CITY OF KIRKLAND
HEARING EXAMINER FINDINGS, CONCLUSIONS AND RECOMMENDATION

APPLICANT: Larry Ho of Freiheit and Ho Architects, on behalf of the Central Park Tennis Club

FILE NO: ZON10-00022

APPLICATION:

Site Location: 12630 Northeast 59th Street.

Request: The Applicant seeks approval to build a new indoor tennis building housing four courts where the Tennis Club's existing parking lot is located, to limit the existing Tennis Club access on 127th Avenue Northeast to a service entrance and relocate the primary access entrance to 125th Lane Northeast, and to construct a new parking lot off of the new primary entrance.

Review Process: Process IIB, the Hearing Examiner conducts a public hearing and makes a recommendation to the City Council, which makes a final decision.

Major Issues: Compliance with Zoning Code criteria and applicable development regulations related to height and berming requirements, street improvements, and the proposed new access point for the Tennis Club.

Department's Recommendation: Approve with conditions

PUBLIC HEARING:

The Hearing Examiner held a public hearing on the application at 7:00 p.m. on February 17, 2011, in the Council Chamber, City Hall, 123 Fifth Avenue, Kirkland, Washington. A verbatim recording of the hearing is available in the City Clerk's office. The minutes of the hearing and the exhibits are available for public inspection in the Department of Planning and Community Development. The Examiner visited the site visit in advance of the hearing.

PUBLIC COMMENT:

The public comment period ran from September 30, 2010 to October 18, 2010. The Planning and Community Development Department (hereafter Department) received 10 comment letters during this period. (Enclosures 10-19 of Attachment 7 to the

Department's Advisory Report dated February 8, 2011 (hereafter Exhibit A))[1]. An additional comment letter was received in January of 2011 and is included as Attachment 8 to Exhibit A.

Public testimony and additional public comment letters were also submitted at the hearing, along with an addendum to the staff report. Exhibits C, D and E. A list of those who testified at the public hearing, and a list of the exhibits offered at the hearing are included at the end of this recommendation. The testimony is summarized in the hearing minutes.

Some public comments expressed support for the proposal, and there was widespread support for the multi-use path proposed along the north side of NE 60th St. Concerns expressed generally related to: 1) traffic and safety impacts from the Tennis Club's utilizing 125th Ln. NE as its primary access, particularly in conjunction with traffic and parking issues associated with the elementary school on NE 60th St.; 2) driving behavior of Tennis Club members; 3) hours of operation for the Tennis Club's accessory uses; 4) noise from building exhaust fans; 5) light from car headlights in new parking lot; and 6) screening for the new building.

FINDINGS AND CONCLUSIONS

For purposes of this recommendation, all section numbers refer to the Kirkland Zoning Code (KZC or Code) unless otherwise indicated. After considering the evidence in the record and inspecting the site, the Examiner enters the following findings of fact and conclusions:

I. SITE DESCRIPTION

A. Site Development and Zoning:

1. Facts:

a. Size: The site consists of three separate parcels: Parcel A has 4.56 acres; Parcel B has 2.11 acres and Parcel C has 2.75 acres. Only parcels A and C are proposed for development; Parcel B will remain a vacant lot. The total acreage for the application is 7.31 acres.

b. Land Use: The property is used as a commercial recreational facility with the main focus as a private membership Tennis Club with 14 existing courts (6 outdoor and 8 indoor). Existing structures include two indoor court buildings and a multipurpose building. There is also an outdoor pool that includes a hot tub and volleyball court. The facility provides other services such as childcare, a fully equipped fitness center, lessons, a meeting room, various classes relating to

[1] At the hearing, the exhibits were mistakenly marked using numerals. They have been re-marked using capital letters of the alphabet in accordance with normal City practice. Thus, the exhibit formerly marked as Exhibit 1 is now Exhibit A, the exhibit formerly marked as Exhibit 2 is now Exhibit B, etc.

health and fitness and related services such as massage. It also includes a café that is open to the public, but has limited hours open most days, and some nights until 9:00 p.m.) and limited seating (7 tables).

c. Zoning: PLA 16 (Planned Area 16). Within this zoning designation, "Commercial Recreation Area and Use" is an allowed use.

d. Terrain and Vegetation: The terrain on the site of the proposed indoor tennis court and parking lot slopes down from 526 feet along the west side to 514 feet on the east property line at 127th Ave NE.

The new building is to be placed in the existing parking lot, which is heavily treed. The arborist's report (Attachment 4 to Exhibit A) shows that, depending upon the results of a "root excavation," it may be possible to save 17 of the 96 trees in the area that will be impacted by the new building and parking lot. (*See* tree inventory, Attachment 5 to Exhibit A.)

2. Conclusions: Terrain and vegetation are factors in this application. Parcel size, land use, and zoning are not.

B. Neighboring Development and Zoning:

1. Facts: (Attachment 6 to Exhibit A provides an overhead view of the surrounding development).

a. North: To the north of the Tennis Club are Ben Franklin Elementary School and a single family neighborhood called Silver Spurs with a zoning designation of RSX 35 (35,000 square foot minimum lot size).

b. East: 128th Ave NE, NE 59th Street, and 127th Avenue NE border on the east of the Tennis Club site. Bridle Trails State Park is across 127th Ave. NE from a section of the Tennis Club property; single family homes are across 127th Ave. NE from the proposed location for the new structure. The existing entrance and parking lot are at the corner of 127th Ave NE and NE 59th street.

c. South: To the south of the Tennis Club is a small neighborhood called Flying Horseshoe Tracts, which has a zoning designation of PLA16 and includes 12 lots, all approximately 35,000 square feet in size. 127th Avenue dead-ends in this neighborhood, which is surrounded on two sides by Bridle Trails State Park.

d. West: The Hunt Club Equestrian Center and 20 associated single family lots border the Tennis Club to the west. The existing lots are large, although the master plan allows lots of 14,500 square feet due to the equestrian center and facility. The equestrian center within this neighborhood has a large arena and barn and associated offices, parking lot and circulation. The Hunt Club equestrian center and residences use a 30-foot-wide, two-lane private access easement,

developed as 125th Lane NE, across Tennis Club property as their primary access.

2. Conclusion: Neighboring residential and school development is a factor in the consideration of this application.

II. HISTORY

A. Facts:

1. The Central Park Tennis Club was established in 1972 under the jurisdiction of King County as a member-owned Club on the current site.

2. In 1973, the Tennis Club granted a 30-foot, non-exclusive easement for ingress, egress and utilities, from NE 60th St. across the west edge of its property, for the benefit of what ultimately became the Hunt Club Equestrian Center and residences. (*See* Exhibits I, J and K.) The easement is along what is now known as 125th Lane NE, which has been improved with brick pavers and is privately maintained.

3. The City of Kirkland annexed the neighborhood in 1986 and created zoning regulations for it (PLA16).

B. Conclusion: The proposed access along 125th Pl. NE is available to the Central Park Tennis Club.

III. STATE ENVIRONMENTAL POLICY ACT (SEPA)

A. Facts:

1. A Determination of Non-significance (DNS) was issued for the proposal on January 5, 2011. *See* Environmental Checklist, Determination, and additional environmental information included in Attachment 7 to Exhibit A, which also includes most of the public comment letters (Enclosures 1- 21).

2. The DNS was not appealed.

B. Conclusion: The City has satisfied SEPA requirements.

IV. CONCURRENCY

A. Facts: The Public Works Department reviewed the application for concurrency (*see* Attachment 7 to Exhibit A, Enclosures 5 and 7). The application passed a concurrency test on September 19, 2010.

B. Conclusion: The City satisfied the requirements for Concurrency review. The applicant each should follow the requirements set forth in Attachment 7 to Exhibit A.

V. DEVELOPMENT REGULATIONS

A. General Layout and Site Development Standards

1. Facts:

a. The site development standards for a Commercial Recreation Area and Use in the PLA16 zone are set forth in KZC 60.182.030 (Attachment 9 to Exhibit A).

b. The minimum lot size is one acre, and the proposal and existing tennis facility will be located on 7.31 acres.

c. Twenty-foot yards are required on all sides, and the plans show that the proposed building will be set back further than the required 20 feet.

d. A maximum lot coverage of 80 % is allowed, and the plans show that proposed coverage is 66.3%.

e. Height is limited to 38 feet above average building elevation, and the application shows that the new structure would be 33.7 feet above average building elevation.

f. In this location, special regulation 3 for the PLA 16 zone requires that structures exceeding 25 feet above average building elevation place the ground floor below existing grade to the extent possible and screen it with a vegetative earthen berm.

The proposed structure will exceed 25 feet above average building elevation on all sides, but the Public Works Department has indicated that berming would not be allowed on top of the existing 30-foot-wide utility easement along the southern property line that is closest to the new indoor tennis structure.

g. Special regulation 4 requires a 20-foot-wide sight obscuring landscape buffer along the west and south perimeters of the property. This exceeds the otherwise applicable landscape requirements for the proposal under KZC 95.42. The landscape plans show the required buffer and use of a variety of trees and shrubs with characteristics that can achieve the goal of obscuring the building from neighboring properties along both perimeters. (*See* Attachments 10 through 13 to Exhibit A.)

h. Special regulations 3 and 4 reflect an intent that structures the property, particularly those above 25 feet in height, be obscured and buffered. The applicant proposes to meet the intent through the landscape buffer noted above and use of the following additional measures:

(1) Setbacks will be increased from the required 20 feet to between 27 and 40 feet on all sides.

(2) The structure will be placed 12 feet below grade at the west side, but finished grade on the east side

will generally follow existing grade, which is built up approximately one to two feet. This allows for retention of the maximum number of existing mature trees for use as a vegetative screen along 127th Ave. NE this and as an alternative to berming for mitigation of building height. It also maintains vehicular access to the back of the structure. Because additional evaluation is required to determine whether these trees can be saved, the applicant has supplied alternative conceptual views of the east side. One shows retention of existing trees; the other shows a vegetated earthen berm.

i. Special regulation 1 allows uses on the property to "include activities such as: indoor and outdoor tennis courts, club house, swimming pool, and other sport court games and ancillary commercial recreation activities." The proposal would expand the primary use of the property as a tennis club and would have little, if any impact on the range or intensity of the allowed accessory uses.

j. Special regulation 2 provides that "[h]ours of operation may be limited to reduce adverse impacts on a residential neighborhood." The Tennis Club operates from 5:45 a.m. to 10:30 p.m. on Mondays through Saturdays, with the last scheduled court time at 8:30 p.m. It opens at 8:00 a.m. on Sundays. Times for the ancillary commercial services vary, but they are provided within Club hours. The application does not propose a change in the hours of operation.

k. Special regulation 6 provides that "[v]ehicular and pedestrian circulation to and from the p roperty shall be coordinated with the other properties in the vicinity to the maximum extent possible."

(1) Primary vehicular access for the Tennis Club will change from 127th Ave NE to 125th Lane NE.

(2) The transportation impacts of the proposal, including trip generation calculated in accordance with the current edition of the ITE Trip Generation Manual, and access (LOS, queuing and sight distance), were evaluated in a traffic impact analysis (TIA) prepared pursuant to SEPA. (Attachment 7 to Exhibit A, Enclosures 5 and 6)

(3) According to the TIA, the proposal would generate 13 PM peak hour trips and 155 net new daily trips. The level of service at the intersection of NE 60th St. and 125th Ln. NE would not change, and sight distances at the same intersection would meet City standards.

(4) The City's Transportation Engineer reviewed the traffic impact analysis and approved the change in access for the proposal. He determined that even

when the 13 new PM peak hour trips are combined with the 47 trips that would be diverted from 128th Ave. NE to 125th Ln. NE, the impact would not be significant.

(5) Emergency service providers also reviewed the proposal pursuant to SEPA and found that it would not have significant adverse impacts on these public services.

l. The Public Works Department recommends that the applicant remove and replace the failed portions of 125th Ln. NE and install a five-foot-wide sidewalk along the east side of the road from NE. 60th St. to the entrance to the new parking lot.

2. Conclusions:

a. In addition to the applicant's proposals to meet the intent of special regulations 3 and 4, the applicant should also provide additional screening through use of a fence of sufficient height to block car headlights from shining into surrounding neighborhoods, and should see that the proposed building matches the existing facility in paint color and roof form.

b. To reduce the impacts of the new building on the residential neighborhood, the exhaust fans in the new building should be oriented toward the north side of the facility to reduce the noise that extends into the neighborhood, and the fans should be on a timer that turns them off no later than 10:00 p.m. each night.

c. Because the City's DNS for the proposal was not appealed, the Hearing Examiner is foreclosed from considering arguments concerning transportation issues (traffic and safety impacts) that were addressed in the TIA and reviewed pursuant to SEPA.

d. The Hunt Club residents' concerns with the potential amount of traffic on the road over which they have an access easement are best addressed to a court rather than to the City.

e. Neighborhood concerns about the driving behavior of Tennis Club members when exiting Club property are best addressed to the Tennis Club itself.

f. With the provision of a sidewalk along 125th Ln. NE and the pedestrian path proposed across the property (discussed below), vehicular and pedestrian circulation to and from the Tennis Club property would be coordinated with neighboring properties "to the maximum extent possible".

g. With the recommended conditions, the proposal complies with the requirements of KZC 60.182.030.

B. Right-of-Way Improvements

1. Facts:

a. KZC 110.10 and 110.25 would require the applicant to make half-street improvements along the street frontage of the subject property.

b. KZC 110.70 allows applicants to construct offsite pedestrian improvements in lieu of frontage improvements if the Public Works Director agrees that factors such as resulting pedestrian safety would mean such improvements are in the City's interest.

c. KZC 110.6 allows the City to accept a sidewalk construction-in-lieu if "installation of the required improvement would require substantial offsite roadway modifications," or if "other unusual circumstances preclude the construction of the improvements as required".

d. Construction of frontage improvements would require substantial grading that could cause removal of significant trees and would not connect to any existing pedestrian or equestrian improvements.

e. KZC 110.70.3 allows the City to approve a modification to the nature or extent of any required improvement.

f. The applicant has submitted a plan for off-site improvements in lieu of frontage improvements to NE 60th St. The plan consists of a pedestrian/equestrian path along the north side of NE 60th St. adjacent to the elementary school. (*See* Exhibit B.) The plan has been endorsed by the Bridle Trails/South Rose Hill Neighborhood Association, the Lake Washington School District, and the Lake Washington Saddle Club.

g. The value of the improvements will be approximately $132,000, which is approximately 75 percent of the value of the required project frontage improvements, in accordance with KZC 110.70.6.b.

h. The improvements will consist of a four-foot-wide vegetation buffer along the north edge of NE 60th St. but may be reduced to two feet in some areas due to topographic constraints. Street trees and/or shrubs with low-maintenance groundcover will be used. (*See* Exhi bit B.) On the north side of the vegetative buffer, a 7- to 10-foot-wide pedestrian/equestrian pathway will be installed using an approved trail mix base suitable for year-round use by pedestrians and equestrians.

i. Although the intent is to construct a vegetative buffer and pathway along the north side of NE 60th St. from the east edge of Ben Franklin elementary school to 132nd Ave. NE, the total length of construction will be limited by the $132,000 total value for the improvements.

j. The Public Works Director recommends approval of the proposed construction-in-lieu improvements to NE. 60th St.

k. KZC 110.70.5.c allows for a waiver street improvements along neighborhood access roads in zones with equestrian use.

l. The Public Works Department has approved a waiver of street improvements along 127th and 128th Avenues NE and NE 59th St., all of which abut the property and are within an equestrian use overlay.

2. Conclusion: With the recommended conditions, the proposed multi-use path along the north side of NE. 60th St. would meet Code requirements for right-of-way improvements.

C. Access – Walkways

1. Facts:

a. KZC 105.18 provides pedestrian access requirements for new development.

b. Pursuant to KZC 105.18, the applicant is proposing a pedestrian path that extends from the back of the new tennis building, beginning at 127th Ave NE, through the site, over the new parking lot, connecting to 125th Lane NE, and extending to NE 60th Street.

c. The proposed pedestrian path would connect a single-family neighborhood southeast of the Tennis Club, known as Flying Horseshoe Tracts, to NE 60th St.

2. Conclusion: With the installation of the proposed public pedestrian pathway, the proposal would meet the requirements of KZC 105.18.

D. Parking Requirements

1. Facts:

a. Pursuant to SEPA, the applicant's transportation consultant submitted a parking study that shows a parking demand for the proposal of 99 parking stalls. (*See* Attachment 7 to Exhibit A, Enclosure 8.)

b. The applicant proposes to provide 103 parking stalls plus space for overflow parking in the grass field on the property adjacent to the new parking lot. The field is presently used for the same purpose.

c. The City's Transportation Engineer reviewed the parking study and observed that sight distance along NE. 60th St. is reduced when cars are parked along the street. Therefore, he recommended that during special events, or when the parking lot is full, the applicant put out signs instructing drivers not to park on the street or on 125th Ln. NE, and directing them to the overflow parking area. He also recommended that employees be required to park on site.

d. The Tennis Club presently provides permanent full-time access to the vacant field for overflow parking. The field is also used for special event parking, with access via a gate on NE 60th St. and egress via a gate on 125th Ln. NE.

e. Although the applicant is providing just four parking spaces more than the number required at peak demand, the plans do not show any access to the vacant field from the new parking lot for potential overflow parking during normal operations.

2. Conclusions:

a. The applicant's plans show a sufficient number of parking stalls for the proposal. However, to insure that potential overflow parking does not occur along 125th Ln. NE or NE 60th St., the applicant should provide direct access from the parking lot to the vacant field on a permanent, full-time basis. The access should be designed to the requirements of the City, with special consideration given to the safety of pedestrians on the adjacent pedestrian path.

b. During special Tennis Club events, the Club should provide access to the vacant field on the property for event parking via the gate on NE 60th St., and provide egress via the gate on 125th Ln. NE.

c. The applicant should follow all requirements for parking lots as set forth in Chapter 105 KZC, and the parking recommendations of the City's Transportation Engineer.

E. Natural Features - Significant Vegetation

1. Facts:

a. Chapter 95 KZC provides requirements for tree retention and tree plans. KZC 60.182.030 provides an additional special regulation 5 that requires existing natural vegetation to be maintained "to the greatest extent possible".

b. Approximately 95 significant trees are growing on the parcel where the new structure and parking lot will be constructed.

c. The applicant submitted a rationale for constructing the new building and parking lot in their proposed location. (*See* Attachment 17.)

d. The applicant has submitted a tree plan, prepared by a certified arborist, that evaluates the trees and potential for tree retention. The report indicates that it may be possible to retain 17 trees, depending upon the results of "early root excavation" for the trees. The report does not include the information required by Chapter 95 KZC about offsite trees. (*See* Attachments 4 and 5 to Exhibit A.)

2. Conclusions:

a. The applicant should submit an additional arborist report, including early root excavation results, for review by the City's Urban Forester prior to submitting a building or land surface modification permit. This plan should follow the requirements set forth in Chapter 95.30 KZC for tree retention plans and should include any offsite trees that may be affected by development of the site.

b. Based on the results of the early root excavation, the applicant should submit a tree plan for review by the City's Urban Forester that evaluates final tree retention, with the goal of retaining existing significant trees where feasible.

VI. GENERAL ZONING CODE CRITERIA

A. Fact: KZC 152.70.3 states that a Process IIB application may be approved if "it is consistent with all applicable development regulations and, to the extent there is no applicable development regulation, the Comprehensive Plan," and "is consistent with the public health, safety, and welfare."

B. Conclusions:

1. With the recommended conditions, the proposal would comply with all applicable development regulations. Because such development regulations exist, no analysis of comprehensive plan compliance is required by KZC 152.70.3.

2. With the recommended conditions, the proposal would be consistent with the public health, safety, and welfare because it allows the Tennis Club to utilize its property potential, but in accordance with applicable City development regulations designed to mitigate impacts to the surrounding neighborhood and adjacent uses. The proposal also promotes the equestrian character of the neighborhood through construction of a multi-use path that will accommodate equestrian traffic while providing safe passage for pedestrians and school children walking to and from Ben Franklin Elementary School.

VII. DEVELOPMENT STANDARDS

A. Fact: Additional comments and requirements placed on the project are found on the Development Standards, Attachment 3 to Exhibit A.

B. Conclusion: The applicant should follow the requirements set forth in Attachment 3 to Exhibit A.

RECOMMENDATION

Based upon the foregoing findings of fact and conclusions, the Hearing Examiner recommends that the Council approve the application subject to the following conditions:

1. This application is subject to the applicable requirements contained in the Kirkland Municipal Code, Zoning Code, and Building and Fire Code. It is the responsibility of the applicant to ensure compliance with the various provisions contained in these ordinances. Attachment 3 to Exhibit A, Development Standards, is provided to familiarize the applicant with some of the additional development regulations; it does not include all of the additional regulations.

2. The applicant shall install a fence of sufficient height and in a location on the property to block automobile headlights from

shining into surrounding neighborhoods, and shall maintain the fence in good condition.

3. The applicant shall construct the proposed building with a roof form that matches that of existing buildings on the property and shall also paint it in a color to match those buildings.

4. The exhaust fans in the proposed building shall be oriented toward the north side of the facility in a manner that allows the least amount of noise to extend into the neighborhood. The exhaust fans shall also be connected to a timer that automatically turns them off no later than 10:00 p.m. each night.

5. Prior to submitting any permits, the applicant shall submit a report by a certified arborist who has performed or attended a "root excavation" for trees slated for retention in the tree retention plan and arborist report submitted for this project. The new arborist report shall be combined with a tree retention plan that adheres to all tree plan components required by Chapter 95 KZC and by the Planning Official, including offsite trees that may be affected by the development. The plan shall be reviewed and approved by the City's Urban Forester.

6. As part of any permit submission for the proposal:

   a. If the trees along the east side of the new tennis structure cannot be retained, the applicant shall submit new plans that show a vegetative earthen berm on the east side of the structure, planted with sight-obscuring vegetation.

   b. Any changes to plant selection shown in the landscape plan shall be reviewed by the Planning Department for conformance with special regulations 3, 4, and 5 of KZC 60.182.030. Attachment 13 to Exhibit A shows a contingency plan that shall be followed to provide a sight obscuring landscape buffer if the significant trees along the east property line cannot be saved.

   c. All ancillary uses shall operate within the hours of operation for the Tennis Club as stated in Attachment 14 to Exhibit A, and shall be accessory to the primary approved use as a membership tennis club. Expansion of any ancillary use shall require prior approval of the Planning Department

7. A modification is granted to the Tennis Club for sidewalk improvements. As part of the land surface modification permit, the applicant shall submit construction plans to the Public Works Department for the approved construction-in-lieu improvements on the north side of NE 60th St. that extend from the east edge of Ben Franklin Elementary school as far toward 132nd Ave NE as is feasible within the construction in lieu valuation of $132,000. Additionally, instead of standard curb, gutter and sidewalk improvements, a modification is granted to build a single path with a 4-foot-wide landscape buffer, reduced to 2 feet in some areas due to topographic constraints, between NE 60th St. and the path. The

SUBSEQUENT MODIFICATIONS

Modifications to the approval may be requested and reviewed pursuant to the applicable modification procedures and criteria in effect at the time of the requested modification.

CHALLENGES AND JUDICIAL REVIEW

The following is a summary of the deadlines and procedures for challenges. Any person wishing to file or respond to a challenge should contact the Planning Department for further procedural information.

CHALLENGE

Section 152.85 of the Zoning Code allows the Hearing Examiner's recommendation to be challenged by the applicant or any person who submitted written or oral comments or testimony to the Hearing Examiner. A party who signed a petition may not challenge unless such party also submitted independent written comments or information. The challenge must be in writing and must be delivered, along with any fees set by ordinance, to the Planning Department by 5:00 p.m., March 9, 2011, seven (7) calendar days following distribution of the Hearing Examiner's written recommendation on the application. Within this same time period, the person making the challenge must also mail or personally deliver to the applicant and all other people who submitted comments or testimony to the Hearing Examiner, a copy of the challenge together with notice of the deadline and procedures for responding to the challenge.

Any response to the challenge must be delivered to the Planning Department within seven (7) calendar days after the challenge letter was filed with the Planning Department. Within the same time period, the person making the response must deliver a copy of the response to the applicant and all other people who submitted comments or testimony to the Hearing Examiner.

Proof of such mail or personal delivery must be made by affidavit, available from the Planning Department. The affidavit must be attached to the challenge and response letters, and delivered to the Planning Department. The challenge will be considered by the City Council at the time it acts upon the recommendation of the Hearing Examiner.

JUDICIAL REVIEW

Section 152.110 of the Zoning Code allows the action of the City in granting or denying this zoning permit to be reviewed in King County Superior Court. The petition for review must be filed within twenty-one (21) calendar days of the issuance of the final land use decision by the City.

LAPSE OF APPROVAL

The applicant must submit to the City a complete building permit application approved under Chapter 125 within four (4) years after approval of the Final PUD, or the lapse provisions of Section 152.115 will apply. Furthermore, the applicant must substantially complete construction approved under Chapter 125 and complete the applicable conditions listed on the Notice of Approval within six (6) years after approval of the Final PUD, or the decision becomes void.

applicant shall work with the Public Works Department to build the path with materials that can be utilized by pedestrians, school children, and equestrians, and for approval of the buffer plantings. The pedestrian path will vary in width from 7-10 feet, depending on topographic constraints, but should be reduced to 7 feet only in areas with topographic constraints that cannot feasibly be mitigated with fill material and a retaining wall, as determined by the Public Works Director.

8. Prior to obtaining a Certificate of Occupancy, the applicant shall install a public pedestrian pathway, as shown on the plans, extending from 127th Ave NE to NE 60th Street. The path shall be built per Public Works Standards as found in Attachment 3 to Exhibit A. The path shall remain open to the public, and the applicant shall submit a public pedestrian easement in a form approved by the City Attorney.

9. During special Tennis Club events, the Club shall put out signs to instruct attendees not to park on 125th Lane NE, 60th Street NE or within the neighborhoods surrounding the Tennis Club. Attendees shall be instructed to park either in the proposed club parking lot or on the vacant field owned by the Club. Additionally, the Tennis Club shall instruct employees to park on site. The applicant shall follow all requirements for parking lots set forth in Chapter 105 KZC and show those requirements on any plans submitted

10. The applicant shall revise the plans to provide direct access from the proposed parking lot to the adjacent vacant field owned by the Tennis Club. Such access shall be designed to City standards and subject to approval by the Public Works Department, and shall remain open at all times when the club is in operation.

11. During special Tennis Club events, the Club shall provide access to the vacant lot on the property for event parking via the gate on NE 60th St., and provide egress from the lot via the gate on 125th Ln. NE. Access from NE 60th St. must meet site distance requirements and be approved by the Public Works Department.

12. Under the direction of the Public Works Department, the applicant shall remove and replace the failed portions of the surface of 125th Ln. NE, and install a five-foot-wide sidewalk along the east side of 125th Ln. NE from NE 60th St. to the entrance to the new parking lot.

Entered this 26th day of February, 2010.

Sue A. Tanner
Hearing Examiner

TESTIMONY:
The following persons testified at the public hearing:

From the City:
Susan Lauinger, Project Planner
Rob Jammerman,
Development Engineering Mgr.
Dept. of Public Works
Thang Nguyen,
Transportation Engineer
Dept. of Public Works

From the Applicant:
Larry Ho, Architect
Chris Forster, Professional Engineer
Andrew Held
Brent Carson, Attorney-at-law

From the Public:
Jim McElwee
Fred Fredrickson
Robin Jones
Elaine Spencer, Attorney-at-law

EXHIBITS:

The following exhibits were offered and entered into the record at the public hearing:

A. Department of Planning and Community Development Staff Advisory Report dated February 8, 2011, with 18 attachments
B. Update to Attachment 16 to Exhibit A.
C. Addendum to Exhibit A with nine attached public comment letters
D Comment letters from 23 students at Ben Franklin Elementary School
E Comment letters from Ben Franklin Elementary School PTA and Glen G. Simmons
F. E-mail from Ellen McMahon to Andrew Held dated November 29, 2006
G. Andrew Held PowerPoint presentation
H. Letter from Central Park Tennis Club to Central Park Tennis Club Neighbors dated August 17, 2010
I. 1973 Easement document
J. Letter from Central Park Tennis Club to Teresa J. Swan dated August 31, 1987
K. Letter from Teresa J. Swan to Central Park Tennis Club dated February 10, 1988
L. Ten-minute DVD of traffic on NE 60th St. associated with Ben Franklin Elementary School
M Full-length DVD of traffic on NE 60th St. associated with Ben Franklin Elementary School
N. Copy of decision in *Colwell v. Etzell*, 119 Wn.App. 432, 81 P.3d 895 (2003).
O. Annotated photograph of map associated with notice of application
P. Declaration of Irene Campbell regarding traffic counts for the Central Park Tennis Club
Q. Annotated photographs of parking along NE 60th St.
R. Annotated copy of Attachment 7 to Exhibit A
S. Annotated copy of Attachment 22 Exhibit A

BEFORE THE HEARING EXAMINER
CITY OF KIRKLAND

CERTIFICATE OF SERVICE
BY MAIL

I, **Alvia N. Williams**, certify that on the **28th** day of **February, 2011,** I deposited in the mail of the United States (with postage prepaid) a sealed envelope containing the attached **FINDINGS CONCLUSIONS AND RECOMMENDATION,** addressed to each person listed on the back of this certificate of mailing or on the attached mailing list, in the matter of **LARRY HO OF FREIHEIT AND HO ARCHITECTS, ON BEHALF OF THE CENTRAL PARK TENNIS CLUB.** File number(s): **ZON10-00022.**

I further certify under penalty of perjury under the laws of the State of Washington that the foregoing is true and correct and that this certificate of service was executed this **28th** day of **February, 2011,** at Seattle Washington.

Alvia N. Williams

Name: Alvia N. Williams
Title: Paralegal

Mailing List for File: ZON10-00022

SUSAN LAUINGER
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ADVISORY REPORT
FINDINGS, CONCLUSIONS, AND RECOMMENDATIONS

To: Kirkland Hearing Examiner

From: Eric R. Shields, AICP, Planning Director

Susan Lauinger (formerly Greene), Project Planner

Date: February 8th, 2011

File: ZON10-00022 CENTRAL PARK TENNIS CLUB

Hearing Date and Place: February 17th, 2011, 7 pm.
City Hall Council Chamber
123 Fifth Avenue, Kirkland

I. INTRODUCTION

A. APPLICATION

1. Applicant: Larry Ho of Freiheit and Ho Architects on behalf of the Central Park Tennis Club.
2. Site Location: 12630 NE 59th Street (see Attachment 1, vicinity map).
3. Request: Build a new indoor tennis building housing 4 courts, close the existing access to the Tennis Club on 127th Ave NE and change it to a private easement called 125th Lane NE that accesses directly from NE 60th Street. The existing parking lot would be demolished and a new parking lot will be constructed entering from 125th Lane NE. No changes to the existing club facilities are planned (see Attachment 2, applicant's plans).
4. Review Process: Process IIB, Hearing Examiner conducts public hearing and makes recommendation; City Council makes final decision.
5. Summary of Key Issues: The key issues for this project include a new access point proposed for the Tennis Club, height and berming requirements, and street improvements.

RECOMMENDATIONS

Based on Statements of Fact and Conclusions (Section II), and Attachments in this report, staff recommends approval of this application subject to the following conditions:

1. This application is subject to the applicable requirements contained in the Kirkland Municipal Code, Zoning Code, and Building and Fire Code. It is the responsibility of the applicant to ensure compliance with the various provisions contained in these ordinances. Attachment 3, Development Standards, is provided in this report to familiarize the applicant with some of the additional development regulations. This attachment does not include all of the additional regulations.
2. As part of any permit submission for the proposal (see Conclusion II.G.1.b):

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a. If the trees along the east side of the new tennis structure can not be retained, the applicant shall submit new plans that show a vegetative earthen berm on the east side of the structure, planted with sight-obscuring vegetation (see Also Condition number 6 below).

b. Any changes to plant selection shown in the landscape plan shall be reviewed by the Planning Department for conformance with special regulations 3, 4, and 5 of KZC 60.182.030. See also condition 6 below. Attachment 13 shows a contingency plan that shall be followed if the significant trees along the east property line cannot be saved in order to provide a sight obscuring landscape buffer.

c. All ancillary uses shall operate within the hours of operation for the Tennis Club as stated in Attachment 14, and shall be accessory to the primary approved use of a member's only tennis club. Expansion of any ancillary use shall require prior approval of the Planning Department

3. A modification is granted to the Tennis Club for sidewalk improvements. As part of the land surface modification permit, the applicant shall submit construction plans to the Public Works Department for the approved construction-in-lieu improvements on the north side of NE 60th that extends from the east edge of Ben Franklin Elementary school as far toward 132ND Ave NE as is feasible with the construction in lieu valuation of $132,000. Additionally, instead of standard curb, gutter and sidewalk improvements, a modification is granted to build a single path with a landscape buffer between NE 60th Street and the path. The applicant should work with the Public Works Department to build this path with materials that can be utilized by pedestrians, school children, and equestrians. The pedestrian path will vary in width from 7-10 feet depending on topographic constraints (see Conclusion II.G.2.b).

4. Prior to Certificate of Occupancy, the applicant shall install a public pedestrian pathway as shown on their plans extending from 127th Ave NE to NE 60th Street. The path shall be built per Public Works Standards as found in Attachment 3. This path shall remain open to the public and the applicant shall submit a public pedestrian easement in a form approved by the City Attorney (see Conclusion II.G.3.b).

5. During club special events, the club shall put out signs to instruct attendees not to park on 125th Lane NE, 60th Street NE or within the neighborhoods surrounding the Tennis Club. Attendees shall be instructed to park either in the proposed club parking lot or vacant lot owned by the club. Additionally, the Tennis Club shall instruct employees to park on site. The applicant shall follow all requirements for parking lots as set forth in chapter 105 and show these requirements on any plans submitted (see Conclusion II.G.4.b).

6. Prior to submitting any permits, the applicant shall submit a report by a certified arborist that has performed, or attended a "root excavation" for trees that are slated for retention in the tree retention plan and arborist report submitted for this project. The new arborist report shall be combined with a tree retention plan that adheres to all tree plan components as required by chapter 95 and by the Planning Official, including offsite trees that may be affected by the development. The plan shall be reviewed and approved by the City's Urban Forester (See Conclusion II.G.5.b).

II. FINDINGS OF FACT AND CONCLUSIONS

A. SITE DESCRIPTION

1. Site Development and Zoning:

a. Facts:

1) Size: A recently approved lot line alteration (file no LLA10-00002) shows three separate parcels for this site. The three parcels have the following acreages: Parcel A has 4.56 acres; Parcel B has 2.11 acres and Parcel C has 2.75 acres. For the purposes of this application, only parcels A and C will be utilized. Parcel B is currently a vacant lot and is not proposed for development at this time, therefore the total acreage for this application is 7.31 acres.

2) Land Use: The property is used as a commercial recreational facility with the main focus as a membership only Tennis Club with 14 existing courts (6 outdoor and 8 indoor). The existing structures include the indoor court buildings (2), and a multipurpose building. The pool is an outdoor pool and has a jacuzzi and volleyball court. The facility also provides other services such as a café, childcare, fully equipped fitness center, lessons, a meeting room, various classes relating to health and fitness such as aerobics, and related services such as massage.

3) Zoning: PLA 16 (Planned Area 16). Within this zoning designation, "Commercial Recreation Area and Use" is an allowed use.

4) Terrain and Vegetation: The site of the new indoor tennis court and parking lot terrain slopes down from the west to the east starting at 526 feet along the west side and ending at 514 feet on the east property line (at 127th Ave NE). As discussed in section II.G. below, the new building must be screened through berming and landscaping.

The new tennis court building is proposed to be placed in the existing parking lot. This parking lot has approximately 70 trees that will be impacted by the new building and parking lot per the applicant's arborist report (see Attachment 4). However the tree inventory shows 96 trees in total (see Attachment 5). Per the arborist report, it may be the case that approximately 17 of the 96 trees could be saved. This will need to be determined by performing a "root excavation" on the trees slated for retention. Tree retention is discussed further in section II.G.5.

b. Conclusions: The size, land use, and zoning are not factors in this application. The terrain and vegetation are factors in this application and are discussed in section II.G.

2. Neighboring Development and Zoning:

a. Facts: (See Attachment 6 for an overhead view of the surrounding development).

1) North: To the north of the Tennis Club are Ben Franklin Elementary School and a single family neighborhood called Silver Spurs with the zoning designation of RSX 35 (35,000 square feet per minimum lot size).

2) East: 128th Ave NE, NE 59th Street, and 127th Avenue NE border on the east of the Tennis Club site. Bridle Trails State Park is across this street along a section of the Tennis Club property and single family homes are across the street where the new structure is proposed. The existing

entrance to the Tennis Club parking lot is at the corner of 127th Ave NE and NE 59th street. This parking lot and entrance is proposed to be demolished and moved as part of this application.

3) South: To the south of the Tennis Club is a small neighborhood called Flying Horseshoe Tracts, with the zoning designation of PLA16 containing 12 lots, all approximately 35,000 square feet in size. 127th Avenue dead-ends in this neighborhood and the neighborhood is surrounded by Bridle Trails State Park on two sides.

b. West: The Hunt Club Equestrian Center and the associated single family lots border the Tennis Club to the west. The Hunt Club lots are also large lots although the master plan allows lots that are 14,500 square feet due to the equestrian center and facility. The equestrian center within this neighborhood has a large arena and barn and associated offices and parking lot and circulation. The Hunt Club equestrian center and residences use 125th Lane NE, a 30 foot wide private easement across Tennis Club property for their main access.

c. Conclusion: Neighboring residential and school development is a factor in the consideration of this application. The City has addressed impacts to the surrounding neighborhood within the analysis of this report and through SEPA review (see Attachment 7).

B. HISTORY

The Central Park Tennis Club was established in 1972 on the current site as a member owned Club. The City of Kirkland annexed this neighborhood in 1986. Therefore, the Tennis Club was initially built when the property was within King County jurisdiction under the existing rules at that time. When Kirkland annexed the Tennis Club area, it also created the zoning regulations for it (PLA16).

C. STATE ENVIRONMENTAL POLICY ACT (SEPA)

1. Facts: A Determination of Nonsignificance (DNS) was issued on January 5th, 2011. The Environmental Checklist, Determination, and additional environmental information are included as Attachment 7. Within Attachment 7 are Enclosures 1- 21 which include most of the public comment letters.

2. Conclusion: The City has satisfied the SEPA requirements. The appeal period for SEPA ended without appeal.

D. CONCURRENCY

1. Facts: The Public Works Department has reviewed the application for concurrency (see Attachment 7, Enclosure 7). A concurrency test was passed September 19th; 2010.

2. Conclusion: The City has satisfied the requirements for Concurrency review. The applicant has passed concurrency and should follow the requirements as set forth by the City in Attachment 7.

E. PUBLIC COMMENT

1. Facts:

a. The public comment period ran from 9/30/10 to 10/18/10.

b. Ten comment letters were received during the comment period and one additional comment letter was received on January 5th, 2011. Most of the letters submitted came from residents of the Hunt Club and most of these letters comment upon the issue of the Tennis Club's proposal to change their access point from it's current location at 127th Ave NE on the east side of the facility to

the private easement 125th Lane NE, which is a private easement, owned by the Tennis Club, but also used for access to the Hunt Club. The comments concerning traffic and safety concerns were analyzed as part of SEPA review (see Enclosures 10-19 of Attachment 7 for the comment letters). Through environmental review, the City's traffic engineer concluded that there were no adverse environmental impacts associated with traffic. The complete review of traffic safety and analysis of the access point change can be found within the SEPA review in Attachment 7. The City's Determination of Nonsignificance was not appealed.

c. The comments that are not related to traffic, such as hours of operation for accessory uses are more appropriately addressed within the context of this report, as they are issues related to zoning regulations. Analysis of zoning issues can be found in section II.G of this report.

d. The President of The Lake Washington Saddle Club, Jennifer Duncan submitted a letter concerning equestrian access for required street improvements (see Attachment 8). This letter contains comments regarding the type of sidewalk improvements that are safe for equestrian use and makes specific recommendations for surfacing materials and path widths. The Lake Washington Saddle Club has members surrounding the neighboring Bridle Trails State Park according to the letter, and their request is that equestrian-safe pathways be built instead of standard sidewalk, curb and gutter.

Staff Response to the Saddle Club: The Public Works Department has granted a modification to the street improvements as part of this zoning permit. These improvements will be designed to benefit equestrian use as is requested by Ms. Duncan (See section II.G of this report and Attachment 3 Development Standards, which set forth the requirements and recommendations for sidewalk and equestrian path standards for the Tennis Club project).

2. Conclusions: The City has addressed the concerns expressed within the public comment letters through environmental review and recommended conditions of approval. Through environmental review, the City has concluded that there are no adverse traffic impacts created by the proposal.

F. GENERAL ZONING CODE CRITERIA

1. Fact: Zoning Code section 152.70.3 states that a Process IIB application may be approved if:

   a. It is consistent with all applicable development regulations and, to the extent there is no applicable development regulation, the Comprehensive Plan; and

   b. It is consistent with the public health, safety, and welfare.

2. Conclusion: With the conditions of approval, the proposal complies with the criteria in section 152.70.3. It is consistent with all applicable development regulations (see Sections II.G and II.I) and the Comprehensive Plan (see Section II.H). In addition, it is consistent with the public health, safety, and welfare because it allows the Tennis Club to utilize its property potential and, at the same time, follows the development regulations as set forth by the City that are in place to mitigate impacts to the surrounding neighborhood and adjacent surrounding uses as described in section II.A.2 of this report. Additionally, the proposal helps to maintain the equestrian character of the neighborhood by modifying sidewalk standards to accommodate equestrian traffic while also maintaining traffic safety for pedestrians and school children walking to and from Ben Franklin Elementary.

G. DEVELOPMENT REGULATIONS

1. General Layout and Site Development Standards

a. Facts: The fundamental site development standards pertaining to a Commercial Recreation Area and Use in the PLA16 zone are set forth in Zoning Code section 60.182.030 (See Attachment 9).

(1) Required Review Process: A Process IIB zoning permit is required for this use.

(2) Lot Size Required: One acre is required for this use. The applicant's proposal, together with the existing tennis facility has 7.31 acres. The applicant is reserving an additional 2.11 acres on a vacant parcel for future development.

(3) Required Yards: The required setback yards on all property lines are 20 feet each. The applicant's plans show that the new and existing tennis facilities meet the setback requirements. The applicant has set the building back further than the required 20 feet to meet special regulation number 3 and Comprehensive Plan policies (see below).

(4) Lot Coverage: The maximum lot coverage is 80%. The applicant's plans indicate that the proposed lot coverage is 66.3%.

(5) Height Requirements: Height is limited to 38 feet above average building elevation and is further regulated by special regulation number 3 which states "*Structures exceeding 25 feet above average building must have the ground floor placed below existing grade to the extent possible and screened by a vegetative earthen berm. Structures can be placed at existing grade if the structures are located on lower ground than the adjacent properties and if the adjacent properties are developed and do not contain residential use*."

The plans and written information from the applicant shows that the new indoor tennis structure will be 33.7 feet above average building elevation, which meets the height requirement of 38 feet above average building elevation. However, the building will exceed 25 feet above average building elevation on all sides.

The Public Works Department has indicated that berming would not be allowed on top of an existing 30 foot wide utility easement along the southern property line that is closest to the new indoor tennis structure.

(6) Special regulation number 4: This regulation requires that a "*20-foot wide sight obscuring landscape buffer must be provided along the west and south perimeters of the property*". The applicant has provided a landscape plan that shows a 20-foot wide landscape buffer will be installed along the west and south borders, including the south border that is shared with the Hunt Club parking lot (see Attachment 10). Additionally, the applicant is attempting to save existing mature trees along the east side of the new structure, which is discussed in combination with the height requirements below.

(7) The applicant's engineer has addressed the height, berming and landscaping requirements in Attachment 11 (Blueline letter). This letter indicates that the applicant is attempting to meet the requirements for berming that would mitigate the height above 25 feet, and attempting to achieve a sight obscuring buffer through the following development practices:

(a) Increased setbacks: The required setbacks for the structure are 20 feet on all sides. The proposal indicates that the structure will be set back from the property lines by more than 20 feet on all sides: 27 feet on the east side, 30 feet on the west side, and 40 feet on the south side. There are single family homes to the south and across 127th Ave NE to the east. The Hunt Club parking lot is to the west and a single family home is to the southwest. There are no structures proposed on the south property line that borders the Hunt Club parking lot. The Tennis Club's new parking lot will border the Hunt Club parking lot on that southerly property line. (See parking and landscape buffer requirements in section (d) below and within the development standards in Attachment 3).

(b) Burying the structure: The applicant is placing the structure below existing grade to the extent possible according to the project engineer. The topography goes from higher ground at the west side of the new structure, to lower ground on the east side at 127th Ave NE. This makes it possible to bury the building on the west side by 12 feet, but as the topography goes down toward 127th Ave NE, it must meet the road's grade to maintain vehicular access. Therefore the proposed finished grade shows minimal berming, but follows the existing grade and is built up approximately 1-2 feet as it follows the existing grade. Having the building at grade on the east side will allow the applicant to retain trees to the maximum extent possible and is useful for vegetative screening and to maintain vehicular access to the back of the structure.

(c) Use of existing trees: The mature trees that can be retained are along the eastern border of the proposed structure (127th Ave NE). The mature evergreen trees proposed for retention are proposed to achieve vegetative screening and height mitigation instead of using a high earthen berm. The trees can not be retained if an earthen berm is built. Because the arborist report indicates that these trees still need evaluation (see section II.G.5.b below), the applicant has supplied two conceptual views of the east side: one with the existing trees retained, and one without the trees but where a vegetated earthen berm would be used (See Attachment 12)

(d) Sight obscuring landscaping: The landscape plans show that the applicant is using a variety of vegetation including trees and shrubs to provide a "solid sight-obscuring" landscape buffer. An overhead view of the neighboring single family homes indicate that all four homes that are either directly adjacent or share a corner with the Tennis Club property, are between 70 to 100 feet away from the proposed structure. The landscape architect for this project has selected plants based on characteristics that can achieve the goal of obscuring the building from neighboring properties (see Attachment 13).

