

The Kirkland Alliance of Neighborhoods (KAN) is a coalition of the City's Neighborhood Associations. KAN fosters communication and awareness of issues affecting the neighborhoods among the Neighborhood Associations, the City and appropriate entities. KAN is an effective, collegial voice for the neighborhoods and a valued resource for the City.



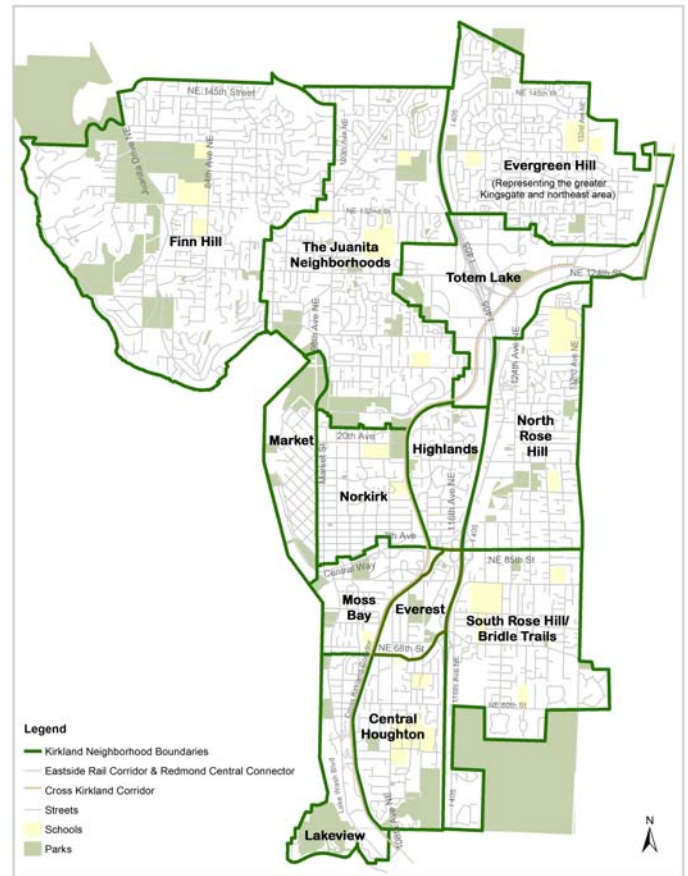
Kirkland Alliance of Neighborhoods Meeting

October 8, 2014 at 6:30 p.m.

New Location: Peter Kirk Room, City Hall
123 Fifth Avenue
(South entrance, Lower level)

AGENDA

- | | |
|-----------|---|
| 6:30-7:15 | KAN Process Decisions |
| 7:15-7:45 | Council Conversations
Deputy Mayor Penny Sweet
Councilmember Jay Arnold |
| 7:45-8:10 | Neighborhood Plans
Paul Stewart,
Deputy Planning Director |
| 8:10-8:35 | Neighborhood Hot Topics |
| 8:35-8:45 | Public Comment |
| 8:45-9:00 | Neighborhood Services
Update |



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KAN Meeting Notes
10/8/2014
Peter Kirk Room, City Hall
6:30-9:00 pm

KAN Reps and Neighborhood Association Chairs Attending:

Central Houghton – Lisa McConnell
Everest – None
Evergreen Hill – None
Finn Hill – Scott Morris
Highlands – Debbie Ohman
Juanita – Doug Rough and Karen Lightfeldt
Lakeview – Chuck Pilcher and Lori Isch
Market – Mark Nelson
Moss Bay – Bea Nahon (and as KAN Co-Chair)
Norkirk – Janet Pruitt and Karen Edgerton
North Rose Hill – Larry McKinney
South Rose Hill/Bridle Trails – Rodney Rutherford
Totem Lake – none

City Staff Attending:

Kari Page, Neighborhood Outreach Coordinator

KAN Process – Group discussion

Setting meeting agenda:

Considerations for agenda item being studied by KAN and prioritization:

- Issue has a Citywide impact
- Issue may impact multiple neighborhoods
- Is there another entity that is more appropriate to comment upon the issue
- Does KAN have the capacity to take on the issue
- Is there time for KAN to take on the issue given the decision making timeline

At the end of a meeting we could look ahead to see what we want to discuss in the upcoming meeting. Then, the chair sends out a draft agenda for people to review and give input into.

As neighborhoods report out on Hot Topics, KAN can pick out items to be included on the next month's agenda.

There is still a value in having outside speakers come inform KAN of topics of interest to the neighborhoods and KAN.

Bring the agenda up at the meeting before so we can decide if we need an expert at the meeting to be able to answer questions.

Fairness issues raised by Doug Rough:

Did we finish the role of the neighborhood fairness (Juanita is larger than other groups). He doesn't want to come if they don't have a voice to talk. Are we here to just list issues and discuss issues – not so much to vote on a topic? Objection to one neighborhood one vote.

Feedback from group - Maybe do not count numbers of yes and no voting – instead provide a listing of issues from each neighborhood, such as what KAN did on the parking issue. How did the neighborhood boundaries get set in the first place? This is not the house of representatives...we are more like the senate.

What should KAN leadership be?

CoChairs, Vice Chairs, Secretary,

Good to have more than one person be Chair

May not need pre-designated roles. Allow the chair to delegate.

Some in the group indicated that they would consider being chair or co-chair of KAN at some time in the future

Need to give plenty of notice to the group before a Chair wants to step down so people can give it some thought – if they want to step up

Should we mentor our chairs by having a chair elect and chair?

Is the chair person responsible for pre-meeting work/interviews/planning?

Bea and Kari will outline a proposal and bring it to the next meeting.

Conflict of Interest Policy

The City's is too long. We need a shorter one – we aren't a policy making group. But we want to have our voice be fair and balanced.

Suggestion was made to look at nonprofits. Most that we've received so far are too long for what would work for KAN. Need some examples from other organizations – KAN was asked to send examples to Bea

Karen Lightfeldt offered to help in Anna's absence

Council conversations

Present were Deputy Mayor Penny Sweet and Councilmember Jay Arnold

Discussion around neighborhood plans, backlog, reasons, changes to the planning process, reflecting KAN's input from past meetings.

Should include Moss Bay and Lakeview on the Houghton Neighborhood District plan update process.

Will need to have broader planning areas as we move forward because there are so many cross neighborhood issues (CKC, Market, Houghton Neighborhood District), or at least for the purposes of addressing those issues which overlap neighborhoods.

Growth will impact all neighborhoods, as we are getting bigger we are also getting smaller.

The CKC will pull us all closer together as it is an important connector which will bring even Totem Lake into the picture.

What about training of neighborhood leaders on the Neighborhood Plans and update process? Finn Hill will be a good example of the Neighborhood taking a hold of their own process.

How can KAN help the City make the tough decisions about marijuana? Committee hasn't talked about this yet. State may be willing to relax some of the restrictions like day care restrictions. Kirkland has heard from people with business plans to sell marijuana in Kirkland – and the obstacles are high. We need to figure out a way so that Kirkland has one store – legally. Should write to state reps. May want to open up new areas that are now excluded. So, write to let State reps know – and do it now because there will be a lot on their plate this session because of the education funding issues.

Has the City ever talked about recycling diversion at private businesses? The amount of recyclables that go into the trash. Takes a lot of work to sort and separate out the garbage. Require recycle bin at all stores. Yes, this is on the planning radar for new buildings (commercial and multi-family).

Kirkland's water is clear – and not in the same situation as Mercer Island. Kirkland gets their water from Tolt and half from Cascade Water Alliance. We bought Lake Tapps as our future water source which allows CWA to negotiate lower rates with Seattle.

Planning 2035 – Eric Shields, Paul Stewart, Janice Coogan

Good timing to talk with KAN – elements of the Comp Plan are taking shape and getting ready to do some additional work on the Neighborhood Plans.

Not a major rewrite of the Neighborhood Plans. Clean up maps, data, develop a common standard/format and come out and talk with each neighborhood about the edits. SRH/BT reviewed and sent their comments in to the Planning Department.

Each neighborhood has a specific planner to work with for their update. Planning is scheduling presentations this fall/winter at each meeting now to go over the plans.

All public comments are on the Kirkland 2035 web page. Some are being addressed in the general elements of the Comp Plan. Others may not have consensus on – didn't get updated in the Neighborhood Plan. But if there is something you feel strongly about – they can put it back in.

Presentations at the neighborhood meetings will cover the draft edits. The updated plan will eventually be posted online with tracked changes. After the neighborhood process, the edits will go to the Planning Commission (everyone is welcome to attend those meetings).

Request was made to make sure we say "Meeting Request" on emails so people know they need to put it on their calendar.

Planning asked for comments on the draft process:

Planning should lay out possible topics for neighborhoods to focus on when reviewing their neighborhood plans. Give us a framework of what we should be looking for (without telling us what should be changed). Give them breadcrumbs.

Maybe send out SRH/BT track changes so people can see what they did – as it is a great example. Having a core group within each neighborhood – helps the review process.

One of the problems KAN sees is that the Planning Commission may be reviewing something that is in one neighborhood – but the decision could impact more neighborhoods. Planners should watch for these types of issues and get the message out to the other neighborhoods about the issue. Perhaps someone could monitor the Planning Commission decisions/packets etc.

Eric distributed a list of neighborhood groupings (putting together “like neighborhoods” who share boundaries or neighborhood business districts) that could be grouped in the future neighborhood plan update process. To be decided is whether the neighborhood plans would stay separate or if they would write a new subarea type plan for each group.

Will neighborhood business districts be pulled out to be discussed in a separate process? In 85th Street and Market – they have a separate plan for that geographic area. So, it could possibly go that way. But, it is discussable. No perfect idea.

State GMA requirement is to do a Comprehensive Plan update every (requirement is every 8 years – but it takes 2 years to do the plan update). During the 6 year period – Planning could work on neighborhood plans. No timeline for the neighborhood plans has been identified yet.

Hot Topics

Juanita:

- Placement of ARC – currently City is looking at north side of Juanita Beach
- Neighborhood Association Board is unanimous in opposition
- So many traffic problems (Juanita Village without traffic mitigation)
- Juanita Drive Corridor Study – shows you can’t widen JD (especially in the downtown).
- Working to show opposition to the project.
- Park Board first recommendation was 1) NKCC or 2) Juanita Beach. Wanted to use City property. Then, they decided to look at other sites. Then, Council put it back on the list. Then, Council and Staff still thinks the Juanita Beach is the most optimum site.
- Don’t want to lose this park (which was recently Master Planned).
- The Park is full during the summer. Both sides of the Park used for special events.
- Now staff will be reaching out to the full community in Kirkland to see what the community thinks.
- Council is now looking at private property. Also still working with Redmond.
- Would like to bring this up as an agenda item for KAN. Have a councilmember come to KAN and talk.
 - o Input from the group: perhaps scale it down a bit, or put it on the CKC for better access, some wanted to know if we would vote for a levy for this.
 - o Maybe the facility should be divided into functional elements and distributed to a number of sites around the City.
 - o Put this on the agenda for KAN to discuss
 - o Karen Lightfeldt will get speakers to come discuss with KAN and Bea will check with someone at Park Board

Norkirk

- Traffic concerns and cut through
- Traffic calming

Central Houghton

- LWSD school redistricting – maybe we should have someone come tell us about it from the District?
- Neighborhoods should tune into what the district is doing – as the decisions would be made in time for the next school year
- Have someone go to the District and be the advocate for KAN and report back to KAN – Mark Nelson was appointed.

We have been contacted by WSDOT, they would like to come to our next meeting to discuss the upcoming tolling on 405. Is the group interested? The response was yes but only for a limited time and only if they could focus more on the following items:

- Backups from metered on ramps that impact the local traffic

- Bike lanes etc. to cross I405
- Safety of vulnerable populations (making the CKC accessible to all the neighborhoods)

John Kappler from Houghton Community Council – wants to come to the next KAN meeting. We will schedule him as our Council Conversation element for November.

Right size parking public hearing is closed. Planning Commission deferred for one more meeting – as they wanted to reconcile with the public's opposition to the changes. October 23 – should have a KAN member be at the meeting. Lisa McConnell will attend.

If your Neighborhood's matching grant available funds increased by 30% what would you do:

Juanita:

Newly annexed and these people need to become educated about the process and get them involved. More signs, flyers, etc.

Finn Hill:

Need to reach out to all of their neighborhood – as they have grown going from Denny Creek to the NA. Could do a mailing at least once a year.

Norkirk:

Used to mail for \$800 every year. Would be able to do this more. Every neighborhood could do a state of the neighborhood mailing.

Group:

Maybe do some things that benefit all neighborhoods.

- o Web sites – some are better than others.
- o Could we fund – a neighborhood “look” template of neighborhood
- o Survey monkey – need a subscription
- o Some would allocate their money over to be able to do citywide things
- o Centrally monitored web site
- o Maybe centralize the web sites – centrally hosted and help setting it up
- o People help others remove graffiti – put together volunteer groups
- o Lori, Rodney to help develop requirements for web site, also should include Karen Story
- o 501c3 we could get free hosting
- o Scott Morris may look into the transferability of their site
- o Common platform is a great idea
- o Reminder how to sign up for list serve

Kirkland Alliance of Neighborhoods

2015/2016 Neighborhood Matching Grant Proposed Increase

ANNUAL ALLOCATIONS

	2015	2016	Total
Annual Matching Grant Allocations	\$ 17,005	\$ 17,005	\$ 34,010

NEIGHBORHOOD	2015/2016 Calculation of Award			
	Population (current)	Minimum \$615/2yrs	% of Total Population	2015/2016 Award (Minimum plus per capita)
Everest	1,285	\$1,230	0.016	\$1,510
Market	1,909	\$1,230	0.023	\$1,647
Totem Lake	2,431	\$1,230	0.029	\$1,760
Highlands	2,618	\$1,230	0.032	\$1,801
Lakeview	2,965	\$1,230	0.036	\$1,877
Central Houghton	3,828	\$1,230	0.046	\$2,065
Norkirk	4,091	\$1,230	0.050	\$2,123
Bridle Trails/South Rose Hill	5,614	\$1,230	0.068	\$2,455
Moss Bay	5,358	\$1,230	0.065	\$2,399
North Rose Hill	7,747	\$1,230	0.094	\$2,920
Evergreen Hill (Representing the greater Kingsgate and northeast area)	11,330	\$1,230	0.137	\$3,702
Finn Hill	15,029	\$1,230	0.182	\$4,509
Juanitas*	18,385	\$1,230	0.223	\$5,241
	82,590	\$15,990	1.000	\$34,010

* Juanitas include 2 neighborhoods prior to annexation and 3 neighborhoods after.

Allocation	\$34,010
Less \$1,230 each	-\$15,990
Per capita overlay	\$18,020

Historical Overview - Annualized					KAN 2015/2016 Request ***
2009	2010	2011/2012 **	2013/2014	2015/2016	
\$3,500	\$615	\$738	\$758	\$755	\$982
\$3,500	\$615	\$824	\$825	\$823	\$1,071
\$3,500	\$615	\$906	\$897	\$880	\$1,144
\$3,500	\$615	\$850	\$899	\$901	\$1,171
\$3,500	\$615	\$893	\$940	\$938	\$1,220
\$3,500	\$615	\$934	\$990	\$1,033	\$1,342
\$3,500	\$615	\$981	\$1,065	\$1,061	\$1,380
\$7,000	\$1,230	\$1,730	\$1,225	\$1,227	\$1,596
\$3,500	\$615	\$1,038	\$1,238	\$1,200	\$1,560
\$3,500	\$615	\$1,255	\$1,456	\$1,460	\$1,898
		\$833	\$1,860	\$1,851	\$2,407
		\$999	\$2,234	\$2,255	\$2,931
\$7,000	\$1,230	\$1,900	\$2,618	\$2,621	\$3,407
\$45,500	\$7,995	\$13,880	\$17,005	\$17,005	\$22,106

** Annex areas 2012 only

***30% increase from 2013/2014

Bea Nahon

From: Marilynne Beard <MBeard@kirklandwa.gov>
Sent: 11/10/2014 2:03 PM
To: Bea Nahon
Cc: Kari Page; Kurt Triplett; Council; Tracey Dunlap; Jeannie McGivern; Amy Bolen
Subject: Neighborhood Association and KAN Funding Request

Good Afternoon Bea –

The City Council received your request for additional neighborhood matching grant funding. Based on the Council's preliminary direction, the request will be included in the 2015-2016 budget at \$5,101 for each year to be allocated using the same methodology used for the current grants. The City Council is scheduled to hold a final public hearing on the budget on November 18 and will adopt the 2015-2016 Budget on December 9, 2014. Thank you for being involved with this budget process. As always, Kari Page will be the neighborhoods' point of contact for neighborhood matching grants.

*Marilynne Beard
City of Kirkland
Deputy City Manager
123 5th Avenue
Kirkland, WA 98033
(425) 587-3008*



CITY OF KIRKLAND
Planning and Community Development Department
123 Fifth Avenue, Kirkland, WA 98033 425.587-3225
www.kirklandwa.gov

MEMORANDUM

To: Planning Commission

From: Angela Ruggeri, AICP, Senior Planner
Paul Stewart, AICP, Deputy Director
Eric Shields, AICP, Planning Director

Date: November 6, 2014

Subject: Parkplace Amendment Request

RECOMMENDATION

Receive a briefing on the proposed amendments to the Zoning Code for CBD-5A and the proposed modifications to the Master Plan and Design Guidelines for Parkplace. Review and discuss the work plan for the Parkplace amendments.

BACKGROUND DISCUSSION

At its October 21, 2014 meeting, the City Council directed the Planning Commission to study and provide a recommendation on the Parkplace proposal to amend the zoning text for CBD 5A and on the requested modifications to the Master Plan and Design Guidelines. The property owner's letter of request to the City Council is included as Attachment 1. As discussed below, the most significant amendment requested is to increase the percentage of residential use allowed.

Staff has determined that Comprehensive Plan amendments will not be necessary for this proposal. The Comprehensive Plan Chapter for the Moss Bay Neighborhood, Downtown Plan states that "Limited residential use should be allowed as a complementary use" within the Parkplace Center site along with retail and office uses. "Limited" is not defined in the Comprehensive Plan.

In the adopted Master Plan and Design Guidelines, major modifications to the Master Plan are required to be reviewed by staff for consistency with the Comprehensive Plan and to be approved by the City Council. KMC 3.30.040 states that the City Council shall consult with the Planning Commission prior to amending the Master Plan and Design Guidelines.

The Planning Commission will make recommendations to the City Council on the zoning text changes and amendments to the Master Plan and Design Guidelines. The Planning Commission will not be reviewing the actual design of the project.

The project design will be reviewed by the Design Review Board (DRB) in 2015, after the City Council has made a decision on the proposed changes to the zoning text and the Master Plan and Design Guidelines. These documents will be used by the DRB in their review of the project design.

The Parkplace property (see Attachment 2) is now owned by KPP Development LLP and the owner has presented the City with its proposal to modify the zoning text for CBD 5A and the adopted Master Plan and Design Guidelines for Parkplace. The proposed project is expected to have significantly less square footage than the original 1.8 million in the previous proposal. The estimated square footages for uses in the new project are:

- 610,000 sf of office space,
- 210,000 sf of commercial space (145,000 sf of general retail, which includes a relocated and enlarged QFC; 35,000 sf for a movie theater; and 30,000 sf for a health club), and
- 315,000 sf of multi-family residential space. The residential space would include a maximum of 300 dwelling units.

The Parkplace property was rezoned and a Master Plan and Design Guidelines were adopted in December of 2008. The design for a 1,675,000 square foot mixed use development with 1,170,000 square feet of office, as well as, retail, a hotel, and an athletic club was approved by the Design Review Board in December of 2010.

The approved zoning allowed building height up to a maximum of 8 stories (up to 115 feet) on most of the site, with lower heights adjacent to Peter Kirk Park and Central Way. No changes are being proposed to the allowed height.

The proposed changes to the zoning text that the Planning Commission will be reviewing include the following (see Attachment 3):

- The current zoning code limits residential development to 10% of the total gross floor area on the site; a zoning amendment is requested to increase this limit to 30%.
- The current code requires that the gross floor area of retail and restaurant uses be equal to or greater than 25% of the gross floor area of office uses in the zone. The current zoning also provides an incentive to include a movie theater in the project. The code states that 10% of the square footage of the movie theater will count toward the minimum gross floor area of retail and restaurant uses which is required. A zoning text amendment to change this incentive to 20% of the square footage of the movie theater has also been proposed.
- There may also be other zoning text changes required once the proposal for the modified plan is complete. For example, a bank drive-through may be contemplated on the eastern portion of the site, requiring a zoning text

amendment. Specific language will be developed by the staff and brought to the Planning Commission study session on December 11, 2014.

Proposed changes to the wording of the Master Plan and Design Guidelines will also be provided at the study session on December 11, 2014.

PUBLIC OUTREACH

Section 160.40.2 of the Zoning Code requires that a notice of the proposal and the public hearing be distributed at least 14 calendar days before the public hearing as follows:

- 1) The notice, or a summary thereof, will be published in the official newspaper of the City.
- 2) The notice, or a summary thereof, will be posted on each of the official notification boards of the City.
- 3) The notice will be posted on the City's website.

In addition to these requirements, staff proposes that public notice signs be posted on the site and there be a mailing to the surrounding property owners and residents.

SCHEDULE

An addendum to the Planned Action EIS and Supplemental Planned Action EIS that were done for the original Parkplace proposal is being prepared. The addendum will include updated traffic information. Revisions to the Planned Action Ordinance will also be necessary.

The following is a tentative schedule for the project.

12/11/2014 - Planning Commission study session to review proposed zoning text amendments and changes to the Master Plan and Design Guidelines. **

01/29/2015 – Planning Commission review of EIS addendum, public hearing on the proposal and recommendation to the City Council.

02/17/2015 – City Council considers Planning Commission recommendation and adopts zoning code and master plan amendments.

**Staff is planning to begin the discussion of the MRM private amendment request (Study area CBD 5) in March 2015 or following a decision on the Parkplace amendments. The initial MRM discussion can be included at the 12/11/2014 study session if the Planning Commission determines that would be helpful.

Attachments:

1. Letter from G. Richard Hill dated October 3, 2014
2. Site Plan
3. Use Zone Chart for CBD 5A

Cc: Rich Hill, Attorney for KPP Development LLP
Bill Pollard, Talon Private Capital
Jim Neal, Talon Private Capital
Joe Razore, MRM Kirkland, LLC
Moss Bay Neighborhood Association
KAN

McCULLOUGH HILL LEARY, PS

October 3, 2014

Kirkland City Council
123 Fifth Avenue
Kirkland, WA 98033

Re: Kirkland Parkplace

Dear City Councilmembers:

As you may know, the Kirkland Parkplace property is now owned by KPP Development LLP ("KPP"). Over the last few months, KPP has been reviewing the feasibility of options for redevelopment of Parkplace, using as a template the admirable work done by the City on the 2008 Parkplace Master Plan and Design Guidelines. KPP will soon be presenting to the City its proposed modified plan.

To that end, KPP is asking the City, respectfully, to consider the adoption of a few minor changes to the text of its Zoning Code, including modifications to the current CBD 5A provision addressing the balance of office and residential uses, and revisions to the current Master Plan and Design Guidelines that are incorporated into the CBD 5A zoning regulations.

The purpose of this letter is to ask the Council to authorize Staff and the Planning Commission to commence the processing and consideration of these proposed modifications.

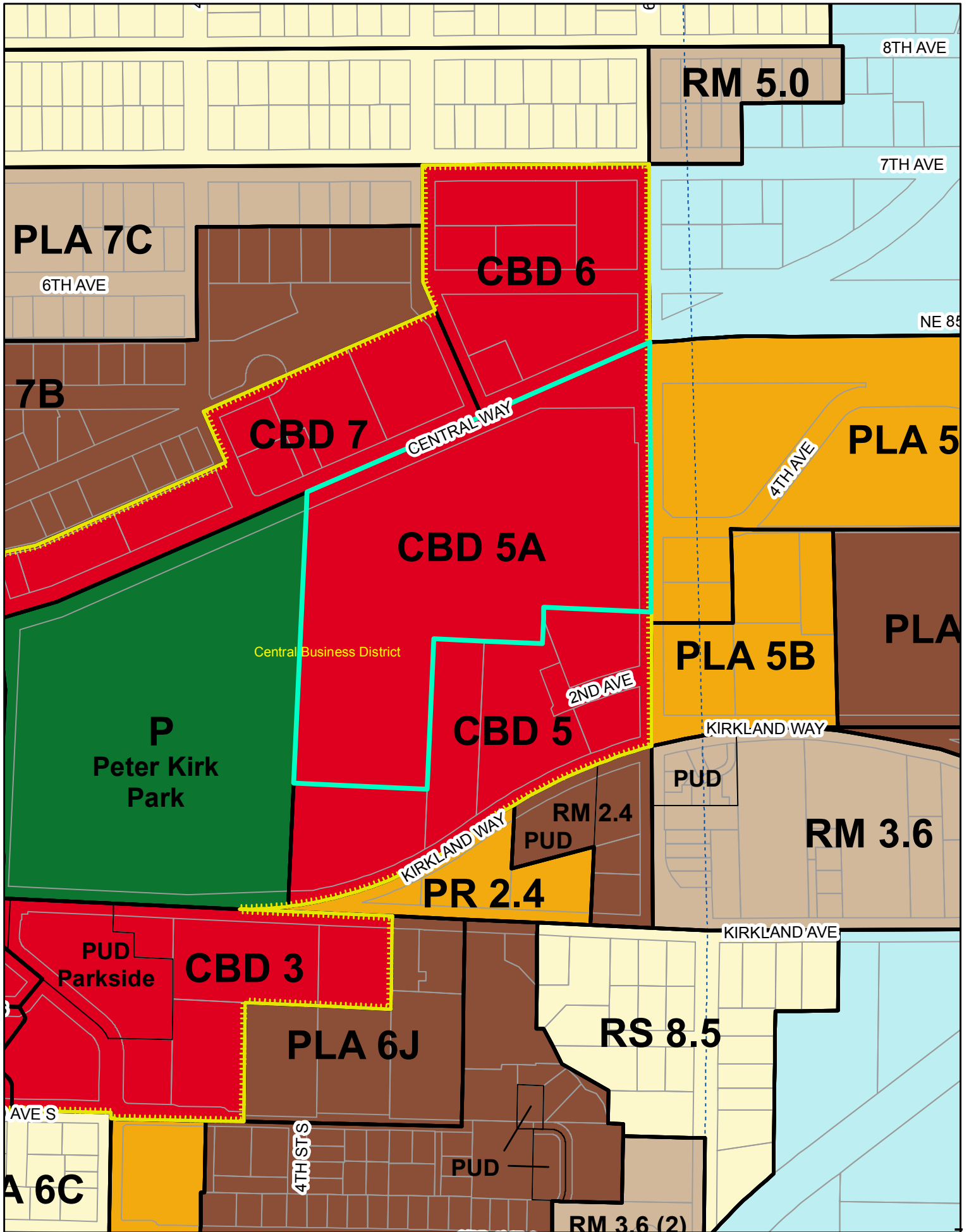
KPP is excited to work with the City to plan for a project that can be developed, will implement the City's comprehensive plan, and will contribute to a vital and healthy downtown community.

Sincerely,



G. Richard Hill

cc: Eric Shields
Angela Ruggeri



Attachment 3**50.36 User Guide – CBD 5A zones.**

The charts in KZC 50.38 contain the basic zoning regulations that apply in the CBD 5A 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 50.37	Section 50.37 – 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. See KZC 50.62 for additional building height provisions.

[link to Section 50.38 table](#)

Section 50.38	USE REGULATIONS	DIRECTIONS: FIRST, read down to find use...THEN, across for 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	Mixed Use Development Containing Office, Retail and Restaurant Uses. See Spec. Regs. 1, 2, 3 and 4.	D.R., Chapter 142 KZC. See Spec. Reg. 1.	None	See Plate 5, Chapter 180 KZC.			100%	See Spec. Reg. 5 and Plates 6 and 7, Chapter 180 KZC.	None	E See Spec. Reg. 6.	See Spec. Reg. 7.	1. Development under this use shall be pursuant to the Parkplace Master Plan and Design Guidelines contained in Chapter 3.30 KMC. Compliance with the Master Plan and Design Guidelines shall be determined through DR, Chapter 142 KZC. 2. The gross floor area of retail and restaurant uses in this zone shall be equal to or greater than 25 percent of the gross floor area of office uses in this zone. Retail uses may include accessory short term drop-off children's play facilities. 3. The following additional uses are allowed subject to restrictions listed: a. Hotel or Athletic Club. Accessory retail or restaurant uses shall be included as retail uses under Special Regulation 2, provided they are open to the public. b. Movie theater. This use may be included as a retail use under Special Regulation 2; provided, that the gross floor area of this use shall not count toward more than 10 percent of the required minimum gross floor area of retail and restaurant uses. c. Private Lodge or Club; Church; School, Day-care Center, or Mini-School or Day-care Center; Public Utility, Government Facility, or Community Facility; Public Park. d. Assisted Living Facility (including a nursing home if part of the facility); Stacked or Attached Dwelling Units; provided, that the gross floor area of these uses does not exceed 10 percent of the total gross floor area for the Master Plan. 4. The following uses are prohibited: a. Any retail establishment exceeding 70,000 square feet. b. At grade drive-through facilities. c. The outdoor storage, sale, service and/or rental of motor vehicles, sailboats, motor boats, and recreational trailers. 5. Rooftop appurtenances may exceed the applicable height limitation by a maximum of 16 feet if the area of all appurtenances and screening does not exceed 25 percent of the total area of the building rooftop. All other regulations for rooftop appurtenances in Chapter 115 KZC shall apply. 6. Prior to installation of permanent signs, the development must submit and receive approval of a Master Sign Plan pursuant to Chapter 100 KZC.
REGULATIONS CONTINUED ON NEXT PAGE												

REGULATIONS CONTINUED ON NEXT PAGE

Section 50.38

Zone
CBD-5A

USE ZONE CHART

Section 50.38	USE ↓ REGULATIONS ↓	DIRECTIONS: FIRST, read down to find use...THEN, across for 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	Mixed Use Development Containing Office, Retail and Restaurant Uses (continued)										REGULATIONS CONTINUED FROM PREVIOUS PAGE 7. The following establishes the number of parking spaces required: a. Residential uses must provide 1.7 parking spaces for each dwelling unit and one parking space for each assisted living unit. b. Restaurants and taverns must provide one parking space for each 125 square feet of gross floor area. c. All other uses must provide one parking space for each 350 square feet of gross floor area. A mix of uses with different peak parking times makes a project eligible for applying a shared parking methodology to parking calculations. Further parking reductions may be appropriate through a transportation management plan (TMP) and parking management measures. The development may propose and the Planning Official may permit a reduction in the required number of parking spaces based on a demand and utilization study prepared by a licensed transportation engineer. The study shall include an analysis of shared parking demonstrating that the proposed parking supply is adequate to meet the peak parking demand of all uses operating at the same time. A TMP and parking management measures shall be incorporated into the analysis. An analysis of the effectiveness of the TMP and parking management measures shall be provided for City review. The City's transportation engineer shall approve the scope and methodology of the study as well as the effectiveness of the TMP and parking management measures.	

Kirkland Alliance of Neighborhoods
Guidelines and Policies
As presented for adoption November 12, 2014

SECTION I—NAME AND IDENTITY

The name of this body shall be the Kirkland Alliance of Neighborhoods (hereinafter “KAN”).

