kevin Raymond, City Attorney

EXHIBIT 1

Legal Description

Lot 2, Highbridge, according to the plat thereof recorded in Volume 123 of Plats, Pages 7 and 8, in King County, Washington.

Commonly known as: 13118 121st Way NE, Kirkland, Washington.

PUBLICATION SUMMARY
OF ORDINANCE NO. O-4685

AN ORDINANCE OF THE CITY OF KIRKLAND AUTHORIZING AND PROVIDING FOR THE ACQUISITION OF INTERESTS IN LAND FOR THE PURPOSE OF CONSTRUCTION AND OPERATION OF FIRE STATION NO. 27 AND RELATED PUBLIC FACILITIES WITHIN THE CITY OF KIRKLAND, PROVIDING FOR THE COST OF PROPERTY ACQUISITION, AND AUTHORIZING THE INITIATION OF APPROPRIATE EMINENT DOMAIN PROCEEDINGS IN THE MANNER PROVIDED FOR BY LAW.

SECTION 1. Authorizes condemnation of property necessary for the public use and purpose of construction and operation of a fire station and related public facilities.

SECTION 2. Identifies the source of revenue for the acquisition.

SECTION 3. Authorizes the City Attorney to initiate condemnation proceedings to acquire the property necessary for the public purpose.

SECTION 4. Authorizes publication of the Ordinance by summary, which summary is approved by the City Council pursuant to Section 1.08.017 Kirkland Municipal Code and establishes the effective date as five days after publication of summary.

The full text of this Ordinance will be mailed without charge to any person upon request made to the City Clerk for the City of Kirkland. The Ordinance was passed by the Kirkland City Council at its meeting on the _____ day of _____, 2019.

I certify that the foregoing is a summary of Ordinance O-4685 approved by the Kirkland City Council for summary publication.

Kathi Anderson, City Clerk



CITY OF KIRKLAND
Planning and Building Department
123 5th Avenue, Kirkland, WA 98033
425.587.3600- www.kirklandwa.gov

MEMORANDUM

Date: April 8, 2019

To: Planning Commission

From: Janice Coogan, Senior Planner
Adam Weinstein, AICP, Planning and Building Director
Jeremy McMahan, Planning and Building Deputy Director

Subject: Rose Hill Neighborhood amendments to Zoning Code and Zoning Map, File Number CAM19-00043

Recommendation

Staff recommends that the City Council have discussion and possible action on the Planning Commission's recommendation to approve the proposed amendments in the Rose Hill Neighborhood as described in the enclosed ordinance:

- O-4683: Zoning Map amendment to rezone four parcels located at 8519, 8523, 8525, 8527 126th Ave NE from the RS 7.2 to RH 5B zone shown in Exhibit A and proposed Zoning Code amendments to implement the adopted Rose Hill Neighborhood Plan policies in Exhibits B-I.

Staff received a request by residents to postpone action on the proposed code amendments to give the public more time to review and respond to the draft amendments. The City Council Planning and Economic Development Committee discussed the request on April 8, 2019. The Committee suggested the City Council discuss the request at the April 16 meeting, with consideration of a presentation on the action items at the April 16 meeting, with potential adoption on May 7, 2019. Councilmember Asher will be excused from the April 16 meeting to attend a conference.

Background

The [Rose Hill Neighborhood Plan](#) was adopted on December 11, 2018 (O-4670). The proposed amendments are needed to bring the Zoning Map and zoning regulations into compliance with the new policies in the Rose Hill Neighborhood Plan.

Several of these amendments originated as citizen amendment requests to change land use classifications or code provisions during the Neighborhood Plan update process and are reflected in adopted plan policies. The key changes are to zones in the Rose Hill Business District and Planned Area 14 related to the Lake Washington Institute of Technology. More background on the land use study areas and citizen amendment requests discussed in this memo and during the neighborhood plan update process can be found in the [Planning Commission October 25, 2018](#) public hearing materials or in the [December 11, 2018 City Council meeting packet](#).

At the request of City Council, staff has also proposed amendments to bring ground floor/street level floor commercial requirements for zones in the Rose Hill Business District into consistency with similar requirements in other commercial zones in the city, and to promote neighborhood plan objectives related to walkable neighborhoods and the economic development role the District plays in the city.

On February 28, 2019, the Planning Commission held a study session on the proposed amendments and supported moving the changes forward to a public hearing.

On March 11, 2019, the City Council Planning and Economic Development Committee was briefed by staff on the proposed amendments. No changes to the draft amendments were suggested, although members inquired about the sufficiency of the proposed street-level commercial space requirement in the RH 8 zone.

On March 28, 2019, the Planning Commission held a public hearing on the proposed amendments. Approximately 30 people attended the meeting. Written public comments received are enclosed in Attachment 3 and discussed in more detail later in this memo. A [video](#) of the oral public hearing and the [meeting packet materials](#) are available on the Planning Commission webpage. The Planning Commission closed the public hearing and recommended approval of the proposed amendments.

In response to public comments concerning the existing maximum building height and setback regulations in the RH 8 zone adjoining single-family homes to the north, the Commission requested that staff add to the Planning Work Program study of the maximum building height and required setback regulations in the RH 8 zone. In summary, for the RH 8 zone, the existing maximum building height regulations state that if the subject property is equal to or greater than 18,000 sq. ft. in size, the maximum building height is 35 feet above average building elevation (a defined term) except 30 feet if located within 30 feet of an RSX zone. For structures located within 30 feet of a low-density zone, KZC 115.136 establishes additional limitations on structure size. In addition, the RH 8 regulations require a 15-foot wide landscape strip and 6-foot fence between mixed use residential/commercial uses and low-density residential uses.

Planning Commission Recommendation

Below is a summary of the proposed draft amendments for each zone that the Planning Commission recommends be adopted:

Ordinance 4684:

- Zoning Map Rezone (Exhibit A): Change Zoning Map to reflect reclassification of parcels at 8519, 8523, 8525, 8527 126th Ave NE from the RS 7.2 to RH 5B zone and inclusion of these parcels within the Rose Hill Business District Design District boundary. Rose Hill Neighborhood Plan Policy RH 30 supports the amendment and describes the type of development that should be allowed for the parcels. With the annual Comprehensive Plan amendment, the Land Use Map Figure LU-1 will be amended to reflect the classification change. Associated proposed RH 5B Zoning Code amendments are described below and included in Exhibit B.

- Zoning Code Amendments in Rose Hill Business District (RHBD) Zones (Exhibits B-E): Attachment 1 is a map showing the zoning districts where amendments are proposed in the RH 3, RH 5A, 5 B, RH 7, RH 8 zones.
 - RH 5A-5B zones related to rezones (Exhibit B): Existing General Regulation #13 is proposed to be deleted because it is redundant with Kirkland Zoning Code Chapters 100 and 162 that govern when non-conforming signs need to be brought into conformance. A new General Regulation #13 relates to the rezone of the four properties at 8519, 8523, 8525, 8527 126th Ave NE discussed above to the RH 5B zone. Uses would be limited to medium density residential at 3,600 sq. ft. per unit if the subject property is in the RH 5B zone west of 126th Ave NE within 100 feet of a low-density zone (i.e., RS 7.2 (see definition of adjoining), and does not abut NE 85th Street development). In the RH 5A-5B zone General Regulations, the term "ground floor" is proposed to be changed to "street level floor" of structures, discussed in detail below.

Amendments to RH 5B KZC Sections 53.52 and 53.54.090 use zone charts would allow for the four rezoned properties to develop as detached, attached or stacked medium density residential development at twelve dwelling units per acre or limited commercial development depending on the location of properties. Proposed development standards for height, setbacks, etc. are similar to the RM 3.6 zone. Detached, attached or stacked residential uses would be subject to Administrative Design Review. Alternatively, if consolidated with lots abutting NE 85th Street (and not adjoining a low-density zone), the commercial uses allowed in RH5B would be permitted. Policy RH 30 supports the rezones and describes the type of development that should occur for the parcels.

- RH 3, RH 5A, RH 5B, RH 7, RH 8 zone amendments to change the term "ground floor" use to "street level floor" use and amend commercial frontage requirements. See Exhibits B-E.

The Planning Commission and City Council recently refined the requirements for street level commercial uses in mixed-use commercial zones in the Totem Lake Business District and the Finn Hill Neighborhood Center. At the request of City Council, staff is proposing that similar refinements be made for the Rose Hill Business District zones that are adjacent to NE 85th Street and will not be part of the Station Area Plan. The ground floor commercial requirements in the Station Area, including zones adjacent to Interstate 405 (Regional Center area), will be evaluated independently.

The proposed amendments include:

1. Changing the term Ground Floor to Street Level Floor in the zones listed above.

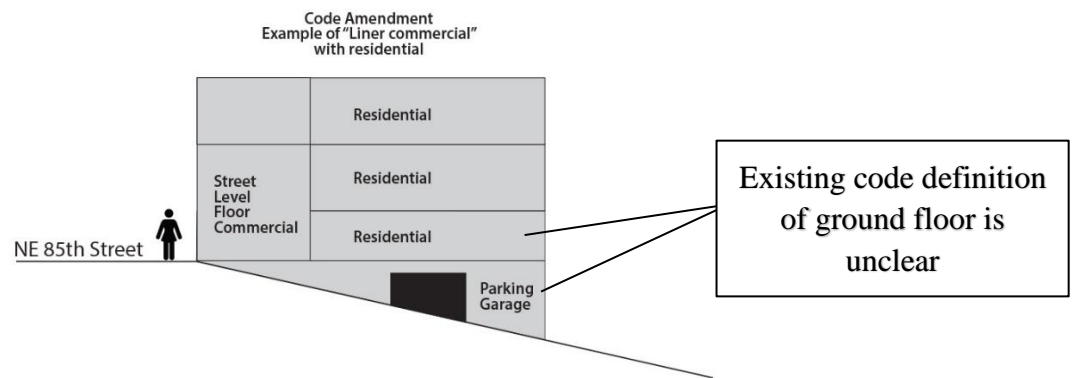
Ground Floor is defined in Section 5.10.345 of the Zoning Code as:

"The floor of a structure that is closest in elevation to the finished grade along the façade of the structure that is principally oriented to the street

which provides primary access to the subject property.”

Street Level Floor is defined in Section 5.10.902 of the Zoning Code as: “The floor of a building which is closest in elevation to the elevation of the centerline of each abutting right-of-way measured at the midpoint of the frontage of the subject property on each abutting right-of-way.”

On properties with topography that is higher or lower than the adjacent right-of-way (in this case NE 85th Street), the “ground floor” can be above or below the right-of-way. The purpose of requiring certain uses on the ground floor is to provide an active pedestrian environment along the street. The term “ground floor” was changed to “street level floor” in the Totem Lake and Finn Hill Zones to better define where that pedestrian-focused environment should occur. Retail tenant space above or below the street level sidewalk does not usually support robust retail and pedestrian activity. The following illustration shows how “liner commercial” uses may be configured, along with the difference between using the term “ground floor” versus “street level floor” in the zoning regulations.



The proposed amendment changes the term “ground floor” to “street level floor” in the RH 3, RH 5A, RH 5B, RH 7 and RH 8 zones. In RH 8, the amendments would also require that commercial space be oriented to NE 85th Street, where it is most desirable and would not conflict with vehicle access (typically on side streets). In addition, at least 60% of the street-level property frontage would need to consist of commercial uses to ensure that pedestrian-oriented commercial space constitutes a significant portion of the street level floor.

2. Refining street level commercial regulations in mixed-use developments to better support the purpose of the requirements in each zone, and to promote viable, local-serving retail establishments and walkable neighborhoods. As described in Attachment 4 of the [Planning Commission March 28, 2019 meeting](#) packet, staff put together a matrix that analyzes the existing regulations and proposes changes based on the different objectives for commercial use for each of the zones as described in the Rose Hill Neighborhood Plan and the Rose Hill Business District Design Guidelines. The following categories were used for that analysis to help identify the City’s

objectives for the commercial requirements and the appropriate zoning tools to meet those objectives.

- a. Retention of commercial use/tax base. Where an area has traditionally been important to providing a strong commercial base for the City, for example Totem Lake's role as the City's "economic engine," a requirement that commercial use occupy a substantial percentage of the street level floor may be appropriate. This also applies to RH 3, RH 5A, and RH 7 zones where the regulations require at least 50 percent of the total gross floor area located on the ground floor (which would be changed to street level floor) of all structures on the subject property to contain retail, restaurant, tavern, hotel or motels uses. These zones have larger parcels, are located closer to the freeway interchange and are intended to provide larger commercial uses and employment opportunities.
- b. Contribution to an active pedestrian environment. Both street level floor uses and building design at the street level contribute to the pedestrian environment. In the City's very active commercial areas such as downtown Kirkland and the Village at Totem Lake, street level uses are generally restricted to those that draw pedestrians: retail, restaurants/taverns and entertainment uses, cultural or recreational activities. In the City's pedestrian-oriented districts, such as the downtown and neighborhood business areas, regulations call for a minimum linear frontage and minimum floor to ceiling first floor building heights (13-15 feet tall), to provide opportunities for successful commercial street frontage as tenants change over time.
- c. Creation of a lively streetscape. In other less active commercial or mixed-use areas outside of the core of the business district, the objective may be to simply enhance the streetscape to contribute to an interesting experience for pedestrians or other visitors. In these areas, a broader range of uses may be appropriate at the ground floor, including office uses.

Conclusions:

- Zones RH 3, RH 5A, RH 5B and RH 7 all include areas where the Rose Hill Neighborhood Plan and Design Guidelines emphasize the importance of maintaining and encouraging commercial uses and the pedestrian environment. The existing zoning already addresses these objectives. These zones fall into a combination of Categories a. and b., as described above, where retention of the tax base and pedestrian orientation are important. The existing requirement for 50% of the ground floor to be retail, restaurant, tavern, hotel or motel uses oriented toward NE 85th Street is appropriate. Other commercial zones in Houghton-Everest and Totem Lake have similar requirements that a percentage of the gross floor area on the ground floor (street level floor) be occupied by commercial uses.

- The main recommended change for these zones is the substitution of the term "street level floor" for "ground floor" to better reflect the desired orientation of commercial uses to the street. The "ground floor" requirement is challenging to apply where properties contain topographic changes from the street elevation (in this case NE 85th Street).
- When the original RH 8 zoning was adopted in 2006, the area was intended to transition strip commercial uses along a highway corridor, with houses being turned into businesses (formerly PR 3.6 office/residential zoning/limited size of commercial uses), into a more pedestrian oriented, mixed use residential area with offices, small scale retail, and personal services oriented to NE 85th Street. Commercial orientation to side streets that are closer to the residential areas to the north or south is discouraged. Lot consolidation is encouraged to allow for greater flexibility in site design and to meet the goals of the Rose Hill Business District. In 2015, portions of the RH 8 zone were expanded to the north, which combined with the lot consolidation incentives, created additional depth and topographic changes to potential development sites.

The RH 8 district is designated as the "East End" in both the Comprehensive Plan and the Design Guidelines for the Rose Hill Business District. Less intensive mixed-use commercial uses (in relation to the Regional Center or Neighborhood Center sections of the District), and more residentially-oriented uses are envisioned for this area and may include office, neighborhood retail and neighborhood service uses. The existing zoning for RH 8 does not allow residential uses on the "ground floor." Given the depth of potential development sites, multiple street frontages, and topographic change, the existing zoning is not particularly clear about what the "ground floor" is, and thus, which uses are allowed on different floors of a building. The proposed zoning would clarify use restrictions based on the "street level floor" along NE 85th Street, allowing residential uses on the ground floor with commercial uses oriented along NE 85th Street and restricting commercial uses above the "street level floor."

In response to public comments about the concern that a developer could provide a narrow width of commercial use along the property frontage on the street level, a minimum commercial linear frontage requirement is recommended to be added to the RH 8 district. Staff recommends a minimum 60% linear frontage of commercial uses at the street level floor in the RH 8 zone. The draft amendment text in Exhibit D is similar to the YBD 1 zone at the South Kirkland Park and Ride (50% linear frontage is required) but increased to a minimum 60% of linear frontage of the property along NE 85th Street where more commercial use is desired. The other 40% of the property frontage could comprise driveways, pedestrian oriented spaces or parking areas.

The proposed RH 8 district zoning would require linear commercial uses oriented to NE 85th Street (not side streets) and these commercial uses could include office uses. The minimum depth of the commercial use must be 20 feet with an average depth of at least 30 feet, allowing for a high-quality, retail-ready space. Requiring a minimum percentage of gross floor area of the subject property to

be dedicated to commercial use is not appropriate because of the limited commercial orientation of the East End.

- RH 3 zone (Exhibit E): Amendments are proposed to:
 - increase lot coverage from 80% to 100%
 - increase building height by 8 feet to a maximum building height of 75 feet, and provide additional opportunities for office development (for development comprising more than 6 acres)
 - special regulation #7 to allow flexibility to construct residential or office uses above the 50-foot building height; if office is constructed, payment in lieu of developing affordable housing would still be required
 - special regulation #5 to clarify at what point buildings on the subject property may exceed 45 feet to the maximum building height of 75 feet above average building elevation (beyond 20 feet from a public right-of-way)
 - change ground floor to street level floor as described above

The first two amendments (lot coverage and building height changes) were requested by Madison Development during the Neighborhood Plan update to clarify the vision for the RH 3 zone. As conceptual plans are underway for the subject property, Madison Development requested staff and the Planning Commission to consider two additional changes to clarify the regulations and provide flexibility for the final project design.

Madison Development and staff proposed a change to Special Regulation #7 that currently requires the development to include residential uses on the site based on 50% of the floor area constructed above the 45-/50-foot building height. The proposed change would eliminate this regulatory preference for residential uses and provide flexibility that would allow more office use without the requirement for substantial residential uses. As discussed in the following analysis, staff has studied the implications of this request and believes it has merit.

When the original regulations were created for the RH 3 zone in 2006, one of the goals was to incentivize providing affordable housing by allowing for an increase in building height (a strategy the City has used in many commercial zones to encourage mixed uses and more affordable housing). Since the adoption of the Kirkland 2035 Plan in 2013, the City has made remarkable progress toward meeting adopted housing targets of adding 8,361 new housing units by 2035 – particularly considering the number of units completed since 2013 and the fact that there are currently over 4,700 new units under construction or in the permit pipeline.

In contrast, the Land Use Element adopted with the Kirkland 2035 Comprehensive Plan shows that the City's additional employment growth target is 22,435 jobs. What staff have found is that since 2013, less than 5,000 office jobs have been created or are planned to be created (this estimate is based on

the square footage of new and pipeline office development and the standard capacity calculation of 4 jobs per 1,000 square feet of office space).

The amendment to Special Regulation #5 is proposed to clarify the point on the subject property where the building height may exceed 45 feet and extend upwards to the overall maximum building height of 65/75 feet above average building height. In their letter received on March 27, 2019, Madison Development suggested establishing a 20-foot setback from a public right-of-way. Beyond the 20-foot setback from a public right-of-way, the building(s) would be permitted to exceed 45 feet in height. The intent of the 45-foot building height requirement along the street when the original zoning was created, was to provide a more human scale building presence along the street for the pedestrian. Madison Development explains that amendment would also be important to provide larger floor plates in the buildings for office uses. Staff and Planning Commission support the additional change. Exhibit E reflects this amendment.

Conclusions: The proposed Zoning Code amendments in Exhibit E clarify the type of urban, mixed use development intended for the zone in the Rose Hill Neighborhood Plan, Comprehensive Plan and Rose Hill Business Design Guidelines. Allowable lot coverage would be increased to permit the development of underground parking garages that extend approximately across the entire site. 100% lot coverage is similar to what is allowed in the CBD zones. The maximum building height requirements in the RH 3 zone are proposed to be amended to respond to the extreme grade changes of the zone, to allow roof top amenities and clarify how the maximum building height is measured.

In general, staff and Planning Commission support allowing additional office development in the RH 3 zone. Office development in close proximity to the future Sound Transit Bus Rapid Transit station at I-405/NE 85th Street interchange could be beneficial in that it would encourage commuting by transit (studies have shown that locating employment-generating uses near transit foster transit use to a greater extent than residential uses). In addition, with the high rate of residential development over the last few years, the city is making substantial progress toward meeting its market rate housing and affordable housing targets, but could use more employment, especially near the future transit stop on NE 85th Street. In the Rose Hill Neighborhood Plan, there is no specific policy support for incentivizing residential uses over office uses. Based on this analysis and conclusion, the amendments revise the RH 3 requirements to allow office uses to be developed in the upper stories of new buildings.

In order to not lose critical affordable housing that would be required with residential development of the zone, the proposed amendments include an affordable housing requirement for nonresidential development with an option for the developer to pay in lieu fees for building affordable housing (instead of building affordable units on-site). The amount of affordable housing contribution would be based on a density of 7.25 units per acre based on the total size of the property. This percentage is based on the density of the total number of residential units under the latest conceptual plans currently undergoing design

review. Per KZC 112, the payment in lieu of constructing affordable housing would be established prior to issuance of any building permits for the project and payment deposited in the City's Housing Trust Fund account. The Planning Commission asked if there was a way to keep the affordable housing funds for use in Kirkland. Staff explained that the City's Housing Trust Fund account contributes funds to the A Regional Coalition for Housing (ARCH), a partnership of the County and East King County Cities to develop affordable housing on a regional basis.

- PLA 14 zone (Exhibit F): Amendments related to Lake Washington Institute of Technology (LWIT) to implement policy guidance for a future campus expansion to allow market rate, affordable, residential suites or dormitory residential uses per established development standards. A future expansion of the campus would require a separate public review and hearing process. Policies RH 47-51 provides the policy support for this amendment.
- Miscellaneous Zoning Code Sections (Exhibits G-I): Amendments to replace references to the NE 85th Street Subarea Plan with Rose Hill Business District (RHBD) or North/South Rose Hill Neighborhood Plan with Rose Hill Neighborhood Plan. With the adoption of the Rose Hill Neighborhood Plan, the North and South Rose Hill Neighborhood Plan chapters were consolidated into one plan and the NE 85th Street Subarea Plan chapter was deleted. Therefore, these Zoning Code references need to be revised.

Criteria for Amending the Zoning Map and Zoning Code

KZC Section 130.20 relates to amendments to the Zoning Map criteria. The City may decide to approve a legislative rezone only if it finds that:

1. Conditions have substantially changed since the property was given its present zoning or the proposal implements the policies of the Comprehensive Plan; and
2. The proposal bears a substantial relationship to the public health, safety, or welfare; and
3. The proposal is in the best interest of the community of Kirkland.

KZC Section 135.25 relates to amendments to the Zoning Code text. The City may amend the text of this code only if it finds that:

1. The proposed amendment is consistent with the applicable provisions of the Comprehensive Plan; and
2. The proposed amendment bears a substantial relation to public health, safety, or welfare; and
3. The proposed amendment is in the best interest of the residents of Kirkland, and
4. When applicable, the proposed amendment is consistent with the Shoreline Management Act and the City's adopted shoreline master program.

Conclusions:

The proposed amendments to the Zoning Map for the rezones and Zoning Code amendments are consistent with the above criteria, Comprehensive Plan, Rose Hill Neighborhood Plan, Growth Management Act and Countywide Planning Policies.

As desired mixed-use development occurs in the Rose Hill Business District in the future, the amendments to the RH 3 district to increase lot coverage and building height and provide additional employment opportunities will provide the increased density in land use to support future improvements to transit service to the neighborhood. The allowance for additional density in the RH 5B zone provides similar benefits. The proposed amendments that would convert "ground floor" to "street level floor," along with requirements for minimum depth and liner commercial frontage requirements in the RH 8 zone, would clarify the desired size and orientation of commercial uses along NE 85th Street. The intent of the existing regulations in the RH 8 district was to allow residential uses behind commercial street uses or parking located below the street level use (similar to other commercial districts like Downtown). The amendments clarify this intent.

The proposed policy to prioritize campus expansion in underutilized portions of the Lake Washington Technical Institute campus will prioritize protection of the wooded steep slope. The proposed amendments bear a substantial relation to the public health, safety, and welfare because they would encourage utilization of the already-developed portion of the college campus and protect surrounding sensitive natural areas. The future addition of housing at the college campus will help the college meet existing needs for student and staff housing. Any future expansion of the campus would need to go through a public review process, including environmental review.

Compliance with State Environmental Policy Act (SEPA) - Environmental Review

A SEPA addendum to the City of Kirkland 2015 Comprehensive Plan Update Draft and Final Environmental Impact Statement was issued on the draft amendments on March 15, 2019 and is contained in the official file in the Planning and Building Department. The SEPA Addendum indicates that the proposed amendments would not result in new environmental impacts beyond those identified for the Comprehensive Plan Update.

Submittal of Draft Plans to the Department of Commerce

Under RCW 36.70A.106, the City is required to submit a Notice of Intent to Adopt along with any amendments to development regulations to the Washington Department of Commerce (DOC) at least 60 days prior to final adoption. DOC may review the draft regulations to confirm that they are consistent with the GMA, and with multi-regional and regional planning policies. The City submitted the Intent to Adopt the Draft amendments to the Department of Commerce on February 15, 2019 and has not received any comments.

Public Outreach

Zoning Code Chapters 135 and 160 describe the Process IV process for legislative amendments to the Comprehensive Plan, Zoning Code and Zoning Map. For these code requirements, public notice was distributed 14 calendar days before the public hearing and included: a notice of the amendments that was published in the official newspaper, postings on official notification boards of the City, and postings on the City's website. A public notice board was installed in front of the four properties for the rezones on 126th Avenue NE. Although not required, a courtesy postcard was mailed to property owners and residents located within each zone and 300 feet from the zones where amendments are proposed. Previously, as part of the neighborhood plan update process, the public was notified of all the land use study area proposals prior to the public hearing for the neighborhood plan. Code amendments are described on the project webpage at www.kirklandwa.gov/RHBT85 and email announcements

were sent to participants of the Rose Hill Neighborhood listserv. In addition, staff produced a video to inform the public about the function of street-level commercial spaces in the context of neighborhood planning. Here is a [link](#) to the video on YouTube.

Public Comment Themes and Staff Response

Attachment 3 contains the public comments received before and at the public hearing. The key themes are summarized below. *Staff responses to the comments are in italics.*

The majority of the comments received are duplicates of the same topics related to the proposed RH 8 zoning and many refer to the Continental Divide project proposed on NE 85th Street between 131-132nd Avenue NE. Staff is not in a position to debate the merits of the design of the Continental Divide project because it is undergoing a quasi-judicial review process. Instead, staff provides the legislative code amendments to clarify the existing zoning regulations that conform to the Comprehensive Plan, respond to the changing conditions and needs of the City and comply with the approval criteria (KZC 135 Zoning Code Text Amendments). A few emails were received related to the proposed amendments to the PLA 14, Lake Washington Institute of Technology campus, in support of adding housing at the campus, including from President of the Lake Washington Institute of Technology Dr. Amy Morrison. Other comments expressed concerns about potential expansion into the steep slope area of the campus.

Public Comments Related to RH 8 Amendments:

- The RH 8 zone in the East End of the business district is labeled office on the zoning map and is considered small scale, lower density development and therefore, stacked dwelling units should not be permitted on the ground floor. Changing the term to street level floor would allow residential on the ground floor.

Staff Response: The Comprehensive Plan Land Use Element designates the Rose Hill Business District (RHBD) as a mixed-use office and residential corridor district. The Rose Hill Neighborhood Plan sets forth policies for the type of land use pattern intended for the Rose Hill Business District. The goals of the business district over time are to improve and transform the area from strip-style one story commercial uses along an old state highway, to a more pedestrian friendly, mixed use commercial and residential district with both regional and local commercial uses. These key strategies have been in place since the original NE 85th Street Subarea Plan adoption in 2001, with existing zoning in place since 2006, and are included in the updated Rose Hill Neighborhood Plan.

The Neighborhood Center and Regional Center areas of the District near I-405 allow a range of building heights from 45 feet to 67 feet above average building elevation (depending on the zone). The East End of the RH 8 zone allows a mix of residential uses, and less intensive mixed use commercial and residential uses with commercial uses limited to no greater than 4,000 sq. ft. gross floor area. As in all the RHBD zones, commercial uses (retail or office) are encouraged to be oriented to NE 85th Street. Other policies encourage minimizing curb cuts, consolidating access on NE 85th ST, 124th Avenue NE and 132nd Avenue NE, and locating buildings at the front of lots along NE 85th Street with parking underneath, at the rear of buildings, or behind or adjacent to

buildings. Policies intended to minimize impacts on the surrounding neighborhood discourage cut through traffic through neighborhoods and on side streets and encourage locating driveways as close to NE 85th Street as feasible, and support noise and light studies for certain commercial uses to minimize impacts to residential areas. Traffic calming improvements have been installed since original District policies were adopted. Allowing residential uses on the street-level of the RH 8 zone would not compromise the smaller-scale residential and mixed-use character of the East End neighborhood.

- Do not change the ground floor definition to street level floor. Changing the definition to street level will allow more residential units on the first level behind the commercial uses and allow a parking garage below grade.

Staff Response: As described earlier in the memo, staff has found over time that the term street level floor better describes the desired orientation and pedestrian access of commercial uses along the NE 85th Street frontage (especially with properties containing sloped topography, which is the case along NE 85th Street). The proposed amendments clarify the intent. The amendment could incrementally increase the number of residential units developed as part of mixed-use projects in the RH 8 district, although residential densities for stacked dwelling units are already unlimited in this district (but subject to building height, setback, and other limitations imposed by development regulations).

- Specify a density limit for stacked dwelling units (like in MSC 1 and 4 zones) to prevent inappropriately dense developments

Staff Response: As in a majority of the larger commercial districts in the city, including the Rose Hill Business District, mixed use residential and commercial uses are encouraged to support transit access and the 10-minute neighborhood planning and land use concept. The number of dwelling units allowed is based on the development restrictions for the site and ground floor/street level floor uses. Development standards such as types of uses, setbacks, landscape buffers, maximum building height, and parking will limit the number of dwelling units allowed.

- Require floor to ceiling height to be 15 feet so a parking garage would not be permitted

Staff Response: The RH 8 zone already requires a minimum of 15 feet of floor to ceiling height on the ground floor. Changing the term to street level would clarify that parking could be provided below grade or behind liner commercial, which is a preferred design as described in the Rose Hill Neighborhood Plan, Rose Hill Business District Design Guidelines and Design Regulations in Zoning Code Chapter 92.

- Specify a minimum commercial width frontage along the street or minimum amount of commercial use on the ground floor to prevent developer loopholes that would result in narrow commercial frontages along the street.

Staff Response: As discussed above, staff studied this request and recommends that a minimum 60% of the linear frontage of a property along NE 85th Street include commercial uses. Exhibit D includes this requirement.

- Require commercial frontage on 131nd and 132nd Ave NE; otherwise, residential uses on the ground floor will face commercial uses across the street on 131nd Avenue NE and 132nd Avenue NE.

Staff Response: Requiring commercial frontage on side streets in addition to NE 85th Street is not necessary. Depending on the depth and property location, residential uses are located across the street on side streets in the Neighborhood Center and East End zones (including RH 8). Requiring commercial frontage along side streets would likely not be successful unless they are office uses. On corner properties, vehicular access is desired from side streets rather than NE 85th Street because of the volume and speed of cars along NE 85th Street.

- Change the way maximum building height is calculated on slopes in the Rose Hill Business District to protect privacy, noise level and solar access for homes at the bottom of the slope.

Staff Response: There are no changes proposed to the method for calculating building height. Common to most zones in the City the maximum building height is calculated using the average grade of the subject property (average building elevation is a defined term) to respond to varying topography changes or height above adjacent streets. This includes the low-density single family RSX 7.2 zones located north and south of the RH 8 zones which allow homes to go up to 30 feet above average building elevation. Structures located within 30 feet of a parcel in a low-density zone have additional limitations on structure size to mitigate for impacts on single family homes (see KZC 115.136 and RH 8 General Regulations). The Planning Commission recommended that a study of the way building height is measured in the Rose Hill Business District be added to the Planning Work Program.

Public Comments Related to Amendments for Lake Washington Institute of Technology (LWIT)

- President Morrison raised concerns that the proposed amendments to PLA 14 would be too restrictive in that they would prioritize new development on the existing surface parking lot rather than allowing development to extend into the slope and Native Growth Protection Easement on the west side of the property.

Staff Response: The regulations as written are intended to establish the priorities for evaluating a future campus expansion and an environmental analysis (including geotechnical soils report) would need to be conducted to determine whether development of the steeply-sloped area is warranted. If the criteria in the regulations are met, limited development of the sloped/Native Growth Protection Easement could be possible. Staff has conveyed this response directly to President Morrison.

- Emails in support of allowing housing on the Lake Washington Institute of Technology campus.
- Emails expressing concerns about future development on slope on the west side of the campus.

Staff Response: See response immediately above.