(8) Landscape Category C: This property is subject to Landscape Category C and the requirements for this landscape category can be found in KZC Chapter 95.42 which requires a 15 foot wide landscape buffer on all property lines. However, the PLA16 zoning requires more stringent landscape buffer requirements and the applicant is following the more

stringent requirements. Additional landscape and parking buffer requirements can be found in Attachment 3, Development Standards.

(9) Special Regulation number 1: This regulates the uses on the property and states "*This use may include activities such as: indoor and outdoor tennis courts, club house, swimming pool, and other sport court games and ancillary commercial recreation activities"*

(a) The Tennis Club is primarily a member's only club for tennis with 6 outdoor and 8 indoor courts, but has many other ancillary uses such as: a club house, a café, a pool, a volleyball court, a meeting room, a fitness room and provides ancillary classes/services such as yoga, aerobics, pilates, a book club, tennis instruction, fitness training, massage, swim lessons, and child care (see Attachment 14).

(b) The uses and services described in Attachment 14 by the Tennis Club manager are open to members only with the exception of the cafe. The café is open to the public but has limited hours and limited seating (7 tables) and is rarely promoted due to these constraints.

(c) The proposal would not expand the range or intensity of accessory uses. The only expansion of use is the primary use with the addition of a structure housing 4 indoor tennis courts.

(10) Special regulation number 2: States that "Hours of operation may be limited to reduce adverse impacts on a residential neighborhood."

(a) The Tennis Club is open for operation from 5:45 am (court time beginning at 6 am) Monday through Saturday and 8 am on Sundays. The last court time available for scheduling is 8:30 pm and the club closes at 10:30 pm (see Attachment 14).

(b) The ancillary commercial services have varying times and days and do not operate separate hours from the club.

(c) The neighborhood comment letters (see Enclosures 10-19 of Attachment 7) have made the point that the café is a separate business from the Tennis Club and that three businesses should not operate from the same road.

(d) The Tennis Club is retaining the same ancillary uses, has not proposed additional uses or hours with this proposal and accesses from a neighborhood street.

(e) The Tennis Club has provided the following information regarding operation of the café. The café does not operate when the Tennis Club is not open, keeps mostly day hours of operation with a few nights open until 9 pm, and provides catering to club members and events. Although the café is open to the public, seating is limited to 7 tables, which can not accommodate a high number of additional people that are not club members. The cafe is not promoted to the public.

(11) Special Regulation number 6: *"Vehicular and pedestrian circulation to and from the property shall be coordinated with the other properties in the vicinity to the maximum extent possible"*

(a) Pedestrian circulation is addressed in section II.G.3.b.

(b) Vehicular circulation for the Tennis Club is changing from 127th Ave NE to 125th Lane NE.

(c) The Hunt Club accesses off of 125th Lane NE, which is a private easement, across property owned by the Tennis Club (see Attachment 15).

(d) The Public Works Department has made specific recommendations concerning 125th Lane NE that can be found in Attachment 3, Development Standards for Public Works. These requirements include the Tennis Club having to repair 125th Lane NE, and to also build a sidewalk along the easement.

(e) As part of SEPA review, a traffic report was submitted and reviewed by the City's Transportation Engineer. No adverse impacts due to the change in access were found as part of SEPA (see Attachment 7). The City's Transportation Engineer has approved the access change to 125th Lane NE.

(f) Street improvements include a multi-use path for the neighborhood along NE 60th Street.

b. Conclusion: The proposal complies with the regulations as set forth in Zoning Code section 60.182.030, as conditioned below.

(1) Special regulation 3: If the trees along the east side of the new indoor tennis building can not be retained, the applicant should submit plans that show a vegetative earthen berm on the east side of the structure, planted with sight-obscuring vegetation.

Special regulations 3, 4, and 5: The applicant's structure is approximately 8 feet above the 25 foot "special regulation" height requirement. The applicant has proposed to mitigate the height of the proposed structure by burying it, setting it back further than is required, and by providing an earthen berm that is between 1-2 feet in height. The plant selection shown in the landscape plan (see Attachment 10) should be implemented.

If the applicant is not able to retain enough of the existing mature trees along the east property line to provide a sight obscuring landscape buffer, in order to meet special regulations 3, 4, and 5 of KZC 60.182.030, an alternate plan with berming should be implemented to provide the required screening and berming. In lieu of an earthen berm, a sight obscuring landscape plan as shown in Attachment 13 should be implemented. Any such plans should be approved by the Planning Department.

(2) Special regulations 1 and 2: The operating hours for all ancillary uses should be restricted to the hours of operation for the Tennis Club and must be accessory to the primary approved use of a member's only tennis club. Expansion of any ancillary use should not be permitted without prior approval of the Planning Department.

2. Right-of-Way Improvements

a. Facts: Zoning Code Chapter 110 establishes right-of-way improvement requirements: The project abuts 127th Ave. NE, 128th Ave. NE and NE 59th St (all Neighborhood Access type streets), and NE 60th St (a Collector type street). Zoning Code sections 110.10 and 110.25 require the applicant to make half-street improvements in rights-of-way abutting the subject property. Section 110.30-110.50 establishes that these streets must be improved with the following (See also Attachment 3, development standards for Public Works):

1) NE 60th Street: Chapter 110 of the Kirkland Zoning Code requires street improvements (curbs, storm drainage, and sidewalks) along the lot frontage that is part of this application (approx 630 ft). Chapter 110.70 of the KZC allows applicants to propose a "sidewalk construction-in-lieu" whereby the applicant can propose to construct off-side sidewalk (pedestrian improvements) in lieu of constructing improvements along the project frontage. The Public Works Director must agree that it is in the City's interest to allow the "sidewalk-construction-in-lieu" taking into account such factors as the pedestrian safety impacts that result from the development. In addition the KZC states that the City may accept a sidewalk construction-in-lieu in the following circumstances (per KZC 110.6.a):

(a) If installation of the required improvement would require substantial off-site roadway modifications; or
(b) If the Public Works Director determines that installation of the required improvement would result in a safety hazard; or
(c) If other unusual circumstances preclude the construction of the improvements as required.

2) The applicant has submitted a preliminary plan for offsite improvements in-lieu of improvements to NE 60th Street frontage improvements (see Attachment 16). In this case, the applicant is proposing to construct an offsite pedestrian/equestrian path along the north side of NE 60th Street. Installation of standard street improvements along the project frontage would require substantial grading (cut and fill), may cause significant trees to be removed, and would not connect to any existing pedestrian or equestrian improvements. Furthermore, the Bridle Trails/South Rose Hill Neighborhood Association, the Lake Washington School District, the Lake Washington Saddle Club, and City Staff all met, reviewed, and approved the proposed construction-in-lieu improvements.

3) Zoning Code Section 110.70.5.c allows for a waiver of street improvements along Neighborhood Access Roads in zones with equestrian use.

(a) The following streets abutting the subject property are all Neighborhood Access Roads within the equestrian use overlay: 127th Ave NE, 128th Ave NE, and NE 59th Street.
(b) The Public Works Department has approved a waiver of street improvements along the Neighborhood Access Roads as listed above.

b. Conclusions:

1) The Public Works Director recommends approval of the proposed construction-in-lieu for improvements to NE 60th St. including the following improvements:

a) The value of the improvements will be approximately $132,000 which is approximately 75% of the required project frontage improvements. The sidewalk construction-in-lieu program allows the in-lieu improvements to be 75% of the value of the required improvements (see KZC 110.70.6.b).

b) Additionally, KZC 110.70.3 allows the City to grant a modification to the nature or extent of any required improvement.

c) The improvements will consist of a 4 ft wide vegetation buffer along the north edge of NE 60th Street (the landscape buffer may be reduced to 2 ft in some areas due to topographic constraints). The buffer plantings should be approved by the Public Works Street Maintenance Division, but street trees and/or shrubs with low maintenance ground cover will be used. On the north side of the vegetative buffer, a 7-10 ft wide pedestrian/equestrian pathway will be installed using a Public Works approved trail mix base that is suitable for year-round use by pedestrians and equestrians. The width should only be reduced to 7 ft width in areas due to topographic constraints that can't be feasibly mitigated with fill material and a retaining wall, as determined by the Public Works Director.

d) The intent is to construct the vegetative buffer and pathway along the north side of NE 60th Street from the east edge of the Ben Franklin Elementary School to 132nd Ave. NE. It won't be known until the improvements are bid on for construction if the $132,000 will be adequate to build the entire length. The applicant should complete the improvements as far east as feasible within the construction-in-lieu amount.

3. Access – Walkways

a. Facts:

1) Kirkland Zoning Code section 105.18 sets forth requirements for providing pedestrian access through sites.

2) Based on the requirements of 105.18, the applicant is proposing a pedestrian path that extends from the back of the new tennis building beginning at 127th Ave NE and through the site, crossing over the new parking lot, and connecting to 125th Lane NE, extending to NE 60th Street.

3) The proposed pedestrian path plan connects the single family neighborhood from the southeast, known as Flying Horseshoe Tracts to NE 60th St. This same path connects the Hunt Club residents to NE 60th Street.

b. Conclusions: The applicant should install a public pedestrian pathway as required by chapter 105.18 and 105.19 and as shown on their plans. This path should be open to the public and the applicant should submit a device for recording the path as a public pedestrian easement in a form approved by the City Attorney.

4. Parking Requirements

a. Facts: The applicant is demolishing the existing parking lot that has 69 stalls, and is proposing to build a new parking lot with 103 stalls. The PLA 16 zone refers to KZC section 105.25 of the KZC. 105.25 states that the Planning

Official will establish parking requirements on a case-by-case basis based on a parking demand study. Standards for parking lot design can be found in chapter 105 and include specific requirements such as parking buffers, circulation, curbing, number of compact stalls, and requirements for bicycle parking. These specific requirements are generally reviewed as part of a building or land surface modification permit (see Attachment 3, Development Standards for more parking standards).

1) The applicant has submitted a parking study by Transportation Engineering NW (see Enclosure 8 of Attachment 7). This study shows the need for 99 parking stalls and is based on parking demand when the Tennis Club was "at capacity". The parking demand includes the expansion of the 4 courts within the indoor tennis structure.

2) The Tennis Club hosts three tennis events each year and has traditionally used the vacant lot that is part of its property for event parking. The parking study states that the vacant lot has provided adequate parking for these special events and that spillover parking within the neighborhood has not been an issue.

3) The City's Transportation Engineer, Thang Nguyen, has reviewed the parking study (see Enclosure 9 of Attachment 7). In his memo, Mr. Nguyen made observations at the site, observing that "sight distance" along 60th Street NE is reduced when parking occurs on that street. As a result, he recommends that *to minimize impact and maintain sight distance, during special events or at times when the parking lot is full, the tennis facility should put out signs to instruct attendees not to park on-street and driveway along the site frontage and direct attendees to park in the overflow parking area. He also recommends that employees are required to park on site.*

b. Conclusions: The applicant's plans indicate that a sufficient number of parking stalls will be installed for this project. During events, the applicant should put out signs to instruct attendees not to park on 125th Lane NE, 60th Street NE or within the neighborhoods surrounding the Tennis Club. Additionally, the Tennis Club should instruct employees to park on site.

The applicant should follow all requirements for parking lots as set forth in chapter 105 and show these on any development plans submitted.

5. Natural Features - Significant Vegetation

a. Facts:

1) Regulations regarding the retention of trees and requirements for tree plans can be found in Chapter 95 of the Kirkland Zoning Code.

2) Additionally, the development standards for a Commercial Recreation Area) in the PLA 16 zone call out specific regulations regarding the retention of trees.

Special regulation 4 found in KZC 60.182.030 requires that "*Existing natural vegetation must be maintained to the greatest extent possible*"

(3) There are approximately 95 significant trees on the parcel where the new structure and parking lot are proposed. These trees are within the

existing parking lot that is proposed to be demolished for the new indoor tennis structure, new parking lot, and required utilities.

(4) The applicant has submitted a Tree Plan, prepared by a certified arborist that evaluates the trees on the site (see Attachment 17).

(5) Specific information regarding the tree retention that is possible given the proposed building, parking lot and utility locations on site can be found within the arborist report. Seventeen trees are proposed to be retained. The arborist report indicates that the trees able to be retained on site cannot be fully determined until "early root excavation is undertaken".

(6) The arborist report does not contain information concerning offsite trees and this is required per chapter 95 tree retention component standards.

(7) The applicant has submitted a rationale for placement of the existing structure and parking lot in the proposed location (See Attachment 17).

(8) Per Chapter 95 standards, the City's Urban Forester will need to review the arborist recommendations that are submitted for the early root excavation.

b. Conclusions:

The applicant should submit an additional arborist report including early root excavation for review by the City's Urban Forester prior to submittal of a building or land surface modification permit. This plan should follow the requirements as set forth in chapter 95.30 for tree retention plans including any offsite trees that may be affected by the development of this site. Based on the results of the early root excavation, the applicant should submit a tree plan for review by the City's Urban Forester evaluating final tree retention with the goal of retaining existing significant trees where feasible.

H. COMPREHENSIVE PLAN

1. Fact: The subject property is located within the Bridle Trails neighborhood which had its last major update to the Comprehensive Plan policies in 1986, after the Central Park Tennis Club was built. Figure BT-1 on page XV-C.2 designates the subject property for LDR-1 or Low Density Residential with one dwelling unit per acre and also recognizes the PLA (Planned Area) designation (see Attachment 18).

a. Pages XV.C-5 and XV.C-6 indicate that the Tennis Club is within Planned Area 16 which is called the Central Park Area and contains a mix of commercial uses such as an equestrian stable with an indoor arena with associated lots, and a commercial Tennis Club facility with indoor and outdoor courts and clubhouse, and has very low density residential development (one dwelling unit per acre) with associated equestrian stables and pastures.

b. The Central Park Area is developed as a planned area designation to permit the application of special development procedures and standards to allow for full development of the area while maintaining the equestrian character. "*However, future development in this area should not be permitted to adversely affect the unique equestrian and natural environment of the park and its uses by the general public*".

c. Page XV.C-6 states that *"Expansion of Central Park Tennis Club along NE 60th Street should be permitted. The existing Central Park Tennis Club has been*

compatible with the surrounding residential and equestrian uses. The Tennis Club should be permitted to expand to the degree that the following performance standards are met:"

(1) Development is reviewed through a public process.

(2) To the extent possible, commercial buildings are placed below existing grade, have large setbacks, and are screened by vegetated earthen berms.

(3) Large setbacks with a substantial vegetative buffer should be required along the south and west borders of the subject property.

(4) Parking areas are aggregated and visually screened from adjoining single-family development.

(5) Vehicular and pedestrian circulation to and from the property should be coordinated with other properties in the vicinity."

These standards have been codified in the PLA 16 zone.

d. The applicant has submitted a Process IIB zoning permit for a Commercial Recreation Facility Use in order to add an additional indoor tennis court and reconfigure parking and access.

e. The City has analyzed the impacts of this project through environmental review (SEPA) and the process IIB permit application process, which requires specific development standards as set forth for this use (See section II.G of this report and Attachment 7).

2. Conclusion With the conditions of approval for this permit, the City has found that the proposal does not "adversely affect the unique equestrian and natural environment of the park and its uses by the general public" and is consistent with the Comprehensive Plan.

I. DEVELOPMENT STANDARDS

1. Fact: Additional comments and requirements placed on the project are found on the Development Standards, Attachment 3.

2. Conclusion: The applicant should follow the requirements set forth in Attachment 3.

III. SUBSEQUENT MODIFICATIONS

Modifications to the approval may be requested and reviewed pursuant to the applicable modification procedures and criteria in effect at the time of the requested modification.

IV. CHALLENGES, / APPEALS AND JUDICIAL REVIEW

The following is a summary of the deadlines and procedures for challenges and appeals. Any person wishing to file or respond to a challenge or appeal should contact the Planning Department for further procedural information.

A. CHALLENGE

Section 152.85 of the Zoning Code allows the Hearing Examiner's recommendation to be challenged by the applicant or any person who submitted written or oral comments or testimony to the Hearing Examiner. A party who signed a petition may not challenge unless such party also submitted independent written comments or information. The challenge must be in writing and must be delivered, along with any fees set by ordinance, to the Planning Department by 5:00 p.m., _____, seven (7) calendar days following distribution of the Hearing Examiner's written recommendation on the application. Within this same time period, the person making the challenge must also mail or personally deliver to the applicant and all other people who submitted comments or testimony to the Hearing Examiner, a copy of the challenge together with notice of the deadline and procedures for responding to the challenge.

Any response to the challenge must be delivered to the Planning Department within seven (7) calendar days after the challenge letter was filed with the Planning Department. Within the same time period, the person making the response must deliver a copy of the response to the applicant and all other people who submitted comments or testimony to the Hearing Examiner.

Proof of such mail or personal delivery must be made by affidavit, available from the Planning Department. The affidavit must be attached to the challenge and response letters, and delivered to the Planning Department. The challenge will be considered by the City Council at the time it acts upon the recommendation of the Hearing Examiner.

B. JUDICIAL REVIEW

The action of the City in granting or denying an application under this chapter may be reviewed pursuant to the standards set forth in RCW 36.70C.130 in the King County Superior Court. The land use petition must be filed within 21 calendar days of the issuance of the final land use decision by the City. The date of the final decision of the City is the date of passage of the City Council ordinance or resolution constituting the City's final decision unless such City Council decision is subject to the disapproval jurisdiction of the Houghton Community Council, in which case the petition for judicial review must be filed within 21 calendar days of the date of approval or disapproval action by the Houghton Community Council. For more information on the judicial review process for land use decisions, see Chapter 36.70C RCW.

V. LAPSE OF APPROVAL

Under Section 152.115 of the Zoning Code, the applicant must submit to the City a complete building permit application, begin use of land as approved in this report and under Chapter 152, within four (4) years after the final approval on the matter, or the decision becomes void; provided, however, that in the event judicial review is initiated per Section 152.110, the running of the four years is tolled for any period of time during which a court order in said judicial review proceeding prohibits the required development activity, use of land, or other actions. Furthermore, the applicant must substantially complete construction, the development activity, use, and complete the applicable conditions listed on the Notice of Approval within six (6) years after the final approval on the matter, or the decision becomes void.

VI. APPENDICES

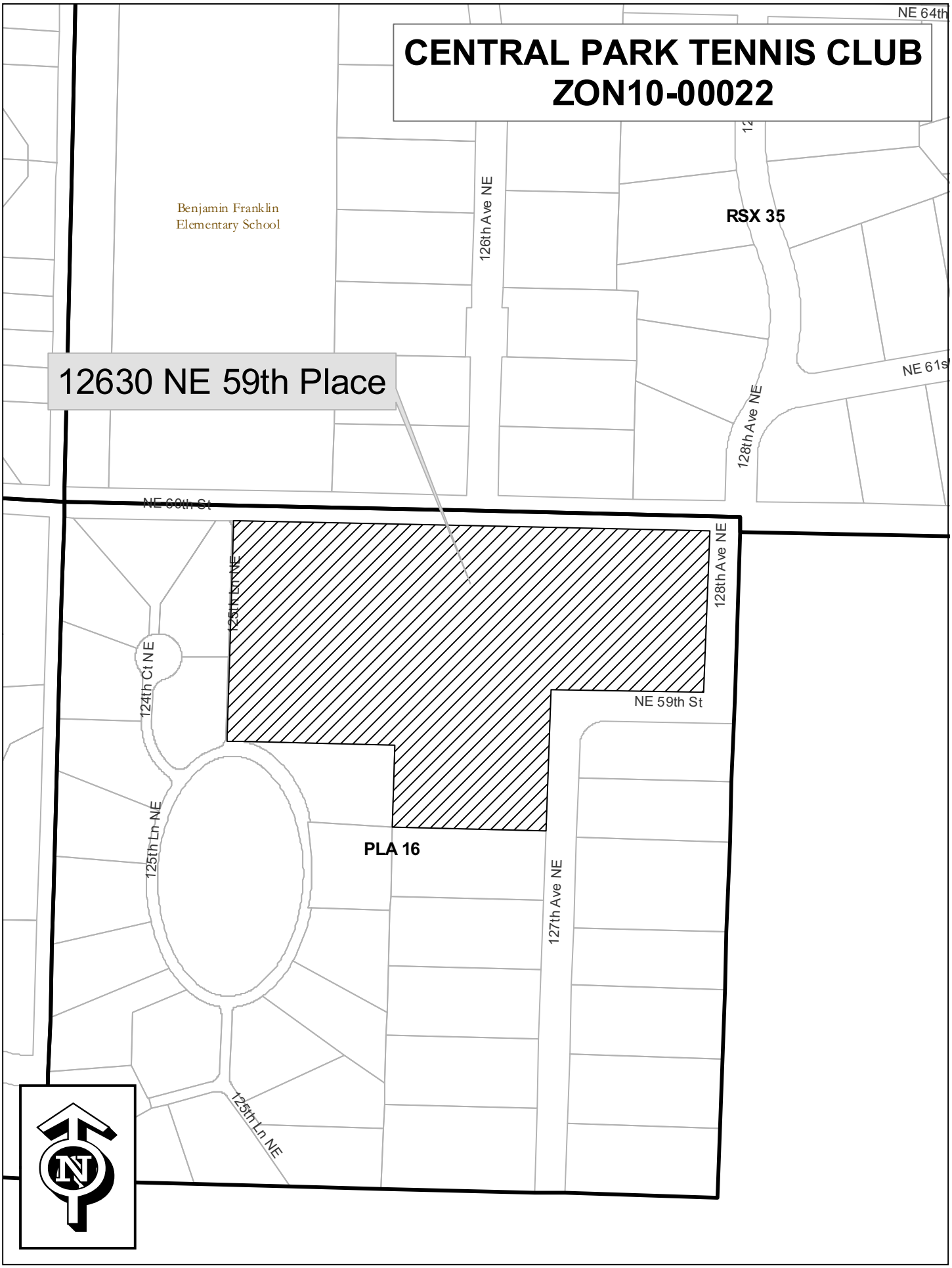
Attachments 1 through 18 are attached.

1. Vicinity Map
2. Applicant's plans
3. Development Standards including Planning, Public Works, Building and Fire Departments conditions
4. Arborist Report
5. Tree Inventory
6. Overhead view of the neighborhood
7. SEPA review including 21 Enclosures. Enclosure 10-19 of this attachment are comment letters from Hunt Club residents.
8. Letter from Jennifer Duncan of Lake WA Saddle Club
9. PLA 16 Use Zone Chart and applicant's response to each development standard
10. Landscape plans
11. Blueline letter
12. Conceptual views of berming vs. retention of existing mature trees
13. Landscape plan narrative and alternative plan for east side of structure
14. Letter from Club manager, Julie Weadon, concerning uses at the Tennis Club
15. Kirkland Hunt Club plat map
16. Preliminary sidewalk plan
17. Rationale for selecting placement of the building where trees are
18. Comprehensive Plan Pages apply to CPTC

VII. PARTIES OF RECORD

Applicant Larry Ho of Freiheit and Ho Architects for the Central Park Tennis Club
Parties of Record (see official file)Department of Planning and Community Development
Department of Public Works
Department of Building and Fire Services

ATTACHMENT 1



ATTACHMENT 2

Central Park Tennis Club

FOUR COURT TENNIS BUILDING

PROJECT TEAM

OWNER

CENTRAL PARK TENNIS CLUB
2800 NE 90TH STREET
KIRKLAND, WA 98033
(425) 822-3500
CONTACT: JUE WHEADON, CLUB MANAGER

ARCHITECT

FREIHEIT & HO ARCHITECTS, INC. P.S.
[illegible]
KIRKLAND, WA 98033
(425) 822-1500
CONTACT: LARRY HO

CIVIL ENGINEER

BUILDING LAND DEVELOPMENT CONSULTING
[illegible] CENTRAL WAY, #400
KIRKLAND, WA 98033
(425) 828-4291
CONTACT: BRIAN DARROW

LANDSCAPE ARCHITECT

INTEGRATED SITE DESIGN
[illegible] 26TH AVENUE NE
SEATTLE, WA 98125
(206) 362-[illegible]
CONTACT: RAY ROBINSON

GEOTECHNICAL ENGINEER

GRUBB NORTHWEST, INC.
[illegible] NE 12TH AVENUE, #[illegible]
BELLEVUE, WA 98005
(425) 649-[illegible]
CONTACT: MATT WADE

TRAFFIC ENGINEER

TRANSPORTATION ENGINEERING NORTHWEST
[illegible] 6TH STREET SOUTH
KIRKLAND, WA 98033
KIRKLAND, WA 98033

CONTACT: CHRIS FORSTER

LEGAL DESCRIPTION

LOT 1 AND 2, FLYING HORSEHOE TRACTS, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 54 OF PLATES, PAGE 41, IN KING COUNTY, WASHINGTON.

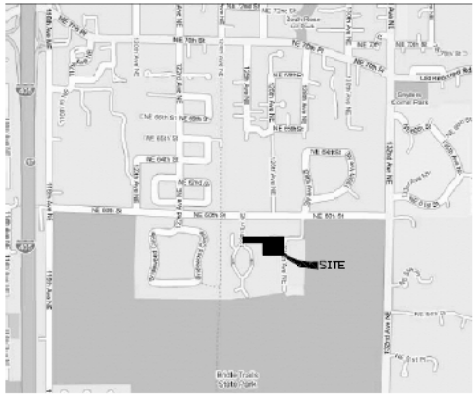
TOGETHER WITH THAT PORTION OF VACATED 90TH AVENUE NORTHEAST ADJOINING, WHICH ATTACHED THERETO BY OPERATION OF LAW, AND

TOGETHER WITH THE SOUTH EIGHT FEET OF THE NORTH [illegible] FEET OF THE WEST HALF OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 30, TOWNSHIP 26 NORTH, RANGE 5 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON.

EXCEPT THE WEST EIGHTY FEET THEREOF, AND

EXCEPT THAT PORTION LYING NORTHERLY OF THE NORTHERLY PERPETUAL TRANSMISSION LINE OF THE SOUTH LINE OF BAND LOT 1, FLYING HORSEHOE TRACTS, ACCORDING TO PLAT THEREOF RECORDED IN VOLUME 54 OF PLATS, PAGE 41, IN KING COUNTY, WASHINGTON.

VICINITY MAP



NOT TO SCALE

PROJECT DATA

PRESUBMITTAL CONFERENCE NO. 10-00007

PRESUBMITTAL CONFERENCE DATE: 3/3/2010

PROPERTY ADDRESS: 2800 NE 90TH S. KIRKLAND, WA.

TAX ASSESSOR'S PARCEL NUMBER: [illegible]

LOT SIZE: 2.5 AC.

ZONE: PLAN

MAXIMUM ALLOWABLE LOT COVERAGE: 10%

PROPOSED LOT COVERAGE: 6.6%

NO. OF EXISTING PARKING STALLS: 64

TOTAL NO. OF PARKING STALLS PROPOSED: 120

GROSS BUILDING AREA: 31,394 SQ. FT.

OCCUPANCY GROUP: A1 (INDOOR TENNIS COURT WITHOUT SPECTATOR SEATING)

TYPE OF CONSTRUCTION: TYPE VB SPRINKLED

DRAWING INDEX

ARCHITECTURAL	
A0.0	COVER SHEET
A0.1	SITE PLAN
A0.2	FLOOR PLAN
A0.3	BUILDING ELEVATIONS
A0.4	PERSPECTIVE VIEWS
SURVEY	SURVEY
SVY. 1	SURVEY COVER SHEET
SVY. 2	TOPOGRAPHIC SURVEY
CIVIL	CIVIL
C1	PRELIMINARY UTILITIES PLAN
C2	PRELIMINARY GRADING PLAN
LANDSCAPE	LANDSCAPE
L1.0	OVERALL SITE/ LANDSCAPE PLAN
L2.0	WEST PARKING LOT LANDSCAPE PLAN
L3.0	EAST PARKING LOT AND TENNIS FACILITY LANDSCAPE PLAN
L4.0	PLANT LISTS AND DETAILS
SK L0	RENDERED/OVERALL LANDSCAPE PLAN
SK 2.0	VIGNETTES

CENTRAL PARK TENNIS CLUB
FOUR COURT TENNIS BUILDING
[illegible] 90TH STREET
KIRKLAND, WASHINGTON

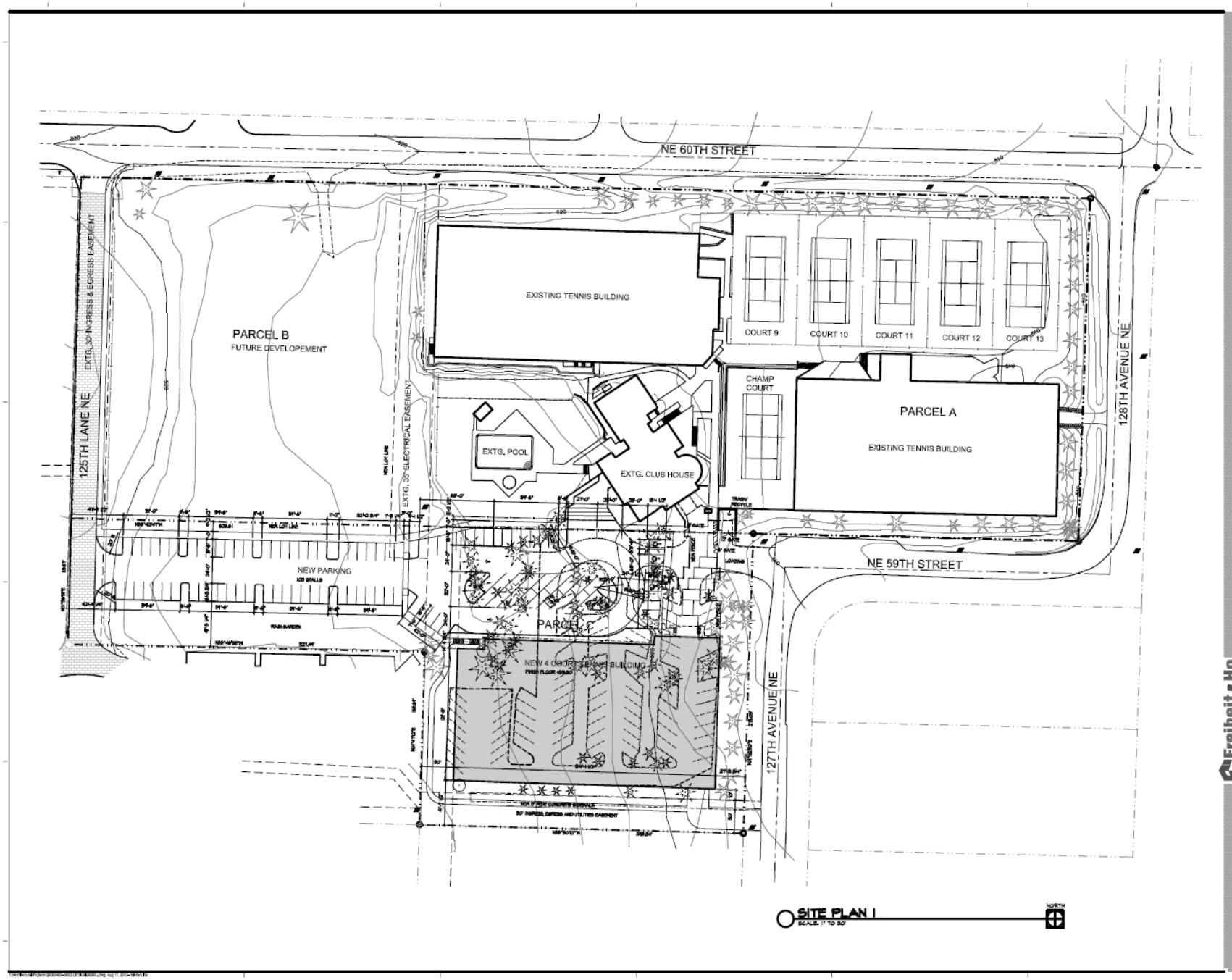
Freiheit & Ho Architects
[illegible] Kirkland | WA [illegible] www.FHArch.com [illegible]

REV	DESCRIPTION	DATE
	PROCESS TO CLIENTAL	[illegible]

A0.0

PROJECT NUMBER: [illegible]
COPYRIGHT © FREIHEIT & HO ARCHITECTS, INC. [illegible]

ATTACHMENT 2



CENTRAL PARK TENNIS CLUB
FOUR COURT TENNIS BUILDING
12500 NE 60TH STREET
KIRKLAND, WASHINGTON

Freiheit & Ho architects

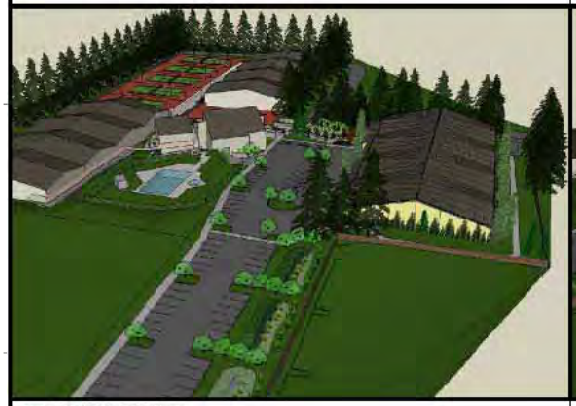
A2.0

ATTACHMENT 2

ARIAL VIEW FROM NORTHWEST CORNER

VIEW OF NEW ENTRANCE

NEW PARKING LOT AND TENNIS BUILDING



ARIAL VIEW FROM WEST

VIEW OF NEW TENNIS BUILDING FROM SOUTHWEST CORNER

VIEW OF TENNIS BUILDING FROM SOUTHEAST CORNER

EXISTING CLUB ENTRY DRIVE TO BE USED FOR DELIVERIES ONLY

ARIAL VIEW FROM NORTH

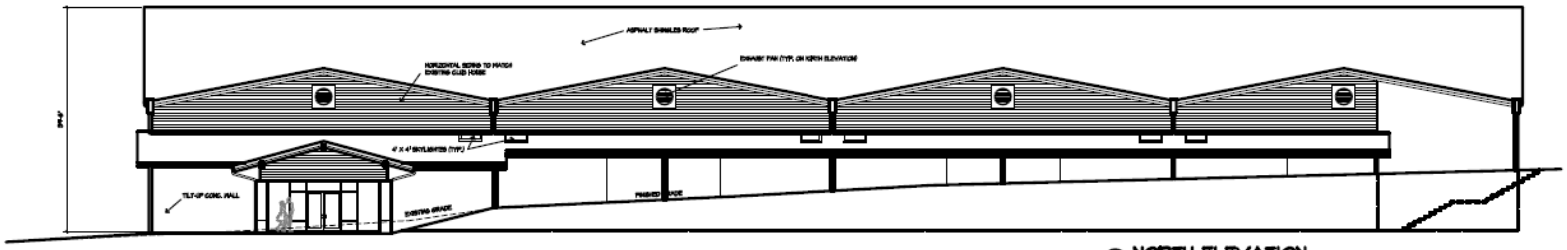
COURTYARD ENTRANCE TO NEW TENNIS BUILDING

Freiheit a Ho architecte

CENTRAL PARK TENNIS CLUB
FOUR COURT TENNIS BUILDING
12630 NE 59TH STREET
KIRKLAND, WASHINGTON

A6.0

ATTACHMENT 2



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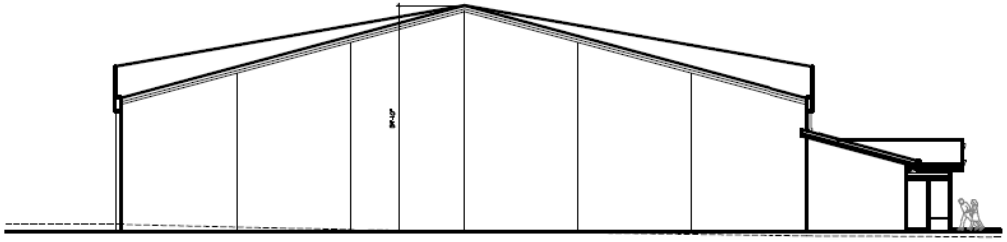

EAST ELEVATION
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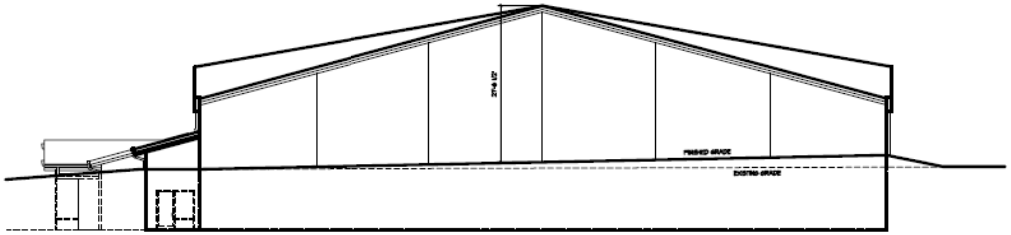

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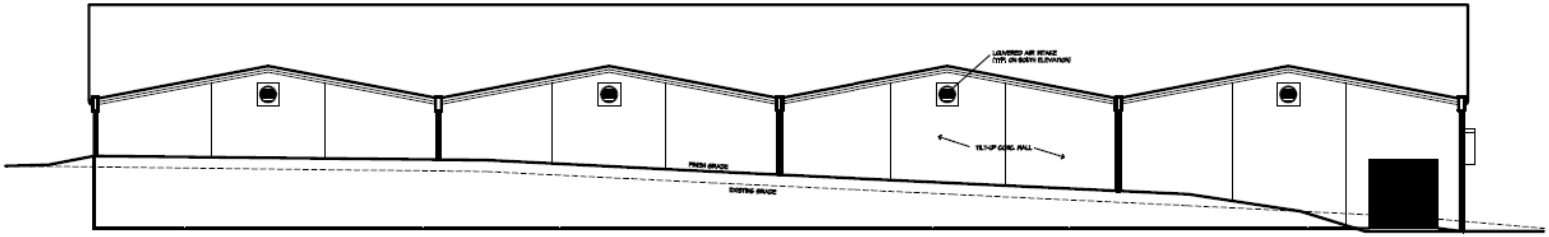


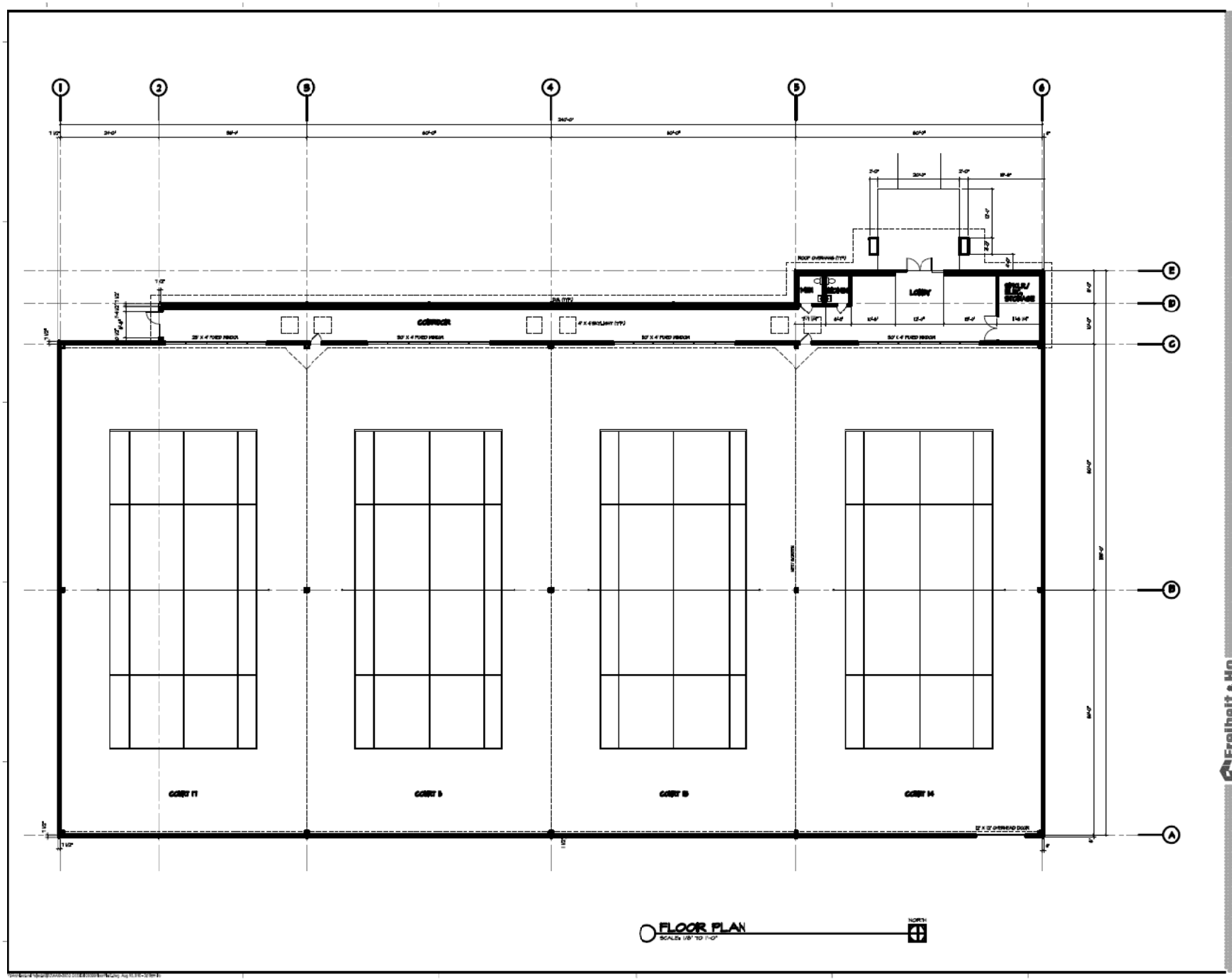
SOUTH ELEVATION
SCALE: 1/8" TO 1'-0"

CENTRAL PARK TENNIS CLUB
FOUR COURT TENNIS BUILDING
12200 - 6th STREET
KIRKLAND, WASHINGTON

Freiheit & Ho architects

A4.0

ATTACHMENT 2

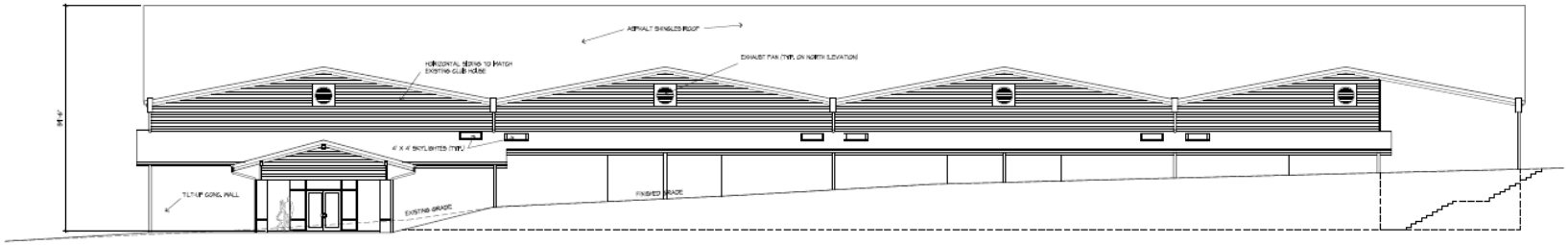


CENTRAL PARK TENNIS CLUB
FOUR COURT TENNIS BUILDING

Freiheit & Ho architects

A3.0

ATTACHMENT 2



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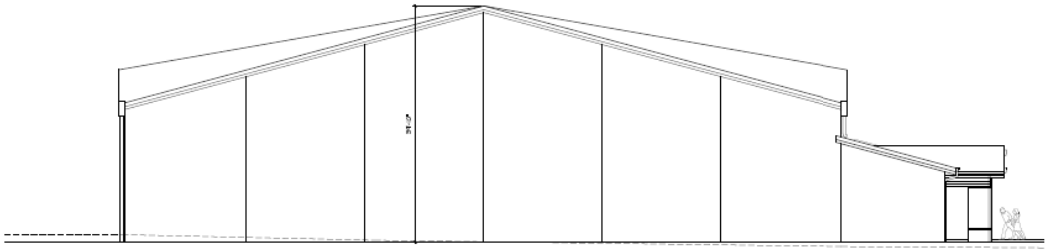

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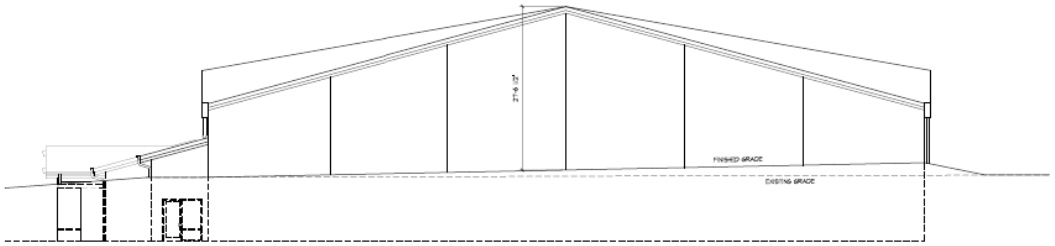