SECTION II—MISSION STATEMENT

The Kirkland Alliance of Neighborhoods (KAN) is a coalition of the City of Kirkland's Neighborhood Associations. KAN fosters communication and awareness of issues affecting the neighborhoods among the Neighborhood Associations, the City and appropriate entities. KAN is an effective, collegial voice for the neighborhoods and a valued resource for the City. (Adopted by vote of KAN on May 8, 2013).

SECTION III—REPRESENTATION

A. Neighborhood Associations

KAN recognizes Neighborhood Associations (NA) consistent with those recognized by the City of Kirkland. Each NA may designate one appointed representative to KAN (“KAN Rep”). In addition, each NA may appoint a KAN alternate. NA Chairs (or Co-Chairs) may also serve as KAN Reps or KAN alternates at the discretion of the NA. Each NA will use its own process for selection of its KAN Rep, KAN Alternate, and Chair (or Co-Chair) and will notify the City's Neighborhood Outreach Coordinator whenever there is a change of representation or contact information.

B. Discussion Participants at KAN Meetings

A limit of two people per Neighborhood Association may be seated at the table: in addition to the KAN Rep, an appointed KAN Alternate or the NA Chair (or co-Chair) may also be seated at the table. The City's Neighborhood Outreach Coordinator also sits at the table. City Council members or others will not be at the table except when invited as part of a scheduled agenda item.

C. Voting

- a) If KAN votes on any item, each NA is entitled to cast one vote and each vote will have equal weight.
- b) If there are two people from an NA at the table at the time of a vote, preference is given to the KAN Rep to cast the vote.
- c) If the KAN Rep will not be present, they may email their vote to a KAN Co-chair in advance of a meeting, provided that the KAN Rep has participated in prior discussion on the topic. If the NA KAN alternate, Chair or Co-Chair attends the meeting, the advance vote by the KAN Rep will be the vote that is counted unless the KAN Rep advises a KAN Co-chair in advance, via e-mail, to count the vote of the attendee instead.

D. NOTICE AND COMMUNICATION

KAN shall maintain a current roster of each member's contact information which will be available on the City's website or by contacting the Neighborhood Outreach Coordinator. E-mail shall be the accepted standard for providing notices and transmitting documents, correspondence and information.

SECTION IV—OFFICERS

A. ELECTION OF OFFICERS

- a) The officers of KAN will be two Co-Chairs and a Secretary
- b) Annual elections will take place at the May meeting.
- c) The terms of office shall be one year, from the time of election until the meeting occurring in May of the following year. In the event of an interim election, the term of office will run until the regularly scheduled election the following May.
- d) The officers, or KAN itself, may appoint committee or task force chairs and members to serve for a particular purpose and time period. They may appoint non-KAN members if appropriate.
- e) The Co-Chairs will determine the division of duties as noted below for Co-Chairs.
- f) If any of the Officers are unable to complete their term of office, KAN will determine a successor at the next regular meeting.

B. DUTIES OF OFFICERS

CO-CHAIRS:

- a) Gather information from KAN meetings to determine future agenda topics.
- b) If other possible topics come to their attention between meetings, reach out to KAN Reps and NA Chairs/Co-chairs to assess their interest in adding topics to a future agenda.
- c) Work with the City's Neighborhood Outreach Coordinator
- d) Distribute meeting agenda materials prior to each meeting (or arrange for Neighborhood Outreach Coordinator to do so).
- e) Work with City staff and other KAN Reps to organize meeting presentations or handouts
- f) Track action items assigned at meetings
- g) Approve and distribute meeting notes
- h) Lead the meetings
- i) Prepare documents and correspondence, or delegate these tasks and approve the documents before distributing
- j) Along with the Neighborhood Outreach Coordinator, act as the sole KAN spokespersons for the media, including any form of press, blogs, social media, etc.
- k) Act as the KAN spokesperson for presenting to Boards, Commissions, City Council, outside agencies, etc. or may delegate this to another KAN member if appropriate
- l) Communicate as appropriate with City Officials
- m) Delegate tasks to other KAN participants at their discretion

SECRETARY:

- a) Records meeting notes
- b) Sends meeting notes in a timely manner to the KAN Co-Chairs for review
- c) Assists Co-Chairs with their tasks upon request, which may include preparation of documents and correspondence

SECTION IV—MEETINGS

A. SCHEDULE, NOTICE AND PUBLIC INPUT

- a) Meetings shall occur on the second Wednesday of each month at 7PM. Currently the location of our meetings is the Peter Kirk room at Kirkland City Hall. With notice to the group, the meeting time or location may be changed or canceled if necessary.
- b) Meeting notices shall be sent to the KAN Reps, KAN Alternates and NA Chairs/Co-Chairs. Meeting notices will also be distributed by the City using its standard processes.
- c) All KAN meetings are open to the public. Public comments are welcome during designated public comment time, limited to the scheduled time available on the agenda for the meeting; written comments are welcome at any time.

B. CONDUCT OF BUSINESS AT MEETINGS

- a) **Presiding over meetings** - The meetings will be conducted by one or both of the Co-Chairs, as they determine appropriate.
- b) **Balanced participation by NAs** - The participation during each meeting's agenda item will be balanced so that each NA has the opportunity to be fairly represented and heard on each topic. The presiding Co-Chair will utilize discretion to determine who to call upon next to speak, and to keep the conversation balanced so that this goal is accomplished. At the presiding Co-Chair's prerogative, they may limit the conversation or participation if necessary to accomplish this objective.
- c) **Collegiality** – KAN participants shall conduct their business with integrity, collegiality and care. Participants should establish a high priority to attend all meetings and to come prepared to contribute to the discussion of issues and business to be addressed. Members should respect the opinions of other KAN participants and be receptive to diverse viewpoints in KAN discussions. Participants should represent the NAs and KAN in a positive and supportive manner through appearance, conduct and attitude.
- d) **Discuss before we decide** – Our meetings will be conducted in such a way that we have an opportunity to hear various points of view before making motions or decisions. This may require holding a topic over to a succeeding meeting before we make a determination on a topic.
- e) **Staying on agenda** – The agenda will be distributed prior to each meeting with a planned timeline for each item. To allow business to be conducted efficiently, effectively and as planned for each meeting, the KAN participants commit to contacting one of the Co-Chairs prior to the meeting if they have questions or believe there are items to add to or delete from the agenda.

SECTION V – KAN CONSIDERATION OF TOPICS

In addition to KAN being a resource for the sharing of information between the City and NAs, KAN may at its discretion consider, study and discuss particular topics more deeply. KAN may then choose to provide its perspective(s) to other bodies to consider in their decision-making process. KAN is not a regulatory or authoritative body and its points of view are offered for advisory consideration. However, so that those points of view are credible, relevant and valued by Boards, Commissions, City Council and others, KAN adheres to guidelines for our process.

Topics for consideration may be brought forward by NAs or may be forwarded to us by others, e.g. City Council, City Boards or Commissions, City staff, or members of the public.

A. PROCESS FOR DETERMINING TOPICS

The following criteria should be considered before moving forward with study of a topic.

- a) Does this issue have a Citywide impact?
- b) Does this issue impact more than one neighborhood now or in the future?
- c) Is there another entity that is more appropriate to comment upon the issue?
- d) Does KAN have the capacity to study and consider the issue?
- e) Is there sufficient time for KAN Reps to connect with their respective NAs and study and comment on the issue given the timeline of the particular topic?
- f) As an alternative or as an additional step, should we assign someone to represent NA interests as a liaison or observer to another body?

B. PROCESS FOR INCLUDING NEIGHBORHOOD ASSOCIATION INPUT ON TOPICS

An informed discussion with each NA or their Board should take place prior to KAN making a recommendation or providing an advisory position on an issue. This discussion with the NA or NA Board could occur electronically. If there is a time-sensitive issue such that it is infeasible to have that prior discussion with some or all NAs, then KAN will determine on a case-by-case basis whether or not it may offer comments on the topic.

A KAN Rep or NA Chair/Co-Chair may provide their NA's comments electronically to KAN if they cannot attend the meeting to provide comments in person.

Public comment is welcome on all topics. Use of resources such as online surveys can also be considered as tools for obtaining input.

C. FORM OF RESPONSE/COMMENTS PROVIDED BY KAN

The form of KAN's response will be determined on a case-by-case basis, which could include conversations with officials, letters of comment, meeting notes, providing comments during meetings of other bodies, or other means of communication as appropriate. These communications will be sent to entities or advisory bodies as determined during KAN's discussion of the topic.

At all times, KAN will respect diversity of opinions and present the points of view that are expressed. KAN is not limited to presenting only unanimous recommendations or just the majority perspective. Our letters of comment shall present any varying points of view and shall also state whether the information was obtained from communications with the respective NA, or its Board, or is the point of view of the KAN participant(s).

If there is a majority point of view expressed, anyone who is at the table can move for a vote for KAN to make a specific recommendation on the particular item or facet(s) thereof. In that event:

- a) The Co-Chair(s) will ask if there is a second for the motion
- b) If there is a second, the Co-Chair(s) will call for discussion on the motion to vote and then KAN will first vote on whether or not a vote on the recommendation will occur.
- c) If that vote is approved, then KAN will vote on the recommendation and the results of that vote will be included in the report on the topic.
- d) Voting will occur using the rules set forth in Section III of this document.

D. CONFLICT OF INTEREST POLICY

We recognize that, as citizens of Kirkland, we are all potentially impacted positively or adversely by actions, internal or external, which apply to Kirkland. However, so that our comments are judged fairly without prejudice or appearance of personal financial gain, we resolve that no KAN Rep, KAN Alternate, or NA Chair/Co-Chair shall participate in any discussion or vote on any matter in which they or a member of their immediate family has potential conflict of interest due to having material economic involvement regarding the matter being discussed. When such a situation presents itself, the individual must announce the potential conflict and recuse themselves until discussion is over on the matter involved. In addition, anyone may voluntarily recuse themselves from the discussion if they believe their participation would cause question to the value of the discussion or comments that will come forth. We rely on open discussion to provide checks and balances against conflicts of interest. Anyone who perceives a potential conflict of interest should alert a KAN officer about their concern.

E. ACTIONS BY NEIGHBORHOOD ASSOCIATIONS ON TOPICS

Noting that KAN will not necessarily take on a particular topic and further, that certain topics may have a higher level of interest within some NAs as compared to others, all NAs should continue to communicate and advocate for their own points of view and interests on any topic. While citizens can make reference to actions taken by KAN or to documents KAN has produced, only City Staff and KAN Co-Chairs are authorized to make comments on behalf of KAN to any official, Board, Commission, Council, the press, blogs, social media or any other body.

Date: November 10, 2014

To: Kirkland Alliance of Neighborhoods

From: Juanita Neighborhood Association

Subject: Aquatic & Recreation Center (ARC) site selection

Board Members of the Juanita Neighborhood Association have been following the City of Kirkland's efforts to build a new Aquatic and Recreation Center (ARC) in our neighborhood by using city owned park land for this purpose. We go on record in support of building a new facility in Kirkland, because we understand that our current facilities need to be updated and improved to meet Kirkland's growing demand.

However, after careful consideration and strong neighborhood opposition, the Juanita Neighborhood Association has adopted a position that firmly opposes siting the ARC at Juanita Beach Park or the North Kirkland Community Center.

We ask that you support our position and join us in our mission to save this "priceless" park land from development for the reasons listed below.

Juanita Beach Park

1) Building the ARC at Juanita Beach Park is not the highest and best use of a "priceless" public asset.

Juanita Beach is one of a few open spaces on Lake Washington with a natural, tranquil setting and great tree canopy. It has historic significance and is regularly used by families region wide.

When Juanita Village was proposed and the design approved, there was considerable discussion on the impact to the surrounding neighborhoods due to density, traffic and building height. To mitigate those concerns, the city promoted the large open space at Juanita Beach and developed the Juanita Beach Master Plan as a complete package that balances the needs of all parties.

Juanita was the first neighborhood, outside of downtown that has undertaken this form of dense commercial development in a residential zone. It is an experiment now being planned for other neighborhoods in the city. Citizens should expect that the promises made during the planning process and goals written into each Neighborhood Plan, be honored by the city.

As our population grows, Juanita Beach Park can become the living room of our city and a place for civic activities. If done right, this park can be our legacy to future generations, similar to the vision by our city leader's years ago to purchase

other waterfront properties for park land to enrich the lives of our citizens.

2) Negative impact to existing park and neighborhood density.

As currently proposed, the scope and scale of the new ARC facility will require that the total park site north of Juanita Drive be used for the facility and parking. This development significantly increases building density in the area, reducing open space and decrease the functionality of the remaining park land.

3) Traffic!!!

City streets in north Kirkland are currently severely congested and will be for the foreseeable future. In the south Juanita neighborhood, morning and evening traffic is delayed with significant back-ups along all major arterials and side streets for a number of hours each work day.

The ARC traffic study data provided by the City is not representative of the true traffic congestion at this site as experienced by those of us who live and drive our neighborhood every day. The ARC proposal does not include plans to significantly mitigate current traffic issues, let alone the impact of hundreds of additional cars and school busses daily. It is not acceptable to residents, that the overflow traffic this facility will generate can be accommodated by local side streets, as stated in the traffic study.

4) Juanita Beach Park is located in an environmentally sensitive area and Liquefaction Zone.

City maps clearly show this and the city has stated in its mission statement to protect these types of areas. The City's consultants have stated that the preliminary engineering estimates included adequate costs for a foundation that will reach down to solid levels to keep the City's investment from sinking into the soft liquefied soils in the large seismic event expected in the next 50 years. This issue should be addressed by the geotechnical specialists with more detailed description of building these types of foundations and how these foundation costs are estimated with adequate assurance.

Of additional concern, this facility is proposed to serve as a city wide emergency shelter in the event of a disaster. As such, this facility needs to be able to withstand and remain operable after a significant event.

5) Juanita Beach Master Plan

The Juanita Beach Master Plan was approved by Council in May 2006 with resolution R-4570 after an extensive planning process and recommendation of the Park Board. This Master Plan included the north side of Juanita Dr. and currently consists of a 10,000 sq ft skateboard park, multi-use playfields, picnic

areas and shelters, children's play area, restrooms and would keep the historic Forbes House and tennis courts which the ARC proposal does not. The master plan is more fitting with the neighborhood and maintains the feeling of open space.

North Kirkland Community Center

We agree that the North Kirkland Community Center site is too small for the intended full aquatic and recreation center project.

Unless the City is willing to acquire 3-7 homes in this neighborhood there will not be room for the full ARC project here. Building here would take most of the current site, and eliminate the outdoor park facilities, the local basketball court, train-park, picnic area and open fields. We agree that the full project would be too massive for this neighborhood.

We would however support a new expanded recreation center here, without the aquatic portion of the facility.

Timeline

We agree with many Park Board and City Council members that have expressed feeling rushed and not having enough information to make a decision in the site selection process. Many residents we talk to did not know anything about the ARC plan or proposal to use park land for this purpose. The City normally provides residents with detailed information early in the process for large projects so that adequate time is given for busy residents to understand and voice their opinions. We do not feel that this has happened on this project.

We applaud the City Council's decision to authorize an additional \$100,000 to further inform Kirkland residents and to continue to look for alternative publicly owned sites and private land which could be used for this facility. The Park Board and Parks Department are to report back to the City Council by Spring 2015.

Please keep in mind that there is a consistent theme stated in the following master plans:

- Park Board Mission Statement
- 2014 Parks, Recreation & Open Space Plan
- Kirkland 2035 Comprehensive Plan
- Juanita Neighborhood Master Plan

The theme throughout stresses the importance of open space for quality of life. With a stated goal to protect and preserve open space, maintain and improve existing parks and to acquire new park land.

City-wide Site Selection

In addition to revisiting the original list of proposed park locations, we suggest the following list of private sites for review.

- Skymania Trampolines and River Storage Company along 116th Street.
- Along 120th AVE NE south of HopeLink. There are three large commercial properties including the original Costco Headquarters that is along the CKC.
- The Parmac site near 112th Street and CKC.
- Christ Church Kirkland along 118th Street opposite the Police and Justice.
- North and East of intersection of NE 124th Street and 124th Ave NE.
- Snyder's Corner

Summary:

The JNA Board stands with the many residents of Juanita who have expressed themselves this year in support of a City-wide Aquatic and Recreation Center. We stand with our community to find a location that will serve all residents of Kirkland at a location that is most easily accessible.

We are firmly opposed to Juanita Beach Park and the North Kirkland Community Center sites.

We feel that since the Aquatic Center will be used by many individuals and organizations beyond the City of Kirkland, city leaders should seek to effectively partner with nearby cities, Lake Washington School District and regional swim organizations to join us in planning and financing the Aquatic Center.

Just as our predecessors on the Park Board and City Council have been visionary in their purchase and preservation of land along the lake for park use, we must develop and expand our vision for the best location for this regional facility.

Juanita Neighborhood Board:

Patrick Fitzgerald, Chair

Doug Rough, Vice-Chair

Ken Albinger, Treasurer

Jim Boril, Member-at-Large



Juanita Beach Park Master Plan Report

May 1, 2006

Prepared for
City of Kirkland Parks and Community Services

Prepared by
J.A. Brennan Associates, PLLC

In Association with
J.T. Atkins & Company PC
Makers Architecture + Urban Design
Douglass Consulting
TetraTech Inc.
Property Counselors
Landau Associates

ACKNOWLEDGEMENTS

This report represents a collaborative process between the citizens of Kirkland, City of Kirkland Parks and Community Services staff, and various public agencies and/or organizations. By taking the time to participate in public meetings, review documents, and share ideas, the following individuals assisted in insuring the success of this Master Plan effort.

City Council

Mary-Alyce Burleigh, *Mayor*
Joan McBride, *Deputy Mayor*
Dave Asher
Nona Ganz
Jessica Greenway
Jim Lauinger
Dave Russell
David Ramsay, *City Manager*

Park Board

Cindy Zech, *Chair*
Chuck Bartlett, *Vice Chair*
Colleen Cullen
Kevin Hanefeld
Bob Kamuda
Liesl Olson
Bob Sternoff
Jeff Trager

Citizen Advisory Team

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Kevin Hanefeld, *Kirkland Park Board*
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Greg Butler, *South Juanita Neighborhood Association*
Elisa Bakker, *Kirkland Alliance of Neighborhoods*
Rick Ockerman, *Kirkland National Little League*
John Gebe, *Kirkland National Little League*
Megan Hershberger, *Avalon Bay – Juanita Village*
Merrily Dicks, *Kirkland Heritage Society & Cultural Council*
Kate Krafft, *King County Landmark Commission*
Kathryn Emtman, *Park Neighbor*
Dan Hughes, *Skateboard Advocate*



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Jason Filan, *Park Operations Manager*

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Makers Architecture + Urban Design
Douglass Consulting
TetraTech Inc.
Property Counselors
Landau Associates

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INTRODUCTION

Juanita Beach Park sits on the scenic shores of Lake Washington's Juanita Bay. The bisection of the park by NE Juanita Drive effectively creates two separate park sections, a northern section with active recreation features such as tennis courts and little league fields and a southern section with swimming beach, trails, and over-water pedestrian pier. Juanita Beach Park has a long history of attracting City of Kirkland residents and visitors to the park to enjoy its scenic swimming beach and other park amenities.



This report offers a master plan for revitalizing the much-loved and time-degraded park. New development in the area has resulted in an adjacent village core that will connect to the revitalized park. Park improvements will fulfill the growing community's need for appropriately programmed green and open space. The surrounding residential neighborhoods will be well served by new recreation amenities such as a skateboard park and the Community Commons area. The revitalized park will also attract visitors from throughout the region, as the park has one of best swimming and wading beaches on Lake Washington. Improvements to the shoreline and Juanita Creek will also protect and enhance the natural environment of the park.

Purpose of the Juanita Beach Park Master Plan

When the City of Kirkland received ownership of Juanita Beach Park from King County in 2002, the City began improving park maintenance standards, as well as initiating the process of planning for future upgrades to the park.

Following a consultant selection process, the City of Kirkland Parks and Community Services hired J.A. Brennan Associates to help develop a Master Plan for the park in 2004. Park staff met with members of the design team and walked the site and discussed historic site uses, opportunities, and constraints. The consultant team began by accumulating background information about the site, revising the site topographic survey, researching regulatory aspects of the project, and gathering information about related projects such as the Juanita Village development.

Park facilities considered during the master planning phase include swimming, picnicking, sports fields and supporting facilities, such as: access and parking, lighting, storm water measures, concession, and restroom facilities. Other park uses considered were passive recreation, playgrounds, picnic areas, shelters, vehicular and pedestrian access and circulation, park maintenance areas, and natural enhancement areas.

The primary objective of the Master Plan is to begin developing Juanita Beach Park into a community and regional park. Specifically, the master planning phase of the project is focused on the design of swimming beach and associated water quality improvements, Little League baseball fields, multi-use play field, related drainage, fencing, bleachers, walkways, parking, access drive, park signage, playground, picnic facilities, hand carry boat launch and rental facility, skate park, and other recreational amenities. Habitat restoration components of the project include vegetation restoration, and stream and lake buffer enhancements.



The City of Kirkland's Recreational Needs

The Juanita Beach Park project will alleviate local and regional need for active recreation play areas that include Little League baseball fields, skateboard facilities, and volleyball courts. Redevelopment of existing recreation areas will provide state-of-the-art facilities that meet user expectations for modern park facilities. Modifications to the pedestrian pier structure and Juanita Creek will improve the quality of the swimming beach, an important focus of the revitalization project.

Design Process

The planning process involved synthesizing input from stakeholders, the public, and the City. An involved public process began with the formation of a Citizen Advisory Team that guided the process along. Members of the Citizen Advisory team represented the community as well as the Park Advisory Board and local sport groups. Six Citizen Advisory Team meetings were held. Four of the Citizen Advisory Team meetings were followed by public meetings, where concerns were heard and design ideas were discussed. An agency meeting with regulators was also held to understand regulatory issues impacting park development.



The City's Parks and Community Services Department issued press releases to inform the public about the project's progress and opportunities to become involved in the public process. The City's website also offered updated information about the project on a regular basis. By listening to the community and stakeholders, the team has identified program elements that represent the community's needs and worked with the City of Kirkland to develop an appropriate preferred Master Plan for the park. See Appendix for public meeting notes.

The designers gained a thorough understanding of the site and its context in the community by reviewing extensive site data and the public's input from the first three public meetings, where community needs and desires and uses appropriate to the site were discussed. From this discussion two alternatives were developed. Input was then solicited from the City, the Park Board, and a draft master plan was developed taking elements from each of the alternatives.

Preference	Program Element	Associated Parking	Parking Area ($\approx$ 400 SF/Vehicle)	Comments and Recommendations
	Group Gatherings and Events			
●●●●●●●●	Entry Plaza or Promenade	Potential special events		Could also be used for farmer market or art market. Responds to urban edge of park. Olmsted promenade concept
	Lakefront Plaza with Picnicking	Shared with other use parking		
●●●●●●●●	Farmer's Market Art Market Community Gathering Plaza	Shared with other use parking		Consider impacts on adjacent areas and the need for supporting utilities. Scale of events and scheduling will define the need for parking above that already provided on site. Existing Farmers Market on Downtown Kirkland on Wednesdays May through October. Similar to Moss Bay events. Parking needs depend on scheduling.
●●●●●●●●	Shared Venue	Special events demand		
●●●●●●●●	Bandstand, Amphitheater or Meadow with Power Supply	Shared with other use parking 50 stalls? Special events demand		Consider impacts on adjacent areas and the need for supporting utilities. Scale of events and scheduling will define the need for parking above that already provided on site.
●●●●●●●●	Garden for Weddings and Group Events (See revenue producing element)	30-50 vehicles including 3 accessible spaces		100 to 150 capacity may be realistic given size of facility. Activity related to Community Pavilion

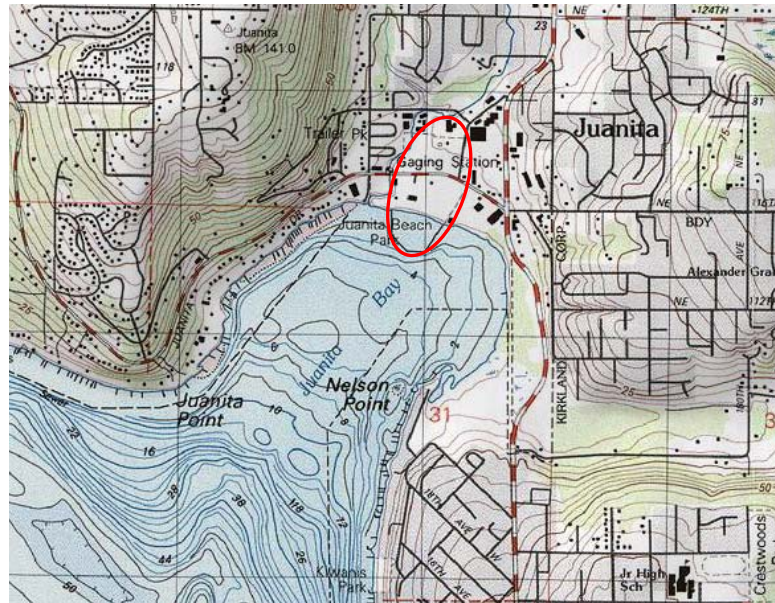
Public Meeting attendees were able to express opinions about various program elements during the design process.



Project Location and Site Description

Juanita Beach Park is located in the Juanita neighborhood of the City of Kirkland, on Lake Washington's Juanita Bay. The park is bisected into southern and northern sections by NE Juanita Drive. The park's southern edge is bordered by 1,000 feet of Lake Washington shoreline, where a 1,350 foot long pedestrian pier extends 580 feet into Juanita Bay. The southern section of the park also includes the swimming beach, restroom, meadow areas, picnic areas, and Juanita Creek.

The northern park area includes tennis courts, ballfields, open play areas, the historic Forbes house, and Juanita Creek. King County transferred ownership of the 29.5 acre park to the City of Kirkland in 2002. On November 5, 2002 Kirkland voters voted for slight property tax increase to pay for maintenance and improvements at the park.





EXISTING CONDITIONS / SITE DATA AND ANALYSIS

Cultural Elements

Historic or Cultural Resources

- 1876 Juanita Beach property homesteaded by Dorr and Eliza Forbes
- Urania Dock – ferry Urania and Urania Club House (Scandinavian meeting place from Finn Hill) (west of Forbes property)
- 1906 Forbes House/Juanita House: Two story wood frame house
- 1916 Construction of Lake WA Ship Canal caused Lake Washington to drop 8.8 feet, exposing vast expanse of fine white sand at Juanita. Sand shelf extended 500 ft. from shore, only 5 ft deep
- 1921 Forbes and Nelson constructed restrooms and 20x30 foot bath house and opened beach business for day use resort
- 1925 Forbes built open-air kitchen with tables, stove and hot water
- 1928 Forbes built a larger, two-story bath house with jukebox and dance floor, swimsuits for rent
- After WW II Juanita Beach lost its appeal, people went into mountains instead.
- 1957 King County bought the Shady Beach and Sandy Beach properties
- Forbes House/Juanita House: Two story wood frame house, 1906
- Community Landmark designation, City of Kirkland
- King County Parks used for interpretive program offices



Existing Structures

Structure and Location	Size	Description	Comment/Condition
Picnic Shelter #1(SE):	24'x38'	Open, wood, post and beam, flat-roofed shelter; not ADA accessible; 3-4 picnic tables, grill box, water and electricity. Reserve for up to 150 persons. Several outdoor grills nearby.	
Picnic Shelter #2 (SW):	20'x30'	Half open, wood, post and beam, gable-roofed shelter with 6 tables, nearby fire pit, water and electricity. Reserve for up to 150 persons.	(Preferred)
Bath House:		Built in 1965, CMU building: dressing rooms, restrooms and concession stand	
Parks Maintenance Shop	4,500 SF CMU building	Lacks adjacent supporting yard area and covered vehicle parking	Condition: good. Located within Juanita Creek buffer zone.
Restroom (North of Juanita Drive):	10'x32	Prefabricated' metal restroom building.	Condition: fair to poor.
Concession Stand and Storage shed			Condition: fair exterior condition
Pedestrian Pier/Breakwater		Built in early 1970's; horseshoe-shaped. Projects 580 feet into Juanita Bay from the shoreline. 1350 foot long pier of timber bents and pile caps	Every other plank was removed from the south sections of the pier, where



		which support a concrete deck, and a bent-to-bent wood vertical planking system on the inner and outer faces on the west and south legs of the pier.	greatest wave forces experienced. This modification reduced wave attenuation, but also silted in the diving area. Diving platform. "Juanita Beach Pier Inspection and Condition Report", April 1999, Summit Technology Consulting Engineers, Inc., P.S.
Pedestrian Bridge		Provides access to Picnic Shelter #2 and a large scenic area with views of the Creek and Bay. Timber bridge and timber railings are in good condition. (not ADA accessible, because no ADA path on west side)	

Conclusion: Except for Forbes House, the pier, and the pedestrian bridge, site structures are in poor locations, poor conditions, and/or functionally inadequate.

Existing Recreational Features:

Structure and Location	Description	Comment/Condition
Two ball fields	Poor condition with short outfields (178 LF), inadequate fencing and rough turf. Ball field #1: outfield ranges from 146 LF to 154 LF. Neither field meets Little League standards for regulation play.	Both fields present a potential safety hazard for players, spectators, and other Park users due to location and size.
Tennis Courts	Fenced and lighted; Use: formal and informal games;	Not ADA accessible (no access path); good condition, but require resurfacing; Light glare and noise may disturb neighbors (Inn on the Park); located in the Juanita Creek Buffer zone
Sand Volleyball Courts		
Horse Shoe Pits		
Play Area		new
Swimming Area	Enclosed by pier/breakwater: +/- 190 M x 180 M area	

Land Use and Zoning

The following land uses and zoning regulations impact and/or surround the immediate area of the park:

- High-density multi-family zones: contain detached, attached or stacked dwelling units
- Apartments and Condos flank the southern portion of the park and the west and north sides of the northern portion of the Park.
- Commercial and business zoning: east of the northern portion (east of 97th Ave. NE)
- Spuds Restaurant
- German Retirement Village
- Chelsea at Juanita Village and Avalon Juanita Village east of park
- Proposed: Juanita Village 5, east of park



Paths/Pedestrian Circulation

Pedestrian circulation is an important element of a park's functionality in the community. Because the park is bisected by NE Juanita Drive, safe pedestrian connections are particularly important at Juanita Beach Park. Currently path and pedestrian circulation at the site includes the following elements:

- Sidewalks along NE Juanita Beach Drive
- Safe signalized pedestrian crossing at 97th Ave. NE
- Pedestrian links to surrounding apartments and condominiums
- Secondary pedestrian crossing south of tennis courts
- King County considered construction of a pedestrian underpass or overpass across Juanita Drive, but too expensive (\$400,000 to \$500,000)
- Two paved paths: One between the Maintenance Shop and western pier entrance (also maintenance vehicle route) intersects the bridge across Juanita Creek. The other path leads from the main parking lot to the bathhouse.
- Pedestrian path along southern boundary of south parking lot (too narrow for ADA), poor condition
- Pedestrian Pier
- Park is largely inaccessible to persons with disabilities due to the lack of ADA-compliant paths connecting facilities.

Traffic, Vehicular Circulation and Parking

The park is accessed by vehicle from NE Juanita Beach Drive, a two-lane road with five foot bike lanes in each direction, planted median and sidewalks or from 97th Avenue NE, also a two-lane road. Access to/from I-405 is 1¼ miles east of the Park on NE 116th St.