Attachments:

1. Map of RH zones where amendments are proposed
2. Map where PLA 14 is located
3. Public Comments received to date

Enclosures:

Ordinance 4683- Zoning Map and Zoning Code Amendments

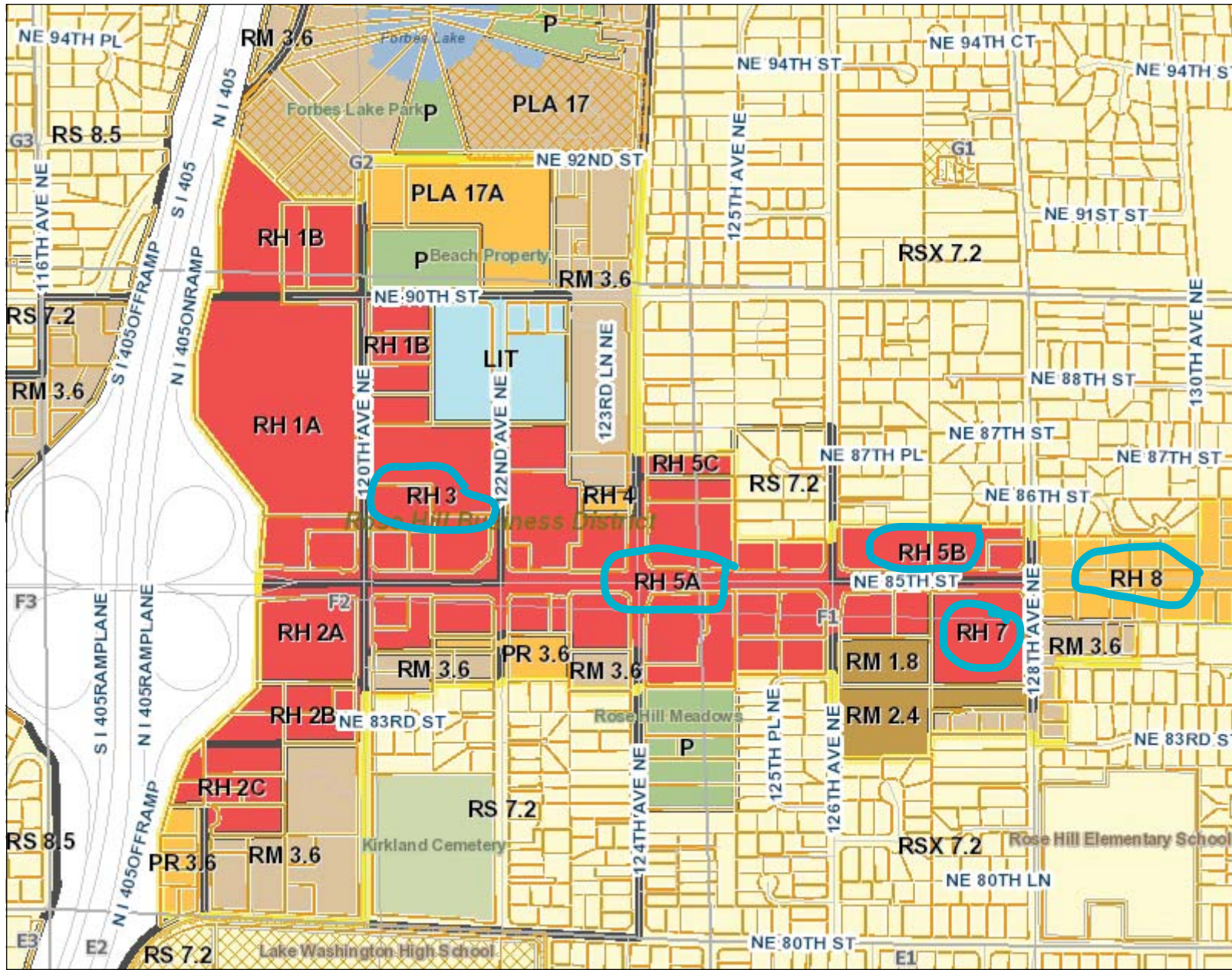
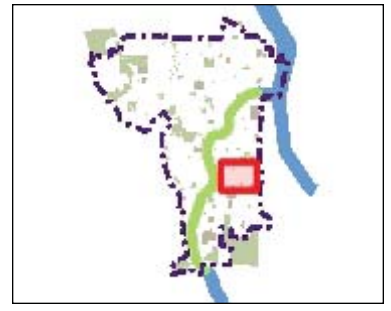
Exhibits:

- A. Zoning Map amendment
- B. RH 5A-5B amendments
- C. RH 7 amendments
- D. RH 8 amendments
- E. RH 3 amendments
- F. PLA 14 amendments
- G. RM, RMA amendments
- H. LIT amendments
- I. 142 amendments

cc: File Number CAM19-00043



Ground Floor Retail Study



Legend

- City Limits
- Grid
- QQ Grid
- Cross Kirkland Corridor
- Regional Rail Corridor
- Streets
- Parcels
- Lakes
- Parks
- Schools
- Overlay Zones
 - (EQ)
 - (HL)
 - (HP)
- Planned Unit Development
- Design District
- City Zoning
 - Commercial
 - Industrial
 - Transit Oriented Development
 - Office
 - High Density Residential
 - Medium Density Residential
 - Low Density Residential
 - Institutions

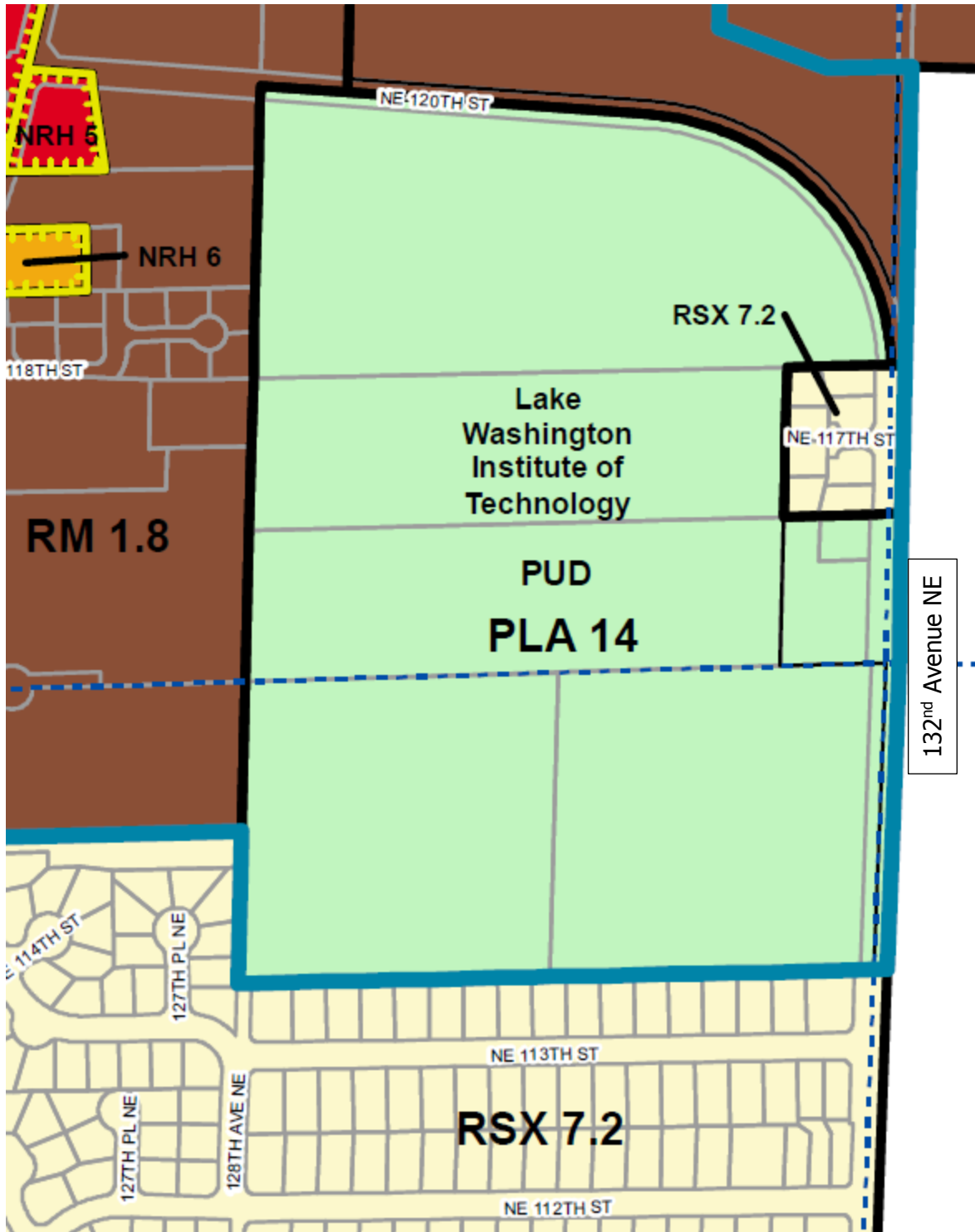
1: 7,249

Notes
 Include in ground floor retail study:
 RH3, RH5A, RH5B, RH7 and RH8
 Not included: RH1A, RH1B, RH2A,
 RH2B, RH2C, RH4 and RH5C



NAD_1983_StatePlane_Washington_North_FIPS_4601_Feet

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From: [Jeremy McMahan](#)
To: [Janice Coogan](#)
Subject: FW: Rose Hill
Date: Friday, April 05, 2019 1:47:13 PM

-----Original Message-----

From: SueShinstrom@frontier.com <SueShinstrom@frontier.com>
Sent: Friday, April 5, 2019 8:33 AM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: Rose Hill

The proposed changes to Rose Hill will make an already congested area more difficult to negotiate. A transit center that has no parking does nothing to help the already terrible traffic in that area. Two new stop lights have already been added downtown, which will slow traffic. Rose Hill can't handle that kind of development. In addition, you will lose a major shopping area - that development and Totem Lake are the only shopping districts in Kirkland that offer box style shopping, which forces Kirkland residents to take their shopping to Woodinville and Redmond.

Sue Shinstrom
521 10th Ave W

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From: [Morrison, Amy](#)
To: [Janice Coogan](#); [Thomas, Bill](#)
Subject: RE: Proposed draft Zoning Code amendments to PLA 14 related to LWIT
Date: Thursday, February 28, 2019 10:59:18 AM
Attachments: [image003.png](#)
[image001.png](#)

Okay thank you Janice for sharing the portion of the Rose Hill Neighborhood Plan that pertains to College, I appreciate it.

Amy

Dr. Amy Morrison | President



Office of the President | West Building 301
11605 132nd Avenue NE | Kirkland, WA 98034
T: (425) 739-8200 | amy.morrison@lwtech.edu
www.LWTech.edu | [@LWTechPrez](https://twitter.com/LWTechPrez)

From: Janice Coogan [<mailto:JCoogan@kirklandwa.gov>]
Sent: Wednesday, February 27, 2019 4:15 PM
To: Morrison, Amy <Amy.Morrison@lwtech.edu>; Thomas, Bill <Bill.Thomas@lwtech.edu>
Subject: RE: Proposed draft Zoning Code amendments to PLA 14 related to LWIT

Amy and Bill,

I forwarded your email to the Planning Commissioners, and I wanted to respond to your comments with a few points. I'm not sure you have seen the final version of the policies in the Rose Hill Neighborhood Plan related to the LWIT adopted in December 2018, so I've attached a copy. I believe in the final policies, we did take into consideration your comments to Joan in November. The draft code amendments for the PLA 14 zone basically incorporate the adopted policies into code requirements. Depending on the extent of your campus expansion and environmental studies, I believe the draft regulations would allow you to do what you want to. The regulations are intended to establish the priorities for evaluating future campus expansion. You would need to make a case why you couldn't utilize the existing developed portions of the site before needing to go into the hillside.

Janice Coogan

Senior Planner

City of Kirkland Planning and Building Department
123 Fifth Avenue Kirkland WA 98033

425.587.3257

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GIS mapping system now available to public at <http://maps.kirklandwa.gov>.

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From: Morrison, Amy <Amy.Morrison@lwtech.edu>

Sent: Monday, February 25, 2019 3:29 PM

To: Janice Coogan <JCoogan@kirklandwa.gov>; Thomas, Bill <Bill.Thomas@lwtech.edu>

Cc: Adam Weinstein <AWeinstein@kirklandwa.gov>

Subject: RE: Proposed draft Zoning Code amendments to PLA 14 related to LWIT

Good Afternoon Janice,

Thanks for letting me know on your progress made. Once again, I am going to raise concerns the restrictive language under PU-18: d. I have raised this concern previously as well (please see below).

The reality is that building housing on the majority of the greenbelt is improbable due to the steep slope. With that said, there are some areas in which housing could be located that would create some buffer to the rest of the campus and create an esthetically pleasing living environment versus building in the middle of our parking lots.

I ask that this be conveyed to the Commissioners again please.

Thank you again,
Amy

Dr. Amy Morrison | President



Office of the President | West Building 301
11605 132nd Avenue NE | Kirkland, WA 98034
T: (425) 739-8200 | amy.morrison@lwtech.edu
www.LWTEch.edu | [@LWTEchPrez](https://twitter.com/LWTEchPrez)

From: Goings, Amy [<mailto:Amy.Goings@lwtech.edu>]

Sent: Friday, November 02, 2018 8:50 AM

To: Joan Lieberman-Brill <JLiebermanBrill@kirklandwa.gov>
Cc: Thomas, Bill <Bill.Thomas@lwtech.edu>
Subject: RE: Rose Hill Neighborhood Plan - LWIT proposed policies

Hi Joan, thanks for your email. I plan to be at the City Council meeting on the 20th.

In addition, we are fine with this addition but would prefer that "as a last resort" be removed. And instead have the last sentence read Allow limited encroachment into the greenbelt easement subject to environmental assessment and recognition of the importance to protect this area.

We agree that the greenbelt is important however if we are held to a last resort standard, which is subjective, that may restrict our options for housing on campus.

Please let me know if I can assist further.

Amy

Dr. Amy Morrison Goings | President
Office of the President | West Building W301
11605 132nd Avenue NE | Kirkland, WA 98034
T: 425.739.8200 | amy.goings@lwtech.edu | www.LWTech.edu | @LWTechPrez

From: Janice Coogan [<mailto:JCoogan@kirklandwa.gov>]
Sent: Tuesday, February 19, 2019 3:29 PM
To: Morrison, Amy <Amy.Morrison@lwtech.edu>; Thomas, Bill <Bill.Thomas@lwtech.edu>
Subject: Proposed draft Zoning Code amendments to PLA 14 related to LWIT

Amy and Bill,

For your information, are attached draft code amendments for the PLA 14 zone that we plan to take to the Planning Commission for a study session on February 28, 2019 along with other code amendments in the Rose Hill Neighborhood. We wanted to give you an early view of the amendments.

The code amendments are intended to implement the adopted policies in the Rose Hill Neighborhood Plan, amendment requests from you, or city staff initiated to clarify the ground floor/street level requirements in the Rose Hill Business District. The full Planning Commission meeting packet for the study session will be available by Friday afternoon February 22 on the Planning Commission's webpage. Here's a [link](#).

Give me a call if you have questions. You are welcome to attend the study session or send a comment email directly to PlanningCommissioners@kirklandwa.gov.

Here is the tentative schedule for the next steps:

- March 28 public hearing before the Planning Commission
- April 16 final adoption by City Council

Of course, this schedule may change depending on the direction we receive from the Planning Commission, City Council or the amount of public interest.

Janice Coogan

Senior Planner

City of Kirkland Planning and Building Department

123 Fifth Avenue Kirkland WA 98033

425.587.3257

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From: [Adam Weinstein](#)
To: [Janice Coogan](#); [Angela Ruggeri](#)
Cc: [Jeremy McMahan](#)
Subject: FW: Rose Hill Business Code Amendments
Date: Thursday, February 28, 2019 2:38:02 PM

. . . . one more.

Adam

Adam Weinstein, AICP
Director of Planning and Building

City of Kirkland
123 5th Avenue
Kirkland, WA 98033

(425) 587-3227
aweinstein@kirklandwa.gov

From: Anthony Shoumikhin <anthony@shoumikh.in>
Sent: Thursday, February 28, 2019 11:08 AM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>; Joan Lieberman-Brill <JLiebermanBrill@kirklandwa.gov>; Adam Weinstein <AWeinstein@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>
Subject: Rose Hill Business Code Amendments

To whom it may concern:

1. Currently, all of the zones being changed can have apartments as dense as a developer wants. I don't want Rose Hill to be densely populated and oppose unlimited density for apartments.
2. A loophole in the proposed changes allows apartments on the first floor on 85th Street as long as there are "some" businesses. I don't want first floor apartments on 85th Street.
3. The city government wants to add as many apartments as possible, even on the first floor starting about 30 feet from 85th Street. That will add many more people and result in apartments lacking privacy and security. I don't want first floor apartments along the streets intersecting 85th Street. I want either 50% or 100% businesses and offices on the first floor.
4. Buildings in Rose Hill have a maximum height starting from the average height of the ground, but when built on a slope they can tower over adjacent homes. I think Rose Hill should have rules to protect the privacy, noise level, and solar access for homes at the bottom of a slope. I want rules for buildings on slopes.

Regards,
Anton Shumikhin
12717 NE 94th Ct
Kirkland, WA 98033

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From: [Jeremy McMahan](#)
To: [Janice Coogan](#)
Subject: FW: Rose Hill Rezoning
Date: Tuesday, March 19, 2019 5:07:15 PM

From: AT&T Yahoo Mail <cr8tive@frontier.com>
Sent: Tuesday, March 19, 2019 4:05 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: Rose Hill Rezoning

Dear Kirkland Planning Commission Members,

I am Lynn Armstrong and I have lived at 8534 131st AVE NE for 25 years. My property is on the NW corner of the proposed Continental Divide project and have great concerns about this high density project.

I participated in the city sponsored Solarize Kirkland project and have been stunned to discover that the city does NOT support this project nor protect residents' solar access after we have made a significant investment that was advertised to increase our green energy revenues as well as increase our property values. This proposed project will significantly impact my solar access causing a huge shadow on my whole yard for a significant time during the year. I am asking you to **protect current residents like myself with a solar easement** that would move this proposed project away from the property line and limit the height next to single family homes.

I am concerned with the limited notification provided by the city on this project. We have had concerns since hearing about this in June of 2018 that residents are not notified appropriately. Our neighbors have felt and expressed that the city has not been forthcoming on communication regarding changes for codes and zoning and this is another example. I receive an email from the city yesterday about this meeting. **One day notice is not adequate.**

This proposed zoning and terminology change is not acceptable. Making changes to benefit the developers who are not originally adhering to code, zoning and neighborhood plans should not be how the City of Kirkland functions. The applicant was vested under the existing zoning regulation.

- The east end of the Business corridor is designed to be low density and needs to remain this way.
- This project was labeled Office and now it is proposed to be unlimited density mixed use. Keep the current restriction of "no residential on the ground floor"
- Do not change the definition of ground floor to street level. **Ground floor is ground floor.**
- A building of this size will impact the character of neighborhood and encroaching on the privacy, solar access, and current residents' quality of life in this area of single family homes. **Keep the height limit to 30 feet and do not allow for exceptions.** Reorienting the plan to have tallest structures on the south side of this property would provide more of a transition into our neighborhood.
- A transition between main street commerce and residential need to be maintained and protected.
- Increase traffic from 134 apt will significantly impact our ability to enter and exit 131st AVE NE and the lack of sufficient parking will increase street parking in front of our home, both will have an impact our children's safety.

ATTACHMENT 3

We are not opposed to reasonable development in scale with a neighborhood. This project is out of scale and violate the spirit and intent of the zoning code and Rose Hill design standards and City Plan. **Do not make changes to the zoning, standards and plan to accommodate the developers.** Please help protect the Rose Hill neighborhood and keep Kirkland a safe and enjoyable place to live. Thank you for your time.

Lynn Armstrong

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From: [Joan Lieberman-Brill](#)
To: [Janice Coogan](#)
Subject: FW: Rose Hill Code Amendments
Date: Thursday, February 28, 2019 3:01:59 PM

FYI

From: Erik Carlson <erik.carlson86@gmail.com>
Sent: Thursday, February 28, 2019 3:00 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>; Joan Lieberman-Brill <JLiebermanBrill@kirklandwa.gov>; Adam Weinstein <AWeinstein@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>
Subject: Rose Hill Code Amendments

Hello,

I am a resident on NE 88th Street here in Kirkland and as such will be directly impacted by the amendments being discussed in regard to the North Rose Hill planning changes.

Like many of my neighbors, I echo their same concerns and criticisms in how these plans have been handled so far. One of my neighbors, Olivia, has done a through job of comprising some of our prevailing concerns in her own comment. I would like to echo these sentiments as I feel the care and attention used in it are outside my capabilities.

Specify Lot Size for Stacked Dwelling Units:

Because the Lot Size for Stacked Dwellings is written as "None" on the existing and proposed Use Zone Chart for RH-8, the density is unlimited. This zone needs a minimum lot size to prevent inappropriately dense developments in RH-8. The zones of MSC-1 and MSC-4 are comparable to RH-8, because they abut Market Street and are also zoned "Office Mixed Use." As examples, their minimum lot sizes per Stacked Dwelling unit:

- MSC-1: 3,600 sq. ft.
- MSC-4 west of Market Street: 3,600 sq. ft.
- MSC-4 east of Market Street: 1,800 sq. ft.

I am not necessarily suggesting these minimums, but I am suggesting that a minimum be established.

Specify Commercial Frontage Width:

The proposed code amendment for Stacked Dwellings in RH-8 establishes a minimum depth and minimum average depth but doesn't establish a width nor does it define how much commercial use is required. All but three* of Kirkland's zones requiring commercial frontage define commercial frontage as 100% by omitting Stacked Dwellings from the street level floor uses like this: "The street level floor of all buildings shall be limited to one or more of the following uses: Retail; Restaurant or Tavern; Hotel or Motel; Entertainment, Cultural and/or Recreational Facility; or Office" (KZC 54.08 5a)

Then outlining the exception for street level residences as needing a commercial buffer from the street like this:

“Other uses allowed in this zone and parking shall not be located on the street level floor unless an intervening commercial frontage is provided between the street and those other uses or parking subject to the standards above.” (KZC 54.08 5b)

RH-8 should include this pattern of language to reflect other zones and prevent a loophole in which a building could be designed with a 4-foot-wide and 30-foot-deep commercial space. Such a loophole exists in TL-6A and TL-6B and should be closed there also.

**Three zones that don't require or define 100% commercial frontage width: TL-6A and TL-6B which have unspecified width and YBD-1 which has at least 50% width.*

Specify Percentage of Commercial at Street Level:

The zone abutting RH-8 to the west is RH-7. Its General Regulations include a minimum of 50% of the total gross floor area on the ground floor be commercial use.

“At least 50 percent of the total gross floor area located on the ground floor of all structures on the subject property must contain retail establishments, restaurants, taverns, hotels or motels. These uses shall be oriented to NE 85th Street, a major pedestrian sidewalk, a through-block pedestrian pathway or an internal pathway (see also Chapter 92 KZC).” (KZC 53.72.4)

I propose adding this pattern of language (replacing the list of commercial uses with those allowed in RH-8) to RH-8, because:

1. The more residences an area adds, the more walkable commercial services will be needed.
2. Commercial uses are pedestrian-friendly, which is a stated goal for the Rose Hill Business District
3. Residences are not pedestrian-friendly because residences are not useful pedestrian destinations like a commercial use could be.
4. Residences at the street level lack privacy and security.

Specify Conditions for Slopes:

Buildings on slopes are not addressed in the “Height of Structure” column on Kirkland’s Use Zone Charts. There should be language defining the height of buildings on slopes, because facades on slopes that abut low density zones can tower above homes at the bottom of the slope. I propose using language like this to address slopes (with 30’ as an example):

“30' above average building elevation. No façade abutting a low-density zone shall exceed 30' unless that façade is set back from the property line of the low-density zone by the same amount as that façade’s height.”

For example, a 50-foot-tall façade could abut a low-density property if it was 50’ from the property line. This is intended to protect the privacy, noise level, and solar access of low-density properties.

Thank you for your time and patience,

Erik Carlson

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From: [Joan Lieberman-Brill](#)
To: [Janice Coogan](#)
Subject: FW: Concerns for Rose Hill Rezone
Date: Thursday, February 28, 2019 2:53:02 PM

FYI

From: Jackie Kilby <jaccki01@gmail.com>
Sent: Thursday, February 28, 2019 2:51 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>; Joan Lieberman-Brill <JLiebermanBrill@kirklandwa.gov>; Adam Weinstein <AWeinstein@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>
Subject: Concerns for Rose Hill Rezone

Hello,

I am a resident at 12861 NE 88th St here in Kirkland, on the lovely Rose Hill. I (like many people) have some concerns I would like to voice regarding the idea to rezone this area.

Specify Percentage of Commercial at Street Level:

The zone abutting RH-8 to the west is RH-7. Its General Regulations include a minimum of 50% of the total gross floor area on the ground floor be commercial use.

“At least 50 percent of the total gross floor area located on the ground floor of all structures on the subject property must contain retail establishments, restaurants, taverns, hotels or motels. These uses shall be oriented to NE 85th Street, a major pedestrian sidewalk, a through-block pedestrian pathway or an internal pathway (see also Chapter 92 KZC).” (KZC 53.72.4)

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Specify Conditions for Slopes:

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“30' above average building elevation. No façade abutting a low-density zone shall exceed 30' unless that façade is set back from the property line of the low-density zone by the same amount as that façade's height.”

For example, a 50-foot-tall façade could abut a low-density property if it was 50' from the property line. This is intended to protect the privacy, noise level, and solar access of low-density properties.

Thank you for your consideration in this matter.

Sincerely,
Jacqueline Kilby

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From: [Lenae Nofziger](#)
To: [Janice Coogan](#)
Subject: Housing at Lake Washington Institute of Technology
Date: Monday, March 18, 2019 7:16:14 PM

Hello,

I fully support the idea of building campus housing at Lake Washington Institute of Technology. This would serve those who work there well and would prevent them from having to commute long distances. It's a good use of resources and a win-win for both the school and its faculty, staff, and students.

All the best,
Lenae Nofziger
Kirkland, WA

Lenae Nofziger

Associate Professor | Department of English

Assistant Dean | College of Arts & Sciences

Office 425-889-5730

lenae.nofziger@northwestu.edu | northwestu.edu

US News & World Report Best Value

From: [Jeremy McMahan](#)
To: [Janice Coogan](#)
Subject: FW: Rose Hill Business Code Amendments
Date: Wednesday, March 20, 2019 9:07:33 AM

From: Lynda Riversinc <riversinc2@gmail.com>
Sent: Tuesday, March 19, 2019 9:29 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: Rose Hill Business Code Amendments

Dear Planning Commission,

I m writing in regards to proposed Rose Hill Business Code Amendments. I am opposed to allowing apartments on the first floor of any of the new proposed buildings, I see no reason for it. it seems to me the community is better served to keep any of these new buildings on Rose Hill as mixed use, with businesses on the ground floor. I can only guess that you are making these changes to keep some large cooperate builder happy, which is so very wrong. You are suppose to be here for the community as a whole, not some big builder best interest. also, (I know this is most likely the wrong email for all of this) two other issues for any of these large proposed building period. Traffic (you keep added housing etc with out improving the infrastructure - people don't all take buses, even when they do they still have cars!!) and second, affordability. We don't need more high end apartments period, we need something low and even mid cost - over building will not create this, but the permit process could.... *please consider it.*

As long as you keep building without improving the infrastructure any, or maintaining a place for small business to operate, you will be making this city unlivable - or close to it.

Please keep me informed of any future decisions made in regards to the Rose Hill Neighborhood.
Lynda Myra / Kirkland resident since 1983
riversinc2@gmail.com

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From: [Jeremy McMahan](#)
To: [Janice Coogan](#)
Subject: FW: Rose Hill Business Code Amendments
Date: Wednesday, March 20, 2019 9:07:33 AM

From: Lynda Riversinc <riversinc2@gmail.com>
Sent: Tuesday, March 19, 2019 9:29 PM
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As long as you keep building without improving the infrastructure any, or maintaining a place for small business to operate, you will be making this city unlivable - or close to it.

Please keep me informed of any future decisions made in regards to the Rose Hill Neighborhood.

Lynda Myra / Kirkland resident since 1983

riversinc2@gmail.com

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From: [Joan Lieberman-Brill](#)
To: [Janice Coogan](#)
Subject: FW: Proposed amendments to Rose Hill Neighborhood
Date: Thursday, February 28, 2019 4:25:27 PM

FYI

From: Linda Young <youngym64@gmail.com>
Sent: Thursday, February 28, 2019 4:19 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>; Joan Lieberman-Brill <JLiebermanBrill@kirklandwa.gov>; Adam Weinstein <AWeinstein@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>
Subject: Proposed amendments to Rose Hill Neighborhood

Dear Kirkland Planning Commission Members,

I am submitting the following public comment regarding the proposed code amendments to the Rose Hill Neighborhood.

I am most concerned about RH-8. Crucial attributes are unspecified in RH-8 which could allow for properties that invade the privacy, solar access, quality of life, vehicle access, noise levels, and property values for low density neighborhoods abutting RH-8. Especially concerning is that these new buildings are being placed in single family, residential areas. For example, the apartment complex proposed for the corner of 132nd and 85th. This development will impede the entering/exiting of residents of 131st and 87th streets. Increasing the allotted size of this complex will further impede an already impossible traffic situation especially considering there are no amendments for traffic flow.

I recommend these attributes be specified:

Specify Lot Size for Stacked Dwelling Units:

Because the Lot Size for Stacked Dwellings is written as "None" on the existing and proposed Use Zone Chart for RH-8, the density is unlimited. This zone needs a minimum lot size to prevent inappropriately dense developments in RH-8. The zones of MSC-1 and MSC-4 are comparable to RH-8, because they abut Market Street and are also zoned "Office Mixed Use." As examples, their minimum lot sizes per Stacked Dwelling unit:

- MSC-1: 3,600 sq. ft.
- MSC-4 west of Market Street: 3,600 sq. ft.
- MSC-4 east of Market Street: 1,800 sq. ft.

I am not necessarily suggesting these minimums, but I am suggesting that a minimum be established.

Specify Commercial Frontage Width:

The proposed code amendment for Stacked Dwellings in RH-8 establishes a

minimum depth and minimum average depth but doesn't establish a width nor does it define how much commercial use is required. All but three* of Kirkland's zones requiring commercial frontage define commercial frontage as 100% by omitting Stacked Dwellings from the street level floor uses like this:

"The street level floor of all buildings shall be limited to one or more of the following uses: Retail; Restaurant or Tavern; Hotel or Motel; Entertainment, Cultural and/or Recreational Facility; or Office" (KZC 54.08 5a)

Then outlining the exception for street level residences as needing a commercial buffer from the street like this:

"Other uses allowed in this zone and parking shall not be located on the street level floor unless an intervening commercial frontage is provided between the street and those other uses or parking subject to the standards above." (KZC 54.08 5b)

RH-8 should include this pattern of language to reflect other zones and prevent a loophole in which a building could be designed with a 4-foot-wide and 30-foot-deep commercial space. Such a loophole exists in TL-6A and TL-6B and should be closed there also.

**Three zones that don't require or define 100% commercial frontage width: TL-6A and TL-6B which have unspecified width and YBD-1 which has at least 50% width.*

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"At least 50 percent of the total gross floor area located on the ground floor of all structures on the subject property must contain retail establishments, restaurants, taverns, hotels or motels. These uses shall be oriented to NE 85th Street, a major pedestrian sidewalk, a through-block pedestrian pathway or an internal pathway (see also Chapter 92 KZC)." (KZC 53.72.4)

I propose adding this pattern of language (replacing the list of commercial uses with those allowed in RH-8) to RH-8, because:

1. The more residences an area adds, the more walkable commercial services will be needed.
2. Commercial uses are pedestrian-friendly, which is a stated goal for the Rose Hill Business District
3. Residences are not pedestrian-friendly because residences are not useful pedestrian destinations like a commercial use could be.
4. Residences at the street level lack privacy and security.

Specify Conditions for Slopes:

Buildings on slopes are not addressed in the "Height of Structure" column on Kirkland's Use Zone Charts. There should be language defining the height of buildings on slopes, because facades on slopes that abut low density zones can tower above homes at the bottom of the slope. I propose using language like this to address slopes (with 30' as an example):

"30' above average building elevation. No façade abutting a low-density zone shall exceed 30' unless that façade is set back from the property line of the low-density zone by the same amount as that façade's height."

For example, a 50-foot-tall façade could abut a low-density property if it was 50' from the property line. This is intended to protect the privacy, noise level, and solar access of low-density properties.

Please consider these proposals as they are intended to protect the Rose Hill neighborhood, clearly define requirements for developers, and keep Kirkland a pleasant place to work and live.

Sincerely,
Linda Young
13004 NE 87th St Kirkland WA 98033

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From: [Adam Weinstein](#)
To: [Janice Coogan](#); [Angela Ruggeri](#)
Cc: [Jeremy McMahan](#)
Subject: FW: Rose Hill Business Code Amendments
Date: Thursday, February 28, 2019 2:34:49 PM
Attachments: [image001.png](#)

. . . another comment for tonight.

Adam

Adam Weinstein, AICP
Director of Planning and Building

City of Kirkland
123 5th Avenue
Kirkland, WA 98033

(425) 587-3227
aweinstein@kirklandwa.gov

From: Marie Fromm <msf@mariefromm.com>
Sent: Thursday, February 28, 2019 11:35 AM
To: Adam Weinstein <AWeinstein@kirklandwa.gov>; Angela Rozmyn <ARozmyn@kirklandwa.gov>; Carter Bagg <CBagg@kirklandwa.gov>; Colleen Cullen <CCullen@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; John Tymczyszyn <JTymczyszyn@kirklandwa.gov>; Mathew Pruitt <MPruitt@kirklandwa.gov>; Sandeep Singhal <ssinghal@kirklandwa.gov>
Subject: Rose Hill Business Code Amendments

Greetings,

As the homeowner of 12861 NE 88th St, I have concerns about this zoning change. Placing high density housing - without appropriate limits - adjoining low density neighborhoods such as ours destroys our quality of life, impairs vehicle access, creates noise and will reduce our property values.

- Specify Reasonable Lot Size for Stacked Dwelling Units on RH-8 to prevent inappropriately dense dwelling units
 - The Lot Size for Stacked Dwellings is written as “None” on the existing and proposed Use Zone Chart for RH-8, the density is unlimited. This zone needs a minimum lot size to prevent inappropriately dense developments in RH-8
- Specify Commercial Frontage Width for the RH-8 to prevent developer loopholes:
 - The proposed code amendment for Stacked Dwellings in RH-8 establishes a minimum depth and minimum average depth but doesn’t establish a width nor does it define how much commercial use is required.

- Specify Percentage of Commercial at Street Level
 - The more residences an area adds, the more walkable commercial services will be needed. Residences on the ground floor are not pedestrian-friendly because residences are not useful pedestrian destinations like a commercial use could be.
 - First floor Commercial uses are pedestrian-friendly, which is a stated goal for the Rose Hill Business District. Specifying the majority as Commercial Frontage Width is vital.

- Specify Conditions for Slopes
 - Buildings on slopes are not addressed in the “Height of Structure” column on Kirkland’s Use Zone Charts. There should be language defining the height of buildings on slopes, because facades on slopes that abut low density zones can tower above homes at the bottom of the slope
 - eg: “30' above average building elevation. No façade abutting a low-density zone shall exceed 30' unless that façade is set back from the property line of the low-density zone by the same amount as that façade’s height.”

Please consider these proposals as they are intended to protect the Rose Hill neighborhood, clearly define requirements for developers, and keep Kirkland a pleasant place to work and live.

Thank you,

- Marie Fromm & Connie Eronson
 12861 NE 88th St, Kirkland, WA

10 L L more L 5,20 King L unit 10 unit of 10 per 1	This use may not be located on the ground floor of a structure. 1. The street level floor of the building shall include commercial use. The commercial use shall be oriented toward NE 85 th Street and have a minimum depth of 20 feet and an average depth of at least 30 feet (as measured from the face of the building along the street). Lobbies for this use are allowed within the commercial frontage, provided they do not exceed 20 percent of the building's linear commercial frontage along the street. The Planning Director or Design Review Board may approve a minor reduction in the depth requirements if the applicant demonstrates that the requirement is not feasible given the configuration of existing or proposed improvements and the design of the retail frontage will maximize visual interest. 1-2. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use. 1. This use may not be located on the ground floor of a structure. 1. The street level floor of the building shall include commercial use. The commercial use shall be oriented toward NE 85 th Street and have a minimum depth of 20 feet and an average depth of at least 30 feet (as measured from the face of the building along the street). Lobbies for this use are allowed within the commercial frontage, provided they do not exceed 20 percent of the building's linear commercial frontage along the street. The Planning Director or Design Review Board may approve a minor reduction in the depth requirements if the applicant demonstrates that the requirement is not feasible given the configuration of existing or proposed improvements and the design of the commercial frontage will maximize visual interest. 2. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use. 1. No parking is required for day-care or school ancillary to the use.
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ATTACHMENT 3

to the Washington State Public Records Act, Chapter 42.56 RCW, and may be subject to disclosure to a third party requestor, regardless of any claim of confidentiality or privilege asserted by an external party.