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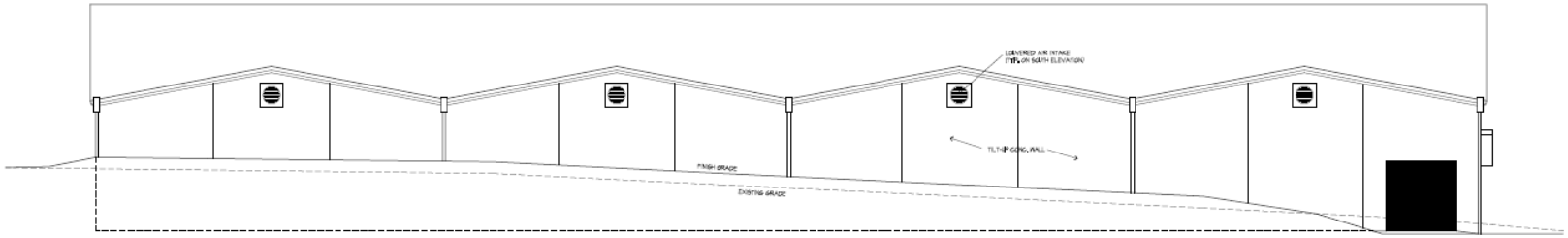

SOUTH ELEVATION
SCALE: 1/8" TO 1'-0"

CENTRAL PARK TENNIS CLUB
FOUR COURT TENNIS BUILDING
12630 NE 60TH STREET
KIRKLAND, WASHINGTON

Freiheit & Ho architects

REV	DESCRIPTION	DATE
	PROCESS TO SUBMITTAL	8/7/2012

A4.0

PROJECT NUMBER: 2012-03
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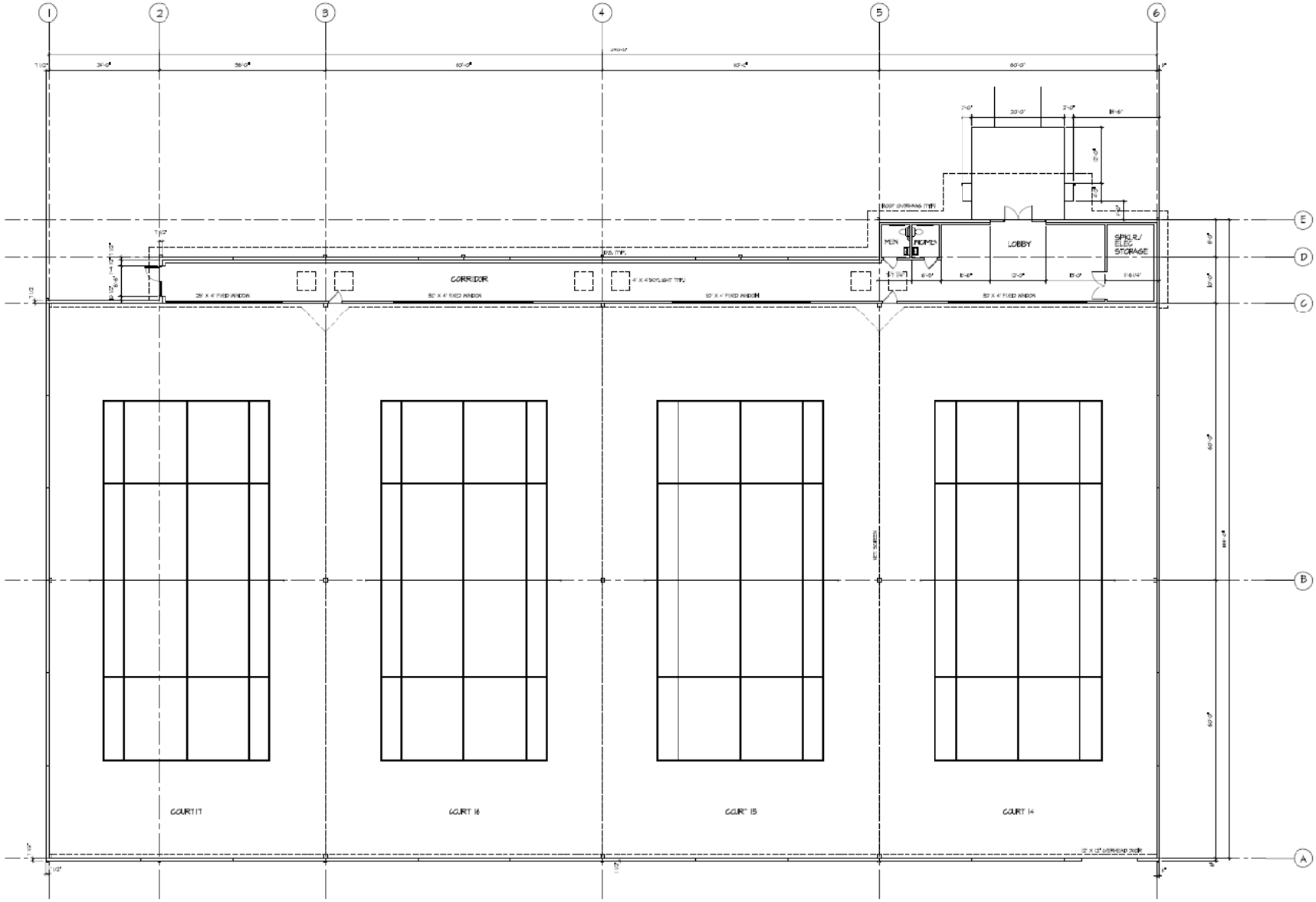


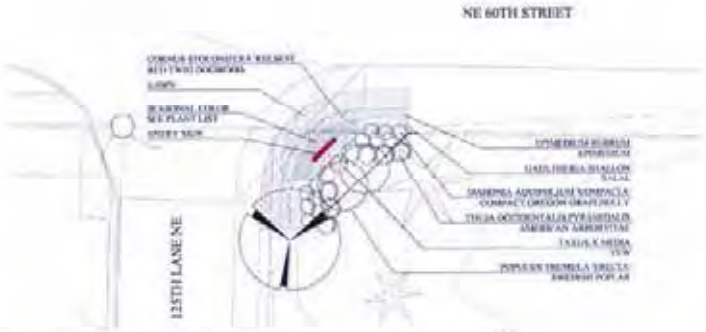
FLOOR PLAN
SCALE: 1/8" TO 1'-0"

NORTH

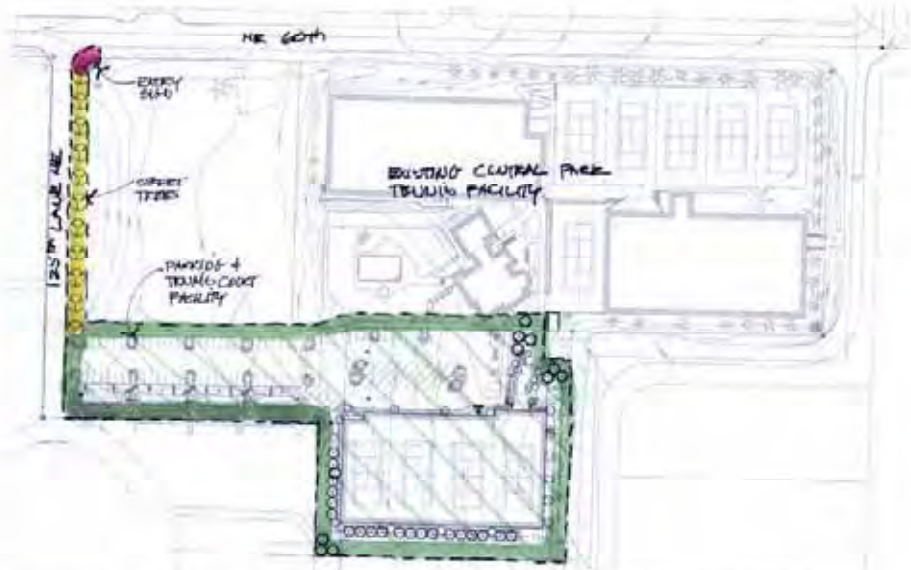
CENTRAL PARK TENNIS CLUB
FOUR COURT TENNIS BUILDING
12830 NE 59TH STREET
KIRKLAND, WASHINGTON

Freiheit & Ho
architects

A3.0



1 ILLUSTRATIVE SITE PLAN - ENTRY



2 ILLUSTRATIVE SITE PLAN - OVERALL

3 ILLUSTRATIVE SITE PLAN - PROPOSED TENNIS COURT FACILITY

CENTRAL PARK TENNIS CLUB
FOUR COURT TENNIS BUILDING
12630 NE 59th Street
Kirkland Washington 98033

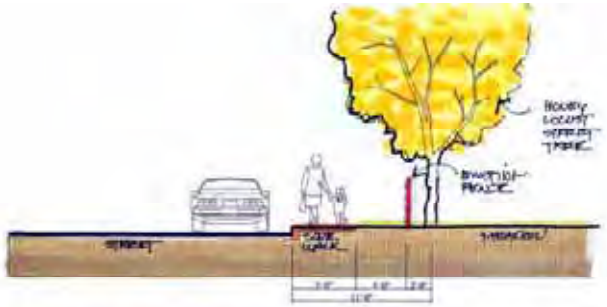
CLIENT:
CENTRAL PARK TENNIS CLUB

Freiheit & Ho architects

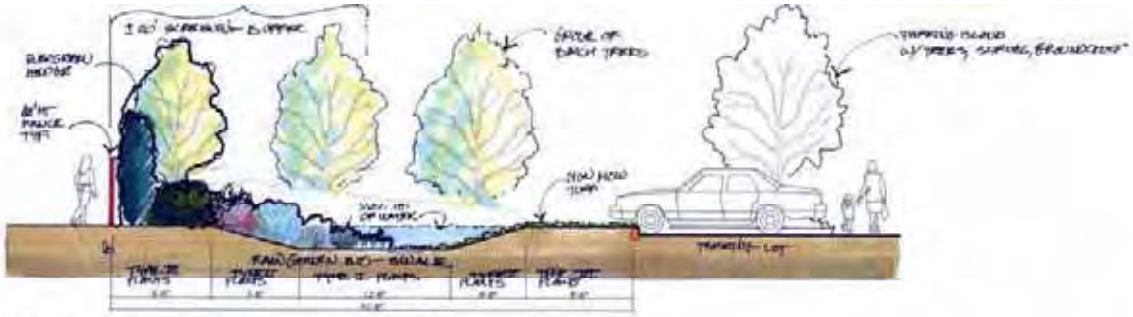
ILLUSTRATIVE SITE PLAN

SK-1.0

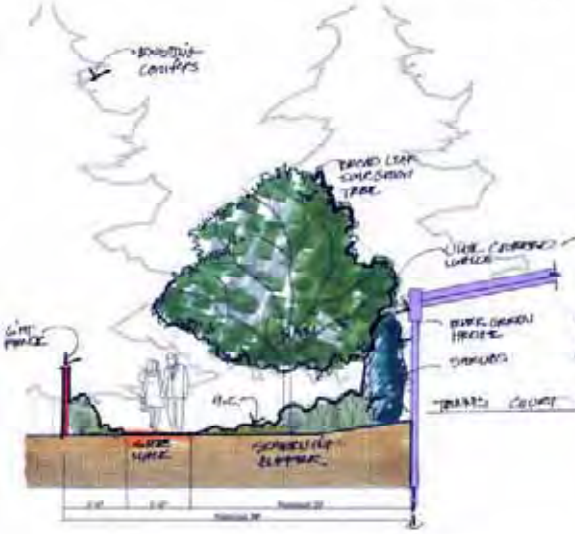
ATTACHMENT 2



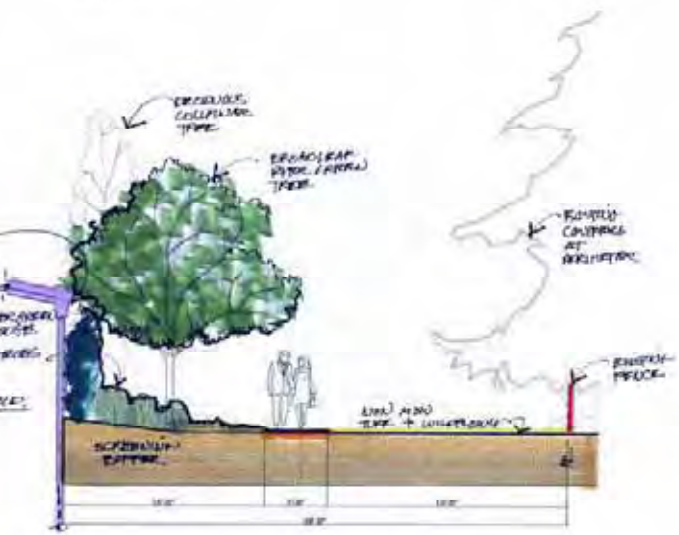
A TYPICAL STREET TREE PLANTINGS ON 125TH LANE NE



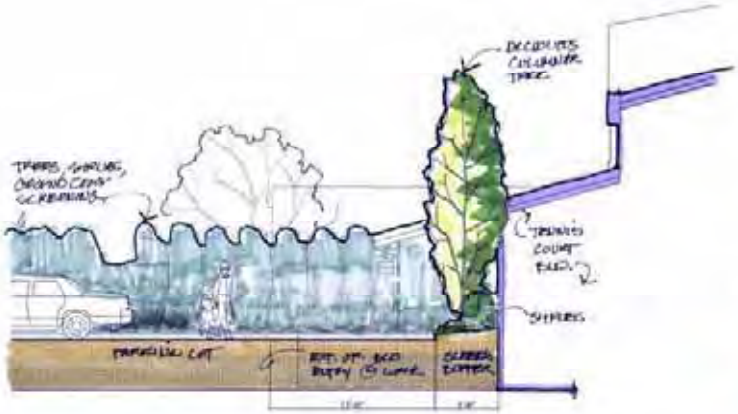
B TYPICAL SECTION AT SCREENING BUFFER AND RAIN GARDEN



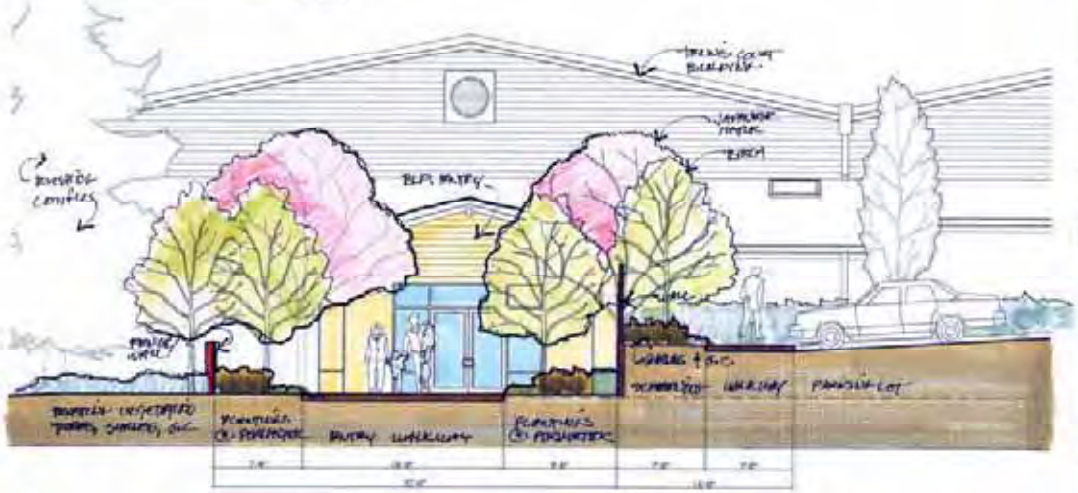
C WEST LANDSCAPE BUFFER AT NEW TENNIS COURT BUILDING



D SOUTH LANDSCAPE BUFFER AT NEW TENNIS COURT BUILDING



E PARKING LOT AT NORTH SIDE OF NEW TENNIS COURT BUILDING



F ENTRY WALKWAY LOOKING TOWARDS NEW TENNIS COURT BUILDING

CLIENT:
CENTRAL PARK TENNIS CLUB
12630 NE 85th STREET
KIRKLAND WA 98033

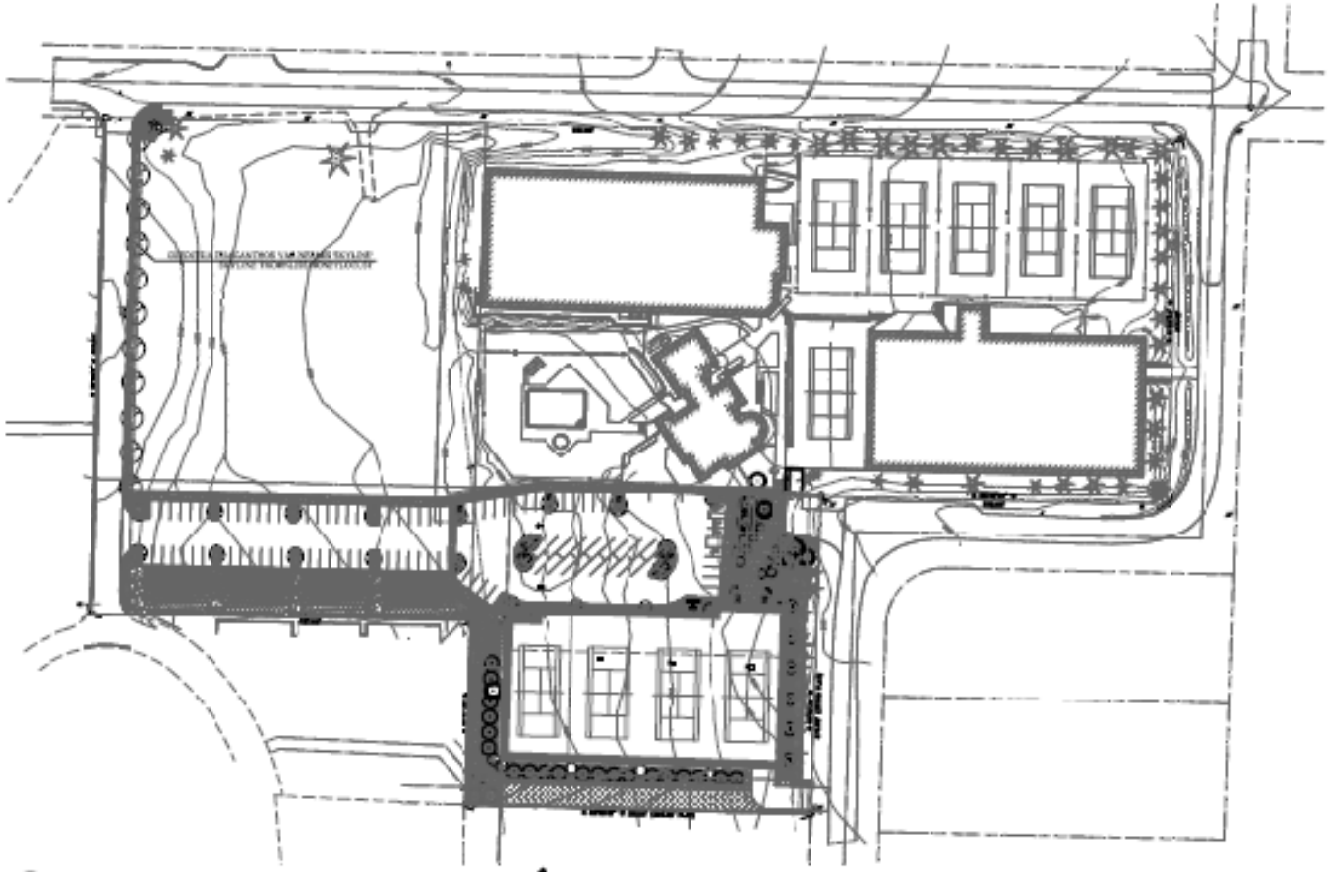
CENTRAL PARK TENNIS CLUB
FOUR COURT TENNIS BUILDING
12630 NE 85th Street
Kirkland Washington 98033

Freihoff & Ho architects

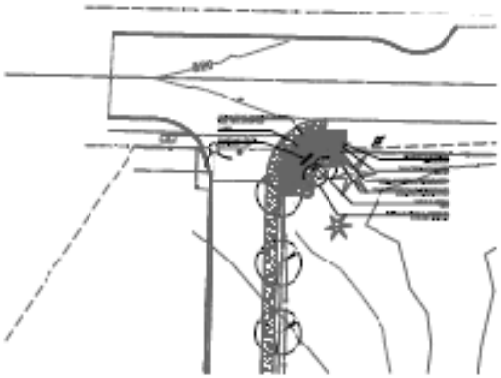
VIGNETTES

SK-2.0

ATTACHMENT 2



1 OVERALL LANDSCAPE PLAN



2 LANDSCAPE PLAN – MAIN ENTRY

CODE COMPLIANCE

TREE PRESERVATION NOTES:

GENERAL NOTES

SHEET INDEX

L-1 SITE PLAN
L-2 ENTRY DRIVE LANDSCAPE PLAN
L-3 MAIN PARKING LANDSCAPE PLAN
L-4 PLANT LIST & DETAILS

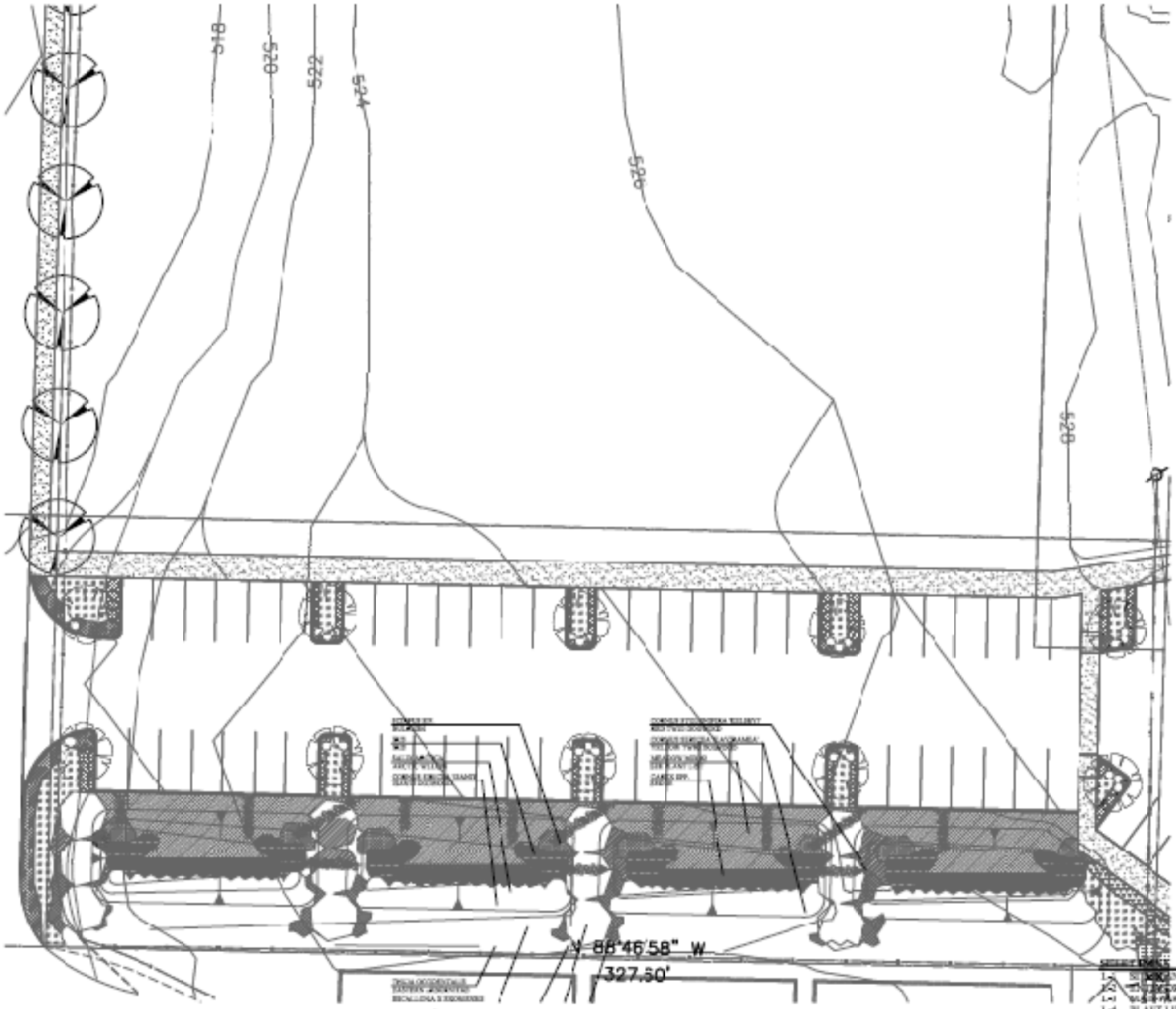
CLIENT

CENTRAL PARK TENNIS CLUB

LANDSCAPE PLAN

L-1.0

ATTACHMENT 2



1 LANDSCAPE PLAN -ENTRY DRIVE

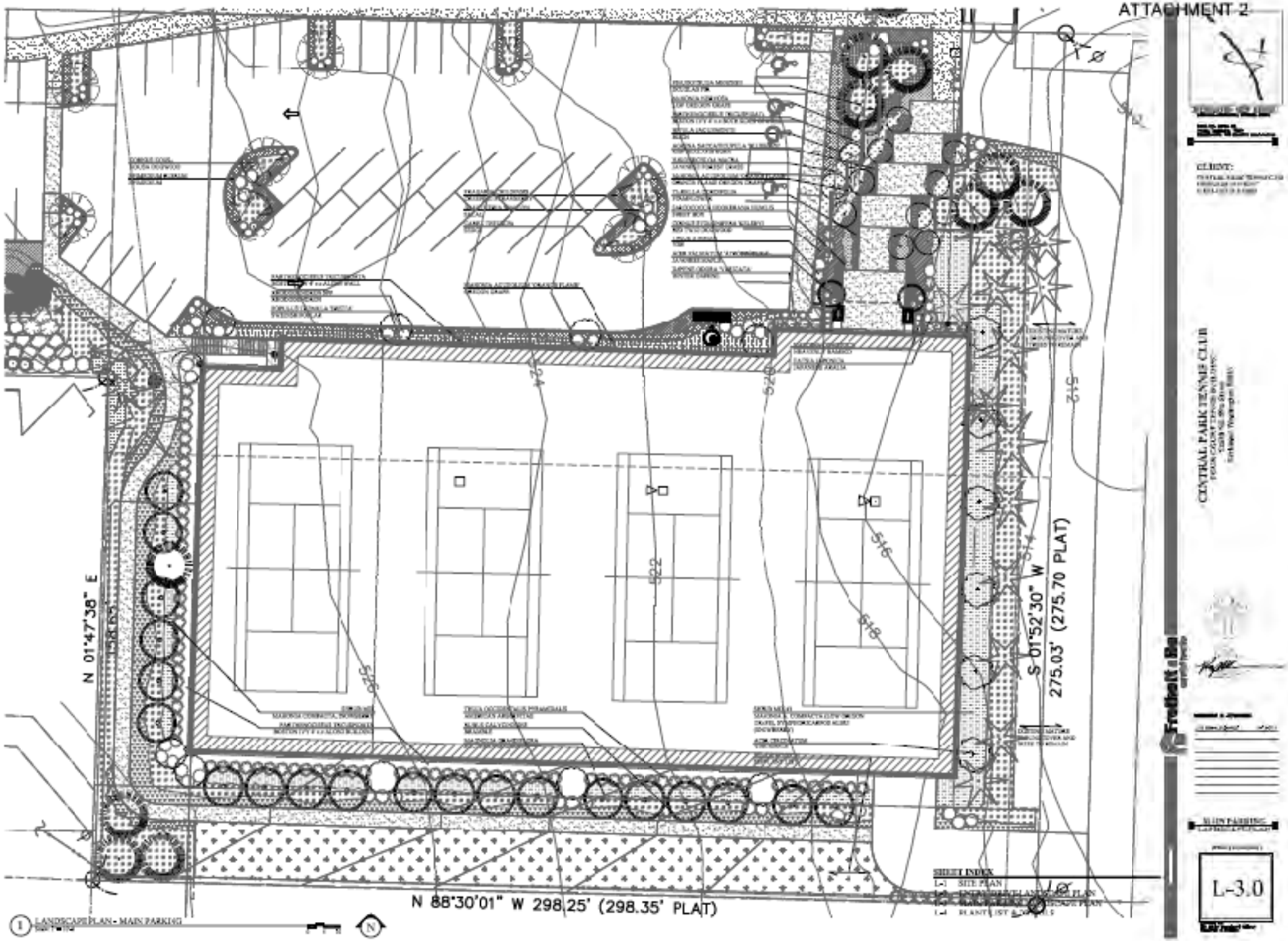
CURVE:

CENTRAL PARK TENNIS CLUB

Fretheit & Ho

L-2.0

ATTACHMENT 2



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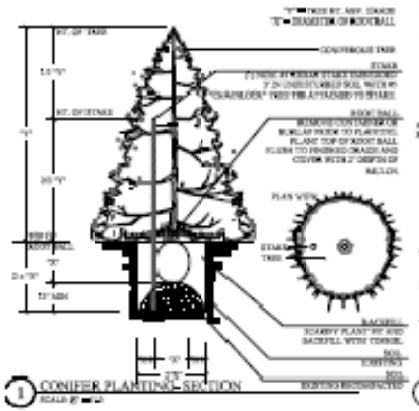
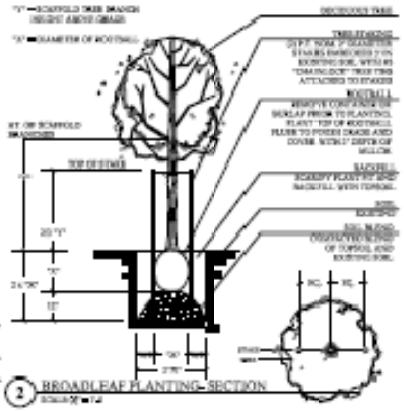
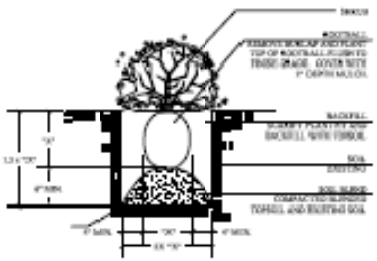


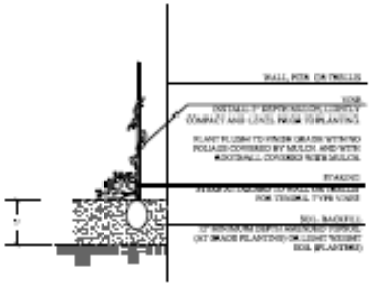
1 CONIFER PLANTING- SECTION



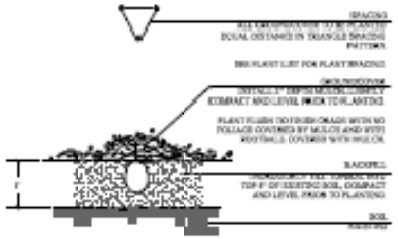
2 BROADLEAF PLANTING- SECTION



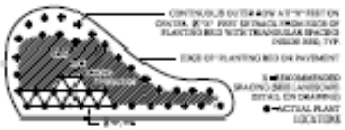
3 SHRUB PLANTING- SECTION



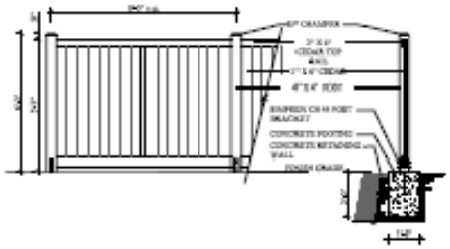
4 VINE PLANTING- SECTION



5 GROUNDCOVER PLANTING- SECTION



6 GROUNDCOVER PLANTING- PLAN



7 SCREENING FENCE

PLANT LISTS

Entry Drive and Sign Monument Area

Code	Name	Quantity	Scientific Name	Common Name	Planting Size	Spacing
Broadleaf Tree						
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Conifer Tree						
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Shrub						
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Groundcover						
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Parking Rows

Code	Name	Quantity	Scientific Name	Common Name	Planting Size	Spacing
Broadleaf Tree						
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Shrub						
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Vine						
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Groundcover						
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Bioretention Ponds

Code	Name	Quantity	Scientific Name	Common Name	Planting Size	Spacing
Broadleaf Tree						
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Conifer Tree						
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Shrub						
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Vine						
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Groundcover						
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Entry Walkway to New Mobile Court Building

Code	Name	Quantity	Scientific Name	Common Name	Planting Size	Spacing
Broadleaf Tree						
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Conifer Tree						
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Shrub						
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Vine						
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Groundcover						
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Landscape Buffer

Code	Name	Quantity	Scientific Name	Common Name	Planting Size	Spacing
Broadleaf Tree						
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Conifer Tree						
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Shrub						
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Vine						
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Groundcover						
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

SHEET INDEX

L-1 SITE PLAN
L-2 ENTRY DRIVE LANDSCAPE PLAN
L-3 MAIN PARKING LANDSCAPE PLAN
L-4 PLANT LIST & DETAILS

CENTRAL PARK TENNIS CLUB

CLIENT:

PLANT LIST & DETAILS

L-4.0

BUILDING HEIGHT CALCULATIONS

AVERAGE BUILDING ELEVATION:

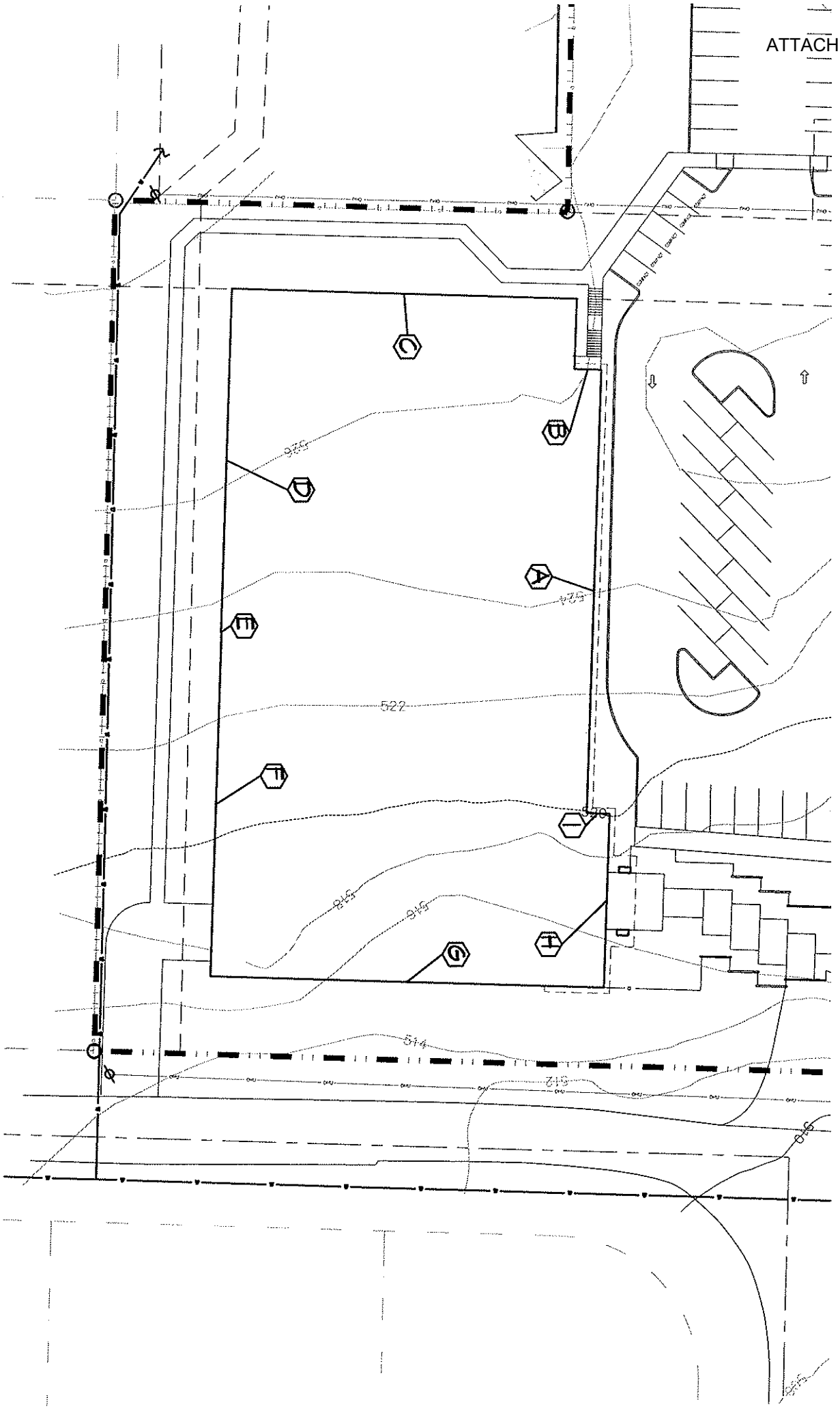
POINT	LENGTH (FT.)	ELEVATION	LENGTH X ELEV.
A	155.50	524.1	81497.55
B	9.38	526.0	4931.25
C	121.25	526.9	63886.63
D	120.63	526.3	63484.94
E	0.13	523.5	65.44
F	120.50	520.7	62744.35
G	138.50	515.0	71327.50
H	61.00	516.9	31530.90
I	8.00	520.0	4160.00
	734.88		383628.55

AVERAGE GRADE= 522.0

HIGHEST POINT OF BUILDING= 555.7

BUILDING HEIGHT= 33.7

ATTACHMENT 2



Central Park Tennis Club - Tree Assessment

Special Protection Measures

Stump Grinding

The following stumps should be ground out rather than pulled by machinery.

106,107,111, 118,119,120 and any other tree that is found within the Tree Protection Zone area of saved trees.

Root Pruning prior to Site Grading

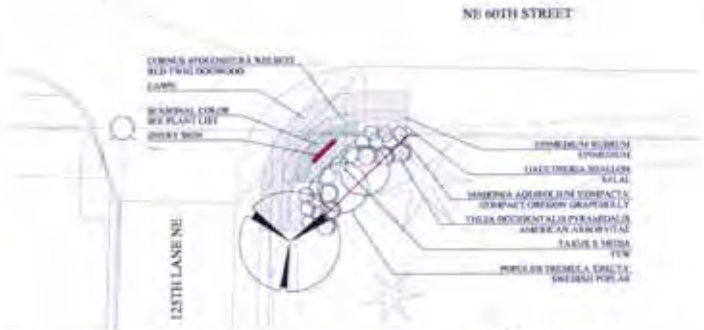
Trees #

108
109
118
121
122
123
124
125
126

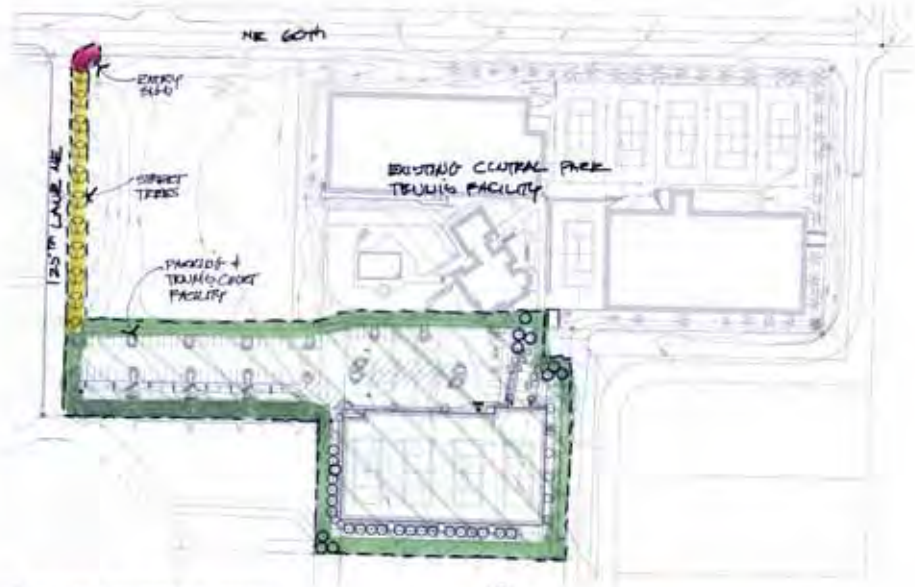
Root Protection when building wall

110
112

Prepared : 2010-9-10



1 ILLUSTRATIVE SITE PLAN - ENTRY



2 ILLUSTRATIVE SITE PLAN - OVERALL

3 ILLUSTRATIVE SITE PLAN - PROPOSED TENNIS COURT FACILITY

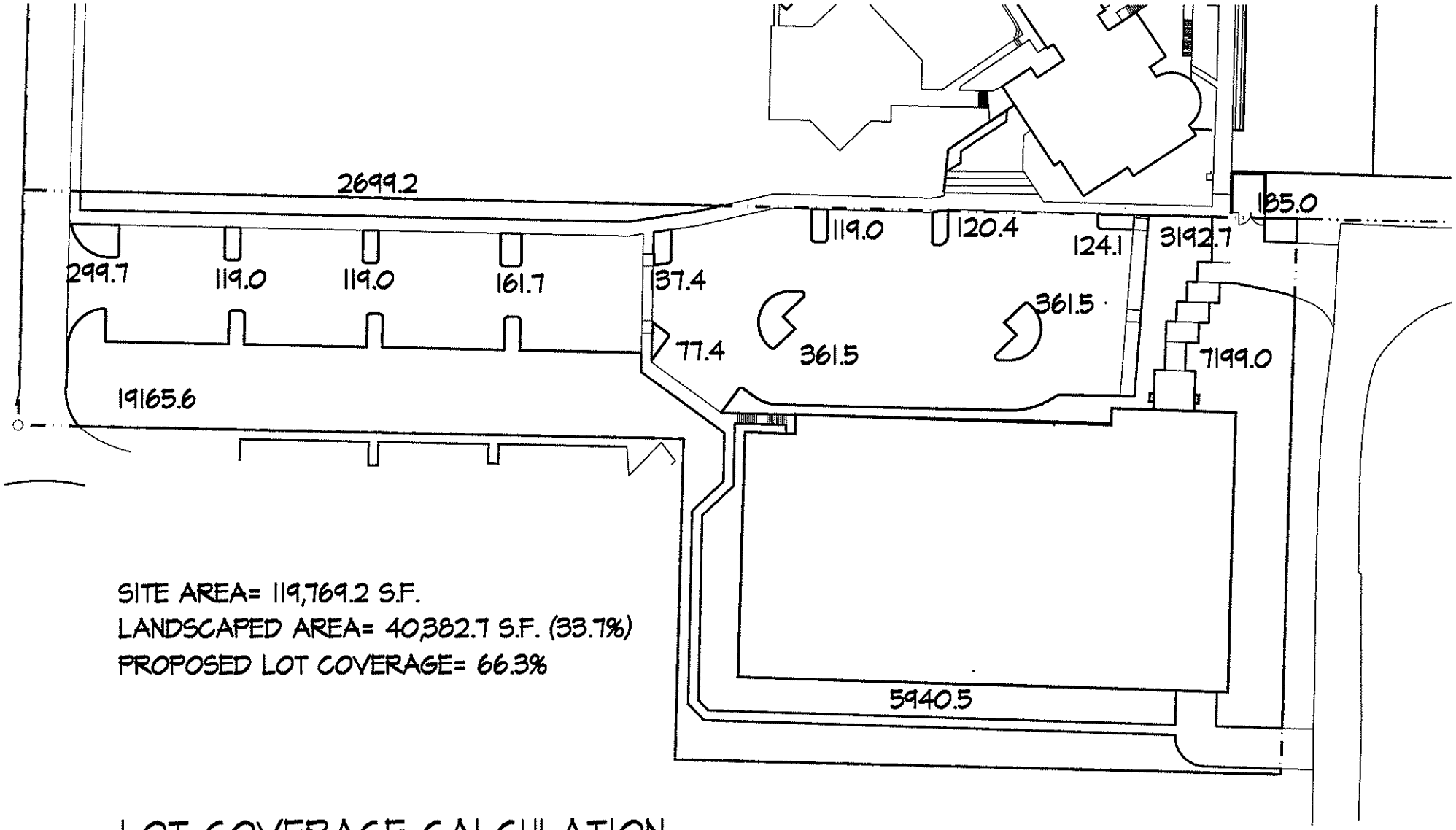
CLIENT:
CENTRAL PARK TENNIS CLUB
12630 NE 60th STREET
KIRKLAND, WA 98033

CENTRAL PARK TENNIS CLUB
FOUR COURT TENNIS BUILDING
12630 NE 59th Street
Kirkland Washington 98033