Entries: Main South Entry at 97th Ave NE and NE Juanita Drive (at traffic signal)
Main North Entry off 97th Ave NE to gravel parking lot (near intersection)
Second North Entry, off 97th Ave. NE to Forbes House loop driveway

Parking: South lot: approx. 200 Parking spaces
North lot: 50 Parking spaces (gravel)

Utilities

Water Supply Systems

- Water lines area located on east side of Park with connections to existing facilities.
- A water meter is located in southern portion of Park, serving both sides of the Park. (King County requested two meters be installed one in each side of the Park as part of the Juanita Drive Improvements Project.

Sanitary Sewer Systems

- Twin sanitary sewer force mains run south across Juanita Drive from the Metro Pump Station and then east along the south side of the Juanita Drive right-of-way.
- Additional lines and manholes: see plan
- Metro Pump Station – existing at NW corner of 93rd Ave. NE



- Juanita Bay Pump Station – new
- It is assumed that existing restrooms still utilize septic tanks.

Stormwater Systems

There are storm sewer lines and catch basins located in the southern portion of the Park. None are visible on the northern portion. Upgrades to the stormwater system will be required in the master plan to improve water quality.

Electricity and Telephone

- The Juanita Drive Improvement Project placed power lines and telephone lines underground along Juanita Drive.
- Services to the Forbes House are from sources along 97th Ave. NE

Natural Systems Elements

Lake Washington

This below memorandum summarizes Tetra Tech's review of sediment, hydrology, water quality and fisheries conditions at Juanita Beach Park and includes recommendations on actions to include in the Master Plan for improving those conditions.

Sediment

A review of historic to current aerial photos (1936, 1960, 1974) of Juanita Beach Park shows that there has always been a very shallow sandy beach and shoreline at the location of the Park beach and the north and east ends of the bay. In the oldest photos, there were long linear piers that went out to deep water, presumably to allow boats to tie up in deeper water. In the early 1970's, King County built the existing pier that entirely encloses Juanita Beach and added planking on the north and west sides, presumably to reduce wave action at the beach, but perhaps also to prevent sediment from Juanita Creek from depositing at the beach. Juanita Creek delivers a significant load of sediment (approximately 20,000 tons/year) including small gravel, sands, and fine silts that are deposited in the bay. It is estimated that 10,000 tons per year to the delta, 4400 tons in the swimming area, and remaining 5200 tons is lost the deep sediments of Lake Washington.

It has to be understood that Juanita Creek has historically been a significant source of sand to the Juanita Beach area. However, it can be assumed that the total delivery of sediment to Lake Washington has increased as the result of urbanization of its watershed. In addition, the particle size distribution may be different today than prior to human development of the basin. Specifically, the sediment delivered to the lake probably is made up of a larger fraction of fines. This is based on the reduced biofiltration capacity of the watershed as land-use changed from forested/vegetated to impervious urban surfaces.

Currently, sediment has deposited to a depth of about 3 feet against the north pier and planking and the reduction in current and wave action has facilitated the deposition of silt and organic material within the pier and at Juanita Beach. There is also a large delta that has built up between Juanita Creek and the pier that was not visible in the historic photos. The prevailing current in the bay is clockwise from west to east and then south. This has likely caused the outward growth of the delta because the planking on the piers prevent the coarser sediment from moving on eastward in the bay. Though the planking reduces the ability for the nearshore current to transport the coarser sediments, the finer silts and calys are likely still transported eastward with some of the silt to be deposited in the sheltered, low energy environment of the beach area.



Options to reduce the sediment buildup are: 1) dredge the delta to a depth of 3-5 feet; 2) dredge up fine sediment at the beach; 3) implement maintenance dredging program at delta to remove sediment every few years; 4) remove the planking on the piers to allow natural sediment movement in the bay; 5) implement sediment detention and removal in the creek basin to reduce sediment load into the lake; 6) reduce sources of sediment in the basin.

Because the prevailing winds during the summer are from the north and northwest and the fetch is very small in Juanita Bay from that direction, the planking on the piers does not appear to provide any useful measure of wave reduction or increased swimmer safety when the beach will primarily be used. During the winter, the prevailing winds are from the south and southwest, with a very long fetch directly towards the beach. However, the historic aerial photos do not indicate that wave action significantly affected the shallow beach, although it may have removed fine sediments (silts and organics) that had deposited along the beach. Thus, removal of the planking on the piers appears to be an easy method to allow natural water and sediment circulation around the bay and provide winter scour to remove some of the fine sediment deposited at the beach. This would help restore the beach to its historic condition. How rapidly this would occur is difficult to estimate and initial dredging of the delta may help facilitate a quicker return to the historic condition. Removal of the planking would however, allow sediment to be deposited in the shallow area down current of the beach as in historic conditions. Thus, additional sand would likely be delivered to the docks immediately to the east of the swim beach.

It should also be noted that removal of the planking would allow eastward movement of sand currently deposited in the delta and into the swim area. This could initially create a slug of sand moving through the beach area and through areas beyond the beach. This possibility should be investigated further and if necessary, considerations of dredging the delta deposits to prevent such an occurrence should be considered.

Options to manage the sediment loading to the lake include upstream bank stabilization and stormwater runoff best management practices within the Juanita Creek drainage basin. Within the park, side channel floodplain connectivity could be provided to help trap sediments in small storm events.

Hydrology

Juanita Creek is approximately 3 miles in length, with approximately 9 miles of open stream in the basin. The watershed area is 6.6 mi². Base flows in Juanita Creek are approximately 5 cfs (with minimum discharges of 2-3 cfs). Juanita Creek flows have been modified as a result of urbanization and removal of forested cover in the basin and can be considered to be typical of urban stream in western Washington with higher peak flows and larger runoff volumes during storm events. Annual peak flows range from 90-270 cfs.

Prevailing winds and wave energy in Juanita Bay are from the southwest and south in the winter (5 mile fetch from southwest on Lake Washington; 4.3 mile fetch from the south) and from the northwest and north in the summer (beach is largely protected; only 0.1 mile fetch). The current flows clockwise around the bay from the west to east and then south.

Lake Washington elevation fluctuates by two feet and is controlled by the U.S. Army Corps of Engineers at the Hiram Chittenden Locks. The lake level is controlled to provide flood storage in the winter months and to provide sufficient water supply for navigation and fish enhancement at the Locks during the spring, summer, and fall. The lake is typically at its lowest level (Elevation 20) starting in October and continuing until February, when the Corps begins to slowly fill the lake back to its high level (Elevation



22) reached in April-May. The pre-lock level (prior to 1917) of Lake Washington was approximately 30 feet-MLLW.

1. Options to restore a portion of the natural hydrologic functions to Juanita Creek and Juanita Bay include: restore floodplain and floodplain wetlands/side channels along Juanita Creek;
2. provide upstream stormwater detention;
3. remove baffles on pier to restore natural bay circulation;
4. remove or raise a portion of the encircling pier to restore natural wave energy and bay circulation;
5. perform dredging to remove portions of the delta that have grown out into Lake Washington as a result of the blockage of sand transport by the pier baffles.

Water Quality

Juanita Creek is listed on the Washington Department of Ecology's draft 2002/2004 303(d) list for water quality impairments including dissolved oxygen, fecal coliform, temperature, mercury, pH, alpha-Endosulfan, ammonia-N, arsenic, beta-Endosulfan, cadmium, chlorpyrifos, chromium, copper, Endosulfan, hexachlorobenzene, lead, nickel, pentachlorophenol, selenium, silver, and zinc. The USGS found 17 pesticides during a storm event in 1998, which was the highest number detected in that larger King County survey (Voss and Embrey 2000 cited in Kerwin 2001). The water quality impairments in Juanita Creek adversely affect the fish and aquatic food web.

Of particular concern to Juanita Beach Park, are the high levels of fecal coliform after storms. Juanita Beach is frequently closed during the summer season due to dangerous levels of coliform bacteria in the lake water. It is likely that the high levels of bacteria in the bay are due to a combination of fecal coliform from the creek, direct runoff from the park and adjacent lawns (high amounts of geese and duck feces at the park), and potential leakage from the old sewer pipe that runs under the beach (although this was not indicated by the RNA tracking performed by King County, personal communication Jonathan Frodge, 2005). Bacteria can bind to fine sediments and organic matter, such as is present all along the beach inside the ring pier, although previous investigations at Juanita Beach have failed to demonstrate that the sediments at the beach are in fact a source of bacterial contamination (J. Frodge, personal communication 2005). The main body of water within Lake Washington has good water quality and does not reflect any of the problems documented for Juanita Creek of the swim beach. To improve the water quality at the beach for all parameters there is a need to promote more exchange of water with the open water of the lake. In previous years King County installed a pump to try to get more exchange, but it was undersized relative the volume of water that needs to move through the beach area to avoid water quality problems.

Options to improve water quality at the beach and in the creek include: 1) reduce sources of pollutants in Juanita Creek basin through stormwater BMPs; 2) restore floodplain wetlands to filter pollutants; 3) create a high flow sand filtration system to filter creek flows; 4) reduce attractiveness of park to geese and ducks by reducing area of lawn adjacent to the beach and creating a visual barrier using shrubs to reduce their direct access from the water to lawn; 5) create swales and rain garden to filter runoff from the park prior to entering the bay or creek; 6) remove planking on piers to restore natural circulation and wave action to scour fine sediments away from beach; 7) investigate the integrity status of the sewer pipe adjacent to the beach to ensure it is not leaking; 8) reduce runoff in park by repaving parking area with pervious pavement, reducing lawn area especially with inadequate drainage and attraction to waterfowl for feeding, reducing other pervious surfaces.

Reducing fine sediment deposition along the beach, increasing lake-beach circulation, and reducing direct runoff from fecal material from the park will be the most significant in reducing fecal coliform concentrations at the beach.



Fisheries and Fish Habitat

Juanita Creek and Juanita Beach both provide potential habitat for a variety of fish species. Species that are known to be present, or are likely to be present, in Juanita Creek include coho and sockeye salmon, kokanee, cutthroat and rainbow trout, longfin smelt, lamprey, three-spine stickleback, largescale sucker, dace, shiner, sculpins, and crayfish. Species that utilize the shoreline and beach area likely include chinook, coho, and sockeye salmon, steelhead, cutthroat and rainbow trout, peamouth chub, yellow perch, northern pikeminnow, largescale sucker, sunfish, bullhead, largemouth bass, smallmouth bass, carp, sculpins, and crayfish. (King County 2002; Kerwin 2001; Martz *et al* 1996)

The habitat in Juanita Creek was assessed by King County (2002) in 2000. In general, throughout the watershed, bank stability is poor in many locations, the riparian vegetation is limited in width and percent canopy, very few pieces of large woody debris (LWD) are present and they are predominantly small diameter alder, pool frequency is low, and pool quality is low. Particular problems included significant quantities of fine sediment in most reaches; the only suitable spawning gravel is in the park and in their surveyed Segment 4 (just downstream of 141st St). Pools throughout the creek, while moderately frequent, are all very shallow and do not provide sufficient depth or cover. Several potential fish passage barriers are present upstream of 141st Street.

In the lower segment of the creek, including Juanita Beach Park, the riparian zone was only 21% forested, primarily with young alders (*Alnus rubra*), with significant presence of blackberry (*Rubus armeniacus*) and reed canary grass (*Phalaris arundinaceae*) and mowed lawn in the park. Purple loosestrife (*Lythrum salicaria*) and Japanese knotweed (*Polygonum cuspidatum*) are also present. The stream banks are eroding in several locations in the park on the outside of meander bends. Many banks have been armored, including banks with low risk of erosion. While pools are riffles are present between Juanita Drive and the pedestrian bridge at the upper end of the park, the channel is incised and appears to be entirely disconnected from the floodplain. Downstream of Juanita Drive, the creek floods into the park frequently, a maintenance building is located immediately adjacent to the left bank and the channel appears to have been moved to the edge of the park to bring it as far away from the swimming beach as possible.

The Lake Washington shoreline along Juanita Beach is shallow water with sandy or silty/organic substrate and minimal vegetation. No wood or overhanging vegetation for cover is present along the shoreline at the park. To the southeast of the park are the extensive wetlands in Juanita Bay Park. This area is indicative of the historic shoreline condition in Juanita Bay.

The historic condition in the basin was coniferous forest with Douglas fir (*Pseudotsuga menziesii*), western red cedar (*Thuja plicata*), western hemlock (*Tsuga heterophylla*), with likely alder, willows (*Salix* sp.) and cottonwood (*Populus balsamifera*) along the creek and lakeshore. The 1936 aerial photos show much of the basin forested, even after 50 years of timber harvest and development. Current photos show much of the watershed developed to residential and commercial uses. Although Juanita Creek has generally always flowed through a narrow ravine and narrow floodplain, much of that former floodplain has now been developed. The park downstream of Juanita Drive now serves as the only floodplain available.

High quality salmonid habitat is characterized by a diversity of pools, riffles, glides, side channels, wetlands, and oxbows to provide suitable habitat during multiple life history stages such as spawning, rearing, refuge, and adult holding and migration. Large woody debris is believed to play a major role in the formation of habitats in the Pacific northwest via energy dissipation, pool formation, sediment retention, and provision of cover (Maser *et al* 1988; Bilby and Ward 1991; Harmon *et al* 1986 all cited in King County 2002). In Lake Washington, salmonids use the shoreline for short-term rearing and migration. Key features that chinook appear to utilize are shallow shorelines with sandy or small gravel substrate, overhanging vegetation, and small woody debris (Tabor *et al* 2004). Sockeye fry were also



commonly encountered at a shallow sandy beach with natural vegetation adjacent to the Cedar River mouth in 1994 and 1995 (Martz *et al* 1996).

Numerous opportunities for habitat restoration and enhancement exist along Juanita Creek and Juanita Beach including: 1) excavate floodplain side channels/wetlands along Juanita Creek downstream of pedestrian bridge, in lower park where frequently flooded, where maintenance building currently resides; 2) remove maintenance building and restore riparian and create floodplain; 3) remove armoring on banks except where absolutely necessary; 4) slope banks back and revegetation; 5) restore riparian zone; 6) place LWD in the channel; 7) restore shoreline between north pier and creek mouth to natural vegetation such as willows and cottonwoods to provide buffer and overhanging vegetation; 8) place small woody debris along shoreline in clumps, best to be associated with overhanging vegetation; 9) revegetate clumps of willows along shoreline at swimming beach or eastern edge of property, in select locations to provide overhanging vegetation.

Geotechnical and Soils

- Indianola soils – along streams and lakes, excessively drained soils
- Alluvium and glacial till: along NE Juanita Drive
- Sandy beach: sands imported over the years that overlay stream deposits of silty sands and gravels.

Juanita Creek

Juanita Creek is a perennial creek that flows from the north to the south through the park and has its mouth on Lake Washington through the beach portion of Juanita Beach Park. It is located in the Juanita Creek Drainage Basin, a Primary Drainage Basin under the City of Kirkland Code (KZC). Juanita Creek is used by resident salmonids and anadromous salmonids. In the northern portion of the park where the creek enters the park, flows are relatively shallow with areas of gravel and cobble-lined glide habitat. The creek deepens as it flows under NE Juanita Drive and turns to the west and flows to the mouth of the creek. The channel is deeper near the mouth and has a sand/mud bottom. The creek channel has been realigned in locations and is influenced by upstream sedimentation, bank incising, and areas of bank armoring.

The riparian zone along the creek is highly urbanized with areas of lawn and foot traffic up to the edge of the creek. There are also areas where shrubs and trees provide some vegetative buffer in the northern portion of the park. Himalayan blackberry (*Rubus armeniacus*) dominates the shrub layer in many locations and competes with the native vegetation. The minimal vegetative cover within the riparian zone has allowed for easy access to the channel and foot traffic has eroded the creek banks in some locations.

Juanita Creek is rated as a Type A stream by the City of Kirkland code due to the use of the creek by salmonid species. Required buffers on Type A streams within Primary Drainage Basins are a minimum of 75 feet wide per the KZC Chapter 90.90. The City requires a 10-foot building setback from the stream buffer (KZC 90.45 and 90.90).

Opportunities for enhancement of Juanita Creek as it flows through Juanita Beach Park are numerous. The recent Stream Inventory Report prepared by Parametrix (2004) identifies numerous opportunities to restore and enhance the creeks. Some key opportunities include:

- Control upstream sedimentation inputs to moderate sedimentation within the creek channel.



- Remove the failed bank armoring and replace with bio-engineered approaches to channel stabilization.
- Remove invasive species within the stream buffer.
- Establish a wider buffer for the creek by planting native species within the 75-foot buffer.
- Develop trails in the outer 50% of the buffer to allow some human access along the creek, but minimize uncontrolled access to the creek banks.
- Relocate buildings currently located within the 75-foot creek buffer to outside the creek buffer.

Wetlands

Three reviews of wetland boundaries have been performed at the Juanita Creek Park property to date:

1. Wetlands, Stream, and Wildlife Report prepared by B-Twelve Associates, Inc. August 1999 (incorporated into the Juanita Beach Park Site Inventory and Analysis Report in August 1999).
2. Wetland Delineation Report prepared for the Juanita Bay Pump Station and Forcemain Upgrade Project, prepared by HDR in July 2002; and
3. Memorandum summarizing peer review of the HDR Wetland Delineation Report prepared by Adolfson Associates, Inc. in September 2002.

Additionally, a review of wetland buffers, Shoreline Management Act regulations, and Endangered Species Act implications that relate to potential redevelopment at Juanita Beach Park was prepared by The Watershed Company in July 2001.

The 1999 wetland delineation conducted by B-Twelve identified two large wetland areas along the shoreline at Juanita Beach Park, Wetland A and Wetland B. These areas were identified based on observations of soil conditions and inference of hydrology. Because the two areas are located in mowed grass areas of the park, vegetation was not used as a decisive parameter for the wetland determination. No data sheets or hydrologic monitoring data was provided with this wetland delineation, without which specific soil conditions and hydrologic conditions observed cannot be confirmed.

The 2002 wetland delineation conducted by HDR identified two small wetland areas adjacent to Juanita Creek, but disagreed with the B-Twelve delineation regarding the two large wetland areas identified in the mowed grass area along the shoreline. HDR used hydric soil criterion developed specifically for sandy soils such as those found at Juanita Beach Park and determined that the soils in these locations did not meet the necessary criterion for sandy hydric soils. The report also refers to multiple visits to the site to observe hydrologic conditions, and based on these observations, determined that the wetland hydrology parameter was not met in the two areas determined to be wetland in the 1999 wetland determination. The 2002 HDR wetland determination report includes data sheets. However, data for hydrologic monitoring conducted during the multiple site visits was not included in the report.

The 2002 memorandum prepared by Adolfson reviewing the 2002 HDR report indicated that their biologists were in agreement with the location of the two wetlands identified adjacent to Juanita Creek, but indicated that three other wetlands were also present adjacent to the creek. The review also requested hydrologic monitoring data to document HDRs observances of hydrologic conditions in the areas previously delineated as wetland by B-Twelve in 1999.

Issues regarding wetland boundaries to be resolved include:

1. Are the two areas delineated by B-Twelve in 1999 jurisdictional wetlands or not?



Resolution of this question is important as these two wetland areas are large and have significant buffers. If present, they represent significant limitations to development in this area of the park.

Potential methods for resolving this question include:

- Contacting HDR to request any hydrologic data collected; and
- Conduct hydrologic monitoring within these areas through the first three months of the growing season in 2005 (March, April, May, and potentially June).

This data, in combination with the existing soil data, should clarify the presence or absence of wetlands in these areas. Ideally, a redelineation of these areas would be confirmed by the US Army Corps of Engineers (USACE), as the USACE has final jurisdiction over determination of wetland boundaries. However, it is difficult to obtain USACE review for a project unless there is a specific USACE permit application submitted. A Master Plan level of design does not generate a USACE permit as these are typically prepared at the time of project development.

2. Are there additional wetlands along Juanita Creek that are not shown on the 2002 HDR wetland determination, as indicated in the 2002 Adolfson review memorandum?

- Potential methods for resolving this question include:
- Contacting HDR and requesting any data collected along the Juanita Creek that was not included in the wetland determination report. The report is thorough and it is unlikely that there is additional data available.
- Conduct another wetland determination to clarify the presence or absence of wetlands along Juanita Creek.

Resolution of the wetland locations and boundaries is an important first step to identifying the permitting issues associated with various Master Plan designs and establishing predictability for the permitting process. For the purpose of designing a Master Plan for Juanita Beach Park, and based on the above information, it is recommended that the design incorporate the four wetland areas identified along Juanita Creek by HDR and Adolfson Associates, jointly. The two areas identified as wetland by B-Twelve will need further documentation to confirm their presence or absence but it is recommended that these areas not be identified as wetland for master planning purposes.

The wetlands along Juanita Creek would be classified as Type 1 wetlands because the wetland is contiguous with Lake Washington and adjacent to Juanita Creek, both water bodies that provide habitat for federally-listed fish species. The wetlands are all located within a Primary Drainage Basin and therefore, buffers on the wetlands along Juanita Creek would be 100 feet wide per the KZC Chapter 90.45. As with Juanita Creek, a 10-foot building setback from the buffer is required.

Opportunities for enhancement of the wetlands adjacent to Juanita Creek in Juanita Beach Park are numerous. Some key opportunities include:

- Restore and enhance vegetation within the wetlands by planting native wetland species.
- Diversify the vegetation structure and species by planting a mixture of trees, shrubs, and herbaceous species.
- Remove invasive species within the wetlands.
- Establish a wider buffer for the wetlands by planting native species within the 100-foot buffer.
- Relocate buildings currently located within the 100-foot wetland buffer to outside the wetland buffer.



- Develop trails in the outer 50% of the buffer to allow some human access along the wetlands and creek, but minimize uncontrolled access to the creek banks.

Vegetation

Vegetation at Juanita Beach Park is highly urbanized and consists mostly of non-native landscape species. Along Lake Washington, south of NE Juanita Drive, vegetation is characterized by lawn grass species with plantings of landscaped trees, including black cottonwood (*Populus balsamifera*), Scarlet oak, and willow. On the north side of NE Juanita Drive are more large areas of lawn grass species with landscape tree species. Many of the trees, especially the cottonwoods (150 Cottonwoods were planted by Forbes in 1925) are reaching the end of their life spans.

Opportunities for enhancement of the vegetation at Juanita Beach Park are numerous. Some key opportunities are included in the Juanita Beach Park Natural Resource Inventory and Analysis Report.

Wildlife

Although Juanita Beach Park has some function as a wildlife refuge within the larger urban environment, the habitat has been degraded through human impact and lack of vegetative diversity. Wildlife habitat in the park is degraded by expanses of non-native lawn grass species and stands of invasive plant species, including primarily Himalayan blackberry. In addition, predatory animals including bullfrogs and domestic cats are a threat to the survival of small mammals, amphibians, and birds in the park. Wildlife at Juanita Beach Park is typical of an urban waterfront park with gulls, ducks, and Canada geese dominating the avian species along the shoreline. The heavy use of the park by Canada geese especially is noted to contribute to waste and water quality issues along the shoreline.

The presence of federally-listed threatened and endangered species is identified within the park in the shoreline environments of Lake Washington and Juanita Creek. Federally-protected fish species in these water bodies include:

- Chinook salmon (*Oncorhynchus tshawytscha*)(threatened) and present in Lake Washington, with potential presence in Juanita Creek only;
- Coho salmon (*Oncorhynchus kisutch*); and
- Cutthroat trout (*Oncorhynchus clarki*)

State-listed fish species identified at Juanita Creek Park include:

- longfin smelt (*Spirinchus thaleichthys*);
- sockeye salmon (*Oncorhynchus nerka*), and
- kokanee (*Oncorhynchus nerka*).

The nearest bald eagle nest is identified by the Washington Department of Fish and Wildlife (WDFW) priority habitats and species maps as being located 1.2 miles to the west of Juanita Beach Park (WDFW pers. comm. 12/6/04). Based on studies of wildlife use at the nearby Juanita Bay Park in 1992 (Watershed Dynamics 1992), other state-listed sensitive species that have the potential to be present at Juanita Beach Park include: great blue heron (*Ardea herodias*), bufflehead (*Bucelphala albeola*), hooded merganser (*Lophodytes cucullatus*), and western pond turtle (*Clemmys marmorata*). All of these species except for western pond turtle were identified at Juanita Bay Park during the 1992 wildlife study and have the potential to be found at Juanita Beach Park also.

See the *Juanita Beach Park Natural Resource Inventory* report for additional wildlife data and enhancement opportunities.



PROGRAM OPPORTUNITIES

In order to develop park programming appropriate to the site, the design team worked with the City, the Citizens Advisory Team (CAT), and the public to create a vision for the park that was based on community input and the site's context. Goals for the park revitalization led to appropriate programming for the park.

Vision Statement

Juanita Beach Park is a family friendly, multi-generational community park that fits the scale, character, and history of the park site and the surrounding neighborhood. The park provides waterfront access and a balanced mix of active and passive recreation opportunities while protecting and enhancing the natural environment.

Goals

Park Integration Goals:

- Link park to surrounding community
- Unify north and south sides of the park
- Buffer parking lot views
- Encourage bike and pedestrian access

Recreation Goals:

- Create multi-use recreational facilities where possible
- Develop facilities that respond to the needs of the community
- Provide recreation appropriate to the site character
- Balance development with environmental issues
- Balance active and passive recreation activities

Environmental Stewardship Goals:

- Enhance Juanita Creek to create a healthy stream environment. (This could include the reach within the park and up-stream reaches)
- Create a salmon and wildlife friendly shoreline
- Enhance and restore wetlands
- Educate the visitors about habitat values

Community-Building Goals:

- Create community gathering areas
- Create sense of community ownership
- Consider adopt a park opportunities

Aesthetic Goals:

- Buildings should not dominate the landscape
- Provide aesthetically pleasing night lighting
- Create naturalistic landforms



- Improve the visual quality of the shoreline
- Maintain framed views of the lake

Historical Resources Goals:

- Maintain and restore Forbes House and associated landscape
- Provide appropriate interpretation of area history
- Protect cultural resources

Revenue Goals:

- Develop revenue opportunities that can contribute funds to operations and/or development of the Park.
- Include commercial activities that enhance the experience of park users and fit the park's character
- Attract users that can support other businesses in the surrounding commercial district

Maintenance Goals:

- Consider the cost / benefits of dredging the swimming area
- Create a park in balance with maintenance resources

Park Program

Through extensive meetings with the public, CAT, City staff, the Park Board, and City Council the designers developed the programming elements for the park. The two alternative concepts developed take these program elements to the next step, integrating ideas and concepts into the site.

Program Element	Associated Parking	Parking Area @ 400 SF/Vehicle	Comments and Recommendations
Passive Recreation			
Picnic Areas	10 spaces per shelter, or minimum group area 2 cars per picnic table	4,000 SF	Group picnic (minimum 25 people) Family & individual picnicking
Lakefront Promenade	Shared with other use parking		Walkway adjacent to the beach that leads visitors to beach access points, the water walk and other view points. Enhances goose control
Forbes House Garden	Shared with multi-use playfield parking		Entry garden used for events as well as landscape feature. Consider historical context of the garden
Interpretive Trails, Signage, Shelters, & Wayfinding	Shared with other uses		Located in selected areas to present information about the environment that is being viewed
Active Recreation			



Program Element	Associated Parking	Parking Area @ 400 SF/Vehicle	Comments and Recommendations
Multi-use Playfield	20 to 60 vehicles if used concurrently with other recreational elements Could be shared use if scheduled properly	8,000-24,000 SF	Informal play lawn for various sports and activities, such as soccer, football, Frisbee, etc. Could be more than one playfield of varying size
Little League Baseball Field	62 spaces per field including 3 accessible spaces	24,800 SF	2 fields exist – consider relocating and improving fields, could reduce to one field, or could eliminate fields and use for other activities. Consider orientation of fields and facility location 205' foul lines, 215' center field, 50' to 60' infield Little league season is from March to mid June. Opportunity to share parking with swimming which starts mid June
Skate Park	Assume 20 vehicles	4,000 SF	Minimum the size (approximately 40FTx80FT) or up to 14,000 S.F. Should be more challenging than skate park at Peter Kirk. Provide good visibility and access. Consider other teen and young adult activities in area such as rock climbing, and space nets
Basketball Multi-Use Sport Court	10 spaces per court including a accessible space	4,000 SF per court	Consider ½ court and full court basketball. Potential multi-use sport court Badminton, pickle ball, basketball
Tennis Courts	3-4 spaces per court	1600 SF per court	Relocate tennis courts, resurface existing courts, or eliminate. Existing tennis court are lighted
Participatory Fountain Spray Park	Shared with other use parking		Consider location in association with playground, beach area or beach plaza area. Could be sculptural element of more of a package play feature
Water & Beach Related Recreation			
Day Use Moorage	Shared with other use parking		Consider use of portion of water walk for short-term day moorage if water depth is adequate. Locate floating docks on outside of water walk



Program Element	Associated Parking	Parking Area @ 400 SF/Vehicle	Comments and Recommendations
Hand Carry Boat Launch. Wind surf and kite board rigging & launching	Shared with other uses Parking 6 stalls	2,400 S.F.	Requires relatively close vehicle access to unload equipment and access to open water. Grass rigging areas desirable. Consider load and un-load zone for peak use
Small Boat Rental Facility (Canoe, Kayak, Paddle Boat, Sail Boats)	Assume 30 vehicle spaces including 3 accessible space	12,000 SF	Facility would require relatively close service access and a connection to open water. Parking figure assumes 40 boats. Enatai has 80 boats, all of which might be out at once on sunny day. Boathouse is 2400 square feet. Ideal facility would include 4-foot wide floating dock with finger piers for launch and return
Swimming Beach	50 SF of beach area and water area per person. 50 – 270 vehicles 6 vehicles	135' x 600' if 200 stall 81,000 S.F. 2400 SF Lifeguard house	Consider the “carrying capacity” of the area adjacent to the beach regarding the amount of parking that is appropriate for that park area. The existing parking lot holds approximately 200 vehicles. At 3 people per vehicle that equals 600 people (requiring 30,000 SF of beach area). The existing beach area is approximately 40,000 SF. Using the 50 SF/person standard, the existing beach can accommodate 800 people requiring approximately 270 parking spaces Consider options for swimming facilities. Existing formal swimming area is enclosed by water walk and protected by breakwater. Consider modification of pier to T pier, complete or partial removal of breakwater, lifeguard facilities, water depths, and dredging options See water quality section. Lake scientists indicate that with intervention water can be safe for swimming Men's and woman's restrooms, changing area, life guard office and first aid, indoor or outdoor shower, storage area, link to possible concession Life Guard Facilities
Outdoor Classroom	Shared with other use parking		Could be associated with a shelter, small- scale plaza, amphitheater, or open lawn area. Consider solar orientation
Group Gatherings and Events			
Entry Plaza or Promenade	Potential special events		Could also be used for farmer market or art market. Responds to urban edge of park. Olmsted promenade concept
Lakefront Plaza with Picnicking	Shared with other use parking		



Program Element	Associated Parking	Parking Area @ 400 SF/Vehicle	Comments and Recommendations
Farmer's Market Art Market Community Gathering Plaza Shared Venue	Shared with other use parking Special events demand		Consider impacts on adjacent areas and the need for supporting utilities. Scale of events and scheduling will define the need for parking above that already provided on site. Existing Farmers Market in Downtown Kirkland on Wednesdays May through October. Similar to Moss Bay events. Parking needs depend on scheduling
Bandstand, Amphitheater or Meadow with Power Supply	Shared with other use parking 50 stalls? Special events demand		Consider impacts on adjacent areas and the need for supporting utilities. Scale of events and scheduling will define the need for parking above that already provided on site
Garden for Weddings and Group Rentals (See revenue producing elements)	30-50 vehicles including 3 accessible spaces		100 to 150 capacity may be realistic given size of facility. Activity related to Community Pavilion
Forbes House as support facility for outdoor rental events (e.g. restrooms, changing, and setup)			
Community Pavilion	Assume (100 to 150) guests at an event – average of 3 people per vehicle. 30 –50 vehicles		Rental Facility for community meetings and programs. Weekday uses to complement weekend rentals for weddings banquets, and receptions. Could be at Forbes house, near Forbes house or by lake
Plaza / Garden Space	Shared use		Near Forbes house and / or by events rental element. Multi purpose plaza space. Creative focal point
Revenue Producing Elements			
Event Facility Rental	See Community Pavilion		Weddings Meetings Corporate Use at Forbes House or new facility
Commercial Recreation			Appropriate use and scale Boat rental Others?
Food/ Restaurant Concession			Trailer Pad Snack Bar Small Restaurant Range of scale
Entertainment Events			



MASTER PLAN ALTERNATIVES

Park Theme and Character Alternatives

The following themes and alternative characters were discussed in public meetings and at CAT meetings to help focus on the design of park. The designers and City staff considered a range of possibilities.