From: [Adam Weinstein](#)
To: [Janice Coogan](#); [Angela Ruggeri](#)
Cc: [Janice Coogan](#)
Subject: FW: Rose Hill Business Code Amendments
Date: Thursday, February 28, 2019 2:35:58 PM

From: Olga Sirenko <olga@shoumikh.in>
Sent: Thursday, February 28, 2019 11:27 AM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>; Joan Lieberman-Brill <JLiebermanBrill@kirklandwa.gov>; Adam Weinstein <AWeinstein@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>
Subject: Rose Hill Business Code Amendments

To whom it may concern:

1. Currently, all of the zones being changed can have apartments as dense as a developer wants. I don't want Rose Hill to be densely populated and oppose unlimited density for apartments.
2. A loophole in the proposed changes allows apartments on the first floor on [85th Street](#) as long as there are "some" businesses. I don't want first floor apartments on [85th Street](#).
3. The city government wants to add as many apartments as possible, even on the first floor starting about 30 feet from [85th Street](#). That will add many more people and result in apartments lacking privacy and security. I don't want first floor apartments along the streets intersecting [85th Street](#). I want either 50% or 100% businesses and offices on the first floor.
4. Buildings in Rose Hill have a maximum height starting from the average height of the ground, but when built on a slope they can tower over adjacent homes. I think Rose Hill should have rules to protect the privacy, noise level, and solar access for homes at the bottom of a slope. I want rules for buildings on slopes.

Regards,
Olga Sirenko
[12717 NE 94th Ct](#)
[Kirkland, WA 98033](#)

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From: [Joan Lieberman-Brill](#)
To: [Janice Coogan](#)
Subject: FW: Public Comment on Rose Hill Business Code Amendments
Date: Wednesday, February 27, 2019 12:51:26 PM

FYI

From: Olivia A <okayall@outlook.com>
Sent: Wednesday, February 27, 2019 12:46 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>; Joan Lieberman-Brill <JLiebermanBrill@kirklandwa.gov>; Adam Weinstein <AWeinstein@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>
Subject: Public Comment on Rose Hill Business Code Amendments

Dear Kirkland Planning Commission Members,

I am submitting the following public comment regarding the proposed code amendments to the Rose Hill Neighborhood.

I am most concerned about RH-8. Crucial attributes are unspecified in RH-8 which could allow for properties that invade the privacy, solar access, quality of life, vehicle access, noise levels, and property values for low density neighborhoods abutting RH-8. I recommend these attributes be specified:

Specify Lot Size for Stacked Dwelling Units:

Because the Lot Size for Stacked Dwellings is written as “None” on the existing and proposed Use Zone Chart for RH-8, the density is unlimited. This zone needs a minimum lot size to prevent inappropriately dense developments in RH-8. The zones of MSC-1 and MSC-4 are comparable to RH-8, because they abut Market Street and are also zoned “Office Mixed Use.” As examples, their minimum lot sizes per Stacked Dwelling unit:

- MSC-1: 3,600 sq. ft.
- MSC-4 west of Market Street: 3,600 sq. ft.
- MSC-4 east of Market Street: 1,800 sq. ft.

I am not necessarily suggesting these minimums, but I am suggesting that a minimum be established.

Specify Commercial Frontage Width:

The proposed code amendment for Stacked Dwellings in RH-8 establishes a minimum depth and minimum average depth but doesn’t establish a width nor does it define how much commercial use is required. All but three* of Kirkland’s zones requiring

commercial frontage define commercial frontage as 100% by omitting Stacked Dwellings from the street level floor uses like this:

“The street level floor of all buildings shall be limited to one or more of the following uses: Retail; Restaurant or Tavern; Hotel or Motel; Entertainment, Cultural and/or Recreational Facility; or Office” (KZC 54.08 5a)

Then outlining the exception for street level residences as needing a commercial buffer from the street like this:

“Other uses allowed in this zone and parking shall not be located on the street level floor unless an intervening commercial frontage is provided between the street and those other uses or parking subject to the standards above.” (KZC 54.08 5b)

RH-8 should include this pattern of language to reflect other zones and prevent a loophole in which a building could be designed with a 4-foot-wide and 30-foot-deep commercial space. Such a loophole exists in TL-6A and TL-6B and should be closed there also.

**Three zones that don't require or define 100% commercial frontage width: TL-6A and TL-6B which have unspecified width and YBD-1 which has at least 50% width.*

Specify Percentage of Commercial at Street Level:

The zone abutting RH-8 to the west is RH-7. Its General Regulations include a minimum of 50% of the total gross floor area on the ground floor be commercial use.

“At least 50 percent of the total gross floor area located on the ground floor of all structures on the subject property must contain retail establishments, restaurants, taverns, hotels or motels. These uses shall be oriented to NE 85th Street, a major pedestrian sidewalk, a through-block pedestrian pathway or an internal pathway (see also Chapter 92 KZC).” (KZC 53.72.4)

I propose adding this pattern of language (replacing the list of commercial uses with those allowed in RH-8) to RH-8, because:

1. The more residences an area adds, the more walkable commercial services will be needed.
2. Commercial uses are pedestrian-friendly, which is a stated goal for the Rose Hill Business District
3. Residences are not pedestrian-friendly because residences are not useful pedestrian destinations like a commercial use could be.
4. Residences at the street level lack privacy and security.

Specify Conditions for Slopes:

Buildings on slopes are not addressed in the “Height of Structure” column on Kirkland’s Use Zone Charts. There should be language defining the height of buildings on slopes, because facades on slopes that abut low density zones can tower above

ATTACHMENT 3

homes at the bottom of the slope. I propose using language like this to address slopes (with 30' as an example):

“30' above average building elevation. No façade abutting a low-density zone shall exceed 30' unless that façade is set back from the property line of the low-density zone by the same amount as that façade's height.”

For example, a 50-foot-tall façade could abut a low-density property if it was 50' from the property line. This is intended to protect the privacy, noise level, and solar access of low-density properties.

Please consider these proposals as they are intended to protect the Rose Hill neighborhood, clearly define requirements for developers, and keep Kirkland a pleasant place to work and live.

Sincerely,

Olivia Ahna

8402 132nd Ave NE

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From: [Jeremy McMahan](#)
To: [Janice Coogan](#)
Subject: FW: Rose Hill Business Code Amendments
Date: Tuesday, March 19, 2019 1:56:29 PM

-----Original Message-----

From: Paula Christiansen <pkmmad001@frontier.com>
Sent: Tuesday, March 19, 2019 1:46 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: Rose Hill Business Code Amendments

Dear Commissioners,

Although I am nostalgic for the "old" Kirkland, I agree that we need greater residential density. However, I think we need to support opportunities for residents to meet and mingle. Those opportunities, I believe, are provided in public spaces such as shops (including full-scale grocery stores and drugstores) and restaurants and small parks and community centers (including libraries, senior centers, performance spaces, and places of worship, among others). They are NOT provided by uninterrupted miles of apartment buildings.

Therefore I think that Kirkland is not best served by having large blocks of residence-only buildings. Even in mixed-use buildings, I don't think first-floor apartments are best use of the space along public streets.

I ask that you forbid residences on the ground floor of apartment/mixed-use buildings adjacent to a public street.

I also don't want to subsidize the developers (and add to residential tension) by allowing them to depend upon street parking for their tenants'/clients' needs, so I ask that you require that adequate, even ample, parking be provided on the property being developed.

Thank you.

Paula Christiansen

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From: [Rex Rempel](#)
To: [Janice Coogan](#)
Subject: housing at Lake Washington Tech
Date: Monday, March 18, 2019 7:06:27 PM

I think it's a great idea to permit campus housing for Lake Washington. We need affordable housing. I have lived in faculty housing at Northwest U (also in Kirkland) for 17 years, and it has been a god-send. It has allowed us to live where we work. This meant having 1 less car and saving hundreds of hours every year. If not for this, we'd have to live an hour away possibly.

I am all for LWTech getting campus housing, if they see fit.

Rex Rempel
Kirkland, WA

Rex Rempel, LICSW
Social worker and professor of Behavioral Health
RexR.MSW@gmail.com
(206) 639-5625

From: [Joan Lieberman-Brill](#)
To: [Janice Coogan](#)
Subject: FW: Rose Hill Business Code Amendments
Date: Thursday, February 28, 2019 12:15:13 PM
Attachments: [February 28_KirlandPlanning.docx](#)

FYI

From: Michele Westmorland <michele@westmorlandimages.com>
Sent: Thursday, February 28, 2019 12:14 PM
To: planningcommissioners@kirkland.gov; [Joan Lieberman-Brill <JoanLiebermanBrill@kirklandwa.gov>](mailto:JoanLieberman-Brill@kirklandwa.gov);
[Adam Weinstein <AdamWeinstein@kirklandwa.gov>](mailto:AdamWeinstein@kirklandwa.gov); ktriplett@kirkland.gov
Subject: Rose Hill Business Code Amendments

Please see the attached letter of concern for the planning meeting to be held this evening at Kirkland City Hall.

Michele Westmorland



Director/Photographer
Phone: 425-896-8113
HEADHUNT REVISITED
www.headhuntrevisited.org

Help us finish this documentary! [Tax-deductible donations](#) through DER



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From: [Joan Lieberman-Brill](#)
To: [Janice Coogan](#)
Subject: FW: Rose Hill Code Amendments
Date: Wednesday, March 13, 2019 4:01:35 PM
Attachments: [image001.png](#)
[image002.png](#)

FYI

From: Roger Wright <wright.roger15@gmail.com>
Sent: Wednesday, March 13, 2019 3:56 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>; Joan Lieberman-Brill <JLiebermanBrill@kirklandwa.gov>; Adam Weinstein <AWeinstein@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>
Subject: Rose Hill Code Amendments

Good afternoon Planning Commission,

I recently attended the 3.5 hour Code Amendments meeting to unfortunately hear the agenda quickly skim through the proposed changes to RH 8, even though that was the reason the vast majority of the crowd was in attendance. I will not be able to attend the public hearing, so I wanted to voice my concerns to you ahead of time. The comment that put things into perspective for me is that the proposed project in RH 8 has a density of almost 60 units per acre (133 units over 2.26 acres), located almost 1 mile from I-405 and the proposed BRT station. This seems like there is an unintentional loophole that directly contradicts the RH 8 Design Guidelines (below) which states "Small Scale Mixed Use" and "Lower Intensity." Further, as part of the last meeting, Colleen started, to general agreement from the commission, that higher density should be aggregated closer to I-405. Please consider one of the following for RH-8:

1. Do not make proposed changes and instead clearly define ground floor as the level adjacent to 85th. By doing that, no residential will be allowed on the ground floor, and the ceiling height must be 15 feet. That would only allow one level of residential above the commercial to fit into the 30 ft height requirements. The way the current zoning stands, developers attempt to call the parking garage "ground level" so they don't have to abide by the 15 ft height minimum on the first level and then they can maximize density on upper levels. If you don't believe me, this is a direct quote from Merit Homes to the City (that was obtained from a public records request), arguing for their parking garage (which is below 85th Street) to be Ground Level, hence allowing residential units at the level of 85th without the 15 ft first floor height requirements:

"The term "ground floor" may be open to interpretation. Continental Divide interprets "ground floor" to mean, in this case, the access through the garage on 132nd, which is the main North South street with multiple lanes and a traffic light at 85th."

2. Make RH-8 consistent with the rest of 85th whereas 50% of street level must be commercial. By having only 20-30 ft of commercial, it allows a developer to put up a thin commercial facade to disguise a large multifamily development which contradicts the overall plan to make the east end more pedestrian friendly. Similar to point 3 below, it also creates unevenness along 131st st.

Policy/ Regulatory Document	Zoning District				
	RH3	RH5A	RH5B	RH7	RH8
Design Guidelines	<ul style="list-style-type: none"> Identified for Master Plan development Commercial use emphasized Combination regional & neighborhood-oriented businesses 	<ul style="list-style-type: none"> West of 124th Ave NE: Combination regional & neighborhood-oriented businesses East of 124th Ave NE: Neighborhood oriented businesses Pedestrian-friendly storefronts on NE 85th Street 	<ul style="list-style-type: none"> Neighborhood oriented businesses Pedestrian-friendly storefronts on NE 85th Street 	<ul style="list-style-type: none"> Neighborhood oriented businesses Pedestrian-friendly storefronts on NE 85th Street 	<ul style="list-style-type: none"> Lower intensity More residential in design Small family businesses Service Small scale mixed use Oriented to NE 85th Street.
Existing Zoning	50% of ground floor of all structures must be retail, restaurants or hotel/motel and oriented to NE 85 th Street or another sidewalk or pathway.	50% of ground floor of all structures must be retail, restaurants or hotel/motel and oriented to NE 85 th Street or another sidewalk or pathway.	50% of ground floor of all structures must be retail, restaurants or hotel/motel and oriented to NE 85 th Street or another sidewalk or pathway.	50% of ground floor of all structures must be retail, restaurants or hotel/motel and oriented to NE 85 th Street or another sidewalk or pathway.	Ground floor shall include commercial use oriented to NE 85 th Street. Residential use not allowed on the ground floor. No restaurant or retail above ground floor*
Proposed Zoning	50% of street level floor of all structures must be retail, restaurants or hotel/motel. Oriented to NE 85 th Street or another sidewalk or pathway.	50% of street level floor of all structures must be retail, restaurants or hotel/motel. Oriented to NE 85 th Street or another sidewalk or pathway.	50% of street level floor of all structures must be retail, restaurants or hotel/motel. Oriented to NE 85 th Street or another sidewalk or pathway.	50% of street level floor of all structures must be retail, restaurants or hotel/motel. Oriented to NE 85 th Street or another sidewalk or pathway.	Street level floor shall include commercial use oriented to NE 85 th Street with a minimum depth of 20' and average depth of 30'. No restaurant or retail above street level floor*

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Janice Coogan

From: Jeremy McMahan
Sent: Friday, March 22, 2019 1:45 PM
To: Janice Coogan
Subject: FW: Rose Hill Business Code Amendments

From: Brian Clark <brianclark1@hotmail.com>
Sent: Friday, March 22, 2019 1:41 PM
To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>
Subject: Rose Hill Business Code Amendments

I live in Redmond near grass lawn park and drive NE 85th often. I hope you will require new apartments on 85th to have ground floor retail and or office space in virtual every building.

Thank you

Brian Clark

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Janice Coogan

From: S. Davis <spicker76@yahoo.com>
Sent: Friday, March 22, 2019 10:10 AM
To: Planning Commissioners
Cc: Adam Weinstein; Janice Coogan
Subject: Rose Hill Business Code Amendments Public Comment
Attachments: Continental Divide_Design Review Report_Adams Architecture_20181129.pdf; 2018 10 30 Public Comment (attorney letter).pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Planning Commission,

As a resident in the Rose Hill community, I am asking that you please not support the proposed planning department RH8 changes to only 20 to 30 ft deep for commercial and residential on ground floor. I believe street level or ground floor should be the area at street level along 85th. The comprehensive plan and our neighborhood plan recognize this area as a commercial and office area.

Existing office (RH8) zoning regulations are perceived by many living in the neighborhood as being inadequate to address the scale and density of development consistent with Comprehensive Plan policies. While mixed used development with residential and commercial uses is encouraged in the City's commercial districts, development should also be compatible in scale and character with surrounding uses. There is no established density limit for multi-family uses in RH8.

The RH8 zone is a unique asset that is vital to the economy of Kirkland and should serve the residents who live near this area. The vision for this area is small locally owned businesses or professional offices which are an important part of the city's tax revenue base. We need to create more non-minimum wage professional jobs, and areas for small business owners.

“Jobs” is not the same thing as residents, and it is quite possible that Kirkland is merely subsidizing population growth for the town next door, especially if that town has better jobs, amenities and more entertainment options. If the city truly wants more “10-minute neighborhoods” they need to keep ground floor commercial and office space.

Follow the Comprehensive Plan

For the city to continue to thrive, we need to maintain the commercial districts and not just build housing. As drafted, the proposed change threatens these things by opening up this commercial area to standalone unlimited density apartments right next to single family homes. Retail and commercial businesses should be the focus in this area. Our recently adopted neighborhood plan kept this area's vision as "Encourage mixed-use buildings to have residential units on upper levels. Discourage single-story retail buildings"

If the Comprehensive Plan and all of the effort that went into its creation can be ignored by the Planning Department and city council, then the Comprehensive Plan is no more than mere inconsequential verbiage without force and effect.

Follow the Neighborhood Plan

>Per our neighborhood plan most of the 85th area has medium density tracts between commercial and residential zones near the Interstate 405 interchange can have up to 12 units per acre. Along Northeast 85th Street, the city is allowing some portions to be built up to 24 units per acres.

>The project currently proposed on a 1.8 acre consolidated parcel in **RH8 is 75 units per acre.**

> History of this rea: This large RH8 parcel borders RXS 7.2 parcels and originally consisted of 4 residential parcels that were rezoned to RH8 in 2015 (Griffis CAR) due to the fact the developer wanted to have more space from the 132/85 intersection for access to build a commercial property that would be create office space that has a lower impact with noise, etc on the neighborhood. This rezone in 2015 of 6 residential parcels (RSX 7.2, limited density) was sold by the developer as a "a superior pedestrian destination to nearby homes" and office and neighborhood services were constantly mentioned during the rezone. And "To the contrary, office use (for example) is quieter than single family residential with no potential for loud stereos, barking dogs, weekend noise, or late parties."

Please see this link for the July 14, 2015 planning commission packet for more details on the history of this CAR. Pages 52 thru 58

<http://www.kirklandwa.gov/Assets/Planning/Planning+PDFs/Planning+Commission/Griffis+CAR+PC+07232015+Web.pdf>

>These land use goals were mentioned: The rezone would implement the following specific goals and policies in the Land Use Element:

Policy LU-1.4 : Create an effective transition between different land uses and housing types .

Policy LU-2.2: Use land efficiently, facilitate infill development or redevelopment, and, where appropriate, preserve options for future development.

Goal LU -3 : Provide a land use pattern that promotes mobility and access to goods and services.

Goal LU-5: Plan for a hierarchy of commercial areas serving neighborhood, community, and /or regional needs.

Policy LU-5.2 Maintain and strengthen existing commercial areas by focusing economic development within them.

>Working backwards in planning process, that is, starting with a project and then crafting zoning, and then rewriting the Comp Plan to match is spot zoning. This favors one party in a manner that is inconsistent with the careful and deliberate process outlined by Growth Management. I would hope the city can re-examine the unlimited density in RH 8 zoning abutting residential, and make adjustments to reflect the neighborhood plan and land use goals that are part of the comprehensive plan. The neighborhood plan needs to be reflected in the RH zoning code.

Commercial Uses Make "10-Minute Neighborhoods"

Per the city RH8 Neighborhood Plan: *"The parcels abutting 132nd Avenue NE, and abutting the east and west sides of 131st Avenue NE, if consolidated with parcels abutting NE 85th Street, are appropriate for conversion from low-density residential use to commercial or mixed commercial and multifamily uses."* And the current zoning chart states for *"Stacked dwelling Units: This use may not be located on the ground floor of a structure."*

The above does not state only multifamily. It states "mixed commercial and multifamily." Currently the plan for a huge RH8 project known as the Continental Divide has only 7% of the square footage for commercial uses. This area is not meant to be 93% high unlimited density residential.

And for design guidelines:

"Existing Rose Hill Design Guidelines for the RH 8 Zone: The vision of the "East End" portion of the Rose Hill Business District (RH 8 zone) between 128th and 132nd Avenues NE is articulated in the Rose Hill Design Guidelines. It acknowledges the relatively limited depth of the parcels and their development constraints. It anticipates that over time many smaller sites should be consolidated to maximize development opportunity and share vehicular access and parking. The resulting development would include a mix of storefronts directly on the street, storefronts with small landscaped setbacks, businesses maintaining parking in front, and multi-

story buildings with parking underneath. The style of development should be more residential looking, and nearly all buildings should feature pitched roofs and porches or smaller covered areas. Lower building heights and intensity, consolidated sites and access, more flexible in design, small family businesses, small scale mixed use and generous landscaping are intended."

"Office and residential developments are encouraged to locate and orient buildings towards an interior open space or courtyard, where space allows. In this scenario, primary building entries may orient towards the open space provided there is direct visibility into the open space from the sidewalk."

The above design guideline clearly states what is intended for RH8, "small family businesses, small scale mixed use and generous landscaping are intended".

This guideline means that even if a building's primary entrance is not directly on the sidewalk, the building's primary entrance must be directly visible from the sidewalk. Since vehicles do not drive on the sidewalk but pedestrians walk there, this guideline indicates that it is pedestrian access that determines primary access.

The project's measly 7% commercial will not create a "10-minute neighborhood" for current residents if only an apartment building is built on most of this prime commercial property. The city is pushing for these types of neighborhoods and this area is a perfect example of having a need for small business retail and offices for the neighborhood.

The 85th corridor was recently expanded and improved with wider sidewalks, landscaping and pedestrian lighting to accommodate pedestrians that use this commercial area. The city advertised the project: "...vision described an eastern gateway to the city, called the Rose Hill Gateway. It would feature wide sidewalks with elegant street lights and hand-rails and a boulevard-feel to the arterial". Per the city mayor, Amy Walen stated, "It's a crucial economic district where we can shop in Kirkland and a regional connection for us to get to and from work in our neighboring cities and beyond."

The Options:

Per my research I have drafted three alternative amendments that would strengthen the commercial area in a way that aligns with our neighborhood plan, the newly renovated "boulevard-feel which properly balances with the surrounding neighborhood plan's commercial vision, and single family residential areas while creating a "10-minute neighborhood" for the single-family residential homes and any new multifamily homes.

Option 1

The first possible amendment would keep the current zoning requirements and add a density limit.

> Keep the 15ft required ground level height and commercial required on ground/street floor of any structure in RH8. Allowing residential on ground/street level threatens commercial areas by permanently allowing unlimited density residential to stand alone in a business district where commercial, office and small retail businesses should be operating.

> Providing apartments are built in RH8 there should be a density cap similar to other areas in the city where apartments are next to single family homes No more than 24 units per acre would be ideal. For example, the Market Street corridor (more on this below).

> Take out the *"The Planning Director or Design Review Board may approve a minor reduction in the depth requirements if the applicant demonstrates that the requirement is not feasible given the configuration of existing or proposed improvements and the design of the commercial frontage will maximize visual interest."* as this is very ambiguous and merely accommodates some private interest. It

is discriminatory to benefit to one owner at the detriment of their neighbors and the community at large without adequate justification.

Option 2

A second option that uses the current zoning and some of the proposed changes:

>Keep the 15ft height required ground/street level on all buildings as this is a commercial area and this height is needed for commercial.

>At least 50% of street level or ground floor of each building in RH8 should be commercial like the other zones along 85th. The current zoning is no ground floor residential.

> Take out the *"The Planning Director or Design Review Board may approve a minor reduction in the depth requirements if the applicant demonstrates that the requirement is not feasible given the configuration of existing or proposed improvements and the design of the commercial frontage will maximize visual interest."* as this is very ambiguous and merely accommodates some private interest. It is discriminatory to benefit to one owner at the detriment of their neighbors and the community at large without adequate justification.

Option 3

Before I mention the third option, I want to point out the following:

>There are flaws to the current planning department analysis for RH8. They compared RH8 to the City's pedestrian-oriented districts, such as the downtown and neighborhood business areas. The market street corridor ("MSC") frontage language is used in the language for the street front change and this area is "Office Mixed Use" so I will use this area as an example.

If this area is pedestrian-oriented I would think one would want more neighborhood services!

MSC does share some attributes with the RH8 area however the MSC has a density cap for apartments. If the planning commission goes along with the proposed changes, please add a density cap otherwise this is really not properly comparing to another "Office Mixed Use" district.

>The city planning department is "cherry picking" certain zoning codes from the MSC (which is "Office Mixed Use") to apply to the RH8 so the currently proposed Continental Divide project can be built as designed. The design has never met the current zoning, and this has been an ongoing issue. The developer has known ground floor can only be commercial, and ground floor must be 15ft in height. The developer has chosen to design a project not meeting these requirements so they could squeeze in another story.

>The city has stated in the DRB memos: *"Continental Divide has proposed to construct a four-story mixed-use building. The main building will have a single-story commercial space along NE 85th Street and transition to 3 stories of residential units above a parking level. A single-story commercial building will be located near NE 85th Street. The preliminary plans call for a total of 134 residential units and 7,378 square feet of commercial space."*

The developer has been very crafty with the design by using the ABE on this sloping parcel to create a building that is almost 50 ft high in certain areas. This will create a huge building in mass and height right next to a single-family neighborhood. The vision for this area per the neighborhood plan is up to 3 stories.

If you do allow residential on ground floor because you believe RH8 "Office Mixed Use" is similar to MSC please add the following:

- >A density limit of no more than 24 units per acre. The current design ~~with~~ ^{with} ~~attaches~~ ^{attaches} ~~75~~ ⁷⁵ units per acre!
- >Ground floor should be 15 ft required height as the vision is up to 3 stories and ABE is 30 feet plus 5 ft bonus: 15 ft ground floor plus two, 10 ft stories equals 35ft.
- > Take out the *"The Planning Director or Design Review Board may approve a minor reduction in the depth requirements if the applicant demonstrates that the requirement is not feasible given the configuration of existing or proposed improvements and the design of the commercial frontage will maximize visual interest."* as this is very ambiguous and merely accommodates some private interest. It is discriminatory to benefit to one owner at the detriment of their neighbors and the community at large without adequate justification.

Please support the neighborhood and the city's economic policies by not supporting the proposed RH8 changes that would take away the much-needed commercial and office space and allow a building of bulk and mass that does not respect our neighborhood plan or our city's overall vision for this area.

Please don't set a precedent by allowing loopholes or mistakes to produce this huge out of place development in our neighborhood that clearly conflict with our city's general plan. It really should be just that simple. I have no problem with density. We live in a city and I support an increase in its population. But this increase has to be planned in such a way that it is aligned with existing neighborhood plan.

Included as attachments the October 30, 2018 review letter from a land use attorney, and a November 28, 2018 architect review of the current design that a group of concerned Rose Hill residents funded.

Thank you for your time.

Susan Davis

Susan Davis spicker76@yahoo.com Have a GREAT day! :)

From: AT&T Yahoo Mail <cr8tive@frontier.com>

Sent: Friday, March 22, 2019 5:06 PM

To: Tony Leavitt <TLeavitt@kirklandwa.gov>; Joan Lieberman-Brill <JLiebermanBrill@kirklandwa.gov>; Cindy Keirse <CKeirse@kirklandwa.gov>; Adam Weinstein <AWeinstein@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Dave Asher <DAsher@kirklandwa.gov>; Kelli Curtis <KCurtis@kirklandwa.gov>; Toby Nixon <TNixon@kirklandwa.gov>; Tom Neir <TNeir@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Glenn Peterson <GPeterson@kirklandwa.gov>; Mathew Pruitt <MPruitt@kirklandwa.gov>; John Tymczyszyn <JTymczyszyn@kirklandwa.gov>; Sandeep Singhal <ssinghal@kirklandwa.gov>; Carter Bagg <CBagg@kirklandwa.gov>; Colleen Cullen <CCullen@kirklandwa.gov>; Angela Rozmyn <ARozmyn@kirklandwa.gov>; Planning Commissioners <PlanningCommissioners@kirklandwa.gov>

Subject: Opposition to Rose Hill Zoning Changes

Dear Planning Dept and Council Members,

I am writing in opposition of the proposed zoning changes to accommodate Merit's Continental Divide project.

The parcel at 85th and 131st was first described at Office Use to provide walkable access to local business and restaurants, then mysteriously redefined as Mixed Use. Now it is being rezoned to provide unlimited density to accommodate this developer with no consideration of the longtime residents. 75 units per acre cannot be what the Council imagined when they wrote the current zoning and neighborhood plans. This needs to be similar to the 12 units per acre in this business district.

Additions to our neighborhood are clearly described in the City of Kirkland design guidelines for the Rose Hill Design District. The East End of 85th is intended to be the lowest scaled and least intensely developed compared to other areas of 85th. The guidelines state that new developments remain "residential in character" and smaller scaled development that transitions to single family homes. The height and scale of this project need to be reduced and not provided exceptions. Upper floors need setbacks, number and size of window need to be reduced, and the number of units significantly decreased. Smaller buildings instead of one large single building will increase light and solar to neighboring homes.

When we the citizens have expressed our concerns, we are told "that is not what the terms mean." If the community members believe the descriptions and terms provided by the city to be accurate and professional attorneys and architects define the terms in the same way, it isn't appropriate for the city to rewrite the terms and codes to meet their personal needs to benefit the developer. Why are you working backwards? Please see attached documents from our attorney and architect.

Redefining "ground floor" to meet the needs of Merit is inappropriate! The ground floor is all the units that have direct access to the ground regardless of the slope. To consider that the 7% commercial/93% residential footprint meets the intended "NO residential uses are allowed on the ground floor" is ABSURD.

The size of this building is out of scale with the adjacent single family homes and 1-1/2-story local commercial buildings. The design guidelines state that "Lower building heights and intensity,...small scale mixed use and generous landscaping are intended." The scope of this project does not meet this

guideline and significantly impacts the privacy and solar access to the families on the north side of this property. Families to the north will have significant shade to their yards and homes for most of the winter and throughout the year. The large block style with angled roofs and flat facades is a stark evolution from the current residential designs. Since I participated in the Solarize Kirkland program, I am incredibly frustrated that there is no solar easement or protection for participants. There needs to be and this is the right thing to do.

Recently, I was fascinated to see this video and see this revelation being repeated around our town, destroying the small town charm that brought us to Kirkland. (Watch the short video featuring UW Architecture Professor Rick Mohler)
<https://crosscut.com/2018/08/why-do-so-many-new-apartment-buildings-seattle-look-same>.

As residents on a dead-end street we are very concerns with the increased traffic, privacy and safety on 131st. Currently we have difficulty entering and exiting our street and the increase of approximately 200+ cars will make this a nightmare. Planned parking does not meet KMC21.08 (1.6/2BRM doesn't seem sufficient) and overflow parking will be in front of our homes, yards, and mailboxes. The increase of cars entering and exiting the parking garage will jeopardize the safety of children walking to schools and bus stops and families out for a stroll.

With the Merit design, significant native trees will be removed. Kirkland needs to enforce KZC 95.30.5 and protect the beauty of Kirkland's green spaces and mature trees. These trees provide noise buffers and support Kirkland's status of Tree City USA.

In conclusion,

- limit residential on the ground floor regardless of slope
- provide a density cap: limit the units per acre to 12 similar to the other end of 85th
- protect neighboring homes from significant shade impact due to the enormous height and proximity
- keep the 15ft limit height requirement on the ground floor with max building height of 35ft
- require adequate parking for all residential and retail units
- protect the mature trees on this parcel in the Rose Hill neighborhood.

Limiting the scope and scale of this project to abide by the current zoning regulations will increase safety, limit traffic impact, and provide a quality of life for the neighbors that is consistent with the goals for Kirkland.

Thank you for your consideration and support,

Lynn Armstrong
8534 131st AVE NE
Kirkland WA 98033

Dear Planning Commission,

I attended the 3-hour Planning Commission Study Session on February 28th. I hope you will take your own advice and listen to your fellow commissioners when considering the Rose Hill Code Amendments.

Commissioner Pruitt: You had asked Planning & Building Director Weinstein about the Proposed Land Use bills coming out of Olympia. He called a proposal to require at least 50 units an acre within a quarter of a mile of light rail stations “draconian” and “fairly extreme.” (KPC Video 02/28/19 6A 3:15) Unlimited density in the Rose Hill Business District is allowing the proposed Continental Divide project to be 75 units an acre nearly a mile from future light rail. Do you agree with Mr. Weinstein that 50 units an acre is draconian, Commissioner Pruitt? If so, please **add density limits to the Rose Hill Business District**.

Commissioner Rozmyn: Regarding increasing the height of the Petco development, you stated, “Part of locating density in spots near transit, near the walkable downtowns is how we protect those single-family zones and keep them low-density.” (4C 3:04) I agree. The low-density areas behind the Rose Hill Business District need to be protected. The staff recommendation is keeping destructive, unlimited density. If you believe in protecting low-density homes, please **add density limits to the Rose Hill Business District**.

Commissioner Rozmyn: You tried to clarify with the staff by asking, “I don’t think we’re talking about taking away commercial from 85th. You’re talking about behind it, right?” A staffer replied, “Yes, that’s correct.” (KPC Video 02/28/19 4C 2:49) That is not correct. At the last meeting there were no width requirements and in the new packet the width for commercial uses is now 60%. Builders will take advantage of this and make the remaining 40% into first floor apartments directly on 85th.

Commissioner Bagg: You asked, “Who would want an apartment right on 85th?” (KPC Video 02/28/19 4C 2:49) I agree. If you adopt the staff recommendations, there are going to be first floor apartments directly on 85th. Such apartments would lack security and privacy, making them undesirable but some poor family is going to the end up there. Commissioners Rozmyn and Bagg, if you want to stop builders from making first floor apartments directly on 85th, please **require 100% of the first floor to be commercial**.

Commissioner Peterson: You proved that you are aware of builders taking advantage of exemptions in the city code in order to make 3-story boxy single-family homes with flat roofs, or as you called them “monstrosities.” (KPC Video 02/28/19 4B 2:25) Huge apartment buildings are also capable of ruining neighborhoods and being monstrosities. Currently, enough exemptions are allowed that incentivize builders into, as you put it, “ripping out every quaint little house.” (KPC Video 02/28/19 4B 2:26) The staff recommendations for the Rose Hill Business District leave the quaint houses in Rose Hill vulnerable to enormous apartment complexes towering over them. If you wouldn’t want to live next to a monstrous apartment complex, please **add height regulations to protect homes at the bottom of slopes**.

The Real Impact of “Monstrosities” Next to Single Family Homes



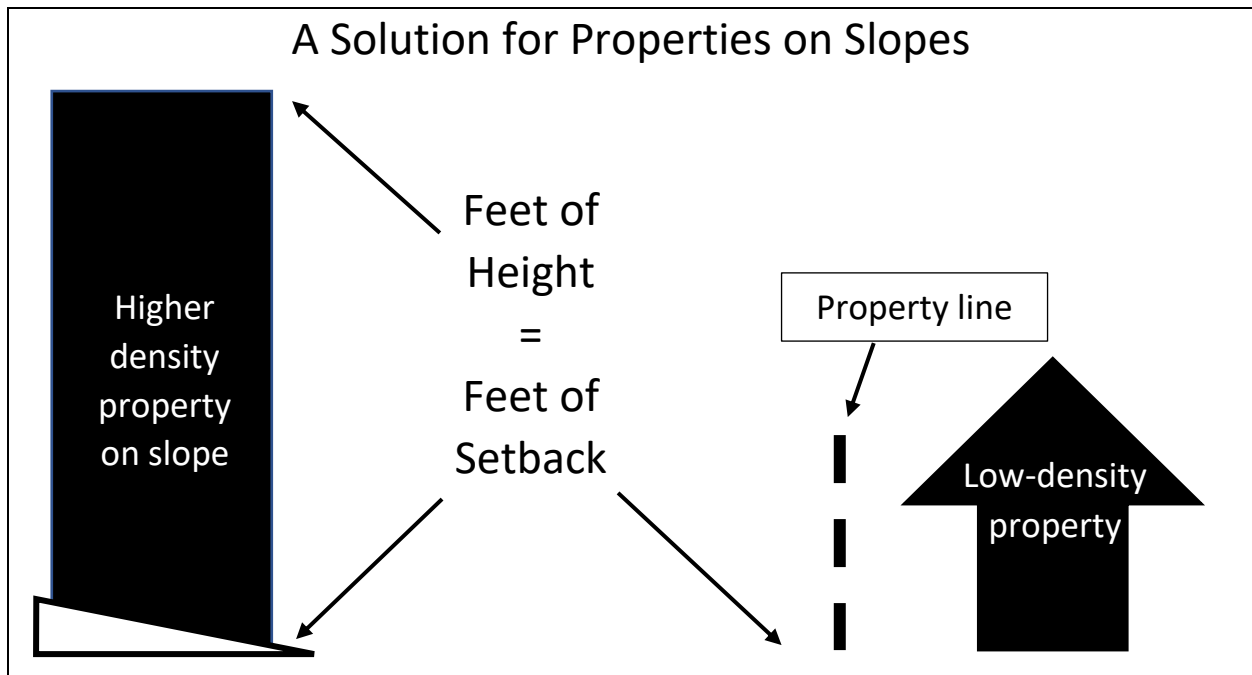
East Elevation for Continental Divide project

The impact of apartment buildings on slopes next to single family homes:

- The left side is 85th Street. Maximum height is 30 feet, plus builder wants 6 feet for roof. Total of 36 feet.
- The right side is next to single-family homes. The parking garage, plus the maximum height, plus the roof makes a façade of 47 feet. *17 feet taller than the maximum.*

I suggest (using 30 foot maximum as an example): “No façade abutting a low-density zone shall exceed 30’ unless that façade is set back from the property line of the low-density zone by the same amount as that façade’s height.”