Freiheit & Ho architects

ILLUSTRATIVE SITE PLAN

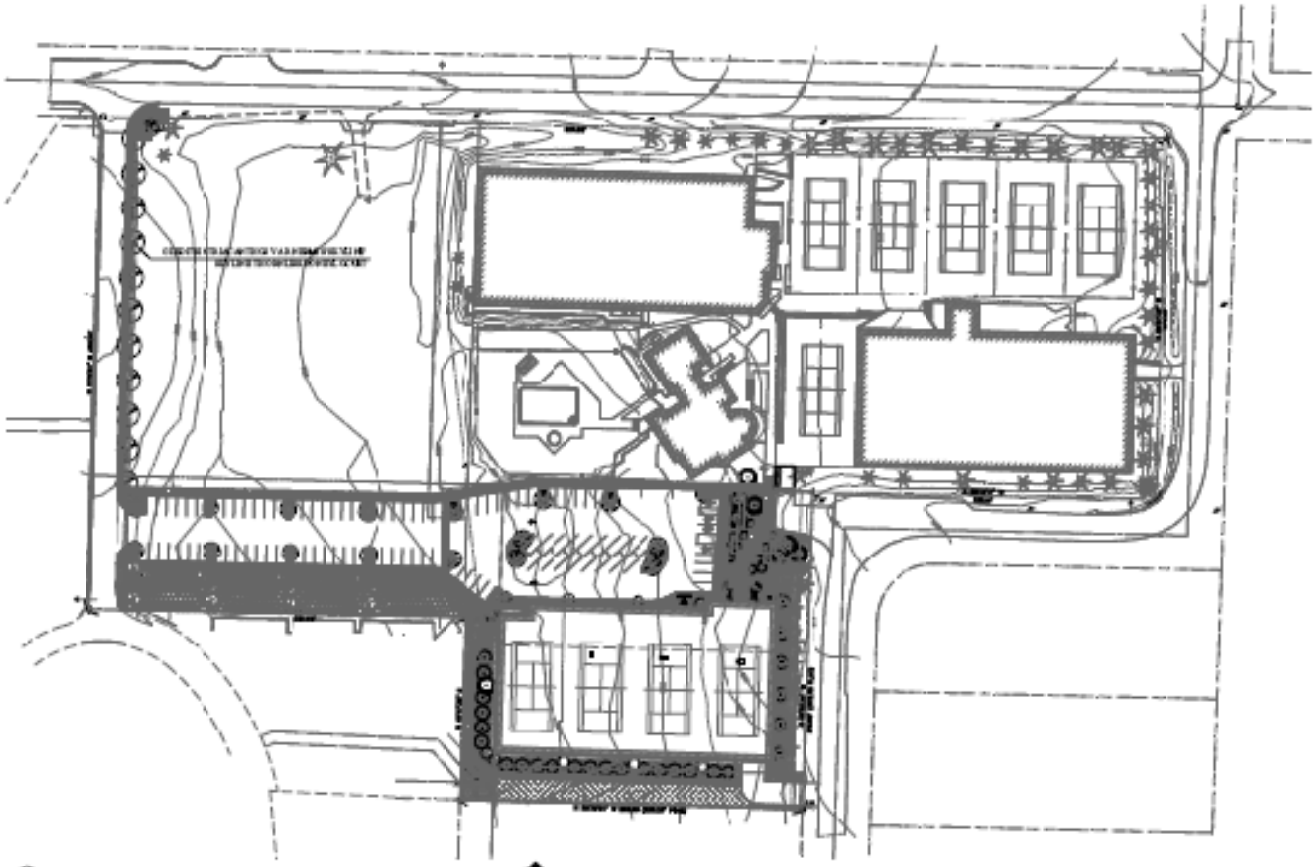
SK-1.0



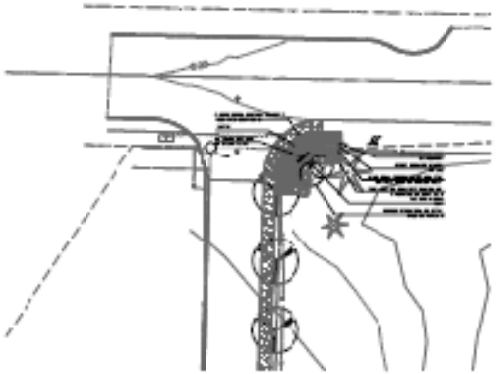
SITE AREA= 119,769.2 S.F.
LANDSCAPED AREA= 40,382.7 S.F. (33.7%)
PROPOSED LOT COVERAGE= 66.3%

LOT COVERAGE CALCULATION

ATTACHMENT 2



1 OVERALL LANDSCAPE PLAN



1 LANDSCAPE PLAN - MAIN ENTRY

CODE COMPLIANCE

TREE PRESERVATION NOTES:

GENERAL NOTES

SHEET INDEX

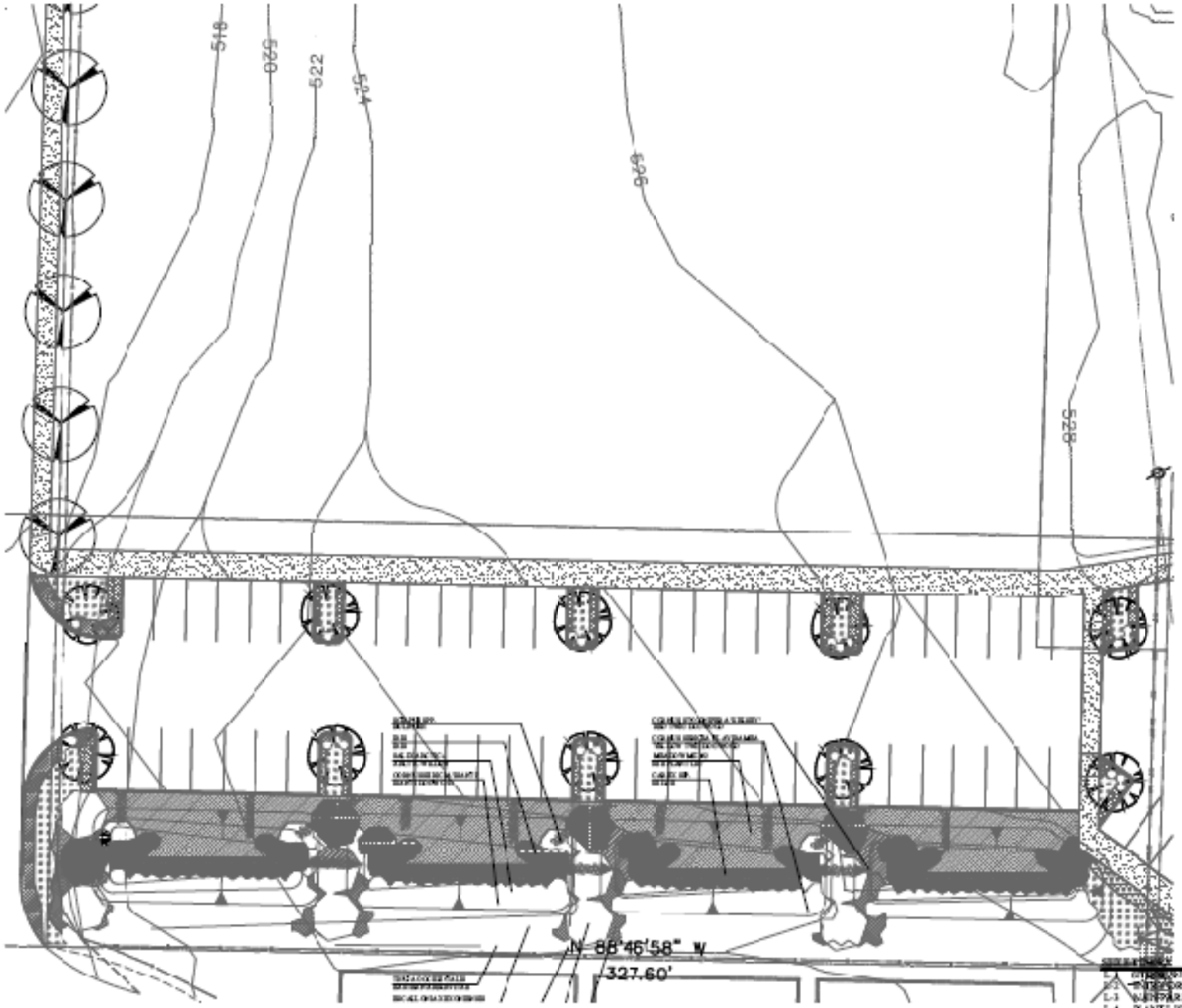
L-1 SITE PLAN
L-2 ENTRY DRIVE LANDSCAPE PLAN
L-3 MAIN PARKING LANDSCAPE PLAN
L-4 PLANT LIST & DETAILS

CLIENT:

CENTRAL PARK TENNIS CLUB

LANDSCAPE PLAN
OVERALL SITE &
MAIN ENTRY

L-1.0



1 LANDSCAPE PLAN - ENTRY DRIVE

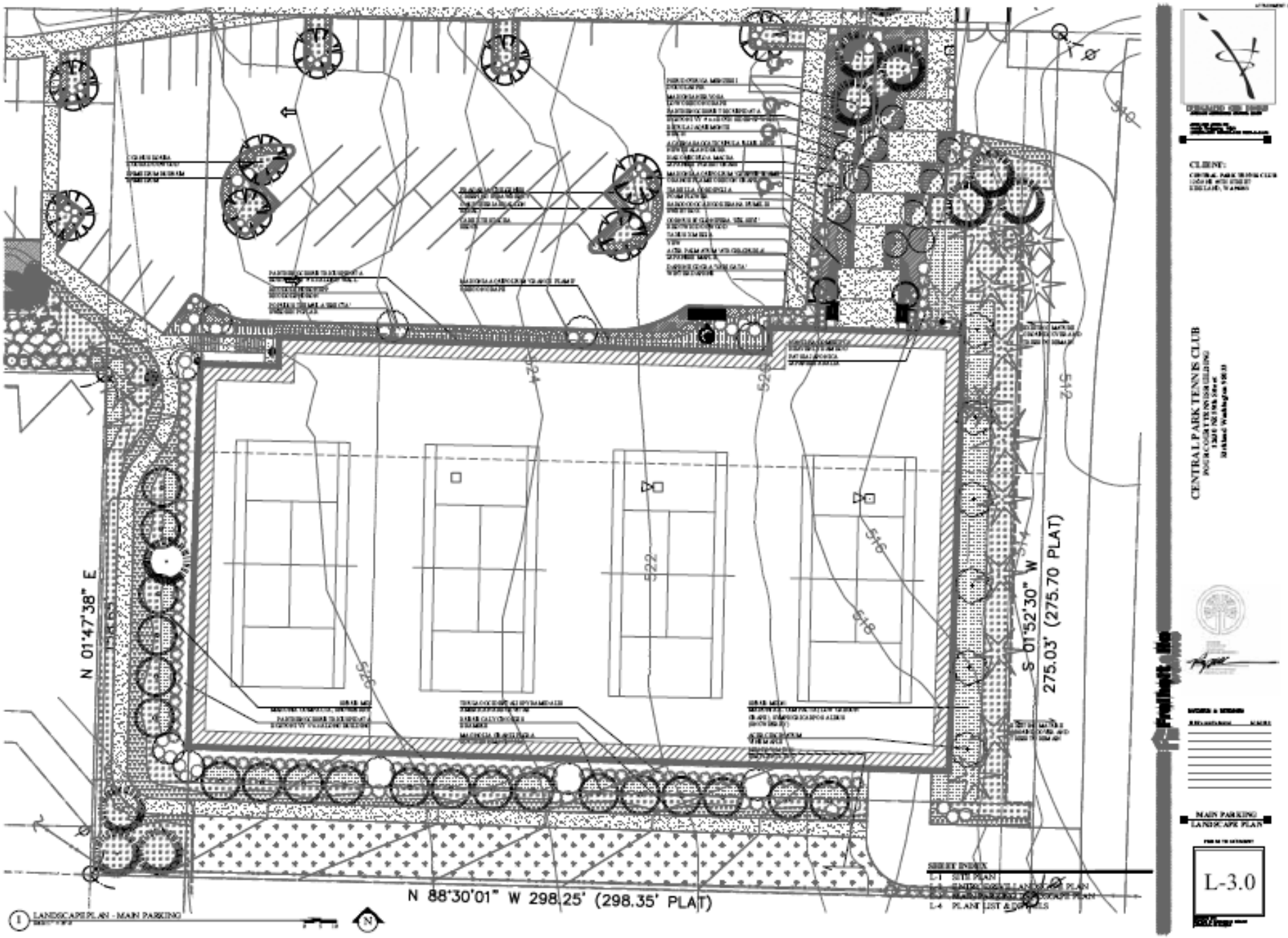
L-1 ENTRY DRIVE LANDSCAPE PLAN
L-3 MAIN PARKING LANDSCAPE PLAN
L-4 PLANT LIST & DETAILS

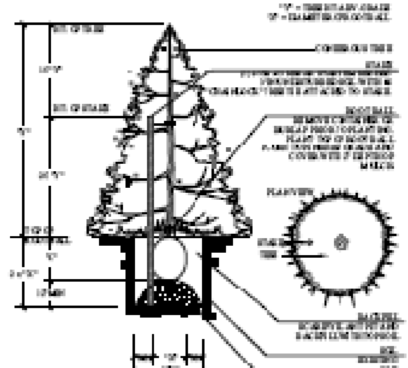
CLIENT:

CENTRAL PARK TENNIS CLUB

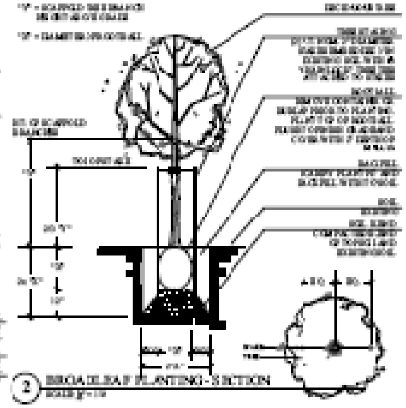
ENTRY DRIVE

L-2.0

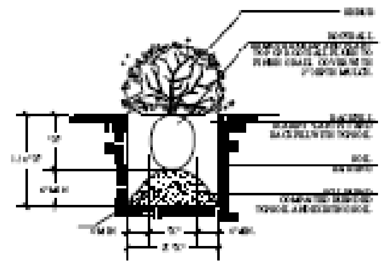

N 01°47'38" E
S 01°52'30" W
275.03' (275.70 PLAT)
N 88°30'01" W 298.25' (298.35' PLAT)
524
522
520
518
516
514
512
CLIENT:
CENTRAL PARK TENNIS CLUB
MAIN PARKING
LANDSCAPE PLAN
L-3.0
L-1 SITE PLAN
L-4 PLANT LIST & DETAILS
LANDSCAPE PLAN - MAIN PARKING



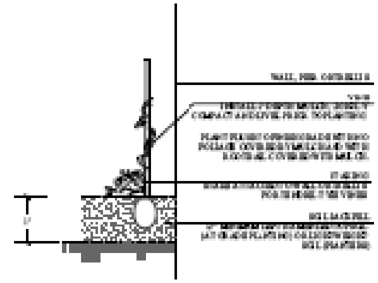
1 CONIFER PLANTING - SECTION



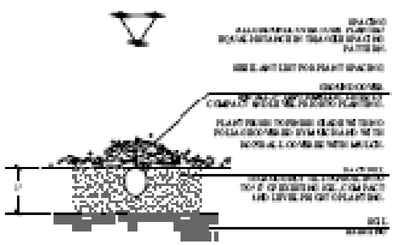
2 BROADLEAF PLANTING - SECTION



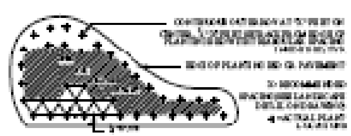
3 SHRUB PLANTING - SECTION



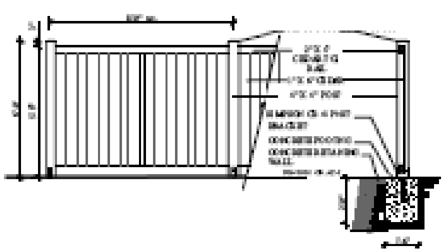
4 VINE PLANTING - SECTION



5 GROUNDCOVER PLANTING - SECTION



6 GROUNDCOVER PLANTING - PLAN



7 SCREENING FENCE

PLANT LISTS

Entry Drive and Sign Monument Areas

Code Name	Quantity	Scientific Name	Common Name	Planting Size	Spacing
Broadleaf Trees					
[illegible]	11	[illegible]	[illegible]	1 1/2" Cal.	As Shown
[illegible]	2	Populus [illegible]	[illegible] Poplar	1 1/2" Cal.	As Shown
Conifer Trees					
[illegible]	5	[illegible]	Yew	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Shrubs					
[illegible]	[illegible]	Cornus [illegible]	[illegible] Redtwig Dogwood	1-Gal	[illegible]
[illegible]	[illegible]	Gaultheria shallon	Salal	1-Gal	[illegible]
[illegible]	12	Mahonia aquifolium 'Compacta'	Compact Oregon-grapeholly	1-Gal	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	1-Gal	[illegible]
Groundcover					
[illegible]	[illegible]	Epimedium [illegible]	[illegible] Epimedium	1-Gal	[illegible]
Lawn	[illegible]	Lawn			

Parking Lots

Code Name	Quantity	Scientific Name	Common Name	Planting Size	Spacing
Broadleaf Trees					
[illegible]	17	[illegible]	[illegible]	1 1/2" Cal.	As Shown
Shrubs					
[illegible]	[illegible]	Gaultheria shallon	Salal	1-Gal	[illegible]
[illegible]	6	Rhododendron	Rhododendron	[illegible]	[illegible]
Ferns					
[illegible]	51	[illegible]	[illegible]	1-Gal	[illegible]
Groundcover					
[illegible]	[illegible]	Epimedium [illegible]	[illegible] Epimedium	1-Gal	[illegible]
[illegible]	[illegible]	Fragaria chiloensis	Coastal Strawberry	1-Gal	[illegible]

Rain Garden/Bio-Retention Beds

Code Name	Quantity	Scientific Name	Common Name	Planting Size	Spacing
Broadleaf Trees					
[illegible]	12	[illegible]	[illegible]	1 1/2" Cal.	As Shown
Conifer Trees					
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Shrubs					
[illegible]	[illegible]	Cornus [illegible]	[illegible] Dogwood	[illegible]	[illegible]
[illegible]	[illegible]	Cornus [illegible]	[illegible] Dogwood	[illegible]	[illegible]
[illegible]	[illegible]	Cornus [illegible]	[illegible] Redtwig Dogwood	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	Ilex spp.	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	Mahonia aquifolium	Oregon-grapeholly	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Grass					
[illegible]	[illegible]	Carex spp.	Carex	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Groundcover					
[illegible]	[illegible]	[illegible]		[illegible]	

Entry Walkway to New Tennis Court Building

Code Name	Quantity	Scientific Name	Common Name	Planting Size	Spacing
Broadleaf Trees					
[illegible]	3	Acer palmatum [illegible]	Japanese Maple	1 1/2" Cal.	As Shown
[illegible]	13	[illegible]	[illegible]	1 1/2" Cal.	As Shown
Conifer Trees					
[illegible]	[illegible]	Pseudotsuga menziesii	Douglas Fir	[illegible]	As Shown
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Shrubs					
[illegible]	[illegible]	Cornus [illegible]	[illegible] Redtwig Dogwood	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	1	[illegible]	Japanese Aralia	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	Mahonia aquifolium [illegible]	[illegible] Oregon-grapeholly	[illegible]	[illegible]
[illegible]	6	Nandina [illegible]	[illegible] Bamboo	[illegible]	[illegible]
[illegible]	[illegible]	Rhododendron	Rhododendron	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Ferns					
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Japanese [illegible]	[illegible]	[illegible]
Groundcover					
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	Epimedium [illegible]	[illegible] Epimedium	[illegible]	[illegible]
[illegible]	[illegible]	Fragaria chiloensis	[illegible] Strawberry	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Landscape Buffers

Code Name	Quantity	Scientific Name	Common Name	Planting Size	Spacing
Broadleaf Trees					
[illegible]	[illegible]	[illegible]	[illegible] Maple	[illegible]	As Shown
[illegible]	20	Magnolia grandiflora	Magnolia	1 1/2" Cal.	As Shown
[illegible]	10	Populus [illegible]	[illegible] Poplar	1 1/2" Cal.	As Shown
Conifer Trees					
[illegible]	[illegible]	Pseudotsuga menziesii	Douglas Fir	[illegible]	As Shown
[illegible]	[illegible]	[illegible]	Yew	[illegible]	[illegible]
Shrubs					
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Japanese Aralia	[illegible]	[illegible]
[illegible]	[illegible]	Gaultheria shallon	Salal	[illegible]	[illegible]
[illegible]	[illegible]	Mahonia aquifolium [illegible]	[illegible] Oregon-grapeholly	[illegible]	[illegible]
[illegible]	[illegible]	Rhododendron	Rhododendron	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
Ferns					
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Groundcover					
[illegible]	[illegible]	Epimedium [illegible]	[illegible] Epimedium	[illegible]	[illegible]
[illegible]	[illegible]	Fragaria chiloensis	[illegible] Strawberry	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]		Hydroseed	

SHEET INDEX

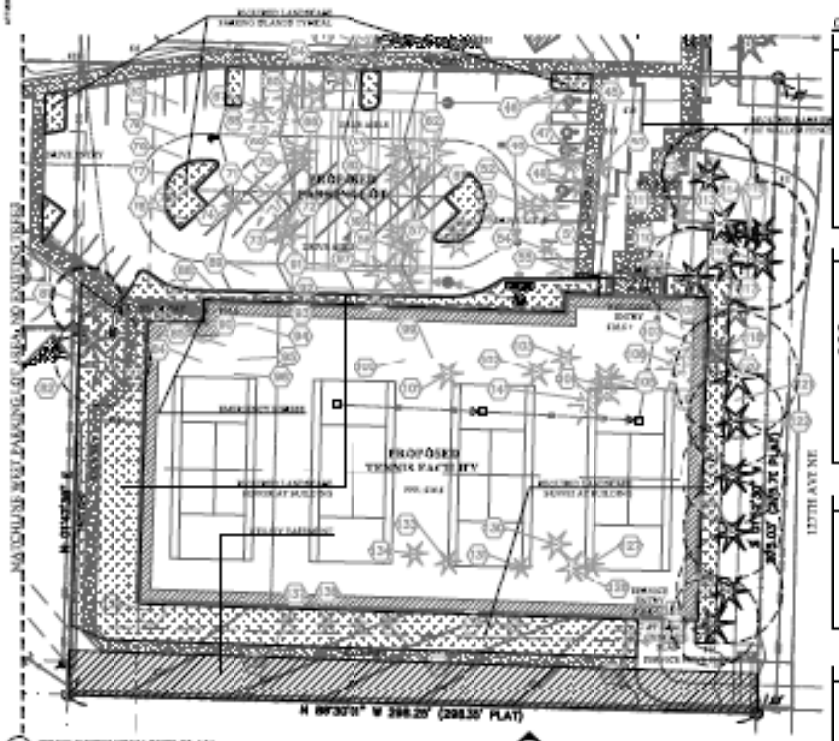
L-1 SITE PLAN
L-2 ENTRY DRIVE LANDSCAPE PLAN
L-3 MAIN PARKING LANDSCAPE PLAN
L-4 PLANT LIST & DETAILS

CLIENT:
CENTRAL PARK TENNIS CLUB

CENTRAL PARK TENNIS CLUB

PLANT LIST & DETAILS

L-4.0



1 TREE RETENTION SITE PLAN

TREE RETENTION LEGEND

- EXISTING TREE TO REMAIN
- EXISTING TREE TO BE REMOVED
- LIMITS OF DISTURBANCE WITH MITIGATION MEASURES FOR NECESSARY EXCAVATION FOR BUILDING ELEMENTS
- LIMITS OF DISTURBANCE WITH MITIGATION MEASURES FOR NECESSARY EXCAVATION FOR SURFICIAL ELEMENTS SUCH AS PAVING
- REQUIRED AREAS FOR LANDSCAPING
- EASEMENT MUNICIPAL UTILITY EASEMENT

CIVIL LEGEND

PROPOSED FEATURES

PROPOSED STORM DRAINAGE

PROPOSED SANITARY SEWER AND WATER

PROPOSED POND

EXISTING FEATURES

SITE PLAN NOTES:

1. SURVEY AND CIVIL INFORMATION SHOWN ON THE SITE AND TREE RETENTION PLANS, IS BASED ON THE SURVEY DATED 8-10-2009, SITE PLAN PER PREMIER A 100 ARCHITECTS DATED 5-13-2010, AND CIVIL PLANS DATED 5-13-2010 PREVIOUSLY SUBMITTED TO THE CITY OF KIRKLAND FOR THE TI PERMIT.
2. THIS PLAN INCLUDES INFORMATION SUCH ALL PROPOSED AND EXISTING ELEMENTS TO REMAIN (BUILDING FOOTPRINT, ACCESS, UTILITIES, RELAVENT SETBACKS AND EASEMENTS, AND REQUIRED LANDSCAPE AREAS, ACCURATE LOCATION OF TREES AND THEIR DRIPLINES (TREES SHOWN ARE NUMBERED PER INVENTORY SYSTEM, STATUS OF TREES TO REMAIN OR BE REMOVED), LOCATION OF TREE PROTECTION MEASURES, AND LIMITS OF DISTURBANCE
3. SEE SHEET SHEET L-0.01 TREE RETENTION PLAN.
4. SEE ARBORIST'S REPORT WITH INFORMATION INCLUDING DESCRIPTION OF TREE HEALTH, DESCRIPTION OF METHODS FOR ESTABLISHING LIMITS OF DISTURBANCE, INSTRUCTIONS FOR WORK WITHIN AREAS OF NON-DISTURBANCE, DESCRIPTION OF REASON FOR REMOVAL OF VIABLE TREE, IMPACT OF TREE REMOVAL ON TREES TO REMAIN, AND TIMING AND INSTALLATION OF TREE PROTECTION MEASURES.
5. SEE ARBORIST'S REPORT EXHIBITS WHICH INCLUDE ROOT BARRIER AND TREE REMOVAL CRITERIA, SPECIAL PROTECTION MEASURES, AND TREE HEALTH ASSESSMENT SURVEY.
6. SUBJECT PROPERTY CORRESPONDS TO PARCEL "C"

SHEET INDEX

L-0.00 SITE PLAN & TREE INVENTORY
L-0.01 TREE RETENTION PLAN
L-1.00 SITE PLAN
L-3.00 ENTRY DRIVE LANDSCAPE PLAN
L-3.00 MAIN PARKING LANDSCAPE PLAN
L-4.00 PLANT LIST & DETAILS

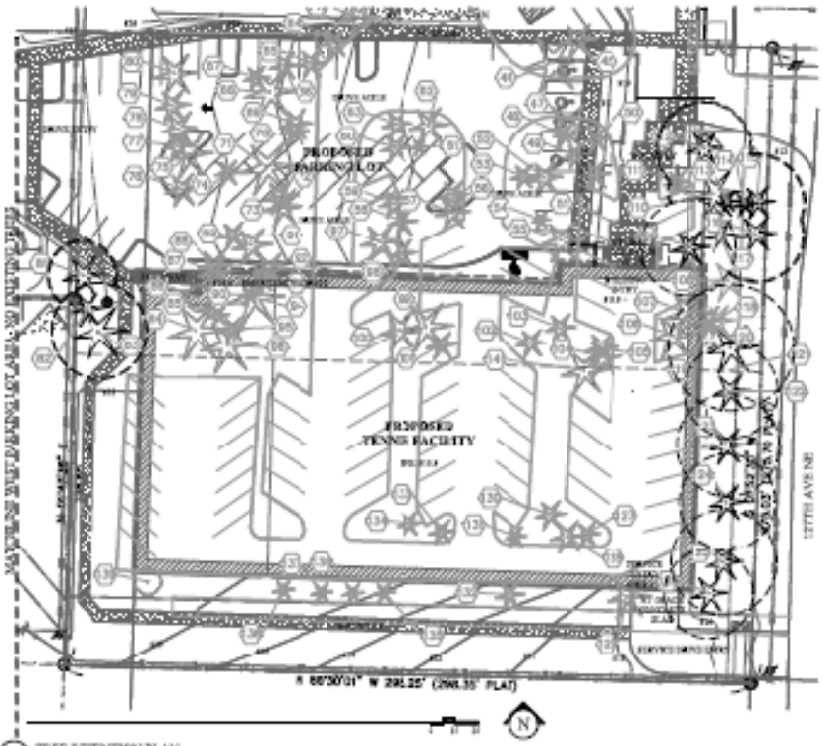
CLIENT:

CENTRAL PARK TENNIS CLUB

Freehold & Hu

SITE PLAN
TREE INVENTORY

L-0.1



1 TREE RETENTION PLAN

TREE RETENTION LEGEND

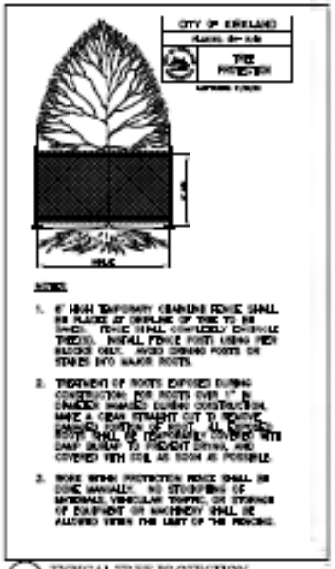
- EXISTING TREE TO REMAIN
- EXISTING TREE TO BE REMOVED
- LIMITS OF DISTURBANCE WITH MITIGATION MEASURES FOR NECESSARY EXCAVATION FOR BUILDING ELEMENTS
- LIMITS OF DISTURBANCE WITH MITIGATION MEASURES FOR NECESSARY EXCAVATION FOR SURFACE ELEMENTS SUCH AS PAVING

TREE TABLE					
NO.	DBH(IN.)	SPECIES	DRIP LINE RADIUS(FT)	GENERAL HEALTH	STATUS
39	30"	DOUGLAS FIR	30'		TBR
40	28"	DOUGLAS FIR	28'		TBR
41	28"	DOUGLAS FIR	28'		TBR
42	12"	DOUGLAS FIR	12'		TBR
43	12"	DOUGLAS FIR	12'		TBR
44	14"	DOUGLAS FIR	14'		TBR
45	18"	DOUGLAS FIR	18'		TBR
46	18"	DOUGLAS FIR	18'		TBR
47	14"	DOUGLAS FIR	14'		TBR
48	8"	CEDAR	8'		TBR
49	22"	DOUGLAS FIR	22'		TBR
50	18"	DOUGLAS FIR	18'		TBR
51	18"	DOUGLAS FIR	18'		TBR
52	18"	DOUGLAS FIR	18'		TBR
53	18"	DOUGLAS FIR	18'		TBR
54	18"	DOUGLAS FIR	18'		TBR
55	18"	DOUGLAS FIR	18'		TBR
56	18"	DOUGLAS FIR	18'		TBR
57	8"	DOUGLAS FIR	8'		TBR
58	20"	DOUGLAS FIR	20'		TBR
59	18"	DOUGLAS FIR	18'		TBR
60	18"	DOUGLAS FIR	18'		TBR
61	18"	DOUGLAS FIR	18'		TBR
62	18"	DOUGLAS FIR	18'		TBR
63	14"	DOUGLAS FIR	14'		TBR
64	28"	DOUGLAS FIR	28'		TBR
65	18"	DOUGLAS FIR	18'		TBR
66	18"	DOUGLAS FIR	18'		TBR
67	14"	DOUGLAS FIR	14'		TBR
68	28"	DOUGLAS FIR	28'		TBR
69	18"	DOUGLAS FIR	18'		TBR
70	18"	DOUGLAS FIR	18'		TBR

TREE TABLE					
NO.	DBH(IN.)	SPECIES	DRIP LINE RADIUS(FT)	GENERAL HEALTH	STATUS
71	22"	DOUGLAS FIR	22'		TBR
72	18"	DOUGLAS FIR	18'		TBR
73	22"	DOUGLAS FIR	22'		TBR
74	14"	DOUGLAS FIR	14'		TBR
75	24"	DOUGLAS FIR	24'		TBR
76	18"	DOUGLAS FIR	18'		TBR
77	18"	DOUGLAS FIR	18'		TBR
78	22"	DOUGLAS FIR	22'		TBR
79	18"	DOUGLAS FIR	18'		TBR
80	22"	DOUGLAS FIR	22'		TBR
81	22"	DOUGLAS FIR	22'	4	TO REMAIN
82	18"	DOUGLAS FIR	18'	4	TO REMAIN
83	18"	DOUGLAS FIR	18'	4	TO REMAIN
84	20"	DOUGLAS FIR	20'		TBR
85	12"	DOUGLAS FIR	12'		TBR
86	14"	ALDER	14'		TBR
87	18"	DOUGLAS FIR	18'		TBR
88	18"	DOUGLAS FIR	18'		TBR
89	22"	DOUGLAS FIR	22'		TBR
90	12"	DOUGLAS FIR	12'		TBR
91	14"	DOUGLAS FIR	14'		TBR
92	18"	DOUGLAS FIR	18'		TBR
93	14"	DOUGLAS FIR	14'		TBR
94	28"	DOUGLAS FIR	28'		TBR
95	12"	DOUGLAS FIR	12'		TBR
96	28"	DOUGLAS FIR	28'		TBR
97	22"	DOUGLAS FIR	22'		TBR
98	18"	DOUGLAS FIR	18'		TBR
99	18"	DOUGLAS FIR	18'		TBR
100	22"	DOUGLAS FIR	22'		TBR
101	18"	CEDAR	18'		TBR
102	18"	DOUGLAS FIR	18'		TBR
103	18"	DOUGLAS FIR	18'		TBR
104	22"	DOUGLAS FIR	22'		TBR
105	18"	DOUGLAS FIR	18'		TBR

TREE TABLE					
NO.	DBH(IN.)	SPECIES	DRIP LINE RADIUS(FT)	GENERAL HEALTH	STATUS
106	18"	DOUGLAS FIR	18'		TBR
107	18"	DOUGLAS FIR	18'		TBR
108	8"	DOUGLAS FIR	8'		TBR
109	22"	DOUGLAS FIR	22'	2	TBR
110	22"	DOUGLAS FIR	22'	3	TO REMAIN
111	24"	DOUGLAS FIR	24'	3	TO REMAIN
112	8"	DOUGLAS FIR	8'		TBR
113	22"	DOUGLAS FIR	22'	4	TO REMAIN
114	12"	DOUGLAS FIR	12'	3	TO REMAIN
115	14"	DOUGLAS FIR	14'	3	TO REMAIN
116	18"	DOUGLAS FIR	18'	4	TO REMAIN
117	22"	DOUGLAS FIR	22'	4	TO REMAIN
118	18"	DOUGLAS FIR	18'	3	TO REMAIN
119	18"	DOUGLAS FIR	18'	3	TBR
120	8"	DOUGLAS FIR	8'		TBR
121	18"	DOUGLAS FIR	18'	3	TBR
122	22"	DOUGLAS FIR	22'	3	TO REMAIN
123	22"	DOUGLAS FIR	22'	4	TO REMAIN
124	22"	DOUGLAS FIR	22'	3	TO REMAIN
125	22"	DOUGLAS FIR	22'	3	TO REMAIN
126	24"	DOUGLAS FIR	24'	3	TO REMAIN
127	14"	DOUGLAS FIR	14'		TBR
128	18"	DOUGLAS FIR	18'		TBR
129	22"	DOUGLAS FIR	22'		TBR
130	18"	DOUGLAS FIR	18'		TBR
131	12"	DOUGLAS FIR	12'		TBR
132	18"	DOUGLAS FIR	18'		TBR
133	14"	DOUGLAS FIR	14'		TBR
134	8"	DOUGLAS FIR	8'		TBR
135	12"	DOUGLAS FIR	12'		TBR
136	12"	DOUGLAS FIR	12'		TBR
137	12"	DOUGLAS FIR	12'		TBR
138	12"	DOUGLAS FIR	12'		TBR
139	8"	ALDER	14'		TBR
140	22"	DOUGLAS FIR	22'		TBR
141	18"	DOUGLAS FIR	18'		TBR

NOTES:
1. TBR= TO BE REMOVED
2. * MILESTONE
3. THE HEALTH RATING FOR ALL TREES IS 4-5 UNLESS INDICATED OTHERWISE



A TYPICAL TREE PROTECTION

TREE RETENTION PLAN NOTES

1. SURVEY ANNOTATION INFORMATION SHOWN ON THE SITE AND TREE RETENTION PLANS, IS BASED ON THE SURVEY DATED 9-19-2008, SITE PLAN PER FREIHEIT & BO ARCHITECTS DATED 8-11-2010, AND CIVIL PLANS DATED 8-11-2010 PREVIOUSLY SUBMITTED TO THE CITY OF KIRKLAND FOR TRI 10 PERMIT.
2. THIS PLAN INCLUDES INFORMATION SUCH AS (1) INVENTORY OF ALL TREES (NUMBERED), THEIR SIZES/SPECIES/ DRIP LINES/ TREE STATUS (TO BE REMOVED OR TO REMAIN) HEALTH RATING, AND LIMITS OF DISTURBANCE.
3. SEE SHEET L-0.00 SITE PLAN AND TREE INVENTORY
4. SEE ARBORIST'S REPORT WITH INFORMATION INCLUDING DESCRIPTION OF TREE HEALTH, DESCRIPTION OF METHODS FOR ESTABLISHIN. LIMITS OF DISTURBANCE, INSTRUCTIONS FOR WORK WITHIN AREAS OF NONDISTURBANCE, DESCRIPTION OF REASON FOR REMOVAL OF VIABLE TREES, IMPACT OF TREE REMOVAL ON TREES TO REMAIN, AND TIMING AND INSTALL-ATION OF TREE PROTECTION MEASURES.
5. SEE ARBORIST'S REPORT EXHIBITS WHICH INCLUDE ROOT BARRIER AND TREE REMOVAL CRITERIA SPECIAL PROTECTION MEASURES, AND TREE HEALTH ASSESSMENT SURVEY.
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L-4.00 PLANT LIST & DETAILS

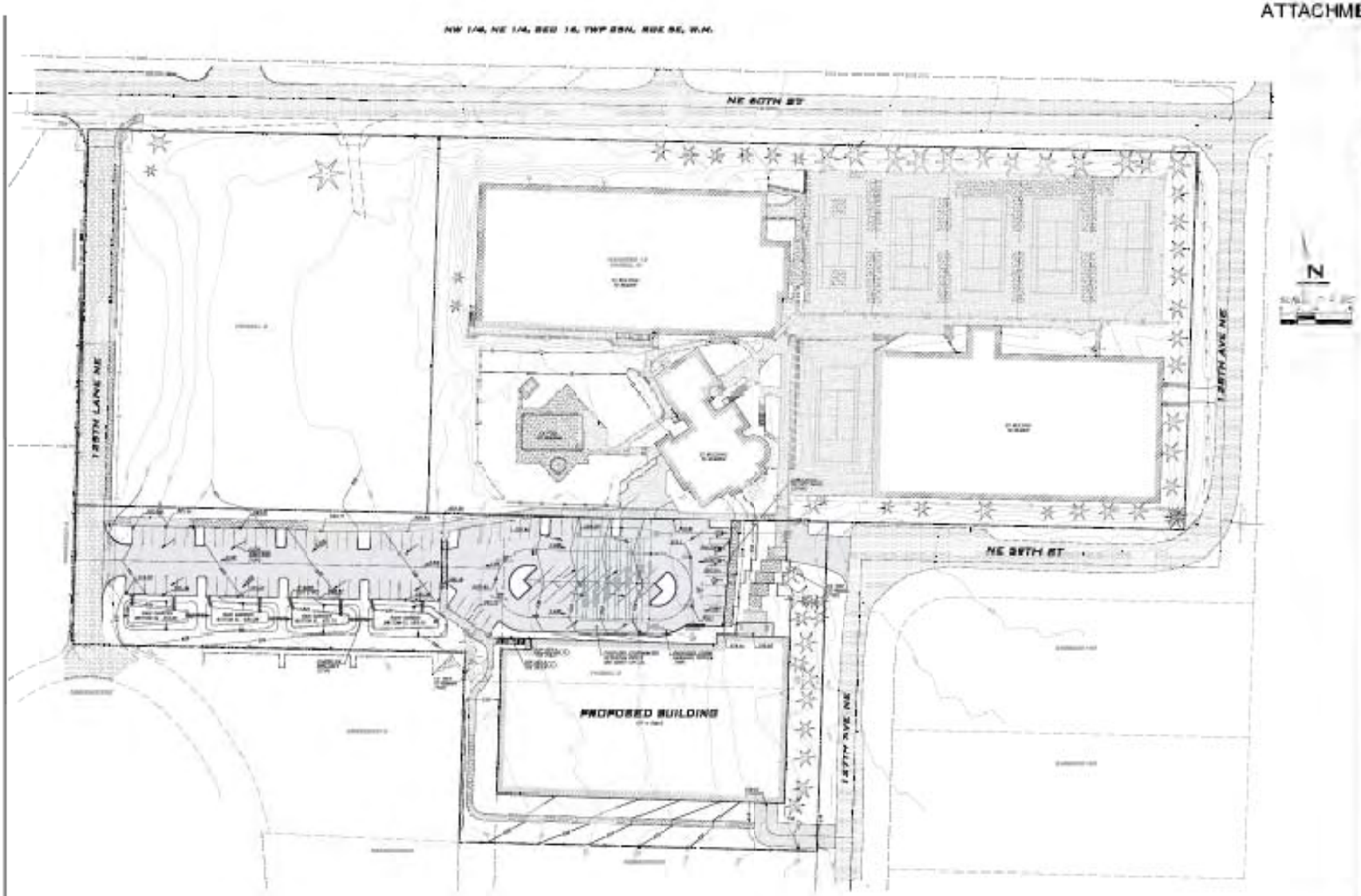
CLIENT:

CENTRAL PARK TENNIS CLUB

TREE RETENTION

L-0.0

ATTACHMENT 2



NOTE

UNDERGROUND UTILITY NOTE

PRELIMINARY GRADING PLAN

CENTRAL PARK TENNIS CLUB

FOUR COURT TENNIS BUILDING

ZONING PERMIT

CITY OF KIRKLAND WASHINGTON

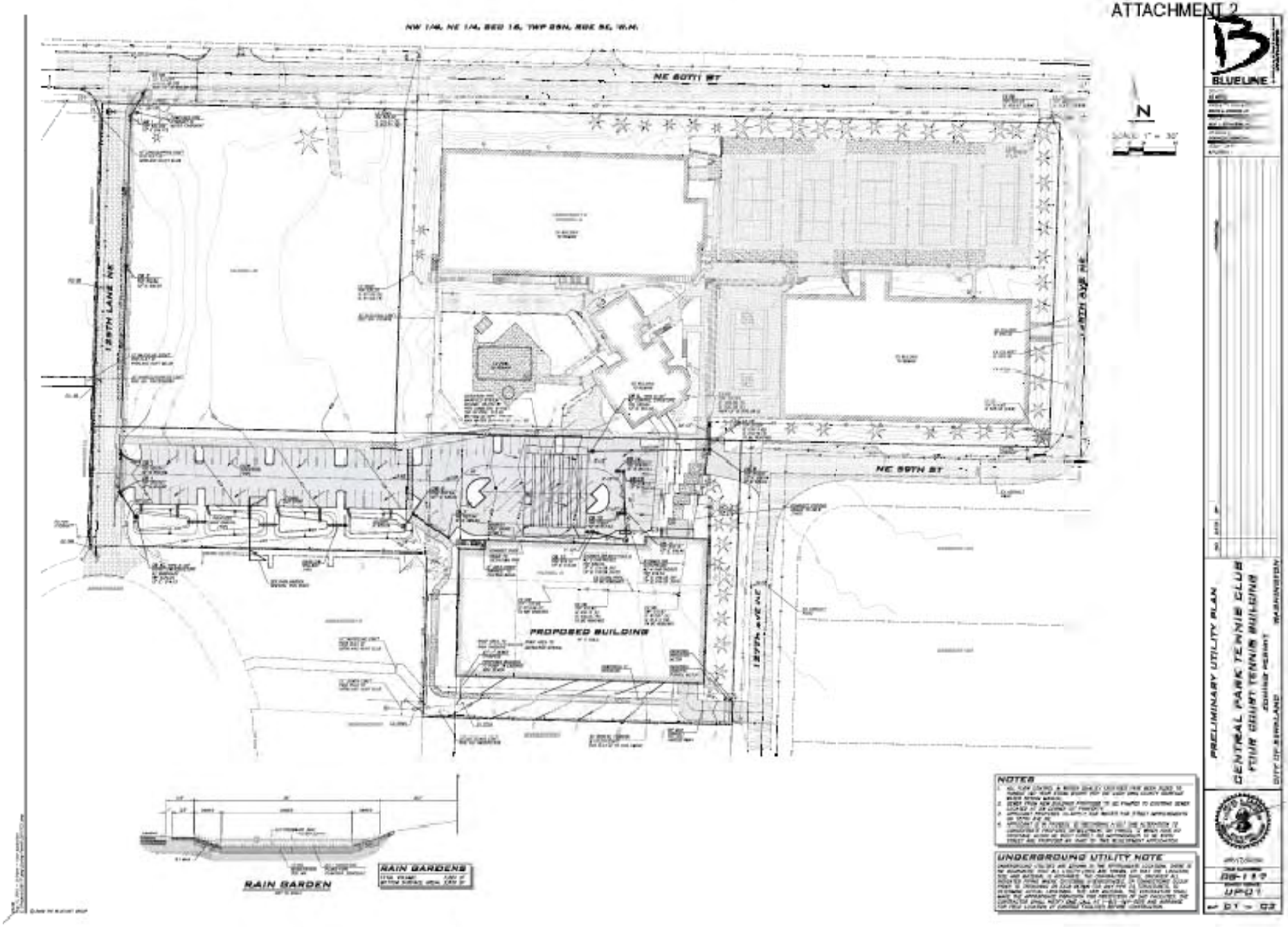
BLUELINE

08-117

9P-01

C2 - C2

ATTACHMENT 2



CITY OF KIRKLAND
Planning and Community Development Department
123 Fifth Avenue, Kirkland, WA 98033 425.587-3225
www.ci.kirkland.wa.us

DEVELOPMENT STANDARDS LIST

File: ZON10-00022; CENTRAL PARK TENNIS CLUB

ZONING CODE STANDARDS

85.25.1 Geotechnical Report Recommendations. The geotechnical recommendations contained in the report by GEO Group NW dated July 10th, 2010 shall be implemented.

85.25.3 Geotechnical Professional On-Site. A qualified geotechnical professional shall be present on site during land surface modification and foundation installation activities.