Landscape Alternatives Considered

- Wild landscape character
- Naturalistic landscape character
- Formal landscape character
- Open landscape character
- Park room concept – defined spaces
- Ecological landscape / edges / patterns/ diversity / corridors / structure

Architectural Alternatives Considered

Character

- Rustic architectural character
- Craftsmen architectural character
- Modern architectural character

Site Planning and Massing

- Building programs clustered
- Building organized around meadows or plazas
- Buildings tucked into landforms or vegetation edges

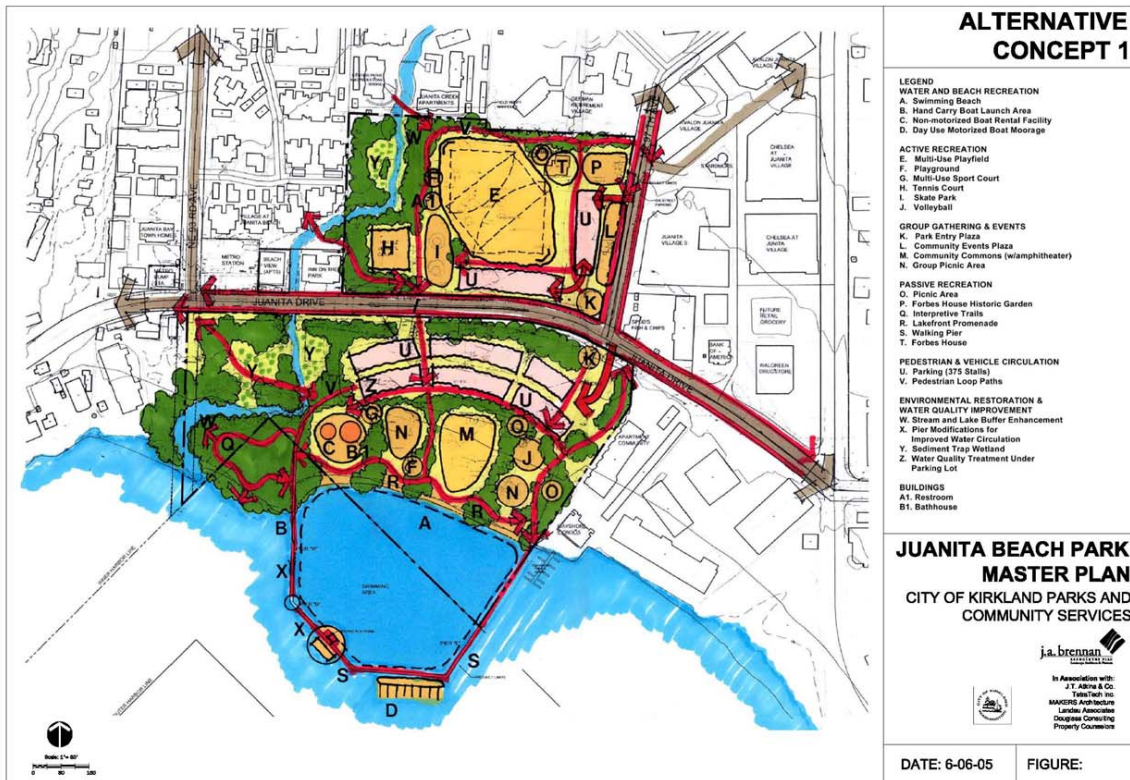
Experiential Quality Discussion

The discussion about the experiential quality of the park resulted a few different design ideas:

The park could be developed to define a consistent character that is homogeneous throughout, or alternatively a series of park rooms could be developed each with a different character, however the rooms would achieve unity by repeating materials and forms to tie the park together. In no case should the park be fragmented and chaotic.

Transitions in one alternative could lead the visitor through a series of spaces ranging from formal on the urban edge to wild along the stream or within the natural shoreline buffer.

Another alternative could provide a naturalistic feel immediately from the edge of the park creating a green oasis juxtaposed with the urban setting of the project.





Alternative Description

This table is provided to highlight differences between the two alternative designs to be presented at public meeting number three. Note that various elements can be selected from either alternative or recombined to create the preferred alternative design.

There are many elements common to both alternatives such as preserving and enhancing stream and lake buffers, water quality improvement measures, loop paths for strolling and interpretation, and passive recreation amenities.

Park Element	Alternative No. 1	Alternative No. 2
N. Side Parking	Parking south and east borders	Parking north and east borders
S. Side Parking	Arched parking lot. This allows for the retention of some of the trees along Juanita Drive	Parking located along Juanita Drive, parallel to the roadway. Most of the trees along Juanita Drive removed. Some could be saved in parking lot islands. Fingers of green extend from Juanita drive to the lake
Community Events Plaza	Located along 97 th Ave. Promenade leading from village to Juanita Drive	Located along shoreline as part of waterfront promenade. Provide service access from parking lot
Community Commons W/ Amphitheater	Small scale amphitheater (120' x 60') centrally located along shore. Minimize or omit bandstand	Larger amphitheater 200' x 175') centrally located along shore
Multi-use Playfield	Locate north toward northern property line. Provide minimum 15' buffer	Locate south toward Juanita Drive and southern property line
Skate Park	Locate adjacent to tennis court. Note that this will be close to parking located along Juanita Drive	Locate east of multi-use playfield near entry plaza.
Restroom	Combine with boathouse & Bathhouse on west side of park shoreline near stream buffer	Central location between bathhouse and amphitheater
Boathouse	Boathouse provided, include kiosk on dock for life jacket and sales	No Boathouse provided
Waterfront Promenade	The promenade has a more sinuous or meandering form	The promenade is simpler in form allowing for integration of community gathering plaza



Public Reaction to the Master Plan Alternatives

At public meeting number three, where the alternatives were presented to the public, the general consensus was that the design for the northern park section from Option 2 was preferred and the southern park section from Option 1 was preferred. See graphics attached.

Please refer to the Appendix for more specific meeting notes from each of the public meetings.



PREFERRED MASTER PLAN

Juanita Beach Park, a Green and Blue Oasis

Working collaboratively with the City and the public, the design team developed a Master Plan that will create a healthy place for the City with both passive and active recreational elements meeting the needs of the community and regional park users. Meeting the needs of diverse users, from people to fish, the new Juanita Beach Park is about putting smiles on the faces of children and adults. Lake and beach access, beach volleyball, multi-use recreational fields, picnic facilities, boating facilities, a skate park, and community activity areas will coalesce to create a special place for Kirkland residents. Juanita Beach Park will be a place where the community can come together to recreate and enjoy healthy and life-sustaining activities. (See Appendix, Figures - and - for Master Plan graphics.)

Park Theme and Character

Juanita Beach Park character is defined by the history of lakefront recreation within the region as well as the history of recreational use on the site. The Forbes House provides an important historic treasure for the park. This park history is complemented by the natural landscape that defines the edges of Juanita Creek and the trees and lawn that define the remainder of the park. The landscape patterns and Juanita Drive divide the park into a series of use areas and outdoor rooms that define distinctive areas of the park. The north area is defined by attractive tree plantings, lawn areas, play fields and the Juanita Creek natural area to the west. The southern park area is defined by trees and lawn, a large parking area, the beach and pier. The connection of Juanita Creek to Lake Washington is an important landscape element for the park.

The park is developed to present a character that is consistent thematically throughout the park. The design is carefully integrated into the park's setting at Juanita Village to promote use and access, and compatibility with the park surroundings. Unity is achieved in design by repeating materials and forms that tie the park together. This is important to connect the park experience across Juanita Drive.

Architectural Character/ Site Planning and Massing

Buildings are developed with a craftsmen style architectural character that strongly ties to the parks natural landscape, open lawn character and the historic recreational use of the site. The buildings are sited at the edges of the lawn and plaza areas to assist in defining the spaces. The building scale and locations complements and reinforces the landscape character and provide focal points for park visitors. Buildings are tucked into gentle landforms or vegetation edges.

Plan Description

Juanita Beach Park is a unique mix of landscapes, open space and recreational opportunities within a rapidly growing area of Kirkland. The park provides open lawns for organized and informal games, natural landscapes that define the course of the Juanita Creek as it meanders through the park and access to the Lake Washington waterfront. The park has two distinct characters. It is an urban park, providing open space and amenities for the urban land uses on the west, north and east of the park. It is a natural park providing lakefront access and opportunities to experience the natural landscapes along Juanita Creek.

Juanita Drive defines two sections of the park. The north section provides the urban amenities for Juanita Village and other surrounding residential areas. Along NE 97th Ave. park visitors can stroll along a wide sidewalk or promenade defined by a double row of street trees. This urban space provides opportunities to sit, read the paper and on weekends attend a Saturday market. A paved area to the west of NE 97th



Ave. provides parking for the ball fields, tennis courts and soccer green to the west. When appropriate the market functions can expand into the parking area. A picnic shelter, play ground, restroom and skate park enrich the plaza space located between the ball fields and parking. The Forbes House provides a focal point for public and private functions. The Historic residence provides space for park offices, meetings, family reunions, and weddings. The entry garden and small orchard provide outdoor rooms for events and celebrate the historic character of the house. Overflow parking is provided at the north edge of the park. This parking area provides parking for Forbes House activities as well as additional parking for baseball and soccer games. It will be constructed with a grass pave material that will provide a green turf surface and permeable paving. This will minimize the impact to surface water resources while providing a functional and aesthetically pleasing character.

The skate park plaza provides an important focal point and park entry gateway at the northwest corner of the NE 97th Ave. and Juanita Drive intersection. The skate park plaza provides color and activity that greet park visitors as they enter the park from the corner. Consideration should be given to lighting the skate park to extend the hours of use into the evening. From this area park visitors are linked to other areas in the north section of the park. The skate park plaza also provides a strong tie to the pedestrian crosswalk and plaza on the south side of Juanita Drive.

Another pedestrian cross walk occurs in the center of the park. This crossing is marked by rows of trees that define the crossing and adjacent open spaces.

The southern section of the park is dominated by the large lawns defined by trees, beach and pier that provide park visitor with waterfront access. Pedestrian paths connection the two sections of park pass through a series of landscapes as the visitors proceed to the beach. The first is a transitional landscape on the south side of Juanita Drive. This landscape provides a buffer between the Juanita Drive and park areas to the south as well as framing views of the park and lake for travelers on Juanita Drive. The parking area is the next area encountered. Within this area the majority of parking for the beach is located. The parking area is diversified by biofiltration / raingarden areas and tree stands. Pedestrian ways through the parking area are strongly defined with paving patterns and landscape elements to announce the crossing points to drivers and pedestrians. Consideration should be given to the use of permeable pavers to minimize the impact to surface water resources and to reduce costs for stormwater treatment facilities.

The lawn landscape is the next area the visitor passes through. Three lawn areas providing a striking series of landscape experiences. A central lawn area, defined by gentle landforms and formal rows of trees, provides an amphitheater for small scale performances. Within this area families could picnic on the lawn while watching the performances with the Lake providing a beautiful backdrop to the plaza “stage” area. The lawn areas to the west and east of the central space provide picnic and informal play opportunities within the lawn and scattered shade tree setting. Picnic shelters are located within each of these lawn areas.

The beach is the next area the visitor encounters. This area is defined by the lakefront promenade on its upland edge. The expansive beach area is softened by informal stands of trees which add salmon habitat and aesthetic value. The trees in addition defining the beach areas provide shade and informal play spaces. The lakefront promenade connects the east and west edges of the beach as well as providing access to the two entries to the pier. The restroom / concession building are located adjacent to the western end of the lakefront promenade. This facility provides beach amenities as well as a food concession for the beach and lawn areas. A playground is to the east of this building. The pier provides park visitors with opportunities to get out over the lake, to fish, to dock a boat as well as rent a canoe or kayak.



Another unique park area is the area on the west side of Juanita Creek. This area provides space for additional water quality treatment for stream flows as well as interpretive trails through this natural area.

Entry Signage and Gate

A City of Kirkland Parks entry sign and lockable entry gate will be provided at all four parking lot entries. Accent plantings are provided to highlight the park entries.

Drop Off Area / Entry Plaza

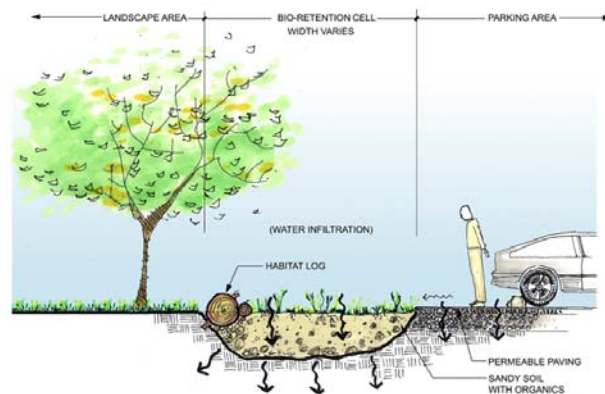
Two entry plaza/ drop-off areas are provided on the south side of the park. A drop off area is provided near the south entry of the park to allow for convenient drop off of park users and providing a minimum of traffic conflict through the use of a circular turn-around. The turn-around is 24 feet wide and is defined by an attractive landscaped island. Three short term load and unload parking spaces are provided at the east end of the parking lot, and five are located at the west end of the parking lot.

Parking Lot

The site, with its gentle slopes can easily accommodate parking facilities. Important considerations will be:

1. Minimization of impervious surfaces
2. The development of efficient site access to both the north and south portions of the site
3. Optimizing the elevation difference between the parking surfaces and the water quality facilities so that storm water management options are available.
4. Saving existing trees, particularly between the parking lot and Juanita Drive.
5. Soften parking with tree and shrub plantings.
6. Create strong pedestrian crossings through parking lots.
7. Provide efficient drop-off areas to avoid congestion.
8. Provide ADA and short term parking.

Consideration should be given to providing some or all of the parking on permeable paving. Poured in place permeable concrete paving is available from specialty contractors. The installed price of this material is three to four times more expensive than asphalt but it allows infiltration of storm water that will reduce storm water treatment and detention costs. Permeable concrete unit pavers are also available for four to five times the cost of asphalt. This material has a superior appearance and is readily available. Pervious asphalt paving could be considered for use on paths or parking lot pavement. Issues and concerns relating to pervious asphalt pavement include clogging and wear issues, in addition to an increase in cost compared to conventional asphalt paving. Further analysis of these options will be made as the design moves ahead. Pervious grass pavement is proposed for the overflow parking along the northern perimeter of the park. It would be advantageous to design the parking to allow decentralized water quality treatment facilities.



Low Impact Design: Parking lot with permeable paving and rain gardens.



Rain gardens should be considered for integration into the parking lot design. These could be located to the east of the village lot and they could be integrated into the central planting strip of the south parking lot.

Parking for a total of 350 cars is provided. 270 stalls exist now. Of the 350 proposed stalls 125 spaces are proposed for the north portion of the park and 225 spaces are proposed on the south or waterfront portion of the park. Assuming 2% of the parking spaces are ADA accessible parking a total of 7 ADA spaces are provided.

Emergency Vehicle Access

Emergency Vehicle access is provided to the parking lots and to the beach area. The service access near the bathhouse is designed with removable bollards that all access to the beach area. A hammerhead turn around constructed with grass pave or unit pavers is provided near the beach.

Park and Recreation Elements

Swimming Beach

The large sandy swimming beach that exists on the shoreline will be maintained and enhanced. The beach offers opportunities for sunning, picnicking, and sand castle building. Life guard viewing areas will also be developed on the beach and walking pier as required. Water depths within the swimming area are very shallow with summer depths ranging from 1 to 5 feet in depth. No diving will be allowed from the pier. The swimming beach has always been very shallow and is perfect for water play for younger swimmers, and stronger swimmers who don't mind the shallow water. Consideration could be given to providing a float line to delineate water play and lap swimming areas.

See the water quality section for recommendations for improving water quality.

Community Commons

The Community Commons offers a flexible lawn area that provides an informal passive recreational feature as well as a place for community oriented entertainment including moderate to small scaled music events, and movies in the park or other community events. It will also make a great place to gather on the 4th of July. A small informal stage area is provided along the Lakefront Promenade which also serves as an informal gathering and picnic area when not used for events.

Lakefront Promenade

The Lakefront Promenade makes a great place to stroll with opportunities to socialize and enjoy views toward the lake and park areas. Low concrete seating walls provide opportunities for resting, sunning, and also limit geese access to the lawn areas. Easy access from the lawn areas to the beach are provided across the promenade. Art elements could be incorporated into the seat walls or paving to explore the history of the site, water quality improvement and issues, or other interpretive topics. Integrated into the dock entry plaza on the east end of the promenade is a water channel feature that interprets the function of the rain garden and the cleaning of water flows before they enter the lake.

Children's Playgrounds

Playgrounds are provided in the north and south portions of the park. The southern playground space is located between the Bathhouse and the Picnic shelter to create a strong connection between the picnic shelter and the playground. Families will be able to use the picnic shelter while children are able to enjoy the Playground.



The northern play area is located between the picnic shelter and the restroom. Parents will be able to sit near the playground or at the picnic shelter and watch their children. This smaller play area will serve younger children in groups or families utilizing the multi-use playfield. The play areas will be ADA accessible with a ramp located off the plaza to accommodate wheel chair access. Encompassing the Playground is a walk that contains the wood chips. At either end of the play area picnic tables are located on widened portions of the walk to create a small gathering space and seating area for adults to monitor the children at play. Placement of play structures will comply with ASTM Playground Safety Guidelines. The play surface will be a wood chip material set at a depth of 12" and compacted in place to provide ADA access. Location of structures will provide for good site lines to the play area for parental monitoring of children.

Playstructure Ages 2-5

Play ground structure that will accommodate ages 2-5. The play elements will be appropriate for children of this age.

Playground Ages 5-12

Play ground structure that will accommodate ages 5-12. The play elements will be appropriate for children of this age.

Consideration could be given to a young teen climbing structure to cater to an age group that is often missed in recreation other than organized activities.

Playground Elements and Issues

- Seating for parents/guardians
- Pre-teen climbing structure
- Older children's play structure
- Tot lot
- Curb walls
- Play surface
- Provide ample room for fall zones
- Drainage
- Geo-fabric

Juanita Beach Park Path System

The park's Path system will provide recreation opportunities for strollers, and joggers. One trail will loop around the multi-use playfield. Distance markers for walking and jogging reference would be placed along the loop paths. Generally all on site trails will be handicapped accessible. Another series of loops are provided on the south side of the park that includes the water walk pier. Pedestrian entries are designed to encourage efficient and attractive access to reduce parking demands.

The IAC contributed to the federal Architectural and Transportation Barriers Compliance Board's (Access Board) report on the minimum guidelines for picnic and camping areas, beaches and trails. The new ADA Accessibility rule was due out in late 2004 and was intended to apply to federal agencies only. These guidelines are the most current available, and should be followed during the detailed design of the trails and park facilities, to assure that ADA accessibility is incorporated to the maximum extent possible. A final report is available from the Access Board's web site: <http://www.accessboard.gov/>.

Drinking fountains will be located at several key places in the park. Locations include restrooms, playgrounds, ball fields, skate park, bathhouse and picnic shelters.



Educational Opportunities

Incorporated into the Juanita Creek streamside and lakeside buffers are educational opportunities for the general community, in addition to area schools. Passive park areas such as interpretive viewpoints, an interpretive pavilion and boardwalk crossing the water quality treatment / flood zone wetland, riparian enhancement areas, stream enhancement areas, rain gardens, and a potential backyard wildlife display area, and a potential historical display at the Forbes House Garden can serve as a part of an educational resource for the community.

Potential Interpretive Themes:

Riparian and salmon habitat

- Site & community history
- Ethno-botany
- Backyard wildlife
- Salmon habitat
- Innovative use of stormwater
- Stormwater treatment/ water quality

Architectural Elements

This study team concurs with the conclusions of the 1970 Recreational Master Plan, 1987 Master Plan Report, and 1999 Site Inventory & Analysis Report. All three of these documents assessed the condition of the existing structures in the Park and recommended that, with the exception of the historically-significant Forbes House and the repairable pier, none of the existing structures were worth repairing and retaining. Most, like the bath house, restroom building and picnic shelters, were so deteriorated that it would be more cost-effective to accommodate their functions in new structures. Others, like the district maintenance building and the small out-buildings next to the Forbes house, should be removed and not replaced on this site at all.

Bathhouse

The bath house represents a building type that was appropriate in the past when it made economic sense for a Parks Department to staff locker and towel concessions for public bath houses at swimming beaches. Bath houses are seldom included now when swimming beaches are developed unless the number of users is substantially higher than is likely at Juanita Beach. Swimmers can change into swimsuits in changing areas in adjacent restrooms and are more likely for security purposes to bring clothes and valuables down to the beach rather than to leave them in self-lock lockers in a changing area. For this reason changing areas and lockers have been limited in the design.

Restrooms

New restrooms can take advantage of vandal-resistant and easy-to-maintain materials such as polycarbonate interior wall cladding, stainless steel plumbing fixtures and casework cladding and solid polyethylene toilet partitions. Full skid-resistant tile floors can provide a good-quality floor finish. Building shell materials such as concrete masonry unit walls, steel doors and steel roofs with polycarbonate-glazed skylights can provide attractive, low-maintenance toilet and changing facilities. Prior planning documents recommended building one new toilet building on each side of the park and providing room for changing in the building on the south near the beach.



For purposes of the current Master Plan effort, we have developed a schematic design for a restroom prototype that will have four toilets and three lavatories on the women's side and three toilets, two urinals and three lavatories on the Men's side. The toilet building near the beach will have a 200 s.f. space for dressing and will also have 15-20 lockable lockers with free-standing benches on each side of the toilet Room.

Food Concessions in Juanita Park

The possibility of small-scale concessions in the Park has been brought up many times in past reports and in public meetings conducted by the current design team. Several King County Parks and some North West municipal parks rent space to food concessions. These food service operations tend to be small, locally-owned takeout food businesses although King County has had excellent experience renting space to national chains selling fast but relatively-healthy food in Park's' recreational buildings. The restroom building near the beachfront will have about 340 S.F. as a leasable concession area.

Lifeguard Office

A 240 S.F. lifeguard office is provided in the bathhouse building.

Non Motorized Boat Rental Facility

The specific program and design for the small boat rental facility will need to be determined once a lessee has been identified. The schematic plan shows 432 S.F. for office and storage. The design program has mentioned storage buildings for rental kayaks or rowing shells. A small-scale boat rental business could be operated from a building of 850 S.F. This floor area would allow for a 100 S.F. rental office plus a 700 S.F. boat storage room opening to a garage door on a sidewall. An additional 50 S.F. would provide space for a small mechanical/utility room. Architecturally the boat rental building could either be part of the Bathhouse or could be a free-standing building with materials, colors and details similar to the other new buildings on the site.

A kiosk is also proposed on the pier for staffing on the dock. The kiosk would provide storage or life jackets and paddles as well as a cashier function. A 120' x 24' float and two finger floats are provided off of the water walk. A gangway will provide access to the float. Grated decking should be used for improved light penetration to minimize impacts to salmonids. Consideration should be given to installing a mooring anchor and float within the DNR lease area for winter moorage of the float. This would reduce maintenance costs due to damage from winter storms.

Hand Carry Boat Launch

A hand carry boat launch is provided west of the water walk near the stream delta. This will allow easy water access for small boats in an area of the beach outside of the enclosed swimming area. Access is provided from the west end of the parking lot. Boats, windsurfers, and kite boards will need to be carried approximately 400 feet from the end of the parking lot. 5 load and unload short term parking spaces are provided in this area. Boating in Juanita Bay is anticipated to be attractive to many users and some visitors may paddle toward Juanita Bay Park. Educational signage should be provided to minimize the impact of boaters on wildlife habitat. Buoys or logs with signage could be used to identify sensitive areas that are off limit to boaters.



Day Use Motorized Boat Moorage

Short stay day use moorage is provided outside of the water walk to allow boat access to the park. A gangway and concrete floats are provided for boat slips. Water in this area is approximately 5 feet deep in the summer. Grated decking should be used for improved light penetration to minimize impacts to salmonids. Consideration should be given to installing a mooring anchor and float within the DNR lease area for winter moorage of the float. This would reduce maintenance costs due to damage from winter storms.

Boating Mitigation Plan Required

The Juanita Beach Park Master Plan includes several new opportunities for boating on Lake Washington, as described above. However, these boating opportunities can only occur if wildlife habitat areas in and around nearby Juanita Bay Park are protected. Establishment of the non-motorized boat rental facility, hand carry boat launch, or day-use motorized boat moorage is contingent upon the implementation of a City Council-approved boating mitigation plan which describes in detail how wildlife habitat areas will be protected from intrusion by both motorized and non-motorized watercraft. The mitigation plan should detail the effective strategies to be implemented, which may include use of appropriate physical barriers and signage, establishment of rules and enforcement, seasonal restrictions, and boater education (especially to non-motorized boat renters). The mitigation plan will be developed in consultation with groups and agencies such as the State Department of Fish and Wildlife, King County Marine Patrol, East Lake Washington Audubon Society, Juanita Bay Park volunteer park rangers, and others as necessary.

Picnic Shelters

New picnic shelters should to accommodate groups of varying sizes. Prior master plans recommended building two small and one large shelter south of Juanita Drive and two small shelters north of the Drive. This recommendation seems to reflect current trends in park use, with most picnic groups being 4-8 and a few being 16 or more. Each shelter will be able to accommodate 20-40 people.

The Forbes House

This house and its site have been nominated as a historic property by the City. Its significance as a pioneer farmhouse and the prominence of the Forbes family in the development of early Kirkland has earned the house a permanent position in the Park. During the planning process, the issue as to whether the House could be moved slightly to a better location for planning and site-use purposes came up. The national standard for historic property preservation dictates that the only justification for moving a historic structure is if the building's existence is threatened and moving it is the only way to save it. This is not the case with the Forbes House, so the Master Plan team is recommending that the House stays where it is. The historic designation report by Mimi Sheridan recommends that work be done to the interior and exterior of the house, as well as site improvements. The historic designation report by Mimi Sheridan recommends that the following work be done to the House's exterior:

- Remove the west carport roof and ramp and patch wall at carport attachment.
- Restore deteriorated porch, stairs, trim, siding, windows and doors.
- Replace roof with historically-accurate wood shingles treated for fire resistance
- Repair chimney and foundation to original design.

In addition to the above historic restoration effort, this Master Plan team has recommended restoring the Forbes House's surrounding site to enhance its attractiveness as a rental facility for special events. The Historic residence provides space for park offices, meetings, family reunions, and weddings. Historic photos of the site show a substantial fruit tree orchard north and west of the house and gardens to the north and east of the House. The recommended site improvements for the Forbes House are:



- Replant a portion of the orchard and restore flower and food gardens to the north and east to enhance the historic setting for the House.
- Develop parking lots or landscaped aprons to the east to accommodate rental uses. If the house can accommodate up to 99 people, parking should be provided for 30-40 cars.
- Given the relatively hard, urban edge on the east edge of the site on 97th Avenue, the east edge of the Forbes House site on 97th might be enhanced with heavier, vertical plantings or arbors to reinforce this edge and to define a break between the street scale and this historic farm house property.

Proposed interior work:

- Remove interior walls as needed to provide meeting space for up to 99 people.
- Refit kitchen as a catering-style kitchen with room for warming and cooling modules. Replace sink and cabinets as needed.
- Refit bathroom to ADA standards with attention to historic appropriateness.
- Refit bedrooms and basement spaces as appropriate for rental functions.
- Refit/replace building structural, mechanical, electrical and plumbing systems as needed.
- Paint and patch all interior surfaces per needs of rental function.

If the House's exterior shell were restored and its interior were reconfigured to accommodate a larger variety of rental uses, the House could become a revenue-producer for the Parks Department. Another opportunity to tell the Forbes House story could be satisfied by the installation of interpretive panels detailing the house's history and the significance of the Forbes family in the development of Juanita Beach. These panels could be displayed near approaches to the house on posts and could also be mounted in old-style frames on the interior as pictures would have been hung.

Active Recreation Components

1. Providing soccer and little league is a component of the project.
2. All fields should serve the same level of competition.
3. Park to include two Little League baseball fields
4. Construction of one multi-use playfield that can be used for multiple sports activities.
5. The fields are to be natural turf; synthetic turf options were not considered.
6. It is assumed that no lighting will be provided for the fields.

The Master Plan shows a multi-use field that could be marked as required to accommodate a 250' x 150' soccer field and two little league fields with 200' foul lines.



Fencing

Fencing is recommended for each of the little league fields. Backstop fencing will be included and this fence will extend down each foul line past 1st and 3rd bases to the end of the dugout or to the edge of the outfield. The recommended height of this fence at the backstop is 30 ft and can be a combination of chain link fence and nylon netting. Outfield fences are optional and if provided would need to be portable so that fencing could be removed and stored during soccer season since the fields overlap.

Lighting

Lighting is proposed for Tennis Courts, Skate Park, Bathhouse, Parking Lots, and on the dock. Lighting should be low level, with attractive fixtures that fit the character of the park and Juanita Village.

Basketball Court

A basketball court is provided for use by children and adults in the community, and is proposed for location at the west end of the south parking lot. Basketball backstops are provided within the parking lot to reduce the amount of impervious paving and can be used during the fall, winter and spring when swimming is closed. This location will allow use during non-peak park use periods, when the parking lot is not fully occupied.

Skate Park

The skate park is 10,000 S.F. in area and includes street skating and bowl skating opportunities. The details of the design should be developed with a specialist in skate park design and with input from user groups. Consideration should be given to lighting the park to extend the hours of use. Seating walls and bollards are used to control access to the skate park and to create a safe park environment.

Beach Volleyball

Two sand volleyball courts are provided with nets and boundary lines. Safe clear areas are also provided.

Tennis Courts

The two existing tennis courts are maintained in their current location. It is anticipated that the courts will need re-surfacing in the future. Consideration should be given to upgrading the lighting in future phases.

Public Art

Public art will be incorporated into the Park design. A collaborative effort between the Cultural Council, artist, the design team, and the community will help to create lasting art focal points to explore history and culture and provide a sense of ownership to the neighborhood.