For example, a 50-foot-tall façade could abut a low-density property if it was 50’ from the property line. This is intended to protect the privacy, noise level, and solar access of low-density properties.



Commissioner Rozmyn: You said, “We’ve gone round and round about what feasible ~~ATTACHMENT 9~~ it seems like a very squishy term.” (KPC Video 02/28/19 4A 1:26) I agree. It is a squishy term. That’s why I oppose the staff recommendation to allow the Planning Director or the Design Review Board to reduce the commercial depth if it’s “not feasible.” If you believe builders will exploit vague language like feasible, please **ask the city staff to remove the exemption for commercial depth.**

What is appropriate for RH-8?



Newer Commercial Building in RH-8 (directly across 85th from Continental Divide project)

Appropriate for the area because:

- 2 stories
- Offices only
- Pedestrian entrances on 85th and from behind in central lobby
- Set back from sidewalk with landscaping
- Parking on one side and behind building
- Parking lot is buffer from single-family homes

But this has all been done in other neighborhoods, right? Well, the city’s presentation did not properly inform you. Repeatedly, the city staff tried to persuade your commission to rubberstamp their recommendations by saying similar changes have been used in Totem Lake and Finn Hill. The commission should review the destructive loopholes that were made in other neighborhoods, not continue to duplicate the loopholes.

Please do not approve the staff recommendation, remember your own common sense, and listen to your fellow commissioners. Right here and right now, please do what is within your power to protect our vulnerable neighborhood.

Sincerely,
Olivia Ahna
8402 132nd Ave NE

From: [Junyan Lin](#)
To: [Janice Coogan](#); [Planning Commissioners](#); [Joan Lieberman-Brill](#); [Adam Weinstein](#); [Kurt Triplett](#)
Cc: 1049541168@qq.com; xudanusa12345@gmail.com
Subject: Rose Hill Code Amendments, File Number CAM19-00043
Date: Wednesday, March 27, 2019 11:37:12 AM

To whom it may concern,

We're glad to hear that the city is taking action to amend the rose hill zoning code, for there are some obvious issues and loopholes in current code that troubles this neighborhood deeply. But we're disappointed that some of our biggest concerns are not addressed. May we suggest the city to use this opportunity to systematically review the code and fix the loopholes instead of merely address a couple of things here and there, which could potentially break the current balance of the code? Since we're most familiar with RH8, we would like to use RH8 as example to explain our issues with current zoning code.

Firstly, there should always be density limit for area allows residential usage. Currently there is no density limit for RH8. The code does have some other limitation on building height, setback etc, which supposedly helps to limit the density, but it's obvious not working. Current proposed project in RH8 has a density of 75 units per acre! And RH8 is actually far away from city center and nested in the low density single family area of the city. A reasonable density limit, e.g. 30 units per acre, should be applied to RH8 as well as other RH zones currently with no density limitation. The density limit should be set according to the proximity to the city center, the further away from the city center the lower density.

Secondly, the percentage of commercial/retail/office usage should be clearly defined and should reflect the true purpose of the zoning. See the attached image of current RH8 design, only a tiny 1 story building (green) is designed for true commercial use, another 2-story building (yellow) is designed for office but the builder already stated that they would like to use it as their own office. And finally the massive 4-story building (red) is completely for residential usage. So at the end, commercial/retail usage, which was described in the original rezone amendment and is what the neighborhood truly wishing for, only takes up < 5% of the total footage (~7% even we count the builder's office). Also we'd like to point out that all the commercial buildings planned now are all on the original RH8 lots, all lots from the 2015 re-zoning are occupied by high density residential buildings. So what is the purpose for the rezoning?

Minimum commercial frontage of NE 85th ST and depth is proposed in this amendment, but those conditions would zero or minimum impact to the current design, because the total lot size is not considered. A minimum percentage of commercial/retail use relative to the total lot size should be enforced, e.g. commercial/retail usage should be at least 50% of the size of the lot.



Thirdly, **actual** height difference of the building relative to nearby low-density residential should be limited. In the amendment, city staff responded to comments regarding to *Change the way maximum building height is calculated on slopes* and stated that *Common to most zones in the city the maximum building height is calculated using the average grade of the subject property*. But in reality, this measurement didn't consider a single huge building allocated on a slope. The massive building proposed in RH8 is 300 ft x 245 ft in size and it's on a slope. Although the average height of the building is within the height limit, the north end of the building (4-story, next to the single family homes) is far taller than the south end (1 or 2-story, on 85th ST). The design leverages this loophole to completely workaround the code's true purpose of height limitation. This obvious loophole of zoning code needs to be addressed. We'd like to quote the Rose Hill Neighborhood Plan here:

Policy RH 6: Incorporate building height and scale transitions and vegetative buffers between multifamily and detached single family homes to ensure compatibility with existing neighborhood character.

The language of the code should reflect the true purpose behind.

Fourthly, there should be limitation of the scale of the building in the code. Like explained earlier, the proposed building in RH8 is 300 ft x 245 ft in size. The picture below shows the north side of THE ONE massive building compares to the next door single family house (orange, approximately). How can this be considered appropriate transition to detached single family homes or compatible with existing neighborhood character? Maximum length of all sides of a building should be enforced in order to fulfill the policy RH 6 of *Rose Hill Neighborhood Plan* and the "Small scale mixed use" for RH8 objective in attachment 4 *Relevant Commercial Capacity and Design Objectives in Rose Hill Business District Zones* of this amendment.



Fifthly, there is no clear regulation on how RH zones should protect privacy of nearby single family homes. Rose hill design guidelines (<https://www.kirklandwa.gov/Assets/Planning/Planning+PDFs/Rose+Hill+Design+Guidelines.pdf>) clearly stated that

5.d. Site and orient multi-story buildings to minimize impacts to adjacent single family residents. For example, if a multistory building is located near a single family property, provide landscaping elements and/or minimize windows and openings to protect the privacy of adjacent homes. Another consideration is to increase upper level building setbacks.

But there is no language in the code to enforce the guideline, which results in the huge wall of windows directly facing single family homes in RH8 as can be seen in previous picture. The builder did provide a landscaping buffer in-between. However, there is no requirement in the code on the original height and species of the landscaping. As a result, the common practice is to plant small trees 5-6 feet tall in order to save cost, which can provide no privacy for at least 5 to 10 years. The code should clearly define the maximum size and number of windows/openings facing adjacent homes unless the landscaping elements are tall enough to provide privacy.

Lastly, we'd like to discuss why current proposal of *changing the term Ground Floor to Street Level Floor* is not appropriate. By itself, the change seems reasonable, however, *residential use not allowed on the ground floor* is the only restriction that actually apply some limitation on the density. City intended to use building height, setback and other limitation to implicitly limit the density when designed the code, but as we discussed earlier, the builder has found a loophole to completely bypass other limitations and put a very tall, very crowded, huge residential building right next to low density single family homes. Therefore additional building height and density limitation should be added to the code at the same time of changing the term ground floor to street level floor. This is just to maintain the original true meaning of the code.

In conclusion, for RH 8, without systematically fix the current issues and loopholes of the RH zoning, simply allowing residential to be build on the ground floor will only result in unreasonable design that further derail the true purpose of RH neighborhood plan. The current proposed project perfectly demonstrates how builder can use loopholes to develop something that meets the code requirements but actually against the city and its residents' vision of the area. We urge the city to carefully evaluate the issues raised by community and fix the loopholes in the zoning code for RH8 as well as other RH zones.

Thank you for your time to consider these suggestions.

Sincerely,
Junyan Lin
8535 132nd Ave NE Kirkland WA 98033
junyan_lin@hotmail.com

Lan Qin
8531 132ND AVE NE Kirkland WA 98033
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Dan Xu & GuangChange Xu
8539 132ND AVE NE Kirkland WA 98033

xudanusa12345@gmail.com



Mr. Jeremy McMahan
Planning and Building, Deputy Director
City of Kirkland
123 Fifth Avenue
Kirkland, WA 98033

RE: Rose Hill Neighborhood Code Amendments

Dear Mr. McMahan:

Madison Development Group has been pursuing development of a significant portion of the RH 3 zone. Our planning and entitlement efforts have focused primarily on residential uses, but discussions with the City's economic development team have led us to look at potential office uses in the RH 3 zone. One code revision we had discussed that did not get included in the Rose Hill Neighborhood Code Amendments is a modification to Special Regulation 5:

5. Building height shall be 45 feet measured above the midpoint of the frontage of the subject property along NE 85th Street, or if the subject property does not front on NE 85th Street, at the midpoint of the property frontage along any other public right-of-way. If the property abuts more than one public right-of-way, the applicant may select the right-of-way from which to measure. A building on the subject property may exceed the 45 feet height limit so long as the portion of the building located within 20 feet of the public right-of-way does not exceed 45 feet.

This proposed change is important to a potential office development because the depth of the site and the desires of office tenants leads to larger floor plates in the buildings. In order to provide a larger floor plate yet also provide a lower building height along the pedestrian zone, we suggest the proposed sentence be added to Special Regulation 5. Please let us know if you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read 'JG', with a long horizontal flourish extending to the right.

Jim Gallagher
Manager

cc: Kurt Triplett
James Lopez
Ellen Miller-Wolfe

From: [Jeremy McMahan](#)
To: [Janice Coogan](#)
Subject: FW: Rose Hill Business Code Amendments
Date: Monday, April 01, 2019 5:10:11 PM

From: Jim Lamoureux <jimlamo@outlook.com>
Sent: Monday, April 1, 2019 5:06 PM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: Rose Hill Business Code Amendments

Hello

I am writing to express my concern about the proposed amendments to the Rose Hill Business District RH5B. As I understand it, the amendment would effectively double the allowable density and allow commercial development for the four properties located at 8519, 8523, 8525 and 8527 126th Ave. NE by changing the collection of those four properties from Low Density Residential to Rose Hill Business District RH5B zone. I live at 8720 126th Ave. NE, just a half block down and across the street from those 4 properties, and I am concerned about the effect the proposed amendment would have on traffic on 126th Ave., including both up and down 126th Ave. NE itself, and the ability to turn to and from 85th street. The density along 126th Ave. NE, between 85th and 90th streets already has increased significantly over the last several years, as single lot properties have been replatted to multi lot properties. This already has increased the flow of traffic on 126th Ave. NE. Allowing the amendment would substantially further increase the traffic flow, particularly since the only ingress and egress for those properties is directly onto 126th Ave. NE. It is already near impossible to turn east onto 85th street from 126th Ave. NE. Doubling the density of those four properties, and in particular allowing commercial development, will only make it worse. And adding yet another traffic signal to 85th street is an unpalatable option. Moreover, the proposed amendments will significantly increase the traffic along 126th Ave. NE itself, which is concerning not only from the perspective of automobile traffic, but also pedestrian traffic. Because there is a sidewalk on only one side of 126th Ave. NE, crossing the street is necessary for anyone on the west side of the street who wants to head east on 85th street. Moreover, 126th Ave. NE is a route that students use to walk to Twain Elementary School. Thus, any increase in automobile traffic is particularly troublesome.

For all of these reasons, I urge the city to reject the proposed amendments, or, at a minimum table them until a comprehensive traffic study can be conducted and the public allowed to review and comment on the results of a traffic study.

Thank you

Jim Lamoureux
8720 126th Ave. NE
Kirkland, WA 98033

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Reply to: Seattle Office

October 30, 2018

*VIA E-MAIL TO
TLeavitt@kirkland.gov
planninginfo@kirklandwa.gov
Building_Services@kirklandwa.gov
SCroll@kirklandwa.gov*

Planning and Community Development
123 5th Ave., Kirkland, WA 98033

RE: Public Comment in Opposition to Continental Divide Mixed-Use

Dear Planning Department:

On behalf our client, the Rose Hill Community Group, we submit the following for the City's consideration as it considers the "ground floor" issue and other land use code issues related to the proposed "Continental Divide" mixed-use development, File No. DRV18-00312 (formerly known as the Griffis Mixed Use Project, PRE16-00752).

This comment addresses only those factors relevant to the Planning Department's decision under the land use code to issue or deny a building permit. This comment does not address factors relevant to the design review guidelines. Comments regarding the design review guidelines may be separately submitted to the Design Review Board.

I. Summary of Relevant Facts

This project is in the RH8 zone. The project is not invoking the planned unit development process. Instead, it is proceeding under the normal zoning rules for RH8.

The project calls for two separate buildings surrounding a central parking lot / courtyard. One of the buildings is a one-story office building fronting 85th, the main arterial street. The other building is larger and has a more complicated shape. Most of the second building is three-story residential, forming a U-shape around the central parking lot/courtyard. However, the portion that fronts on 85th consists of a ground-level office building with a second story of residential. In addition to the three stories of residential use, there is also a below-grade parking garage beneath the residential building.

The outdoor parking lot appears to offer 26 parking spaces, of which one appears to be ADA van-accessible. Access to the parking lot is off 131st, a residential street.

The below-grade garage or garages will have entrances off 131st and 132nd, both residential streets. Site plans show 176 parking spaces in the garage, of which four appear to be ADA van accessible.

Existing structures at the site that will be removed are two small, single-story office buildings along 85th, plus four single-story, single-family homes along 131st and 132nd.

This project will be the only multi-story building on its block or on the surrounding blocks, with the exception of a two-story office building on the other side of 85th. This project will directly abut five remaining single-story, single-family homes on the north side. It will also be across 131st from a single-story office building and three single-story, single-family homes. It will also be across 132nd from several other single-family homes, also these homes are not in Kirkland and have a substantial vegetation buffer between the homes and 132nd.

There are no sidewalks on either side of 131st. There are sidewalks on both sides of all the other streets. However, the sidewalk on one side of 132nd (the project side) may be too narrow for wheelchairs and may lack at least one curb cut at the intersection with 85th.

Existing traffic along 85th is at level of service D.

There are trees present at the various properties on the project site, however, it is unknown whether they are significant trees, defined as a diameter at breast height of six inches or more. KZC 95.10.14.

According to the developer's study, the project will fully shade one of the northern houses for part of the day in the winter and will partially shade four of the northern houses for all of the day in winter. Around the equinox, the project will partially shade one of the northern houses for all of the day. During the summer, none of the neighboring houses or their yards will be shaded.

This project is subject to SEPA review, because it proposes the construction of more than 20 dwelling units, which is the SEPA threshold trigger. KMC 24.02.065.a. No SEPA review has been conducted. To our knowledge, no SEPA checklist has been prepared.

II. Land Use Code Violation: Residential Uses on Ground Floor

A. Residential Uses Are Not Allowed on the "Ground Floor."

Under KZC Chart 53.84, "stacked dwelling units" are the only residential use permitted in the RH8 zone. A stacked dwelling unit means a townhouse-like structure in which a unit shares at least one horizontal wall with another unit (and may share a vertical wall). KZC 5.05.265. The units proposed for this project are all stacked units.

However, in the RH8 zone, stacked units cannot be built on the “ground floor” of a structure. KZC Chart 53.84.

“Ground floor” mean the “floor” of a structure that is closest in elevation to the finished grade along the facade of the structure that is principally oriented to the street which provides primary access to the subject property. KZC 5.05.345.

“Floor” means the horizontal surface inside a structure designed and intended for human use and occupancy. KZC 5.05.325.

“Occupancy” is defined by the building code as the purpose for which a building, or part thereof, is used or intended to be used. KMC 21.06.025.14.

“Primary access to the subject property” is not defined.

B. Identifying a “Ground Floor.”

Under the rules above, the key element in identifying a “ground floor” is determining the street that provides the building’s “primary access.” The façade that faces this street is the façade whose floor defines the ground floor of the structure.

As a threshold question, it must be determined whether “primary access” refers to vehicle access or pedestrian access. There are several reasons to conclude that “primary access” refers to pedestrian access.

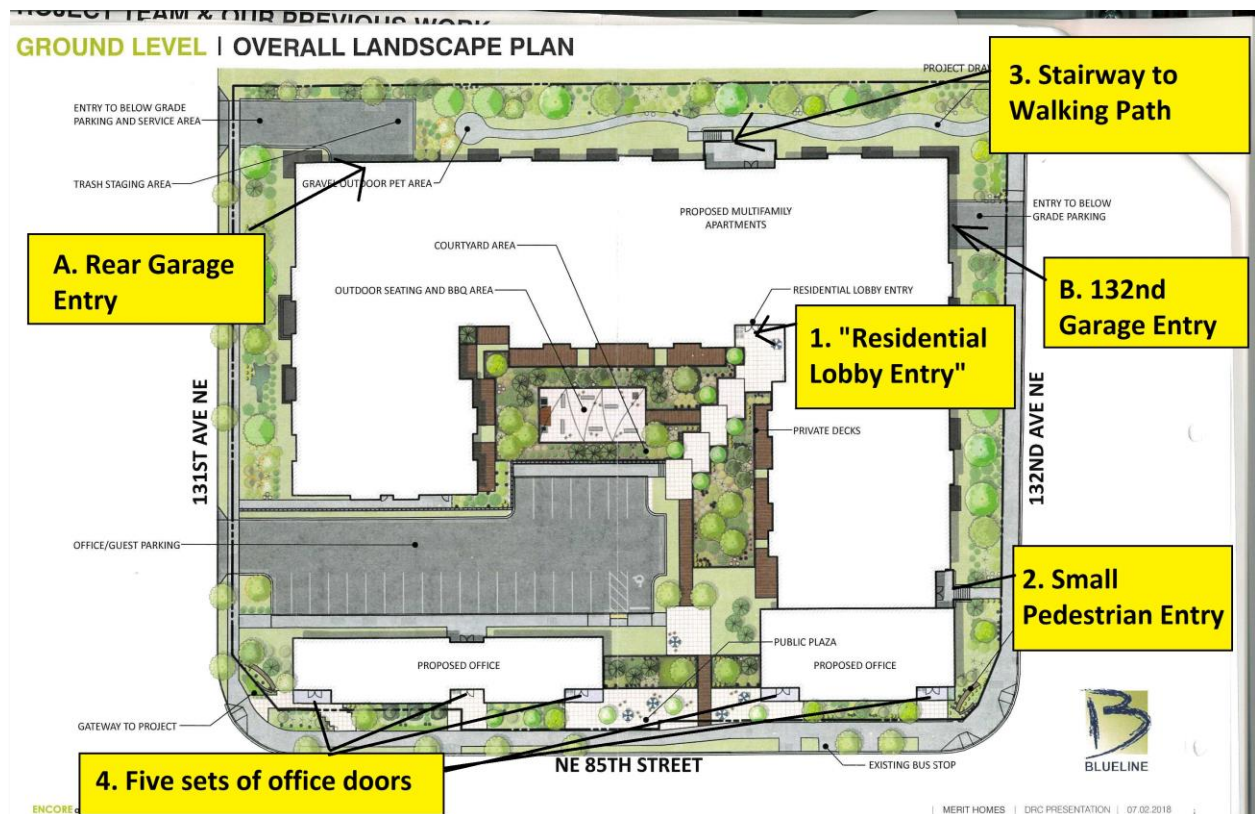
- i. Every building has a built-in pedestrian entrance, but not every building has a built-in garage. If “primary access” referred to vehicles, there would be some buildings that lacked primary access. The Code must be construed in a manner so that it has meaning in all reasonably contemplated situations. Because this code section would sometimes be impossible to apply if this term referred to vehicular access, that reading cannot be the correct one.
- ii. Even buildings that have a built-in garage sometimes have the garage behind the building, not facing a street. If “primary access” referred to vehicular access, the façade behind the building would be the primary access façade, because that is where the garage is. Construing a code should avoid implausible and absurd results. Construing the code to make the back of a building the building’s “primary access” because the garage is there is not likely reflective of the city council’s intent in adopting the “primary access” standard. This reading should be avoided.
- iii. In contrast, it is difficult to imagine a building that lacked pedestrian access to a street or whose main pedestrian access was relegated to the back or side of a building. Construing “primary access” to refer to pedestrian access avoids the

improbable and impossible to apply problems that would plague this provision if it were construed to refer to vehicular access.

- iv. The Rose Hill Design Review Guidelines state (at 15): “Office and residential developments are encouraged to locate and orient buildings towards an interior open space or courtyard, where space allows. In this scenario, **primary building entries may orient towards the open space provided there is direct visibility into the open space from the sidewalk.**” This guideline means that even if a building’s primary entrance is not directly on the sidewalk, the building’s primary entrance must be directly visible from the sidewalk. Since vehicles do not drive on the sidewalk but pedestrians walk there, this guideline indicates that it is pedestrian access that determines primary access.

For all of these reasons, it is evident the code’s reference to “primary access” refers to primary access for pedestrians.

C. Finding this Project’s Primary Pedestrian Access



This project has the following pedestrian entrances: 1) The “Residential Lobby Entry” that opens onto the interior courtyard. The elevator is also located here. 2) A small pedestrian entry that opens

onto 132nd St. 3) A stairway that leads a walking path behind the building; 4) Five sets of office entrances on 85th St.

The project also has two garage entries: A) One in the rear of the building; B) One off 132nd.

By far the largest and most important pedestrian entrance is the “Residential Lobby Entry.” Not only is it bigger than the others, it is also the only centrally located entry. It also hosts the building’s only elevator. It also complies with the Rose Hill Design Review Guideline, in which developments are encouraged to “orient buildings towards an interior open space or courtyard...In this scenario, **primary building entries may orient towards the open space provided there is direct visibility into the open space from the sidewalk.**” The Residential Lobby Entry meets all these requirements.

The Residential Lobby Entry is also the only entry that does not require stairs, except for the five office entries along 85th. Disabled pedestrians have no choice but to use the Residential Entry Lobby, unless the office entrances have a connection with the residential portion of the main building, which the plans do not show.

Presumably, the Residential Lobby will also be where the residents’ mailboxes are located, so the post office delivery person will also be using the Residential Lobby.

In light of all these factors, it seems certain that the Residential Lobby Entry is the building’s “primary access” for purposes of determining the ground floor.

D. Finding this Project’s Street-oriented Façade and Ground Floor

The Residential Lobby Entry does not open directly onto any street. However, as noted, it does open onto a central courtyard that has direct visibility onto 85th and no other street. There is also a walkway connecting the Residential Lobby Entry with 85th but no walkway connecting it with any other street.

Thus, the Residential Lobby Entry is “principally oriented” toward 85th.

Therefore, the façade of the Residential Lobby Entry is the façade that will determine the building’s ground floor.

The floor closest to grade on the façade of the Residential Lobby Entry is the floor of the Residential Lobby Entry itself—as noted, the floor of the Residential Lobby Entry requires no stairs to reach. And that grade is the same grade as 85th St.

Therefore, the ground floor at the primary entrance is the floor of the Residential Lobby Entry. This is also the ground floor of the entire residential structure.

E. Dwelling Units along the Ground Floor

The entire first story of dwelling units shares the same floor as the ground floor, namely, the floor of the Residential Lobby Entry. All of these dwelling units are unlawful in the RH-8 zone. The project cannot be permitted as designed. The ground-floor residential dwelling units must be removed.

III. Land Use Code Violation: Parking

According to plans, this project will have 8,444 s.f. of office space gross floor area. Office space must provide parking at a ratio of one parking space for every 300 gross s.f. KZC Chart 53.84. Thus, the project would need $8444/300 = 28.14$ parking spaces. However, site plans seem to show only 26 parking spaces.

In addition, under the International Building Code (adopted with amendments per KMC 21.08), a parking lot with up to 25 spaces must provide one accessible parking space, but a parking lot with 26 to 50 must provide two. IBC § 1106.1. However, the site plans seem to show only one accessible parking space in the parking lot, even though there are 26 spaces (and should be 28, as noted above).

Because of the insufficient parking, the project cannot be permitted as designed. At least two additional parking spaces must be provided and at least one additional accessible space must be provided.

Parking must also be provided for the dwelling units at a ratio of 1.2 per studio unit, 1.3 per one-bedroom unit, 1.6 per two-bedroom unit, and 1.8 per three- or more-bedroom unit. KZC Chart 53.84. Project plans call for 176 parking garage spaces for 133 residential units, however it is difficult to tell from the project plans how many units of which type will be built. Depending on the configuration of the dwelling units, additional parking may be necessary in the below-grade garage.

IV. Land Use Code Violation: Parking Lot Landscaping

Landscaping is required for the above-ground parking lot at a rate of 25 s.f. per stall. KZC 95.44.1. If the parking lot has 26 spaces as planned, this yields $26 \times 25 = 650$ s.f. of required landscaping. However, if the parking lot has the 28 spaces as required, this yield $28 \times 25 = 700$ s.f. of required landscaping.

In addition, the parking spaces must be interspersed with landscaped “islands” every eight stalls KZC 95.44.1.a.

It is unclear from plans whether the landscaping in the “open courtyard” meets the 700 s.f. requirement; it may not. What is clear is that the developer’s plans do not show the required interspersing every eight stalls.

V. Land Use Code Violation: Tree Retention

The developer must submit a tree retention plan. KZC 95.30.3. It does not appear a tree retention plan has been submitted.

If there are any high-value trees—meaning “specimen trees” (six-inch-dbh significant trees in excellent health) located within a required yard or planting buffer, or on a slope greater than 10%—these high-value trees must be preserved “to the maximum extent possible.” KZC 95.30.5 Chart. All other six-inch-dbh significant trees are to be retained if feasible, meaning they must be preserved if they do not interfere with the intended development. KZC 95.30.5 Chart. It is unknown what significant trees exist in the required yards or buffers, however, current plans do not appear to call for the retention of any existing significant trees, which could be a violation of this provision, depending on whether the existing significant trees (if any) are healthy and sit within the required yards or buffers.

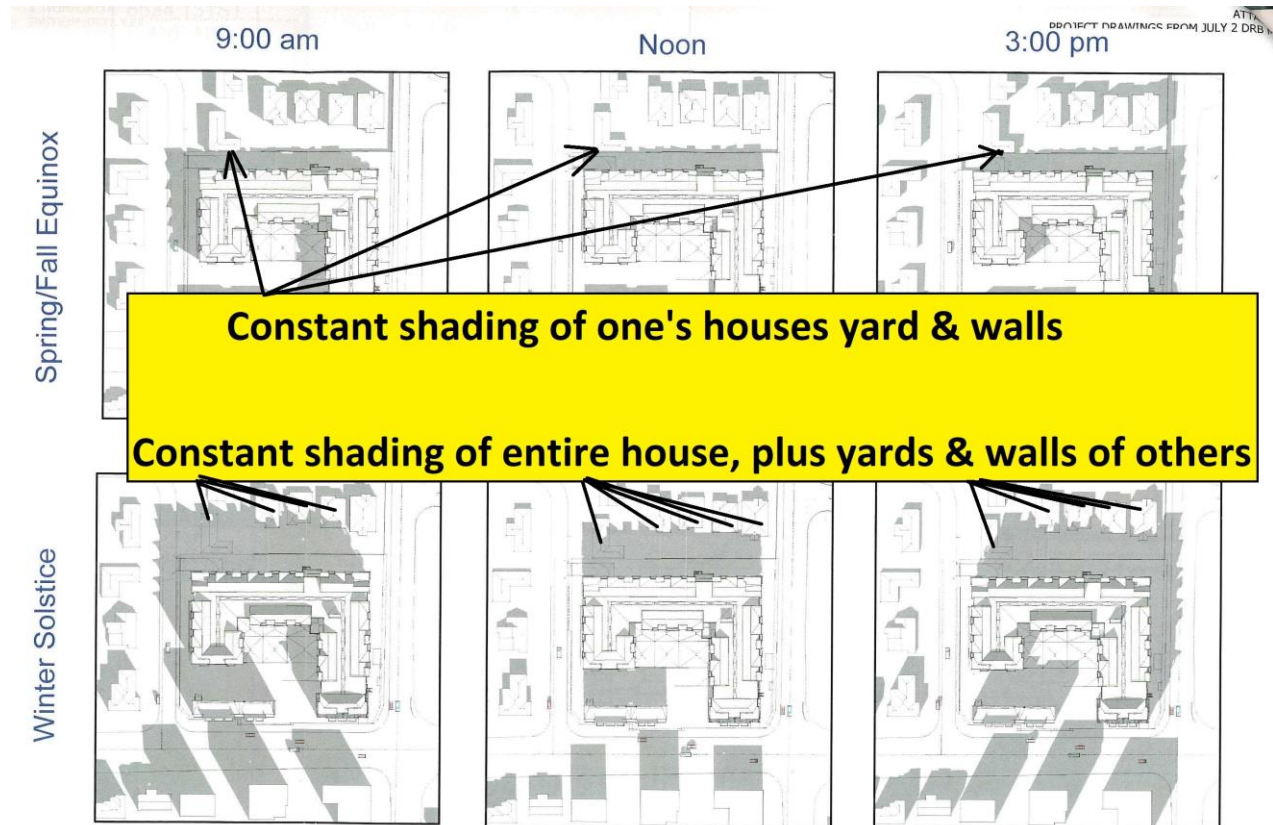
In addition to the tree retention plan, the developer must also file a tree maintenance plan aimed at preserving all retained trees and all planted trees. KZC 95.51. The developer does not appear to have filed a tree maintenance plan. This is another violation.

The developer must provide an accurate inventory of trees and a plan for retaining them. Until that happens, this project cannot be fully evaluated.

VI. SEPA Issues

This project will have significant environmental impacts on the neighboring properties and the community at large. These impacts must be assessed as part of SEPA review.

- 1) There will be severe impacts on adjacent properties to the north from shade. The total shading of one of the houses for part of the day during winter is a particularly significant impact. The partial shading of four of the houses for part of the day during winter, spring, and fall is also significant. Shading from this project will last part or all of the day for the majority of days of the year, as the drawing below illustrates:



These severe shading impacts should be mitigating during SEPA by reducing the height of the building.

- 2) The neighbors immediately to the north will have their views blocked by the looming, 35- to 40-foot-tall building. Neighbors to the west across 131st will have suffer a reduction in views. The looming nature of the building will also affect the neighbors' privacy.

The view impacts should be mitigated, again by reducing the height of the building.

- 3) The project would create a dangerous condition for pedestrians along 131st. The developer proposes a parking garage entrance and a parking lot entrance, on 131st, but currently that street has no sidewalks. Nor does the applicant propose any sidewalks for 131st, even though 131st is the street with the fewest current sidewalks and the most entering/departing traffic. Pedestrians on 131st are already exposed to traffic due to the lack of sidewalks and this exposure will now worsen.

There will also be an increase in traffic along 132nd, including another parking garage entrance that will require cars to pass over a curb cut in the sidewalks. 132nd is also a safe route to school, as designated on the City's map at Plate 46. The movement of cars over the curb cut will likely be heavy in the morning commute hours—the very time children will also be most heavily using this supposedly safe route to school.

Obviously, cars cutting across sidewalks with children is not appropriate on a “safe” route to school.

These hazards should be mitigated by reducing the overall size of the development, which will reduce the hazardous vehicle traffic. In addition, the Department should require the developer to install sidewalks along 131st, remove the parking garage entrance on 132nd (the safe route to school), and install crossing lights at all remaining parking garage and parking lot entrances.

- 4) There will be increased traffic for the residents of the 20 or so single-family houses that use 131st as their sole outlet to 85th. As noted, the bulk of the project’s entering/departing traffic would travel on 131st, which has no streetlight. Residents attempting to turn onto 85th are likely to face increased delays from the project’s traffic on 131st.

This impact should be mitigated by installing a traffic light on 131st.

- 5) There will be increased noise, especially for the houses to the north, from the roughly 200 new parking spaces and roughly 130 new residential units (although, as noted, some of these residential units are unlawful due to the ground floor issue).

These impacts should be mitigated by reducing the height of the building, which will reduce the number of units and cars.

- 6) The demolished structures on housing represent affordable housing, because they are old. The new units will be new, and will likely charge a higher rent. This will result in a decrease in affordable housing in Kirkland.

This impact should be mitigated by requiring the developer to provide additional affordable housing units.

With sufficient mitigation, it may be possible for an MDNS to be issued. But as currently proposed, the project’s impacts are significant and an EIS should be required.

CONCLUSION

This project is not lawful as designed. It also has substantial environmental impacts that should be mitigated, especially its severe shading impacts and its impact to a safe route to school. The solution for most of these violations and impacts is the same: reduce the size of the building, reduce the number of residential units, and remove the residential units from the ground floor.

Imposing these conditions would end the severe shading problem; create a much safer situation on the sidewalks for schoolchildren on 132nd and pedestrians on 131st; obviate the need for a traffic light on 131st; solve the parking deficiency; and bring the project into compliance with the code.

The primary purpose of the RH8 is to provide office space, not residential space. Likewise, the primary justification for adding RH8 along 85th is because 85th is a commercial street, not a residential street. Imposing the conditions suggested here—reducing the size of the project and deleting the ground-floor residential—would not only bring this project into compliance with the law, it would also bring this project into better compliance with the vision for this zone.

Very truly yours,

BRICKLIN & NEWMAN, LLP

A handwritten signature in black ink that reads "Alex Sidles". The signature is written in a cursive, slightly slanted style.

Alex Sidles

Attorney for the Rose Hill Community Group

cc: Stephanie Croll, Sr. Asst. City Attorney
Client



27 November 2018

Adams Architecture

John & Anne Adams

tel. 206-954-2885 Anne

tel. 206-669-4852 John

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anne@adamsarchitecture.net

john@adamsarchitecture.net

The Rose Hill Community Group
info@comingtokirkland.com

Re: Continental Divide Mixed Use Project - DRV18-00312

Dear Rose Hill Community Group:

At your request, I have reviewed the "Continental Divide" mixed-use project, City of Kirkland project #DRV18-00312. The documents I have reviewed are the latest versions of documents posted on the internet including:

Continental Divide Mixed Use Project DRB Meeting Packet 07022018 - DRV18-00312.pdf

Design Guidelines for Rose Hill Business District, The City of Kirkland, Jan. 3 2006

The scope of my review has been limited to the compliance of the project proposal with the City of Kirkland design guidelines for the Rose Hill Design District. In particular, the site is located within the "East End" district of the Rose Hill neighborhood. This East End portion of the design area is intended to be the lowest scaled and least intensely developed of the areas in Rose Hill. Issues relatedly directly to the Land Use code such as parking and building height are not within the purview of this review.