95.51.2.a Required Landscaping. All required landscaping shall be maintained throughout the life of the development. The applicant shall submit an agreement to the city to be recorded with King County which will perpetually maintain required landscaping. Prior to issuance of a certificate of occupancy, the proponent shall provide a final as-built landscape plan and an agreement to maintain and replace all landscaping that is required by the City.

95.44 Parking Area Landscape Islands. Landscape islands must be included in parking areas as provided in this section.

95.45 Parking Area Landscape Buffers. Applicant shall buffer all parking areas and driveways from the right-of-way and from adjacent property with a 5-foot wide strip as provided in this section. If located in a design district a low hedge or masonry or concrete wall may be approved as an alternative through design review.

95.50 Tree Installation Standards. All supplemental trees to be planted shall conform to the Kirkland Plant List. All installation standards shall conform to Kirkland Zoning Code Section 95.45.

95.52 Prohibited Vegetation. Plants listed as prohibited in the Kirkland Plant List shall not be planted in the City.

100.25 Sign Permits. Separate sign permit(s) are required.

105.18 Pedestrian Walkways. All uses, except single family dwelling units and duplex structures, must provide pedestrian walkways designed to minimize walking distances from the building entrance to the right of way and adjacent transit facilities, pedestrian connections to adjacent properties, between primary entrances of all uses on the subject property, through parking lots and parking garages to building entrances. Easements may be required.

105.32 Bicycle Parking. All uses, except single family dwelling units and duplex structures with 6 or more vehicle parking spaces must provide covered bicycle parking within 50 feet of an entrance to the building at a ratio of one bicycle space for each twelve motor vehicle parking spaces. Check with Planner to determine the number of bike racks required and location.

105.18 Entrance Walkways. All uses, except single family dwellings and duplex structures, must provide pedestrian walkways between the principal entrances to all businesses, uses, and/or buildings on the subject property.

105.18 Overhead Weather Protection. All uses, except single family dwellings, multifamily, and industrial uses, must provide overhead weather protection along any portion of the building, which is adjacent to a pedestrian walkway.

105.18.2 Walkway Standards. Pedestrian walkways must be at least 5′ wide; must be distinguishable from traffic lanes by pavement texture or elevation; must have adequate lighting for security and safety. Lights must be non-glare and mounted no more than 20′ above the ground.

105.18.2 Overhead Weather Protection Standards. Overhead weather protection must be provided along any portion of the building adjacent to a pedestrian walkway or sidewalk; over the primary exterior entrance to all buildings. May be composed of awnings, marquees, canopies or building overhangs; must cover at least 5′ of the width of the adjacent walkway; and must be at least 8 feet above the ground immediately below it.

105.19 Public Pedestrian Walkways. The height of solid (blocking visibility) fences along pedestrian pathways that are not directly adjacent a public or private street right-of-way shall be limited to 42 inches unless otherwise approved by the Planning or Public Works Directors. All new building structures shall be setback a minimum of five feet from any pedestrian access right-of-way, tract, or easement that is not directly adjacent a public or private street right-of-way. If in a design district, see section and Plate 34 for through block pathways standards.

105.20 Required Parking. 99 parking spaces are required for this use and 103 are proposed.

105.65 Compact Parking Stalls. Up to 50% of the number of parking spaces may be designated for compact cars.

105.60.2 Parking Area Driveways. Driveways which are not driving aisles within a parking area shall be a minimum width of 20 feet.

105.60.3 Wheelstops. Parking areas must be constructed so that car wheels are kept at least 2′ from pedestrian and landscape areas.

105.60.4 Parking Lot Walkways. All parking lots which contain more than 25 stalls must include pedestrian walkways through the parking lot to the main building entrance or a central location. Lots with more than 25,000 sq. ft. of paved area must provide pedestrian routes for every 3 aisles to the main entrance.

105.77 Parking Area Curbing. All parking areas and driveways, for uses other than detached dwelling units must be surrounded by a 6″ high vertical concrete curb.

105.96 Drive Through Facilities. See section for design criteria for approving drive through facilities.

110.60.5 Street Trees. All trees planted in the right-of-way must be approved as to species by the City. All trees must be two inches in diameter at the time of planting as measured using the standards of the American Association of Nurserymen with a canopy that starts at least six feet above finished grade and does not obstruct any adjoining sidewalks or driving lanes.

115.25 Work Hours. It is a violation of this Code to engage in any development activity or to operate any heavy equipment before 7:00 am. or after 8:00 pm Monday through Friday, or before 9:00 am or after 6:00 pm Saturday. No development activity or use of heavy equipment may occur on Sundays or on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, and Christmas Day. The applicant will be required to comply with these regulations and any violation of this section will result in enforcement action, unless written permission is obtained from the Planning official.

115.40 Fence Location. Fences over 6 feet in height may not be located in a required setback yard except as allowed by a Planning official.

115.45 Garbage and Recycling Placement and Screening. For uses other than detached dwelling units, duplexes, moorage facilities, parks, and construction sites, all garbage receptacles and dumpsters must be setback from property lines, located outside landscape buffers, and screened from view from the street, adjacent properties and pedestrian walkways or parks by a solid sight-obscuring enclosure.

115.47 Service Bay Locations. All uses, except single family dwellings and multifamily structures, must locate service bays away from pedestrian areas. If not feasible must screen

from view.

115.75.2 Fill Material. All materials used as fill must be non-dissolving and non-decomposing. Fill material must not contain organic or inorganic material that would be detrimental to the water quality, or existing habitat, or create any other significant adverse impacts to the environment.

115.90 Calculating Lot Coverage. The total area of all structures and pavement and any other impervious surface on the subject property is limited to a maximum percentage of total lot area. See the Use Zone charts for maximum lot coverage percentages allowed. Section 115.90 lists exceptions to total lot coverage calculations See Section 115.90 for a more detailed explanation of these exceptions.

115.95 Noise Standards. The City of Kirkland adopts by reference the Maximum Environmental Noise Levels established pursuant to the Noise Control Act of 1974, RCW 70.107. See Chapter 173-60 WAC. Any noise, which injures, endangers the comfort, repose, health or safety of persons, or in any way renders persons insecure in life, or in the use of property is a violation of this Code.

115.115 Required Setback Yards. This section establishes what structures, improvements and activities may be within required setback yards as established for each use in each zone.

115.115.3.g Rockeries and Retaining Walls. Rockeries and retaining walls are limited to a maximum height of four feet in a required yard unless certain modification criteria in this section are met. The combined height of fences and retaining walls within five feet of each other in a required yard is limited to a maximum height of 6 feet, unless certain modification criteria in this section are met.

115.115.3.p HVAC and Similar Equipment: These may be placed no closer than five feet of a side or rear property line, and shall not be located within a required front yard; provided, that HVAC equipment may be located in a storage shed approved pursuant to subsection (3)(m) of this section or a garage approved pursuant to subsection (3)(o)(2) of this section. All HVAC equipment shall be baffled, shielded, enclosed, or placed on the property in a manner that will ensure compliance with the noise provisions of KZC 115.95.

115.115.d Driveway Setbacks. Parking areas and driveways for uses other than detached dwelling units, attached and stacked dwelling units in residential zones, or schools and day-cares with more than 12 students, may be located within required setback yards, but, except for the portion of any driveway which connects with an adjacent street, not closer than 5 feet to any property line.

115.120 Rooftop Appurtenance Screening. New or replacement appurtenances on existing buildings shall be surrounded by a solid screening enclosure equal in height to the appurtenance. New construction shall screen rooftop appurtenances by incorporating them in to the roof form.

115.135 Sight Distance at Intersection. Areas around all intersections, including the entrance of driveways onto streets, must be kept clear of sight obstruction as described in this section.

152.22.2 Public Notice Signs. Within seven (7) calendar days after the end of the 21-day period following the City's final decision on the permit, the applicant shall remove all public notice signs.

Prior to issuance of a grading or building permit:

85.25.1 Geotechnical Report Recommendations. A written acknowledgment must be added to the face of the plans signed by the architect, engineer, and/or designer that he/she has reviewed the geotechnical recommendations and incorporated these recommendations into the plans.

95.30(4) Tree Protection Techniques. A description and location of tree protection measures during construction for trees to be retained must be shown on demolition and grading

plans.

95.34 Tree Protection. Prior to development activity or initiating tree removal on the site, vegetated areas and individual trees to be preserved shall be protected from potentially damaging activities. Protection measures for trees to be retained shall include (1) placing no construction material or equipment within the protected area of any tree to be retained; (2) providing a visible temporary protective chain link fence at least 6 feet in height around the protected area of retained trees or groups of trees until the Planning Official authorizes their removal; (3) installing visible signs spaced no further apart than 15 feet along the protective fence stating "Tree Protection Area, Entrance Prohibited" with the City code enforcement phone number; (4) prohibiting excavation or compaction of earth or other damaging activities within the barriers unless approved by the Planning Official and supervised by a qualified professional; and (5) ensuring that approved landscaping in a protected zone shall be done with light machinery or by hand.

Prior to occupancy:

85.25.3 Geotechnical Professional On-Site. The geotechnical engineer shall submit a final report certifying substantial compliance with the geotechnical recommendations and geotechnical related permit requirements.

90.145 Bonds. The City may require a bond and/or a perpetual landscape maintenance agreement to ensure compliance with any aspect of the Drainage Basins chapter or any decision or determination made under this chapter.

95.51.2.a Required Landscaping. All required landscaping shall be maintained throughout the life of the development. The applicant shall submit an agreement to the city to be recorded with King County which will perpetually maintain required landscaping. Prior to issuance of a certificate of occupancy, the proponent shall provide a final as-built landscape plan and an agreement to maintain and replace all landscaping that is required by the City

110.60.5 Landscape Maintenance Agreement. The owner of the subject property shall sign a landscape maintenance agreement, in a form acceptable to the City Attorney, to run with the subject property to maintain landscaping within the landscape strip and landscape island portions of the right-of-way (see Attachment). It is a violation to pave or cover the landscape strip with impervious material or to park motor vehicles on this strip.

110.60.6 Mailboxes. Mailboxes shall be installed in the development in a location approved by the Postal Service and the Planning Official. The applicant shall, to the maximum extent possible, group mailboxes for units or uses in the development.

110.75 Bonds. The City may require or permit a bond to ensure compliance with any of the requirements of the Required Public Improvements chapter.

CITY OF KIRKLAND
123 FIFTH AVENUE, KIRKLAND, WASHINGTON 98033-6189 (425) 587-3225

Date:
12/17/2010

DEVELOPMENT STANDARDS
CASE NO.: ZON10-00022
PCD FILE NO.:ZON10-00022

You can review your permit status and conditions at www.kirklandpermits.net

PUBLIC WORKS CONDITIONS

Permit #: ZON10-00022
Project Name: Central Park Tennis Club Expansion
Project Address: 12630 NE 59th St
Date: September 13, 2010

Public Works Staff Contacts
Land Use and Pre-Submittal Process:
Rob Jammerman, Development Engineering Manager
Phone: 425-587-3845 Fax: 425-587-3807
E-mail: rjammer@ci.kirkland.wa.us

Building and Land Surface Modification (Grading) Permit Process:
John Burkhalter, Development Engineering Supervisor
Phone: 425-587-3853 Fax: 425-587-3807
E-mail: jburkhal@ci.kirkland.wa.us

General Conditions:

1. All public improvements associated with this project including street and utility improvements, must meet the City of Kirkland Public Works Pre-Approved Plans and Policies Manual. A Public Works Pre-Approved Plans and Policies manual can be purchased from the Public Works Department, or it may be retrieved from the Public Works Department's page at the City of Kirkland's web site at www.ci.kirkland.wa.us.

2. This project will be subject to Public Works Permit and Connection Fees. It is the applicant's responsibility to contact the Public Works Department by phone or in person to determine the fees. The fees can also be review the City of Kirkland web site at www.ci.kirkland.wa.us. The applicant should anticipate the following fees:
- o Water and Sewer connection Fees (paid with the issuance of a Building Permit)
- o Side Sewer Inspection Fee (paid with the issuance of a Building Permit)
- o Water Meter Fee (paid with the issuance of a Building Permit)
- o Right-of-way Fee
- o Review and Inspection Fee (for utilities and street improvements).
- o Traffic Impact Fee (paid with the issuance of Building Permit). For additional information, see notes below.

3. The project has applied for and has received concurrency. After the project has received a Concurrency Test Notice, a Traffic Impact Analysis will need to be prepared and submitted to the Public Works Transportation Engineer.

4. Building Permits associated with this proposed project will be subject to the traffic impact fees per Chapter 27.04 of the Kirkland Municipal Code. The impact fees shall be paid prior to issuance of the Building Permit(s).

5. All civil engineering plans which are submitted in conjunction with a building, grading, or right-of-way permit must conform to the Public Works Policy titled ENGINEERING PLAN REQUIREMENTS. This policy is contained in the Public Works Pre-Approved Plans and Policies manual.

6. All street improvements and underground utility improvements (storm, sewer, and water) must be designed by a Washington State Licensed Engineer; all drawings shall bear the engineers stamp.

7. All plans submitted in conjunction with a building, grading or right-of-way permit must have elevations which are based on the King County datum only (NAVD 88).

8. A completeness check meeting is required prior to submittal of any Building Permit applications.

9. Prior to issuance of any commercial or multifamily Building Permit, the applicant shall provide a plan for garbage storage and pickup. The plan shall be approved by Waste Management and the City.

10. The required tree plan shall include any significant tree in the public right-of-way along the property frontage.

Sanitary Sewer Conditions:

1. Provide sewer service to the new building. The plans indicate that the sewer will be pumped to the existing public sewer main located at the south west corner of the property. A commercial sewer pump duplex type system per Public Works Pre-approved plans S.22 shall be used. Final design of the system will be submitted with the Building and/or LSM permit application.

2. The existing building is connected to the sewer main in Ne 60th Street that was extended to the site in 1973. Because this project is not impacting the existing sewer main, no further sewer main extensions in NE 60th St will be necessary at this time.

Water System Conditions:

1. The existing water main in the public right-of-way along the front of the subject property is adequate to serve this proposed development.

2. Provide a water service from the water main to the meter for the new building sized per the Uniform Plumbing Code; City of Kirkland will set the water meter. A separate irrigation meter should be used for the landscaping.

3. Provide fire hydrants per the Fire Departments requirements.

4. The available fire flow at this project location is approximately 2400 gpm.

Surface Water Conditions:

1. Provide temporary and permanent storm water quality and control per the 2009 King County Surface Water Design Manual.

2. If any work is proposed within an existing ditch the developer has been given notice that the Army Corps of Engineers (COE) has asserted jurisdiction over upland ditches draining to streams. Either an existing Nationwide COE permit or an Individual COE permit may be necessary for work within ditches, depending on the project activities.
Applicants should obtain the applicable COE permit; information about COE permits can be found at:

U.S. Army Corps of Engineers, Seattle District Regulatory Branch
http://www.nws.usace.army.mil/PublicMenu/Menu.cfm?sitename=REG&pagename=mainpage_NWPs
Specific questions can be directed to: Seattle District, Corps of Engineers, Regulatory Branch, CENWS-OD-RG, Post Office Box 3755, Seattle, WA 98124-3755, Phone: (206) 764-3495

3. If this project disturbs greater than one acre, the applicant is responsible to apply for a Construction Storm water General Permit from Washington State Dept. of Ecology. Specific permit information can be found at the following website: http://www.ecy.wa.gov/programs/wq/stormwater/construction/ Among other requirements, this permit requires the applicant to prepare a Storm Water Pollution Prevention Plan (SWPPP) and identify a Certified Erosion and Sediment Control Lead (CESCL) prior to the start of construction. The CESCL shall attend the City of Kirkland Public Works Department pre-construction meeting with a completed SWPPP.

4. Provide collection and conveyance of right-of-way storm drainage

5. All roof and parking lot drainage must be tight-lined to and approved storm drainage system.

Street and Pedestrian Improvement Conditions:

1. The project abuts 125th Lane NE, (a private neighborhood access type street), 127th Ave. NE, 128th Ave. NE and NE 59th St (all neighborhood access type streets), and NE 60th St (a Collector type street). Zoning Code sections 110.10 and 110.25 require the applicant to make half-street improvements in rights-of-way abutting the subject property. Section 110.30-110.50 establishes that this street must be improved with the following:

125th Lane NE (private)
A. Remove and replace the failed portions of the brick road.
B. Install a 5 ft wide sidewalk along the east side of the road from the parking lot entrance to NE 60th St. as shown on the plans; encompass the sidewalk in a public pedestrian easement.

127th Ave. NE, 128th Ave. NE, and NE 59th St
The Zoning Code allows for a waiver of street improvements along Neighborhood Access Roads in zones with equestrian use, Public Works recommends a waiver for these three street frontages

NE 60th Street
Along the lot frontage that is part of this application, the following improvements shall be installed:
" Widen the street to 18 ft from centerline to face of curb.
" Install storm drainage, curb and gutter, a 5 ft wide sidewalk and a 6 ft wide equestrian path behind the sidewalk. The landscape strip if being eliminated in front of the sidewalk in order to accommodate the path behind the sidewalk.
" Install at least 3-4 6 ft wide curb bump outs to delineate parking along the street frontage; one bump-out shall be at the west end of the improvements and one shall be at the east end at the intersection with 128th Ave. NE.
" Street trees 30 ft on center along the outside (south) edge of the right-of-way will be planted where feasible.
" The Public Works Department may support the applicant's proposal to participate in the sidewalk construction-in-lieu program if an alternate location for pedestrian improvements is proposed, is of greater benefit to pedestrians, and is generally supported by the neighborhood. A construction-in-lieu option requires the applicant to construct at least 75% of the value of the standard street improvements.

2. The 5-ft wide public pathway through the site as indicated on the plans is required per Kirkland Zoning Code Chapter 105.18 and 105.19. The public pathway shall be encompassed in a public pedestrian easement

3. A 2-inch asphalt street overlay will be required where three or more utility trench crossings occur within 150 lineal ft. of street length or where utility trenches parallel the street centerline. Grinding of the existing asphalt to blend in the overlay will be required along all match lines.

4. The existing parking and driveway within the NE 59th Street right-of-way shall be removed. A maintenance access can remain. The new service driveway to the new building on 127th Ave. NE is approved.

5. All street and driveway intersections shall not have any visual obstructions within the sight distance triangle. See Public Works Pre-approved Policy R.13 for the sight distance criteria and specifications.

6. Prior to the final of the building or grading permit, install a stop sign at the new parking lot intersection with 125th Lane NE.

7. It shall be the responsibility of the applicant to relocate any above-ground or below-ground utilities which conflict with the project associated street or utility improvements.

8. Underground all new and existing on-site utility lines and overhead transmission lines (some overhead line exist on-site but may be serving property to the south).

Zoning Code Section 110.60.9 establishes the requirement that existing utility and transmission (power, telephone, etc.) lines on-site and in rights-of-way adjacent to the site must be underground. The Public Works Director may determine if undergrounding transmission lines in the adjacent right-of-way is not feasible and defer the undergrounding by signing an agreement to participate in an undergrounding project, if one is ever proposed. In this case, the Public Works Director has determined that undergrounding of existing overhead utility along all of the applicable street frontages is not feasible at this time and the undergrounding of off-site/frontage transmission lines should be deferred with a Local Improvement District (LID) No Protest Agreement.

9. New street lights along 125th Lane NE and NE 60th Street may be required per Puget Power design and Public Works approval. Contact the INTO Light Division at PSE for a lighting analysis. If lighting is necessary, design must be submitted prior to issuance of a grading or building permit.

FIRE DEPARTMENT CONDITIONS

Fire access is required (as shown).

Fire lane marking and signs will be required.

Additional hydrant required (as shown)

Fire sprinkler system is required.

A fire alarm system is required.

Fire extinguishers required.

CITY OF KIRKLAND
123 FIFTH AVENUE, KIRKLAND, WASHINGTON 98033-6189 (425) 587-3600

PERMIT NO.: ZON10-00022 **DATE: 02/02/2011**

PERMIT CONDITIONS AS FOLLOWS:

1) You can review your permit status and conditions at www.kirklandpermits.net

PUBLIC WORKS CONDITIONS

Permit #: ZON10-00022
Project Name: Central Park Tennis Club Expansion
Project Address: 12630 NE 59th St
Date: September 13, 2010

Public Works Staff Contacts
Land Use and Pre-Submittal Process:
Rob Jammerman, Development Engineering Manager
Phone: 425-587-3845 Fax: 425-587-3807
E-mail: rjammer@ci.kirkland.wa.us

Building and Land Surface Modification (Grading) Permit Process:
John Burkhalter, Development Engineering Supervisor
Phone: 425-587-3853 Fax: 425-587-3807
E-mail: jburkhal@ci.kirkland.wa.us

General Conditions:

1. All public improvements associated with this project including street and utility improvements, must meet the City of Kirkland Public Works Pre-Approved Plans and Policies Manual. A Public Works Pre-Approved Plans and Policies manual can be purchased from the Public Works Department, or it may be retrieved from the Public Works Department's page at the City of Kirkland's web site at www.ci.kirkland.wa.us.

2. This project will be subject to Public Works Permit and Connection Fees. It is the applicant's responsibility to contact the Public Works Department by phone or in person to determine the fees. The fees can also be review the City of Kirkland web site at www.ci.kirkland.wa.us. The applicant should anticipate the following fees:
- o Water and Sewer connection Fees (paid with the issuance of a Building Permit)
- o Side Sewer Inspection Fee (paid with the issuance of a Building Permit)
- o Water Meter Fee (paid with the issuance of a Building Permit)
- o Right-of-way Fee
- o Review and Inspection Fee (for utilities and street improvements).
- o Traffic Impact Fee (paid with the issuance of Building Permit). For additional information, see notes below.

3. The project has applied for and has received concurrency. After the project has received a Concurrency Test Notice, a Traffic Impact Analysis will need to be prepared and submitted to the Public Works Transportation Engineer.

4. Building Permits associated with this proposed project will be subject to the traffic impact fees per Chapter 27.04 of the Kirkland Municipal Code. The impact fees shall be paid prior to issuance of the Building Permit(s).

5. All civil engineering plans which are submitted in conjunction with a building, grading, or right-of-way permit must conform to the Public Works Policy titled ENGINEERING PLAN REQUIREMENTS. This policy is contained in the Public Works Pre-Approved Plans and Policies manual.

6. All street improvements and underground utility improvements (storm, sewer, and water) must be designed by a Washington State Licensed Engineer; all drawings shall bear the engineers stamp.

7. All plans submitted in conjunction with a building, grading or right-of-way permit must have elevations which are based on the King County datum only (NAVD 88).

PERMIT CONDITIONS AS FOLLOWS:

8. A completeness check meeting is required prior to submittal of any Building Permit applications.

9. Prior to issuance of any commercial or multifamily Building Permit, the applicant shall provide a plan for garbage storage and pickup. The plan shall be approved by Waste Management and the City.

10. The required tree plan shall include any significant tree in the public right-of-way along the property frontage.

Sanitary Sewer Conditions:

1. Provide sewer service to the new building. The plans indicate that the sewer will be pumped to the existing public sewer main located at the south west corner of the property. A commercial sewer pump duplex type system per Public Works Pre-approved plans S.22 shall be used. Final design of the system will be submitted with the Building and/or LSM permit application.

2. The existing building is connected to the sewer main in Ne 60th Street that was extended to the site in 1973. Because this project is not impacting the existing sewer main, no further sewer main extensions in NE 60th St will be necessary at this time.

Water System Conditions:

1. The existing water main in the public right-of-way along the front of the subject property is adequate to serve this proposed development.

2. Provide a water service from the water main to the meter for the new building sized per the Uniform Plumbing Code; City of Kirkland will set the water meter. A separate irrigation meter should be used for the landscaping.

3. Provide fire hydrants per the Fire Departments requirements.

4. The available fire flow at this project location is approximately 2400 gpm.

Surface Water Conditions:

1. Provide temporary and permanent storm water quality and control per the 2009 King County Surface Water Design Manual.

2. If any work is proposed within an existing ditch the developer has been given notice that the Army Corps of Engineers (COE) has asserted jurisdiction over upland ditches draining to streams. Either an existing Nationwide COE permit or an Individual COE permit may be necessary for work within ditches, depending on the project activities. Applicants should obtain the applicable COE permit; information about COE permits can be found at: U.S. Army Corps of Engineers, Seattle District Regulatory Branch
http://www.nws.usace.army.mil/PublicMenu/Menu.cfm?sitename=REG&pagename=mainpage_NWPs
Specific questions can be directed to: Seattle District, Corps of Engineers, Regulatory Branch, CENWS-OD-RG, Post Office Box 3755, Seattle, WA 98124-3755, Phone: (206) 764-3495

3. If this project disturbs greater than one acre, the applicant is responsible to apply for a Construction Storm water General Permit from Washington State Dept. of Ecology. Specific permit information can be found at the following website: http://www.ecy.wa.gov/programs/wq/stormwater/construction/
Among other requirements, this permit requires the applicant to prepare a Storm Water Pollution Prevention Plan (SWPPP) and identify a Certified Erosion and Sediment Control Lead (CESCL) prior to the start of construction. The CESCL shall attend the City of Kirkland Public Works Department pre-construction meeting with a completed SWPPP.

4. Provide collection and conveyance of right-of-way storm drainage

5. All roof and parking lot drainage must be tight-lined to and approved storm drainage system.

Street and Pedestrian Improvement Conditions:

1. The project abuts 127th Ave. NE, 128th Ave. NE and NE 59th St (all neighborhood access type streets), and NE 60th St (a Collector type street). Zoning Code sections 110.10 and 110.25 require the applicant to make half-street

PERMIT CONDITIONS AS FOLLOWS:

improvements in rights-of-way abutting the subject property. Section 110.30-110.50 establishes that this street must be improved with the following:

127th Ave. NE, 128th Ave. NE, and NE 59th St
The Zoning Code allows for a waiver of street improvements along Neighborhood Access Roads in zones with equestrian use, Public Works recommends a waiver for these three street frontages

NE 60th Street
Chapter 110 of the Kirkland Zoning Code requires street improvements (curbs, storm drainage, and sidewalks) along the lot frontage that is part of this application (approx 630 ft). Chapter 110.70 of the KZC allows applicants to propose a "sidewalk construction-in-lieu" whereby the applicant can propose to construct off-side sidewalk (pedestrian improvements) in lieu of constructing improvements along the project frontage. The Public Works Director must agree that it is in the City's interest to allow the "sidewalk-construction-in-lieu" taking into account such factors as the pedestrian safety impacts that result from the development. In addition the KZC states that the City may accept a sidewalk construction-in-lieu in the following circumstances (per KZC 110.6.a):

1) If installation of the required improvement would require substantial off-site roadway modifications; or
2) If the Public Works Director determines that installation of the required improvement would result in a safety hazard; or
3) If other unusual circumstances preclude the construction of the improvements as required.

In this case, the applicant is proposing to construct an offsite pedestrian/equestrian facility along the north side of NE 60th Street that will have an overall benefit to the neighborhood (especially the elementary school and the equestrian community). Installation of standard street improvements along the project frontage would require substantial grading (cut and fill) (meets condition 1 above), may cause significant trees to be removed (meets condition 3 above), and would not connect to any existing pedestrian or equestrian improvements. Furthermore, the South Rose Hill Neighborhood Association, the Lake Washington School District, the Lake Washington Saddle Club, and City Staff have met, reviewed, and agree that the proposed construction-in-lieu improvements are a benefit to the neighborhood. Therefore, the Public Works Director agrees with the proposed construction-in-lieu and the improvements shall include the following:

" The value of the improvements will be approximately $132,000 which is approximately 75% of the required project frontage improvements. The sidewalk construction-in-lieu program allows the in-lieu improvements to be 75% of the value of the required improvements (see KZC 110.70.6.b).
" The improvements will consist of a 4 ft wide vegetation buffer along the north edge of NE 60th Street (buffer may be reduced to 2 ft in some areas due to topographic constraints). The buffer plantings shall be approved by the Public Works Street Maintenance Division, but street trees and/or shrubs with low maintenance ground cover will be used. On the north side of the said vegetative buffer, a 7-10 ft wide pedestrian/equestrian pathway will be installed using a Public Works approved trail mix base that is suitable for year-round use by pedestrians and equestrians; the width should only be reduced to 7 ft width in areas due to topographic constraints that can't be feasible mitigated with fill material and a retaining wall.
" The intent is to construct the said vegetative buffer and pathway along the north side of NE 60th Street from the east edge of the Ben Franklin Elementary School to 132nd Ave. NE. It won't be known until the improvements are bid on for construction if the said $132,000 will be adequate to build the entire length.

2. The project also has and existing private access easement, 125th Lane NE, that runs through the property along the west side. This project is proposing to close the access on 127th Ave NE and use the private access easement for access to the property. All standards for private access easements are contained in Chapter 105 of the Kirkland Zoning Code. The existing access easement meets these standards (pavers were approved as a modification when the Hunt Club was approved and can serve this use also). However the failed portions of the existing brick paver road shall be removed and replaced.

3. The 5-ft wide public pathway through the site as indicated on the plans is required per Kirkland Zoning Code Chapter 105.18 and 105.19. The public pathway shall be encompassed in a public pedestrian easement.

4. A 2-inch asphalt street overlay will be required where three or more utility trench crossings occur within 150 lineal ft. of street length or where utility trenches parallel the street centerline. Grinding of the existing asphalt to blend in the overlay will be required along all match lines.

5. The existing parking and driveway within the NE 59th Street right-of-way shall be removed. A maintenance access

PERMIT CONDITIONS AS FOLLOWS:

can remain. The new service driveway to the new building on 127th Ave. NE is approved.

6. All street and driveway intersections shall not have any visual obstructions within the sight distance triangle. See Public Works Pre-approved Policy R.13 for the sight distance criteria and specifications.

7. Prior to the final of the building or grading permit, install a stop sign at the new parking lot intersection with 125th Lane NE.

8. It shall be the responsibility of the applicant to relocate any above-ground or below-ground utilities which conflict with the project associated street or utility improvements.

9. Underground all new and existing on-site utility lines and overhead transmission lines (some overhead line exist on-site but may be serving property to the south).

Zoning Code Section 110.60.9 establishes the requirement that existing utility and transmission (power, telephone, etc.) lines on-site and in rights-of-way adjacent to the site must be underground. The Public Works Director may determine if undergrounding transmission lines in the adjacent right-of-way is not feasible and defer the undergrounding by signing an agreement to participate in an undergrounding project, if one is ever proposed. In this case, the Public Works Director has determined that undergrounding of existing overhead utility along all of the applicable street frontages is not feasible at this time and the undergrounding of off-site/frontage transmission lines should be deferred with a Local Improvement District (LID) No Protest Agreement.

10. New street lights along 125th Lane NE and NE 60th Street may be required per Puget Power design and Public Works approval. Contact the INTO Light Division at PSE for a lighting analysis. If lighting is necessary, design must be submitted prior to issuance of a grading or building permit.

2) ***FIRE DEPARTMENT CONDITIONS***

3) Fire access is required (as shown).

Fire lane marking and signs will be required.

4) Additional hydrant required (as shown)

5) Fire sprinkler system is required.

6) A fire alarm system is required.

7) Fire extinguishers required.

8)

9) Building permits must comply with the 2009 editions of the International Building and Mechanical Codes and the Uniform Plumbing Code as adopted and amended by the State of Washington and the City of Kirkland.

10) Structure must comply with Washington State Energy Code (WAC 51-11).

11) Structures must be designed for seismic design category D, wind speed of 85 miles per hour and exposure B.

12) Plumbing meter and service line shall be sized in accordance with the UPC.

Stonehedge Tree Experts, Inc.

4000 SW Myrtle St. Seattle, WA 98136
Tel: 206.937.7428 Fax: 206.937.4939
Email: info@Stonehedgetree.com

9/10/2010

Ray Robinson
Integrated Site Design
12743 28th Ave NE
Seattle, WA 98125

Re: Central Park Tennis Club - Tree Assessment

I have visited the Central Park Tennis Club site in Kirkland and have made an investigation of the trees and site to determine the health and potential of the trees for retention. This report will give a general health of all the trees on the site and be more specific on those trees that are to be retained.

There are approximately 70 trees on the site which will be directly impacted by this project. Of those 70 trees, approximately 17 are to be preserved and protected during the project, the rest are to be removed. The primary reason for removing the viable trees is that the impact of necessary construction occurs at or below the critical root mass and would lead to their immediate demise.

The trees on this site are all Douglas Fir trees except one Red Cedar. The trees seem to be about equal age, those growing with little competition have full crowns with limbs close to touching the ground. Others are smaller with shorter crowns, less foliage and less trunk taper when growing more in competition with others. There has been little if any pruning on the trees. When pruning has been done it is just elevation for the cars parked under them. The trees seem to be all in good health, exhibiting good foliage color, density, with good vigor. No signs of root or stem disease was seen. On a scale of 1 to 5 with 5 the best I would rate most of them a 4. This good health will help these trees overcome construction impacts if tree protection is followed during construction.

Douglas Fir as a tree species is a tough tree, tolerating construction impacts better than other species. It is tolerant of root pruning and tolerant of fill soils as long as no more than on quarter of the root-zone is impacted. It is not tolerant of poor drainage. For trees to survive and thrive, the Tree Protection Zone area needs to be determined. The standard I recommend is for every one inch of tree trunk radius one protects 1 foot radius of rooting area. A 30 inch diameter tree would have a 30 foot radius of protections. This is the area to protect. No trenching, no filling, no compaction, no construction impacts. At this site along the eastern border it looks as though total protection is not possible with the foundation coming into the TPZ up to 25 percent with some trees. If careful root

pruning/protection measures are followed within this TPZ the trees will survive. Though root systems are very irregular and it may be found that the roots of the trees do not go out that far or they may go much farther. One cannot know unless an early root excavation is undertaken. If too many large roots are found during the excavation it may be decided that a particular tree may not be possible for retention. After removal of the majority of the trees for construction it will be found that specific trees will not be able to be retained due to the loss of tree protection. Tree #106 and 107 add protection and strength to the grove of trees to the east. These two trees are to be removed leading to loss of strength of the remaining trees which could lead to tree loss from wind- throw. Specifically there are four other trees that should not be retained. These are #108,120,118 and 119. These four trees all have little trunk taper and will loose the protection of the neighboring trees being removed. Stumps should be ground out and replacement trees should be planted. Western Red Cedar may be a good replacement in this area.

After site grubbing and tree removal but before grading commences it would be a good time to undertake a root investigation at the edge of site disturbance. An air spade could be used to create a narrow ditch to 12 inches in depth to determine the extent and size of tree roots.

Prior to any site disturbance and after any root trenching a 4 foot protective fence or equivalent must be installed for tree protection at the edge of the Tree Protection Zone or just outside the limit of root cutting.

Additional root protection for #110 and 112 will be required during the installation of walls and pavers. Hand digging will be required to preserve roots.

By following the proposed tree protection measures the trees on the site will withstand the construction impacts and continue to thrive for many more years.

Respectfully yours,

Mark Harman
Certified Arborist PNWISA #0147
Certified Tree Risk Assessor # 508
Stonehedge Tree Experts, Inc.

Enclosures:

- Critical Root-Zone Revised Site Plan
- Root Pruning and Tree Removal notes
- Special Protection Measures
- Excel Spreadsheet Tree Preservation Notes

Central Park Tennis Club - Tree Assessment

Root Pruning

When excavation will occur near trees, the roots should first be pruned to sever them cleanly. Soil excavation equipment will pull, rip, and shatters roots, causing unnecessary damage for some distances towards the tree.
Root pruning is most efficiently accomplished with root pruning equipment specifically designed for that purpose. Large circular saws used to cut concrete, and rock saws also are effective. The saws must cut through the woody roots to the depth of the required excavation. Root pruning equipment designed primarily for curb and sidewalk repair may cut only 8 to 12 inches deep. Where excavation must occur very close to trees, it may be necessary to dig the soil away with a shovel, then cut the exposed root with a saw. The following procedure is recommended.

1. Stake the edge of excavation.

2. Cut with root pruning equipment 6-12 inches outside the staked line towards the tree.
3. If root pruning equipment cannot be used, dig a trench along the staked line. Equipment such as a backhoe can be used until roots larger than 1 inch in diameter are encountered. Then, dig with a shovel. An air spade may also be used.
4. When a root is encountered, expose it by removing soil by hand, and cut it cleanly with a saw at the outside edge of the trench (towards the tree). Cut to a lateral root when possible. Do not paint the cut root end. If excavation is for the installation of underground utilities, leave the root intact and thread the lines underneath.
5. Replace soil in the trench.
6. Place tree protection fencing at the edge of excavation.
7. Allow grading equipment to operate freely outside the fence area.

Tree Removal, pruning and grubbing

During site clearing care must be undertaken to protect the trees that are to be preserved. Felling techniques are to be used to not damage, scar, or break limbs off trees to be saved. If it is found that trees cannot be removed in this way a
Qualified Arborist should be hired to remove the tree. Stumps of removed trees that are near or intertwined with save trees should not be pulled out. This may damage the roots. Any root-system that needs to be removed within the tree protection zone must be removed by grinding out the stump with a Stump Grinder.

Prepared: 2010-9-10

Stonehedge Tree Experts, Inc. Mark Harman www.stonehedgetree.com
4000 SW Myrtle St. Seattle, WA 98136 Certified Arborist Phone 206.937.7428 Fax 209.937.4939

Central Park Tennis Club - Tree Assessment

Special Protection Measures

Stump Grinding

The following stumps should be ground out rather than pulled by machinery.

106,107,111, 118,119,120 and any other tree that is found within the Tree Protection Zone area of saved trees.

Root Pruning prior to Site Grading

Trees #

108
109
118
121
122
123
124
125
126

Root Protection when building wall

110
112

Prepared : 2010-9-10

Stonehedge Tree Experts, Inc.
4000 SW Myrtle St. Seattle, WA 98136

Mark Harman
Certified Arborist

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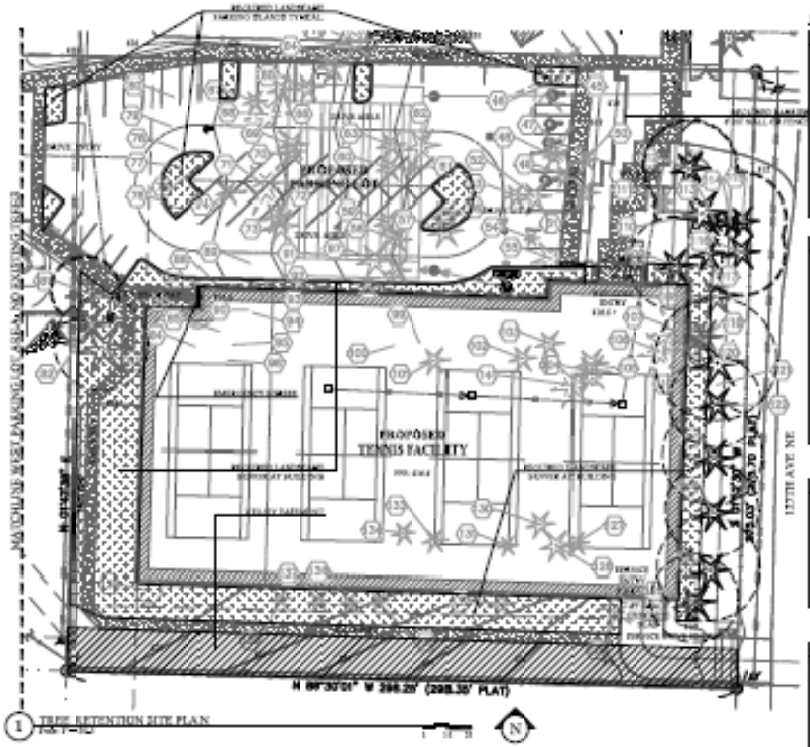


TREE RETENTION LEGEND

- EXISTING TREE TO REMAIN
- EXISTING TREE TO BE REMOVED
- LIMITS OF DISTURBANCE WITH MITIGATION MEASURES FOR NECESSARY EXCAVATION FOR BUILDING ELEMENTS
- LIMITS OF DISTURBANCE WITH MITIGATION MEASURES FOR NECESSARY EXCAVATION FOR SURFICIAL ELEMENTS SUCH AS PAVING
- REQUIRED AREAS FOR LANDSCAPING
- EASEMENT MUNICIPAL UTILITY EASEMENT

CIVIL LEGEND

PROPOSED FEATURES

GRADING AND TERC FEATURES

PROPOSED STORM DRAINAGE

PROPOSED SANITARY SEWER AND WATER

PROPOSED POND

EXISTING FEATURES

SITE PLAN NOTES:

1. SURVEY AND CIVIL INFORMATION SHOWN ON THIS SITE AND TREE RETENTION PLANS, IS BASED ON THE SURVEY DATED 9-10-2009, SITE PLAN PER PREHEIT & HO ARCHITECTS DATED 1-11-2010, AND CIVIL PLANS DATED 1-11-2010 PREVIOUSLY SUBMITTED TO THE CITY OF KIRKLAND FOR THE HB PERMIT.

2. THIS PLAN INCLUDES INFORMATION SUCH ALL PROPOSED AND EXISTING ELEMENTS TO REMAIN (BUILDING FOOTPRINT, ACCESS, UTILITIES, RELAVENT SETBACKS AND EASEMENTS, AND REQUIRED LANDSCAPE AREAS), ACCURATE LOCATION OF TREES AND THEIR DRIPLINES (TREES SHOWN ARE NUMBERED PER INVENTORY SYSTEM, STATUS OF TREES TO REMAIN OR BE REMOVED), LOCATION OF TREE PROTECTION MEASURES, AND LIMITS OF DISTURBANCE

3. SEE SHEET SEE SHEET L-0.01 TREE RETENTION PLAN.

4. SEE ARBORISTS REPORT WITH INFORMATION INCLUDING DESCRIPTION OF TREE HEALTH, DESCRIPTION OF METHODS FOR ESTABLISHING LIMITS OF DISTURBANCE, INSTRUCTIONS FOR WORK WITHIN AREAS OF NON DISTURBANCE, DESCRIPTION OF REASON FOR REMOVAL OF VIABLE TREES, IMPACT OF TREE REMOVAL ON TREES TO REMAIN, AND TIMING AND INSTALLATION OF TREE PROTECTION MEASURES.

5. SEE ARBORISTS REPORT EXHIBITS WHICH INCLUDE ROOT BARRIER AND TREE REMOVAL CRITERIA, SPECIAL PROTECTION MEASURES, AND TREE HEALTH ASSESSMENT SURVEY.