Natural Systems Enhancement Opportunities

The greatest opportunities for natural systems enhancement include:

Juanita Creek Flood Zone Water Quality Enhancement

Recommendations

1. Restoration of natural bay circulation and wave energy to the swimming beach will improve water quality, sediment quality, and reduce deposition of sediment along the park shoreline. It will also allow fish passage along the shoreline. This can most easily be accomplished by removal of all of the planking and baffles on the existing circular pier structure. Beyond removal of planking/baffles, raising a portion of the pier up in an arch to allow more wave energy into the swimming area (and potentially small boats) would further increase circulation. Dredging may be necessary to prevent a slug of sediment being transported from the delta to the swim beach and further eastward. It may also be expeditious to dredge material from the swim beach area to reduce the time for recovery of the beach to a more natural condition. . Though the sediments from the delta and swim beach will naturally erode and move along the shoreline once circulation and wave energy are restored, the period for recovery could be lengthy.
2. Restoration of the creek riparian zone and creation of floodplain habitats will improve water quality, sediment quality and sediment loading to the lake, and significantly improve fish and wildlife habitats. (A) Recommend an average 75 foot wide buffer on both banks to meet City of Kirkland requirements and provide significant habitat benefits. (B) Excavate an overflow channel and floodplain in upper area of park (downstream of pedestrian bridge on right bank) through blackberry dominated site and revegetate with native trees and shrubs (cedar, hemlock, big leaf maple, crabapple, willow, salmonberry, twinberry, spirea, etc.). (C) Excavate floodplain in lower area of park (right bank across from existing maintenance building) and revegetate entire area with native trees, shrubs, and emergent vegetation (cedar, cottonwood, alder, crabapple, serviceberry, mock orange, willow, twinberry, red elderberry, sedges, etc.). (D) Remove maintenance building and revegetate as riparian/floodplain area. (E) Restore the shoreline between north pier and creek mouth to natural wetland and riparian area (willows, cattails, sedges, cottonwood, cedar).
3. Sediment and bacteria control can be further enhanced by installation of a sand filtration system under the parking area to collect high flows. After filtration, the water can be returned to Juanita Creek.
4. Reduce runoff of fecal material from the park by creating a grassy swale to intercept overland flows and filter flow to discharge at east end of property, create a visual barrier between the water and the lawns by a raised walkway with shrub plantings to reduce geese and waterfowl numbers.

Riparian Buffer Enhancement

Existing scientific studies show 25- to 300-foot minimum buffer widths are necessary to provide bank stabilization, sediment, nutrient and pollutant removal, and habitat functions.^{1,2,3}

Based on site visits, areas with the greatest opportunities for stream or riparian buffer enhancement include:

- Riparian vegetation enhancement at the northwest end of the park, including removal of Himalayan blackberry and English ivy (*Hedera helix*).



Dense riparian plantings will be provided along the creek for shade, to provide cover and food, and limit access by dogs and humans. Pine rail fences could be provided at the edge of the riparian buffer in high use areas to control access. Viewpoints are provided at strategic locations to allow viewing of the stream and ponds. Railings or pine rail fencing will be provided at viewpoints to limit access. Interpretive signage is included a key view point for public education and enjoyment.

Opportunities for enhancement of Juanita Creek as it flows through Juanita Beach Park are numerous. The recent Stream Inventory Report prepared by Parametrix (2004) identifies numerous opportunities to restore and enhance the creeks. Some key opportunities include:

- Control upstream sedimentation inputs to moderate sedimentation within the creek channel.
- Remove the failed bank armoring and replace with bio-engineered approaches to channel stabilization.
- Remove invasive species within the stream buffer.
- Establish a wider buffer for the creek by planting native species within the 75-foot buffer.
- Develop trails in the outer 50% of the buffer to allow some human access along the creek, but minimize uncontrolled access to the creek banks.
- Relocate buildings currently located within the 75-foot creek buffer to outside the creek buffer.

Wetlands

Opportunities for enhancement of the wetlands adjacent to Juanita Creek in Juanita Beach Park include:

- Restore and enhance vegetation within the wetlands by planting native wetland species.
- Diversify the vegetation structure and species by planting a mixture of trees, shrubs, and herbaceous species.
- Remove invasive species within the wetlands.
- Establish a wider buffer for the wetlands by planting native species within the 100-foot buffer.
- Relocate buildings currently located within the 100-foot wetland buffer to outside the wetland buffer.
- Develop trails in the outer 50% of the buffer to allow some human access along the wetlands and creek, but minimize uncontrolled access to the creek banks.

Park Planting

Existing vegetation along the stream and throughout the park will be maintained and enhanced to provide a natural character of the park. Some of the existing trees will need to be removed however, many of these trees are old and in declining health. New Plantings will be utilized to highlight entry areas, define different rooms, offer shade, increase opportunities for habitat enhancement, and provide an enhanced park experience. Trees will be selected that are rich in texture and provide vibrant fall color. Concerns of safety and ensuring views into the Park will limit shrub plantings. Strategically locating and appropriate selection of shrubs will provide for safe site lines into the Park and buffer perimeters and parking lots. All newly created planting areas will be mulched. Trees should be selected to minimize the impact to view especially from the condominiums to the east of the park near the lake.

Awareness to maintenance requirements for the Park should assist with decisions being made about the selection of tree species. Input from Maintenance crews should be taken into consideration when defining tree types to be used on site.



Playfield lawn areas will be prepped for appropriate play surface; seed mix for the playfield area should be a suitable seed mix for the anticipated type of activity that will be taking place on the playfield areas, i.e. soccer, football, baseball such as a Perennial Rye Grass mix.

Some meadow areas could be planted with a seed mix that is more drought tolerant and would require less water application. Eco-turf could be used as a drought tolerant seed mix. Potential to seed less actively used areas with wildflower seed mix could add interest and beauty as well offer a playful meadow landscape for children.

Landform Development and Soil Preparation

Landform development is proposed for drainage improvement of very level grass areas, definition of outdoor spaces, and improvement of soils to support a healthy plant community.

Proposed Soil Improvements

A minimum soil replacement depth of four inches of topsoil is recommended.

Mulch

Chip on site material for stream, forest and buffer planting area mulching as available. Utilize bark mulch for the remainder of planting areas, spreading bark throughout the entire planting bed. In areas where trees are planted within meadow or grass areas, place a three-foot circle of mulch around each individual tree. Mulch is important for its moisture-holding capacity, which is a critical element for plant survival through the dry summer months. Mulch also reduces maintenance requirements and keeps grass from competing with plants for water and soil nutrients.

Stormwater Management and Drainage

Water Quantity

It is assumed that stormwater detention will not be required for the parking area(s) south of Juanita Drive since discharge will be directly to Lake Washington. Use of low impact design methods will be maximized in the design of these parking facilities for management of peak flows. The underlying soils south of Juanita Drive may not have the capacity to infiltrate during more extreme events, and if this is the case, excess flows from the parking areas will be directed into the swale running adjacent to the parking areas. The swale will convey excess flows to the lake.

North of Juanita Drive detention may be required for the proposed parking areas due the fact that any proposed outfall would be outlet directly to Juanita Creek. If runoff from new parking areas is conveyed directly to Juanita Creek, detention will likely be required. Similar to the case for the parking areas south of Juanita Drive, the use of low impact design methods will be maximized in the design of these parking facilities for management of peak flows. It is expected that the soil texture north of Juanita Drive is more conducive to infiltration and it may be possible to manage runoff from the parking areas without requiring detention. However, in the event that detention is required it is assumed that it will be provided in underground detention vaults and that Level 2 flow control will be required as per King County Surface Water Design Manual (King County 1998), the design manual currently used by the City.



Water Quality

Water quality facilities for parking areas will need to treat sediment, hydrocarbons, and heavy metals. Water quality facilities may not be required for playfields if runoff is infiltrated and there is no surface discharge. If infiltration is not possible water quality requirements will apply. Treatment would need to respond to nutrient loading and organic chemical components of other materials used in playfield maintenance.

Low Impact Design (LID) methods could be used to infiltrate runoff in rain gardens in each of the parking lots. Infiltration is considered to be the most naturalistic and most effective mechanism for management of peak flows. Infiltration can also provide significant water quality benefits and can greatly reduce construction costs by eliminating or minimizing pipe networks.

Water quality requirements for the fertilizers used on the playfields could likely be met if a minimum 18-inch sand layer is used for the subgrade?

Utilities

Irrigation

Irrigation of the park is proposed through the Park.

- Irrigated turf for play areas: full head to head automatic irrigation
- Irrigation Equipment:
- Rainbird /Hunter / Toro
- Provide CCU computer link
- Rain sensor
- Per United Pipe

Sanitary Sewer Systems

Provide sewer connection for the bathhouse and the restroom north of Juanita Drive.

Power Supply

Provide upgraded power supply to all park buildings and for site lighting. Power will also be provided for the stage area at the Community Commons.



PHASING PLAN AND COST ESTIMATE

The total anticipated cost for the development of Juanita Beach Park is \$15 million dollars (2005).

A general phasing strategy will be developed before the end of 2005. As funding becomes available the subsequent phases will be further defined to fit the available budgets and community priorities.

See Appendix for the Master Plan Cost Estimate



REGULATORY IMPLICATIONS

Wetland, lake, stream and upland habitats are regulated by state, federal, and local agencies. Some of the key agencies that will have review and approval of proposed master plan activities at Juanita Beach Park are summarized below.

US Army Corps of Engineers

The US Army Corps of Engineers (USACE) regulates fill or discharge into the waters of the United States through the Clean Water Act (CWA) Section 404 regulatory program and Section 10 of the Rivers and Harbors Act. Activities involving up to 0.5-acre of aquatic impact would likely require a Section 404 Nationwide Permit (NWP) and impacts over 0.5-acres would likely require an Individual Permit (IP) from the Corps. The NWP program allows for activities in wetlands under a program of various permits tailored to specific types of projects. NWPs each have unique criteria for their use and specific requirements. NWPs are applied for through the submittal of a Joint Aquatic Resource Permit Application (JARPA). IPs are discretionary permits that involve an alternatives analysis and public review and comment.

For projects where there is a CWA permit from the USACE, the USACE is typically the lead agency for coordinating consultation to determine a project's compliance with the Endangered Species Act (ESA) Section 7 and the Magnuson-Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act). This consultation is conducted with NOAA Fisheries and/or the US Fish and Wildlife Service (USFWS) through review of a Biological Assessment/Biological Evaluation.

NOAA Fisheries

NOAA Fisheries is the federal agency that provides consultation for projects affecting federally-listed marine and anadromous species. They will review the project and the BA or BE and consult with the other federal agencies on the potential effects of the project on federally-listed marine and/or anadromous species. Per preliminary discussions with NOAA Fisheries regarding the Juanita Beach Park Master Plan, NOAA Fisheries indicated that there are restoration and enhancement activities that they strongly encourage to be implemented for projects along the shoreline of Lake Washington. These measures are aimed at improving the fish habitat along the shoreline, while accommodating human uses:

- Removing and/or minimizing bulkheads and breakwaters to the maximum extent feasible;
- Redesign bulkheads and breakwaters to include bioengineering techniques.
- Provide a shallow grade along the beach to dissipate wave energy at the shore.
- Provide overhanging vegetation along a minimum of 50% of the shoreline. Overhanging vegetation should include a mixture of conifers, deciduous, and typically willow species.
- Plant emergent vegetation along the shoreline.

USFWS

While NOAA Fisheries is the federal agency that provides consultation for projects affecting federally-listed marine and anadromous species, the USFWS provides consultation for projects affecting all other federally-listed species. They will review the project and the BA or BE and consult with the other federal agencies on the potential effects of the project on all non-marine and/or federally-listed species. USFWS will provide comment on habitat restoration and enhancements that are proposed in the project.

Department of Natural Resources and Environmental Protection Agency

The Department of Natural Resources (DNR) may have review, comment, and approval of activities entailing removal or disturbance of the substrate in the shoreline of Lake Washington at Juanita Beach Park. The extent of DNRs involvement in potential projects entailed in the Master Plan is still being



explored. The Environmental Protection Agency (EPA) will have review, comment, and approval of the project activities in Lake Washington under Section 303 of the Clean Water Act, specifically addressing water quality issues.

WDOE

The WDOE has review and approval authority for several federal, state, and local permits including Clean Water Act (CWA) Section 401 Water Quality Certification; CWA Section 402 National Pollutant Discharge Elimination System (NPDES) permits; Section 303 of the CWA; and Shoreline Development Permits under the Shoreline Management Act (SMA). WDOE may review the JARPA for the USACE permit submittal, although typically WDOE does not review or issue Section 401 Water Quality Certifications for projects with under 0.5 acres of impact to wetlands. WDOE administers the SMA and reviews permits issued under the each jurisdiction's Shoreline Management Program (SMP). The City of Kirkland has a SMP and will serve as the lead jurisdiction for issuance of any shoreline permits, while the WDOE will review any proposed permits. WDOE will also have administrative review of any State Environmental Policy Act (SEPA) permits that are issued by the City of Kirkland. Any projects with a ground disturbance of over 5 acres will require an NPDES permit from WDOE.

WDFW

The WDFW administers the State Hydraulic Code (75.20 RCW), which is intended to protect fish life and its supporting habitat. The WDFW issues Hydraulic Project Approvals (HPAs) for work within the ordinary high water mark (OHWM) or work landward of the OHWM that has direct impacts on fish or fish habitat. An HPA would be required for any proposed work within Juanita Creek and/or Lake Washington.

City of Kirkland

The City of Kirkland administers several codes and programs that would apply to activities affecting natural resources at Juanita Beach Park including the Kirkland Zoning Code (KZC), especially Chapter 90. Drainage Basins that addresses wetlands, streams, lakes and other water resources within the City; the Kirkland Municipal Code (KMC), especially Chapter 24.02 SEPA Procedures; and Chapter 24.04 Shoreline Master Program.

Juanita Creek is rated as a Type A stream by the KZC Chapter 90 due to the use of the creek by salmonid species. Required buffers on Type A streams within Primary Drainage Basins are a minimum of 75 feet wide per the KZC Chapter 90.90. The City requires a 10-foot building setback from the stream buffer (KZC 90.45 and 90.90). Under Chapter 90, the wetlands along Juanita Creek would be classified as Type 1 wetlands because the wetland is contiguous with Lake Washington and adjacent to Juanita Creek, both water bodies that provide habitat for federally-listed fish species. The wetlands are all located within a Primary Drainage Basin and therefore, buffers on the wetlands along Juanita Creek would be 100 feet wide per the KZC Chapter 90.45. As with Juanita Creek, a 10-foot building setback from the buffer is required.

Chapter 90 of the KZC details City requirements and opportunities for proposed development within these aquatic resources or their buffers. Minor improvements (likely including pedestrian trails, benches, and viewing areas) can be located within the outer 50% of the resource buffer so long as various criteria are met, including:

- a. It will not adversely affect water quality;
- b. It will not adversely affect fish, wildlife, or their habitat;
- c. It will not adversely affect drainage or storm water detention capabilities;
- d. It will not lead to unstable earth conditions or create erosion hazards or contribute to scouring actions; and



- e. It will not be materially detrimental to any other property in the areas of the subject property or to the City as a whole, including the loss of significant open space or scenic vistas.

Buffer reductions or averaging can also be requested and for Type 1 wetlands will be reviewed by the Hearing Examiner pursuant to Process IIA as required in KZC Chapter 150. Any proposed activities in the Type 1 wetlands would have additional requirements such as demonstrating that there is no feasible alternative to the proposed fill, limiting fill to less than five percent of the wetland area, and providing compensatory mitigation per Chapter 90.55.

The City of Kirkland's Shoreline Management Program (SMP) requirements will apply to the shoreline designated along Lake Washington. Currently, the shorelines within Juanita Beach Park are designated as "Urban Residential 1". However, under the state requirements for updating SMPs, the City of Kirkland is expected to begin updating its SMP in 2005 or 2006, including the classification of shoreline environment designations. This will provide the City with the opportunity to apply a new environmental designation to the shoreline of Lake Washington within Juanita Beach Park, and may thus affect management policies and regulations within the park. The most likely environmental designation for Juanita Beach Park under the new guidelines would be "Urban Conservancy."

Within environments designated as Urban Conservancy, development should have an overall goal of improving ecological functions while providing public recreational opportunities and access. Predicting specific zoning requirements under the Urban Conservancy or any other environmental designation is inherently speculative. However, development within the shoreline area would have some limitations under most foreseeable scenarios. Typically, existing buildings are allowed to remain with limitations on new development. The opportunities for habitat enhancement along Lake Washington and Juanita Creek are numerous and the project could propose reconstruction of existing buildings, some relocation of existing buildings, along with shoreline habitat enhancement as a way of addressing the public needs and the goals and requirements of the SMA and SMP.

The Master Plan has been developed consistent with the City of Kirkland's zoning and development regulations. The City will evaluate the implementation of this Master Plan for Critical Areas permits, as applicable. A master use permit may be necessary. Further review will be necessary as part of the permit process. (See Existing Conditions above for further discussion Fish and Wildlife permitting implications.)

National Environmental Policy Act (NEPA) and State Environmental Policy Act (SEPA) compliance will be completed in the next phase. Permit requirements for implementing the Juanita Beach Park Master Plan include the following:

The Joint Aquatic Resources Permits Application (JARPA) is used by US Army Corps of Engineers (ACOE) to coordinate the various federal, state and local jurisdiction permits that are required for work within aquatic areas and includes the below permit applications:

- ACOE Nation Wide Permit (NWP) or Individual Section 404 Permit
- Hydraulic Project Approval, issued by the Washington Department of Fish and Wildlife
- Section 401 Water Quality Certification. The Washington State Department of Ecology must determine whether a project complies with state water quality standards before the ACOE will issue a Section 401 certification
- Services Review under ESA. The information required for an ESA evaluation must be prepared in the form of a Biological Evaluation (BA)
- City Critical Area permit, if applicable.



Washington State Department of Natural Resources

The lease for aquatic land with the DNR will expire and will need to be re-negotiated. Consideration should be given to expanding the lease area to include winter moorage for floats. The DNR has indicated that the cost of the lease will be affected by the amount of fee collected by revenue producing elements.

Community Opportunities for Public Involvement in the Implementation of Restoration Projects

Collaboration with the following agencies or public groups is possible.

- WRIA 8 project coordination
- East Lake Audubon Society
- Salmon Watch stewards
- Neighborhood environmental stewardship groups



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RESOLUTION R-4570

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND ADOPTING A MASTER PLAN FOR JUANITA BEACH PARK.

WHEREAS, the City of Kirkland is interested in creating a diverse system of parks, recreational facilities, and open spaces that is attractive, safe, functional, and available to all segments of the population; and

WHEREAS, the City Council passed Ordinance 3852 on August 6, 2002 which in part provides for the review and approval of park master plans; and

WHEREAS, the Park Board and Department of Parks and Community Services organized and completed an extensive planning process to create a vision for the future of Juanita Beach Park, involving important stakeholders and interested citizens; and

WHEREAS, the Department of Parks and Community Services has completed the Juanita Beach Park Master Plan; and

WHEREAS, pursuant to public notice, the Park Board on October 18, 2005 conducted a public hearing for the purposes of soliciting public comment on the Juanita Beach Park Master Plan; and

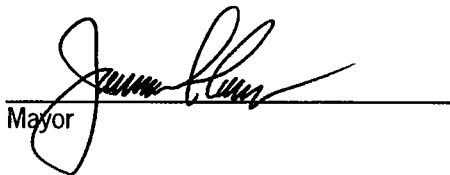
WHEREAS, the City Council has received from the Park Board a written report and recommendation on a proposed Juanita Beach Park Master Plan; and

WHEREAS, in regular public meeting the City Council considered the written report and recommendation of the Park Board.

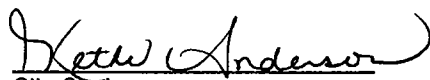
NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Kirkland adopts the Juanita Beach Park Master Plan recommended by the Park Board and set forth in Exhibit A to this Resolution.

PASSED by majority vote of the Kirkland City Council on the 16th day of May, 2006.

SIGNED in authentication thereof on the 16th day of May, 2006.


Mayor

ATTEST:


City Clerk



CITY OF KIRKLAND
Department of Parks & Community Services
505 Market Street, Suite A, Kirkland, WA 98033 425.587.3300
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Jennifer Schroder, Director
Linda Murphy, Recreation Manager

Date: October 9, 2014

Subject: RESOLUTION AUTHORIZING ADDITIONAL ANALYSIS, SITE EXPLORATION AND COMMUNITY OUTREACH RELATED TO THE PROPOSED ARC CENTER

RECOMMENDATION

That the City Council adopts a resolution authorizing funding and a work plan for the Park Board and staff to conduct a search for additional potential locations for the proposed Aquatic, Recreation, and Community (ARC) Center and conduct additional analysis and community outreach.

BACKGROUND

On September 16, 2014 the City Council was presented with the consultant's findings and conclusions related to the proposed ARC Center. The Council also received recommendations from the Park Board on siting preferences and desired facility components. As recommended by the Park Board, the Council expressed interest in pursuing possible alternative private sites for the ARC Center to be considered in addition to the north (ballfield) side of Juanita Beach and the North Kirkland Community Center. The City Council also expressed interest in having staff conduct additional broad community outreach and further pursue a possible partnership with WAVE Aquatics/Renew the Legacy.

A resolution authorizing staff and the Park Board to conduct these tasks and providing additional funding is attached. If approved, the goal of the staff and the Park Board will be to produce a report for review by Council by March of 2015.

Proposed Additional Site Analysis and Site Selection Tasks

1. Staff is currently working with a commercial real estate broker on identifying suitable private properties and contacting property owners to ascertain possible interest in working with the City as well as potential costs. This process is ongoing and staff will update the Council as opportunities emerge.
2. The City's design consultant team will be available to test fit and provide technical analysis of any newly-identified sites.
3. The design consultant will provide further conceptual drawings and renderings of a potential ARC Center at Juanita Beach Park, demonstrating how the facility could be fully integrated into the park.

Proposed Additional Community Outreach Tasks

1. Develop and distribute via mail to all Kirkland addresses a printed informational brochure providing project information and describing additional opportunities for public input.
2. Place a paid advertisement in Kirkland's local newspaper – the Kirkland Reporter – which would provide project information and describe opportunities for citizens to provide further input.
3. Conduct additional public open house events. Emphasis will be placed on hosting events in areas of the community where citizens thus far may not have been actively engaged.
4. Conduct outreach activities specifically directed at the business community. These may include Chamber events or Chamber-hosted information sessions. A discussion with the Kirkland Business Roundtable has already occurred.
5. Conduct outreach activities at select community recreation programs and events during the upcoming months, including information booths/displays.
6. Update and enhance the project webpage on the City's website, to include an online engagement tool (e.g. "Online Open House") encouraging greater participation from community members who may be unable or uninterested in attending in-person open house events.
7. Commission a statistically valid random telephone survey seeking information on the opinions and attitudes of Kirkland residents related to the project, costs and siting preferences. Staff would suggest conducting the survey in early 2015, allowing for time over the next few months final site(s), costs and impacts to be identified and included in the survey.
8. Evaluate potential voter-approved financing mechanisms and solicit citizen input in compliance with all Washington State laws and regulations.

Outreach with Potential Partners

1. Work with WAVE Aquatics/Renew the Legacy on the parameters of a potential partnership with the City. This non-profit organization has expressed interest in helping to fund the project to ensure inclusion of a 50-meter competitive pool component.
2. Continue to outreach and solicit interest from other potential community partners, including educational institutions and surrounding cities.

Supplemental Funding Request

The estimated cost to conduct the next level of technical evaluation and outreach as described above is up to \$100,000.

To this date the City Council has authorized \$400,000 for costs related to the project. An estimated \$10,000 remains from the Council's appropriations. Therefore, a fiscal note is attached (**Attachment A**) detailing a supplemental budget request for \$90,000.

The proposed funding source is year-end General Fund cash.

Attachments:
Fiscal Note
Resolution

FISCAL NOTE*CITY OF KIRKLAND*

Source of Request							
Jennifer Schroder, Director of Parks & Community Services							
Description of Request							
Provide funding of \$90,000 for a potential new community aquatic and recreation and aquatic facility (ARC) to conduct community outreach and investigate additional sites. The proposed funding is 2014 year-end cash. Total cost estimate is \$100,000, which is supplemented from the remaining balance of \$10,000 from previously approved funding in April 2014 of \$175,000.							
Legality/City Policy Basis							
Fiscal Impact							
One-time use of \$90,000 from 2014 year-end General Fund cash.							
Recommended Funding Source(s)							
	Description	2014 Est End Balance	Prior Auth. 2013-14 Uses	Prior Auth. 2013-14 Additions	Amount This Request	Revised 2014 End Balance	2014 Target
<i>Reserve</i>	N/A						
<i>Revenue/Exp Savings</i>	2014 year-end General Fund cash						
<i>Other Source</i>							
Other Information							

Prepared By	Neil Kruse, Senior Financial Analyst	Date	October 9, 2014
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RESOLUTION R-5076

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND AUTHORIZING ADDITIONAL SEARCH FOR AND ANALYSIS OF SITES TO BE CONSIDERED FOR A POTENTIAL FACILITY TO PROVIDE FOR THE RECREATION AND AQUATIC NEEDS OF RESIDENTS AND AUTHORIZING THE PARKS AND COMMUNITY SERVICES DEPARTMENT TO SOLICIT ADDITIONAL COMMUNITY INPUT.

WHEREAS, since 2001 the City of Kirkland's Comprehensive Park, Recreation, and Open Space (PROS) Plan has identified the need for more multi-use recreation space in the community; and

WHEREAS, the 2007 Kirkland Indoor Recreation Feasibility Study described a prototype multi-use recreation center which would respond to community needs and interests and which included an aquatics facility component; and

WHEREAS, aquatic facilities have been an essential part of the Kirkland community and culture for over 45 years, beginning with construction of Peter Kirk Pool in 1968, followed in 1971 with the construction of the Juanita Aquatic Center at Juanita High School; and

WHEREAS, according to the standards of the National Recreation and Parks Association, the current Kirkland public aquatic facilities do not meet local needs; and

WHEREAS, Kirkland lacks recreation and aquatic facilities to more broadly serve its general population, especially in comparison with national statistics and trends; and

WHEREAS, the Lake Washington School District has determined that the Juanita Aquatic Center has reached the end of its useful life and has furthermore decided that the Aquatic Center will not be retained at the time of Juanita High School's modernization or replacement; and

WHEREAS, the Juanita Aquatic Center is the sole public indoor, year-round aquatic facility in the Kirkland community which provides a variety of critical recreational, educational, competitive, and health and wellness activities for residents of all ages; and

WHEREAS, the City is committed to partnering with interested public and private organizations to explore options for meeting both the current and future general recreation needs of Kirkland residents and for replacing the Juanita Aquatic Center; and

WHEREAS, the City Council believes a new public recreation and aquatic facility must serve all members of the public from children to seniors and must provide programming, including instruction, recreation

and competition opportunities as well as wellness, fitness and rehabilitation options; and

WHEREAS, on September 16, 2014, the Parks and Community Services Department and Park Board presented findings and recommendations to the City Council for a proposed Aquatic, Recreation, and Community (ARC) Center, including recommendations on facility components and siting preferences; and

WHEREAS, as a result of extensive community, stakeholder, and program user input, an evaluation of the City's existing recreation programs and facilities, and an assessment of market conditions, the Park Board's recommended ARC Center would include a 300-person community hall/banquet facility with outdoor/rooftop deck, caterer's kitchen/classroom, party room, arts rooms, a two-court gymnasium with elevated walking/jogging track, fitness room, studios, activity room, recreation pool, 50-meter lap pool, therapeutic hot tub, coffee bar, locker rooms, administrative office and other support spaces; and

WHEREAS, such a broad mix of facility components not only responds to the current and future health and wellness needs and interests of residents but also provides the greatest opportunity for the facility to annually generate the revenue sufficient to offset program and operating expenses, thus reducing a need for the facility to receive an ongoing general fund tax support; and

WHEREAS, a report commissioned by the Parks and Community Services Department analyzed the north (ballfield) portion of Juanita Beach Park and the North Kirkland Community Center sites as potential locations for the ARC Center and concluded that Juanita Beach Park is a suitable and preferred location; and

WHEREAS, the Park Board has recommended that the City pursue additional sites which may be preferable to Juanita Beach Park and the North Kirkland Community Center site; and

WHEREAS, the City Council concurs with the Park Board and wishes to consider additional siting options for the proposed ARC Center, including potential to-be-identified private properties, and wishes to better understand how the facility could be successfully integrated into Juanita Beach Park.

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

Section 1. The Parks and Community Services Department is authorized to:

1. Conduct further investigation and analysis of potential sites for the proposed ARC Center.

2. Complete additional conceptual design analysis to demonstrate how the proposed ARC Center could be successfully integrated into Juanita Beach Park.
3. Conduct additional broad outreach with the community, including business interests and all neighborhoods, to inform about the proposed facility, to solicit siting preferences, and to better understand level of interest and support. Outreach efforts shall include public meetings, informational brochures, telephone surveys, and additional outreach to key stakeholders and interested parties.
4. Further explore partnership opportunities and parameters with interested community organizations.
5. Further explore potential financing mechanisms and timelines, including those that require voter approval, in compliance with all state laws and regulations.
6. Provide a report to the City Council with recommendations from the Park Board by March 17, 2015, or as soon as possible thereafter.

Section 2. The City Manager is authorized and directed to implement steps necessary to achieve these tasks.

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

Signed in authentication thereof this ____ day of _____, 2014.

MAYOR

Attest:

City Clerk

Shaping the Future of Recreation in Kirkland

The City of Kirkland is committed to serving the recreational needs and interests of its citizens. An indoor recreation center has been identified as a community need since 2001. To meet this need, the City is studying the potential development of an aquatics, recreation, and community center -- the Kirkland ARC.



PROJECT FAQs



What does the Kirkland ARC offer?

The name of the center represents the wide array of offerings to meet the diverse needs and interests of Kirkland residents. These include:

- Competition/lap pool
- Recreation pool with waterslides, sprays and current channel
- Gymnasium
- Community hall with kitchen and patio
- Birthday party rooms
- Meeting rooms
- Wood floor studio
- Fitness center
- Child watch room
- Arts classrooms
- Dance room
- Activity rooms



Why Now?

The ARC Center will provide much needed facilities. Kirkland's 22,000sf of existing indoor recreation space was built to serve a 1990 population of 40,000 and is inadequate to serve today's population of 80,505. The School District announced it will be permanently closing Kirkland's only public indoor pool. In response to the closure, the City Council adopted Resolution R5003 to replace the pool for the benefit of residents. In a 2001 survey, residents rated a recreation center as a high priority. In 2007, a recreation facility plan was developed with extensive community participation and the project was placed on the Capital Improvement Program in 2008. A 2014 citizen survey indicated 82% of residents support the development of a recreation center.



Kirkland's Place To...

SPLASH

PLAY

GET FIT

CREATE

& CELEBRATE!



PROJECT FAQs

What is the cost for the project?

Estimates range from \$47.5 million and up. The cost cannot be determined until a site is selected

and site acquisition costs, if any, are known. Through the public process, residents have expressed the need for a larger 50-meter pool, a second court in the gymnasium, and an indoor track. If added to the project, these will impact the total project cost.

How will the ARC Center be funded?

The City could not fund the ARC Center without voter approval. A measure may be presented to the voters after the site costs and space program are finalized. To illustrate the potential cost to the taxpayer, a project that costs \$47.5 million, financed over 30 years, could result in a monthly residential home fee of \$5.27 based on a median priced home. The City is also exploring partnerships that could provide some capital funding to reduce taxpayer cost.

What will it cost to use the ARC?