My comments below are organized in the same order as the design guidelines are listed. In the document references below "DG" is the 'Design Guidelines for Rose Hill Business District' and "DRB Packet" is the "Continental Divide Mixed Use Project DRB Meeting Packet 07022018".

Page numbers are just noted as p.5 or pp. 5-6. Specific sections of the Design Guidelines are referred to by the outline labeling; so section "5." paragraph "c" will be noted as "DG 5c".

Introductory Sections

The Design Guidelines are consistent in suggesting that smaller scale development is appropriate at the "East End" portion of the Rose Hill District (DG pg. 7). The guidelines also suggest that new developments are "residential in character" and suggests that the "conversion of single-family homes" is an example of a properly scaled development. The proposal as presented is instead almost a "superblock" development with a massive single floor plate hidden behind a series of "western storefront" facade elements. This is clearly shown in the application's design parti diagrams (DRB Packet p. 10) showing a large c-shaped massing with "assembled pieces" shown dropping into place.



The guidelines go on to predict property consolidation but still refer to a “mix of storefronts” and “multi-stories buildings” implying a collection of smaller scale residential and commercial buildings. It is clear from DG Figure 18 and Figure 32 that the intent for the entire Rose Hill District is to front each street block with two or even three buildings. This would be especially applicable at the East End portion of the district where smaller scale building with less density is desired. Except for a mid-block break for the 85th Street plaza, the remaining facades are almost monolithic in their presentation to the neighboring sites (pp. 13-14 DRB Packet).

1. Entry Gateway Features

The design guidelines call for a unique landscaping treatment at the gateway corners of Rose Hill (DG 1a). No discernible “distinctive landscaping” with a rose garden or other distinctive soft-scape elements are visible.

The guidelines also call for an artwork element which is not shown (DG 1b). The southeast corner of the project has a masonry element shown, but it does not appear to be a monument sign nor an architectural “gateway element”. It is crowded by the massing of building directly behind it and is not unique as there is a copy of this element at the west end of the project. It also appears that the element is under-scaled as it is barely visible in the context of the building (DRB Packet p.8).

It is also unclear if the element is the same or different material as the building (see image on p35 vs p32 DRB Packet). Finally no gateway sign with City logo is visible or not sufficiently documented to understand (DG 1c, 1d).

No lighting is shown and needs to be submitted for review (DG 1e).

2. Street Trees

The street trees required by Section 2 of the design guidelines are not documented clearly as trees in the ROW and on the private property are simply shown as graphic elements without species callouts, planting information, tree grates, etc.

It is hard to tell if trees represent a unifying element as called out in Design Guidelines 2b.

3. Street Corners

There does not seem to be any discernible strategy to organize the corner of the building to emphasize the gateway quality of the eastern intersection. Statements made on p8 of DRB Draft Packet are not consistent with the images presented on the same page.

Design guidelines 3a, 3c, 3d suggest the following options (DG p10):

Design treatments that emphasize street corners (DG 3a). - These are not apparent in the proposal. The aspects suggested by the applicant (DRB Packet p8) are neither recognized treatments by the design guideline nor unique to the corner design which is



intended to be “distinctive” and “special”. (DG 3a 3c 3d). Also, no signage program either for the development or gateway element is shown. (DG 3A, DG 1c)

Plaza spaces (DG 3a) - No plazas are present at the corner in fact the corner feels crowded and not a good place for pedestrian gathering.

Special landscaping elements (DG 3c) These are not visible in DRB presentation. There is also no indication how seasonal interest will be provided. The applicant should prepare a planting diagram indicating plants species and which softscape elements will add seasonal interest in all four seasons.

The guidelines also call for visual interest, sense of proportion and human scale. (DG 3d) Suggestions include:

Raised Roof Line - roof line is not raised instead it is a continuation of the residential wing’s roofline.

Turret - no typical corner type architectural element is present

Corner Balconies - a rooftop terrace is proposed but it is hidden behind a parapet wall

Special Awning - no awning or canopies are proposed at corner entry. Instead the entry is simply recessed under the parapet above. This treatment is repeated at all the commercial entries along 85th making the corner element totally indistinct from the other storefronts. Awnings that are proposed adjacent to the corner entry are exact copies of other awnings on building and are not sufficiently scaled to be identifiable as a special element.

Distinctive Building Materials - No special materials are suggested, just a repeat of the CMU and fiber-cement offered everywhere else on the project.

It should be noted that it is unfortunate that the public plaza has been placed at mid-block instead of at the corner. While the plaza is a good design feature, the design proposal has missed the opportunity to “hit two birds with one stone” and create the entry gateway element carefully described in the design guidelines and provide a successful urban gathering space. Figures 8 and 17 of the Design Guideline shows clearly how this can be accomplished. A much smaller corner building uniquely scaled and clearly differentiated from the adjoining residential bar could potentially better address these issues.

4. Pedestrian-Friendly Building Fronts

The applicant is seeking a zoning code departure from KZC 53.84 to reduce the front setback suggesting a Pedestrian-Oriented Facade along 85th to compensate. However, the application is not meeting the intent of such a facade design as they are blocking the facade with a landscape strip, not relocating and/or widening the sidewalk and therefore keeping pedestrians away from the facade. This design compromises both approaches as a smaller planting strip is created, as opposed to the width suggested by the property setbacks and in Figures 15 and 16 of the Design Guidelines. Additionally,



the awnings provided do nothing for the pedestrian because they are located over the planting beds. The design clearly does not meet the intent of a pedestrian-oriented facade (DG figure 19) and the departure should not be granted on this basis.

5. Building Location and Orientation

Section 5 of the design guidelines address multi-story buildings adjacent to single-family residents (north, east, and west of the site in particular). Several suggestions were not incorporated into the design including, minimizing windows to protect privacy and increasing upper-level building setbacks.

It would also stand to reason that breaking the building up into smaller buildings on the site would also encourage the type of scale that would “minimize negative impacts to adjacent single-family residential areas” (DG 5 Objectives) and “Locate and orient building toward streets, **plaza or common open space, and major internal pathways** (emphasis mine) (DG 5a). The “super-block” aspect of the massing does not support the type of development suggested in Section 5 of the Design Guidelines. The mass and bulk of the design is made more imposing by the fact that the building has not been set back at any of the upper levels overlooking the residential neighbors.

The height and width of the unbroken mass of building render is totally out of scale with anything in the East End district if not within the whole of the Rose Hill Design District.

6. Sidewalk And Pathway Widths

Documents indicating that the sidewalks existing adjacent to the site are sufficient to meet the design guidelines were not available for review.

No “curb zone” is suggested or documented per DG 6a and 6b. This should be documented in the application.

A cross-section through these facades out to the roadway would be appropriate to validate if the guidance of DG Section 6 is being met.

7. Pedestrian Coverings

Very few functional pedestrian coverings are provided. Generally, the only pedestrian weather protection offered are roof overhangs directly above individual doorways. This may be appropriate for the design as it is further developed. But as presented, and as noted above, the opportunity for true pedestrian coverings in the form of awnings was missed when the applicant planted the facades. The metal awnings provided at the storefronts serve only to shade the glass (desirable) and the planting areas below (undesirable).

9. Lighting

Proper lighting plans or design were not available for review. Applicant should be required to submit an exterior lighting design for review by the DRB.



11. Interior Pedestrian Connections

As has been noted several times already the large block wide “superblock” type of structure presents a massive facade fronting the adjoining neighbors. In addition, it prevents the interior pedestrian connections envisioned by the design guidelines (see DG figure 32).

16. Architectural Style

DG 16b specifically encourage projects in the East End to adopt common residential styles, arguably low slung ranch-style house with shallow gable or hip roofs. The repetitive shed roofs set on highly vertical facade modulation bays is not in keeping with these types of homes.

In addition, very few opportunities to relate to human scale are offered on the east or west facade as there are few grade level doors, stoops, or porches; items that typically give large residential developments a more human scale. The location of the bottom level parking garage has the effect of creating long sections of blank facades along the east elevation.

17. Architectural Scale

The residential facades facing the surrounding neighborhood seem especially tall. This is emphasized by the proposal the break up the face into many vertical “assembled pieces” (DRB Packet p. 10). While this type of facade modulation is helpful, without a balanced amount of horizontal facade modulation the vertical breakup makes the project feel very tall. A more thoughtful approach to differentiating floors by changing the fenestration sizes and patterns, changing materials at upper levels, upper level set backs etc. should be considered to more effectively mitigate the apparent height of the building.

DG 17a suggests limiting the size of fenestration to 35 square feet (sf). A standard 6’x7’ double entry door would exceed this criterion.

As can be seen on the application (DRB Packet pp. 13-14) there are many windows well in excess of the size of the double entry doors. While the guidelines also call for a good deal of transparency facing 85th, the application shows a fenestration pattern and scale more typical in an office or large commercial building. In other words, the intent of the design guidelines is to encourage many, smaller “punched openings” and discourage larger “walls of glass” seen in more contemporary and larger scale buildings. The project proposed is in conflict with this intension.

Several of the windows in the residential section of the project also seem to be larger than 35sf but it is difficult to tell for sure with the application materials available.

Please see also the related discussion above to architectural scale under 5. Building Location and Orientation



18. Human Scale

On the commercial frontage, the size of the glazing and tall parapet wall combine to make the project feel scale-less. Few mitigating elements are present. Suggestions of these mitigating elements include arcades, balconies, bay windows, trellis, landscaping, awnings, cornices, friezes, art concepts, and courtyards (DG 18a).

Since the awnings do not cover pedestrians (as discussed above) only the landscape areas and the courtyard serve to help mitigate scale. However, these will be kept low as requested by the City and there will do less to mitigate the scale of the facades.

The elevations as presented (DRB Packet pp. 13-14) do not have scale figures placed in the drawings. This makes it difficult for reviewers to judge the scalar qualities of the building. Nevertheless, given the apparent height of the glazing and tall parapet wall, lack of mitigating elements, and the fact that almost all of the entries seemed raised above the sidewalk, it is my opinion that the project does not have a desirable human scale as suggested in section 17b of the Design Guidelines.

The applicant should provide rendered elevations and perspective views with properly scaled human figures to better evaluate the human scale of the proposal.

19. Building Details and Materials

In reviewing page 12 of the DRB Draft Packet, it is unclear where building materials are located. In particular, the two tan colors of fiber-cement siding vs. fiber-cement panels.

The design guidelines section 19 suggests limiting the use of "concrete block, metal siding, stucco or similar materials..." (DG 19c). Almost the entire project is made up of concrete block and fiber-cement panels (which is visually similar to stucco or EIFS). No natural brick, stone, timber, metal, or other "quality building materials" are present as suggested in DG 19b and DG 9-Objectives.

No ornament nor any particular emphasis on "highlighting building features such as doors..." (DG 19a) is apparent in the design. Doors, for example, are for the most part incidental panels in a large storefront facade. These storefront doors are set deep into the building, de-emphasizing them even more.

20. Signs

A visual representation of the signage program is missing. The large open expanses of concrete block parapet facing 85th suggest that an uncontrolled, mixed-bag of surface-mounted tenant signs will be installed. Pedestrian-oriented blade signs do not seem possible with this design as suggested by DG 10a (for pedestrian-oriented facades).

Given the size of this project, the signage would ideally be combined together into a shared signage program integrated with the architecture as suggested in DG 20e. That suggestion does not seem to be considered in the application materials reviewed.



Conclusion

The design guidelines seemed to anticipate that a project of larger scale than the current development density was inevitable. (DG p.7) However, the overall intent of the East End sub-district was to maintain lower scaled building, to emphasize a residential and small-business character (DG Fig. 3) and provide "a setting compatible with the surrounding residential uses" (DG p. 3). Several primary issues conspire to make this project, as designed, inappropriate for the site. These include:

Huge floor plate and building bulk. The project size dwarfs any other building footprint in the area creating a "superblock" feel to the proposal and creating a cascade of other design problems relating to the design guidelines include scale parity with neighboring houses, lack of interior connections, and missing human scale. This is exasperated by the number of stories proposed which is not addressed directly in the Design Guidelines but should be noted here due to the impact of the overwhelming sense of bulk that the project presents.

Total lack of a gateway aspect to the design. The very small corner arch element made out of concrete block seems totally dwarfed by the building that is crowding it at the corner. The building itself offers almost no clue to the pedestrian or driver that they are entering the Rose Hill Neighborhood or the City of Kirkland.

Conflicted approach to the facades facing 85th. The facades are neither pedestrian-friendly nor set back far enough to meet code and provide a large landscape buffer. The scale of the facade is not human-scaled and the awnings on the facade are too small and inaccessible to be of any value urbanistically.

Numerous other issues, such as material choices, further make the proposal out of step with the design guidance provided by the City of Kirkland. As the very real gateway project to Kirkland the project should, as much as any other proposal, meet the primary design objective of the district which includes "Ensure that new developments meet high standards building and site design." (Design Guidelines pg. 2, "Design Objectives")

I hope these observations help you understand the building proposal in front of you and give positive suggestions to help address your concerns. If you have any questions or comments on the above please do not hesitate to contact me.

Sincerely,

John H Adams, AIA

From: [Jeremy McMahan](#)
To: [Janice Coogan](#)
Subject: FW: Rose hill Business Code amendments
Date: Tuesday, April 09, 2019 12:55:00 PM

From: Gary Penitsch <garypenitsch@cbbain.com>
Sent: Tuesday, April 9, 2019 11:39 AM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: Rose hill Business Code amendments

Dear Sirs:

What started out a few years ago as a small office building on the corner of 132nd and NE 85th has now turned into a giant mega complex. How did the City of Kirkland allow this to happen? Rose Hill is a housing neighborhood with community businesses. It seems as though the City of Kirkland no longer wants:

- *small retail shops and restaurants
- *bowling alley
- *neighborhood supported businesses in AFFORDABLE buildings and NOT \$35 sq ft retail space with no parking!!!

I thought that Kirkland's motto is "TREE CITY USA". You are not living up to that very well by allowing 4 story buildings in an area loaded with trees, most all of which will be removed! The City of Kirkland City Council appears to have lost focus on what the CITIZENS of Kirkland want! You need to get back on track and put the density in the downtown areas and NOT in the outlying areas. These outlying areas need to be preserved for future development. We DO NOT need development in the Rose Hill area today!

Please leave our current lifestyle alone by keeping our existing shops, restaurants and bowling alley. You are making Kirkland a WORSE City to live in by your failure to plan properly and allowing development to consume the outlying areas of the City. PLEASE get you focus corrected and **PLAN** on development, instead of allowing urban sprawl!



Gary Penitsch

Managing Broker
Coldwell Banker Bain
C: 206.799.6101 | F: 425.867.5353 | cbbain.com

ATTACHMENT 3

NOTICE: This e-mail account is part of the public domain. Any correspondence and attachments, including personal information, sent to and from the City of Kirkland are subject to the Washington State Public Records Act, Chapter 42.56 RCW, and may be subject to disclosure to a third party requestor, regardless of any claim of confidentiality or privilege asserted by an external party.

ORDINANCE NO. 4683

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO ZONING, PLANNING, AND LAND USE AND AMENDING THE KIRKLAND ZONING CODE ORDINANCE 3719 AS AMENDED, INCLUDING CHAPTERS 20, 25, 30, 40, 45, 53, 142, AMENDING THE ZONING MAP ORDINANCE 3710, AS AMENDED, TO INCLUDE LEGISLATIVE REZONES, AND APPROVING A SUMMARY ORDINANCE FOR PUBLICATION, FILE NO. CAM19-00043.

1 WHEREAS, the City Council has received a recommendation
2 from the Kirkland Planning Commission to amend certain sections of the
3 Kirkland Zoning Code, Ordinance 3719, as amended, and Zoning Map
4 Ordinance 3710 as amended, as set forth in the report and
5 recommendation of the Planning Commission dated April 8, 2019 and
6 bearing Kirkland Planning and Building Department File No. CAM19-
7 00043; and

8
9 WHEREAS, prior to making the recommendation, the Kirkland
10 Planning Commission, following notice as required by RCW 36.70A.035,
11 on March 28, 2019, held a public hearing, on the amendment proposals
12 and considered the comments received at the hearing; and

13
14 WHEREAS, pursuant to the State Environmental Policy Act
15 (SEPA), there has accompanied the legislative proposal and
16 recommendation through the entire consideration process, a SEPA
17 Addendum to the *City of Kirkland 2015 Comprehensive Plan Update*
18 *Draft and Final Environmental Impact Statement (EIS)* issued on March
19 15, 2019 by the responsible official pursuant to WAC 197-11-340 and
20 197-11-625; and

21
22 WHEREAS, in a public meeting the City Council considered the
23 environmental documents received from the responsible official,
24 together with the report and recommendation of the Planning
25 Commission; and

26
27 WHEREAS, the City Council recognizes that this change to the
28 Zoning Map is consistent with the Comprehensive Plan land use policies
29 in this area shown in Exhibit A; and

30
31 WHEREAS, the City Council intends to amend the
32 Comprehensive Plan Land Use Map Figure LU-1 to represent this change
33 in the Zoning Map with the City's 2019 annual Comprehensive Plan
34 amendments currently planned to be adopted at the end of the year;
35 and

36
37 NOW, THEREFORE, the City Council of the City of Kirkland do
38 ordain as follows:

39
40 Section 1. Official Zoning Map Changes: The Director of the
41 Planning and Building Department is directed to amend the official City
42 of Kirkland Zoning Map as set forth in the following Exhibit A attached
43 to this Ordinance and incorporated by reference indicating thereon the
44 date of this ordinance passage:

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Exhibit A: Zoning Map change to include four properties located at 8519 (PIN:123310-0875), 8523 (PIN:123310-0873), 8525 (PIN:123310-0877), 8527 (PIN:123310-0879) 126th Avenue NE from RS 7.2 zone to RH 5B zone.

Section 2. Zoning Code Text amended: The following specified sections of the Kirkland Zoning Code are amended as set forth in Exhibits B-I attached to this ordinance and incorporated by reference:

- Exhibit B: RH 5A,5B zone Sections 53.52 and 53.54.090
- Exhibit C: RH 7 zone Section 53.72
- Exhibit D: RH 8 zone Sections 53.82, 53.84.020, 53.84.040, 53.84.050, 53.84.060
- Exhibit E: RH 3 zone Sections 53.32 and 53.34.010
- Exhibit F: Institutional PLA 14 zone Section 45.20 PU-18
- Exhibit G: RM, RMA zones Section 20.10.020, 20.20 PU-2, PU-27, 25.10.020, 25.20 PU-1, PU-14, 30.20 PU-1, PU-12, PU-22
- Exhibit H: LIT zones Section 40.10.010, 40.20 PU-7
- Exhibit I: Design Review Sections 142.20, 142.25, 142.35, 142.35, 142.37

Section 3. If any provision of this ordinance or its application to any person or circumstance is held invalid, the remainder of the ordinance or the application of the provision to other persons or circumstances is not affected.

Section 4. This ordinance shall be in force and effect five days from and after its passage by the Kirkland City Council and publication pursuant to Section 1.08.017, Kirkland Municipal Code in the summary form attached to the original of this ordinance and by this reference approved by the City Council.

Passed by majority vote of the Kirkland City Council in open meeting this ____ day of _____, 2019.

Signed in authentication thereof this ____ day of _____, 2019.

Penny Sweet, Mayor

Attest:

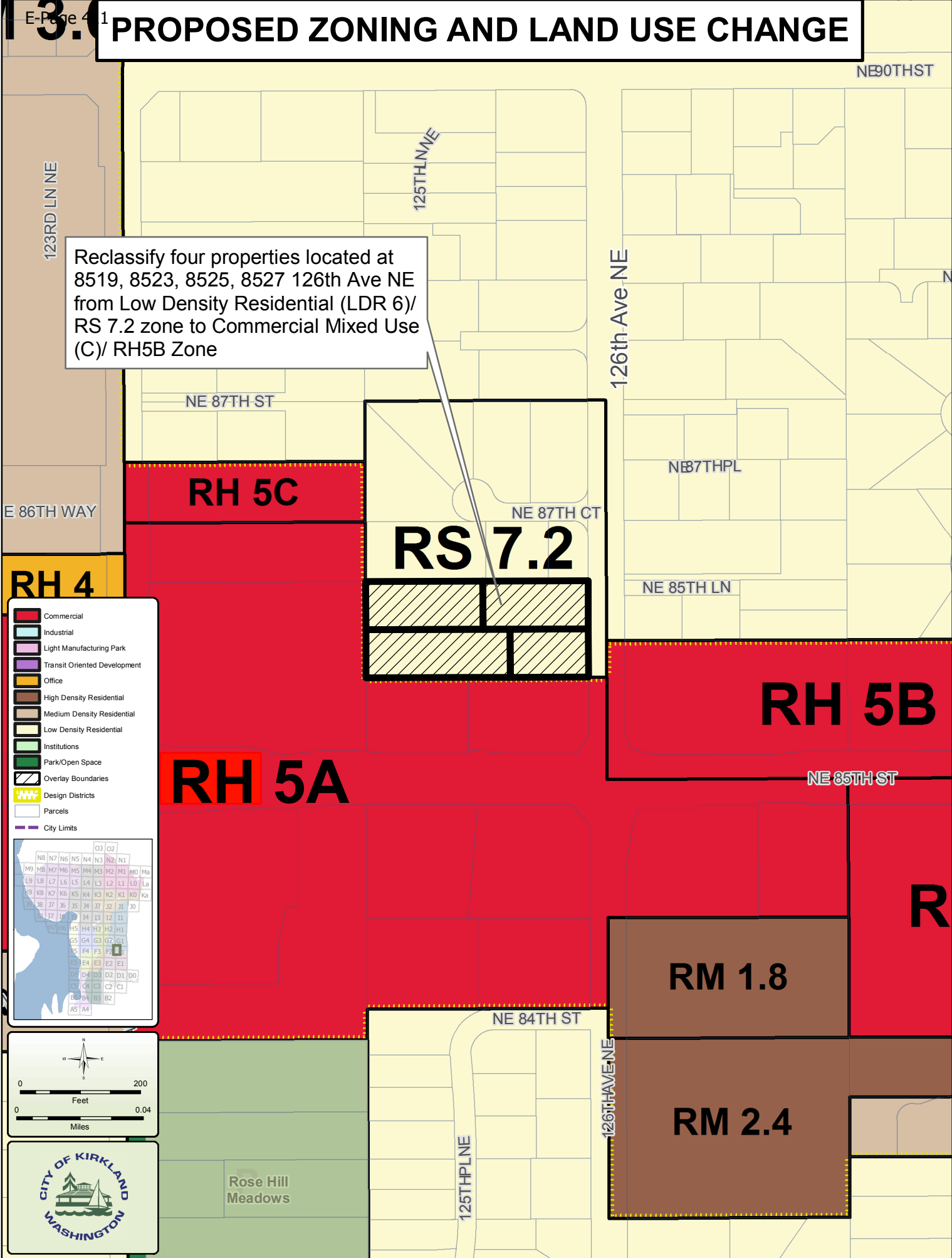
Kathi Anderson, City Clerk

Approved as to Form:

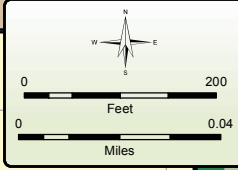
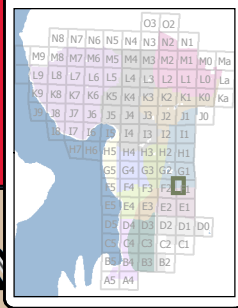
Kevin Raymond, City Attorney

3. PROPOSED ZONING AND LAND USE CHANGE

Reclassify four properties located at 8519, 8523, 8525, 8527 126th Ave NE from Low Density Residential (LDR 6)/RS 7.2 zone to Commercial Mixed Use (C)/RH5B Zone



- Commercial
- Industrial
- Light Manufacturing Park
- Transit Oriented Development
- Office
- High Density Residential
- Medium Density Residential
- Low Density Residential
- Institutions
- Park/Open Space
- Overlay Boundaries
- Design Districts
- Parcels
- City Limits



Rose Hill Meadows

53.50 User Guide. The charts in KZC 53.54 contain the basic zoning regulations that apply in the RH 5A and 5B zones of the City. Use these charts by reading down the left hand column entitled Use. Once you locate the use in which you are interested, read across to find the regulations that apply to that use.

Section 53.52

Zone
RH 5A,
5B

Section 53.52 – GENERAL REGULATIONS

The following regulations apply to all uses in this zone unless otherwise noted:

1. Refer to Chapter 1 KZC to determine what other provisions of this code may apply to the subject property.
2. For structures located within 30 feet of a parcel in a low density zone (or a low density use in PLA 17), KZC 115.136 establishes additional limitations on structure size.
3. To the extent possible, viable significant trees and vegetation shall be retained within required landscape buffers separating nonresidential uses from residential uses. The applicant shall record a greenbelt easement over the required landscape buffer.
4. Individual retail uses in this zone are limited to a maximum of 65,000 square feet of gross floor area.
5. The ground-street level floor of all structures on the subject property shall be a minimum of 15 feet in height. This requirement does not apply to:
 - a. The following uses: vehicle service stations, automotive service centers, private lodges or clubs, detached, attached or stacked dwelling units, churches, schools, day-care centers, mini-schools or mini-day-care centers, assisted living facilities, convalescent centers or nursing homes, public utilities, government facilities or community facilities.
 - b. Parking garages.
 - c. Additions to existing nonconforming development where the Planning Official determines it is not feasible.
6. At least 50 percent of the total gross floor area located on the ground-street level floor of all structures on the subject property must contain retail establishments, restaurants, taverns, hotels or motels (unless use is not permitted in RH 5B). These uses shall be oriented to NE 85th Street, a major pedestrian sidewalk, a through-block pedestrian pathway or an internal pathway (see also Chapter 92 KZC).
7. Within required front yards, canopies and similar entry features may encroach; provided, that the total horizontal dimension of such elements may not exceed 25 percent of the length of the structure.
8. Some development standards or design regulations may be modified as part of the design review process. See Chapters 92 and 142 KZC for requirements.
9. For lighting requirements associated with development, see KZC 115.85(2).

(GENERAL REGULATIONS CONTINUED ON NEXT PAGE)

Section 53.52

Zone
RH 5A,
5B

USE ZONE CHART

(GENERAL REGULATIONS CONTINUED FROM PREVIOUS PAGE)

10. Prior to any of the following uses (unless use is not permitted in RH 5B) occupying a structure on a property adjoining a residential zone, the applicant shall submit a noise study prepared by a qualified acoustical consultant for approval by the planning official:
- Establishments expected to operate past 9:00 p.m.
 - Vehicle service station.
 - Automotive service center.
 - Retail establishment providing entertainment, recreational or cultural activities.
 - Retail establishment involving the sale, lease, repair or service of automobiles, trucks, boats, motorcycles, recreational vehicles, heavy equipment, or similar vehicles.
 - Car washes.
 - Veterinary offices.
 - Any establishment where animals are kept on site.
 - Drive-through facilities with loudspeaker systems.
 - Establishments involving a large truck loading dock for deliveries.
- The study shall verify that the noise that will emanate from the site adjoining any residential-zoned property complies with the standards specified in KZC 115.95(1) and (2) and WAC 173-60-040(1) for a Class B source property and a Class A receiving property.
11. The Public Works Official shall approve the number, location and characteristics of driveways on NE 85th Street in accordance with the driveway and sight distance policies contained in the Public Works Pre-approved Plans manual. Taking into consideration the characteristics of this corridor, the Public Works Official may:
- a. Require access from side streets; and/or
 - b. Encourage properties to share driveways, circulation and parking areas; and/or
 - c. Restrict access to right turn in and out; or
 - d. Prohibit access altogether along NE 85th Street.
12. Access for drive-through facilities must be approved by the Public Works Official. See Chapter 105.96 KZC for requirements. Drive-through facilities are not permitted in the RH 5B zone.
13. ~~See Chapters 100 and 162 KZC for information about nonconforming signs. Chapter 162.35 KZC describes when nonconforming signs must be brought into conformance or removed.~~

New #13: If the subject property is located in RH 5B zone west of 126th Ave NE adjoining a low density zone and does not abut NE 85th Street, or is not consolidated with lots abutting NE 85th Street, development is limited to detached, attached, or stacked dwelling units and the minimum lot size per dwelling unit is 3,600 square feet. Development of detached, attached or stacked dwelling units is subject to Administrative Design Review per 142 KZC.

Section 53.54



USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS

Section 53.54	USE REGULATIONS	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)		
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage					Height of Structure	
				Front	Side	Rear							
.010	Vehicle Service Station See Spec. Regs. 1 and 2.	D.R., Chapter 142 KZC.	22,500 sq. ft.	20' See Spec. Reg. 4.	15' See Spec. Reg. 4.	15' See Spec. Reg. 4.	80%	If adjoining an RS or RSX zone, then 30' above average building elevation. Otherwise, 35' above average building elevation.	A	E	See KZC 105.25.	<ol style="list-style-type: none"> 1. This use is permitted only if the subject property abuts NE 85th Street. 2. This use is not permitted in the RH 5B zone. 3. May not be more than two vehicle service stations at any intersection. 4. Gas pump islands must be set back at least 20 feet from all property lines. Canopies or covers over gas pump islands may not be closer than 10 feet to any property line. Outdoor parking and service areas may not be closer than 10 feet to any property line. 5. See KZC 95.40 through 95.45, required landscaping, for further regulations. 	
.020	Automotive Service Center See Spec. Reg. 1.		None	10' adjacent to NE 85th St., otherwise 20'.	0'	15'						1 per each 250 sq. ft. of gross floor area. See Spec. Reg. 4.	<ol style="list-style-type: none"> 1. This use is not permitted in the RH 5B zone. 2. This use specifically excludes a retail establishment involving the sale, lease, repair or service of automobiles, trucks, boats, motorcycles, recreational vehicles, heavy equipment, and similar vehicles. 3. No openings (i.e., doors, windows which open, etc.) shall be permitted in any facade of a building adjoining any residential zone. Windows are permitted if they are triple-paned and unable to be opened. 4. Ten percent of the required parking spaces on site must have a minimum dimension of 10 feet wide by 30 feet long for motor home/travel trailer use. 5. Parts and tires must be stored entirely within an enclosed structure. 6. Outdoor vehicle parking or storage must be buffered as required for a parking area in KZC 95.45. See KZC 115.105, Outdoor Use, Activity and Storage, for additional regulations.
.030	Entertainment, Cultural and/or Recreational Facility											See KZC 105.25.	

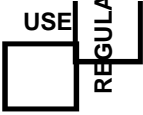
<p>.040</p>	<p>Restaurant or Tavern See Spec. Regs. 1 and 2.</p>									<p>1 per each 100 sq. ft. of gross floor area.</p>	<ol style="list-style-type: none"> 1. Taverns and restaurants with drive-in or drive-through facilities are not permitted uses in an RH 5B zone. 2. For restaurants with drive-in or drive-through facilities: <ol style="list-style-type: none"> a. One outdoor waste receptacle shall be provided for every eight parking stalls. b. Access for drive-through facilities shall be approved by the Public Works Department. Drive-through facilities shall be designed so that vehicles will not block traffic in the right-of-way while waiting in line to be served.
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Section 53.54

Zone
RH 5A,
5B

USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS

Section 53.54		Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.050	Any Retail Establishment other than those specifically listed in this zone, selling goods or providing services, including banking and related financial services	D.R., Chapter 142 KZC.	None	10' adjacent to NE 85th St., otherwise 20'.	0'	15'	80%	If adjoining an RS or RSX zone, then 30' above average building elevation. Otherwise, 35' above average building elevation.	A	E	1 per each 300 sq. ft. of gross floor area.	<ol style="list-style-type: none"> 1. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if: <ol style="list-style-type: none"> a. The assembled or manufactured goods are directly related to and are dependent upon this use, and are available for purchase and removal from the premises. b. The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other retail uses. 2. A delicatessen, bakery, or other similar use may include, as part of the use, accessory seating if: <ol style="list-style-type: none"> a. The seating and associated circulation area does not exceed more than 10 percent of the gross floor area of the use; and b. It can be demonstrated to the City that the floor plan is designed to preclude the seating area from being expanded. 3. For a retail establishment involving the sale, service or rental of motor vehicles, sailboats, motor boats, or recreation trailers, the following shall apply: <ol style="list-style-type: none"> a. This use is not permitted in the RH 5B zone; provided, that motorcycle sales, service, or rental is permitted if conducted indoors. b. For the number of required parking stalls see KZC 105.25. c. Parts must be stored entirely within an enclosed structure. d. See KZC 95.40 through 95.45, required landscaping, for further regulations. 4. Retail establishments selling marijuana or products containing marijuana are not permitted on properties abutting the school walk routes shown on Plate 46.

.060	Office Use								B	D	<p>If a medical, dental or veterinary office, then 1 per each 200 sq. ft. of gross floor area. Otherwise, 1 per each 300 sq. ft. of gross floor area.</p>	<ol style="list-style-type: none"> 1. The following regulations apply to veterinary offices only: <ol style="list-style-type: none"> a. May only treat small animals on the subject property. b. Outside runs and other outside facilities for the animals are not permitted. 2. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if: <ol style="list-style-type: none"> a. The ancillary assembled or manufactured goods are subordinate to and dependent on this use. b. The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other office uses.
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Section 53.54



USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS

Section 53.54	USE REGULATIONS	Required Review Process	Lot Size	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
				REQUIRED YARDS (See Ch. 115)			Lot Coverage	Height of Structure				
				Front	Side	Rear						
.070	Hotel or Motel See Spec. Reg. 3.	D.R., Chapter 142 KZC.	None	10' adjacent to NE 85th St., otherwise 20'.	0'	15'	80%	If adjoining an RS or RSX zone, then 30' above average building elevation. Otherwise, 35' above average building elevation.	A	E	1 per each room. See also Spec. Reg. 2.	<ol style="list-style-type: none"> May include ancillary meeting and convention facilities. Excludes parking requirements for ancillary meeting and convention facilities. Additional parking requirement for these ancillary uses shall be determined on a case-by-case basis. The maximum height of a hotel or motel is 54 feet above ABE on property abutting the LIT zone.
.080	Private Lodge or Club									B	1 per each 300 sq. ft. of gross floor area.	
.090	Detached, Attached or Stacked Dwelling Units See Spec. Reg. 1., 2., 5.	One dwelling unit none otherwise D.R. Chapter 142	For RH 5B zone, See General Regulation #13 and Special Regulation #2 Otherwise none	0' See Special Regulation #3	In RH 5B zone: 10' See Special Regulation #4	60%			One detached dwelling unit E, Otherwise D	A	1.2 per studio unit. 1.3 per 1 bedroom unit. 1.6 per 2 bedroom unit. 1.8 per 3 or more bedroom unit. See KZC 105.20 for visitor parking requirements. One detached dwelling unit: 2.0 per unit	<ol style="list-style-type: none"> Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use. This use is allowed subject to the requirements of General Regulations #6 and #13. Minimum required side yard is 5 feet abutting RS 7.2 zone. The side yard may be reduced to zero feet if the side of the dwelling unit is attached to a dwelling unit on an adjoining lot. If one side of a dwelling unit is so attached and the opposite side is not, the side that is not attached must provide a minimum side yard of five feet. The rear yard may be reduced to zero feet if the rear of the dwelling unit is attached to a dwelling unit on an adjoining lot. Developments creating four or more new dwelling units shall provide at least 10 percent of the units as affordable housing units as defined in Chapter 5 KZC. Two additional units may be constructed for each affordable housing unit provided. In such cases, the minimum lot size listed in the Use Regulations shall be used to establish the base number of units allowed on the site but shall not limit the size of individual lots. See Chapter 112 KZC for additional affordable housing incentives and requirements.