6. SUBJECT PROPERTY CORRESPONDS TO PARCEL "C"

SHEET INDEX

L-0.00 SITE PLAN & TREE INVENTORY
L-0.01 TREE RETENTION PLAN
L-1.00 SITE PLAN
L-2.00 ENTRY DRIVE LANDSCAPE PLAN
L-3.00 MAIN PARKING LANDSCAPE PLAN
L-4.00 PLANT LIST & DETAILS

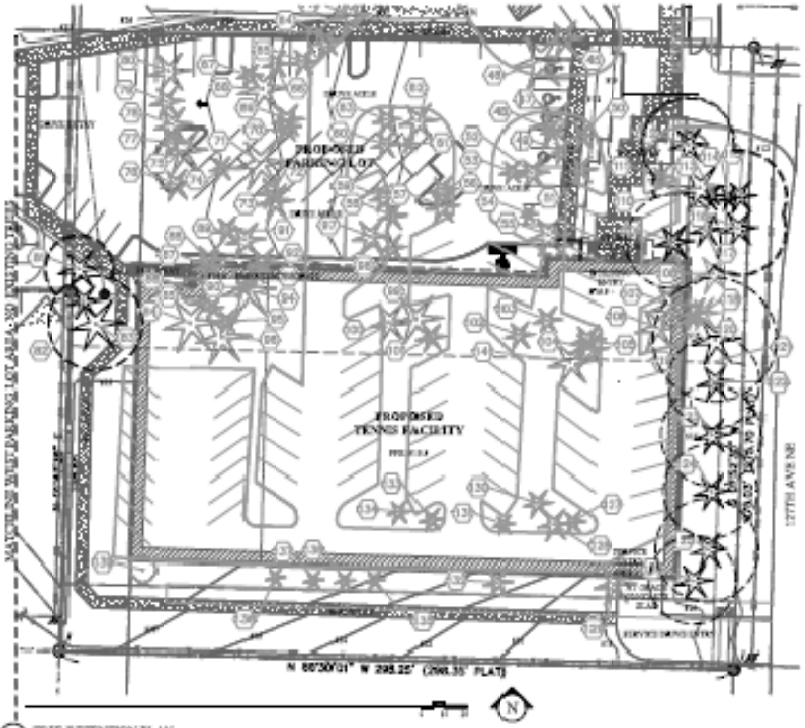
CLIENT

CENTRAL PARK TENNIS CLUB

FreiBerk & Ho

SITE PLAN
TREE INVENTORY

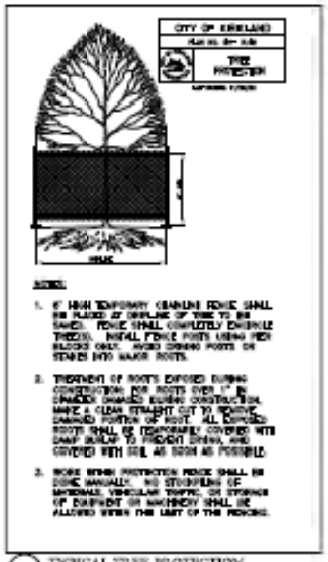
L-0.1



1 TREE RETENTION PLAN

TREE RETENTION LEGEND

- EXISTING TREE TO REMAIN
- EXISTING TREE TO BE REMOVED
- LIMITS OF DISTURBANCE WITH MITIGATION MEASURES FOR NECESSARY EXCAVATION FOR BUILDING ELEMENTS
- LIMITS OF DISTURBANCE WITH MITIGATION MEASURES FOR NECESSARY EXCAVATION FOR SURFICIAL ELEMENTS SUCH AS PAVING



A TYPICAL TREE PROTECTION
NOT TO SCALE

TREE RETENTION PLAN NOTES:

1. SURVEY AND CIVIL INFORMATION SHOWN ON THE SITE AND TREE RETENTION PLANS, IS BASED ON THE SURVEY DATED 8-19-2009, SITE PLAN PER FREDHEIT & HO ARCHITECTS DATED 8-13-2010, AND CIVIL PLANS DATED 8-13-2010 PREVIOUSLY SUBMITTED TO THE CITY OF KIRKLAND FOR THE DR PERMIT.
2. THIS PLAN INCLUDES INFORMATION SUCH AS AN INVENTORY OF ALL TREES (NUMBERED), THEIR SIZE/SPECIES/ DRIP LINES/ TREE STATUS (TO BE REMOVED OR TO REMAIN)/ HEALTH RATING, AND LIMITS OF DISTURBANCE.
3. SEE SHEET L-0.00 SITE PLAN AND TREE INVENTORY.
4. SEE ARBORISTS REPORT WITH INFORMATION INCLUDING DESCRIPTION OF TREE HEALTH, DESCRIPTION OF METHODS FOR ESTABLISHING LIMITS OF DISTURBANCE, INSTRUCTIONS FOR WORK WITHIN AREAS OF NON DISTURBANCE, DESCRIPTION OF REASON FOR REMOVAL OF VIABLE TREES, IMPACT OF TREE REMOVAL ON TREES TO REMAIN, AND TIMING AND INSTALLATION OF TREE PROTECTION MEASURES.
5. SEE ARBORISTS REPORT EXHIBITS WHICH INCLUDE ROOT BARRIER AND TREE REMOVAL CRITERIA, SPECIAL PROTECTION MEASURES, AND TREE HEALTH ASSESSMENT SURVEY.
6. SUBJECT PROPERTY CORRESPONDS TO PARCEL "C"

SHEET INDEX

L-0.00 SITE PLAN & TREE INVENTORY
L-0.01 TREE RETENTION PLAN
L-1.00 SITE PLAN
L-2.00 ENTRY DRIVE LANDSCAPE PLAN
L-3.00 MAIN PARKING LANDSCAPE PLAN
L-4.00 PLANT LIST & DETAILS

TREE TABLE

NO.	DBH (IN.)	SPECIES	DRIP LINE RADIUS (FT.)	GENERAL HEALTH	STATUS
40	20"	DOUGLAS FIR	20'		TBR
46	20"	DOUGLAS FIR	20'		TBR
47	20"	DOUGLAS FIR	20'		TBR
48	12"	DOUGLAS FIR	12'		TBR
49	14"	DOUGLAS FIR	14'		TBR
50	14"	DOUGLAS FIR	14'		TBR
51	12"	DOUGLAS FIR	12'		TBR
52	16"	DOUGLAS FIR	16'		TBR
53	14"	DOUGLAS FIR	14'		TBR
54	8"	ALDER	8'		TBR
55	22"	DOUGLAS FIR	22'		TBR
56	16"	DOUGLAS FIR	16'		TBR
57	16"	DOUGLAS FIR	16'		TBR
58	12"	DOUGLAS FIR	12'		TBR
59	16"	DOUGLAS FIR	16'		TBR
60	12"	DOUGLAS FIR	12'		TBR
61	8"	DOUGLAS FIR	8'		TBR
62	20"	DOUGLAS FIR	20'		TBR
63	16"	DOUGLAS FIR	16'		TBR
64	12"	DOUGLAS FIR	12'		TBR
65	16"	DOUGLAS FIR	16'		TBR
66	12"	DOUGLAS FIR	12'		TBR
67	14"	DOUGLAS FIR	14'		TBR
68	20"	DOUGLAS FIR	20'		TBR
69	16"	DOUGLAS FIR	16'		TBR
70	16"	DOUGLAS FIR	16'		TBR

TREE TABLE

NO.	DBH (IN.)	SPECIES	DRIP LINE RADIUS (FT.)	GENERAL HEALTH	STATUS
71	20"	DOUGLAS FIR	20'		TBR
72	18"	DOUGLAS FIR	18'		TBR
73	20"	DOUGLAS FIR	20'		TBR
74	14"	DOUGLAS FIR	14'		TBR
75	24"	DOUGLAS FIR	24'		TBR
76	18"	DOUGLAS FIR	18'		TBR
77	16"	DOUGLAS FIR	16'		TBR
78	20"	DOUGLAS FIR	20'		TBR
79	18"	DOUGLAS FIR	18'		TBR
80	22"	DOUGLAS FIR	22'		TBR
81	22"	DOUGLAS FIR	22'	4	TO REMAIN
82	18"	DOUGLAS FIR	18'	4	TO REMAIN
83	28"	DOUGLAS FIR	28'	4	TO REMAIN
84	20"	DOUGLAS FIR	20'		TBR
85	12"	DOUGLAS FIR	12'		TBR
86	14"	ALDER	14'		TBR
87	18"	DOUGLAS FIR	18'		TBR
88	16"	DOUGLAS FIR	16'		TBR
89	20"	DOUGLAS FIR	20'		TBR
90	12"	DOUGLAS FIR	12'		TBR
91	16"	DOUGLAS FIR	16'		TBR
92	18"	DOUGLAS FIR	18'		TBR
93	14"	DOUGLAS FIR	14'		TBR
94	28"	DOUGLAS FIR	28'		TBR
95	14"	DOUGLAS FIR	14'		TBR
96	28"	DOUGLAS FIR	28'		TBR
97	20"	DOUGLAS FIR	20'		TBR
98	18"	DOUGLAS FIR	18'		TBR
99	20"	DOUGLAS FIR	20'		TBR
100	22"	DOUGLAS FIR	22'		TBR
101	8"	ALDER	12'		TBR
102	16"	DOUGLAS FIR	16'		TBR
103	16"	DOUGLAS FIR	16'		TBR
104	20"	DOUGLAS FIR	20'		TBR
105	16"	DOUGLAS FIR	16'		TBR

TREE TABLE

NO.	DBH (IN.)	SPECIES	DRIP LINE RADIUS (FT.)	GENERAL HEALTH	STATUS
106	24"	DOUGLAS FIR	24'		TBR
107	28"	DOUGLAS FIR	28'		TBR
108	18"	DOUGLAS FIR	22'	2	TBR
109	18"	DOUGLAS FIR	22'	3	TO REMAIN
110	20"	DOUGLAS FIR	24'	4	TO REMAIN
111	14"	DOUGLAS FIR	14'		TBR
112	22"	DOUGLAS FIR	22'	4	TO REMAIN
113	12"	DOUGLAS FIR	12'	3	TO REMAIN
114	14"	DOUGLAS FIR	14'	3	TO REMAIN
115	16"	DOUGLAS FIR	16'	4	TO REMAIN
116	20"	DOUGLAS FIR	20'	4	TO REMAIN
117	16"	DOUGLAS FIR	16'	3	TO REMAIN
118	16"	DOUGLAS FIR	16'	2	TBR
119	8"	DOUGLAS FIR	8'		TBR
120	16"	DOUGLAS FIR	16'	3	TBR
121	20"	DOUGLAS FIR	22'	3	TO REMAIN
122	20"	DOUGLAS FIR	20'	3	TO REMAIN
123	22"	DOUGLAS FIR	22'	3	TO REMAIN
124	22"	DOUGLAS FIR	22'	3	TO REMAIN
125	22"	DOUGLAS FIR	22'	3	TO REMAIN
126	24"	DOUGLAS FIR	22'	3	TO REMAIN
127	14"	DOUGLAS FIR	14'		TBR
128	16"	DOUGLAS FIR	16'		TBR
129	22"	DOUGLAS FIR	22'		TBR
130	16"	DOUGLAS FIR	16'		TBR
131	12"	DOUGLAS FIR	12'		TBR
132	16"	DOUGLAS FIR	16'		TBR
133	14"	DOUGLAS FIR	14'		TBR
134	14"	DOUGLAS FIR	14'		TBR
135	12"	DOUGLAS FIR	12'		TBR
136	12"	DOUGLAS FIR	12'		TBR
137	12"	DOUGLAS FIR	12'		TBR
138	12"	DOUGLAS FIR	12'		TBR
139	14"	ALDER	14'		TBR
140	22"	DOUGLAS FIR	22'		TBR
141	24"	DOUGLAS FIR	24'		TBR

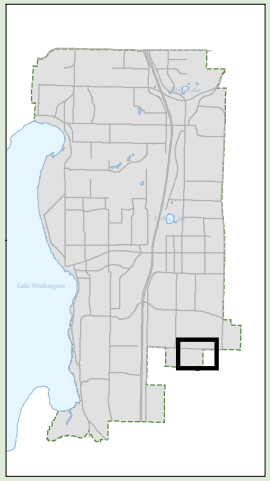
NOTE:
1. TBR= TO BE REMOVE
2. 4 MULTI-TRUNK
3. TREE HEALTH RATING FOR ALL TREES IS 4-5 UNLESS INDICATED OTHERWISE

CENTRAL PARK TENNIS CLUB

TREE RETENTION PLAN & INVENTORY

L-0.0

ATTACHMENT 6



Vicinity Map

0 3,900 7,800 11,700
Feet

Map Legend

- City of Kirkland Boundary
- Tax Parcel Boundary

0 90 180 270
Feet

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No warranties of any sort, including but not limited to accuracy, fitness or merchantability, accompany this product.

-Print Date: 3/31/2010

CITY OF KIRKLAND
Planning and Community Development Department
123 Fifth Avenue, Kirkland, WA 98033 425.587-3225
www.ci.kirkland.wa.us

CITY OF KIRKLAND
NOTICE OF SEPA DETERMINATION AND ROAD CONCURRENCY TEST

The City of Kirkland has conducted an environmental review and road concurrency review of the following project:

Permit No.: ZON10-00022/SEP10-00011
Proponent: Larry Ho
Address or Location of proposal: 12630 NE 59th Street
Description of project: Proposal to add a 31,739 square foot single story building to an existing tennis club development. A new 103 stall parking lot will be built to replace the existing lot and the existing entrance will be closed, and a new entrance used along NE 60th Street.

Notice is hereby given that on January 5, 2011 the City of Kirkland issued a Determination of Nonsignificance (DNS) in accordance with the State Environmental Policy Act (SEPA) and Chapter 197-11 of the Washington Administrative Code.

SEPA Comments: Comments must be submitted by **5 PM on January 19, 2011** to the City of Kirkland, Department of Planning and Community Development, 123 Fifth Avenue, Kirkland, WA 98033. Contact Planer Susan Lauinger for further information at (425) 587-3252.

Procedures to Appeal SEPA: You may contact Susan Lauinger at (425) 587-3252 to ask about the procedures for SEPA appeals):
1. A written appeal must be filed with the Environmental Coordinator by **5 PM on January 19, 2011** at the above address.
2. The appeal must contain a brief and concise statement of the matter being appealed, the specific components or aspects that are being appealed, the appellant's basic rationale or contentions on appeal, and a statement demonstrating standing to appeal. The following have standing to appeal: a) the applicant; b) any agency with jurisdiction; c) any individual or other entity who is specifically and directly affected by the proposed action. The appeal may also contain whatever supplemental information the appellant wishes to include.
3. Pay the $207.00 fee to file an appeal.

This project requires a public hearing by the Hearing Examiner. Many issues are most appropriately considered during the hearing process rather than through the SEPA process. However some issues, such as traffic, are usually considered only through SEPA and may only be contested or appealed by filing an appeal of the DNS. **There may be no other opportunity to appeal these issues**. Call Susan Lauinger at (425) 587-3252 if you have questions about what issues are addressed in this DNS.

Notice is hereby given that the proposed project passed the road concurrency review and the City of Kirkland issued a road concurrency test notice in accordance with the Kirkland Municipal Code (KMC) Title 25.

Procedures to Appeal Road Concurrency:
1. Refer to KMC Chapter 25.23 for what decisions may not be appealed.
2. A written appeal must be filed with the Public Works Official, Thang Nguyen, by 5pm on January 19, 2011 at the above address.
3. A concurrency appeal will follow the same process as a SEPA appeal. See No. 2 and 3 above under SEPA appeals for procedures. A separate appeal fee of $195.00 is required.

There is no other opportunity to appeal road concurrency issues. Call Thang Nguyen at (425) 587-3869 if you have questions about what is addressed in concurrency review.

More information is available at www.kirklandpermits.net.

Publishing Date: January 10, 2011

Content of legal notice approved by: _____
(Susan Lauinger)

CITY OF KIRKLAND
Planning and Community Development Department
123 Fifth Avenue, Kirkland, WA 98033 425.828.1257
www.ci.kirkland.wa.us

MEMORANDUM

To: Eric R. Shields, AICP, SEPA Responsible Official

From: Susan Greene, Project Planner

Date: January 5th, 2011

File: SEP10-00011; ZON10-00022

Subject: ENVIRONMENTAL DETERMINATION FOR THE CENTRAL PARK TENNIS CLUB PROPOSAL TO BUILD A NEW 4 INDOOR TENNIS COURT BUILDING AND A NEW PARKING LOT WITH NEW ACCESS POINT; ADDRESS IS 12630 NE 59TH STREET; (SEE VICINITY MAP ENCLOSURE 1).

Proposal

The Central Park Tennis Club has submitted a proposal to add a structure housing 4 new indoor tennis courts, replace their existing parking lot with the creation of a new 103 stall parking lot, and change the entrance to the tennis club from NE 59th Street to NE 60th Street via an existing easement not previously utilized by the tennis club (see Enclosure 2). The proposed new tennis building would contain 31,739 square feet to house 4 indoor tennis courts. The tennis facility is an existing membership club with an existing total of 14 courts (2 buildings with 4 courts each inside and 6 outdoor courts). The existing facility also has a clubhouse and outdoor pool and provides services such as tennis lessons, a workout room for weight lifting/training, classes such as yoga and Pilates, a meeting room, child care, swim lessons, and a café. The club hosts annual tennis tournaments and has other social activities including bridge and a book club.

Environmental Issues:

There are no sensitive areas on the site. The existing facility has numerous mature conifer trees within its existing parking lot and surrounding the perimeter of the facility. Tree retention will be addressed within the analysis of the zoning permit. Additionally, a geotechnical report has been submitted for the site and includes recommendations for the proposed structure, raingarden, pervious parking lot, storm water detention, soil excavations and additional geotechnical evaluations (see Enclosure 3). A traffic report, trip generation study (concurrency) and parking evaluation were submitted by the applicant and evaluated by the City's Transportation Engineer (see below for enclosure list).

I have had an opportunity to visit the site and review the following documents:

- Enclosure 3: Geotechnical Report by GEO Group NW, Inc. dated July 8th, 2010
- Enclosure 4: Environmental checklist.

- Enclosure 5: Trip Generation study for Concurrency review prepared by Transportation Engineering Northwest dated August 4th, 2010. Note: The purpose of traffic concurrency is to ensure that the City roadway network is built concurrent with land use growth.
- Enclosure 6: Traffic Impact Analysis by Transportation Engineering NW dated October 4th, 2010.
- Enclosure 7: Concurrency notice from Thang Nguyen, City of Kirkland Transportation Engineer dated September 19th, 2010.
- Enclosure 8: Parking demand study by Transportation Engineering NW dated August 18th, 2010.
- Enclosure 9: Memo from Thang Nguyen dated November 16th, 2010 concerning traffic impacts and parking.

Public Comments on Traffic:

As a result of the public notice for the zoning permit, ten comment letters have been received, all from residents of The Hunt Club, an equestrian facility with homes surrounding it. The Hunt Club is located south and slightly east of the tennis club property and is accessed via a private drive that is owned by the tennis club, but is also utilized by the Hunt Club homeowners and equestrian center. Most of the comments are associated with the change in access point for the tennis club and the new parking lot, and traffic safety with the close proximity of the elementary school that is directly across the street (Ben Franklin Elementary). A summary of the public comment letters are below and are paraphrased, and not a full listing of every concern—see Enclosures 10 through 19 for comment letters). *Staff responses are in italics:*

Issues taken from comment letters

Access change: Changing the access for the tennis club from its current access point at NE 59th Street to 125th Lane NE will be detrimental to the owners of the homes in the Hunt Club and dangerous for the school children of Ben Franklin Elementary across the street from 125th Lane NE. Adding to this danger is the issue that the café within the tennis club serves alcohol and that the tennis club members exceed traffic speed limits. With the café, tennis club and Hunt Club, three businesses will be accessing from NE 125th Lane. There is a spring under 125th Lane NE and it is in disrepair and can't handle additional traffic.

Staff Response:

Use of 125th Lane*: The easement is shown to be owned by the Central Park Tennis Club and The Hunt Club is allowed to use this access according to the plat language on The Hunt Club Plat. The City can not prohibit the use of this easement for the tennis club. The easement use is a private matter between the tennis club and the Hunt Club residents. As part of the zoning permit conditions required by the City's Public Works Department, the tennis club is required to remove and replace failed portions of the brick road, and install a 5 foot sidewalk along the eastside of the road that extends from the new parking lot to NE 60th Street. This sidewalk will be a public sidewalk even though 125th Lane NE is a private lane.*

Behavior of tennis club members: *There would be numerous instances of places that serve alcoholic beverages that are near to schools. This is not a SEPA-related or traffic-related issue as it deals with an individual's decision to drink alcohol and then drive. Additionally, it is unclear how it could be known that it is tennis club members that exceed speed limits if Hunt Club residents have observed speeding vehicles.*

Safety of the School Children of Ben Franklin Elementary:

The school district has been notified of the change of access to 125th Lane NE. They did not submit a comment. The transportation engineers for the City and the applicant have not identified a hazardous condition for school children based on their analysis of the school bell times and the additional traffic volumes that would occur for the tennis club (see Enclosure 20).

Issues taken from comment letters

Traffic Volumes: The traffic volumes on 125th Lane NE and NE 60th Street will be too high if the tennis club accesses from this easement. The time of year that the traffic volumes were studied (August) is not peak time for the tennis club and is therefore not a sufficient traffic report. Shrubbery and signage at this intersection will dramatically increase car and pedestrian accidents.

Staff Response:

Traffic volumes:

The traffic study by Transportation Engineers NW indicates that the additional volume of traffic created by 4 tennis courts can be accommodated as well as the existing traffic volumes for the tennis club. Additionally, the City's Transportation Engineer, Thang Nguyen agrees with this study as indicated in his review of the traffic study. The traffic report that shows the parking and traffic study were done in August and, as explained in the report, the club was operating "at capacity" during the time the study occurred (see page 11 of Enclosure 6). Although school was not in session for Ben Franklin Elementary School at that time, Transportation Engineers NW have satisfactorily addressed that issue (see Enclosure 20).

Sight distance analysis:

Sight distances at the project driveway were measured by the applicant's traffic engineer and it was found that the project driveway at 125th Lane NE meets the City's sight distance requirements when no vehicles are parked along the south side of NE 60th Street. The City's Transportation Engineer, Thang Nguyen did not observe any potential conflict with vehicles leaving the project proposed driveway. To minimize any conflicts when the parking lot of the tennis club is full, or during events, the city will require with the zoning permit that the tennis club instruct their members not to park on NE 60th Street.

Issues taken from comment letters

Equestrian related conflicts and parking lot safety: The horses that are loaded in the parking lot of the Hunt Club may become afraid due to the parking lot of the tennis club being relocated. This could create danger for horses and people at the Hunt Club. Additionally, the relocation of the parking lot next to the Hunt Club parking lot will create vandalism for the Hunt Club neighborhood.

Staff Response:

Parking lot:

The tennis club does have the ability to change the location of their parking lot. The applicant has submitted comments (see Enclosure 20) that includes the plan to put security cameras in the new parking lot.

Equestrian safety:

The tennis club and Hunt Club have existed together for many years. The Hunt Club should have a safe place on their site to load and unload horses, but the City cannot enforce this as a SEPA related issue upon the tennis club.

The applicant has reviewed the public comment letters and has submitted a letter to address the issues raised in the letters (See Enclosure 21). The neighbor's concerns regarding project traffic impacts have been reviewed by the City's Transportation Engineer (see below), who found no significant impacts. Additional neighborhood concerns not related to traffic regarding the project will be addressed through the zoning permit process.

Summary of Public Works Staff Analysis of Traffic Impacts:

The applicant's traffic impact analysis, concurrency report, and parking demand study were prepared by Transportation Engineering NW (See Enclosure list for reports). Each of these documents was reviewed by Thang Nguyen, Transportation Engineer for the City's Public Works Department. The Public Works Department concluded the following, which can be found in two memos from Thang Nguyen as Enclosures 7 and 9:

- The trip generation for the proposal results in approximately 155 daily net new trips per day with 13 PM peak hour net new trips daily.
- The proposed project was tested for concurrency on September 19, 2010 and passed. The project is allowed to proceed through the development process and must obtain a building or development permit prior to September 19th, 2011 in order to maintain a valid concurrency status.
- Based on the traffic assignment presented in the traffic report by Transportation Engineers NW, no off-site intersection has a proportionate share impact greater than 1%, thus no off-site intersection besides the project driveway was analyzed for traffic impact.
- Staff does not anticipate significant school related pedestrian and traffic impacts with the expansion of the tennis club because the peak parking demand at the tennis club does not occur at the peak drop off and pick up times for the school. Additionally, there are crossing guards during school release times and children use the sidewalk on the north side of NE 60th Street.
- Sight distances at the project driveway were measured and the project driveway meets the City's sight distance requirements when no vehicles are parked along the south side of NE 60th Street. Staff did not observe any potential conflict with vehicles leaving the project proposed driveway as drivers are particularly careful driving through the school zone.
- Based on the applicant's parking analysis, the expansion of the tennis club is forecasted to have a demand of 99 parking stalls and they are proposing 103 stalls, plus overflow parking on their vacant lot for events.
- To minimize impacts and maintain sight distance during special events or when the parking lot is full, the tennis facility should put out signs to instruct attendees not to park on-street, but use the vacant lot instead.
- Employees should be required to park on site.
- Road impact fees shall be paid.

Conclusions

It will be necessary to further analyze certain aspects of the proposal to determine if the project complies with all the applicable City Codes and policies. That analysis is most appropriately addressed as part of the review of the zoning and building permit. In contrast, State law specifies that this environmental review under the State Environmental Policy Act (SEPA) is to focus only on potential significant impacts to the environment that could not be adequately mitigated through the Kirkland regulations and Comprehensive Plan. Traffic volumes and safety have been analyzed and it was found that the project proposal is adequate. The City has the authority through the Zoning Code to require the applicant to utilize the vacant lot for overflow parking and the authority to require that all employees park on site. Therefore no mitigations are required for SEPA review and these issues will be addressed with the analysis of the zoning permit and I recommend that a Determination of Non-significance be issued for this project.

SEPA ENCLOSURES

1. Vicinity Map
2. Applicant plans
3. Geotechnical Report by GEO Group NW, Inc. dated July 8th, 2010
4. Environmental checklist
5. Trip Generation study for Concurrency review prepared by Transportation Engineering Northwest dated August 4th, 2010. Note: The purpose of traffic concurrency is to ensure that the City roadway network is built concurrent with land use growth
6. Traffic Impact Analysis by Transportation Engineering NW dated October 4th, 2010
7. Concurrency notice from Thang Nguyen, City of Kirkland Transportation Engineer dated September 19th, 2010
8. Parking demand study by Transportation Engineering NW dated August 18th, 2010
9. Memo from Thang Nguyen dated November 16th, 2010 concerning traffic impacts and parking.
10. through 19. : Public Comment Letters from Hunt Club residents
20. Email correspondence from Chris Forester of Transportation Engineering NW dated October 28th, 2010
21. Reply to comment letters from applicant of Central Park Tennis Club

_____

Review by Responsible Official:

_____ I concur _____ I do not concur

Comments:_____

_____

_____

_____

Eric R. Shields, Planning Director Date

CITY OF KIRKLAND
123 FIFTH AVENUE, KIRKLAND, WASHINGTON 98033-6189
(425) 587-3225

DETERMINATION OF NONSIGNIFICANCE (DNS) .

CASE #: SEP10-00011 DATE ISSUED: 1/5/2011

DESCRIPTION OF PROPOSAL

Proposal to add a 31,739 square foot single story building to an existing tennis club development. A new 103 stall parking lot will be built to replace the existing lot and the existing entrance will be closed, and a new entrance used along NE 60th Street

PROPONENT: **LARRY HO**

LOCATION OF PROPOSAL: 12630 NE 59TH STREET

LEAD AGENCY IS THE CITY OF KIRKLAND

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21.030 (2) (c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public upon request.

Responsible official: 1/5/11

Eric Shields, Director Date
Department of Planning and Community Development
425-587-3225

Address: City of Kirkland
123 Fifth Avenue
Kirkland, WA 98033-6189

You may appeal this determination to the Planning Department at Kirkland City Hall, 123 Fifth Avenue, Kirkland, WA 98033 no later than 5:00 p.m., January 19, 2011 by WRITTEN NOTICE OF APPEAL.

You should be prepared to make specific factual objections. Contact the Planning Department at 425-587-3225 to read or ask about the procedures for SEPA appeals.

Please reference case # SEP10-00011.

Publish in the Seattle Times (date): 1/10/11

Distribute this form with a copy of the checklist to the following:

X Environmental Review Section, Department of Ecology,
P.O. Box 47703, Olympia, WA 98504-7703

____ Department of Fish and Wildlife (for streams and wetlands - with drawings)
North Lake Washington Tributaries Area Habitat Biologist
16018 Mill Creek Boulevard, Mill Creek, WA 98012

____ Department of Fish and Wildlife (for shorelines and Lake Wa. - with drawings)
Lake Washington Tributaries Area Habitat Biologist

C/O DOE
3190 160th Avenue SE, Bellevue, WA 98008

_____ Seattle District, U.S. Army Corps of Engineers,
P.O. Box C-3755
Seattle, WA 98124

_____ Attn: Lynn Best, Acting Director, Environmental Division, Seattle City Light
700 5th Avenue, Suite 3316
P.O. Box 34023
Seattle, WA 98125-4023

_____ Attn: Environmental Reviewer
Muckleshoot Indian Tribe Fisheries Division
39015 172nd Avenue SE
Auburn, WA 98092

_____ Northshore Utility District
P.O. Box 82489
Kenmore, WA 98028-0489

_____ Shirley Marroquin
Environmental Planning Supervisor
King County Wastewater Treatment Division
201 South Jackson Street, MS KSC-TR-0431
Seattle, WA 98104-3856

_____ Gary Kriedt
King County Metro Transit Environmental Planning
201 South Jackson Street, MS KSC TR-0431
Seattle, WA 98104-3856

X Director of Support Services Center
Lake Washington School District No. 414
P.O. Box 97039
Redmond, WA 98073-9739

_____ David B. Johnson and Lillian Cruz (for projects consisting of more than 9 residential units)
Livengood, Fitzgerald and Alskog PLLC
P.O. Box 908
Kirkland WA 98083-0908

_____ John Sutherland, Developer Services
Washington State Department of Transportation
15700 Dayton Ave. N. MS 240
P.O. Box 330310
Seattle, WA 98133-9710

X ~~Jan McGruder, Executive Director~~ ← Andrew McCormick
East Lake Washington Audubon Society
PO Box 3115
Kirkland, WA 98083

Applicant / Agent: Freiheit & Ho Architects for Central Park Tennis Club

cc: Case # ZON10-00022

Distributed to agencies along with a copy of the checklist. (see attached).

Distributed By: 1/5/11 Date:

SEPA C A. rev: 1/3/2011

ATTACHMENT 7

January 5, 2011

Larry Ho
Freiheit and Ho Architects
10230 NE Points Drive Ste 300
Kirkland, WA 98033

Dear Mr. Ho,

Subject: Environmental Determination, File No SEP10-00011 for ZON10-00022; Central Park Tennis Club

The City has completed its environmental review of your application and has issued a Determination of Non Significance for the proposed project (attached). In accordance with local ordinance, the determination will be published in the Seattle Times on Monday, 1/10/11.

Should you wish to appeal the SEPA and road concurrency determination, a written appeal must be submitted to the City by January 19th, 2011. The appeal should include a concise statement of the matter being appealed, the specific components or aspects being appealed, the rationale for contention on appeal, and a statement of standing to appeal. The fee for appealing the Environmental Determination is $207.00.

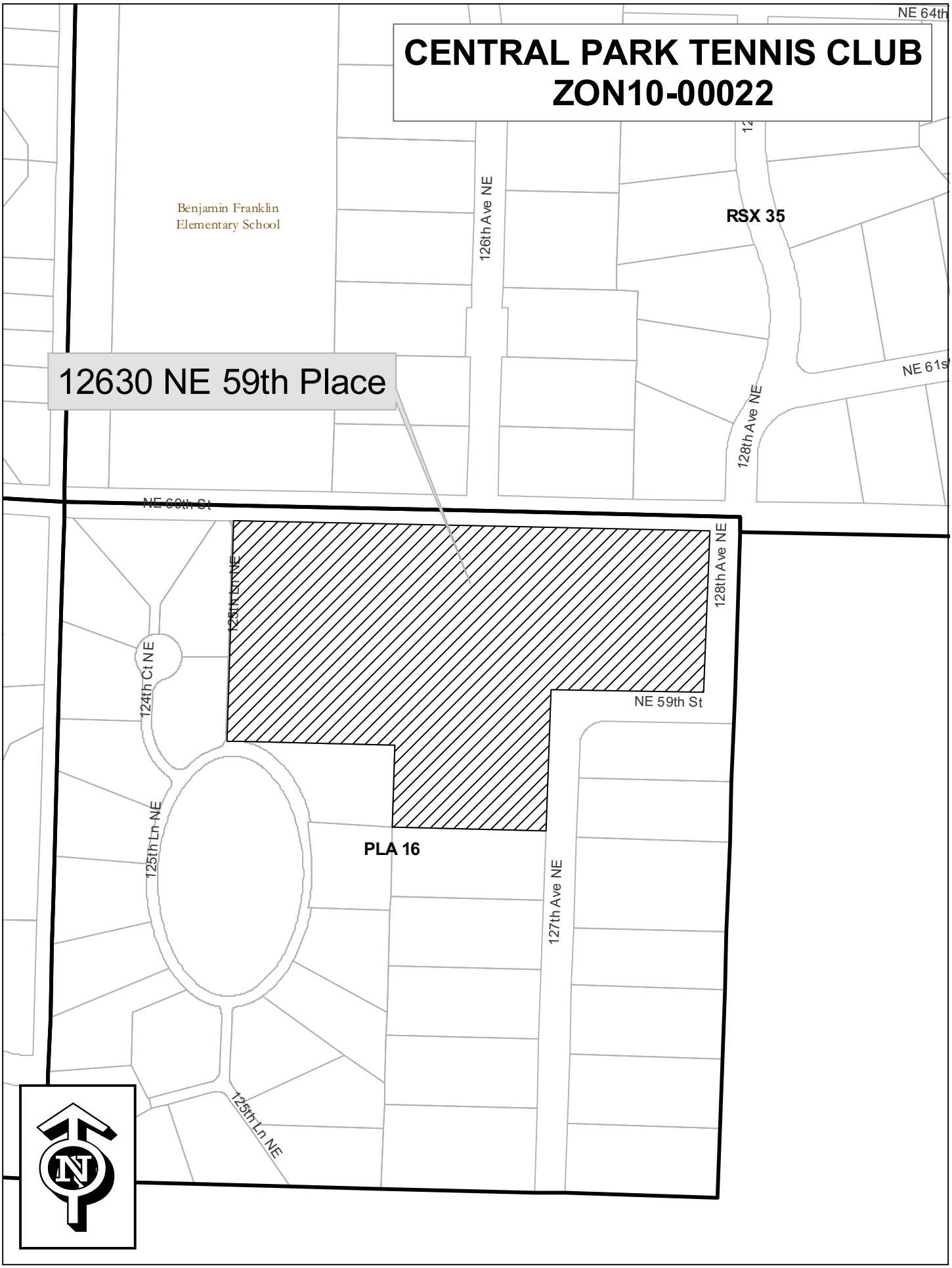
Should you have any questions regarding this letter, please contact me at (425)587-3252, and refer to File No SEP10-00011 and ZON10-00022.

Sincerely,

PLANNING AND COMMUNITY DEVELOPMENT

Susan Lauinger (formerly Greene)
Planner

Attachment: Environmental Determination


CENTRAL PARK TENNIS CLUB
ZON10-00022
NE 64th
Benjamin Franklin
Elementary School
126th Ave NE
RSX 35
12630 NE 59th Place
NE 61st
128th Ave NE
NE 60th St
125th Ln NE
128th Ave NE
124th Ct NE
NE 59th St
125th Ln NE
PLA 16
127th Ave NE
125th Ln NE
N

ATTACHMENT 7
Enclosure 2

Central Park Tennis Club

FOUR COURT TENNIS BUILDING

PROJECT TEAM

OWNER

CENTRAL PARK TENNIS CLUB
2800 NE 90TH STREET
KIRKLAND, WA 98033
(425) 822-3500
CONTACT: JUE WHEADON, CLUB MANAGER

ARCHITECT

FREIHEIT & HO ARCHITECTS, INC. P.S.
10800 NE PARKS DRIVE, #200
KIRKLAND, WA 98033
(425) 821-1500
CONTACT: LARRY HO

CIVIL ENGINEER

BASELINE LAND DEVELOPMENT CONSULTING
33 CENTRAL WAY, #400
KIRKLAND, WA 98033
(425) 298-4200
CONTACT: BRIAN DARROW

LANDSCAPE ARCHITECT

INTEGRATED SITE DESIGN
2748 26TH AVENUE NE
SEATTLE, WA 98125
(206) 368-4345
CONTACT: RAY ROBINSON

GEOTECHNICAL ENGINEER

GRUBB NORTHWEST, INC.
10400 NE 12TH AVENUE, #C
BELLEVUE, WA 98005
(425) 449-4121
CONTACT: MATT WADE

TRAFFIC ENGINEER

TRANSPORTATION ENGINEERING NORTHWEST
845 6TH STREET SOUTH
KIRKLAND, WA 98033
KIRKLAND, WA 98033

CONTACT: CHRIS FORSTER

LEGAL DESCRIPTION

LOT 1 AND 2, FLYING HORSEHOE TRACTS, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 64 OF PLATES, PAGE 41, IN KING COUNTY, WASHINGTON;

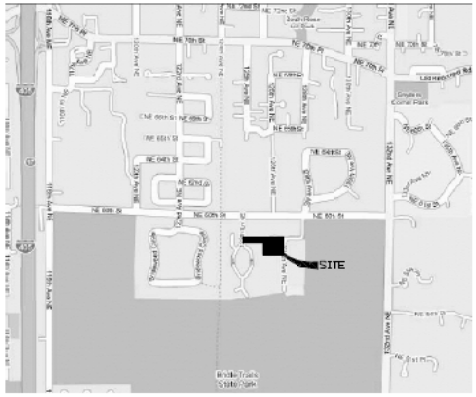
TOGETHER WITH THAT PORTION OF VACATED 90TH AVENUE NORTHEAST ADJOINING, WHICH ATTACHED THERETO BY OPERATION OF LAW; AND

TOGETHER WITH THE SOUTH EIGHT FEET OF THE NORTH 49.84 FEET OF THE WEST HALF OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 30, TOWNSHIP 26 NORTH, RANGE 5 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON;

EXCEPT THE WEST EIGHTY FEET THEREOF; AND

EXCEPT THAT PORTION LYING NORTHERLY OF THE PROJECTION WESTERLY THROUGH THE LOT OF THE SOUTH LINE OF SAID LOT 1, FLYING HORSEHOE TRACTS, ACCORDING TO PLAT THEREOF RECORDED IN VOLUME 64 OF PLATS, PAGE 41, IN KING COUNTY, WASHINGTON.

VICINITY MAP



NOT TO SCALE

PROJECT DATA

PRESUBMITTAL CONFERENCE NO. 10-00007

PRESUBMITTAL CONFERENCE DATE: 3/3/2010

PROPERTY ADDRESS: 2800 NE 90TH S, KIRKLAND, WA.

TAX ASSESSOR'S PARCEL NUMBER: 3026049011

LOT SIZE: 2.9 AC.

ZONE: PLAN

MAXIMUM ALLOWABLE LOT COVERAGE: 10%

PROPOSED LOT COVERAGE: 6.6%

NO. OF EXISTING PARKING STALLS: 64

TOTAL NO. OF PARKING STALLS PROPOSED: 120

GROSS BUILDING AREA: 31,394 SQ. FT.

OCCUPANCY GROUP: A1 (INDOOR TENNIS COURT WITHOUT SPECTATOR SEATING)

TYPE OF CONSTRUCTION: TYPE I-B SPRINKLERED

DRAWING INDEX

ARCHITECTURAL	
A0.0	COVER SHEET
A0.1	SITE PLAN
A0.2	FLOOR PLAN
A0.3	BUILDING ELEVATIONS
A0.4	PERSPECTIVE VIEWS
SURVEY	SURVEY
SVY. 1	SURVEY COVER SHEET
SVY. 2	TOPOGRAPHIC SURVEY
CIVIL	CIVIL
C1	PRELIMINARY UTILITIES PLAN
C2	PRELIMINARY GRADING PLAN
LANDSCAPE	LANDSCAPE
L1.0	OVERALL SITE/ LANDSCAPE PLAN
L2.0	WEST PARKING LOT LANDSCAPE PLAN
L3.0	EAST PARKING LOT AND TENNIS FACILITY LANDSCAPE PLAN
L4.0	PLANT LISTS AND DETAILS
SK 1.0	RENDERED/OVERALL LANDSCAPE PLAN
SK 2.0	VIGNETTES

CENTRAL PARK TENNIS CLUB
FOUR COURT TENNIS BUILDING
2800 NE 90TH STREET
KIRKLAND, WASHINGTON

Freiheit & Ho Architects
10800 NE Parks Drive | Suite 200 | Kirkland | WA | 98033 www.FreiheitHo.com | 425 821 1500

REV	DESCRIPTION	DATE
	PROCESS TO CLIENTAL	11/2010

A0.0

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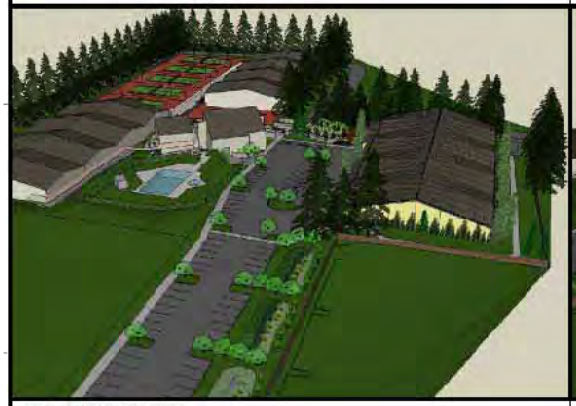
ATTACHMENT 7
Enclosure 2

ARIAL VIEW FROM NORTHWEST CORNER

VIEW OF NEW ENTRANCE

NEW PARKING LOT AND TENNIS BUILDING



ARIAL VIEW FROM WEST

VIEW OF NEW TENNIS BUILDING FROM SOUTHWEST CORNER

VIEW OF TENNIS BUILDING FROM SOUTHEAST CORNER

EXISTING CLUB ENTRY DRIVE TO BE USED FOR DELIVERIES ONLY

ARIAL VIEW FROM NORTH

COURTYARD ENTRANCE TO NEW TENNIS BUILDING

Freiheit a Ho architecte

CENTRAL PARK TENNIS CLUB
FOUR COURT TENNIS BUILDING
12630 NE 59TH STREET
KIRKLAND, WASHINGTON

A6.0

NW 1/4, NE 1/4, SEC16, TWP 25N, RNG 5E, W.M.

LEGAL DESCRIPTION

THE NORTH 1/2, OF THE NORTHEAST 1/4, OF THE NORTHWEST 1/4, OF THE NORTHEAST 1/4 OF SECTION 16, TOWNSHIP 25 NORTH, RANGE 5 EAST, W.M., KING COUNTY, WASHINGTON, EXCEPT THE NORTH 30.00 FEET AND THE EAST 60.00 FEET THEREOF;

TOGETHER WITH THE NORTH 13.1 FEET, OF THE SOUTH 1/2, OF THE NORTHEAST 1/4, OF THE NORTHWEST 1/4, OF THE NORTHEAST 1/4 OF SAID SECTION, EXCEPT THE EAST 60.00 FEET THEREOF;

AND LOT 1 AND LOT 2 OF "FLYING HORSESHOE TRACTS" AS RECORDED IN VOL. 54 OF PLATS, PAGE 97, RECORDS OF KING COUNTY, WASHINGTON, TOGETHER WITH THAT PORTION OF VACATED 126TH AVE N.E. ADJOINING;

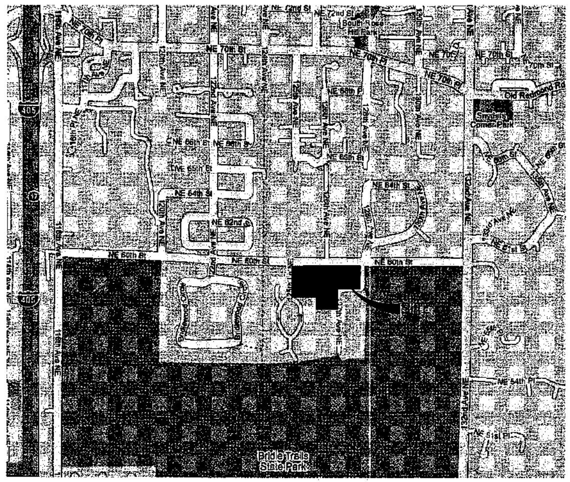
THE SOUTH 428.94 FEET, OF THE NORTH 458.94 FEET, OF THE WEST 1/2, OF THE NORTHWEST 1/4, OF THE NORTHEAST 1/4 OF SAID SECTION, EXCEPT THE WEST 329.50 FEET THEREOF.

BASIS OF BEARINGS

ACCEPTED THE BEARING OF S88°46'56"E FOR THE CENTERLINE OF NE 60TH STREET, BASED ON MONUMENTS FOUND IN CASE, PER PLAT OF FLYING HORSESHOE TRACTS.

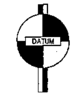
GENERAL NOTES

1. THIS SURVEY WAS COMPLETED WITHOUT BENEFIT OF A CURRENT TITLE REPORT. EASEMENTS AND OTHER ENCUMBRANCES MAY EXIST ON THIS PROPERTY THAT ARE NOT SHOWN HEREON.
2. INSTRUMENTATION FOR THIS SURVEY WAS A 3-SECOND NIKON NPL 352 TOTAL STATION. PROCEDURES USED IN THIS SURVEY MEET OR EXCEED STANDARDS SET BY WAC 332-130-090.
3. THE INFORMATION ON THIS MAP REPRESENTS THE RESULTS OF A SURVEY MADE IN SEPTEMBER 2008 AND CAN ONLY BE CONSIDERED AS INDICATING THE GENERAL CONDITIONS EXISTING AT THAT TIME.
4. UTILITIES SHOWN ON THIS SURVEY ARE BASED UPON ABOVE GROUND OBSERVATIONS AND AS-BUILT PLANS WHERE AVAILABLE. ACTUAL LOCATIONS OF UNDERGROUND UTILITIES MAY VARY AND UTILITIES NOT SHOWN ON THIS SURVEY MAY EXIST ON THIS SITE.
5. ALL MONUMENTS WERE LOCATED DURING THIS SURVEY UNLESS OTHERWISE NOTED.



VICINITY MAP
NTS

VERTICAL DATUM & CONTOUR INTERVAL



ELEVATIONS SHOWN ON THIS DRAWING WERE DERIVED FROM INFORMATION PROVIDED BY THE CITY OF BELLEVUE SURVEY BENCHMARK DATABASE.

4"X4" CONCRETE MONUMENT WITH TACK IN LEAD, DOWN 0.6' IN CASE, AT THE INTERSECTION OF 132ND AVENUE NE AND NE 60TH STREET.

ELEVATION: 490.47 FEET (149.496 METERS) NAVD 88

2.0' CONTOUR INTERVAL - THE EXPECTED VERTICAL ACCURACY IS EQUAL TO 1/2 THE CONTOUR INTERVAL OR PLUS / MINUS 1.0' FOR THIS PROJECT.