The actual fees have not been established; however, a business plan was developed and preliminary fees were identified. User fees, rentals, and class enrollment fees are intended to fund the cost of operation. Daily fees would range from \$4 to \$6 (less with a punch pass) and monthly resident passes from \$25 for youth, \$38 for an adult and \$65 for a family (in 2014 dollars). There would be no cost to the General Fund, and the current tax subsidy of \$211,000 for the operation of the North Kirkland Community Center would be eliminated.



Where will the ARC be sited?

A site has not been selected. The recent site study recommends Juanita Beach Park, north of Juanita Drive (not the beach side of the park). The site is city-owned and of sufficient size for the building, parking and open space. It is in a mixed-use neighborhood with multi-story residential buildings and adjacent businesses that would create a hub of activity. The park setting provides indoor-outdoor connections, outdoor gathering space, and synergies with the beach front park. There are views of the lake from the second floor roof deck.

Private Sites To Be Considered

The City Council has directed staff to identify potential public and private sites that could provide qualities similar to the Juanita Beach Park site. The initial site criteria specified city-owned property to avoid the cost of land acquisition or the removal of commercial property from the tax rolls. The current search for other sites includes private and commercial property. The additional cost of purchasing private property will be one of the elements the City Council considers during final site selection.

What happens to the North Kirkland Community Center?

If the Kirkland ARC Center is constructed, the North Kirkland Community Center (NKCC) programs, activities, and staff will move to the new ARC Center. The City would then decide the best use of the NKCC site.

WANT TO LEARN MORE?

To receive updates on the planning efforts, subscribe to the Kirkland ARC list serv. This can be done through www.kirklandwa.gov/kirklandarc

Have questions or comments to share?

Please email kirklandarc@kirklandwa.gov or contact the City of Kirkland Parks & Community Services Department at 425.587.3300.

Visit www.kirklandwa.gov/kirklandarc for more project information.

Scan to visit the project website for more information!





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

MEMORANDUM

DATE: October 16, 2014

TO: Planning Commission

FROM: Jon Regala, Senior Planner
Jeremy McMahan, Planning Supervisor

FILE NO.: CAM13-02032

SUBJECT: AMENDMENTS TO MULTI-FAMILY PARKING REQUIREMENTS
CONTINUED DELIBERATIONS

I. RECOMMENDATION

At its October 23, 2014 meeting, we recommend that the Planning Commission continue deliberations on the proposed Kirkland Zoning Code (KZC) amendments to multi-family parking requirements and make a recommendation to the City Council for their consideration.

II. BACKGROUND INFORMATION

The meeting packets provided for the August 28, 2014 public hearing and September 25, 2014 study meeting should be referred to for all background information on the proposed amendments to multi-family parking requirements. Please bring these packets to the upcoming deliberation meeting for your reference. The packets can also be accessed by their respective meeting dates online:

http://www.kirklandwa.gov/depart/planning/Boards_and_Commissions/Planning_Commission.htm

The proposed code amendments have been included as Attachment 1 and 2 for easy reference. See Section II.C below for the requested revisions regarding the proposed transit related parking reduction amendments.

At the previous Planning Commission meeting, the Commissioners requested additional information prior to making a recommendation on the proposed code amendments. Below is the requested information organized by topic.

A. Policy & Goal Support. Historically, the basis for the City's current general multi-family parking requirement is not clear. The goal of this project is to update Kirkland's multi-family parking requirements and bring them in line with actual parking demand. Updating to a demand-based parking requirement would also reduce the need for parking modifications/reduction requests (see Section II.B below).

Another aspect of the project is to provide an option for reducing the required amount of parking for multi-family developments where frequent transit is available, in this case Downtown Kirkland. A parking covenant would be required which among other things would require the property owner to subsidize a number of

transit passes equal to the number of parking stalls being reduced. This is currently being proposed for developments within ½ mile of the Downtown Kirkland Transit Center.

The following Kirkland Comprehensive Plan goals and policies provide support for parking requirements that reflect multi-family parking demand and thereby reducing the need for parking modifications. The goals and policies below also support reducing parking requirements where transit is frequent. Each category is followed by staff comment.

FRAMEWORK GOALS

- **FG-17:** Establish development regulations that are fair and predictable.

Staff Comment: Requiring multi-family parking based on parking demand information will result in fair and predictable regulations and will eliminate the expense and time for applicants to seek individual parking modifications. Requiring too many parking stalls can lead to unnecessary construction and material costs.

LAND USE

- **Goal LU-4:** Protect and enhance the character, quality, and function of existing residential neighborhoods while accommodating the City's growth targets.
- **Policy LU-5.1:** Access
 - Promote non-SOV travel by reducing total parking area where transit service is frequent.
- **Policy LU-5.3:** Maintain and enhance Kirkland's Central Business District (CBD) as a regional Activity Area, reflecting the following principles in development standards and land use plans:
 - Create a compact area to support a transit center and promote pedestrian activity.

Staff Comment: Based on the King County Countywide Planning Policies growth targets, Kirkland is expected to accommodate approximately 7,300 new multi-family housing units by 2035. Bringing the City's parking requirements more in line with actual parking demand supports and promotes compact development, multimodal transportation options, green building policies, environmental stewardship, economic development, and various land/use growth policies all of which contribute to a sustainable and high quality character to residential neighborhoods.

However, having too few parking stalls can lead to spillover parking into residential neighborhoods and puts pressure on the public supply of on-street parking. To address this concern, the proposed code amendments are based on actual parking counts from both the King County RSP project and more localized Kirkland data, then using a conservative approach, reflect a 15% increase and a requirement for visitor parking. Analysis of this information was done by experts in the field of parking and transportation.

Given the City's goals to encourage mixed-used development and promote other modes of transportation, the Planning Commission asked staff to pursue the approach of allowing a parking reduction, limited to the CBD (given that the Downtown Kirkland Transit Center had the most options in terms of destinations served by frequent transit) and to condition such a reduction on the requirement of

a parking covenant to include a transit pass subsidy creating a nexus between reduced car use and transit use.

HOUSING

- **Policy H-2.6:** Streamline the City's development review and approval processes, while ensuring that the integrity of the planning process is not compromised

Staff Comment: Over the years, the City has approved parking modifications for multi-family developments that have allowed an applicant to reduce the number of parking stalls based on parking demand information. Codifying what the practice has been over a number of years of will streamline the development review and approval process. See Section II.B below for additional discussion on parking modifications.

TRANSPORTATION

- **Increasing Travel Options** - Kirkland's vision for transportation promotes the movement of people throughout the City and region by expanding opportunities to use transit, ridesharing, and nonmotorized facilities...Alternate modes of travel reduce energy consumption, air pollution, and noise levels. By encouraging high occupancy vehicles and other modes of travel, the City may be able to save the capital expense of road construction and maintenance and enhance the environment. For these reasons, the City should pursue all possible alternatives to the single-occupant vehicle.
- **Policy T-5.2:** By the year 2022, strive to achieve a mode split of 65 percent single-occupant vehicle (SOV) and 35 percent transit/other mode.

The mode splits described in this policy are the level of service standard for transit. They represent a long term goal for the City to achieve through providing improved transit accessibility, transportation demand management programs, efficient nonmotorized systems, locating shops and services close to home, and other strategies to get people out of single-occupant vehicles. The standard is expressed in terms of a desired percentage of peak-hour home to work trips by single-occupant vehicles and transit/other mode.

- **Policy T-5.6:** Promote transportation demand management (TDM) strategies to help achieve mode split goals. TDM may include incentives, programs, or regulations to reduce the number of single- occupant vehicle trips.

Transportation demand management seeks to modify travel behavior and encourage economical alternatives to the single-occupant vehicle. Transportation demand management strategies try to influence behavior in a way that keeps expansion of the transportation system at a minimum. The more successful TDM strategies are, the more successful the City will be at achieving the mode split goals described in Policy T-5.2.

The following are some TDM strategies: (1) working cooperatively with employers to implement programs that encourage employees not to drive alone; (2) requiring certain new developments to implement programs to reduce single-occupant vehicle use; (3) adjusting parking standards to meet existing demand and reducing them further when transportation options increase; and (4) supporting paid parking or other parking policy measures.

Staff Comment: As previously stated, the approach of allowing a parking reduction, limited to the CBD and to condition such a reduction on the requirement of a parking covenant to include a transit pass subsidy, furthers the City's goals to encourage mixed-

used development, TDM strategies, and promotion of other modes of transportation (requirement of bicycle parking). Reduced car use will also have environmental benefits by helping reduce energy consumption, air pollution, and noise levels. See Section II.D below for a summary of METRO route changes in Kirkland.

- B. Parking Modifications.** The KZC generally requires a minimum 1.7 parking stalls per multi-family residential unit. The City also requires up to an additional 0.5 parking stalls per unit for guest parking depending on availability of guest parking onsite. These standards may be reduced by an applicant if it can be shown by a parking study that the proposed number of spaces is sufficient to fully serve the use. The parking study is required to be prepared by a licensed transportation engineer or other qualified professional and may be based on nationally accepted Transportation Demand Management (TDM) measures. Staff's decision is based on the recommendation of the City traffic engineer's review of the applicant's parking study.

The Planning Commission asked for information that compares the proposed parking requirements with approved parking modifications. This information has been provided in Attachment 3. Also included in the comparison were two projects in the North Rose Hill Business District for which parking is required to be determined on a case by case basis and consequently the required parking was determined based on parking studies (Luna Sol and Slater 116). The results show that the proposed parking requirements provide a similar or slightly higher supply as compared to what was approved with the parking modifications.

The information supports several of the Commissioner's assumption that the code changes are essentially codifying the results of parking modifications over the years. On average, the proposed parking amendments would require 1.53 stalls/unit including visitor parking. The parking modifications approved by the City have required on average 1.32 stalls/unit including visitor parking. The proposed parking rates would require on average approximately 14% more parking stalls than the approved modifications.

Attachment 4 contains more detailed background information regarding the approved parking modifications. Something interesting to note is the high number of available parking stalls to residential tenants and visitors at mixed-use sites when the commercial portion of the development is closed. As a result, the onsite parking supply should well exceed the minimum parking requirement thereby reducing impacts to overflow street parking.

- C. Include Condos with Transit Related Parking Reductions.** In regards to the parking reductions related to frequent transit, the proposed amendments were written to accomplish the following:
- Have the owner of the property (other than tenants in the case of condos) provide the subsidy.
 - Given the limited number of passes, have a priority system for distributing the passes to those who do not own a car, then 1-car, and so on.
 - Have the subsidy available to tenants for the life of the project.
 - Keep the subsidy program language general so that there is flexibility in the choice of program used.

As requested, staff has provided an option to include condominium developments as being able to benefit from a parking reduction if located within ½ mile of the

Downtown Kirkland Transit Center and being subject to the proposed parking covenant conditions (includes a transit pass subsidy). The changes can be found in Attachment 5. An important change involves requiring the establishment of a fund from which the money for the transit subsidies can be drawn from to be later managed by the home owner's association. Additional clarifying language was added based on conversations with Daniel Rowe with King County METRO to the first paragraph in Subsection 4.A. An example of a transit pass program for multi-family projects has been provided in Attachment 6 and is currently being offered by King County METRO.

However, concerns remain regarding implementation of the transit subsidy program for condominiums given the change of ownership to multiple owners. Questions include:

- How much money should be put into the account initially? When?
- What if the account runs out of money or is used for other purposes?
- Who is responsible for adding funds to the account?
- Who should manage the account? City or the home owners association?
- How should violations be enforced? Are the condo owners responsible?

Currently, staff does not have an answer to these questions. Therefore, staff recommends deferring including condominiums as part of this subsidy approach until such time that this approach can be studied further.

Staff however recommends keeping the clarifying language in the first paragraph of subsection 4.A as recommended by King County METRO.

D. King County METRO Route Changes. A comprehensive summary of the proposed cuts as related to transit routes in Kirkland is provided in Attachment 7 utilizing the information on King County METRO's website. In April 2014, a number of Kirkland bus route revisions were proposed to go into effect in several phases over the next year. Additional changes to the list were made in July 2014. The first round of changes went into effect recently in September 2014. According to the King County METRO website, the County Council has delayed making a decision on the February 2015 service cuts. The webpage states, "Financial policy issues, as well as the need for any additional bus service cuts, will be determined as part of the Council budget deliberations taking place over the next several weeks."

E. Response to Public Comment. The following background information relates to three topics consistently being raised by public comment.

Existing Parking Problems in Juanita Village and CBD. Kirkland's right-size parking project and the proposed code amendments only apply to multi-family development. Some of the recent public comments expressed concern regarding the lack of parking in Downtown Kirkland and in Juanita Village. Because the on-street parking in both locations are time-limited, it is unlikely that the parking problems are a result of lack of parking for the existing multi-family developments. Some reasons for the current parking problems in both areas could be attributed to lack of parking for employees, the fact that older buildings in Downtown Kirkland do not have associated off-street parking, and inadequate way-finding/signage to available public parking stalls in parking garages.

Flawed Methodology. Questions continue to be raised regarding the methodology used in gathering the data for this project. King County followed methods

established by national academics and experts in the field. The protocol for data collection can be found on the County's website under the 'Deliverables' tab in several documents:

<http://metro.kingcounty.gov/up/projects/right-size-parking/>

Another concern regarding the data, is that street parking was not included as part of the parking counts. Looking back at the data, staff found that street parking was included in the counts for all developments found in Table 3 of Fehr & Peer's memo dated June 18, 2014 (Attachment 2 of the August 21, 2014 staff memo). This method took a conservative approach of attributing all cars parked on the adjoining block face to the project. See also below the row titled 'Observed Utilization'.

The parking counts for Sites 18-22 was conducted by Public Works in 2006 and were used as the basis for the 2010 CBD parking amendments. Attachment 8 contains the recent parking demand study for Site 23 and 24 conducted earlier this year that reflect their methodology.

The sites for which adjoining street parking was included in the parking demand averaged 1.25 stalls/unit as compared to the other study sites (found in Table 1 and 2 of the same memo) where street parking was not included resulting in an average of 1.36 stalls/unit. Sites identified as outliers were not included in the average calculation.

	Flara de Lago 210 Market St	Waterview 220 1st Street	Brezza 225 4th Ave	Portsmouth 108 2nd Ave S	Plaza on State 102 State St	Kirkland Central 211 Kirkland Ave	Watermark 530 2nd Ave
Table 3. Data Collected for Downtown Kirkland Developments Through Other Studies							
Input	Estimated	Output	Condo				
Right Size Parking: Web Calculator							
	2006 Counts				March 2014 Counts		
Variables	Site 18	Site 19	Site 20	Site 21	Site 22	Site 23	Site 24
Studio Units	0	0	0	0	0	0	0
1 Br Units	0	17	27	45	45	78	17
2 Br Units	13	31	48	108	36	32	43
3+ Br Units	0	0	0	0	0	0	0
Studio Rent	\$1,505	\$1,043	\$1,043	\$1,505	\$1,043	\$1,043	\$1,505
1 Br Rent	\$1,933	\$1,288	\$1,288	\$1,933	\$1,288	\$1,288	\$1,933
2 Br Rent	\$2,466	\$1,644	\$1,644	\$2,466	\$1,644	\$1,644	\$2,466
3+ Br Rent	\$3,339	\$2,226	\$2,226	\$3,339	\$2,226	\$2,226	\$3,339
Avg. Sqft per Unit	1,711	1,034	1,324	1,098	1,106	1,012	1,012
Affordable Units	0	0	0	0	0	0	0
Mo. Parking Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Population	61,383	62,412	62,412	61,711	62,412	62,120	64,297
Jobs	37,969	38,187	38,187	39,327	38,187	39,379	40,439
Transit Service	1,294	1,293	1,293	1,291	1,293	1,364	1,389
Predicted Utilization	1.47	1.29	1.33	1.35	1.27	1.17	1.26
Observed Utilization	1.92	1.31	1.27	1.17	1.24	1.23	1.30
Percent Error	-23%	-1%	5%	15%	2%	-5%	-3%
Supply Using Model Code*	1.63	1.51	1.51	1.53	1.44	1.39	1.53
Supply Using Current Code	2.10	1.75	1.74	1.81	1.54	1.39	1.82
Actual Supply	2.23	1.81	1.83	1.72	1.59	1.89	1.90

Parking Management. Many of the comment emails state that street parking is hard to find around multi-family developments. Yet, the collected information shows that the properties have parking stalls that are not being used during the peak residential hours. A reason that parking stalls are not being used could be a result of how each property manages parking. Many properties assign parking spaces to individual units and/or charge tenants for parking spaces. As one commenter mentioned, the most efficient use of parking would be to have all parking stalls unassigned. The least efficient would be to assign all spaces. A compromise would be to assign one space to each unit and have the remaining spaces available for tenants and visitors. Another parking management strategy includes pricing parking separately from the cost of housing. However, both the Houghton Community Council and Planning

Commission did not want the City to get into managing parking for multi-family developments.

III. ATTACHMENTS

1. General MF Parking Requirements
2. Changes to KZC 105.20 & 105.103.3.c
3. Parking Modification Comparison
4. Parking Modification Spreadsheet
5. Condos & Transit Subsidy changes
6. ORCA program
7. METRO Route change summary
8. 324 Central Parking Study

As proposed in public hearing packet dated August 21, 2014

TABLE 6. GENERAL MULTI-FAMILY PARKING REQUIREMENTS - PROPOSED CHANGES
(stalls per unit unless noted)

Zone	Applicable Zoning Code Section	Current MF Parking Req.	Current MF Visitor Parking Req.	Proposed Required Parking Spaces	Proposed Visitor Parking Requirement
Waterfront District I & III	WDI-30.15.020*** WDIII-30.35.020***	2	Up to 0.5	1.2/studio 1.3/1-bedroom 1.6/2-bedrooms 1.8/3+bedrooms	Additional 10% of total
Medium Density Residential*	RM/RMA-20.10.020*** PLA2-60.17.010*** PLA6F-60.82.020 PLA6G-60.87.130 PLA6H-60.92.020 PLA6K-60.107.020 PLA7C-60.112.020 PLA9-60.132.030 PLA15B-60.177.020*** PLA17-60.187.020	1.7	Up to 0.5		
	PLA3B-60.22.020***	2			
High Density Residential**	RM/RMA-20.10.020 PLA 5A-60.32.020 PLA5D-60.47.020 PLA5E-60.52.020 PLA6A-60.57.020 PLA6D-60.72.020 PLA6I-60.97.020 PLA6J-60.102.020 PLA7A/B-60.112.020	1.7	Up to 0.5		
Commercial & Office Zones					
BC, BC1, BC2, & BCX Business Commercial	BC, BC1, BC2- 45.10.110*** BCX-47.10.110	1.7	Up to 0.5	1.2/studio 1.3/1-bedroom 1.6/2-bedrooms 1.8/3+bedrooms	Additional 10% of total
BN & BNA Neighborhood Business	BN/BNA-40.10.100	1.7	Up to 0.5		
PR & PLA Professional Residential & Planned Areas	PR/PRA-25.10.020*** PLA5B-60.37.020 PLA5C-60.42.020 PLA6B-60.62.020 PL15A-60.172.020*** PLA17A-60.192.020	1.7	Up to 0.5		
Business Districts					
CBD Downtown Kirkland	CBD1A/1B-50.12.080 CBD2-50.17.090 CBD3-50.27.070 CBD4- 50.32.080 CBD5-50.35.110 CBD6-50.42.080 CBD7-50.47.120 CBD8-50.52.110	1 per bedroom - Must average 1.3 per unit	0.1 per bedroom – minimum 2 per development	1.2/studio 1.3/1-bedroom 1.6/2-bedrooms 1.8/3+bedrooms	Additional 10% of total
	CBD 5A-50.38.010 Special Regulation 7.a	1.7	Up to 0.5		
MSC Market Street Corridor	MSC1/4-51.10.020 MSC2-51.20.060 MSC3-51.30.070	1.7	Up to 0.5	1.2/studio 1.3/1-bedroom 1.6/2-bedrooms 1.8/3+bedrooms	Additional 10% of total
JBD Juanita Business District	JBD1-52.12.090 JBD2-52.17.090	1.7	Up to 0.5		

	JBD3-52.22.020 JBD4-52.27.070 JBD5-52.32.070 JBD6-52.42.060				
RHBD Rose Hill Business District	RH1A-53.06.080 RH2A/2B/2C-53.24.080 RH3-53.34.120 RH4-53.44.020 RH5A/5B-53.54.090 RH7-53.74.070 RH8-53.84.050	1.7	Up to 0.5		
NRHBD North Rose Hill Business District	N/A	Demand based	Demand based	No Change	No Change
TL - Totem Lake					
TL1A to 8	N/A	Demand based	Demand based	No Change	No Change
TL 5, 9B to 11	TL5-55.39.110 TL9B-55.64.020 TL10B-55.75.010 TL10C-55.81.010 TL10D-55.87.100 TL11-55.99.010	1.7	Up to 0.5	1.2/studio 1.3/1-bedroom 1.6/2-bedrooms 1.8/3+bedrooms	Additional 10% of total
YBD - Yarrow Bay Business District					
YBD 1 (TOD site)	N/A	1.1	0.05	No Change	No Change
YBD 2, 3	YBD2/3-56.20.060***	1.7	Up to 0.5	1.2/studio 1.3/1-bedroom 1.6/2-bedrooms 1.8/3+bedrooms	Additional 10% of total

*** Medium density** - The following zones: RM 5.0; RMA 5.0; RM 3.6; RMA 3.6; TL 9B; PLA 2, 3B; PLA 6F, H, K; PLA 7C; PLA 9; PLA 15B; and PLA 17.

**** High density** - The following zones: RM 2.4; RMA 2.4; RM 1.8; RMA 1.8; PLA 5A, D, E; PLA 6A, D, I, J; PLA 7A, B; and TL 1B.

***** Within HCC Jurisdiction**

PROPOSED CODE AMENDMENTS
FILE NO. CAM13-02032

In addition to required parking for medium and high-density residential uses, visitor parking shall be required as follows:

KZC Section 105.20 Number of Parking Spaces – Minimum

1. The number of parking spaces required for a use is the minimum required. The applicant shall provide at least that number of spaces, consistent with the provisions of this chapter. If the required formula for determining the number of parking spaces results in a fraction, the applicant shall provide the number of spaces equal to the next higher whole number.
2. The square footage of pedestrian, transit, and/or bicycle facilities, and/or garages or carports, on the subject property shall not be included in the gross floor area calculation used to determine required number of parking stalls. ~~See also KZC 105.103(3)(c).~~
3. ~~For medium and high-density residential uses, guest parking spaces are required as follows:~~
 - A. A minimum 10% of the total number of required parking spaces, calculated prior to any parking reductions, shall be provided for visitor parking and located in a common area accessible by visitors.
 - B. A detached or attached dwelling unit with an associated garage containing its required number of parking stalls is excluded from the visitor parking calculation required in subsection A above provided that the dwelling unit also has a driveway that meets the parking stall dimensional standards of this chapter and the driveway can be used to provide visitor parking for that dwelling unit.
 - C. Visitor parking stalls shall not be leased or assigned to residents.
 - D. Visitor parking stalls shall not be gated and be accessible by visitors between 6:00 a.m. and 11:00 p.m.
4. The number of required parking stalls for a development consisting of for-rent detached, attached, and/or stacked dwelling units may be reduced by 15% if the subject property is located with ½ mile of the Downtown Kirkland Transit Center and the City approves a Parking Covenant for the development. The ½ mile distance shall be determined by taking the shortest walk route from the subject property to the Downtown Kirkland Transit Center as measured along public walkways. The property owner shall submit the Parking Covenant on a form approved by the City for recording with King County. The Parking Covenant shall be binding on all future owners and assignees and include the following requirements:
 - A. The owner to provide two-zone bus passes or equivalent alternative transportation mode subsidy in an amount equal to the number of reduced parking stalls. The owner shall provide to the City a plan for review and approval that specifies the distribution of the bus passes or equivalent subsidy. Preference on transit subsidy distribution shall be to driving age residents that do not have cars.
 - B. Provide one secured and sheltered bicycle parking space for each unit in the development. The parking reductions allowed in KZC Section 105.34 – Covered Bicycle Storage cannot be used if the parking reduction described in this section is being applied.
 - C. Designation of a Transportation Coordinator to manage the Parking Covenant, distribution of the two-zone bus pass or equivalent subsidy, provide commute information to all new residents, and be a point of contact for residents and the City.

- D. All required parking within a project shall be under common ownership and management.
- E. Prohibition on the conversion of the property to a condominium unless the number of required parking stalls are provided as calculated prior to the transit related reduction allowed by this section.
- F. Acknowledgement by the property owner that it shall be a violation of this code to fail to comply with the provisions of the Parking Covenant.

Delete the following KZC Section and move into KZC Section 105.20.1 above.

~~105.30 Number of Parking Spaces—Fractions~~

~~If the required formula for determining the number of parking spaces results in a fraction, the applicant shall provide the number of spaces equal to the next higher whole number.~~

Changes to Parking Modification Text – KZC 105.103.3.c

For a modification to KZC 105.20 and 105.45, a decrease in the required number of spaces may be granted if the number of spaces proposed is documented by an adequate and thorough parking demand and utilization study to be sufficient to fully serve the use. The study shall be prepared by a licensed transportation engineer or other qualified professional, and shall analyze the operational characteristics of the proposed use which justify a parking reduction. The scope of the study shall be proposed by the transportation engineer and approved by the City traffic engineer. The study shall provide at least two (2) days of data for morning, afternoon and evening hours, or as otherwise approved or required by the City traffic engineer. Approval of a parking reduction shall be solely at the discretion of the City. A decrease in the minimum required number of spaces may be based in whole or part on the provision of nationally accepted TDM (transportation demand management) measures. Data supporting the effectiveness of the TDM measures shall be provided as part of the parking demand and utilization study and approved by the City traffic engineer.

For multi-family parking modifications, the parking demand rate result shall be increased by 15% to account for the variation in multi-family parking demand and shall be subject to the visitor parking requirements in KZC Section 105.20.3.

The Planning Official shall not approve or deny a modification to decrease the number of parking spaces without first providing notice of the modification request to the owners and residents of property within 300 feet of the subject property and providing opportunity for comment. The Planning Official shall use mailing labels provided by the applicant, or, at the discretion of the Planning Official, by the City. Said comment period shall not be less than seven (7) calendar days.

PARKING MODIFICATION AND PROPOSED CODE REQUIREMENT COMPARISON TABLE
October 15, 2014

	Tera Apts.	Soho	West Water Apts.	Kirkland Central	Boulevard	128 State Apts.	The 101 Apts.	324 Central Way	Ondine	Luna Sol*	Slater 116*	Juanita Bay Apts.
Address	538 Central Way	511 7th Avenue	221 1st Street	211 Kirkland Avenue	375 Kirkland Avenue	128 State Street	117 Kirkland Avenue	324 Central Way	11702 98th Avenue NE	11415 Slater Avenue NE	12345 NE 116th Street	9720 NE 120th Place
Studio	22	0	8	10	0	9	10	0	40	16	18	0
1-bedroom	92	42	28	68	89	81	42	59	50	20	90	2
2-bedroom	46	16	24	32	30	33	13	14	6	16	0	14
3-bedroom	1	0	2	0	0	0	1	0	0	0	0	0
Total Units	161	58	62	110	119	123	66	73	96	52	108	16
Total Bedrooms	209	74	90	142	149	156	81	87	102	68	108	30
PARKING MODIFICATIONS OR CASE-BY-CASE REVIEW												
Parking Mod.												
Parking Rate per Unit (includes visitor parking)	1.26	1.57	1.52	1.47	1.28	1.37	1.41	1.23	1.41	1.10	0.72	1.44
+15%	1.45	1.81	1.75	1.69	1.47	1.58	1.62	1.41	1.62	1.27	0.83	1.66
PROPOSED PARKING REQUIREMENT												
Base Parking Supply based on Proposed Code	222	81	88	152	164	169	90	100	123	71	139	25
Parking per Unit	1.38	1.40	1.42	1.38	1.38	1.37	1.36	1.37	1.28	1.37	1.29	1.56
Visitor Supply based on Proposed Code (+10%)	23	9	9	16	17	17	9	10	13	8	14	3
TOTAL Stalls Required	245	90	97	168	181	186	99	110	136	79	153	28
Required Parking per Unit (TOTAL)	1.52	1.55	1.56	1.53	1.52	1.51	1.50	1.51	1.42	1.52	1.42	1.75

* Case-by case parking review (not approved as a parking modification)

PARKING MODIFICATION (REDUCTION) AND PARKING DEMAND PROJECTS
SUMMARY SPREADSHEET
October 15, 2014

Project	Year Complete	Residential Units	No. of Bedrooms	Required Residential Parking ⁴	Retail Square Footage (gfa)	Required Parking (1/350 or 300 s.f. depending on zone)	Restaurant Square Footage	Required Restaurant Parking (1/100 or 125 s.f. depending on zone)	TOTAL Required Parking per Code	Residential Tenant Parking Provided	Residential Tenant Rate: stalls/unit	Guest Parking Provided	Guest Parking Rate (per unit)	Parking Provided TOTAL ¹	Total Parking Rate (per unit)
CENTRAL BUSINESS DISTRICT (Parking Modification)															
Tera Apartments ²	1999	161	209	274	6,925	20	0	0	294	168	1.04	35.00	0.22	226	1.26
Soho Condominiums	2001	58	74	99	0	0	0	0	99	79	1.36	12.00	0.21	91	1.57
West Water Apartments ²	2002	62	90	106	11,900	34	0	0	140	94	1.52	0.00	0.00	122	1.52
Kirkland Central Condominiums ²	2006	110	142	187	9,168	27	0	0	214	152	1.38	10.00	0.09	179	1.47
Boulevard Condominiums ²	2006	119	149	203	8,869	26	0	0	229	152	1.28	0.00	0.00	178	1.28
128 State Apartments	2007	123	156	210	0	0	0	0	210	156	1.27	12.00	0.10	168	1.37
Bank of America/Merrill Gardens ²	2010	66	81	113	12,368	36	0	0	149	81	1.23	12.00	0.18	136	1.41
324 Central Way ⁶	Under Construction	73	87	95	5,090	15	2,050	17	127	81	1.11	9.00	0.12	117	1.23
JUANITA BUSINESS DISTRICT (Parking Modification)															
Juanita Bay Apartments ²	1998	16	30	28	9,128	31	0	0	59	23	1.44	0.00	0.00	50	1.44
Ordine	2012	96	102	164	4,139	14	0	0	178	123	1.28	12.00	0.13	158	1.41
NORTH ROSE HILL BUSINESS DISTRICT (Case-by-case parking)															
Luna 507 ^{2,5} (37 commercial stalls available to residents and guests after 5 p.m. and on weekends)	2010	52	68	52	9,888	33	0	0	85	52	1.00	5.00	0.10	94	1.10
Slater 116 ^{2,5} (55 commercial stalls available to residents and guests after 6 p.m. and on weekends)	2013	108	108	73	8,133	28	2,033	21	128	73	0.68	5.00	0.05	128	0.72

Notes:

- 1) Totals include guest and commercial parking. Actual # of designated stalls and management of those stalls should be determined through site surveys
- 2) Residential projects with commercial use have shared parking opportunities, particularly for guest parking. Actual utilization/management should be determined through site surveys.
- 3) Actual rate per bedroom may be lower or higher than approved rate due to shared parking opportunities or surplus stalls were provided
- 4) Guest parking not included. See 'Guest Parking Provided' column
- 5) Parking determined case-by-case based on demand study
- 6) Based on current CBD code requirement of 1/bedroom with 1.3 minimum average

CHANGES TO PARKING REDUCTIONS RELATED TO FREQUENT TRANSIT
KZC Section 105.20.4

4. The number of required parking stalls for a development consisting of ~~for-rent~~ detached, attached, and/or stacked dwelling units may be reduced by 15% if the subject property is located within ½ mile of the Downtown Kirkland Transit Center and the City approves a Parking Covenant for the development. The ½ mile distance shall be determined by taking the shortest walk route from the subject property to the Downtown Kirkland Transit Center as measured along public walkways. The property owner shall submit the Parking Covenant on a form approved by the City for recording with King County. The Parking Covenant shall be binding on all future owners and assignees and include the following requirements:
 - A. The owner to provide annual and regional two-zone ~~bus-transit~~ passes or equivalent alternative transportation mode subsidy in an amount equal to the number of reduced parking stalls. The owner shall provide to the City a plan for review and approval that specifies the distribution of the bus passes or equivalent subsidy, method for communicating the opportunity to residents, and a method to report on pass distribution to the City. Preference on transit subsidy distribution shall be to driving age residents that do not have cars.
For condominium developments, the owner prior to establishing the condominium, shall establish and fund an account to meet the requirements of this section which shall be later managed by the Home Owners Association.
 - B. Provide one secured and sheltered bicycle parking space for each unit in the development. The parking reductions allowed in KZC Section 105.34 – Covered Bicycle Storage cannot be used if the parking reduction described in this section is being applied.
 - C. Designation of a Transportation Coordinator to manage the Parking Covenant, distribution of the two-zone bus pass or equivalent subsidy, provide commute information to all new residents, and be a point of contact for residents and the City.
 - ~~D. All required parking within a project shall be under common ownership and management.~~
 - ~~E. Prohibition on the conversion of the property to a condominium unless the number of required parking stalls are provided as calculated prior to the transit related reduction allowed by this section.~~
 - ~~FD.~~ Acknowledgement by the property owner that it shall be a violation of this code to fail to comply with the provisions of the Parking Covenant.