.100	Church									B	1 per every 4 people based on maximum occupancy load of any area of worship. See Spec. Reg. 2.	1. May include accessory living facilities for staff persons. 2. No parking is required for day-care or school ancillary to the use.
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Section 53.54

Zone
RH 5A,
5B

USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS												
Section 53.54	USE REGULATIONS	Required Review Process	Lot Size	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
				REQUIRED YARDS (See Ch. 115)			Lot Coverage	Height of Structure				
				Front	Side	Rear						
.110	School, Day-Care Center, Mini-School or Mini-Day-Care Center	D.R., Chapter 142 KZC.	None	10' adjacent to NE 85th St., otherwise 20'.	0'	15'	80%	If adjoining an RS or RSX zone, then 30' above average building elevation. Otherwise, 35' above average building elevation.	A	B	See KZC 105.25. See Spec. Regs. 2 and 4.	1. A six-foot-high fence is required only along the property lines adjacent to the outside play areas. 2. An on-site passenger loading area must be provided. The City shall determine the appropriate size of the loading areas on a case-by-case basis, depending on the number of attendees and the extent of the abutting right-of-way improvements. Carpooling, staggered loading/unloading time, right-of-way improvements or other means may be required to reduce traffic impacts on nearby residential uses. 3. May include accessory living facilities for staff persons. 4. To reduce impacts on nearby residential uses, hours of operation of the use may be limited and parking and passenger loading areas relocated.
.120	Assisted Living Facility, Convalescent Center or Nursing Home									A Convalescent Center or Nursing Home: B	Independent unit: 1.7 per unit. Assisted living unit: 1 per unit. Convalescent Center or Nursing Home: 1 per each bed.	1. The development must be designed to limit potential impacts from surrounding commercial uses on residents of the subject property. 2. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use.
.130	Public Utility									B	See KZC 105.25.	1. Landscape Category A or B may be required depending on the type of use on the subject property and the impacts associated with the use on the nearby uses.
.140	Government Facility Community Facility								C See Spec. Reg. 1.			

.150	Public Park	Development standards will be determined on a case-by-case basis. See KZC 45.50 for required review process.	
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53.70 User Guide. The charts in KZC 53.74 contain the basic zoning regulations that apply in the RH 7 zone of the City. Use these charts by reading down the left hand column entitled Use. Once you locate the use in which you are interested, read across to find the regulations that apply to that use.

Section 53.72



Zone
RH 7

Section 53.72 – GENERAL REGULATIONS

The following regulations apply to all uses in this zone unless otherwise noted:

1. Refer to Chapter 1 KZC to determine what other provisions of this code may apply to the subject property.
2. Individual retail uses in this zone are limited to a maximum of 65,000 square feet of gross floor area.
3. The ground-street level floor of all structures on the subject property shall be a minimum of 15 feet in height. This requirement does not apply to:
 - a. The following uses: vehicle service stations, automotive service centers, private lodges or clubs, attached or stacked dwelling units, churches, schools, day-care centers, mini-schools or mini-day-care centers, assisted living facilities, convalescent centers or nursing homes, public utilities, government facilities or community facilities.
 - b. Parking garages.
 - c. Additions to existing nonconforming development where the Planning Official determines it is not feasible.
4. At least 50 percent of the total gross floor area located on the ground-street level floor of all structures on the subject property must contain retail establishments, restaurants, taverns, hotels or motels. These uses shall be oriented to NE 85th Street, a major pedestrian sidewalk, a through-block pedestrian pathway or an internal pathway (see also Chapter 92 KZC).
5. Within required front yards, canopies and similar entry features may encroach; provided, that the total horizontal dimension of such elements may not exceed 25 percent of the length of the structure.
6. Some development standards or design regulations may be modified as part of the design review process. See Chapters 92 and 142 KZC for requirements.
7. Drive-through and drive-in facilities are not permitted in this zone.
8. The Public Works Official shall approve the number, location and characteristics of driveways on NE 85th Street in accordance with the driveway and sight distance policies contained in the Public Works Pre-approved Plans Manual. Taking into consideration the characteristics of this corridor, the Public Works Official may:
 - a. Require access from side streets; and/or
 - b. Encourage properties to share driveways, circulation and parking areas; and/or
 - c. Restrict access to right turn in and out; or
 - d. Prohibit access altogether along NE 85th Street.
9. For lighting requirements associated with development, see KZC 115.85(2).

(GENERAL REGULATIONS CONTINUED ON NEXT PAGE)

(GENERAL REGULATIONS CONTINUED FROM PREVIOUS PAGE)

10. Prior to any of the following uses occupying a structure on a property adjoining a residential zone, the applicant shall submit a noise study prepared by a qualified acoustical consultant for approval by the Planning Official:
- Establishments expected to operate past 9:00 p.m.
 - Vehicle service station.
 - Automotive service center.
 - Car washes.
 - Retail establishment providing entertainment, recreational or cultural activities.
 - Retail establishment involving the sale, lease, repair or service of automobiles, trucks, boats, motorcycles, recreational vehicles, heavy equipment, or similar vehicles.
 - Veterinary offices.
 - Drive-through facilities with loudspeaker systems.
 - Establishments involving a large truck loading dock for deliveries.
- The study shall verify that the noise that will emanate from the site adjoining any residential-zoned property complies with the standards specified in KZC 115.95(1) and (2) and WAC 173-60-040(1) for a Class B source property and a Class A receiving property.
11. See Chapters 100 and 162 KZC for information about nonconforming signs. KZC 162.35 describes when nonconforming signs must be brought into conformance or removed.

Section 53.74



USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS

Section 53.74	USE REGULATIONS	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.010	Restaurants or Taverns	D.R., Chapter 142 KZC.	None	10' adjacent to NE 85th St., otherwise 20'.	0'	0'	80%	30' above average building elevation.	A	E	1 per each 100 sq. ft. of gross floor area.	1. Fast food restaurants must provide one outdoor waste receptacle for every eight parking stalls.
.020	Any Retail Establishment other than those specifically listed, limited or prohibited in this zone, selling goods or providing services, including banking and related financial services. See Spec. Regs. 1 and 2.										1 per each 300 sq. ft. of gross floor area.	1. The following uses are not permitted in this zone: <ol style="list-style-type: none"> Vehicle service stations; Automotive service centers; Uses with drive-in facilities or drive-through facilities; Retail establishments providing storage services unless accessory to another permitted use. A retail establishment involving the sale, service or rental of motor vehicles, sailboats, motor boats, recreation trailers, heavy equipment, and similar vehicles; provided, that motorcycle sales, service, or rental is permitted if conducted indoors. 2. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if: <ol style="list-style-type: none"> The assembled or manufactured goods are directly related to and are dependent upon this use, and are available for purchase and removal from the premises. The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other retail uses. 3. A delicatessen, bakery, or other similar use may include, as part of the use, accessory seating if: <ol style="list-style-type: none"> The seating and associated circulation area does not exceed more than 10 percent of the gross floor area of the use; and It can be demonstrated to the City that the floor plan is designed to preclude the seating area from being expanded. 4. Retail establishments selling marijuana or products containing marijuana are not permitted on properties abutting the school walk routes shown on Plate 46.

USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS

Section 53.74	USE REGULATIONS	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.030	Office Use	D.R., Chapter 142 KZC.	None	10' adjacent to NE 85th St., otherwise 20'.	0'	0'	80%	30' above average building elevation.	A	D	If a medical, dental or veterinary office, then 1 per each 200 sq. ft. of gross floor area. Otherwise, 1 per each 300 sq. ft. of gross floor area.	1. The following regulations apply to veterinary offices only: <ol style="list-style-type: none"> May only treat small animals on the subject property. Outside runs and other outside facilities for the animals are not permitted. 2. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if: <ol style="list-style-type: none"> The ancillary assembled or manufactured goods are subordinate to and dependent on this use. The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other office uses.
.040	Hotel or Motel								E	1 per each room. See also Spec. Reg. 2.	1. May include ancillary meeting and convention facilities. 2. Excludes parking requirements for ancillary meeting and convention facilities. Additional parking requirement for these ancillary uses shall be determined on a case-by-case basis.	
.050	Entertainment, Cultural and/or Recreational Facility									See KZC 105.25.		
.060	Private Lodge or Club								B	1 per each 300 sq. ft. of gross floor area.		
.070	Attached or Stacked Dwelling Units								A	1.2 per studio unit. 1.3 per 1 bedroom unit. 1.6 per 2 bedroom unit. 1.8 per 3 or more bedroom unit. See KZC 105.20 for visitor parking requirements.	1. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use.	

Section 53.74



USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS

Section 53.74		Required Review Process	MINIMUMS				MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage	Height of Structure				
				Front	Side	Rear						
.080	Development Containing Stacked Dwelling Units and one or more of the following uses: Retail uses including Banking and Other Financial Services, Restaurants or Taverns See Spec. Regs. 1 and 2.	D.R., Chapter 142 KZC.	More than 3 acres.	10' adjacent to NE 85th St., otherwise 20'.	0'	0'	80%	45' above average building elevation.	A	E	For residential: 1.2 per studio unit. 1.3 per 1 bedroom unit. 1.6 per 2 bedroom unit. 1.8 per 3 or more bedroom unit. See KZC 105.20 for visitor parking requirements. For other uses see KZC 105.25.	1. Development may also include other uses allowed in this zone. 2. The following uses are not permitted in this zone: a. Vehicle service stations. b. Automotive service centers. c. Uses with drive-in facilities or drive-through facilities. d. Retail establishments providing storage services unless accessory to another permitted use. e. Retail establishment involving the sale, service or repair of automobiles, trucks, boats, motorcycles, recreational vehicles, heavy equipment and similar vehicles. 3. The entire zone must be physically integrated both in site, building design, pedestrian access internally and to the street and provide other pedestrian amenities. 4. At least 10 percent of the units in new residential developments of four units or greater shall be affordable housing units as defined in Chapter 5 KZC. See Chapter 112 KZC for additional affordable housing requirements and incentives.
.090	Church		None				30' above average building elevation.		B	1 per every 4 people based on maximum occupancy load of any area of worship. See Special Regulation 2.	1. May include accessory living facilities for staff persons. 2. No parking is required for day-care or school ancillary to the use.	

USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS

Section 53.74	USE REGULATIONS	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.100	School, Day-Care Center, Mini-School or Mini-Day-Care Center	D.R., Chapter 142 KZC.	None	10' adjacent to NE 85th St., otherwise 20'.	0'	0'	80%	30' above average building elevation.	D	B	See KZC 105.25.	<ol style="list-style-type: none"> 1. A six-foot-high fence is required only along the property lines adjacent to the outside play areas. 2. An on-site passenger loading area must be provided. The City shall determine the appropriate size of the loading areas on a case-by-case basis, depending on the number of attendees and the extent of the abutting right-of-way improvements. Carpooling, staggered loading/unloading time, right-of-way improvements or other means may be required to reduce traffic impacts on nearby residential uses. 3. May include accessory living facilities for staff persons. 4. To reduce impacts on nearby residential uses, hours of operation of the use may be limited and parking and passenger loading areas relocated.
.110	Assisted Living Facility, Convalescent Center or Nursing Home See Spec. Reg. 1.	D.R., Chapter 142 KZC.	None	10' adjacent to NE 85th St., otherwise 20'.	0'	0'	80%	30' above average building elevation.	A	B	Independent unit: 1.7 per unit. Assisted living unit: 1 per unit. Convalescent Center or Nursing Home: 1 per each bed.	<ol style="list-style-type: none"> 1. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use.
.120	Public Utility								A			
.130	Government Facility Community Facility								C See Spec. Reg. 1.			
.140	Public Park	Development standards will be determined on a case-by-case basis. See Chapter 49 KZC for required review process.										

53.80 User Guide. The charts in KZC 53.84 contain the basic zoning regulations that apply in the RH 8 zone of the City. Use these charts by reading down the left hand column entitled Use. Once you locate the use in which you are interested, read across to find the regulations that apply to that use.

Section 53.82

Zone
RH 8

Section 53.82 – GENERAL REGULATIONS

The following regulations apply to all uses in this zone unless otherwise noted:

1. Refer to Chapter 1 KZC to determine what other provisions of this code may apply to the subject property.
2. Development creating four or more new dwelling units that includes lots or portions of lots adjoining 131st Avenue NE or 132nd Avenue NE that are located more than 120 feet north of NE 85th Street shall provide at least 10 percent of the units as affordable housing units as defined in Chapter 5 KZC. See Chapter 112 KZC for additional affordable housing incentives and requirements.
3. For structures located within 30 feet of a parcel in a low density zone (or a low density use in PLA 17), KZC 115.136 establishes additional limitations on structure size.
4. On lots that are not abutting NE 85th Street or are not consolidated with at least one lot abutting NE 85th Street, development shall be subject to the permitted uses and regulations in the RSX zone, except that isolated parcels may be developed independently with office use.
5. If the lot area of the subject property is equal to or greater than 18,000 square feet, maximum building height is 35 feet above average building elevation, except maximum building height is 30 feet within 30 feet of an RSX zone, on lots located more than 120 feet north of NE 85th Street, between 132nd Avenue NE and parcels abutting 131st Avenue NE.
6. The ground-street level floor of all structures on the subject property shall be a minimum of 15 feet in height. This requirement does not apply to:
 - a. The following uses: vehicle service stations, automotive service centers, private lodges or clubs, stacked dwelling units, churches, schools, day-care centers, mini-schools or mini-day-care centers, assisted living facilities, convalescent centers or nursing homes, public utilities, government facilities or community facilities.
 - b. Parking garages.
 - c. Additions to existing nonconforming development where the Planning Official determines it is not feasible.
7. Within required front yards, canopies and similar entry features may encroach; provided, that the total horizontal dimension of such elements may not exceed 25 percent of the length of the structure.
8. Some development standards or design regulations may be modified as part of the design review process. See Chapters 92 and 142 KZC for requirements.
9. The Public Works Official shall approve the number, location and characteristics of driveways on NE 85th Street in accordance with the driveway and sight distance policies contained in the Public Works Pre-Approved Plans manual. Taking into consideration the characteristics of this corridor, the Public Works Official may:
 - a. Require access from side streets; and/or
 - b. Encourage properties to share driveways, circulation and parking areas; and/or
 - c. Restrict access to right turn in and out; or
 - d. Prohibit access altogether along NE 85th Street.

(GENERAL REGULATIONS CONTINUED ON NEXT PAGE)

Section 53.82

Zone
RH 8

USE ZONE CHART

(GENERAL REGULATIONS CONTINUED FROM PREVIOUS PAGE)

10. Drive-through and drive-in facilities are not permitted in this zone.
11. See Chapters 100 and 162 KZC for information about nonconforming signs. KZC 162.35 describes when nonconforming signs must be brought into conformance or removed.
12. For lighting requirements associated with development see KZC 115.85(2).
13. Prior to any of the following uses occupying a structure on a property adjoining a residential zone, the applicant shall submit a noise study prepared by a qualified acoustical consultant for approval by the Planning Official:
 - Establishments expected to operate past 9:00 p.m.
 - Retail establishment providing entertainment, recreational or cultural activities.
 - Veterinary offices.
 - Any establishment where animals are kept on site.
 - Establishments involving a large truck loading dock for deliveries.The study shall verify that the noise expected to emanate from the site adjoining any residential-zoned property complies with the standards specified in KZC 115.95(1) and (2) and WAC 173-60-040(1) for a Class B source property and a Class A receiving property.
14. A City entryway feature shall be provided on the parcel located at the northwest corner of the intersection of NE 85th Street and 132nd Avenue, or adjacent parcel under common ownership with such parcel. Entryway features shall include such elements as: a sign, art, landscaping and lighting. See Chapter 92 KZC, Design Regulations.

Section 53.84



USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS

Section 53.84	USE REGULATIONS	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.010	Office Use	D.R., Chapter 142 KZC.	None	10' adjacent to NE 85th St., otherwise 20'.	0'	15'	70%	30' above average building elevation. See Gen. Regs. 3 and 5.	A	D	If a medical, dental or veterinary office, then 1 per each 200 sq. ft. of gross floor area. Otherwise, 1 per each 300 sq. ft. of gross floor area.	1. The following regulations apply to veterinary offices only: a. May only treat small animals on the subject property. b. Outside runs and other outside facilities for the animals are not permitted. 2. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if: a. The ancillary assembled or manufactured goods are subordinate to and dependent on this use. b. The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other office uses.
.020	Restaurant								E	1 per each 100 sq. ft. of gross floor area.	1. May not be located above the <u>ground-floor-street level floor</u> of a structure. 1-2. <u>Must be oriented toward NE 85th Street.</u> 2-3. <u>Gross floor area for each individual use may not exceed 4,000 sq. ft.</u>	
.030	Entertainment, Cultural and/or Recreational Facility									See KZC 105.25.	1. Gross floor area for each individual use may not exceed 4,000 sq. ft.	

.040	Any Retail Establishment other than those specifically listed, limited or prohibited in this zone, selling goods or providing services, including banking and related financial services.									D 1 per each 300 sq. ft. of gross floor area.	<ol style="list-style-type: none"> 1. The following uses are not permitted in this zone: <ol style="list-style-type: none"> a. Vehicle service stations. b. Automotive service centers. c. Uses with drive-in facilities or drive-through facilities. d. Retail establishments providing storage services unless accessory to another permitted use. e. A retail establishment involving the sale, service or rental of motor vehicles, sailboats, motor boats, recreation trailers, heavy equipment and similar vehicles; provided, that motorcycle sales, service or rental is permitted if conducted indoors. f. Storage and operation of heavy equipment, except delivery vehicles associated with retail uses. g. Storage of parts unless conducted entirely within an enclosed structure. 2. This use <u>must be oriented toward NE 85th Street and</u> may not be located above the <u>ground-street level</u> floor of a structure except for personal service establishments that provide services involving the care of a person, or of a person's apparel, such as laundry and dry cleaning services, beauty shops, barber shops, shoe repair shops and tailors may be located above the <u>ground-street level</u> floor; provided, that the use of exterior areas adjoining residential uses is prohibited.
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Section 53.84



USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS												
Section 53.84	USE REGULATIONS	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.040	Any Retail Establishment other than those specifically listed, limited or prohibited in this zone, selling goods or providing services, including banking and related financial services. (continued)									REGULATIONS CONTINUED FROM PREVIOUS PAGE		

3. Gross floor area for each individual use may not exceed 4,000 sq. ft.
4. A delicatessen, bakery, or other similar use may include, as part of the use, accessory seating if:
 - a. The seating and associated circulation area does not exceed more than 10 percent of the gross floor area of the use; and
 - b. It can be demonstrated to the City that the floor plan is designed to preclude the seating area from being expanded.
5. Retail establishments selling marijuana or products containing marijuana are not permitted on properties abutting the school walk routes shown on Plate 46.

.050	Stacked Dwelling Units See Spec. Reg. 1.	D.R., Chapter 142 KZC.	None	10' adjacent to NE 85th St., otherwise 20'.	0'	15'	70%	30' above average building elevation. See Gen. Regs. 3 and 5.	A	A	1.2 per studio unit. 1.3 per 1 bedroom unit. 1.6 per 2 bedroom unit. 1.8 per 3 or more bedroom unit. See KZC 105.20 for visitor parking requirements.	1. This use may not be located on the ground floor of a structure. 1. At least 60% of the linear frontage of the property along NE 85th Street shall include commercial use. The commercial use shall be at the street level floor and oriented toward NE 85th Street. Commercial uses shall have a minimum depth of 20' and an average depth of at least 30' (as measured from the face of the building along the street). Lobbies for non-commercial uses are allowed in the commercial frontage provided that they do not exceed 20% of the building's linear commercial frontage. The Planning Director or Design Review Board may approve a minor reduction in the depth requirements if the applicant demonstrates that the requirement is not feasible given the configuration of existing or proposed improvements and the design of the retail frontage will maximize visual interest. 2. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use.
.060	Assisted Living Facility, Convalescent Center or Nursing Home See Spec. Reg. 1.										Independent unit: 1.7 per unit. Assisted living facility: 1 per unit. Convalescent Center or Nursing Home: 1 per each bed.	1. This use may not be located on the ground floor of a structure. 1. At least 60% of the linear frontage of the property along NE 85th Street shall include commercial use. The commercial use shall be at the street level floor and oriented toward NE 85th Street. Commercial uses shall have a minimum depth of 20' and an average depth of at least 30' (as measured from the face of the building along the street). Lobbies for non-commercial uses are allowed in the commercial frontage provided that they do not exceed 20% of the building's linear commercial frontage. The Planning Director or Design Review Board may approve a minor reduction in the depth requirements if the applicant demonstrates that the requirement is not feasible given the configuration of existing or proposed improvements and the design of the retail frontage will maximize visual interest. 2. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use.
.070	Church										1 per every 4 people based on maximum occupancy load of any area of worship. See Spec. Reg. 1.	1. No parking is required for day-care or school ancillary to the use.

Section 53.84



USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS												
Section 53.84	USE REGULATIONS	Required Review Process	Lot Size	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
				REQUIRED YARDS (See Ch. 115)			Lot Coverage	Height of Structure				
				Front	Side	Rear						
.080	School, Day-Care Center, Mini-School or Mini-Day-Care Center	D.R., Chapter 142 KZC.	None	10' adjacent to NE 85th St., otherwise 20'.	0'	15'	70%	30' above average building elevation. See Gen. Regs. 3 and 5.	A	B	See KZC 105.25.	<ol style="list-style-type: none"> 1. A six-foot-high fence is required only along the property lines adjacent to the outside play areas. 2. An on-site passenger loading area must be provided. The City shall determine the appropriate size of the loading areas on a case-by-case basis, depending on the number of attendees and the extent of the abutting right-of-way improvements. Carpooling, staggered loading/unloading time, right-of-way improvements or other means may be required to reduce traffic impacts on nearby residential uses. 3. May include accessory living facilities for staff persons. 4. To reduce impacts on nearby residential uses, hours of operation of the use may be limited and parking and passenger loading areas relocated. 5. For school use, structure height may be increased, up to 35 feet, if: <ol style="list-style-type: none"> a. The school can accommodate 200 or more students; and b. The required side and rear yards for the portions of the structure exceeding the basic maximum structure height are increased by one foot for each additional one foot of structure height; and c. The increased height is not specifically inconsistent with the applicable neighborhood plan provisions of the Comprehensive Plan. d. The increased height will not result in a structure that is incompatible with surrounding uses or improvements.
.090	Public Utility											1. Landscape Category A or B may be required depending on the type of use on the subject property and the impacts associated with the use on the nearby uses.
.100	Government Facility Community Facility								C See Spec. Reg. 1.			
.110	Public Park	Development standards will be determined on a case-by-case basis. See KZC 45.50 for required review process.										

53.30 User Guide. The charts in KZC 53.34 contain the basic zoning regulations that apply in the RH 3 zone of the City. Use these charts by reading down the left hand column entitled Use. Once you locate the use in which you are interested, read across to find the regulations that apply to that use.

Section 53.32

Zone
RH 3

Section 53.32 – GENERAL REGULATIONS

The following regulations apply to all uses in this zone unless otherwise noted:

1. Refer to Chapter 1 KZC to determine what other provisions of this code may apply to the subject property.
2. Within required front yards, canopies and similar entry features may encroach; provided, that the total horizontal dimension of such elements may not exceed 25 percent of the length of the structure.
3. Individual retail uses in this zone are limited to a maximum gross floor area of 65,000 square feet.
4. At least 50 percent of the total gross floor area located on the ground-street level floor of all structures on the subject property must contain retail establishments, restaurants, taverns, hotels or motels. These uses shall be oriented to NE 85th Street, a major pedestrian sidewalk, a through-block pedestrian pathway or an internal pathway (see also Chapters 105 and 110 KZC, and Plate 34K).
5. The ground-street level floor of all structures on the subject property shall be a minimum of 15 feet in height. This requirement does not apply to:
 - a. The following uses: vehicle service stations, automotive service centers, private lodges or clubs, attached or stacked dwelling units, churches, schools, day-care centers, mini-schools or mini-day-care centers, assisted living facilities, convalescent centers or nursing homes, public utilities, government facilities or community facilities.
 - b. Parking garages.
 - c. Additions to existing nonconforming development where the Planning Official determines it is not feasible.
6. The Public Works Official shall approve the number, location and characteristics of driveways on NE 85th Street in accordance with the driveway and sight distance policies contained in the Public Works Pre-approved Plans manual. Taking into consideration the characteristics of this corridor, the Public Works Official may:
 - a. Require access from side streets; and/or
 - b. Encourage properties to share driveways, circulation and parking areas; and/or
 - c. Restrict access to right turn in and out; or
 - d. Prohibit access altogether along NE 85th Street.
7. Some development standards or design regulations may be modified as part of the design review process. See Chapters 92 and 142 KZC for requirements.
8. Access for drive-through facilities must be approved by the Public Works Official. See KZC 105.96 for requirements.
9. A through-block pedestrian pathway shall be installed pursuant to the through-block pathway standards in KZC 105.19; see Plate 34K:
 - a. Along the north portion of the zone to make an east-to-west pedestrian connection between 124th Avenue NE and 120th Avenue NE as designated in the Comprehensive Plan; and
 - b. Connecting the north end of the zone to NE 85th Street.
10. For lighting requirements associated with development, see KZC 115.85(2).

Section 53.34

Zone
RH 3

USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS												
Section 53.34	USE REGULATIONS	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.010	Development containing: retail establishments selling goods, or providing services including banking and other financial services, restaurants, taverns	D.R., Chapter 142 KZC. See Spec. Regs. 1 and 2.	More than 6 acres See Spec. Reg. 7	As established with design review process.			80% 100%	45'—67'75' above average building elevation along the north end of the zone with a maximum of 45' measured above NE 85th Street. See Spec. Regs. 5 and 7.	See Spec. Reg. 2.	See Spec. Reg. 4.	As established in the CMP.	<ol style="list-style-type: none"> 1. May also include one or more of the other uses allowed in this zone. Development regulations of this section apply to all uses developed within a Conceptual Master Plan (CMP). 2. Development must be part of a Conceptual Master Plan (CMP) for the entire subject property. The proposed CMP shall be reviewed using the Design Review process provisions of KZC 142.35. Subsequent development proposals shall follow DR or ADR as set forth in the Notice of Approval for the Conceptual Master Plan. The Conceptual Master Plan shall incorporate the design guidelines contained in the Design Guidelines for the Rose Hill Business District pertaining to the RH 3 zone. 3. Location of drive-through facilities will not compromise the pedestrian orientation of the development. See KZC 105.96 for other requirements. 4. Signs for a development approved under this provision must be proposed within a Master Sign Plan application pursuant to KZC 100.80 for all signs within the project. 5. Building height shall be 45 feet measured above the midpoint of the frontage of the subject property along NE 85th Street, or if the subject property does not front on NE 85th Street, at the midpoint of the property frontage along any other public right-of-way. If the property abuts more than one public right-of-way, the applicant may select the right-of-way from which to measure. <u>A building on the subject property may exceed the 45 feet height limit so long as the portion of the building located within 20 feet of the public right-of-way does not exceed 45 feet.</u> 6. At least 10 percent of the units provided in new residential developments of four units or greater shall be affordable housing units, as defined in Chapter 5 KZC. See Chapter 112 KZC for additional affordable housing requirements and incentives. 7. <u>Maximum building height for a development including residential use is 67'75 feet above average building elevation. However, the equivalent of the additional gross floor area constructed above 45'50 feet over ABE must be dedicated to residential use. Residential use may be located anywhere in the building above the ground-street level floor. An applicant may elect to not develop residential uses. However, because elimination of residential uses would also eliminate inclusion of required affordable housing in the zone contrary to City objectives.</u>

										<p>the applicant is still required to either provide the affordable housing component or provide payment in lieu of constructing affordable housing pursuant to KZC 112.30.4.b and c. For purposes of calculating the number of required affordable units, the number of affordable units shall be provided at a density of 7.25 units per acre based on the total size of the subject property.</p> <p>8. Parcels smaller than six acres may be added to a previously approved Conceptual Master Plan (CMP) if the applicable criteria set forth in the Notice of Approval from the approved CMP are met.</p>
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Section 53.34



USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS																		
Section 53.34		Required Review Process	Lot Size	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)						
				REQUIRED YARDS (See Ch. 115)			Lot Coverage	Height of Structure										
				Front	Side	Rear												
.020	Vehicle Service Station	D.R., Chapter 142 KZC.	Less than 6 acres.	20'	0'	0'	80%	35' above average building elevation.	A	E	See KZC 105.25.	<ol style="list-style-type: none"> 1. Gas pump islands must be set back at least 20 feet from all property lines. Canopies or covers over gas pump islands may not be closer than 10 feet to any property line. Outdoor parking and service areas may not be closer than 10 feet to any property line. 2. See KZC 95.40 through 95.45, required landscaping, for further regulations. 						
.030	Automotive Service Center See Spec. Reg. 1.			10'														<ol style="list-style-type: none"> 1. Ten percent of the required parking spaces on site must have a minimum dimension of 10 feet wide by 30 feet long for motor home/travel trailer use. 2. Parts and tires must be stored entirely within an enclosed structure. 3. Outdoor vehicle parking or storage must be buffered as required for a parking area in KZC 95.45. See KZC 115.105, Outdoor Use, Activity and Storage, for additional regulations.
.040	Restaurant or Tavern																	<ol style="list-style-type: none"> 1. For restaurants with drive-in or drive-through facilities: <ol style="list-style-type: none"> a. One outdoor waste receptacle shall be provided for every eight parking stalls. b. Access for drive-through facilities shall be approved by the Public Works Department. Drive-through facilities shall be designed so that vehicles will not block traffic in the right-of-way while waiting in line to be served.

.050	Any Retail Establishment other than those specifically listed, limited or prohibited in this zone, selling goods or providing services, including banking and related financial services.								C		1 per each 300 sq. ft. of gross floor area.	<ol style="list-style-type: none"> Ancillary assembly and manufacture of goods on the premises of this use are permitted only if: <ol style="list-style-type: none"> The assembled or manufactured goods are directly related to and are dependent upon this use, and are available for purchase and removal from the premises. The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other retail uses. A delicatessen, bakery, or other similar use may include, as part of the use, accessory seating if: <ol style="list-style-type: none"> The seating and associated circulation area does not exceed more than 10 percent of the gross floor area of the use; and It can be demonstrated to the City that the floor plan is designed to preclude the seating area from being expanded. <p style="text-align: right;">REGULATIONS CONTINUED ON NEXT PAGE</p>
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Section 53.34



USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS												
Section 53.34	USE REGULATIONS 	Required Review Process	MINIMUMS				MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage	Height of Structure				
				Front	Side	Rear						
.050	Any Retail Establishment other than those specifically listed, limited or prohibited in this zone, selling goods or providing services, including banking and related financial services. (continued)										REGULATIONS CONTINUED FROM PREVIOUS PAGE	
.060	Hotel or Motel	D.R., Chapter 142 KZC.	Less than 6 acres.	10'	0'	0'	80%	35' above average building elevation.	C	E	1 per each room. See also Spec. Reg. 2.	<ol style="list-style-type: none"> May include ancillary meeting and convention facilities. Excludes parking requirements for ancillary meeting and convention facilities. Additional parking requirement for these ancillary uses shall be determined on a case-by-case basis.

.070	Entertainment, Cultural and/or Recreational Facility										See KZC 105.25.	
.080	Office Use									D	If a medical, dental or veterinary office, then 1 per each 200 sq. ft. of gross floor area. Otherwise, 1 per each 300 sq. ft. of gross floor area.	<ol style="list-style-type: none"> 1. The following regulations apply to veterinary offices only: <ol style="list-style-type: none"> a. May only treat small animals on the subject property. b. Outside runs and other outside facilities for the animals are not permitted. 2. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if: <ol style="list-style-type: none"> a. The ancillary assembled or manufactured goods are subordinate to and dependent on this use. b. The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other office uses.



Section 53.34



USE ZONE CHART

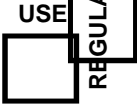
DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS												
Section 53.34	USE REGULATIONS	Required Review Process	Lot Size	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
				REQUIRED YARDS (See Ch. 115)			Lot Coverage	Height of Structure				
				Front	Side	Rear						
.090	Private Lodge or Club	D.R., Chapter 142 KZC.	Less than 6 acres.	10'	0'	0'	80%	35' above average building elevation.	C	B	1 per each 300 sq. ft. of gross floor area.	
.100	Church			1 per every 4 people based on maximum occupancy load of any area of worship. See Spec. Reg. 2.	<ol style="list-style-type: none"> 1. May include accessory living facilities for staff persons. 2. No parking is required for day-care or school ancillary to the use. 							

.110	School, Day-Care Center, Mini-School or Mini-Day-Care Center								D		See KZC 105.25.	<ol style="list-style-type: none"> 1. A six-foot-high fence is required only along the property lines adjacent to the outside play areas. 2. An on-site passenger loading area must be provided. The City shall determine the appropriate size of the loading areas on a case-by-case basis, depending on the number of attendees and the extent of the abutting right-of-way improvements. Carpooling, staggered loading/unloading time, right-of-way improvements or other means may be required to reduce traffic impacts on nearby residential uses. 3. May include accessory living facilities for staff persons. 4. Hours of operation of the use may be limited and parking and passenger loading areas shall be located to reduce impacts on nearby residential uses.
.120	Stacked Dwelling Units, Assisted Living Facility										<p>1.2 per studio unit. 1.3 per 1 bedroom unit. 1.6 per 2 bedroom unit. 1.8 per 3 or more bedroom unit. See KZC 105.20 for visitor parking requirements. 1 per assisted living unit.</p>	<ol style="list-style-type: none"> 1. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use.

Section 53.34

Zone
RH 3

USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS												
Section 53.34		Required Review Process	Lot Size	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
				REQUIRED YARDS (See Ch. 115)			Lot Coverage	Height of Structure				
				Front	Side	Rear						
.130	Convalescent Center or Nursing Home	D.R., Chapter 142 KZC.	Less than 6 acres.	10'	0'	0'	80%	35' above average building elevation.	C	B	1 per each bed.	1. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use. 1. Landscape Category A or B may be required depending on the type of use on the subject property and the impacts associated with the use on the nearby uses.
.140	Public Utility								A		See KZC 105.25.	
.150	Government Facility Community Facility								C See Spec. Reg. 1.			
.160	Public Park	Development standards will be determined on a case-by-case basis. See Chapter 49 KZC for required review process.										