PROJECT INFORMATION

ENGINEER/SURVEYOR:	GEODATUM, INC. 1505 NW MALL ST. ISSAQUAH, WA 98027 PHONE: 425 837 8083
PROPERTY OWNER:	CENTRAL PARK TENNIS CLUB 12630 NE 60TH ST KIRKLAND, WA 98033
TAX PARCEL NUMBER:	162505-9019
PROJECT ADDRESS:	12630 NE 60TH ST KIRKLAND, WA 98033
ZONING:	PLA 16
JURISDICTION:	KIRKLAND
PARCEL ACREAGE:	410,409 S.F. (9.42 ACRES ±) AS SURVEYED

TREE TABLE

NO.	CALIPER(IN.)	SPECIES	DRIP LINE RADIUS(FT.)
01	22"	DECIDUOUS *	22'
02	14"	DECIDUOUS *	14'
03	26"	DOUGLAS FIR	26'
04	14"	DOUGLAS FIR	14'
05	14"	DOUGLAS FIR	14'
06	20"	DOUGLAS FIR *	20'
07	20"	DOUGLAS FIR	20'
08	16"	DOUGLAS FIR *	16'
09	16"	DOUGLAS FIR	16'
10	18"	DOUGLAS FIR	18'
11	14"	DOUGLAS FIR	14'
12	26"	DOUGLAS FIR	26'
13	26"	DOUGLAS FIR	26'
14	26"	DOUGLAS FIR	26'
15	26"	DOUGLAS FIR	26'
16	26"	DOUGLAS FIR	26'
17	20"	DOUGLAS FIR *	20'
18	20"	DOUGLAS FIR	20'
19	22"	DOUGLAS FIR	22'
20	26"	DOUGLAS FIR	26'
21	24"	DOUGLAS FIR	24'
22	22"	DOUGLAS FIR	22'
23	26"	DOUGLAS FIR	26'
24	20"	DOUGLAS FIR	20'
25	20"	DOUGLAS FIR	20'
26	20"	DOUGLAS FIR	20'
27	20"	DOUGLAS FIR	20'
28	20"	DOUGLAS FIR	20'
29	20"	DOUGLAS FIR	20'
30	20"	DOUGLAS FIR	20'
31	22"	DOUGLAS FIR	22'
32	22"	DOUGLAS FIR	22'
33	20"	DOUGLAS FIR	20'
34	20"	DOUGLAS FIR	20'
35	20"	DOUGLAS FIR	20'

TREE TABLE

NO.	CALIPER(IN.)	SPECIES	DRIP LINE RADIUS(FT.)
36	20"	DOUGLAS FIR	20'
37	20"	DOUGLAS FIR	20'
38	20"	DOUGLAS FIR	20'
39	16"	DOUGLAS FIR	16'
40	22"	DOUGLAS FIR	22'
41	18"	DOUGLAS FIR	18'
42	16"	DOUGLAS FIR	16'
43	12"	DOUGLAS FIR	12'
44	20"	DOUGLAS FIR	20'
45	20"	DOUGLAS FIR	20'
46	28"	DOUGLAS FIR	28'
47	26"	DOUGLAS FIR	26'
48	12"	DOUGLAS FIR	12'
49	14"	DOUGLAS FIR	14'
50	14"	DOUGLAS FIR	14'
51	16"	DOUGLAS FIR	16'
52	16"	DOUGLAS FIR	16'
53	14"	DOUGLAS FIR	14'
54	8"	CEDAR	8'
55	22"	DOUGLAS FIR	22'
56	16"	DOUGLAS FIR	16'
57	18"	DOUGLAS FIR	18'
58	16"	DOUGLAS FIR	16'
59	16"	DOUGLAS FIR	16'
60	16"	DOUGLAS FIR	16'
61	8"	DOUGLAS FIR	8'
62	20"	DOUGLAS FIR	20'
63	16"	DOUGLAS FIR	16'
64	16"	DOUGLAS FIR	16'
65	16"	DOUGLAS FIR	16'
66	16"	DOUGLAS FIR	16'
67	14"	DOUGLAS FIR	14'
68	26"	DOUGLAS FIR	26'
69	18"	DOUGLAS FIR	18'
70	16"	DOUGLAS FIR	16'

TREE TABLE

NO.	CALIPER(IN.)	SPECIES	DRIP LINE RADIUS(FT.)
71	28"	DOUGLAS FIR	28'
72	18"	DOUGLAS FIR	18'
73	20"	DOUGLAS FIR	20'
74	14"	DOUGLAS FIR	14'
75	24"	DOUGLAS FIR	24'
76	18"	DOUGLAS FIR	18'
77	16"	DOUGLAS FIR	16'
78	20"	DOUGLAS FIR	20'
79	18"	DOUGLAS FIR	18'
80	22"	DOUGLAS FIR	22'
81	22"	DOUGLAS FIR	22'
82	18"	DOUGLAS FIR	18'
83	28"	DOUGLAS FIR	28'
84	28"	DOUGLAS FIR	28'
85	12"	DOUGLAS FIR	12'
86	14"	ALDER	14'
87	18"	DOUGLAS FIR	18'
88	18"	DOUGLAS FIR	18'
89	20"	DOUGLAS FIR	20'
90	12"	DOUGLAS FIR	12'
91	16"	DOUGLAS FIR	16'
92	18"	DOUGLAS FIR	18'
93	14"	DOUGLAS FIR	14'
94	28"	DOUGLAS FIR	28'
95	14"	DOUGLAS FIR	14'
96	28"	DOUGLAS FIR	28'
97	20"	DOUGLAS FIR	20'
98	16"	DOUGLAS FIR	16'
99	26"	DOUGLAS FIR	26'
100	22"	DOUGLAS FIR	22'
101	16"	CEDAR	16'
102	18"	DOUGLAS FIR	16'
103	16"	DOUGLAS FIR	16'
104	20"	DOUGLAS FIR	20'
105	18"	DOUGLAS FIR	18'

TREE TABLE

NO.	CALIPER(IN.)	SPECIES	DRIP LINE RADIUS(FT.)
106	24"	DOUGLAS FIR	24'
107	26"	DOUGLAS FIR	26'
108	22"	DOUGLAS FIR	22'
109	20"	DOUGLAS FIR	20'
110	26"	DOUGLAS FIR	26'
111	14"	DOUGLAS FIR	14'
112	20"	DOUGLAS FIR	20'
113	12"	DOUGLAS FIR	12'
114	14"	DOUGLAS FIR	14'
115	16"	DOUGLAS FIR	16'
116	20"	DOUGLAS FIR	20'
117	18"	DOUGLAS FIR	18'
118	18"	DOUGLAS FIR	18'
119	8"	DOUGLAS FIR	8'
120	16"	DOUGLAS FIR	16'
121	26"	DOUGLAS FIR	26'
122	20"	DOUGLAS FIR	20'
123	20"	DOUGLAS FIR	20'
124	20"	DOUGLAS FIR	20'
125	20"	DOUGLAS FIR	20'
126	20"	DOUGLAS FIR	20'
127	14"	DOUGLAS FIR	14'
128	18"	DOUGLAS FIR	18'
129	22"	DOUGLAS FIR	22'
130	16"	DOUGLAS FIR	16'
131	12"	DOUGLAS FIR	12'
132	16"	DOUGLAS FIR	16'
133	14"	DOUGLAS FIR	14'
134	14"	DOUGLAS FIR	14'
135	12"	DOUGLAS FIR	12'
136	12"	DOUGLAS FIR	12'
137	12"	DOUGLAS FIR	12'
138	12"	DOUGLAS FIR	12'
139	14"	ALDER	14'
140	20"	DOUGLAS FIR	20'
141	24"	DOUGLAS FIR	24'

* MULTITRUNK

STORM SCHEDULE:

CB#1
RIM=522.08
INV=518.98 (E)

CB#2
RIM=519.90
INV=518.15 (E)
INV=518.05 (W)

CB#3
RIM=515.97
INV=512.67 (N)
INV=513.17 (W)

CB#4
RIM=513.64
INV=510.14 (N)
INV=510.49 (S)

CB#5
RIM=516.68
INV=506.08 (E)
INV=509.68 (S)

CB#6
RIM=515.62
INV=505.32 (E&W)

CB#7
RIM=505.19
INV=503.89 (E)

CB#8
RIM=505.77
INV=503.37 (N&W)
INV=503.97 (E)
INV=503.62 (S)

CB#9
RIM=518.99
INV=518.24 (N)
INV=515.49 (E)
INV=515.49 (W)

CB#10
RIM=519.97
INV=516.59 (W)

CB#11
RIM=515.37
INV=514.07 (E)
INV=513.97 (S)

CB#12
RIM=515.14
INV=513.94 (E,S,W)

CB#13
RIM=514.46
INV=N/A

CB#14
RIM=507.06
INV=505.60

CB#15
RIM= 512.57
INV=501.92 (E)

CB#16
RIM=512.20
INV=505.80 (E)
INV=506.90 (W)

CB#17
RIM=511.65
INV=505.45 (E&W)

CB#18
RIM=510.99
INV=505.24 (E&W)

CB#19
RIM=510.43
INV=504.98 (E&W)

CB#20
RIM=507.65
INV=505.75 (E&W)

CB#21
RIM=508.93
INV=504.63 (E&W)
INV=507.53 (W)

CB#22
RIM=507.37
INV=503.57 (E&W)

CB#23
RIM=507.42
INV=503.57 (E&W)

CB#24
RIM=509.29
INV=N/A

CB#25
RIM=516.46
INV=514.96 (S)

CB#26
RIM=516.66
INV=515.46 (S)

CB#27
RIM=516.69
INV=511.97 (S)
INV=513.34 (N)

CB#28 (MH)
RIM=518.78
INV=511.21 (SE)
INV=511.01 (SW)
INV=511.53 (E)
INV=510.28 (N)

SEWER SCHEDULE:

SSMH #1
RIM=526.20
INV=511.56 (N)
INV=511.65 (SE)

SSMH #2
RIM=523.32
INV=510.37 (S)
INV=510.27 (W)

SSMH #3
RIM=519.69
INV=508.88 (E)
INV=508.78 (W)

www.geodatum.com
GeoDatum
SURVEY-CIVIL-STRUCTURAL
1505 NW Mall Street
Issaquah, WA 98027
(425) 837-8083

THOMAS N. WOLDENDORP
STATE OF WASHINGTON
PROFESSIONAL LAND SURVEYOR
EXPIRES

DATE	REVISION	DRN

TOPOGRAPHIC SURVEY
CENTRAL PARK TENNIS CLUB
12630 NE 60TH ST
KIRKLAND, WA 98033

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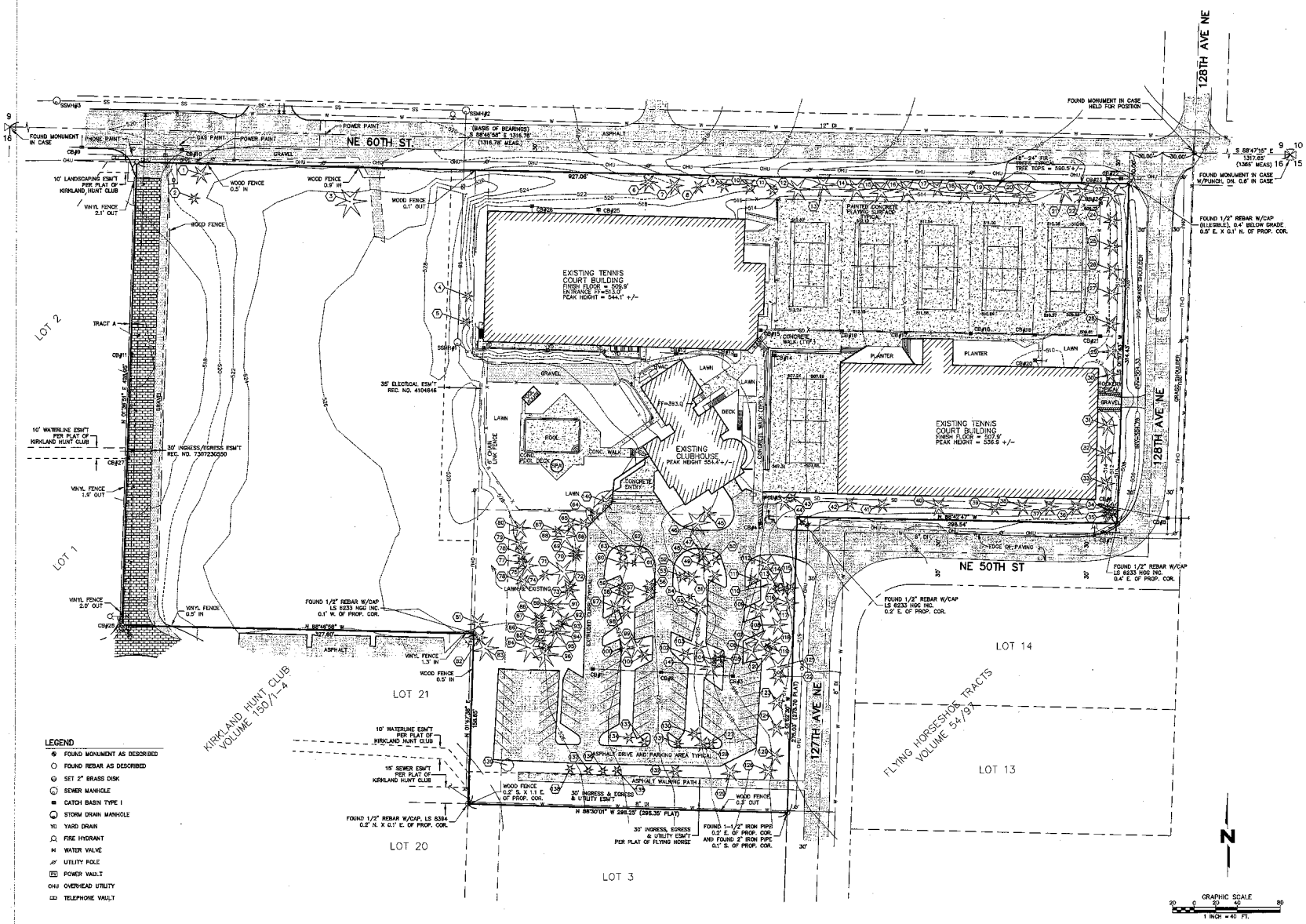
DRAFTER: MAB
DESIGNER:
PROJ. ENGR./SURV.: TNW
DATE: 09-30-08
PROJECT NO.: 08309

NW 1/4, NE 1/4, SEC16, TWP 25N, RNG 5E, W.M.



GeoDatum
SURVEY–CIVIL–STRUCTURAL
1505 NW Mall Street
Issaquah, WA 98027
(425) 837-8083

DATE	REVISION	CHK

TOPOGRAPHIC SURVEY
CENTRAL PARK TENNIS CLUB
12630 NE 60TH ST
KIRKLAND, WA 98033

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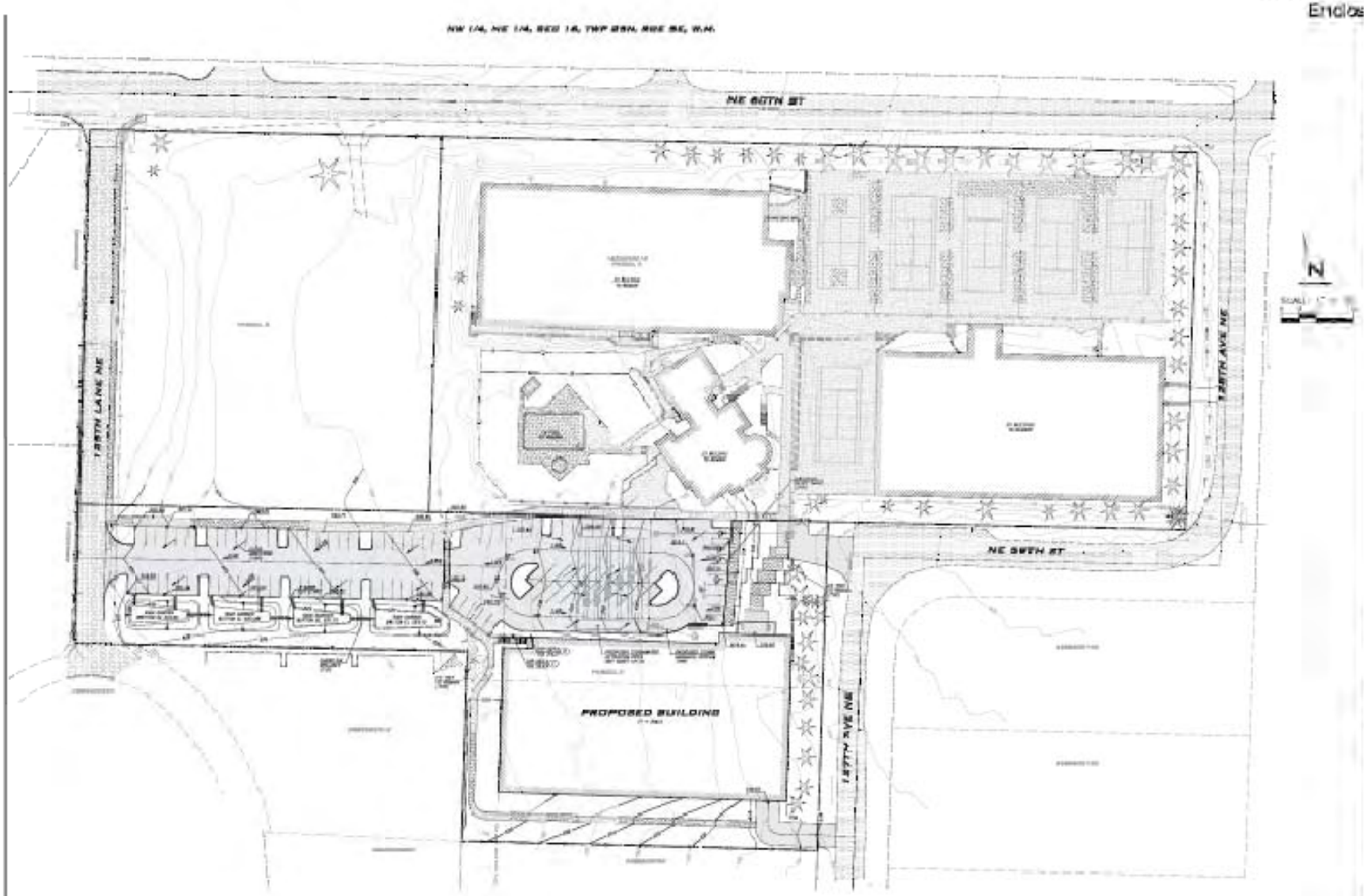
DRAFTER: MAB
DESIGNER:
PROJ. ENGR./SURV.: TNW
DATE: 09-30-08
PROJECT NO.: 08309
SHEET 2 OF 2

ATTACHMENT 7
Enclosure 2



NOTE

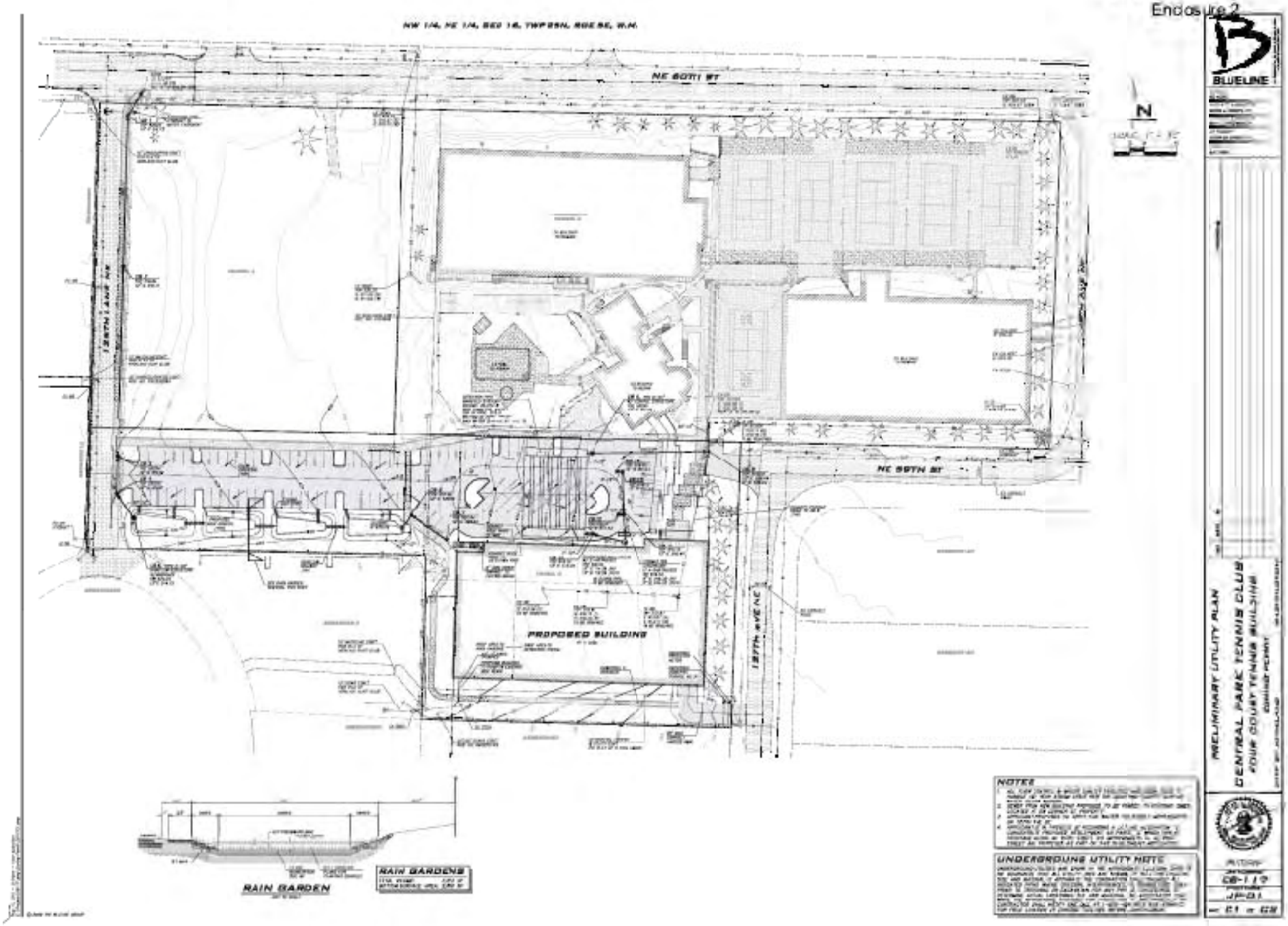
UNDERGROUND UTILITY NOTE

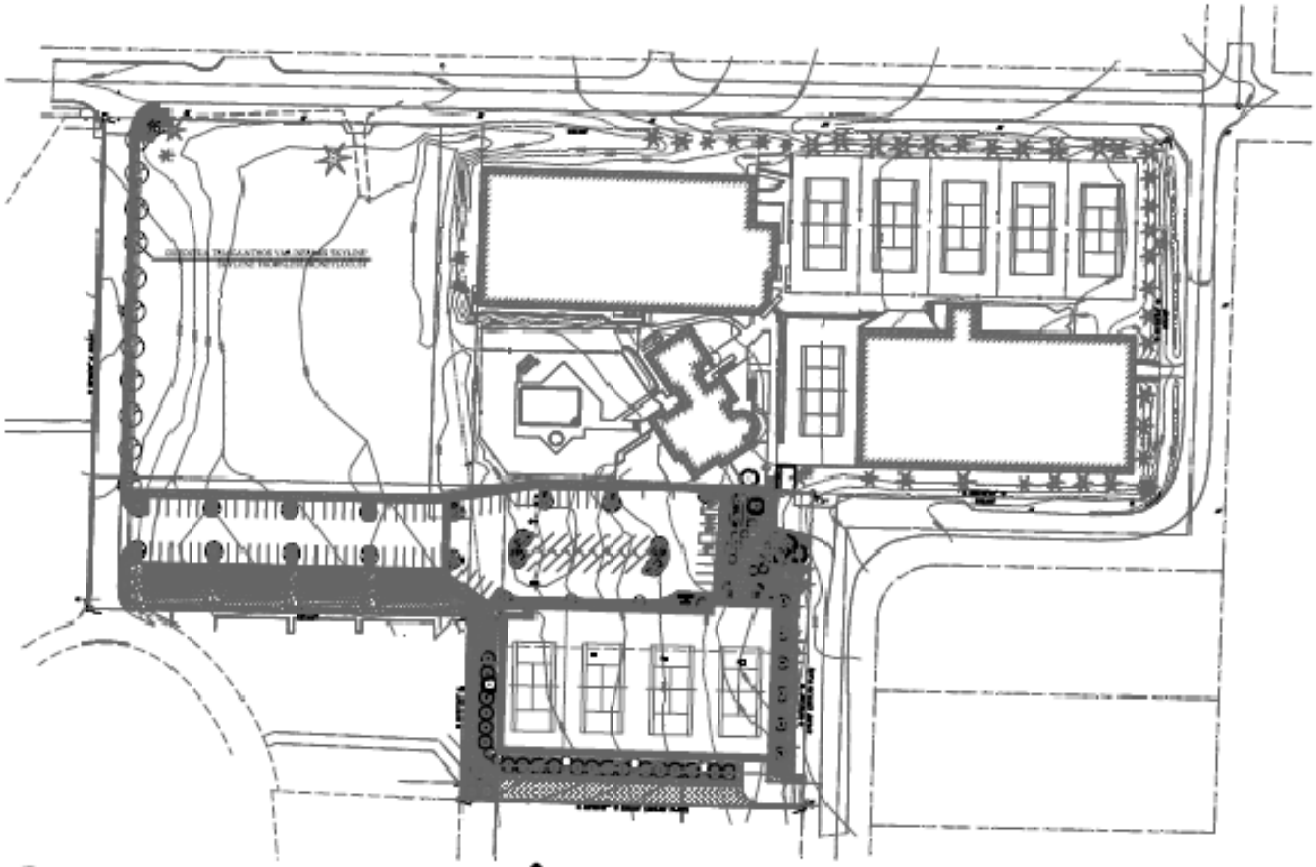
BLUELINE

PRELIMINARY GRADING PLAN
CENTRAL PARK TENNIS CLUB
FOUR INDOOR TENNIS BUILDING
CONDITIONAL PERMIT
CITY OF KIRKLAND WASHINGTON

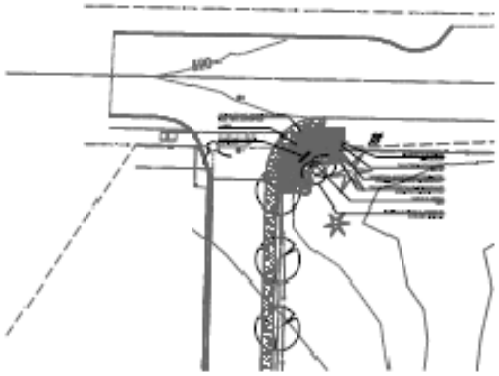
08-117
GP01
SHEET 01 OF 02

ATTACHMENT 7
Enclosure 2





1 OVERALL LANDSCAPE PLAN



2 LANDSCAPE PLAN – MAIN ENTRY

CODE COMPLIANCE

TREE PRESERVATION NOTES:

GENERAL NOTES

SHEET INDEX

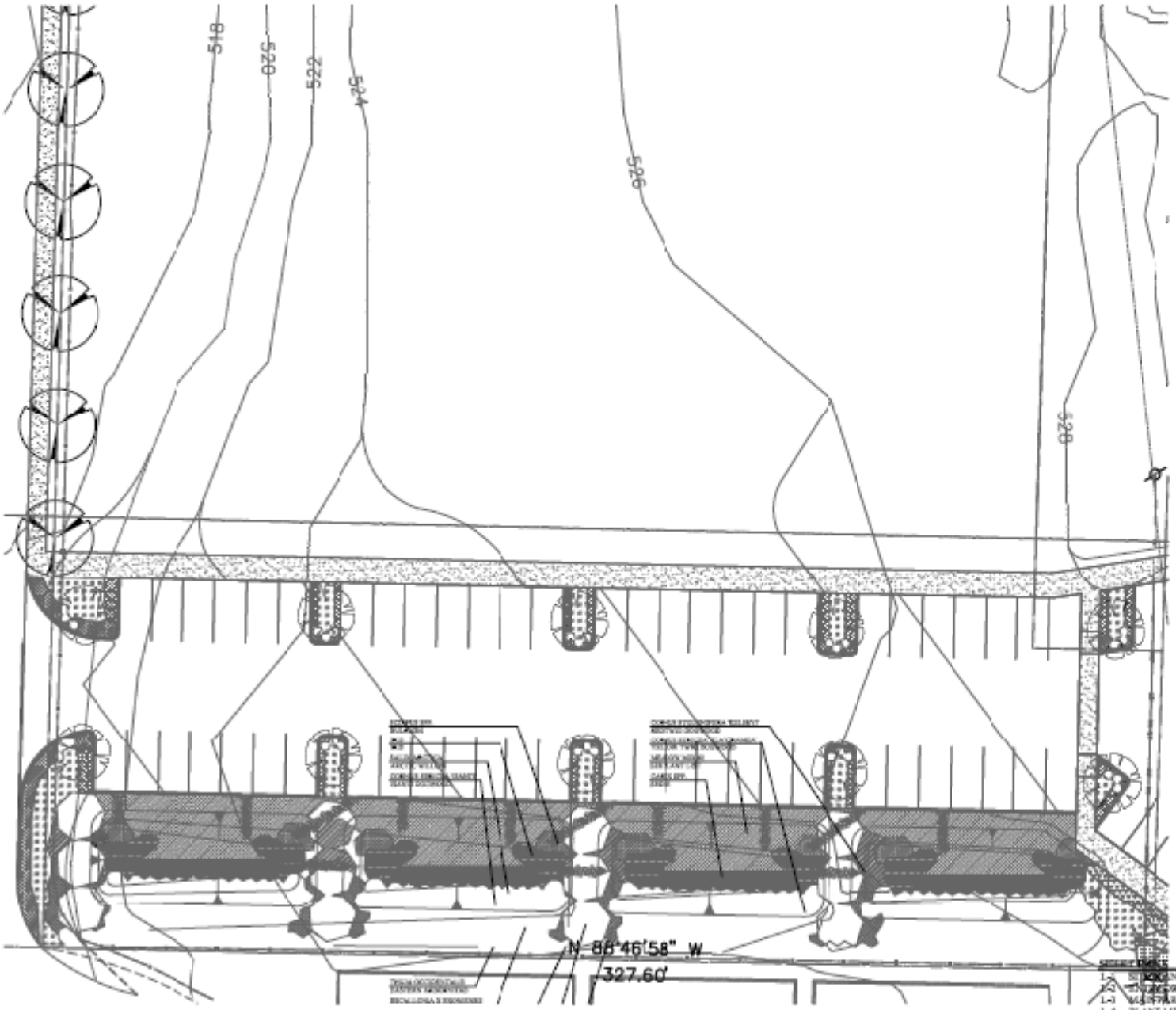
L-1 SITE PLAN
L-2 ENTRY DRIVE LANDSCAPE PLAN
L-3 MAIN PARKING LANDSCAPE PLAN
L-4 PLANT LIST & DETAILS

CENTRAL PARK TENNIS CLUB

LANDSCAPE PLAN
OVERALL SITE &
MAIN ENTRY

L-1.0

ATTACHMENT 7
Enclosure 2



1 LANDSCAPE PLAN - ENTRY DRIVE

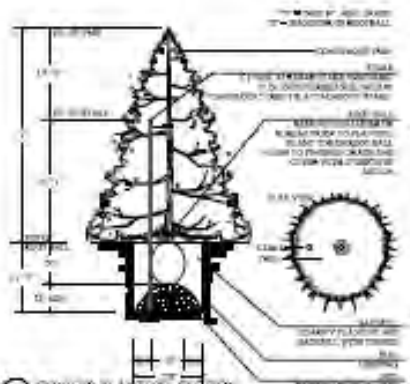
L-1 COVER
L-2 ENTRY DRIVE LANDSCAPE PLAN
L-3 MAIN PARKING LANDSCAPE PLAN
L-4 PLANT LIST & DETAILS

CENTRAL PARK TENNIS CLUB

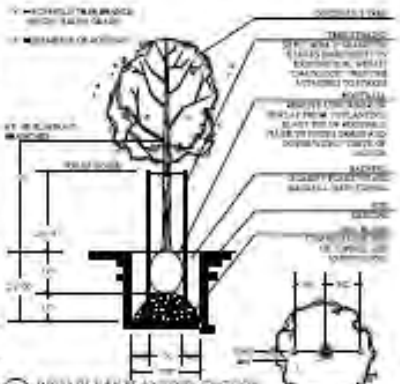
Freihofer & Ho

L-2.0

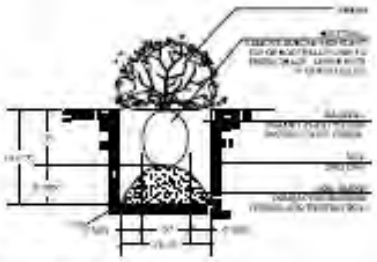
ATTACHMENT 7
Enclosure 2



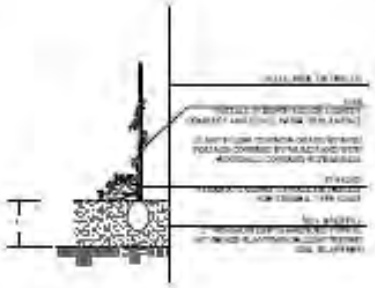
1 CONIFER PLANTING- SECTION



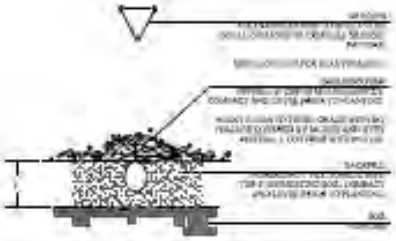
2 BROADLEAF PLANTING- SECTION



3 SHRUB PLANTING- SECTION

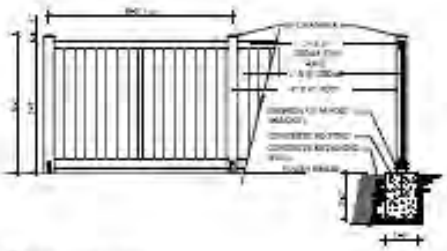


4 VINE PLANTING- SECTION



5 GROUNDCOVER PLANTING- SECTION

6 GROUNDCOVER PLANTING- PLAN



7 SCREENING FENCE

PLANT LISTS

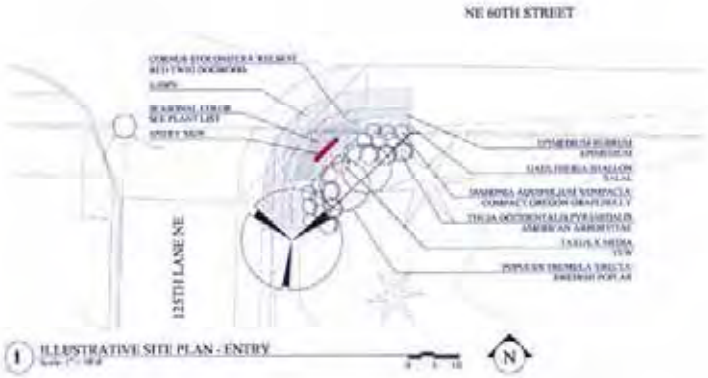
SHEET INDEX

L-1 SITE PLAN
L-2 ENTRY DRIVE LANDSCAPE PLAN
L-3 MAIN PARKING LANDSCAPE PLAN
L-4 PLANT LIST & DETAILS

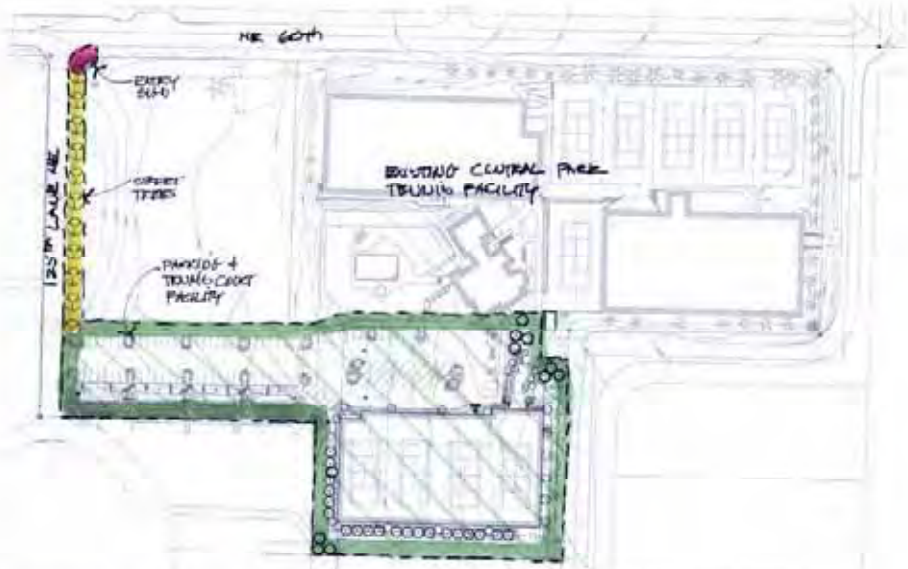
CLIENT:

CENTRAL PARK TENNIS CLUB

L-4.0



1 ILLUSTRATIVE SITE PLAN - ENTRY



2 ILLUSTRATIVE SITE PLAN - OVERALL

3 ILLUSTRATIVE SITE PLAN - PROPOSED TENNIS COURT FACILITY

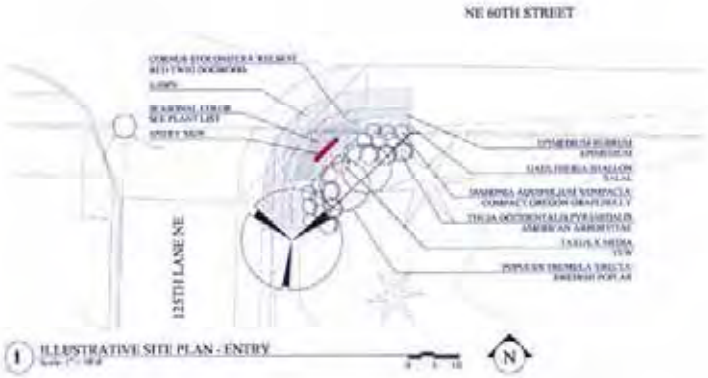
CENTRAL PARK TENNIS CLUB
FOUR COURT TENNIS BUILDING
12630 NE 59th Street
Kirkland Washington 98033

CLIENT:
CENTRAL PARK TENNIS CLUB

Freiheit & Ho architects

ILLUSTRATIVE SITE PLAN

SK-1.0



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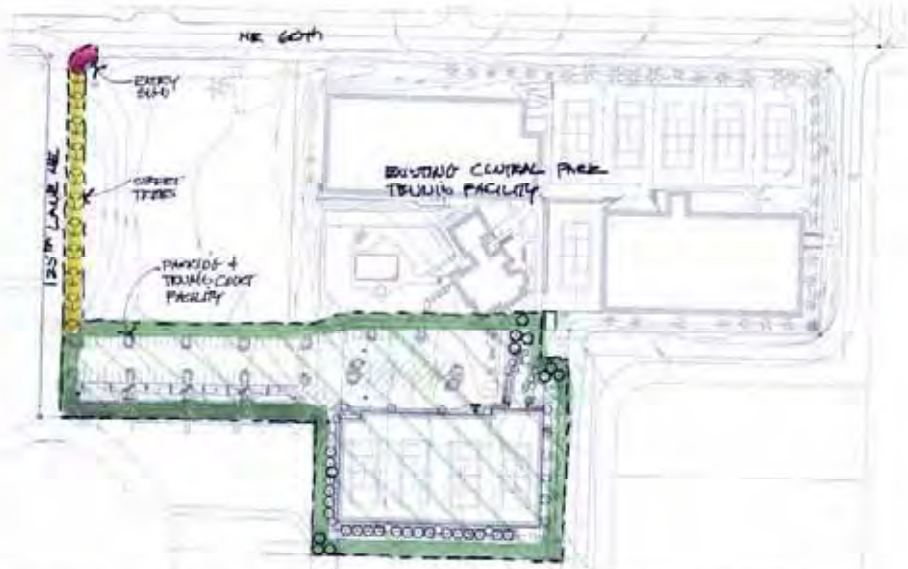

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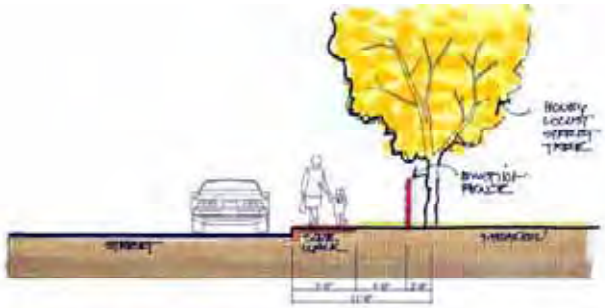
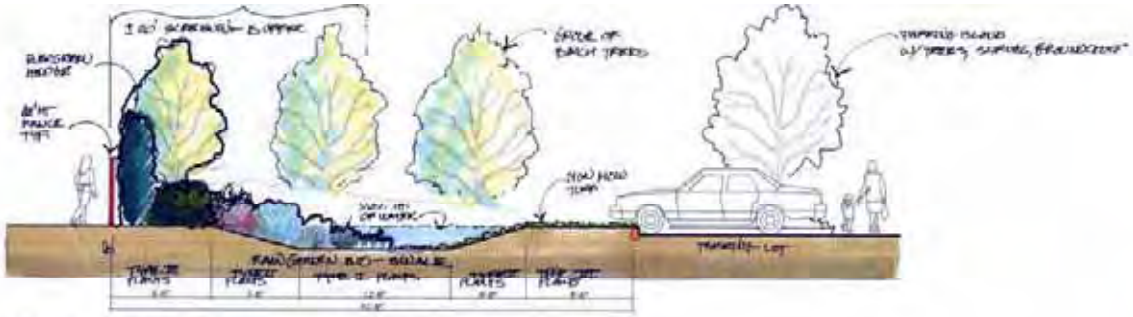
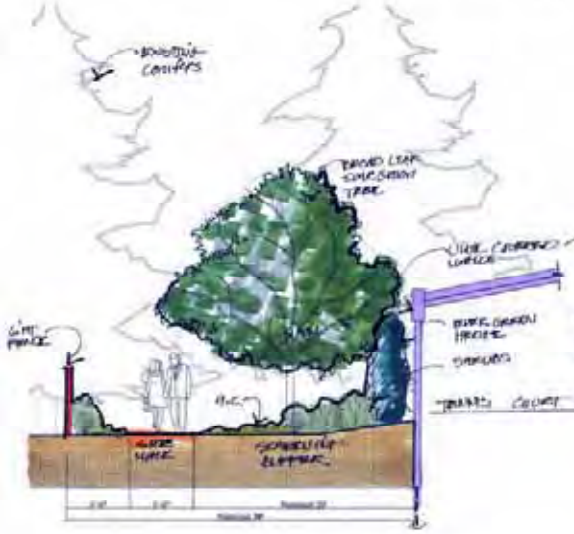


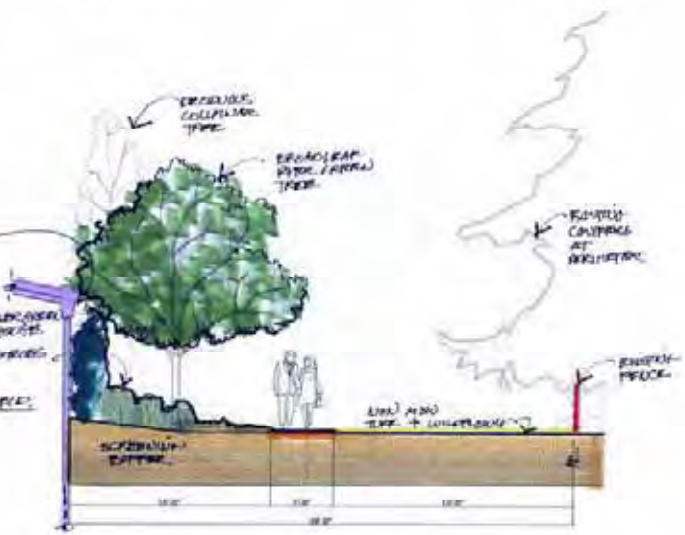
A TYPICAL STREET TREE PLANTINGS ON 125TH LANE NE



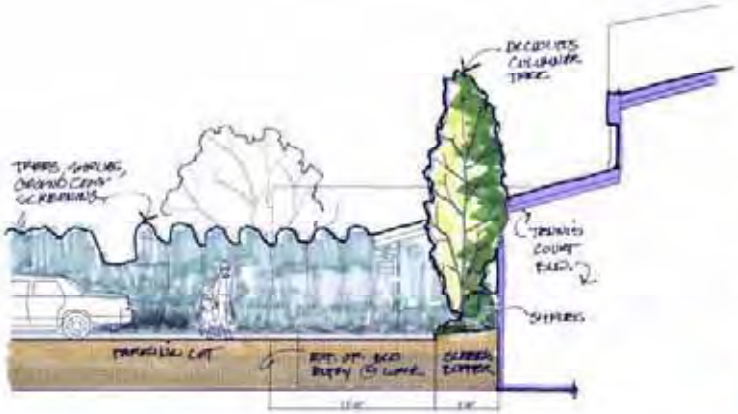
B TYPICAL SECTION AT SCREENING BUFFER AND RAIN GARDEN



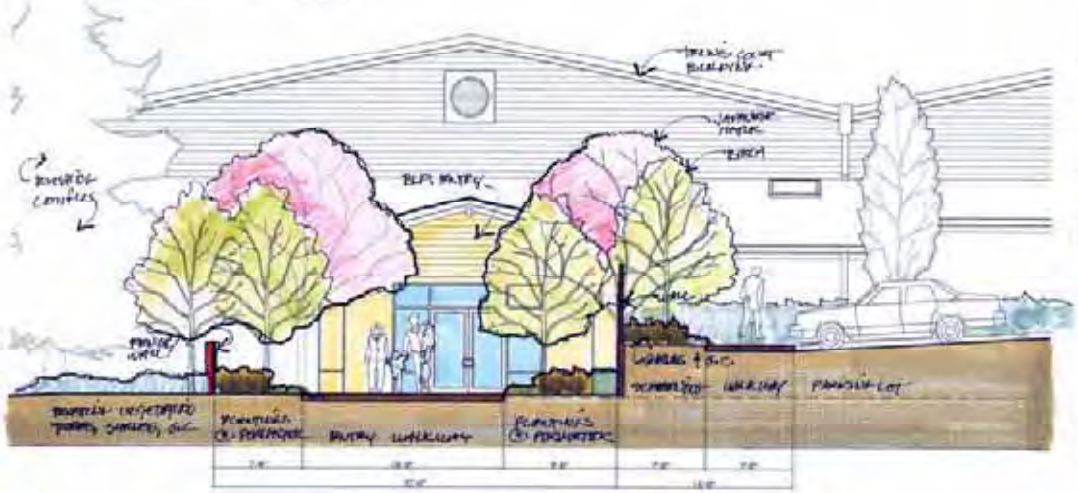
C WEST LANDSCAPE BUFFER AT NEW TENNIS COURT BUILDING



D NORTH LANDSCAPE BUFFER AT NEW TENNIS COURT BUILDING



E PARKING LOT AT NORTH SIDE OF NEW TENNIS COURT BUILDING



F ENTRY WALKWAY LOOKING TOWARDS NEW TENNIS COURT BUILDING

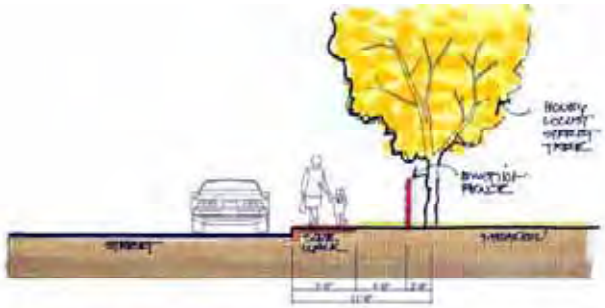
CLIENT:
CENTRAL PARK TENNIS CLUB
12630 NE 85th Street
Kirkland WA 98033