ORCA Multifamily Development Passport Pilot Program

About ORCA Multifamily Development Passport: A comprehensive, annual transportation pass program for multifamily property owners or managers.

Includes full fare on:

- Regular transit services on Community Transit, Everett Transit, Kitsap Transit, Metro Transit, Pierce Transit, and Sound Transit (including Link light rail and Sounder commuter rail), Seattle Streetcar, King County Water Taxi, Kitsap Transit Foot Ferry, and Access Transportation on Kitsap Transit and Metro Transit (eligible riders only)

Benefits to multifamily property owners and managers include ability to:

- Offer residents an annual comprehensive transportation pass program within a single card
- Support lease up and help retain tenants through this attractive amenity
- Build less parking and/or manage existing parking by supporting resident's use of transit
- Secure LEED points and market environmental sustainability elements of property

Benefits to residents include ability to:

- Have daily flexibility in choosing how to get to work, run errands, or visit family and friends
- Receive low cost or fully subsidized transit benefits
- Use a single, easy-to-use pass to access many different modes of transportation

How much does it cost?

Cost varies depending on the location of your multifamily development(s). A first year price is estimated based on the existing transit use in the neighborhood (see below for example first year price estimate). Subsequent years are priced based on actual use of the Passport cards from the previous year. The program requires that a pass be purchased for every residential unit and offered to that unit. The property must cover at least 50% of the per unit cost. Participation by residents is not mandatory. Passport is available to individuals only through their participating property owner or manager.

Example First Year Pricing:

For a 100 unit multifamily building in Shoreline, WA at SR 99 and North 175th Street:

- 20% transit use for residents commuting to work¹ = 20 transit users
- 20 transit users x \$1,296² = \$25,920
- Total cost including 100 ORCA cards and fees = **\$27,000 (\$270 per residential unit)**
- Value of ORCA Multifamily Passport = \$129,600 (assumes 100 peak two-zone retail passes)

To estimate pricing for your property, visit this website to find the existing transit use reported by the U.S. Census: <http://census.socialexplorer.com/commute/>.

Interested?

Please contact Daniel Rowe for more information (206-477-5788; Daniel.rowe@kingcounty.gov)

¹ From U.S. Census American Community Survey, Journey To Work by transit, 5 year average (2008-2012)

² Current price of Metro retail peak two-zone monthly pass is \$108 x 12 = \$1,296

SUMMARY OF METRO TRANSIT CHANGES (source: King County METRO website)

Route	2014 Route Description	Potential for Major Reduction	April 2014 Proposed Reduction Summary			July 2014 Proposed Reduction		
			Reason for Change	Reduction Action	Phase	Sept. 2014 (in effect 9/27/2014)	Feb. 2015**	Sept. 2015
234	Kenmore - Kirkland TC - Bellevue	Low	Restructure	Revised	Feb-15	N/A	Removed from list of changes	N/A
235	Kingsgate - Kirkland TC - Bellevue	Low	Restructure	Revised	Feb-15	N/A	Removed from list of changes	N/A
236	Woodinville - Totem Lake - Kirkland	High	Restructure	Revised	Sept. 2014/ Feb. 2015	Approved	N/A	N/A
237	Woodinville - Bellevue	Low	Restructure	Deleted	Feb-15	N/A	Removed from list of changes	N/A
238	Bothell - Totem Lake - Kirkland	High	Restructure	Deleted	Sept. 2014/ Feb. 2015	Approved	N/A	N/A
245	Kirkland - Overlake - Factoria	Low	Restructure	Unchanged	N/A	N/A	N/A	N/A
248	Avondale - Redmond TC - Kirkland	Low	Low performing	Revised	Sep-15	N/A	N/A	?
249	Overlake - South Kirkland - South Bellevue	Medium	Lowest performing	Revised	Sept. 2014/ Sept. 2015	Approved*	N/A	N/A
252	Kingsgate - Seattle CBD	Low	Restructure	Unchanged	N/A	N/A	N/A	N/A
255	Brickyard - Kirkland TC - Seattle CBD	Medium	Restructure	Revised	Feb-15	N/A	Removed from list of changes	N/A
257	Brickyard - Seattle CBD	Low	Restructure	Unchanged	N/A	N/A	N/A	N/A
260	Finn Hill - Seattle CBD	High	Lowest performing	Deleted	Sep-14	Approved	N/A	N/A
265	Overlake - Houghton - First Hill	High	Lowest performing	Deleted	Sep-14	Approved	N/A	N/A
277	Juanita - University District	Low	Lowest performing	Deleted	Sep-15	N/A	N/A	?
311	Duvall - Woodinville - Seattle CBD	Low	Restructure	Revised	Feb-15	N/A	Removed from list of changes	N/A
342	Shoreline - Bellevue TC - Renton	Low	Restructure	Revised	Feb-15	N/A	Removed from list of changes	N/A
244EX	Kenmore - Overlake	Low	Low performing	Deleted	Sep-15	N/A	N/A	?
930DART	Kingsgate - Redmond	Low	Restructure	Deleted	Feb-15	N/A	Recommended	N/A
935DART	Totem Lake - Kenmore	High	Lowest performing	Deleted	Sep-14	Approved	N/A	N/A

* May be deleted with future service change

** Decision delayed

= Frequent Kirkland transit routes

MEMORANDUM

Date:	March 28, 2014	TG:	13079.00
To:	Thang Nguyen – City of Kirkland Tony Leavitt – City of Kirkland		
From:	Kurt Gahnberg and Stefanie Herzstein – Transpo Group		
cc:	Ed Segat, 4th & Central LP		
Subject:	324 Central Way – Parking Modification		

This memorandum supports a request for Parking Modification for the 324 Central Way mixed use project in downtown Kirkland. The proposal includes 73 apartment units, 7,140 square-feet of commercial/retail space, and 118 garage parking spaces accessed from Central Way. A total of nine additional on-street parking spaces are also proposed along the Central Way and 4th Street project frontages.

The complimentary mix of residential and commercial uses provides the ability to share parking. Shared parking analysis for the development is based on using peak parking demand rates consistent with observations of actual parking demands at similar residential projects in downtown Kirkland. The intent and scope of this study, including the selection of the identified parking survey locations, was pre-approved by City of Kirkland Planning and Public Works staff. The parking survey information is integrated into a shared parking analysis that demonstrates that the project, as-proposed, will meet its anticipated peak parking demands, with the requested Parking Modification.

The balance of this memorandum is organized to first summarize the parking code requirements compared. Then parking observations at two residential sites are presented as a basis of the peak parking demand rate for use in the shared parking analysis. Next, the shared parking analysis is presented, which integrates both the time-based complimentary nature of the proposed uses and the peak parking demand rate for the residential use based on the local data. In addition, on-street peak parking demand surrounding the 324 Central Way site was observed to determine the level of current parking utilization in the event that off-site parking occurs.

City of Kirkland Parking Code Requirements

Table 1 summarizes the code-required parking supply compared to the proposed development parking.

Table 1. Comparison of Code and Proposed Parking

Land Use	Proposed Project Size	Code Required Parking ¹
Resident	73 units with 87 bedrooms	95 spaces (resident)
Guest		9 spaces (guest)
Commercial Retail	5,090 square-feet	15 spaces
Commercial Restaurant	2,050 square-feet	16 spaces
Total		135 spaces

1. Based on City of Kirkland Municipal Code for Zone CBD-7, which requires 1space per 350 square-feet for retail and office, 1 space per 125 square-feet of restaurant, and 1.3 spaces per unit for residential plus 0.1 spaces per bedroom for guest.

Parking Observations

Transpo worked closely with Public Works and Planning staff to identify sites that had similar attributes to the proposed project, had largely identifiable parking, and could be accessed for purposes of the survey. The study was completed in March 2014 with data collected after 10:00 p.m. to reflect a time period consistent with peak accumulation of residential parking demand. The locations studied are described in **Table 2**¹. To assure that all possible demands were captured in the surveys, both on- and off-site parking was observed surrounding each site.

Table 2. Parking Study Locations

Location	Name	Address	Type of Units	Building Size (Units)	Bedrooms
1	Kirkland Central	211 Kirkland Ave	Condominiums	110	142
2	Watermark Apartments	530 2nd Ave	Rental Apartments	60	103

On-site Parking Observations

Table 3 summarizes the observed peak on-site residential parking demand at each study location. Detailed worksheets documenting the parking study are shown in **Attachment A**.

Table 3. Observed On-Site Residential Peak Parking Demand Rate

Location	Vehicles/Unit	Vehicles/Bedroom
Kirkland Central	0.98	0.76
Watermark	<u>1.23</u>	<u>0.72</u>
Average	1.11	0.74

1. Parking demand observed after 10:00 PM, March 2014 (2 survey days).

As shown in **Table 3**, observed on-site peak parking demand was substantially less than the code requirement described in **Table 1**.

Off-site Parking Observations

In addition to observing parking on each of the survey sites, data was collected for parking usage on block faces surrounding the projects. It was not possible to identify whether all of the off-site parking was attributable to the surveyed properties. If 100 percent of the observed off-site demand was assumed to be associated with these properties, and if that demand was added to the on-site demands, the cumulative results would likely overestimate the actual demands associated with the Kirkland Central and Watermark properties. At the very least, it would reflect a worst case estimate of possible peak demands. **Attachment A** summarizes the off-site observed parking demands.

Cumulative Considerations

If 100 percent of the off-site parking observations are added to the on-site demands to determine a cumulative peak residential parking rate, the resulting average based on the two properties surveyed would be 1.27 vehicles per unit and 0.86 vehicles per bedroom. Actual residential peak parking demand may exceed the on-site observations, but would be less than the cumulative peak parking that includes the off-site observations since off-site parking is likely impacted by other local demands.

¹ Peak parking demand can be impacted by the way parking is managed. Both locations surveyed include one-space with the lease or purchase of the unit and have additional spaces available for purchase.

Shared Parking Analysis

Table 4 summarizes an illustration of worst case shared parking demand associated with the proposed project. It reflects variation in hour by hour demand associated with each on-site use. The estimates of peak parking demand assume unadjusted Kirkland code demands for the commercial uses and the observed peak parking for residential demands (inclusive of off-site demands) described above. **Attachment B** provides an additional summary of the weekday shared parking demand analysis.

Table 4. Hourly Shared Parking Demand – Weekday

Land Use ³	Retail		Residential		Reserved Residential		Restaurant		Total Hourly Demand
Size	5,090 sf		73 units				2,050 sf		
Rate ¹	2.86 / 1,000 sf		1.27 / unit ³				8.00 / 1,000 sf		
	Hourly Demand								
Time	Percent ²	Vehicles	Percent ²	Vehicles	Percent ²	Vehicles	Percent ²	Vehicles	
6:00 AM	-	-	92%	11	100%	81	-	-	92
7:00 AM	5%	1	74%	9	100%	81	-	-	91
8:00 AM	18%	3	64%	7	100%	81	-	-	91
9:00 AM	38%	6	61%	7	100%	81	5%	1	95
10:00 AM	68%	10	58%	7	100%	81	7%	1	99
11:00 AM	91%	14	55%	6	100%	81	16%	3	104
12:00 PM	100%	15	52%	6	100%	81	49%	8	110
1:00 PM	97%	15	49%	6	100%	81	39%	6	108
2:00 PM	95%	14	46%	5	100%	81	27%	4	104
3:00 PM	88%	13	44%	5	100%	81	19%	3	102
4:00 PM	78%	12	44%	5	100%	81	22%	4	102
5:00 PM	62%	9	59%	7	100%	81	60%	10	107
6:00 PM	64%	10	69%	8	100%	81	94%	15	114
7:00 PM	77%	12	66%	8	100%	81	100%	16	117
8:00 PM	70%	11	75%	9	100%	81	81%	13	114
9:00 PM	42%	6	77%	9	100%	81	84%	13	109
10:00 PM	-	-	92%	11	100%	81	-	-	92
11:00 PM	-	-	94%	11	100%	81	-	-	92
12:00 AM	-	-	100%	12	100%	81	-	-	93

1. Parking rates based on Kirkland requirements for all uses except residential, which is based on parking study.

2. Hourly time of day parking demand percent based on ITE Parking Generation, 4th Edition. Retail assumed land use code 820, Residential assumed land use code 221, and Restaurant assumed land use code 932 (with a bar or lounge) based on ITE Parking Generation, 4th Edition. The apartment land use does not have time-of-day information for the period between 9:00 a.m. and 3:00 p.m.; therefore, straight line interpolation was used to develop this portion of the curve.

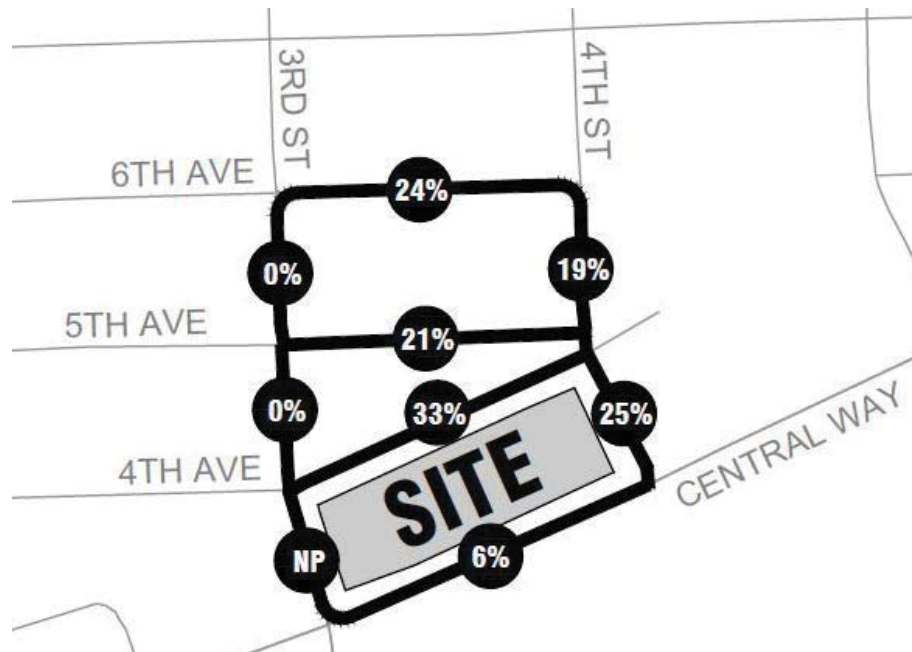
3. Worst case peak residential parking rate based on the combination of observed on-site and off-site parking at Kirkland Central and Watermark residential projects. No reduction was made for non-project parking off-site not associated with the projects.

As shown in the table, the anticipated worst case peak parking demand for the site would be 117 spaces, which is less than the available supply of 118 spaces.

Near Site On-Street Parking

Although, with the proposed modification, the proposal would provide sufficient parking to accommodate all of the project's parking demand on-site, it is possible that some tenants or guests could choose to park on-street. In the event that this behavior occurs, existing on-street parking occupancy data was collected in March 2014 for two-days in the immediate vicinity of the site. **Figure 1** illustrates the percent parking utilization (observed demand divided by effective parking supply), by street, in the immediate vicinity of the site. Detail related to the near site parking is provided in **Attachment C**.

Figure 1. On-Street Average Parking Utilization



Notes: NP = No Parking and X% = percent utilization for the section indicated.

As shown, there is on-street parking available to accommodate additional demand. In addition, the project would increase on-street parking supply by nine spaces including provision of eight spaces along Central Way frontage and one additional space for a total of three spaces along the 4th Street frontage.

Summary

The shared parking analysis clearly demonstrates that the proposed parking supply of 118 spaces, with 81 spaces reserved and the balance available for sharing between uses will be more than adequate to accommodate probable demands. The analysis assumed a peak residential parking demand that very conservatively assumed *both* on- and off-site observed parking over two survey days at two similar sites, and demonstrates that the proposed on-site parking is adequate to fully contain expected demands. No significant adverse impact to surrounding parking is forecasted based on this analysis. This analysis contains a number of conservative assumptions, that provide security to City decision makers, including:

- The proposed peak parking demand rate for residential was based on surveys of appropriate residential projects, and included 100 percent of observed on-site and off-

site peak parking accumulations. No reduction for parking associated with non-site uses was made and factored in to a reduced parking demand rate.

- The streets immediately surrounding the 324 Central Way project were also surveyed and found to have surplus parking spaces available that could easily accommodate off-site parking, in the event of an unusual parking demand condition.
- The project itself, in addition to the 118 on-site spaces will also create an additional 9 curb spaces along its project frontage which are not relied on in this calculation.

Based on this, it is recommended that a parking modification be granted to this development application to provide 118 parking spaces, operated as proposed, based on the preceding analyses.

Watermark (60 units and 103 Bedrooms)

Location	Side	Supply	Demand (vehicles)	
			3/18/2014	3/19/2014
On-Street Parking				
6th St between 4th Ave and Kirkland Way	W	0	0	0
6th St between 4th Ave and Kirkland Way	E	0	0	0
2nd Ave between 6th St and Continental Plaza	N	5	4	4
2nd Ave between 6th St and Continental Plaza	S	0	0	0
Total On-Street		5	4	4
Site Parking				
P-garage Secured P1		58	38	30
P-garage Secured P2		43	31	36
Front Door Unsecured		8	7	5
Total Off-Street		109	76	71
Total Parking		114	80	75

Two-Day Average Demand (vehicles)		
<i>Off-Street</i>		74
<i>Off-Street and On-Street</i>		78

Parking Rates	per unit	per bedroom
Based on Off-Street Demand	1.23	0.72
Based on Off- and On-Street Demand	1.30	0.76

Kirkland Central (110 Units and 142 Bedrooms)

Location	Side	Supply	Demand (vehicles)	
			3/20/2014	3/25/2014
On-Street Parking				
Kirkland Ave between Main St and 3rd St	N	8	4	2
Kirkland Ave between Main St and 3rd St	S	7	2	0
State St S between Kirkland Ave and 1st Ave S	W	5	2	0
State St S between Kirkland Ave and 1st Ave S	E	1	0	2
1st Ave S between 2nd St S and State St S	N	14	11	11
1st Ave S between 2nd St S and State St S	S	4	3	2
2nd St S between 1st Ave S and 2nd Ave S	W	7	5	6
2nd St S between 1st Ave S and 2nd Ave S	E	5	0	4
Total On-Street		51	27	27
Site Parking				
Gated Parking Garage 1		100	50	49
Gated Parking Garage 2		79	48	50
Commercial paid parking 0		29	9	10
Total Off-Street		208	107	109
Total Parking		259	134	136

Two-Day Average Demand (vehicles)		
<i>Off-Street</i>		108
<i>Off-Street and On-Street</i>		135

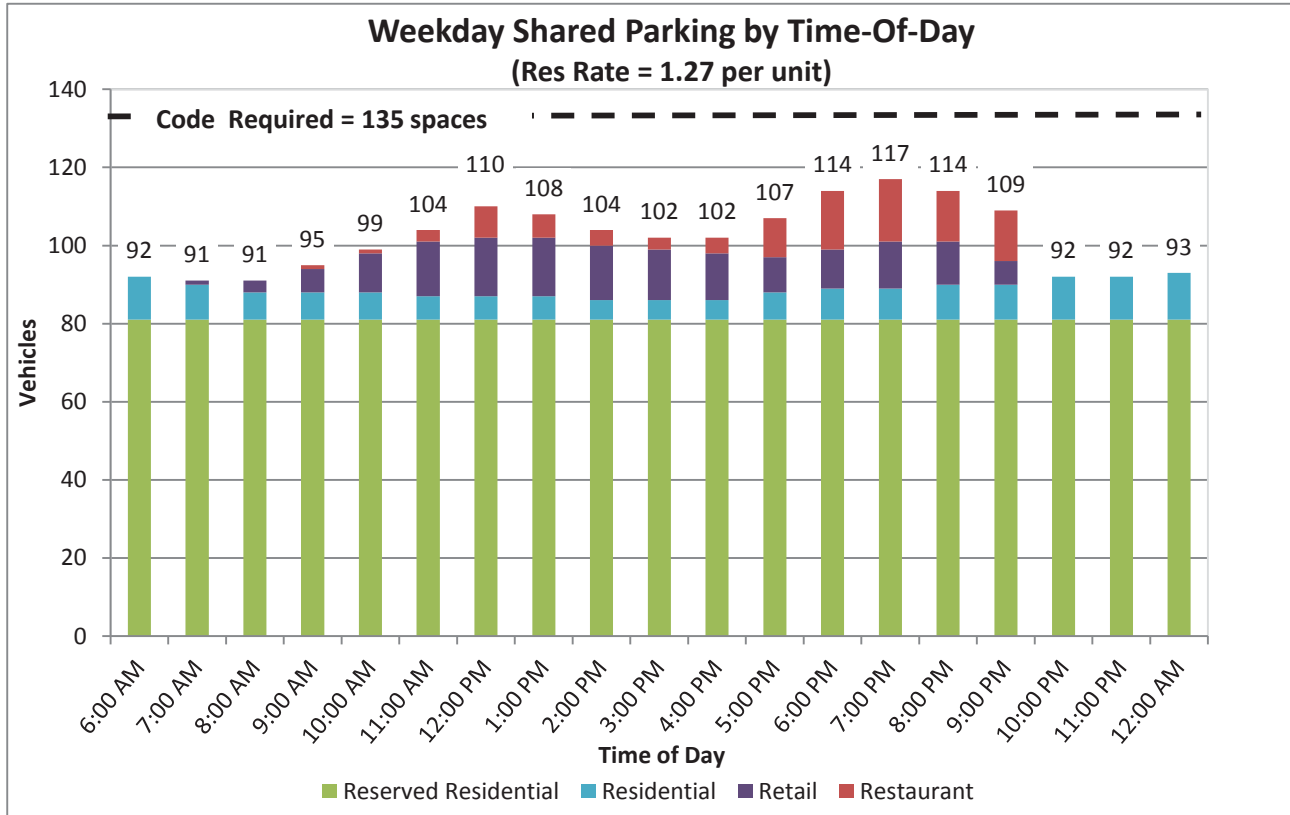
Parking Rates	per unit	per bedroom
Based on Off-Street Demand	0.98	0.76
Based on Off- and On-Street Demand	1.23	0.95

Weekday Shared Parking Estimate - Residential Rate 1.27 per unit

Land Use ³ Proposed Land Use Size Units Rate ¹	Retail 5.090 /ksf 2.86		Residential 73 /unit 1.27		Reserved Residential 2.050 /ksf 8.00		Restaurant 2.050 /ksf 8.00		Shared Parking by Hour
	hourly parking stall demand (%) ²	hourly supply utilized (# of stalls)	hourly parking stall demand (%) ²	hourly supply utilized (# of stalls)	hourly parking stall demand (%) ²	hourly supply utilized (# of stalls)	hourly parking stall demand (%) ²	hourly supply utilized (# of stalls)	
6:00 AM	-	-	92%	11	100%	81	-	-	92
7:00 AM	5%	1	74%	9	100%	81	-	-	91
8:00 AM	18%	3	64%	7	100%	81	-	-	91
9:00 AM	38%	6	61%	7	100%	81	5%	1	95
10:00 AM	68%	10	58%	7	100%	81	7%	1	99
11:00 AM	91%	14	55%	6	100%	81	16%	3	104
12:00 PM	100%	15	52%	6	100%	81	49%	8	110
1:00 PM	97%	15	49%	6	100%	81	39%	6	108
2:00 PM	95%	14	46%	5	100%	81	27%	4	104
3:00 PM	88%	13	44%	5	100%	81	19%	3	102
4:00 PM	78%	12	44%	5	100%	81	22%	4	102
5:00 PM	62%	9	59%	7	100%	81	60%	10	107
6:00 PM	64%	10	69%	8	100%	81	94%	15	114
7:00 PM	77%	12	66%	8	100%	81	100%	16	117
8:00 PM	70%	11	75%	9	100%	81	81%	13	114
9:00 PM	42%	6	77%	9	100%	81	84%	13	109
10:00 PM	-	-	92%	11	100%	81	-	-	92
11:00 PM	-	-	94%	11	100%	81	-	-	92
12:00 AM	-	-	100%	12	100%	81	-	-	93
Maximum		15		12		81		16	117

Notes:

1. Parking rates based on Kirkland requirements for all uses except residential, which is based on parking study.
2. Hourly time of day parking demand percent based on ITE *Parking Generation*, 4th Edition.
3. Retail assumed land use code 820, Residential assumed land use code 221, and Restaurant assumed land use code 932 (with a bar or lounge) based on ITE *Parking Generation*, 4th Edition.



On-Street Parking Survey Near 324 Central Way						
Location	Side	Supply	Demand (vehicles)		Average	Occupancy
			3/18/2014	3/19/2014		
3rd St between 6th Ave and 5th Ave	W	10	0	0	0	0%
3rd St between 6th Ave and 5th Ave	E	3	0	0	0	0%
6th Ave between 3rd St and 4th St	N	13	2	2	2	15%
6th Ave between 3rd St and 4th St	S	16	5	5	5	31%
4th St between 6th Ave and 5th Ave	W	8	1	1	1	13%
4th St between 6th Ave and 5th Ave	E	8	2	2	2	25%
2nd St between 3rd St and 4th St			No Parking			
2nd St between 3rd St and 4th St			No Parking			
5th Ave between 3rd St and 4th St	N	11	3	3	3	27%
5th Ave between 3rd St and 4th St	S	18	4	2	3	17%
3rd St between 5th Ave and 4th Ave	W	1	0	0	0	0%
3rd St between 5th Ave and 4th Ave	E	4	0	0	0	0%
4th Ave between 3rd St and 4th St	N	20	5	7	6	30%
4th Ave between 3rd St and 4th St	S	16	6	6	6	38%
3rd St between 4th Ave and Central Way			No Parking			
3rd St between 4th Ave and Central Way			No Parking			
4th St between 4th Ave and Central Way	W	4	0	1	1	25%
4th St between 4th Ave and Central Way	E	4	1	1	1	25%
Central Way between 3rd St and 4th St	N	12	0	3	2	17%
Central Way between 3rd St and 4th St	S	21	0	0	0	0%
Total		169	29	33	32	19%

CHANGES TO PARKING REDUCTIONS RELATED TO FREQUENT TRANSIT
KZC Section 105.20.4

4. The number of required parking stalls for a development consisting of ~~for-rent~~ detached, attached, and/or stacked dwelling units may be reduced by 15% if the subject property is located within ½ mile of the Downtown Kirkland Transit Center and the City approves a Parking Covenant for the development. The ½ mile distance shall be determined by taking the shortest walk route from the subject property to the Downtown Kirkland Transit Center as measured along public walkways. The property owner shall submit the Parking Covenant on a form approved by the City for recording with King County. The Parking Covenant shall be binding on all future owners and assignees and include the following requirements:
 - A. The owner to provide annual and regional two-zone ~~bus-transit~~ passes or equivalent alternative transportation mode subsidy in an amount equal to the number of reduced parking stalls. The owner shall provide to the City a plan for review and approval that specifies the distribution of the bus passes or equivalent subsidy, method for communicating the opportunity to residents, and a method to report on pass distribution to the City. Preference on transit subsidy distribution shall be to driving age residents that do not have cars.

For condominium developments, the owner and/or developer prior to establishing the condominium, shall establish and initially fund an account to meet the requirements of this section which shall be later funded and managed by the Home Owners Association.

The requirements of this section shall be stated in the Home Owners Association Covenants, Conditions, and Restrictions and cannot be modified and amended without the written authorization from the City. The statement shall be reviewed and approved by the City prior to issuance of the Certificate of Occupancy for the development.
 - B. Provide one secured and sheltered bicycle parking space for each unit in the development. The parking reductions allowed in KZC Section 105.34 – Covered Bicycle Storage cannot be used if the parking reduction described in this section is being applied.
 - C. Designation of a Transportation Coordinator to manage the Parking Covenant, distribution of the two-zone bus pass or equivalent subsidy, provide commute information to all new residents, and be a point of contact for residents and the City.
 - ~~D. All required parking within a project shall be under common ownership and management.~~
 - ~~E. Prohibition on the conversion of the property to a condominium unless the number of required parking stalls are provided as calculated prior to the transit related reduction allowed by this section.~~
 - ~~FD.~~ Acknowledgement by the property owner that it shall be a violation of this code to fail to comply with the provisions of the Parking Covenant.

PUBLIC HEARINGS

- a. Ordinance O-4462, Relating to the Regulation of Odors from Marijuana Retail Processing and Production Businesses.

Mayor Walen opened the public hearing. Planning and Community Development Director Eric Shields reviewed the proposed ordinance, requested further Council direction and responded to Council questions. Testimony was provided by Andrew Honig, Chris Vanderberge, Liane Yukoff, and Mark Nelson. No further testimony was offered and the Mayor closed the hearing. Additional Council discussion followed.

Motion to Approve Ordinance O-4462, entitled "[AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO THE REGULATION OF ODORS FROM MARIJUANA RETAIL, PROCESSING AND PRODUCTION BUSINESSES](#)" after first removing the word "retail" in section 2.

Moved by Councilmember Dave Asher, seconded by Councilmember Jay Arnold

Vote: Motion carried 7-0

Yes: Councilmember Jay Arnold, Councilmember Dave Asher, Councilmember Shelley Kloba, Councilmember Doreen Marchione, Councilmember Toby Nixon, Deputy Mayor Penny Sweet, and Mayor Amy Walen.

Motion to Direct staff to use approach number 1, "prepare code amendments that reflect the current interim regulations," in the preparation of ongoing regulations.

Moved by Councilmember Doreen Marchione, seconded by Deputy Mayor Penny Sweet

Vote: Motion carried 6-1

Yes: Councilmember Jay Arnold, Councilmember Dave Asher, Councilmember Doreen Marchione, Councilmember Toby Nixon, Deputy Mayor Penny Sweet, and Mayor Amy Walen.

No: Councilmember Shelley Kloba.