Chapter 45 – INSTITUTIONAL ZONES (P, PLA 1, PLA 14)**Code Amendments to PLA 14. Section 45.20. Special Regulation PU-18 2/15/2019****Sections:**

45.05	User Guide
	45.05.010 Applicable Zones
	45.05.020 Common Code References
45.10	General Regulations
45.20	Permitted Uses
45.30	Density/Dimensions
45.40	Development Standards
45.50	Public Park
45.60	Private College and Related Facilities

45.05 User Guide

Step 1. Check that the zone of interest is included in KZC 45.05.010, Applicable Zones. If not, select the chapter where it is located.

Step 2. Refer to KZC 45.05.020, Common Code References, for relevant information found elsewhere in the code.

Step 3. Refer to the General Regulations in KZC 45.10 that apply to the zones as noted.

Step 4. Find the Use of interest in the Permitted Uses Table in KZC 45.20 and read across to the column pertaining to the zone of interest. If a Use is not listed in the table, it is not allowed. A listed use is permitted unless “NP” (Not Permitted) is noted for the table. Note the Required Review Process and Special Regulations that are applicable. There are links to the Special Regulations listed immediately following the table (PU-1, PU-2, PU-3, etc.).

Step 5. Find the Use of interest in the Density/Dimensions Table in KZC 45.30 and read across the columns. Note the standards (Minimum Lot Size, Required Yards, Maximum Lot Coverage, and Maximum Height of Structure) and Special Regulations that are applicable. There are links to the Special Regulations listed immediately following the table (DD-1, DD-2, DD-3, etc.).

Step 6. Find the Use of interest in the Development Standards Table in KZC 45.40 and read across the columns. Note the standards (Landscape Category, Sign Category, and Required Parking Spaces) and Special Regulations that are applicable. There are links to the Special Regulations listed immediately following the table (DS-1, DS-2, DS-3, etc.).

Note: Not all uses listed in the Density/Dimensions and Development Standards Tables are permitted in each zone addressed in this chapter. Permitted uses are determined only by the Permitted Uses Table.

45.05.010 Applicable Zones

This chapter contains the regulations for uses in the institutional zones (P, PLA 1, PLA 14) of the City.

45.05.020 Common Code References

1. Refer to Chapter 1 KZC to determine what other provisions of this code may apply to the subject property.
2. Public park development standards will be determined on a case-by-case basis. See KZC 45.50.
3. Review processes, density/dimensions and development standards for shoreline uses can be found in Chapter 83 KZC, Shoreline Management.

4. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities, and activities associated with Detached Dwelling Unit uses.
5. Structures located within 30 feet of a parcel in a low density zone or a low density use in PLA 17 shall comply with additional limitations on structure size established by KZC 115.136.

(Ord. 4476 § 2, 2015)

45.10 General Regulations

Reserved. (Ord. 4476 § 2, 2015)

45.20 Permitted Uses

Permitted Uses Table – Institutional Zones (P, PLA 1, PLA 14)

(See also KZC 45.30, Density/Dimensions Table, and KZC 45.40, Development Standards Table)

Use		Required Review Process:		
		P	PLA 1	PLA 14
		IIA = Process IIA, Chapter 150 KZC IIB = Process IIB, Chapter 152 KZC NP = Use Not Permitted # = Applicable Special Regulations (listed after the table) None = No Required Review Process		
45.20.010	Church	NP	NP	1, 2
45.20.020	Community Facility	3	4 IIB	1, 4
45.20.030	Detached Dwelling Unit	NP	5 None	6 None
45.20.040	Government Facility	3	4 IIA	1, 4
45.20.050	Mini-School or Mini-Day-Care Center	NP	NP	7, 8, 9, 10 I
45.20.060	Private College and Related Facilities	NP	11, 12	NP
45.20.070	Professional Football, Baseball, or Soccer Practice or Play Facility	NP	13, 14, 15, 16, 17	NP
45.20.080	Public College or University	NP	NP	18 IIB
45.20.090	Public Park	See KZC 45.50 for required review process.		
45.20.100	Public Utility	None	4 IIA	1, 4
45.20.110	School or Day-Care Center	NP	NP	1, 2, 7, 8, 9, 10

Permitted Uses (PU) Special Regulations:

- PU-1. The required review process is as follows:
- a. If the subject property, including all contiguous property owned by the applicant and held by others for future use by the applicant, is less than five acres, the required review process is Process IIA, Chapter 150 KZC.
 - b. If the subject property, including all contiguous property owned by the applicant and held by others for future use by the applicant, is five or more acres, a Master Plan, approved through Process IIB, Chapter 152 KZC, is required. The Master Plan must show building placement, building dimensions, roadways, utility locations, land uses within the Master Plan area, parking location, buffering, and landscaping.
- PU-2. The property must be served by a collector or arterial street.
- PU-3. If the proposal is for a governmental facility located at the Houghton Landfill site as designated on the Official Zoning Map, Process IIB. Otherwise, Process IIA.
- PU-4. Site design must minimize adverse impacts on surrounding residential neighborhoods.
- PU-5. Not more than one dwelling unit may be on each lot regardless of lot size.
- PU-6. Not more than one dwelling unit may be on each lot, regardless of the size of the lot.
- PU-7. May locate on the subject property only if:
- a. It will not be materially detrimental to the character of the neighborhood in which it is located; or
 - b. Site and building design minimizes adverse impacts on surrounding residential neighborhoods.
- PU-8. A six-foot-high fence is required along the property line adjacent to the outside play areas.
- PU-9. Hours of operation and the maximum number of attendees may be limited by the City to reduce impacts on nearby residential uses.
- PU-10. May include accessory living facilities for staff persons.
- PU-11. If development is consistent with the Master Plan adopted in R-4203, then none. Otherwise, must amend the Master Plan using Process IIB, Chapter 152 KZC.
- PU-12. See KZC 45.60.
- PU-13. None, if part of approved Master Plan adopted in R-4203. Otherwise, Process IIB, Chapter 152 KZC.
- PU-14. One point of vehicular access only is permitted directly onto NE 53rd Street. Secondary access through the college campus is permitted.
- PU-15. No public exhibitions or games shall be permitted.
- PU-16. No helicopter operations shall be permitted, except for emergency situations.

- PU-17. Only one professional sport organization may occupy and use the facility in any consecutive 12-month period.
- PU-18. If the development is consistent with the Master Plan adopted in R-3571, and with the Planned Unit Development adopted in O-3197, or with a subsequently approved Master Plan, then no zoning process is required. The Master Plan must show building placement, building dimensions, roadways, utility locations, land uses within the Master Plan area, parking locations, buffering and landscaping. (Ord. 4476)

Add new text to PU-18: A subsequent expansion of the master plan shall include the following additional requirements:

- a. Site plan that is designed to be an active, walkable, transit supportive campus environment.
- b. May include detached, attached, stacked, residential suites and/or dormitory housing for students, staff or employees or other public agencies as part of this use. Development creating four or more new dwelling units shall provide at least 10 percent of the units as affordable housing units as defined in Chapter 5 KZC. See Chapter 112 KZC for additional affordable housing incentives and requirements.
- c. Provide bike and pedestrian routes through the campus that connect with the surrounding neighborhoods, integrate with, and help expand the City's network of Neighborhood Greenways described in the Rose Hill Neighborhood Plan including: connection on campus between 132nd Avenue NE on the east to Slater Avenue NE to the west, and connect the campus to NE 113th Place at the southwest corner.
- d. Protect the natural greenbelt easement on the west slope of campus. Prioritize the redevelopment potential of existing surface parking areas before considering expansion into natural greenbelt easement. Allow additional building height in lieu of expansion into the greenbelt easement. Allow limited encroachment into the greenbelt easement only if sufficient development potential cannot be achieved in the already-developed area outside the greenbelt easement and subject to environmental assessment.
- e. Ensure new development is compatible with the surrounding residential neighborhood.
- f. Allow no additional driveway access to 132nd Avenue NE to maintain traffic flow and safety on the arterial.
- g. Mitigation may be required for impacts of the proposed expansion and existing non-conformances regarding code compliance including, where feasible, correcting parking lot design and landscaping deficiencies consistent with code requirements.

2, 2015)

45.30 Density/Dimensions

Density/Dimensions Table – Institutional Zones (P, PLA 1, PLA 14)

(Refer to KZC 45.20, Permitted Uses Table, to determine if a use is allowed in the zone; see also KZC 45.40, Development Standards Table)

Use	Minimum Lot Size	REQUIRED YARDS (See Ch. 115 KZC)			Maximum Lot Coverage	Maximum Height of Structure ABE = Average Building Elevation		
		Front	Side	Rear				
45.30.010	Church	7,200 sq. ft.	20'	20'	20'	70%	30' above ABE.	
45.30.020	Community Facility	None	20' P: 1	10' P: 1	10' P: 1	70% P: 1	25' above ABE. P: 1	
45.30.030	Detached Dwelling Unit	PLA 1: 8,500 sq. ft. PLA 14: 7,200 sq. ft.	PLA 1: 20' PLA 14: 20' ³	PLA 1: 5' ² PLA 14: 5' ³	10'	50%	PLA 1: 25' above ABE. PLA 14: 30' above ABE.	
45.30.040	Government Facility	None	20' P: 1	10' P: 1	10' P: 1	70% P: 1	25' above ABE. P: 1	
45.30.050	Mini-School or Mini-Day-Care Center	7,200 sq. ft.	20' ⁴	5' ^{2,4}	10' ⁴	50%	30' above ABE.	
45.30.060	Private College and Related Facilities	5						
45.30.070	Professional Football, Baseball, or Soccer Practice or Play Facility	10 acres	6, 7			80%	30' above ABE. ^{8, 9}	
45.30.080	Public College or University	As established in the Master Plan.						
45.30.090	Public Park	Development standards will be determined on a case-by-case basis. See KZC 45.50.						
45.30.100	Public Utility	None	20' P: 1	P: 1 PLA 1: 10' PLA 14: 20'	P: 1 PLA 1: 10' PLA 14: 20'	70% P: 1	25' above ABE. P: 1	
45.30.110	School or Day-Care Center	7,200 sq. ft.	If this use can accommodate 50 or more students or children, then:			70%	30' above ABE. ¹¹	
			50' ¹⁰	50' ¹⁰	50' ¹⁰			
			If this use can accommodate 13 to 49 students or children, then:					
			20' ¹⁰	20' ¹⁰	20' ¹⁰			

Density/Dimensions (DD) Special Regulations:

- DD-1. Will be determined on case-by-case basis.
- DD-2. Five feet but two side yards must equal at least 15 feet.
- DD-3. On corner lots, only one front yard must be a minimum of 20 feet. All other front yards shall be regulated as a side yard (minimum five-foot yard). The applicant may select which front yard shall meet the 20-foot requirement.
- DD-4. Structured play areas must be set back from all property lines by five feet.
- DD-5. As established in the Master Plan or as allowed in KZC 45.60.
- DD-6. As established in the Master Plan or as allowed under Special Regulation DD-7.
- DD-7. All structures and practice and play facilities must be set back from exterior property lines at least 50 feet. Parking lots must be set back at least 50 feet from single-family uses and screened and interspersed with landscaping pursuant to Chapters 95 and 105 KZC.
- DD-8. Maximum structure height is determined by the approved Master Plan.
- DD-9. Maximum height of temporary structures shall be 60 feet above finished grade.
- DD-10. Structured play areas must be set back from all property lines as follows:
 - a. 20 feet if this use can accommodate 50 or more students or children.
 - b. 10 feet if this use can accommodate 13 to 49 students or children.
- DD-11. For school use, structure height may be increased, up to 35 feet, if
 - a. The school can accommodate 200 or more students; and
 - b. The required side and rear yards for the portions of the structure exceeding the basic maximum structure are increased by one foot for each additional one foot structure height; and
 - c. The increased height is not specifically inconsistent with the applicable neighborhood plan provisions of the Comprehensive Plan; and
 - d. The increased height will not result in a structure that is incompatible with surrounding uses or improvements.

(Ord. 4476 § 2, 2015)

45.40 Development Standards

Development Standards Table – Institutional Zones (P, PLA 1, PLA 14)

(Refer to KZC 45.20, Permitted Uses Table, to determine if a use is allowed in the zone; see also KZC 45.30, Density/Dimensions Table)

Use	Landscape Category (Chapter 95 KZC)	Sign Category (Chapter 100 KZC)	Required Parking Spaces (Chapter 105 KZC)	
45.40.010	Church	C	B	1 for every 4 people based on maximum occupancy load of worship. ¹
45.40.020	Community Facility	C ³ P: Will be determined on a case-by-case basis.	B P: Will be determined on a case-by-case basis.	See KZC 105.25.
45.40.030	Detached Dwelling Unit	E	A	2.0 per dwelling unit.
45.40.040	Government Facility	C ³ P: Will be determined on a case-by-case basis.	B P: Will be determined on a case-by-case basis. ²	See KZC 105.25.
45.40.050	Mini-School or Mini-Day-Care Center	E	B ⁴	See KZC 105.25. ^{5,6}
45.40.060	Private College and Related Facilities	7		
45.40.070	Professional Football, Baseball, or Soccer Practice or Play Facility	C ⁸	B ^{9,10}	See KZC 105.25. ^{11,12,13}
45.40.080	Public College or University	As established in the Master Plan.		
45.40.090	Public Park	Development standards will be determined on a case-by-case basis. See KZC 45.50 and 105.25.		
45.40.100	Public Utility	A ³ P: Will be determined on a case-by-case basis.	B P: Will be determined on a case-by-case basis.	See KZC 105.25.
45.40.110	School or Day-Care Center	D	B ¹⁵	See KZC 105.25. ^{6,14}

Development Standards (DS) Special Regulations:

- DS-1. No parking is required for day-care or school ancillary to the use.
- DS-2. One pedestal sign with a readerboard having electronic programming is allowed at a fire station or at the North Kirkland Community Center only if:
- a. It is a pedestal sign (see Plate 12) having a maximum of 40 square feet of sign area per sign face;
 - b. The electronic readerboard is no more than 50 percent of the sign area;
 - c. Moving graphics and text or video are not part of the sign;
 - d. The electronic readerboard does not change text and/or images at a rate less than one every seven seconds and shall be readily legible given the text size and the speed limit of the adjacent right-of-way;
 - e. The electronic readerboard displays messages regarding public service announcements or City events only;
 - f. The intensity of the display shall not produce glare that extends to adjacent properties and the signs shall be equipped with a device which automatically dims the intensity of the lights during hours of darkness;
 - g. The electronic readerboard is turned off between 10:00 p.m. and 6:00 a.m. except during emergencies;
 - h. It is located to have the least impact on surrounding residential properties.
- If it is determined that the electronic readerboard constitutes a traffic hazard for any reason, the Planning Director may impose additional conditions.
- DS-3. Landscape Category A or B may be required depending on the type of use on the subject property and the impacts associated with the use on the nearby uses.
- DS-4. Electrical signs shall not be permitted. Size of signs may be limited to be compatible with nearby residential uses.
- DS-5. An on-site passenger loading area may be required depending on the number of attendees and the extent of the abutting right-of-way improvements.
- DS-6. The location of parking and passenger loading areas shall be designed to reduce impacts on nearby residential uses.
- DS-7. As established in the Master Plan or as allowed in KZC 45.60.
- DS-8. Perimeter buffering is determined by the approved Master Plan.
- DS-9. A single pedestal or monument sign, non-interior illuminated, shall be permitted on NE 53rd Street.

- DS-10. No graphics or markings shall be permitted on the exterior of the temporary structure, except as required by state, federal or local regulations.
- DS-11. During summer training camp, the public will be directed, by means of pedestal signs at entrances to the college, to the parking areas in the interior of the campus.
- DS-12. All structures and practice and play facilities must be set back from exterior property lines at least 50 feet. Parking lots must be set back at least 50 feet from single-family uses and screened and interspersed with landscaping pursuant to Chapters 95 and 105 KZC.
- DS-13. On-site parking shall be adequate to meet peak season use.
- DS-14. An on-site passenger loading area must be provided. The City shall determine the appropriate size of the loading area on a case-by-case basis, depending on the number of attendees and the extent of the abutting right-of-way improvements. Carpooling, staggered loading/unloading time, right-of-way improvements or other means may be required to reduce traffic impacts on nearby residential uses.
- DS-15. Electrical signs shall not be permitted.

(Ord. 4476 § 2, 2015)

45.50 Public Park

- 1. Except as provided for in subsection (3) of this section, any development or use of a park must occur consistent with a Master Plan. A Master Plan shall be reviewed through a community review process, established by the Parks and Community Services Director, which shall include at a minimum:
 - a. One formal public hearing, conducted by the Parks Board, preceded by appropriate public notice. The required public hearing on a Master Plan proposed within the Houghton Community Municipal Corporation shall be conducted by the Houghton Community Council, which may be a joint hearing with the Parks Board;
 - b. The submittal of a written report on the proposed Master Plan from the Parks Board to the City Council, containing at least the following:
 - 1) A description of the proposal;
 - 2) An analysis of the consistency of the proposal with adopted Comprehensive Plan policies, including the pertinent Park and Recreation Comprehensive Plan policies;
 - 3) An analysis of the consistency of the proposal with applicable developmental regulations, if any;
 - 4) A copy of the environmental record, if the proposal is subject to the State Environmental Policy Act;
 - 5) A summary and evaluation of issues raised and comments received on the proposed Master Plan; and
 - 6) A recommended action by the City Council.
 - c. City Council review and approval. The City Council shall approve the Master Plan by resolution only if it finds:
 - 1) It is consistent with all applicable development regulations and, to the extent there is no applicable development regulation, the Comprehensive Plan;
 - 2) It is consistent with the public health, safety, and welfare;

- 3) If the Master Plan is proposed within the Houghton Community Municipal Corporation, it shall become effective according to the procedure in KMC 2.12.040.
2. In addition to the features identified in KZC 5.10.505, the Master Plan shall identify the following:
 - a. Location, dimensions, and uses of all active and passive recreation areas;
 - b. Potential users and hours of use;
 - c. Lighting, including location, hours of illumination, lighting intensity, and height of light standards;
 - d. Landscaping;
 - e. Other features as appropriate due to the character of the neighborhood or characteristics of the subject property.
3. Development and use of a park does not require a Master Plan under this code if it will not involve any of the following:
 - a. Lighting for outdoor nighttime activities;
 - b. The construction of any building of more than 4,000 square feet;
 - c. The construction of more than 20 parking stalls;
 - d. The development of any structured sports or activity areas, other than minor recreational equipment including swing sets, climber toys, slides, single basketball hoops, and similar equipment. (Ord. 4476 § 2, 2015)

45.60 Private College and Related Facilities

1. The Master Plan, approved by Resolution R-4203, includes a site plan, which is on file with the City. That site plan is, by reference, incorporated as a part of this code as it pertains to the location, configuration and nature of improvements in the PLA 1 zone.
2. In addition to the site plan referenced above, the adopted Master Plan includes the following special regulations:
 - a. Future development permits shall be reviewed by the Planning Director to ensure consistency with the Master Plan.
 - b. The applicant shall indicate all site improvements and landscaping for the areas to be affected by construction which are proposed to accompany the construction of each facility. The Planning Director shall have the authority to require implementation of these related elements of the Master Plan at such time new facilities, structures or additions are being constructed.
 - c. At the time of application for development of the married student housing information relating to the degree of cutting and filling necessitated shall be provided. Plans for stabilization of nearby slopes shall be included in this information. This information shall indicate to what extent the drainage conditions on the eastern portion of the campus will be disturbed, and what measures will be taken to insure that surrounding properties will not be adversely affected by alternate drainage patterns.
 - d. A 30-foot-wide landscape buffer planted as follows:
 - 1) Two rows of trees planted eight feet on center along the entire length of the buffer. No more than 50 percent of the required trees may be deciduous. At the time of planting, deciduous trees must be at least two inches in diameter as measured using the standards of the American Association of Nurserymen; and coniferous trees must be at least five feet in height.

- 2) Shrubs, 18 inches high, planted to attain coverage of at least 60 percent of the buffer area within two years.
 - 3) The buffer shall be provided around the campus perimeter, except along 108th Ave. NE, 114th Ave. NE, I-405, and between on-campus duplex housing and adjacent single-family sites or I-405. The buffer shall incorporate all existing significant trees and vegetation. Where fencing is proposed, it shall be wood, unless alternative fencing is requested in writing by the adjacent neighbor and agreed to by the applicant.
- e. A 15-foot-wide landscape buffer planted pursuant to the requirements of subsections (d)(1) and (2) of this section shall be provided between on-campus duplex housing and adjacent single-family sites. The buffer shall incorporate all existing significant trees and vegetation.
 - f. New construction of buildings and parking areas shall preserve existing significant trees to the maximum extent possible.
 - g. Storm drainage plans shall accompany any applications for development permits. Said plans shall comply with the requirements of KMC Title 15.
 - h. Development permits for additional parking areas shall include a lighting plan for review and approval by the Planning Director. The lighting shall be directed such that it does not negatively impact adjacent residential areas.
 - i. All main interior streets shall maintain a driving width of 24 feet plus curb and gutter improvements on both sides of the streets, for a total of 28 feet. Widths of, and improvements to secondary streets and service roads, shall be subject to the review and approval of the Planning Director. It will be necessary for secondary streets and service roads to provide adequate clearance for emergency vehicle access.
 - j. The location, material and design of any walkway within the campus shall be at the discretion of the College and its representatives, but will be reviewed by the Planning Director; provided, that the pedestrian/bicycle path in 114th Ave. NE shall be asphalt or concrete, eight feet wide.
 - k. The “NO PARKING” signs along 110th Avenue NE, east of the men’s dormitory, shall remain indefinitely, to discourage future parking along this street.
 - l. Within 30 feet of all outer edges of the campus (except along 108th Ave. NE, 114th Ave. NE, and I-405), no institutional uses or new parking areas are permitted, including any future redevelopment of the maintenance buildings.
 - m. The housing unit, south of Gairloch, and west of 114th Ave. NE, shall be separated from abutting properties to the north and east by a dense vegetative buffer of not less than 30 feet.
 - n. Parking lots shall include landscaping islands as required by Chapter 105 KZC.
 - o. Where adjacent to existing single-family residences, existing campus roadways and parking areas shall be landscaped as much as possible in the space available to provide a visual screen of the roadways and parking areas from the nearby residences. The amount and type of landscaping shall be subject to the review and approval of the Planning Director. An effort shall be made to reduce the amount of asphalt surfacing wherever possible.
 - p. Construction of the proposed clock tower shall be subject to the issuance of a Process IIB Permit, to be reviewed by the Houghton Community Council, the Kirkland Hearing Examiner and the Kirkland City Council.
 - q. The two westernmost campus access drives (adjacent to the Seventh Day Adventist Church and opposite 111th Ave. NE) shall be closed to general vehicle use. The driveway serving The Firs married student housing shall be relocated to lie within the 114th Ave. NE right-of-way.
 - r. The District Office shall have only one access point from 108th Avenue NE.

- s. New buildings or building expansions must conform with design guidelines as adopted as part of the Master Plan.
 - t. The City is authorized to implement measures, identified in the approved Master Plan, to protect the surrounding neighborhood from parking impacts.
 - u. For other regulations applicable to this use, see the Master Plan approved under Resolution R-4203.
 - v. Structure height shall not exceed 30 feet above average building elevation if located within 100 feet of the campus perimeter, or 40 feet above average building elevation if located greater than 100 feet from the campus perimeter.
3. Deviations from the approved Master Plan may be administratively approved by the Planning Director:
- a. Unless:
 - 1) There is a change in the use and the Zoning Code establishes different or more rigorous standards for the new use than for the existing use.
 - 2) The Planning Director determines that there will be substantial changes in the impacts on the neighborhood or the City as a result of the change; and
 - b. The proposed modification or deviation satisfies all of the following:
 - 1) No vehicular ingress or egress from surrounding streets may be changed.
 - 2) No roadways, parking lots or structures within 100 feet of the site perimeter may be shifted toward the perimeters. Any other shifting or improvements shall be consistent with the design concept of the College.
 - 3) No buffers shown in the approved site plan may be reduced, unless specifically authorized by some other special regulation.
 - 4) Reconfigurations of the footprint of the structures shown in the approved plan may be permitted; provided, that such changes are not apparent off-site and do not increase building height.
 - 5) Minor new structures not shown on the approved site plan may be permitted; provided, that they are at least 200 feet from the site perimeter, are not apparent from off-site and do not require the significant shifting of roadways, parking areas or other improvements.
 - c. The Planning Director shall notify the Houghton Community Council in writing, at least 40 days before issuance of a decision on a request for a modification of the Master Plan.
 - d. A Process IIB zoning permit review process is required:
 - 1) For any change to the Master Plan that does not meet the above criteria;
 - 2) For leasing of any campus facilities to long-term tenants;
 - 3) For any increase in student population above 1,200; or
 - 4) For a change in all or any part of the Seahawks facility to a use other than a professional football team office and practice facility. (Ord. 4476 § 2, 2015)

Kirkland Zoning Code20.10 General Regulations20.10.010 All Medium Density Residential Zones

1. Developments creating four or more new dwelling units shall provide at least 10 percent of the units as affordable housing units as defined in Chapter 5 KZC. Two additional units may be constructed for each affordable housing unit provided. In such cases, the minimum lot size listed in the Use Regulations shall be used to establish the base number of units allowed on the site, but shall not limit the size of individual lots. See Chapter 112 KZC for additional affordable housing incentives and requirements.
2. May not use lands waterward of the ordinary high water mark to determine lot size or to calculate allowable density (does not apply to PLA 6F, PLA 6H, PLA 6K, PLA 7C, PLA 9 and PLA 15B zones).
3. Structures located within 30 feet of a parcel in a low density zone or a low density use in PLA 17 shall comply with additional limitations on structure size established by KZC 115.136, except for the following uses: KZC 20.20.060, Detached Dwelling Unit, and 20.20.180, Piers, Docks, Boat Lifts and Canopies Serving Detached Dwelling Unit (does not apply to WD I, WD III, PLA 2, and PLA 3B zones).

20.10.020 RM, RMA Zones

1. If the subject property is located east of JBD 2 and west of 100th Avenue NE, the following regulation applies:

Must provide a public pedestrian access easement if the Planning Official determines that it will furnish a pedestrian connection or part of a connection between 98th Avenue NE and 100th Avenue NE. Pathway improvements will also be required if the easement will be used immediately. No more than two complete connections shall be required.
2. If the subject property is located within the North Rose Hill neighborhood, east of Slater Avenue NE and north of NE 116th Street, the minimum required front yard is 10 feet. Ground floor canopies and similar entry features may encroach into the front yard; provided, the total horizontal dimension of such elements may not exceed 25 percent of the length of the structure. No parking may encroach into the required 10-foot front yard.
3. Any required yard abutting Lake Washington Boulevard or Lake Street South must be increased two feet for each one foot the structure exceeds 25 feet above average building elevation. (Does not apply to Piers, Docks, Boat Lifts and Canopies Serving Detached, Attached or Stacked Dwelling Units and Public Park uses).
4. If the property is located in the ~~NE 85th Street Subarea~~, the following shall apply:

Rose Hill Business District (RHBD)

 - a. If the subject property is located south of NE 85th Street between 124th Avenue NE and 120th Avenue NE, the applicant shall to the extent possible save existing viable significant trees within the required landscape buffer separating nonresidential development from adjacent single-family homes.

- ← Rose Hill Business District (RHBD)*
- PU-2. Within the ~~NE 85th Street Subarea~~, D.R., Chapter 142 KZC.
- PU-3. A facility that provides both independent dwelling units and assisted living units shall be processed as an assisted living facility.
- PU-4. A nursing home use may be permitted as part of an assisted living facility use in order to provide a continuum of care for residents. If a nursing home use is combined with an assisted living facility use, the required review process shall be the least intensive process between the two uses.
- PU-5. The assisted living facility shall provide usable recreation space of at least 100 square feet per unit, in the aggregate, for both assisted living units and independent dwelling units, with a minimum of 50 square feet of usable recreation space per unit located outside.
- PU-6. See Chapter 141 KZC for additional procedural requirements in addition to those in Chapter 145 KZC.
- PU-7. Stacked Dwelling Units are not allowed.
- PU-8. a. If development will result in the isolation of a low density use, site design, building design, and landscaping must mitigate the impact of that isolation.
 b. West of Forbes Lake, site design should provide for the continuation of a bicycle or pedestrian path which generally follows the alignment of Slater Avenue NE and extending south to NE 90th Street.
 c. Adjacent to Forbes Lake, new development should provide for public access to the lake in appropriate locations. Public access should be limited to passive uses, such as walking trails or viewpoints.
 d. No vehicular connection through this subarea to NE 90th Street is permitted.
 e. Viewpoints and interpretive information around streams and wetlands should be provided where possible. These features shall be permitted only where protection of natural features can be reasonably assured.
- PU-9. Detached Dwelling Units are not allowed as part of a development containing Attached or Stacked Dwelling Units.
- PU-10. a. The hotel or motel use may include ancillary meeting and conference facilities for the resident clientele and guests of residents, but not the general public.
 b. The hotel or motel use may not include restaurant, retail, or office uses.
- PU-11. Development must be consistent with an approved Master Plan. The Master Plan must address all properties within PLA 15A and PLA 15B, which are owned by the applicant. The Master Plan will be approved in two stages:
 a. The first stage will result in approval of a Preliminary Master Plan using Process IIB, Chapter 152 KZC. The Preliminary Master Plan shall consist of at least the following:
 1) A site plan which diagrammatically shows the general location, shape and use of the major features of development.
 2) A written description of the planned development which discusses the elements of the site plan and indicates the maximum number of dwelling units and their probable size; the maximum area to be developed with nonresidential uses; the maximum size of moorage facilities and the maximum number of moorage slips; the maximum and minimum number of parking stalls; and the schedule of phasing for the Final Master Plan. The majority of the public use and access areas and off-site right-of-way improvements shall be included in the initial phases of the Final Master Plan.

- PU-18. A community facility use is not permitted on properties within the jurisdiction of the Shoreline Management Act.
- PU-19. May not include miniature golf.
- PU-20. The following accessory uses are specifically permitted as part of this use:
- Equipment storage facilities.
 - Retail sales and rental of golf equipment and accessories.
 - A restaurant.
- PU-21. Stacked dwelling units are not permitted in RM and RMA 5.0.
- PU-22. Development located in the RM 3.6 zone in North Rose Hill, lying between Slater Avenue NE and 124th Avenue NE, and NE 108th Place (extended) and approximately NE 113th Place (extended) shall comply with the following:
- Each development shall incorporate at least two acres; and
 - Significant vegetation that provides protection from I-405 shall be retained to the maximum extent feasible.
- PU-23. Residential uses may have an associated private shoreline park that is commonly owned and used by residents and guests.
- PU-24. For this use, only one dwelling unit may be on each lot regardless of lot size.
- PU-25. Hours of operation may be limited by the City to reduce impact on residential uses.
- PU-26. The following accessory components are permitted as part of this use:
- Retail sales and rental of sports equipment for activity conducted on the subject property.
 - A restaurant encompassing not more than 20 percent of the gross floor area of this use.
- PU-27. a. This use may be permitted only if it is specifically consistent with the Comprehensive Plan in the proposed location.
 b. May only be permitted if placement, orientation, and scale indicate this use is primarily intended to serve the immediate residential area.
 c. Must be located on a collector arterial or higher volume right-of-way.
 d. Placement and scale must indicate pedestrian orientation.
 e. Must mitigate traffic impacts on residential neighborhood.
 f. May not be located above the ground floor of a structure.
 g. Hours of operation may be limited by the City to reduce impacts on nearby residential uses.
 h. This use is not permitted in an RM zone located within the ~~NE 85th Street Subarea.~~ *Rose Hill Business District (RHBD)*
 i. Also see Chapter 83 KZC for properties in shoreline jurisdiction.
- PU-28. The following accessory components are allowed if approved through Process IIB, Chapter 152 KZC:
- Boat and motor sales leasing.

25.10 General Regulations25.10.010 All High Density Residential Zones

The following regulations apply to all uses in these zones unless otherwise noted:

1. Developments creating four or more new dwelling units shall provide at least 10 percent of the units as affordable housing units as defined in Chapter 5 KZC. Two additional units may be constructed for each affordable housing unit provided. In such cases, the minimum lot size listed in the Use Regulations shall be used to establish the base number of units allowed on the site, but shall not limit the size of individual lots. See Chapter 112 KZC for additional affordable housing incentives and requirements.

25.10.020 RM, RMA Zones

1. If the subject property is located east of JBD 2 and west of 100th Avenue NE, the following regulation applies:

Must provide a public pedestrian access easement if the Planning Official determines that it will furnish a pedestrian connection or part of a connection between 98th Avenue NE and 100th Avenue NE. Pathway improvements will also be required if the easement will be used immediately. No more than two complete connections shall be required.

2. If the subject property is located within the ~~North~~ ^{delete} Rose Hill neighborhood, east of Slater Avenue NE and north of NE 116th Street, the minimum required front yard is 10 feet. Ground floor canopies and similar entry features may encroach into the front yard; provided, the total horizontal dimension of such elements may not exceed 25 percent of the length of the structure. No parking may encroach into the required 10-foot front yard.
3. Any required yard abutting Lake Washington Boulevard or Lake Street South must be increased two feet for each one foot the structure exceeds 25 feet above average building elevation. (Does not apply to Piers, Docks, Boat Lifts and Canopies Serving Detached, Attached or Stacked Dwelling Units and Public Park uses).
4. If the property is located in the ~~NE 85th Street Subarea~~ ^{← Rose Hill Business District (RHBD)}, the following shall apply:
 - a. If the subject property is located south of NE 85th Street between 124th Avenue NE and 120th Avenue NE, the applicant shall to the extent possible save existing viable significant trees within the required landscape buffer separating nonresidential development from adjacent single-family homes.
 - b. If the subject property is located directly north of the RH 4 zone, the applicant shall install a through-block pedestrian pathway pursuant to the standards in KZC 105.19 to connect an east-west pedestrian pathway designated in the Comprehensive Plan between 124th Avenue NE and 120th Avenue NE. (See Plate 34K).
5. May not use lands waterward of the ordinary high water mark to determine lot size or to calculate allowable density.
6. Residential uses may have an associated private shoreline park that is commonly owned and used by residents and guests.