[Council recessed for a short break at 9:30 p.m.](#)



CITY OF KIRKLAND

Planning and Community Development Department
123 Fifth Avenue, Kirkland, WA 98033
425.587-3225 - www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager
From: Eric Shields, Planning Director
Date: October 6, 2014
Subject: Marijuana Zoning Regulations

RECOMMENDATION

- After conducting a public hearing, Council adopts the attached ordinance establishing an interim regulation to control odors from marijuana businesses.
- Council also provides direction on drafting of Zoning Code amendments to replace the interim regulations.

BACKGROUND DISCUSSION

Interim Regulations

At the September 16, 2014 Council meeting, the City Council adopted Ordinance O-4453 extending the interim regulations for retail marijuana sales for an additional six months. At that time, the City Council also expressed a desire for an interim regulation to assure the control of odors from all marijuana-related businesses. The proposed ordinance provides that marijuana retail, processing and production businesses must be equipped with ventilation systems that prevent marijuana odors from being detected beyond the premises of the business and that a ventilation plan, prepared by a licensed mechanical engineer, be submitted at the time of the building and mechanical permit applications for review and approval. If odors from operations are detected, even with an approved plan, the business is subject to code enforcement.

Preparing Code Amendments

At the September 16 Council meeting, the City Council also was asked to provide direction on the preparation of "permanent" Zoning Code regulations for marijuana sales, processing and production. Prior to Council review of the regulations, the Planning Commission is required to conduct a public hearing and submit recommendations. Availability of the Planning Commission and staff is currently limited due to the Comprehensive Plan update. For that reason, staff favor options that minimize preparation of new regulations or which defer work to a later time.

Processing and Production. With regard to marijuana processing and production, a majority of Council members at the September 16 meeting appeared to favor continuing to allow such activities to occur in all zones where general processing and production uses are allowed (LIT, TL 7, TL 9, TL 10B, TL 10D and TL 10E). Staff is asking Council to confirm this decision

Retail Sales. Concerning retail marijuana sales, staff presented three options, which are repeated below. Of the six Council members at the meeting, three were in favor of option 1, while three favored option 3. Assuming that all seven Council members will be in attendance at the October 21 meeting, staff asks that the Council revisit this issue and select a preferred option.

1. ***Prepare code amendments that reflect the current interim regulations.*** This would be a relatively straight forward task that would be accomplished prior to the expiration of the current interim regulations. Prior to the public hearing, public input could be solicited using existing groups such as the Kirkland Alliance of Neighborhoods and Chamber of Commerce Policy Committee.
2. ***Undertake a more in-depth study of appropriate locations.*** This option would entail significantly more work than the first option and could involve formation of an advisory committee addressing this particular topic. In order to accomplish this option prior to the expiration of the current interim regulations, it would be necessary to divert some staff from the Comprehensive Plan update work.
3. ***Plan to extend the interim regulations one additional time prior to drafting new code amendments.*** This option would allow staff and the Planning Commission to focus on completing the Comprehensive Plan update during the next six months. It would also allow time for the City to discuss potential changes to I-502 with the state legislature. Then, if legislative changes are made, City code amendments could reflect those changes.

SEPA Compliance

The adoption of interim regulations is subject to compliance with the State Environmental Policy Act (SEPA). A SEPA Determination of Nonsignificance Addendum was issued on October 6, 2014.

ORDINANCE O-4462

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO THE REGULATION OF ODORS FROM MARIJUANA RETAIL, PROCESSING AND PRODUCTION BUSINESSES.

WHEREAS, Initiative 502 (I-502) approved by Washington voters in November 2012, provides a framework for licensing and regulating the production, processing, and retail sale of recreational marijuana; and

WHEREAS, the Washington State Liquor Control Board has adopted rules pertaining to the licensing of marijuana producers, processors, and retailers and has accepted applications, and is beginning to issue licenses for these marijuana businesses; and

WHEREAS, current City interim regulations do not specifically regulate odors emanating from marijuana retail, processing and production businesses; and

WHEREAS, on January 16, 2014, the Washington State Attorney General issued a formal opinion which concluded that I-502 does not prevent local governments from regulating marijuana businesses; and

WHEREAS, the City Council has continued to review how to meet the needs of the residents and businesses of Kirkland with respect to the production, processing and retail sale of recreational marijuana in light of the rules promulgated by the Washington State Liquor Control Board; and

WHEREAS, the City Council believes that health, safety, and welfare of the community is best served by imposing interim regulations of odors from marijuana retail, processing and production businesses; and

WHEREAS, prior to adoption of this Interim Ordinance, the City Council conducted a public hearing to take public testimony on the adoption of interim regulations of odors from marijuana retail, processing and production businesses.

NOW, THEREFORE, the City Council of the City of Kirkland do ordain as follows:

Section 1. Findings. The recitals set forth above are incorporated as findings of fact in support of the interim regulation imposed by this ordinance. The City Council further finds as follows:

a. The City Council wishes to exercise its police power authority granted under article XI, section 11 of the Washington Constitution to promote public safety, health, and welfare, but expressly disclaims any intent to exercise authority over marijuana uses in way that would conflict with the federal Controlled Substances Act; and

- b. It is the intent of these interim zoning regulations to ensure that odors from marijuana businesses do not cause inappropriate off-site impacts; and
- c. The City Council desires to create regulations that address the particular needs of the residents and businesses of Kirkland and coordinate with Initiative 502 and the rules promulgated by the Washington State Liquor Control Board regarding recreational marijuana; and
- d. The City Council has previously determined that City staff shall draft permanent Zoning Code amendments for referral to the Planning Commission for review, public hearing, and recommendation by the Planning Commission. The City Council now directs that permanent Zoning Code amendments relating to odors emanating from marijuana businesses be included in that project.

Section 2. Marijuana retail, processing and production businesses must be equipped with a ventilation system that prevents marijuana odors from being detected beyond the premises of the business. Applicants for such businesses must submit a ventilation plan, prepared by a licensed mechanical engineer, at the time of the building and mechanical permit applications. The ventilation plan must be reviewed and approved by the City. Once operation of the facility commences, if odors are detected beyond the premises of the building, even with an approved ventilation plan, the facility shall be subject to Code Enforcement actions as outlined in KMC Chapter 1.12.

Section 3. Duration. The interim zoning regulations adopted by this Ordinance shall be in effect for a period of six months from the effective date of this Ordinance and shall automatically expire on that date unless extended as provided in RCW 35A.63.220 and RCW 36.70A.390, or unless terminated sooner by the Kirkland City Council.

Section 4. Work Plan. The City staff is directed to draft permanent Zoning Code amendments relating to odors emanating from marijuana businesses to be included with the permanent marijuana regulations currently under development. The proposed amendments shall be referred to the Kirkland Planning Commission for review, public hearing, and recommendation for inclusion in the Kirkland Zoning Code.

Section 5. This ordinance shall be in force and effect five days from and after its passage by the Kirkland City Council and publication, as required by law.

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

Signed in authentication thereof this _____ day of _____, 2014.

MAYOR

Attest:

City Clerk

Approved as to Form:

City Attorney

Bea Nahon

From: Kurt Triplett <KTriplett@kirklandwa.gov>
Sent: 11/05/2014 11:14 PM
To: 'Michelle Sailor'; City Council
Cc: Bea Nahon; Patrick Wilburn; Janet Pruitt; Chuck Pilcher; Don Winters; David Godfrey; Mark B. Nelson; Kari Page; Kathy Brown
Subject: RE: Kirkland Parking Study

Hi Michelle – thank you for your message. First, let me apologize that you have not heard from us in quite some time about the parking study. We have had a lot on our plate this year (more about that later) and the parking study has languished a bit longer than we had hoped. I should have done a better job providing the community with a status update. That was my task and I take responsibility for not communicating more. I will make sure we send out an update soon.

But second, let me assure you that you haven't missed anything! We have not yet begun the public outreach or the decision making. We have a briefing on the parking study scheduled for the Council on the first meeting in January, and then we intend to start the public outreach immediately thereafter. When it is launched, we will include all neighborhood and business organizations and we will be grateful to have Patrick's involvement. The purpose of the Council briefing is not to ask them for preferences or decisions at this point, but just to inform them as to what is in the report before we take it out to the public for input.

So let me provide a little more background. The report that the consultant will be providing to the Council will be a draft feasibility report only. It will not have any recommendations. The primary purpose of the report is to identify potential options for adding parking capacity, or using existing capacity more efficiently, and to identify estimated costs for each option. It will not be ranking the options or prioritizing them, simply identifying them. Choices about which options to pursue will come from the public outreach and Council deliberations that follow. So for example the report will say that if you wanted to put parking on Lake Avenue West, you could conceivably get X number of additional spaces on the West side of the street, at a cost of Y. Or if you want to create an electronic sign system that will tell folks how many spaces are available in the Library parking lot, here are several technologies that do that and here is how much each one costs. One option I have been briefed on shows that if you want to convert the lot South of City Hall to a parking lot, it could result in 150-160 new spaces at a rough cost of \$2 million. The study will then have some policy options to consider such as whether a new parking lot would be a pay lot, or reserved for downtown employees only, or 2 hour time limited, and so on.

The idea behind our process was that we needed a menu of options and costs for the Council and the public to evaluate. We intentionally chose to have a technical feasibility report as the basis for the discussion so that everyone was starting with the same information and options could be identified in an objective manner. But our process is designed so that the final decisions will be shaped by community input and Council direction.

I want to conclude with some important context. The parking study is an important task for the City and we wanted to be done sooner. However, there were quite a few other tasks that consumed Dave Godfrey's time, as well as that of the rest of Public Works. As you know, the whole government has been spending a great deal of effort on the 2015-2016 budget process, as well as the Comprehensive Plan update and the Kirkland 2035 plans. Dave this year not only had the parking study on his plate, he also was in charge of the CKC Master Plan, which he brought to a successful conclusion in 2014. He is also the primary lead on developing our first ever city-wide Transportation Master Plan, which is a huge undertaking (\$250 million over 20 years) which includes updated plans for all modes including sidewalks, bike lanes, school walk routes, transit, as well as street maintenance and enhancement. Dave is also leading the overhaul of our traffic concurrency policies as well as being responsible for reviewing and making recommendations on Sound Transit's Long Range Plan and potential ST3 ballot measure. If that weren't enough, we also piled on Dave and the CIP team a multi-million dollar Intelligent Transportation System implementation and much more. Dave and his team also respond to neighborhood traffic calming requests throughout the city, as well as review transportation studies for new

development. Public Works also had to develop utility rates this year for the budget process as well as complete the Surface Water Master Plan, and the Water and Sewer Plan updates. The 85th Street project started construction, the CKC interim trail is under way and we also completed extensive outreach and design on the Park Lane project which breaks ground in January. And we did all this in 2014 with two Interim Public Works Directors (Pam Bissonnette and Marilynne Beard) before our newest permanent Director, Kathy Brown, was able to join us in October. And that is just key highlights from one department. I didn't even mention marijuana!

I share all of this with you not to complain. On the contrary, having such an ambitious work program is very exhilarating and inspiring for staff. But PW in particular has been stretched thin. I thought it might be helpful to show why the parking study got delayed. It wasn't intentional. We just simply bit off a tiny bit more than we could chew in 2014. But we will rectify that in 2015. We are almost done and want the Market Neighborhood (and all neighborhoods) to engage in the parking study as soon as it is released in January.

I hope this helps. Please let me know if you have any questions or insights. We welcome your thoughts!

Kurt

From: Michelle Sailor [mailto:msailor@comcast.net]

Sent: Wednesday, November 05, 2014 8:47 PM

To: City Council; Kurt Triplett

Cc: Bea L. Nahon; Patrick Wilburn; Janet Pruitt; Chuck Pilcher; Don Winters; David Godfrey; Mark B. Nelson; Kari Page

Subject: Fwd: Kirkland Parking Study

Hello City Council Members and Kurt Triplett,

I am writing to you as I have concerns that our neighborhood association is not being included in the parking study process. While David has responded promptly to our emails, we have not been included in the early stages of this process. Patrick has been trying to represent the Market Neighborhood in this process as our neighborhood could be impacted by decisions made and we want to have our concerns and issues represented from the beginning. We contacted the city as soon as this parking study was announced and were told input from stakeholders was wanted.

When we are only involved towards the end of the process, it is harder to make changes and it puts us in an adverse position. Patrick, as a member of the Market Neighborhood Association Board, volunteers his time to represent us. He has taken the time to research this issue for us and I think he should have the opportunity to at least meet with the consultant. How can the consultant get background information and options without at least talking with stakeholders outside of the city staff? I have included other neighborhood leaders in case this issue is of interest to them too. I am sure downtown businesses would be interested too.

I would appreciate any assistance that you can offer. I have great respect for David and the work he does but I do not like how this process has dragged on over the months without our input being considered by the consultant.

Best,
Michelle Sailor
MNA Chair

Sent from my iPad

Begin forwarded message:

From: David Godfrey <DDGodfrey@kirklandwa.gov>

Date: October 30, 2014 at 2:49:43 PM PDT

To: 'Pat Wilburn' <patrick_wilburn@hotmail.com>

Cc: Mark Nelson <nelson.markb@gmail.com>, Michelle Sailor <msailor@comcast.net>, Marilynne Beard <MBeard@kirklandwa.gov>, Jon Regala <JRegala@kirklandwa.gov>, Kathy Brown <KBrown@kirklandwa.gov>, Kari Page <KPage@kirklandwa.gov>

Subject: RE: Kirkland Parking Study

Hi Pat:

We'll get some direction from Council on public outreach in January. We'll certainly inform Council of your interest and I'm sure they will want to hear from you.

As background, here's a snippet from earlier emails you and I exchanged:

1. We requested in August that representatives from Market neighborhood be included as one of the 8 external (non-staff) stakeholder interviews, per Task 1.3 in Appendix B? Have the interviews been determined yet? How do we confirm our role as an interviewee? Can you send the full list of external interviewees?

As mentioned in previous email (Aug 13)

Since the parking study is more technical in nature, we will do the external stakeholder work after the consultant has come up with some background information and options that we can use as a foundation for our conversation with stakeholders. I agree that Market neighborhood residents are definitely an important group that should weigh in on any proposed changes to parking before any decisions are reached.

David Godfrey, P.E.
Transportation Engineering Manager
City of Kirkland Public Works Department
(425) 587-3865
Cell (425) 531-8877

Caring for your infrastructure to keep Kirkland healthy, safe and vibrant.

From: Pat Wilburn [mailto:patrick_wilburn@hotmail.com]

Sent: Sunday, October 26, 2014 4:41 PM

To: David Godfrey

Cc: Mark Nelson; Michelle Sailor; Marilynne Beard; Jon Regala; Kathy Brown; Kari Page

Subject: RE: Kirkland Parking Study

Hi David -

Has Task 1.3 in Appendix B been completed? Recall that we have requested Market neighborhood representatives be included as one of the eight external (not-staff) interviews as part of this task.

Thank you,
Pat

From: DDGodfrey@kirklandwa.gov
To: patrick_wilburn@hotmail.com
CC: nelson.markb@gmail.com; msailor@comcast.net; MBeard@kirklandwa.gov;
JRegala@kirklandwa.gov; KBrown@kirklandwa.gov; KPage@kirklandwa.gov
Subject: RE: Kirkland Parking Study
Date: Fri, 24 Oct 2014 22:37:37 +0000

Hi Pat:

Thanks for staying in touch. We are going to continue to refine the study and take it to Council in January. This is not for them to approve anything, but rather to simply share potential options. We'll also bring them some options for how to move forward on public involvement. We want Council to have a chance to understand what the study says before taking it out to the community and the next opening on their calendar is after the first of the year.

If you have any questions please let me know.

David Godfrey, P.E.

Transportation Engineering Manager

City of Kirkland Public Works Department

(425) 587-3865

Cell (425) 531-8877

Caring for your infrastructure to keep Kirkland healthy, safe and vibrant.

From: Pat Wilburn [mailto:patrick_wilburn@hotmail.com]
Sent: Friday, October 17, 2014 5:50 PM
To: David Godfrey; Kari Page
Cc: Mark Nelson; Michelle Sailor; Marilynne Beard; Jon Regala
Subject: RE: Kirkland Parking Study

Hi David -
Checking in to see if the consultant's findings are available. Please let us know.

We remain keen to provide formal stakeholder input as part of the process.

Thanks,
Pat

From: DDGodfrey@kirklandwa.gov
To: patrick_wilburn@hotmail.com; KPage@kirklandwa.gov
CC: nelson.markb@gmail.com; msailor@comcast.net; MBeard@kirklandwa.gov; JRegala@kirklandwa.gov
Subject: RE: Kirkland Parking Study
Date: Wed, 24 Sep 2014 18:40:36 +0000

Thanks for resending and all your previous comments.... See below for answers to your questions.

From: Pat Wilburn [mailto:patrick_wilburn@hotmail.com]
Sent: Wednesday, September 24, 2014 11:12 AM
To: Kari Page; David Godfrey
Cc: Mark Nelson; Michelle Sailor; Marilynne Beard; Jon Regala
Subject: RE: Kirkland Parking Study

Hi David and Kari - Can you take a look and reply to the questions below?

Thanks,
Pat

From: patrick_wilburn@hotmail.com
To: kpage@kirklandwa.gov; dgodfrey@kirklandwa.gov
CC: nelson.markb@gmail.com; msailor@comcast.net; mbeard@kirklandwa.gov;
jregala@kirklandwa.gov
Subject: RE: Kirkland Parking Study
Date: Wed, 17 Sep 2014 16:23:22 -0700

Hi David and Kari -
Checking in for a status update on the parking study.
A few specific questions:

1. We requested in August that representatives from Market neighborhood be included as one of the 8 external (non-staff) stakeholder interviews, per Task 1.3 in Appendix B? Have the interviews been determined yet? How do we confirm our role as an interviewee? Can you send the full list of external interviewees?

As mentioned in previous email (Aug 13)

Since the parking study is more technical in nature, we will do the external stakeholder work after the consultant has come up with some background information and options that we can use as a foundation for our conversation with stakeholders. I agree that Market neighborhood residents are definitely an important group that should weigh in on any proposed changes to parking before any decisions are reached.

2. From prior communication, the expectation was that the consultant's findings would be available for review in September. How is the timing looking?

Consultant sent a draft for me to review this week. I've started to look at it, and there are some changes needed. It looks like it will now be at least mid-October, I'll try and get you a more precise answer on this.

Thanks,
Pat

From: KPage@kirklandwa.gov
To: DGodfrey@kirklandwa.gov

CC: patrick_wilburn@hotmail.com; nelson.markb@gmail.com; msailor@comcast.net; MBeard@kirklandwa.gov; JRegala@kirklandwa.gov
Subject: Re: Kirkland Parking Study
Date: Fri, 29 Aug 2014 23:54:19 +0000

Thank you! I will look into this more when I return from vacation Tuesday.

Sent from my iPhone

On Aug 29, 2014, at 4:47 PM, "David Godfrey" <DGodfrey@kirklandwa.gov> wrote:

Thank you Pat.

From: Pat Wilburn [mailto:patrick_wilburn@hotmail.com]
Sent: Friday, August 29, 2014 10:27 AM
To: David Godfrey; Mark Nelson
Cc: Kari Page; Michelle Sailor; Marilynne Beard; Jon Regala
Subject: RE: Kirkland Parking Study

Hi David -

I wanted to add a couple of other inputs into the early thinking on potential parking changes to the downtown area.

I am including Jon Regala on this mail as well, so that this feedback is seen by the Multi-Family Parking committee as well.

1. It appears the City intends to move ahead with changes to the Multi-Family Parking Requirements to limit the number of spots required for such properties. Can you help us understand what protections will be put in place to ensure this does not create spill over into the neighborhoods surrounding downtown, including Market neighborhood? Do we need "Zone" parking for the surrounding neighborhoods? Do we need time-restrictions for those without zone placards? There are likely many other viable options, but the primary point is that we don't want to "hope" that the surrounding neighborhoods are not impacted. Rather, we want to be planful about the change, and have appropriate protections in place so that the neighborhoods don't become spillover parking lots.

2. As you may have seen, Juanita Village is receiving negative publicity due to parking shortages, causing challenges for employees and the general

public. <http://www.kirklandreporter.com/news/273064951.html>. For the Central Business District (CBD), we would be concerned about parking constraints that led employees to park in the surrounding neighborhoods (which don't currently have any time restrictions), in order to be able to come to work and do their jobs.

Thank you,
Pat Wilburn

Mobile: 206-679-2626  

From: DGodfrey@kirklandwa.gov
To: patrick_wilburn@hotmail.com; nelson.markb@gmail.com
CC: KPage@kirklandwa.gov; msailor@comcast.net; MBeard@kirklandwa.gov
Subject: RE: Kirkland Parking Study
Date: Wed, 13 Aug 2014 23:40:48 +0000

Thank you for putting that information together Pat. I will send it to the Consultant.

From: Pat Wilburn [mailto:patrick_wilburn@hotmail.com]
Sent: Wednesday, August 13, 2014 4:36 PM
To: David Godfrey; Mark Nelson
Cc: Kari Page; Michelle Sailor; Marilynne Beard
Subject: RE: Kirkland Parking Study

Great thanks David.

Since it sounds like the current phase of the study is background information, I thought I would provide some (hopefully) helpful background for the consultant to incorporate. It would be great if you can forward the below information on to the consultant. We're happy to meet with him/her in person as well if that's helpful.

Background Area #1 - Overall Question on Reducing Downtown Parking

There appear to be multiple initiatives underway that reduce downtown parking:

- * Reduction in parking spots for Park Lane
- * Potential reduction in parking requirements for multi-unit development
- * Constraints on employee parking downtown that leads to overflow to surrounding areas (if library not available or desirable).

* We would generally be concerned about a plan that reduces parking downtown and encourages it in adjoining neighborhoods.

Background Area #2 - Opportunity to re-using existing City parking

- * How many parking spots could be made available at City Hall?
- * How many parking spots could be made available at the Annex location?

Background Area #3 - Specific Market Neighborhood Issues

- * The Market neighborhood already hosts a number of parking-related needs for the City (Boat trailer parking, parking for Heritage Hall events, parking for Heritage Park, including the two tennis courts, and hosting numerous events including the Shamrock Run, 12Ks of Christmas, 3-day walk event, and 4th of July parade parking)
- * Waverly Way in particular has a bike lane along the west side of Waverly, that is both a community asset and consistent with the City's goal of non-auto transit. We will want to maintain this.
- * A Lake Ave W. resident has expressed concern that increased parking on Lake Ave W. will reduce the ability for fire trucks to turn around and get on to the next call, an issue that presents a safety risk to the larger community.

Thanks,
Pat

From: DDGodfrey@kirklandwa.gov
To: patrick_wilburn@hotmail.com; nelson.markb@gmail.com
CC: KPage@kirklandwa.gov; msailor@comcast.net; MBeard@kirklandwa.gov
Subject: RE: Kirkland Parking Study
Date: Wed, 13 Aug 2014 23:14:10 +0000

Hi Pat:

I apologize for the delayed response.

Since the parking study is more technical in nature, we will do the external stakeholder work after the consultant has come up with some background information and options that we can use as a foundation for our conversation with stakeholders. I agree that

Market neighborhood residents are definitely an important group that should weigh in on any proposed changes to parking before any decisions are reached.

From: Pat Wilburn [mailto:patrick_wilburn@hotmail.com]
Sent: Sunday, August 10, 2014 3:49 PM
To: David Godfrey; Mark Nelson
Cc: Kari Page; Michelle Sailor; Marilynne Beard
Subject: RE: Kirkland Parking Study

Sure. Happy to help. Specific to the parking study, has Task 1.3 in Appendix B been scheduled or completed yet? This task refers to "Schedule, conduct, and summary up to 8 external (non-staff) stakeholder interviews & 8 internal (staff) interviews". I would submit that Market neighborhood residents are a primary stakeholder and should be included in the external stakeholder interviewers. Can you let us know which non-staff stakeholders were selected for this Task and how we include neighborhood feedback?

Thanks,
Pat

From: DDGodfrey@kirklandwa.gov
To: patrick_wilburn@hotmail.com; nelson.markb@gmail.com
CC: KPage@kirklandwa.gov; msailor@comcast.net; MBeard@kirklandwa.gov
Subject: RE: Kirkland Parking Study
Date: Fri, 8 Aug 2014 23:56:34 +0000

Okay. I understand where you are coming from. Thanks for those comments.

From: Pat Wilburn [mailto:patrick_wilburn@hotmail.com]
Sent: Friday, August 08, 2014 4:42 PM
To: David Godfrey; Mark Nelson
Cc: Kari Page; Michelle Sailor; Marilynne Beard
Subject: RE: Kirkland Parking Study

Thanks David. Does that mean that the consultant evaluated overflow parking from downtown activity and determined that Waverly Way was being impacted by increased overflow parking?

It's likely no surprise that we would have concerns about a City approach that assumes a solution for downtown parking is to overflow into the neighborhoods. Worse yet would be a solution that encourages such activity by expanding parking in the neighborhood versus addressing parking issues within the downtown/waterfront area.

Our goal at this point is to be proactive in providing this input rather than reacting to a proposal towards the end of the process.

Thanks,
Pat

From: DDGodfrey@kirklandwa.gov
To: patrick_wilburn@hotmail.com; nelson.markb@gmail.com
CC: KPage@kirklandwa.gov; msailor@comcast.net; MBeard@kirklandwa.gov
Subject: RE: Kirkland Parking Study
Date: Fri, 8 Aug 2014 23:11:29 +0000

Looks like Waverly Way is well used and there is little parking on Lake Ave. W.

That's a very quick summary, not sure if it answers your question.

From: Pat Wilburn [mailto:patrick_wilburn@hotmail.com]
Sent: Friday, August 08, 2014 4:00 PM
To: David Godfrey; Mark Nelson
Cc: Kari Page; Michelle Sailor; Marilynne Beard
Subject: RE: Kirkland Parking Study

Thanks for the quick response David. Can you give a bit of insight into the scope of the consultant's research as it relates to overflow parking in the neighborhoods? Is this being studied (and if so, how)?

Thanks,
Pat

From: DDGodfrey@kirklandwa.gov
To: patrick_wilburn@hotmail.com; nelson.markb@gmail.com
CC: KPage@kirklandwa.gov; msailor@comcast.net; MBeard@kirklandwa.gov
Subject: RE: Kirkland Parking Study
Date: Fri, 8 Aug 2014 19:46:55 +0000

Hi:

The consultant is still working on putting their findings together I expect we'll have something to share in September.

From: Pat Wilburn [mailto:patrick_wilburn@hotmail.com]
Sent: Friday, August 08, 2014 12:28 PM
To: David Godfrey; Mark Nelson
Cc: Kari Page; Michelle Sailor; Marilynne Beard
Subject: RE: Kirkland Parking Study

Hi David - I wanted to check-in on the current status of the parking study. Can you let us know where things are at?

From a Market neighborhood perspective, we are keen to proactively provide our input as early in the process as feasible.

Thanks,
Pat

From: DDGodfrey@kirklandwa.gov
To: nelson.markb@gmail.com
CC: KPage@kirklandwa.gov; msailor@comcast.net; MBeard@kirklandwa.gov; patrick_wilburn@hotmail.com
Subject: RE: Kirkland Parking Study
Date: Thu, 12 Jun 2014 22:01:04 +0000

Hi Mark:

Yes I'm the contact and we are already underway.

I should add that this is more of a technical study to provide City Council with information. For example, what would it cost to place signs that indicate the number of open parking stalls in the library garage or what are common practices for neighborhood parking zones, etc. Public process will be the next phase based on Council direction.

Hope that helps.

From: Mark B. Nelson [<mailto:nelson.markb@gmail.com>]
Sent: Wednesday, June 11, 2014 9:29 AM
To: David Godfrey
Cc: Kari Page; 'Michelle Sailor'; 'Patrick Wilburn'
Subject: Kirkland Parking Study

Dave, thanks very much.

When do you expect to kick-off this project, and will you be Kirkland's project leader?

From: David Godfrey [<mailto:DGodfrey@kirklandwa.gov>]
Sent: Wednesday, June 11, 2014 8:53 AM
To: 'Mark B. Nelson'
Cc: Kari Page; Michelle Sailor; Patrick Wilburn
Subject: RE: Market Neighborhood Meeting May 21, 2014 - City of Kirkland Handouts

Sorry for the confusion. Yes, 1.A should refer to attachment A. Attachment B is attached here.

From: Mark B. Nelson [<mailto:nelson.markb@gmail.com>]
Sent: Monday, June 09, 2014 11:37 AM
To: David Godfrey
Cc: Kari Page; Michelle Sailor; Patrick Wilburn
Subject: FW: Market Neighborhood Meeting May 21, 2014 - City of Kirkland Handouts

Dave, it seems we are getting closer. Thank you. In the PSA with Rick Williams Consulting:

- Section I. A. refers to “...services described in Attachment B....” I do not find an Attachment B.
- Section II. A. refers to Attachment B.

In Section I.A. should the PSA indicate Attachment A?

Please provide Attachment B.

<http://www.rickwilliamsconsulting.com/>

From: David Godfrey [<mailto:DGodfrey@kirklandwa.gov>]
Sent: Monday, June 09, 2014 11:20 AM
To: 'Mark B. Nelson'
Cc: Kari Page; Michelle Sailor; Patrick Wilburn
Subject: RE: Market Neighborhood Meeting May 21, 2014 - City of Kirkland Handouts

Sorry again for the delay.

See attached. Not sure if this is what you have in mind, but this is the document that refers to the scope. Let me know if you're looking for something else. I think you also wanted an electronic version of the scope; that's attached.

From: Mark B. Nelson [<mailto:nelson.markb@gmail.com>]
Sent: Monday, June 09, 2014 9:24 AM
To: David Godfrey
Cc: Kari Page; Michelle Sailor; Patrick Wilburn
Subject: RE: Market Neighborhood Meeting May 21, 2014 - City of Kirkland Handouts

Dave, please use Reply All when you send the document.

From: David Godfrey [<mailto:DGodfrey@kirklandwa.gov>]
Sent: Monday, June 09, 2014 7:49 AM
To: Kari Page
Cc: 'Mark B. Nelson'
Subject: RE: Market Neighborhood Meeting May 21, 2014 - City of Kirkland Handouts

Sorry for the delay. Yes I will send it to you.

From: Kari Page
Sent: Friday, June 06, 2014 2:49 PM
To: David Godfrey
Cc: 'Mark B. Nelson'
Subject: FW: Market Neighborhood Meeting May 21, 2014 - City of Kirkland Handouts

Hi Dave

I just tried to call you. I'm wondering if you could provide Mark (cc'd on this email) with the document that this lists of tasks/Attachment A came from (attached PDF)?

He was thinking it might provide some background for people who are interested in this study. Is it the RFP?

Could you send that along for them to see?

Let me know,

THANKS

Kari

Kari Page

Neighborhood Outreach Coordinator

City of Kirkland

City Manager's Office/Public Works Department

Office: 425-587-3011



<~WRD000.jpg>

Cell: 425-736-6477



<~WRD000.jpg>

Email: kpage@kirklandwa.gov

[Neighborhood E-Bulletins](#) | [Kirkland on Twitter](#) | [Capital Projects](#) | [Neighborhood Services](#)



And just for some fun, I've added this. It comes from <http://contest.newyorker.com/>

Many of you are undoubtedly familiar with this – each week, The New Yorker features a caption contest and readers are invited to suggest captions for the drawing. Above is this week's featured drawing and I just could not resist sharing it with you. No, we won't be having a sock-hop on the tables in the Peter Kirk room, fear not. However - if you do think of any great captions to share with the group, perhaps KAN or Kirkland-centric captions, please feel free to share!