Permitted Uses Table – High Density Residential Zones (Continued)
 (RM 2.4; RMA 2.4; RM 1.8; RMA 1.8; HENC 2; PLA 5A, PLA 5D, PLA 5E; PLA 6A, PLA 6D, PLA 6I, PLA 6J; PLA 7A, PLA 7B)
 (See also KZC 25.30, Density/Dimensions Table, and KZC 25.40, Development Standards Table)

Use		Required Review Process:									
		RM, RMA	HENC 2	PLA 5A	PLA 5D	PLA 5E	PLA 6A	PLA 6D	PLA 6I	PLA 6J	PLA 7A, B
		I = Process I, Chapter 145 KZC IIA = Process IIA, Chapter 150 KZC IIB = Process IIB, Chapter 152 KZC					DR = Design Review, Chapter 142 KZC None = No Required Review Process				
		NP = Use Not Permitted # = Applicable Special Regulations (listed after the table)									
25.20.100	Nursing Home	IIA 1, 3	IIA 1, 3	I 3	IIA 3	IIA 3	IIA 3	IIA 3	IIA 3	IIA 3	IIA 3
25.20.110	Office Uses (Stand-Alone or Mixed with Detached, Attached, or Stacked Dwelling Units)	NP	NP	NP	NP	NP	NP	NP	NP	NP	None 22, 23, 24
25.20.120	Piers, Docks, Boat Lifts and Canopies Serving Detached, Attached or Stacked Dwelling Units	I 11	I 11	NP	NP	NP	NP	NP	NP	NP	NP
25.20.130	Public Park	See KZC 45.50 for required review process.									
25.20.140	Public Utility	IIA 1, 8	IIA 1, 8	None	IIA	IIA	IIA	IIA	IIA	IIA	IIA
25.20.150	School or Day-Care Center	IIA 1, 10, 15, 16, 18, 19	IIA 1, 10, 15, 16, 18, 19	IIA 10, 16, 19, 20, 21	IIA 10, 16, 19, 20, 21	IIA 10, 16, 19, 20, 21	IIA 10, 16, 19, 20, 21	IIA 10, 16, 19, 21, 25	IIA 10, 16, 19, 20, 21	IIA 10, 16, 19, 20, 21	IIA 10, 16, 19, 21

Permitted Uses (PU) Special Regulations:

Rose Hill Business District (RHBD)

- PU-1. Within the ~~NE 85th Street Subarea~~ and HENC 2, D.R., Chapter 142 KZC.
- PU-2. A facility that provides both independent dwelling units and assisted living units shall be processed as an assisted living facility.
- PU-3. If a nursing home use is combined with an assisted living facility use in order to provide a continuum of care for residents, the required review process shall be the least intensive process between the two uses.

- f. May not be located above the ground floor of a structure.
- g. Hours of operation may be limited by the City to reduce impacts on nearby residential uses.
- h. This use is not permitted in an RM zone located within the ~~NE 85th Street Subarea.~~

→ Rose Hill Business District (RHBD)

PU-15. May locate on the subject property if:

- a. It will not be materially detrimental to the character of the neighborhood in which it is located.
- b. Site and building design minimizes adverse impacts on surrounding residential neighborhoods.

PU-16. A six-foot-high fence is required along the property line adjacent to the outside play areas.

PU-17. Structured play areas must be set back from all property lines by five feet.

PU-18. To reduce impacts on nearby residential uses, hours of operation of the use may be limited and parking and passenger loading areas relocated.

PU-19. May include accessory living facilities for staff persons.

PU-20. May locate on the subject property only if:

- a. It will serve the immediate neighborhood in which it is located; or
- b. It will not be materially detrimental to the character of the neighborhood in which it is located.

PU-21. Hours of operation may be limited by the City to reduce impacts on nearby residential uses.

PU-22. This use is permitted only in PLA 7B, extending 50 feet west of the property line adjoining 4th Street, south of 4th Avenue.

PU-23. The following regulations apply to veterinary offices only:

- a. May only treat small animals on the subject property.
- b. Outside runs and other outside facilities for the animals are not permitted.
- c. Site must be designed so that noise from this use will not be audible off the subject property. A certification to this effect, signed by an Acoustical Engineer, must be submitted with the development permit application.
- d. A veterinary office is not permitted in any development containing dwelling units.

PU-24. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if:

- a. The ancillary assembled or manufactured goods are subordinate to and dependent on this use.
- b. The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other office uses.

PU-25. May locate on the subject property only if:

- a. It will serve the immediate neighborhood in which it is located; or
- b. It will not be materially detrimental to the character of the neighborhood in which it is located; or
- c. The property is served by a collector or arterial street.

(Ord. 4637 § 3, 2018; Ord. 4476 § 2, 2015)

Permitted Uses Table – Office Zones (Continued)
 (PO; PR 8.5; PR 5.0; PR 3.6; PR 2.4; PRA 2.4; PR 1.8; PRA 1.8; PLA 5B, PLA 5C; PLA 6B; PLA 15A; PLA 17A)
 (See also KZC 30.30, Density/Dimensions Table, and KZC 30.40, Development Standards Table)

Use		Required Review Process:						
		PO	PR, PRA	PLA 5B	PLA 5C	PLA 6B	PLA 15A	PLA 17A
		I = Process I, Chapter 145 KZC IIA = Process IIA, Chapter 150 KZC IIB = Process IIB, Chapter 152 KZC		DR = Design Review, Chapter 142 KZC None = No Required Review Process NP = Use Not Permitted # = Applicable Special Regulations (listed after the table)				
30.20.290	Water Taxi	NP	NP	NP	NP	NP	I 16	NP

Permitted Uses (PU) Special Regulations:

Rose Hill Business District (RHBD)

- PU-1. Within the ~~NE 85th Street Subarea~~, D.R., Chapter 142 KZC.
- PU-2. A facility that provides both independent dwelling units and assisted living units shall be processed as an assisted living facility.
- PU-3. If a nursing home use is combined with an assisted living facility use in order to provide a continuum of care for residents, the required review process shall be the less intensive process between the two uses.
- PU-4. The assisted living facility shall provide usable recreation space of at least 100 square feet per unit, in the aggregate, for both assisted living units and independent dwelling units, with a minimum of 50 square feet of usable recreation space per unit located outside.
- PU-5. The City may limit access points onto 6th Street and require traffic control devices and right-of-way realignment.
- PU-6. No structures, other than moorage structures or public access piers, may be waterward of the high waterline.
- PU-7. Must provide public pedestrian access as required under Chapter 83 KZC.
- PU-8. A transportation demand management plan shall be provided and implemented for the subject property, including provisions for safe pedestrian crossing and vehicle turning movements to and from the subject property to Lake Washington Boulevard, and bus stop improvements if determined to be needed by METRO. The City shall review and approve the plan.
- PU-9. The design of the site must be compatible with the scenic nature of the waterfront.

- PU-10. An applicant may propose a development containing residential uses and moorage facilities using this use listing only if the use of the moorage facilities is limited to the residents of the subject property.
- PU-11. The common recreational open space requirements may be waived if the City determines that preservation of critical areas provides a superior open space function.
- PU-12. Within the ~~NE 85th Street Subarea~~ and Yarrow Bay Business District, D.R., Chapter 142 KZC. *Rose Hill Business District (RHBD)*
- PU-13. Site design must minimize adverse impacts on surrounding residential neighborhoods.
- PU-14. Outdoor uses are not permitted.
- PU-15. For this use, only one dwelling unit may be on each lot regardless of lot size.
- PU-16. See Chapter 141 KZC for additional procedural requirements in addition to those on Chapter 145 KZC.
- PU-17. Development must be consistent with an approved Master Plan. The Master Plan must address all properties within PLA 15A and PLA 15B, which are owned by the applicant. The Master Plan will be approved in two stages:
- a. The first stage will result in approval of a Preliminary Master Plan using Process IIB, Chapter 152 KZC. The Preliminary Master Plan shall consist of at least the following:
 - 1) A site plan which diagrammatically shows the general location, shape and use of the major features of development.
 - 2) A written description of the planned development which discusses the elements of the site plan and indicates the maximum number of dwelling units and their probable size; the maximum area to be developed with nonresidential uses; the maximum size of moorage facilities and the maximum number of moorage slips; the maximum and minimum number of parking stalls; and the schedule of phasing for the Final Master Plan.

In approving the Preliminary Master Plan, the City shall determine the appropriate review process for the Final Master Plan. The City may determine that the Final Master Plan be reviewed using Process IIA, Chapter 150 KZC, if the Preliminary Master Plan shows the placement, approximate dimensions and uses of all structures, vehicular and pedestrian facilities, open space and other features of development. Otherwise, the Final Master Plan shall be reviewed using Process IIB, Chapter 152 KZC.
 - b. The second stage will result in approval of a Final Master Plan using Process IIA, Chapter 150 KZC, or Process IIB, Chapter 152 KZC, as established by the Preliminary Master Plan. The Final Master Plan shall set forth a detailed development plan which is consistent with the Preliminary Master Plan. Each phase of the Master Plan shall set forth a schedule for obtaining building permits for and construction of that phase.
- PU-18. a. The following uses and components are also allowed:
- 1) Retail establishment.
 - 2) Office use.
 - 3) Hotel.
 - 4) Boat and motor repair and service if:
 - a) This activity is conducted on dry land and either totally within a building or totally sight screened from adjoining property and the right-of-way; and

- b) All dry land motor testing is conducted within a building.
- 5) Dry land boat storage. However, stacked storage is not permitted.
- 6) Gas and oil sales or boats if:
 - a) Storage tanks are underground and on dry land; and
 - b) The use has facilities to contain and clean up gas and oil spills.
May have an overwater shed that is not more than 50 square feet and 10 feet high as measured from the pier deck.
- 7) Meeting and/or special events rooms.
- 8) Boat launching ramp if it is paved with concrete.
- 9) School or day-care center.
- 10) Mini-school or mini-day-care center, or day-care home.
- b. Development must provide opportunities for public access to, use of and views of the waterfront by including all of the following elements:
 - a. A public pedestrian access trail along the entire waterfront of the subject property within connections to Lake Washington Boulevard at or near either end;
 - b. Waterfront areas developed and open for public use;
 - c. Improvements to and adjacent to Lake Washington Boulevard which are open for public use; and
 - d. Corridors which allow unobstructed views of Lake Washington from Lake Washington Boulevard. In addition, obstruction of views from existing development lying east of Lake Washington Boulevard must be minimized.
- c. All nonresidential uses, except office uses, must be located and designed to have substantial waterfront orientation and accessibility from waterfront public use areas.
- d. Marina use must comply with Chapter 83 KZC.
- e. Must provide pumping facilities to remove effluent from boat holding tanks.
- f. Must provide a waste oil tank.
- g. Vehicular circulation on the subject property must be designed to mitigate traffic impacts on Lake Washington Boulevard and Lakeview Drive. Access points must be limited, with primary access located at the intersection of Lake Washington Boulevard and Lakeview Drive. The City may require traffic control devices and right-of-way realignment or limit development if necessary to further reduce traffic impacts.
- h. The regulations for this use may not be modified with a Planned Unit Development.
- i. Restaurant uses with drive-in or drive-through facilities are not permitted in this zone.

PU-19. A veterinary office is not permitted in any development containing dwelling units.

PU-20. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if:

- a. The ancillary assembled or manufactured goods are subordinate to and dependent on this use.
- b. The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other office uses.

PU-21. Primary vehicular access must be directly from 6th Street or 4th Avenue.

PU-22. This use is not permitted in a PR 3.6 zone located in the **NE 85th Street Subarea.**

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PU-23. May not be located above the ground floor of a structure.

40.10

Kirkland Zoning Code

40.05.010 Applicable Zones

This chapter contains the regulations for uses in the industrial zones (LIT, PLA 6G) of the City.


40.05.020 Common Code References

1. Refer to Chapter 1 KZC to determine what other provision of this code may apply to the subject property.
2. Public park development standards will be determined on a case-by-case basis. See KZC 45.50.
3. Development adjoining the Cross Kirkland Corridor or Eastside Rail Corridor shall comply with the standards of KZC 115.24.
4. Refer to KZC 115.105 for provisions regarding outside use, activity and storage.
5. Structures located within 30 feet of a parcel in a low density zone or a low density use in PLA 17 shall comply with additional limitations on structure size established by KZC 115.136.

(Ord. 4494 § 2, 2015; Ord. 4476 § 2, 2015)

40.10 General Regulations

40.10.010 LIT Zones

1. If the property is located in the **NE 85th Street Subarea**, the applicant shall install a through-block pedestrian pathway to connect an east-west pathway designated in the Comprehensive Plan between 124th Avenue NE and 120th Avenue NE pursuant to the through-block pathway standards in KZC 105.19 (See Plate 34K).

2. Retail uses are prohibited unless otherwise allowed in the use zone tables.

40.10.020 PLA 6G Zones

1. The required yard of any portion of the structure must be increased one foot for each foot that any portion of the structure exceeds 25 feet above average building elevation (does not apply to Public Park uses).
2. All vehicular access shall be from the east. The site access shall be configured to structurally prevent the use of 7th Avenue South or other residential streets (does not apply to Detached, Attached or Stacked Dwelling Units, Assisted Living Facility and Public Park uses).

(Ord. 4494 § 2, 2015; Ord. 4476 § 2, 2015)

Permitted Uses Table – Industrial Zones (LIT, PLA 6G) (Continued)
 (See also KZC 40.30, Density/Dimensions Table, and KZC 40.40, Development Standards Table)

Use		Required Review Process:	
		LIT	PLA 6G
		I = Process I, Chapter 145 KZC IIA = Process IIA, Chapter 150 KZC IIB = Process IIB, Chapter 152 KZC DR = Design Review, Chapter 142 KZC None = No Required Review Process NP = Use Not Permitted # = Applicable Special Regulations (listed after the table)	
40.20.245	Retail Establishment Selling Marijuana or Products Containing Marijuana	None 7, 30, 31	NP
40.20.250	School or Day-Care Center	None 7, 16, 17, 18	Schools are NP, see KZC 40.20.060 for Day-Care Centers
40.20.260	Vehicle or Boat Repair, Services, Storage, or Washing	None 7, 25	NP
40.20.270	Warehouse Storage Service	None 7, 14	None 11, 12, 13, 14, 15
40.20.280	Wholesale Establishment or Contracting Services in Building Construction, Plumbing, Electrical, Landscaping, or Pest Control	None 7	None 11, 12, 13, 14, 15
40.20.290	Wholesale Printing or Publishing	None 7, 14	None 11, 12, 13, 14, 15
40.20.300	Wholesale Trade	None 7, 14	None 11, 12, 13, 14, 15

Permitted Uses (PU) Special Regulations:

PU-1 – PU-6. Reserved.

PU-7. Within the **NE 85th Street Subarea**, D.R., Chapter 142 KZC.

PU-8. Livestock auctions are not permitted.

PU-9. Reserved.

Rose Hill Business District (RHBD)

Kirkland Zoning Code

→ Rose Hill Business District (RHBD)

- 2) Any development in the following zones within the NE 85th Street Subarea: RH 8 except development that includes lots or portions of lots located more than 120 feet north of NE 85th Street, between 132nd Avenue NE and properties abutting 131st Avenue NE, PR 3.6, RM, PLA 17A.
 - 3) Any development in the MSC 1 and MSC 4 zones located within the Market Street Corridor.
2. Administrative Design Review (A.D.R.) – All other development activities not requiring D.B.R. review under subsection (1) of this section shall be reviewed through the A.D.R. process pursuant to KZC 142.25.
 3. Exemptions from Design Review – The following development activities shall be exempt from either A.D.R. or D.B.R. and compliance with the design regulations of Chapter 92 KZC:
 - a. Any activity which does not require a building permit; or
 - b. Interior work that does not alter the exterior of the structure; or
 - c. Normal building maintenance including the repair or maintenance of structural members; or
 - d. Any development listed as exempt in the applicable Use Zone Chart.

(Ord. 4498 § 3, 2015; Ord. 4392 § 1, 2012; Ord. 4390 § 1, 2012; Ord. 4177 § 2, 2009; Ord. 4107 § 1, 2007; Ord. 4097 § 1, 2007; Ord. 4037 § 1, 2006; Ord. 4030 § 1, 2006; Ord. 3833 § 1, 2002)

142.25 Administrative Design Review (A.D.R.) Process

1. Authority – The Planning Official shall conduct A.D.R. in conjunction with a related development permit pursuant to this section.

The Planning Official shall review the A.D.R. application for compliance with the design regulations contained in Chapter 92 KZC, or in zones where so specified, with the applicable design guidelines adopted by KMC 3.30.040. In addition, the following guidelines and policies shall be used to interpret how the regulations apply to the subject property:

- a. Design guidelines for pedestrian-oriented business districts, as adopted in KMC 3.30.040.
 - b. Design guidelines for the Rose Hill Business District (RHBD), the Totem Lake Business District (TLBD) and Yarrow Bay Business District (YBD) as adopted in KMC 3.30.040.
 - c. For review of attached or stacked dwelling units within the NE 85th Street Subarea, the PLA 5C zone, the Houghton/Everest Neighborhood Center, and the Market Street Corridor, Design Guidelines for Residential Development as adopted in KMC 3.30.040.
2. Application – As part of any application for a development permit requiring A.D.R., the applicant shall show compliance with the design regulations in Chapter 92 KZC, or where applicable, the design guidelines adopted by KMC 3.30.040, by submitting an A.D.R. application on a form provided by the Planning and Building Department. The application shall include all documents and exhibits listed on the application form, as well as application materials required as a result of a pre-design conference.
 3. Pre-Design Conference – Before applying for A.D.R. approval, the applicant may schedule a pre-design meeting with the Planning Official. The meeting will be scheduled by the Planning Official upon written request by the applicant. The purpose of this meeting is to provide an opportunity for an applicant to discuss the project concept with the Planning Official and for the

→ Rose Hill Business District (RHBD)

Planning Official to designate which design regulations, or design guidelines, apply to the proposed development based primarily on the location and nature of the proposed development.

4. A.D.R. Approval

a. The Planning Official may grant, deny, or conditionally approve the A.D.R. application. The A.D.R. approval or conditional approval will become conditions of approval for any related development permit, and no development permit will be issued unless it is consistent with the A.D.R. approval or conditional approval.

b. Additions or Modifications to Existing Buildings

1) Applications involving additions or modifications to existing buildings shall comply with the design regulations of Chapter 92 KZC, or where applicable, the design guidelines adopted by KMC 3.30.040 to the extent feasible depending on the scope of the project. The Planning Official may waive compliance with a particular design regulation if the applicant demonstrates that it is not feasible given the existing development and scope of the project.

2) The Planning Official may waive the A.D.R. process for applications involving additions or modifications to existing buildings if the design regulations are not applicable to the proposed development activity.

5. Lapse of Approval – The lapse of approval for the A.D.R. decision shall be tied to the development permit and all conditions of the A.D.R. approval shall be included in the conditions of approval granted for that development permit.

6. Design departure and minor variations may be requested pursuant to KZC 142.37.

(Ord. 4637 § 3, 2018; Ord. 4496 § 2, 2015; Ord. 4495 § 2, 2015; Ord. 4491 § 3, 2015; Ord. 4392 § 1, 2012; Ord. 4357 § 1, 2012; Ord. 4333 § 1, 2011; Ord. 4177 § 2, 2009; Ord. 4107 § 1, 2007; Ord. 4097 § 1, 2007; Ord. 4037 § 1, 2006; Ord. 4030 § 1, 2006; Ord. 3956 § 1, 2004)

142.35 Design Board Review (D.B.R.) Process

1. Timing of D.B.R. – For any development activity that requires D.B.R. approval, the applicant must comply with the provisions of this chapter before a building permit can be approved; provided, that an applicant may submit a building permit application at any time during the design review process. An applicant may request early design review, but such review shall not be considered a development permit or to in any way authorize a use or development activity. An application for D.R. approval may be considered withdrawn for all purposes if the applicant has not submitted information requested by the City within 60 calendar days after the request and the applicant does not demonstrate reasonable progress toward submitting the requested information.

2. Public Meetings – All meetings of the Design Review Board shall be public meetings and open to the public.

3. Authority – The Design Review Board shall review projects for consistency with the following:

a. Design guidelines for pedestrian-oriented business districts, as adopted in Chapter 3.30 KMC.

b. Design Guidelines for the **Rose Hill Business District (RHBD)** and the Totem Lake Business District (TLBD) as adopted in Chapter 3.30 KMC.

c. The Design Guidelines for Residential Development, as adopted in KMC 3.30.040, for review of attached and stacked dwelling units located within the **NE 85th Street Subarea,**

Conceptual Master Plan Conference for TL 5 – The Design Review Board shall consider a Conceptual Master Plan (CMP) for properties over four (4) acres in size in TL 5. The CMP shall incorporate the design principles set forth in the special regulations for the use in the TL 5 zoning chart.

Conceptual Master Plan Conference for **RHBD** – The Design Review Board shall consider a Conceptual Master Plan (CMP) in the RH 3 zone within the **NE 85th Street Subarea**. The CMP shall incorporate the design considerations for the RH 3 zone set forth in the Design Guidelines for the **Rose Hill Business District**.

Rose Hill Business District (RHBD)

10. Approval – After reviewing the D.B.R. application and other application materials, the Design Review Board may grant, deny or conditionally approve subject to modifications the D.B.R. application for the proposed development. No development permit for the subject property requiring D.B.R. approval will be issued until the proposed development is granted D.B.R. approval or conditional approval. The terms of D.B.R. approval or conditional approval will become a condition of approval on each subsequent development permit and no subsequent development permit will be issued unless it is consistent with the D.B.R. approval or conditional approval. The Planning Official shall send written notice of the D.B.R. decision to the applicant and all other parties who participated in the conference(s) within 14 calendar days of the approval. If the D.B.R. is denied, the decision shall specify the reasons for denial. The final D.B.R. decision of the City on the D.B.R. application shall be the date of distribution of the written D.B.R. decision or, if the D.B.R. decision is appealed, the date of the City's final decision on the appeal. Notwithstanding any other provision of this code, if an applicant submits a complete application for a building permit for the approved D.B.R. development within 180 days of the final D.B.R. decision, the date of vesting for the building permit application shall be the date of the final D.B.R. decision.

Additional Approval Provision for TL 2 and TL 5 – The Notice of Approval for a Conceptual Master Plan (CMP) shall set thresholds for subsequent D.B.R. or A.D.R. review of projects following approval of a CMP in TL 2 or TL 5. The Notice of Approval shall also include a phasing plan for all improvements shown or described in the CMP.

Additional Approval Provision for RHBD – The Design Review Board shall determine the thresholds for subsequent D.B.R. or A.D.R. review of projects following approval of a Conceptual Master Plan (CMP) in the **RHBD**. The Notice of Approval for the CMP will state the thresholds for future review of projects and also include a phasing plan for all improvements shown or described in the CMP.

(Ord. 4637 § 3, 2018; Ord. 4496 § 3, 2015; Ord. 4495 § 2, 2015; Ord. 4491 § 3, 2015; Ord. 4392 § 1, 2012; Ord. 4193 § 1, 2009; Ord. 4177 § 2, 2009; Ord. 4171 § 1, 2009; Ord. 4121 § 1, 2008; Ord. 4107 § 1, 2007; Ord. 4097 § 1, 2007; Ord. 4037 § 1, 2006; Ord. 4030 § 1, 2006; Ord. 3956 § 1, 2004; Ord. 3954 § 1, 2004; Ord. 3889 § 2, 2003; Ord. 3833 § 1, 2002; Ord. 3814 § 1, 2001)

142.37 Design Departure and Minor Variations

1. General – This section provides a mechanism for obtaining approval to depart from strict adherence to the design regulations or for requesting minor variations from requirements in the following zones:
 - a. In the CBD and YBD: minimum required yards; and
 - b. In the Business District Core: minimum required yards, floor plate maximums and building separation requirements; and
 - c. In the **RHBD**, FHNC, the PLA 5C zone, the HENC, and the TLBD: minimum required yards, and landscape buffer; and

PUBLICATION SUMMARY
OF ORDINANCE NO. 4683

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO ZONING, PLANNING, AND LAND USE AND AMENDING THE KIRKLAND ZONING CODE ORDINANCE 3719 AS AMENDED, INCLUDING CHAPTERS 20, 25, 30, 40, 45, 53, 142, AMENDING THE ZONING MAP ORDINANCE 3710, AS AMENDED, TO INCLUDE LEGISLATIVE REZONES, AND APPROVING A SUMMARY ORDINANCE FOR PUBLICATION, FILE NO. CAM19-00043

SECTION 1. Zoning Map changes to include rezone of four parcels in Exhibit A attached to the Ordinance.

SECTION 2. Zoning Code text amended in Exhibits B-I, attached to the Ordinance.

SECTION 3. Provides a severability clause for the Ordinance.

SECTION 4. Authorizes publication of the ordinance by summary, which summary is approved by the City Council pursuant to Section 1.08.017 Kirkland Municipal Code and establishes the effective date as five days after publication of summary.

SECTION 5. Directs the City Clerk to certify and forward a complete certified copy of this ordinance to the King County Department of Assessments.

The full text of this Ordinance will be mailed without charge to any person upon request made to the City Clerk for the City of Kirkland. The Ordinance was passed by the Kirkland City Council at its meeting on the ____ day of _____, 2019.

I certify that the foregoing is a summary of Ordinance 4684 approved by the Kirkland City Council for summary publication.

Kathi Anderson, City Clerk



CITY OF KIRKLAND
Planning and Building Department
123 5th Avenue, Kirkland, WA 98033
425.587.3600- www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Adam Weinstein, Director of Planning and Building

Date: April 9, 2019

Subject: Comment letter on Draft Supplemental Environmental Impact Statement (SEIS) on Vision 2050

On March 5, 2019, the City Council asked staff to prepare a comment letter on the Draft SEIS prepared for Vision 2050. Vision 2050 is the Central Puget Sound Region's long-range plan for growth. Attachment 1 is the draft comment letter, which could be signed by City Council. Comments on the Draft SEIS are due by April 29.

Attachment 2 is a Draft SEIS comment letter prepared by County Executive Dow Constantine following the March 27 meeting of the Growth Management Planning Council. Local jurisdictions are invited to sign-on to this letter, and the County Executive welcomes suggested revisions to the letter prior to April 19, as long as the overall direction of the letter remains intact. Elected officials interested in signing-on to the letter must provide signature blocs to King County by noon on April 29.

Once Council has reviewed the letters and suggested any edits, staff recommends that the Council should approve a motion authorizing the Mayor to sign one or both letters.

Attachments:

1. Draft comment letter from City of Kirkland on Vision 2050 SEIS
2. Draft comment letter from County Executive Dow Constantine on Vision 2050 SEIS

April 9, 2019

Attn: VISION 2050 SEIS Comment
Puget Sound Regional Council
1011 Western Avenue, Suite 500
Seattle, WA 98104

Dear Puget Sound Regional Council,

This letter comprises the City of Kirkland's formal comments on the Draft Supplemental Environmental Impact Statement (SEIS) for Vision 2050.

We commend PSRC on identifying and evaluating three meaningful growth alternatives for the region, all of which would substantially increase transit ridership, reduce per capita vehicle miles traveled, and reduce greenhouse gas emissions. At this time of robust economic growth, and increased concern about regional traffic, housing affordability, and environmental protection, it is time to reinforce and pursue growth strategies that focuses on infill development primarily within urban growth centers, and protection of resource lands. Therefore, we are pleased that all the evaluated alternatives conform to Vision 2040's underlying principle: growth focused into metro and core cities. Adherence to this principle will ensure that the quality of life and environment in the region is protected, paving the way for continued economic success.

While the City of Kirkland is pleased with the overall analysis in the SEIS, we offer the following big-picture comments:

- *Equity/Displacement Analysis.* The equity/displacement analysis seems to overlay job growth and demographic characteristics (e.g., communities of color, low-income communities) to yield equity/displacement impacts. In a dynamic economy, this may be an oversimplified approach to evaluating a complex and important issue, and could suggest that policymakers limit job growth in lower-income areas, when job growth might actually be beneficial to such populations. We agree with the focus on expanding housing affordability in these areas, but would also suggest that a more nuanced displacement analysis be undertaken that accounts for some of the social benefits of economic growth in areas that have historically been bypassed by economic development.
- *Utilities/Infrastructure.* The SEIS notes that the Transit Focused Growth alternative could reduce the need for new infrastructure compared to the Stay the Course alternative. On its surface, this conclusion is logical, although experience suggests that upsizing infrastructure to accommodate infill growth in urbanized areas may be significantly more resource-intensive and expensive than extending infrastructure to greenfield areas. This means that it may be harder for local governments/agencies to build the infrastructure that may be needed to accommodate increased growth in already-urbanized areas. The SEIS should explore what additional public or private support might be needed to allow for infrastructure development under the Transit Focused Growth Alternative.
- *Affordable Housing.* Since housing affordability is critical to achieving any of the growth strategies, and housing affordability continues to be heavily influenced by local decisions, how would declining affordability affect achievement of any of the growth alternatives? Beyond the laundry list of housing streamlining and affordability measures on page 105 of the SEIS, what

are the housing affordability assumptions underlying the feasibility of each alternative, and what is expected of local governments in terms of promoting housing affordability and diversifying a housing stock that on a regional scale, at least, primarily comprises single-family units?

After having reviewed the SEIS, the City of Kirkland is most strongly in favor of the Transit Focused Growth Alternative (75% of the region's growth occurring near high-capacity transit), which is most in alignment with the City's growth strategy. Under this alternative, 57% of growth would be in higher-density settings (compared with 46% for the Stay the Course alternative and 44% for the Reset Urban Growth alternative). The transit alternative also takes less land, would boost transit ridership the most, and would have the most beneficial effects on reducing daily per capita drive time and related reductions in carbon emissions.

One last point: Kirkland is pursuing designation of Downtown Kirkland as an Urban Growth Center in 2019. Based on discussions with PSRC, that designation would not impact Vision 2050, since the City already has an existing Urban Growth Center. However, we would appreciate a reference to the planned designation in the SEIS and Vision 2050. In addition, we believe that Downtown Kirkland already surpasses the minimum activity unit threshold to qualify for an Urban Growth Center, with appropriate planning policies in place, meaning that Downtown Kirkland is well-positioned for additional growth and transportation investments.

For more information, please contact Adam Weinstein, Director of Planning and Building, at 425-827-3227 or aweinstein@kirklandwa.gov.

Sincerely,

Kirkland City Council

Penny Sweet, Mayor

Copy: Kirkland City Council, Planning Commission

April 29, 2019

ATTN: VISION 2050 Draft SEIS Comment
Puget Sound Regional Council
1011 Western Avenue, Suite 500
Seattle, WA 98104-1035

Dear Puget Sound Regional Council:

King County and the cities in in the county have been successfully implementing VISION 2040 by focusing the majority of growth into the cities and the Urban Growth Area (UGA), creating vibrant urban centers, protecting natural resource lands and rural areas, and focusing public investments to support efficient use of the land. The Central Puget Sound Region needs to continue to efficiently use its land and wisely focus its investment of public funds as we look to the future.

King County intends to stay on this pathway of creating a sustainable future for our residents. VISION 2050 should reinforce this successful foundation and focus on those issues that were not fully addressed in VISION 2040 to carry the region into the future.

VISION 2040 was approved in May, 2008 – before both Sound Transit 2 and Sound Transit 3 were approved resulting in a 116 mile regional light rail system upon completion. Additionally over the last several years the local transit agencies in the region have adopted long range plans which would implement VISION 2040. The preferred alternative for VISION 2050 must recognize the land use opportunities presented by the future regional transportation system that will be more transit-oriented than in 2008 while creating more opportunity for all of our current and future residents.

The growth pattern should maintain integrity of the Urban Growth Area

The continued success of planning in accordance with the Growth Management Act centers on directing growth to the existing UGA. This allows for the development of vibrant urban centers and an efficient transportation system while allowing for sustainable rural areas and protection of our natural resource lands. The Transit Focused Growth alternative performs best at keeping growth within the UGA.

- Transit Focused Growth directs 98% of growth to the UGA while Stay Course is at 95% and Reset Urban Growth at 94%.
- Transit Focused Growth results in 6% of growth within a ¼ mile of the UGA boundary while Stay the Course is at 9% and Reset Urban Growth at 10%.

The growth pattern should prioritize cities and centers for accommodating growth

Directing growth to our cities and centers presents the greatest opportunity for the largest number of residents while allowing the region to efficiently use public infrastructure. The Transit Focused Growth alternative performs the best at directing growth to the largest cities and centers.

- Metro and Core cities receive the most population growth in the Transit Focused Growth alternative.
- The Reset Urban Growth alternative directs growth away from the Metro and Core cities, although less so in King County since our growth pattern is more established.

The growth pattern should build on the opportunities and investment of the expanded transit network

The new growth pattern must acknowledge how the expansion of the transit network, both Sound Transit expansion and local transit systems, will guide us into the future. The Transit Focused Growth alternative, by definition, directs the most growth to locations within proximity to high capacity transit.

- The Transit Focused Growth alternative shows the greatest increase in transit trips with 84% of King County growth locating in proximity to transit.
- The Reset Urban Growth alternative locates only 61% of King County's growth in proximity to transit, which is even less than Stay the Course at 64%.

The growth pattern should advance racial and social equity as a cornerstone of the plan

Due to historic patterns of disinvestment and undervaluation, communities that are majority low income and Native American/Alaska Native, people of color, immigrants and refugees, and speak limited English will face substantial and disproportionate displacement pressure in all of the alternatives as the region continues to grow. Consequently and urgently, community-driven, place-based displacement and gentrification risk strategies must be included in VISION 2050. VISION 2050 must set minimum expectations for all jurisdictions within the region to implement these strategies to reduce the disproportionate burden on these communities and ensure equitable growth in our region, prioritizing quality of life improvements for communities most in need.

The Transit Focused Growth alternative locates the most housing and jobs within proximity to high capacity transit, which will create the greatest opportunity for all residents along with the right strategies and implementation measures. This option is the best pathway for equitable growth as long as the region plans for housing affordability and an inclusive economy. VISION 2050 should mitigate against increased

displacement pressure by pursuing regional strategies and compelling local actions that preserve and add to the region's affordable housing stock and create family-wage jobs in areas proximate to transit.

The growth pattern should allow for a variety of housing types while addressing housing affordability for all residents, especially for those in the lowest income categories

High and middle density developments create a greater opportunity for housing affordability as the region grows. Locating more housing in proximity to transit creates opportunity by allowing households to forgo a car, which decreases their monthly expenses. The Transit Focused Growth alternative has the highest concentrations of growth in proximity to high capacity transit.

- Transit Focused Growth has the greatest share of high density growth in King County at 83% compared to 67% for the Reset urban Growth.

While high density growth is important for achieving our environmental and growth management goals, VISION 2050 should provide mitigation with strategies that also encourage middle density housing development, which could add to the region's affordability.

The growth pattern should avoid environmental impacts and reduce greenhouse gas emissions

The greenhouse gas emissions are projected to decrease with all alternatives due to the wider use of cleaner fuels. But, in order to ensure that the region reduces its greenhouse gas emissions, we need to incorporate reduction goals into VISION 2050, prioritizing eliminating the disproportionate burden of environmental impacts to low income and Native American/Alaska Native, people of color, immigrants and refugees, and those who speak limited English. The King County Climate Change Collaborative (K4C) has countywide greenhouse reduction goals and the Puget Sound Clean Air Agency has region-wide reduction goals. These already established goals should serve as a basis for greenhouse gas reduction goals in VISION 2050. VISION 2050 should recognize the disproportionate burden of environmental impacts that low income communities and communities of color in the region currently bear and include strategies to reduce this burden and mitigate against future environmental health impacts.

- While Greenhouse Gas Emissions as CO₂ decrease in all alternatives from the base year, the Transit Focused Growth alternative sees the greatest reduction at 16%.

- In terms of impervious surface, the Transit Focused Growth alternative develops the least amount of land while Reset Urban Growth creates the highest amount of impervious surface.
- Regarding the region's ecosystems, the Transit Focused Growth alternative poses the least risk of adverse effects to the ecosystems compared to the alternatives that spread more growth into rural and urban unincorporated areas.

The analysis presented in the Draft State Environmental Impact Statement points to the Transit Focused Growth alternative as the best path forward based on the desired outcomes of the regional growth pattern.

Thank you for your consideration.

Sincerely,

Dow Constantine
King County Executive

DRAFT