CENTRAL PARK TENNIS CLUB
FOUR COURT TENNIS BUILDING
12630 NE 85th Street
Kirkland Washington 98033

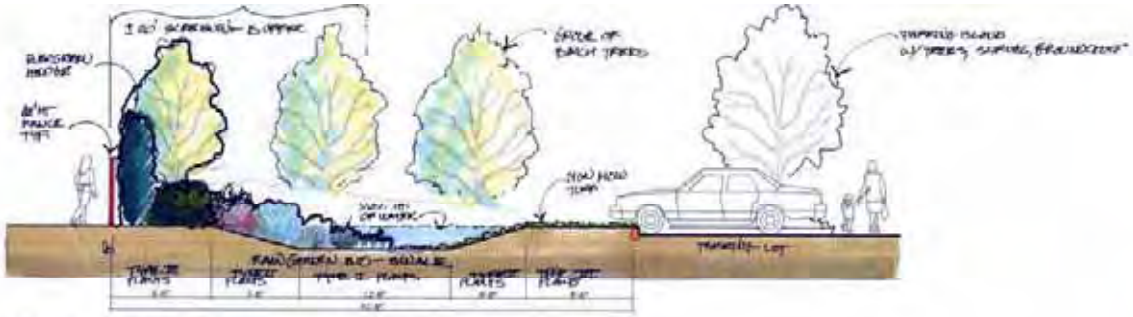
Freihoff & Ho architects

VIGNETTES

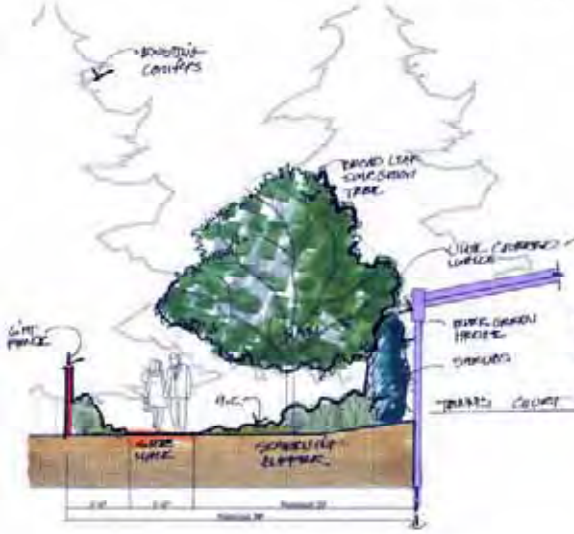
SK-2.0



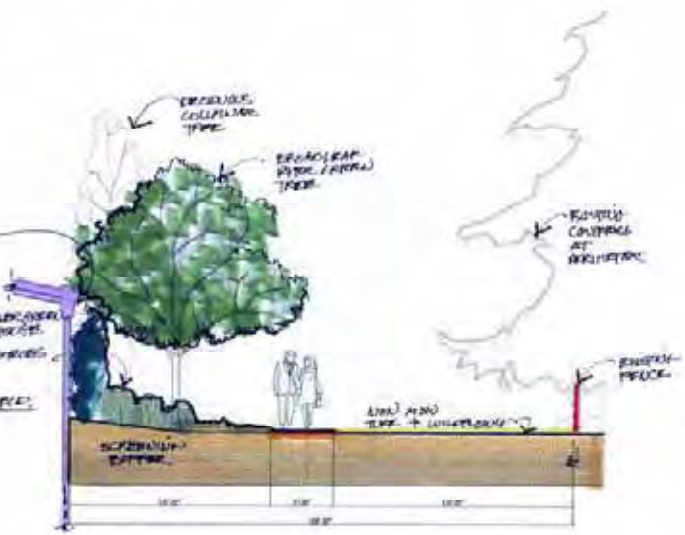
A TYPICAL STREET TREE PLANTINGS ON 125TH LANE NE



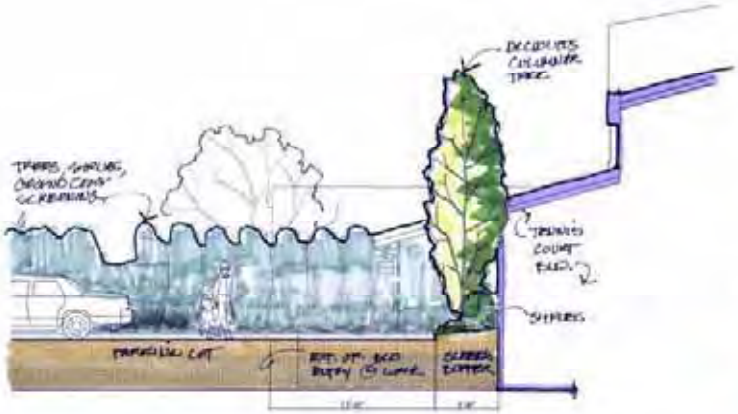
B TYPICAL SECTION AT SCREENING BUFFER AND RAIN GARDEN



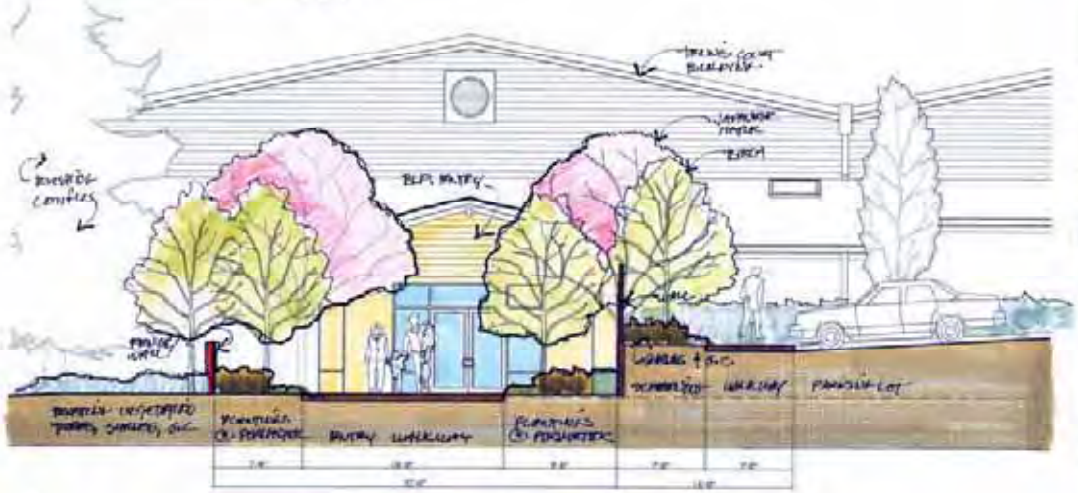
C WEST LANDSCAPE BUFFER AT NEW TENNIS COURT BUILDING



D NORTH LANDSCAPE BUFFER AT NEW TENNIS COURT BUILDING



E PARKING LOT AT NORTH SIDE OF NEW TENNIS COURT BUILDING



F ENTRY WALKWAY LOOKING TOWARDS NEW TENNIS COURT BUILDING

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Freihoff & Ho architects

VIGNETTES

SK-2.0

BUILDING HEIGHT CALCULATIONS

AVERAGE BUILDING ELEVATION:

POINT	LENGTH (FT.)	ELEVATION	LENGTH X ELEV.
A	155.50	524.1	81497.55
B	9.38	526.0	4931.25
C	121.25	526.9	63886.63
D	120.63	526.3	63484.94
E	0.13	523.5	65.44
F	120.50	520.7	62744.35
G	138.50	515.0	71327.50
H	61.00	516.9	31530.90
I	8.00	520.0	4160.00
	734.88		383628.55

AVERAGE GRADE= 522.0

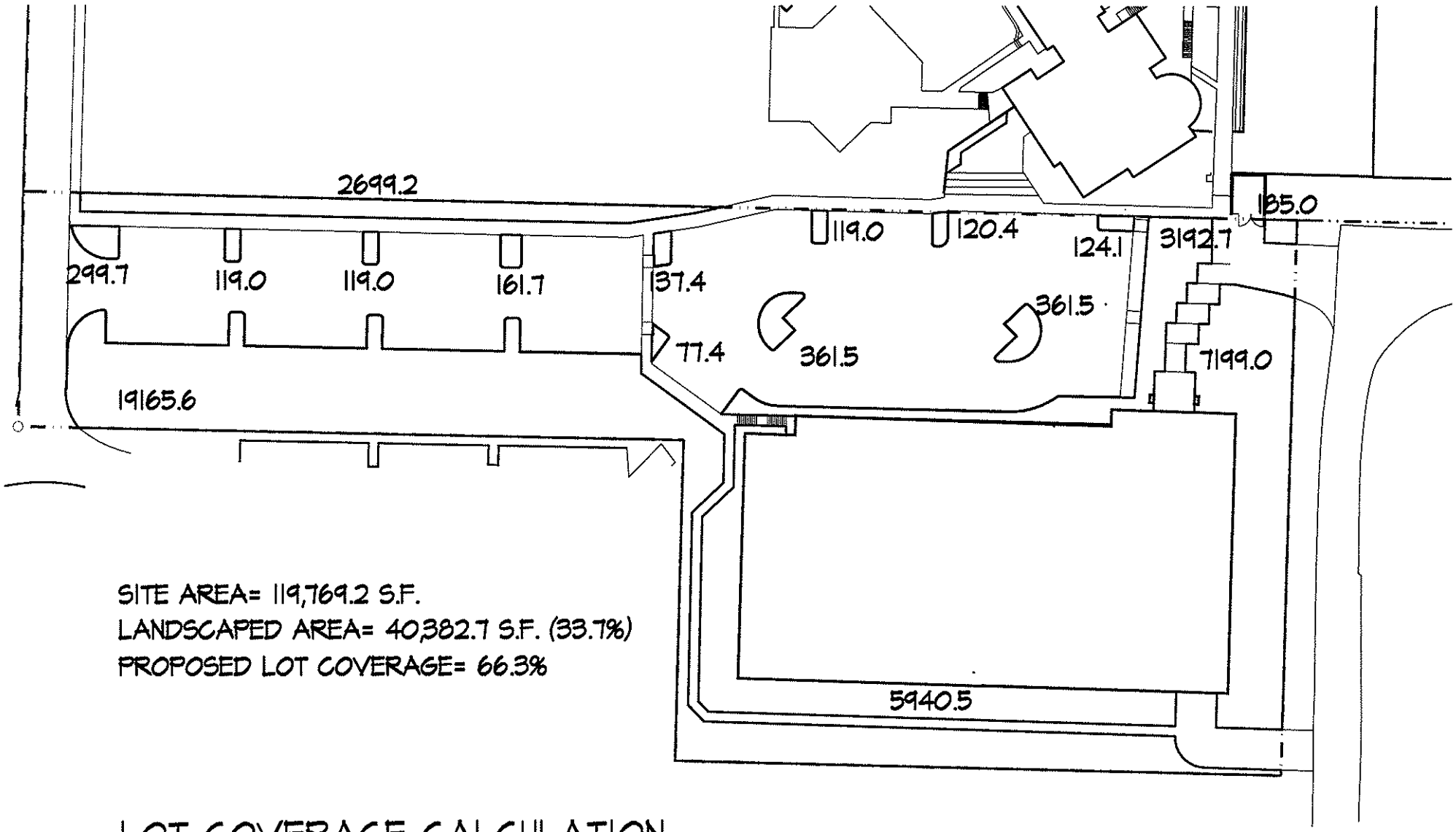
HIGHEST POINT OF BUILDING= 555.7

BUILDING HEIGHT= 33.7

ATTACHMENT 7
Enclosure 2

CENTRAL PARK TENNIS CLUB 4 COURT BUILDING
ZONING CODE COMPLIANCE WORKSHEET

ISSUES	*CODE REQUIREMENT*	*PROPOSAL*
Use	Allows Commerical Recreation Area and Use (Use may include activities such as: indoor and outdoor tennis courts, club house, swimming pool, other sport court games and ancillary commercial recreation activities.)	Indoor tennis court (4 courts in one building)
Lot Size	1 acre min.	2.75 acres
Front Yard	20' min.	27'-3 3/4"
Side Yard	20' min.	40' on south and 88'-2 3/4" on north
Rear Yard	20' min.	30'
Lot Coverage	80% max.	65%
Height of Structure	38' above average building elevation. (Structures exceeding 25' above average building elevation must have the ground floor placed below existing grade to the extent possible and screened by a vegetative earthen berm. Structures can be placed at the existing grade if the structures are located on lower ground than adjacent properties and if the adjacent properties are developed and do not contain residential use.)	33.7' Proposed building is placed below existing grade as seen from the north, south and west. The building is screened from the east side by a row of existing matured evergreen trees. Decidious trees and shrubs are added to augment the existing trees. Vegetative screens are proposed on the west and south side of the builidng.
Landscape	Category C	15' min. landscaping and 6' solid fence adjacent to low density use.



SITE AREA= 119,769.2 S.F.
LANDSCAPED AREA= 40,382.7 S.F. (33.7%)
PROPOSED LOT COVERAGE= 66.3%

LOT COVERAGE CALCULATION

ATTACHMENT 7
Enclosure 2

GEOTECHNICAL ENGINEERING STUDY

NEW 4-COURT INDOOR TENNIS BUILDING & PARKING
12630 NE 59th STREET
KIRKLAND, WASHINGTON 98033
Project No. G-3022

Prepared for

Central Park Tennis Club
Mr. Jack Goldberg, Club President
12630 NE 59th Street
Kirkland, WA 98033

July 8, 2010

By

GEO GROUP NORTHWEST, INC.
13240 NE 20th Street, Suite 10
Bellevue, WA 98005
Phone: (425) 649-8757
Fax: (425) 649-8758

GEO Group Northwest, Inc.

Geotechnical Engineers, Geologists
& Environmental Scientists

July 8, 2010

Project No. G - 3022

Central Park Tennis Club
Mr. Jack Goldberg - Club President
12630 NE 59th Street
Kirkland, WA 98033

Subject: **Geotechnical Engineering Report**
New 4-court Indoor Tennis Building & Parking
12630 NE 59th Street
Kirkland, Washington

Dear Mr. Goldberg:

This geotechnical report presents the results of our subsurface findings and geotechnical recommendations for construction of the proposed new building for 4 new indoor tennis courts and adjacent new parking lot.

The purpose of the study is to evaluate the site conditions, address geotechnical site development issues and provide earthwork recommendations for the planned development. Based on site development plans, we understand the site development will consist of constructing a new building to house 4 indoor tennis courts and a new adjacent parking lot at the southwest corner of the property. The new building is to be built into the east facing slope.

GEO Group Northwest, Inc., explored the subsurface site conditions with 8 borings to evaluate the subsurface soil conditions. In general the site's subsurface consists of up to 7.5 feet of fill or loose soils at the surface underlain by dense to very dense silty sands or sands with some silt. Fills at the surface of 3 to 5.5 feet deep were encountered in the western portion of the site under the proposed parking lot. The underlying soils are consistent with the description of Till mapped onsite. Dense bearing soils at the proposed new tennis court building ranged from 7.5 feet below the surface at the west end to as little as 3 feet on the east end of the building. No groundwater seepage was encountered in the subsurface explorations.

It is our opinion that the site is geotechnically suitable for the proposed development. Building structures may be supported on conventional spread footing foundations. The main geotechnical site development issues include:

- Site Preparation: Stripping and removing large trees, cutting and filling to achieve the final grades, use of the onsite soils and imported soil, and compaction specifications for structural fill supported buildings and pavements.

- Excavation and slope recommendations for both temporary cuts and permanent slopes.
- Geotechnical design criteria for the new building and retaining walls.
- Subsurface drainage around foundations, behind retaining walls and basement walls.
- Pavement subgrade preparation and pavement section design for the new parking lot and roadways.
- Pervious pavement design, and evaluation of site soils to determine if infiltration onsite is possible.

Our recommendations, along with other geotechnical related aspects of the project, are discussed in detail in the text of the attached report. Please call us if you have any questions about the contents of this report or if we can be of further assistance.

Sincerely,
GEO GROUP NORTHWEST, INC.

Andy Wade
Geologist

William Chang, P.E.
Principal

GEOTECHNICAL ENGINEERING REPORT
NEW 4-COURT INDOOR TENNIS BUILDING & PARKING
12630 NE 59TH STREET
KIRKLAND, WASHINGTON
Project No. G - 3022

1.0 INTRODUCTION

1.1 Project Description

The property is located on the southwest corner of NE 60th Street and 128th Avenue NE, as shown on the attached Vicinity Map, **Plate 1**. The subject site is 9.6 acres in size.

Based on a review of preliminary site plans provided by Freiheit & Ho Architects, it is our understanding that a new 4 court indoor tennis court building and additional onsite parking is planned. The indoor tennis court building will consist of a 30 foot tall 120 foot by 240 foot building to be constructed on the southern end of the existing parking lot. Preliminary plans suggest a finished floor elevation of 516 feet for the tennis court building slab on grade. Additional parking is to be created west of the new building adjacent to the southern property line. The location of the planned building and additional parking is shown on **Plate 2**, Site Plan.

1.2 Scope of Services

The scope of our geotechnical engineering study included:

1. Investigating the subsurface soil and groundwater conditions by drilling 8 borings onsite. Borings were logged by a geologist from our office, soils samples were collected.

2. Soil samples were tested for moisture content in our laboratory. Representative samples were analyzed to determine if onsite infiltration will be feasible. Boring logs were prepared containing the soil classification and moisture test data. Gradation reports were prepared describing the physical properties of soils where infiltration may be possible.

3. Based on the results of our findings and preliminary development plans we have provided an evaluation of the subsurface soil and groundwater conditions, performed engineering analyses, and provided recommendations for the following:
   - Site development strategies;
   - Site preparation;
   - Roadway subgrade preparation;

- Pervious pavement design and rain garden placement recommendations;
- Foundation and retaining wall design parameters;
- Allowable soil bearing capacity;
- Slab-on-grade floors and capillary break;
- Excavations, including temporary and permanent cut slopes;
- Grading and earthwork, including structural fill specifications, utility trench backfill recommendations, and an evaluation of site soils for use as fill material;
- Drainage, including basement wall drainage and footing drains.

4. Preparation of this written geotechnical report with the results of the study.

2.0 SITE CONDITIONS

2.1 Surface Conditions

The subject site is being used as a private tennis club. The northern and eastern portions of the site have numerous outdoor and indoor tennis courts, in addition to the clubhouse and outdoor pool at the center of the property. The western end of the property, also known as Parcel B, is a large flat grass field which slopes down to meet 125th Lane NE at the west end. Parking for the facility is terraced into a gentle east facing slope to the south of the existing clubhouse on the southern portion of the property. The southern parking lot and perimeter of the property are lined with douglas fir trees which are 1 to 3 feet in diameter.

Mr. Vlad Radojevic, Maintenance Supervisor was interviewed about what changes have been made to the property and where onsite utilities are located. He informed us that an excavator was used to dig a large hole between Borings B-2 and B-3 under the proposed parking lot. Mr. Radojevic informed us that a hole approximately 40 feet wide by 40 feet long and 6 to 8 feet deep was excavated at the location noted on the attached site plan - **Plate 2**. The hole was filled with yard waste and tree debris and then covered with the soil which was removed. Fills were compacted by bucket slamming with the excavator. A depression is visible at the surface marking the location of the excavation. Mr Radojevic informed us that he has graded the area several times over the years to re-level it after the ground had subsided.

2.2 Subsurface Conditions

According to, the "Geologic Map of the Kirkland Quadrangle, Washington" by Minard, 1983, the site's surface is mapped as Till(Qvt). Till typically consists of an unsorted, unstratified, highly compacted mixture of silt, sand, gravel, and boulders deposited during the advance of the over-riding glacier 14,000 years ago.

GEO Group Northwest, Inc., visited the site on June 21, 2010 and drilled 8 borings to evaluate the subsurface soil and groundwater conditions. Borings 1-3 were drilled below the new parking lot, while borings 4-8 were drilled at the location of the proposed new building. Locations of the borings are shown on the Site Plan, **Plate 2** with boring logs attached in **Appendix A**.

As discussed earlier subsurface soil conditions were found to be consistent with the mapped geology. Surficial loose fills gave way to very dense silty sand and sand with silt soils at depth. The depth of loose surficial soils varied by location. At the proposed new tennis court building location dense bearing soils were encountered 3 feet below the surface with bearing soils 4 to 4.5 feet deep encountered along the western side of the building where the foundations will be the deepest. Soils below the proposed new western parking lot were found to consist of 5.5 feet of loose fill at the surface underlain by dense and very dense soils. The chart below summarizes our subsurface findings noting the depth of loose soils, depth to bearing soils, and the depth to very dense soils at each boring location.

BORING NUMBER	DEPTH OF LOOSE SOILS	DEPTH TO BEARING SOILS
B-1	5.5	7
B-2	3	3
B-3	5.5	5.5
B-4	0	4.5
B-5	0	4
B-6	2.5	3
B-7	0	3
B-8	2	3

3.0 SEISMICITY

The project site is classified as Site Class = C (very dense soil and soft rock) from Table 1613.5.2 of the 2006 IBC.

4.0 CONCLUSIONS AND RECOMMENDATIONS

4.1 Site Preparation Strategy

Based on geotechnical explorations of the site, it is our opinion that the site can be developed with the planned tennis court building and additional parking. The tennis court building may be supported on the underlying dense to very dense soils or on structural fill which extends down to the dense native soils. The tennis court slab on grade currently estimated to have a finished grade elevation of 516 feet should be similarly supported on dense native soils or on compacted structural fill as discussed in **Section 4.2.3**. The parking lot subgrade should be prepared to consolidate or bridge over loose fill soils encountered to be 3 to 7 feet deep under the proposed parking area. However the known buried debris cannot be bridged over and should be removed as part of the anticipated parking lot site preparation. Detailed recommended procedures for parking lot site preparation methods are included in **Section 4.2.5**.

Onsite infiltration appears to be feasible. Results of soil analysis and infiltration rate determinations are discussed in the drainage section below. Applicability of rain gardens, infiltration and/or dispersion trenches, and porous asphalt pavement are also discussed in **Section 4.6**.

4.2 Site Preparation

4.2.1 General

Structural surfaces, including areas planned below buildings, sidewalks and pavement areas, should be stripped and cleared of surface vegetation. Remaining organic topsoil must be removed from all structural surfaces prior to construction. Where trees and their roots are removed, isolated areas of over-excavation should be anticipated to reach the undisturbed native surface below.

The parking lot subgrade should be prepared to consolidate or bridge over loose fill soils encountered to be 3 to 7 feet deep under the proposed parking area. However the known buried debris whose location is shown on **Plate 2** cannot be bridged over and should be removed and the resulting excavation filled with compacted structural fills meeting specifications of **Section 4.2.3**.

We recommend the new parking lot be prepared as described below and then proof rolled with a loaded haul truck or other heavy machinery to evaluate the stability of the site's subgrade prior to placement of the paving section. Areas where the ground

surface is found to significantly deflect under the wheels of the truck as identified by the geotechnical engineer will require further subgrade stabilization measures.

Onsite soils free of roots and organic materials may be suitable for placement as structural fill after approval by the geotechnical engineer at the time of fill placement. Fill stockpiled onsite should be covered with plastic sheeting to protect soils.

4.2.2 Structural Fill Materials

Structural fill is defined as fill material placed below buildings, sidewalks, pavements, or other structures. The excavated onsite silty sands and sands with gravel and sands with silt and gravel may be suitable as structural fill if they are free of roots and organic material and approved by the geotechnical engineer. During wet weather or under wet conditions we recommend the use of a free draining granular material with no greater than 5% passing the No. 200 sieve (measured on that portion which passes the 3/4 inch sieve) also known as 'select borrow'. Onsite native silty sands are not acceptable as free draining structural fill and do not meet the specifications for 'select borrow.'

4.2.3 Structural Fill Compaction

Structural fill should be placed above unyielding native site soils in maximum 10 inch thick loose lifts and compacted to a minimum of 95% of the Modified Proctor (ASTM D1557) standard. Structural fill material should be placed at or near the material's optimum moisture content. The optimum moisture content is the water content in the soil that enables the soil to be compacted to the highest dry density for a given compaction effort. To properly transfer roadway and building loads to the bearing soils, structural fill should extend out beyond the edges of the structure below an imaginary line extending at 1H:1V (Horizontal:Vertical) from the edge of the structure. So, for 3 feet of fill placed between the existing subgrade and the planned structure above, the structural fill should extend out at least 3 feet beyond the outside edges of the structure.

Structural fill should be placed on a firm and unyielding subgrade. Fills should be placed in thin horizontal lifts not exceeding 10 inches in loose thickness and should be compacted to meet the following specifications:

STRUCTURAL FILL COMPACTION SPECIFICATIONS	
APPLICATION	**MINIMUM COMPACTION % of Maximum Dry Density**
Roadway Fills and Under Pavements (Private)	95% for the top 12-inches 90% below the top 12-inches Based on ASTM D-1557 - Modified Proctor
Backfill Behind Rockeries, Segmental Block Retaining Walls & Basement Walls	90% Based on ASTM D-1557 - Modified Proctor
Roadway Fills & Utility Trench Backfill (County Roadways and Utility Easements)	95% Based on ASTM D-1557 - Modified Proctor (Verify With the County and Local Utility District)
Under Building Foundations and Slab-On-Grade Floors	95% Based on ASTM D-1557 - Modified Proctor

4.2.4 Utility Trench Backfill

Onsite native soils may be usable as utility trench backfill if the soils are within 2% of their optimum moisture content as determined by ASTM D1557 modified proctor standard. Moisture content analysis results show the onsite soils at depth are at or below the expected optimum moisture content for the soil type at this time. Utility trench backfill material must be able to be compacted into narrow utility trenches and around the pipes below at various moisture conditions. A backfill material which is more easily compacted and which is not moisture sensitive will allow utilities to be installed in a shorter amount of time and with less labor costs for reworking a marginal material. For these reasons structural fill material within 2% of it's optimum moisture content as discussed in ***Section 4.2.3*** may be preferable as trench backfill material around and below utilities onsite. Engineered fills such as recycled concrete that are shown to be free of deleterious materials such as asphalt, brick, and appreciable amounts of topsoil or organic materials may provide a more cost effective structural fill material for this purpose. During wet weather or under wet conditions we recommend the use of a free draining granular material with no greater than 5% passing the No. 200 sieve (measured on that portion which passes the 3/4 inch sieve) also known as 'select borrow.'

The onsite sands with silt that is free of organic material and debris that are excavated from the utility trenches may be usable as fill onsite. The most silty soils may also be usable as backfill around the structure as the impervious material recommended for the upper foot of the backfill as shown on **Plate 3**. Alternatively silty soils may be used as a general site fill where the material can be placed in thin lifts and reworked as needed to reach the material's optimum moisture content. The soils should be placed in such a manner that they will not be re-disturbed by trenching. Mixing these soils with a granular fill is not advisable and will likely render both materials unusable. Silty soils stockpiled onsite should be covered with plastic during wet weather to protect them from rainwater infiltration.

4.2.5 Roadway and Parking Lot Subgrade Preparation

Roadway and parking lot subgrade stability should be verified by a "proof roll" observed by the geotechnical engineer prior to placement of pavement or crushed rock underlayment. A "proof roll" is conducted by driving a loaded haul truck over the subgrade and observing the amount of softness and/or deflection in the subgrade under the load of the truck. A loaded haul truck represents the maximum expected load for the roadway. The subgrade's ability to perform under such a load constitutes 'proof' that the surface will perform as intended. Areas of the subgrade identified during the proof roll to be soft or deflecting should be repaired or improved as recommended by the geotechnical engineer in the field at the time of construction.

An area of known buried wood and yard debris located under the proposed parking lot is shown on **Plate 2**. This area cannot be bridged over or adequately consolidated stabilize the subgrade for the parking lot. We recommend the buried debris be removed down to the underlying dense soils and the resulting excavation backfilled with compacted structural fills. Alternatively it may be possible to utilize this area as part of an onsite infiltration and/or detention system (see Section 4.6.3).

4.2.6 Temporary and Permanent Excavation Slopes

Temporary cuts greater than four feet in height, such as those for foundation and detention vault excavations, should be sloped at an overall inclination no greater than 1H:1V (Horizontal: Vertical) in the loose to medium-dense site soils. Near vertical slopes, in the underlying dense to very dense glacial till, may be attempted under the full-time supervision of the geotechnical engineer or his representative. The geotechnical engineer should be retained to inspect the stability of excavations during construction.

Trenching for utilities may include water, sewer, gas, and electrical utilities. For safety, utility trench sidewall slopes should follow the criteria described above. We recommend utility lines be bedded in 6 inches of sand above and below the pipe, or follow the Washington State Department of Transportation and American Public Works Association (APWA) specifications, 1996 Standard Specifications for Road, Bridge and Municipal Construction, Sections 69-03.15 and 69-03.16.

Permanent slopes should not exceed a 2H:1V slope. Surface runoff should not be allowed to flow over the top of the slopes into the excavated areas. During wet weather construction, exposed cut slopes should be covered with plastic sheets to minimize erosion.

4.3 Foundation Design Criteria

4.3.1 General

The indoor tennis court building may be supported on conventional spread footings that are anticipated to extend down to dense bearing soils. We recommend the geotechnical engineer verify the bearing soils are encountered in the field at the time of construction. Individual spread footings may be used for supporting columns and strip footings for bearing walls.

4.3.2 Design Criteria for Spread Footing Foundations

Our recommended design criteria for the foundation systems are as follows:

Allowable bearing pressure, including all dead and live loads:

Compacted structural fill (not anticipated)	=	2,000 psf
Dense glacial till soils (tennis court building)	=	4,000 psf
Minimum depth to bottom of perimeter footing below adjacent final exterior grade:	=	18 inches
Minimum depth to bottom of interior footings below top of floor slab:	=	12 inches
Minimum width of wall footings:	=	16 inches
Minimum lateral dimension of column footings:	=	24 inches
Estimated post-construction settlement:	=	1/4 inch

Estimated post-construction differential settlement across building width: = 1/4 inch

A one-third increase in the above allowable bearing pressures can be used when considering short-term transitory wind or seismic loads. Lateral loads can also be resisted by friction between the foundation and the supporting compacted fill subgrade or by passive earth pressure acting on the buried portions of the foundations. For the latter, the foundations must be poured "neat" against the existing undisturbed soil or backfilled with a compacted fill meeting the requirements of structural fill. Our recommended design parameters are as follows:

Passive Pressure (Lateral Resistance)	350 pcf equivalent fluid weight
Coefficient of Friction (Friction Factor)	0.35

4.4 Retaining Wall Design Parameters

Both retaining walls and permanent basement walls should be designed using the retaining wall design parameters in the following subsections. Permanent basement walls restrained horizontally on top are considered unyielding and should be designed for a lateral soil pressure under the at-rest condition; while conventional reinforced concrete walls free to rotate on top should be designed for a active lateral soil pressure. Load or surcharge pressures from adjacent slopes and traffic should be added to the design pressures if the load or surcharge is located within a 1/2H:1V line projected up from the bottom of the planned excavation wall.

The below values are based on the wall backfill being fully drained. The below values do not include the effects of surcharges. For sloped ground behind the wall, a surcharge load equivalent to 50 percent of the soil height above the wall should be considered in addition to the above soil pressures. Traffic surcharge loads can be assumed equivalent to 2 feet of soil (unit weight = 130 pcf) acting over the full depth of the active pressure.

4.4.1 Active Earth Pressures

Conventional reinforced concrete walls that are designed to yield an amount equal to 0.002 times the wall height, should be designed to resist the lateral earth pressure imposed by an equivalent fluid with a unit weight of 30 pcf for level backfill behind yielding retaining walls.

4.4.2 At-Rest Earth Pressure

Walls supported horizontally by floor slabs are considered unyielding and should be designed for lateral soil pressure under the at-rest condition using a design lateral soil pressure having an equivalent fluid pressure of 50 pcf for level ground behind permanent unyielding retaining walls.

4.4.3 Passive Earth Pressure and Base Friction

The available passive earth pressure that can be mobilized to resist lateral forces may be assumed to be equal to 400 pcf equivalent fluid weight for both undisturbed soils and engineered structural backfill. The base friction that can be generated between concrete and undisturbed bearing soils or engineered structural backfill may be based on an assumed 0.40 friction coefficient.

4.4.4 Seismic Lateral Pressure

To design for a 100 year earthquake we recommend adding a lateral pressure of 6H to the above active and at-rest earth pressures.

4.5 Slab-on-Grade Floors

Slab-on grade floors should be constructed on native dense to very dense soils, or on structural fill that extends down to these soils. Preliminary plans indicate a finished floor elevation of 116 feet, thus we assume a slab subgrade elevation of approximately 115 feet elevation to make room for slab and capillary break. Dense bearing soils are anticipated at or above the proposed slab subgrade over most of the building footprint with only a small area at the northeast corner where the dense soils may be a foot below the slab subgrade. Loose soils should be removed and replaced with structural fill, meeting minimum compaction standards as specified in ***Section 4.2.3***. Compaction and placement of structural fill should be monitored by the geotechnical engineer and verified by field density testing.

4.5.1 Capillary Break

Slab-on-grade floors should be constructed on a capillary break layer to prevent wicking of moisture through the slab. The capillary break should consist of a minimum 6 inch thick free-draining layer of clean crushed rock or an equivalent material containing less than 5% passing the No. 4 (1/4 inch) sieve.

4.5.2 Vapor Barrier

To avoid water vapor build-up on the subgrade and transmission through the slab we recommend installing a 10-mil reinforced vapor barrier, such as Moistop by Fortifiber Corporation, between the capillary break and the concrete floor slab.

4.6 Drainage Recommendations

4.6.1 Surface Drainage

The finished ground surface should be graded so surface water is directed away from structures. Final site grades and impervious areas should be designed such that the surface water runoff is collected into catch basins and tight-lined to the storm system or onsite infiltration facility.

Roof down-spout drain lines should not be connected to the footing drain system. All roof down-spouts should be tightlined to the onsite catch basin separate from footing drains. We recommend that sufficient clean-outs be installed to allow for periodic maintenance of the down-spout tightline systems.

4.6.2 Footing Drains

We recommend that footing drains be installed around perimeter foundations. The drains should consist of a 4 inch minimum diameter, perforated or slotted, rigid drain pipe laid at the invert of the footing with a gradient sufficient to generate flow. We recommend the perforated drain line be bedded on, surrounded by, and covered with drain rock, or other free draining granular material. The drain rock should be wrapped with a non-woven geotextile, such as Mirafi 140N or equal. A typical footing drain detail is attached as **Plate 3**. We recommend that foundation drains be tight-lined for discharge into the storm water drainage system. We recommend that the geotechnical engineer inspect the footing drainage systems before backfilling.

4.6.3 Infiltration/Dispersion Facilities

Particle size distribution analysis was conducted on 3 samples representative of soils encountered onsite. An infiltration rate was calculated for each sample according to its D_{10} particle size (the particle size which 10% of the particles are finer than). The chart below gives the location of each of the samples, their approximate depth, elevation, and infiltration rate. Suitable correction factors should be applied to these values to determine a design infiltration rate:

BORING NUMBER	DEPTH BELOW SURFACE	APPROXIMATE ELEVATION	INFILTRATION RATE
B-1	1 - 4 ft	522.5 ft - 524.5 ft	0.001 inches/hr
B-2	5 - 6.5 feet	520 ft - 521.5 ft	8.0 inches/hr
B-7	7.5 - 9 feet	510.5 ft - 509 ft	1.9 inches/hr

Based on the above calculated infiltration rates, onsite infiltration is feasible in some of the site soils. Onsite infiltration facilities can be located on the east side of the new tennis court building and on the north side of the new parking lot. Infiltratable soils were encountered below 7 feet in boring B-7, and below 4.5 feet in boring B-2. The facilities can be extended up to the surface to allow overflow to be dispersed onto the adjacent vegetated areas. The yard debris and small trees known to be buried between borings B-2 and B-3 should be removed prior to paving the parking lot. We suggest this excavation be cleaned out and utilized as an onsite detention and/or infiltration facility. For example, simply filling the excavation with a poorly graded crushed rock will adequately prepare the area to support the parking lot above while maintaining 30% of the volume for infiltration storage. GEO Group should be retained to inspect infiltration facilities to verify that onsite soil conditions have not changed and that sufficient infiltratable soils exist to facilitate drainage.

4.6.4 Porous Pavement

Due to the very low permeability of fills encountered at the surface below the new parking lot porous pavement is not a viable alternative to reduce the amount of impermeable surface created by the proposed development. A D_{10} particle size infiltration rate of 0.001 inches/hour was calculated for the onsite fills found between 1 and 4 feet deep in boring B-1 which are representative of fills found across the majority of the parking lot. However if the loose fills were removed to expose infiltratable soils at depth porous pavement could be considered.

4.7 Permanent Retaining Walls and Rockeries

4.7.1 General

We understand the new building to be cut into the east facing slope will likely utilize tilt-up concrete walls. Tilt up walls extending up from footings with the same elevation around the entire building will create permanent cut slopes around the west end of the structure. Measures will have to be taken to prevent erosion of the temporary slopes over time. A geogrid supported block wall, rockery, or ecology block wall may be constructed as alternatives to a cast in place concrete retaining wall to serve this purpose. After wall construction is completed any number of groundcover agents can be planted to cover the wall and provide a more aesthetically pleasing feature as

desired. The existing indoor tennis court building north of the clubhouse has utilized a geogrid reinforced block wall to supports raised grades around the south and west sides of the existing building. The sections below outline a few possible typical sections that are only applicable to cuts into dense glacial till soils. Specific design details can be addressed by GEO Group Northwest, Inc., if needed.

4.7.2 Rockeries

A rockery may be used to face the temporary excavation slopes around the new tennis court building. Utilizing a rockery wall to cover steep temporary excavation slopes will minimize costs associated with excavation by minimizing the area exterior to the building to be disturbed. Rockeries should be used to face stable cut slopes to retard erosion over time. However rockeries should not be used to face fill slopes without additional geogrid reinforcement placed in the fills behind the rockery wall.

By its nature, a rockery is not a designed or engineered retaining wall such as a reinforced concrete wall. Successful rockery wall construction is to a large extent an art, and is not entirely controllable by engineering methods. Because of this, it is imperative that rockeries be constructed in the proper manner by an experienced contractor with proven capability in rockery construction. Although a rockery wall can provide some degree of retention capability, its main function is to serve as a protective facing to help retard the weathering and erosion processes that act on the earth embankment behind the rockery. To have a satisfactory rockery system, the earth embankment behind the rockery must be initially stable, and provisions must be made to ensure it remains stable on a long term basis.

Rockeries constructed onsite should be constructed in accordance with the Association of Rockery Contractors Typical Rockery Details and notes presented as **Plate 4**. The rockery should be embedded 12 inches into the onsite soils, constructed with a 6:1 batter (Horizintal:Vertical), and drainage system as described on **Plate 4**. The stone to be used by the contractor should provide a durable non-weathering stone from which the rockery may be constructed. Rock size should be selected according to the intended rockery height as specified on **Plate 4**. As specified in the ARC notes walls greater than 8 feet high should be constructed with 5-6 man rocks on the lower two thirds of the wall. The geotechnical engineer should confirm that keyway depth, drainage installation, and rockery construction are in accordance with specifications described in this report. Rockeries placed against fill should be reinforced with a geotextile fabric to provide the needed lateral support. GEO Group NW can provide the required geogrid reinforcement design for an extra fee as needed.

4.7.3 Ecology Block Walls

An ecology block wall can be designed similar to a rockery by utilizing the shear weight of the blocks, or additional geogrid support can be integrated into the wall similar to a segmented block wall as discussed in the section below. Construction of an ecology block wall may be a preferable alternative to a rockery or a geogrid reinforced segmented masonry block wall due to the much lower cost of ecology blocks in the current market as apposed to quarry rock or segmented masonry blocks.

Ecology blocks are rectangular concrete blocks weighing between 2 and 3 tons each depending on which type of block is used. The blocks fit together with a tongue and groove interface built into the top and bottom of each block which ensures that blocks will not fall out of the wall as can be a concern with a rockery wall. By offsetting blocks the wall is integrated together similar to a typical brick wall.

Ecology block walls should be constructed with a (1H:6V) batter. To construct the required batter the keyway the base of the excavation for the wall should be sloped at a 6H:1V slope facing towards the cut to be supported. This allows the proper batter to be achieved when blocks are stacked on the sloped cut base while maintaining full contact between blocks. Minimum 1 foot of embedment is required for walls under 8 feet tall with 1.5 feet of embedment required for walls 8 to 15 feet tall. Compacted fill placed in front of the wall as backfill for a nearby structure can provide embedment for the ecology block wall, as shown on **Plate 5**.

For walls above 8 feet high additional wall thickness is required similar to a rockery wall. To achieve this ecology blocks can be stacked 2 blocks deep or aligned with the long axis perpendicular to the cut face as needed. Ecology block walls over 4 feet tall will require an engineered design which GEO Group Northwest can provide at an additional cost. A typical ecology block wall detail for a 6 foot tall wall is attached as **Plate 5**.

A wall drain should be installed at the base of the block wall and drain zone installed behind the wall as shown on **Plate 5** to ensure the ecology block wall remains fully drained. The wall drain should consist of a rigid 4-inch diameter perforated PVC pipe laid behind the base of the wall and connected to a suitable discharge facility. The drain pipe should be bedded in and covered with clean crushed rock of minimum 1/4 inch size. A non-woven filter fabric such as Mirafi 140N should be wrapped around the wall drain exterior to the crushed rock to separate the rock and drain pipe from adjacent silty soils both above and below the drain pipe. Please refer to **Plate 5** for the proper installation configuration.

For the upper 5 to 7 feet of the western side of the building where fills behind the wall are anticipated geogrid reinforcement can be added to stabilize fills as needed without

additional significant changes to the ecology block wall construction. A geogrid reinforcement design can be provided at an additional cost after the desired wall configuration has been determined.

4.8 Parking Lot Pavement

The adequacy of site pavements is strictly related to the condition of the underlying subgrade. If this is inadequate, settlement or movement of the subgrade will be reflected up through the asphalt-concrete surfacing. No matter what pavement section is constructed the pavement subgrade should be compacted to structural fill specifications and proof-rolled with a loaded dump truck under the observation of the geotechnical engineer prior to paving. Areas of soft, wet, or unstable subgrade may require over-excavation and replacement with compacted structural fill or crushed rock. Buried wood debris and yard waste under the proposed parking lot should be removed and replaced with structural fill to stabilize the subgrade in the area shown on **Plate 2**. Subgrade stabilization recommendations should be provided by the geotechnical engineer based on an evaluation of the site conditions as discussed in **Section 4.2.5**.

For private parking and driveways with light traffic loads, we recommend the following minimum pavement sections:

Class "B" Asphalt Concrete (AC)	2-inches, over
Crushed Rock Base (1 1/4-inch minus)	4-inches, or
Asphalt Treated Base	2-inches

In the event of poor subgrade conditions, the geotechnical engineer or his representative should be notified so that we can review the conditions, provide subgrade stabilization recommendations, or redesign the minimum pavement sections presented above.

5.0 LIMITATIONS

This report has been prepared for the specific application to this project for exclusive use by Central Park Tennis Club and its authorized representatives. Our findings and recommendations stated herein are based on field observation, our experience, and our judgement. The recommendations are our professional opinion derived in a manner consistent with the level of care and skill ordinarily exercised by other members of the profession currently practicing under similar conditions in this area and within the budget constraint. No warranty is expressed or implied. In the event the soil conditions are found to vary from those described herein, or construction plans change, GEO

Group Northwest, Inc., should be notified and the recommendations herein re-evaluated.

6.0 ADDITIONAL SERVICES

We recommend that GEO Group Northwest, Inc. be retained to perform a general review of the final design and specifications for the proposed development, to verify that the earthwork and foundation recommendations have been properly interpreted and implemented in the design and in the construction documents. In addition we recommend that GEO Group Northwest, Inc. be retained to provide monitoring and testing services for the geotechnical-related work during construction, including verifying bearing capacities, subsurface drainage installation, utility trench backfill and required compaction, and roadway subgrade preparation. This is to observe compliance with the design concepts, specifications or recommendations and to allow timely design changes in the event subsurface conditions differ from those anticipated prior to the start of construction.

We appreciate the opportunity to perform this geotechnical evaluation and look forward to working with you and your design team in the construction phase. If you have any questions about this report, or if we can be of further assistance, please call.

Sincerely,
GEO Group Northwest, Inc.

Andy J. Wade
Geologist

William Chang, P.E.
Principal

Attachments:

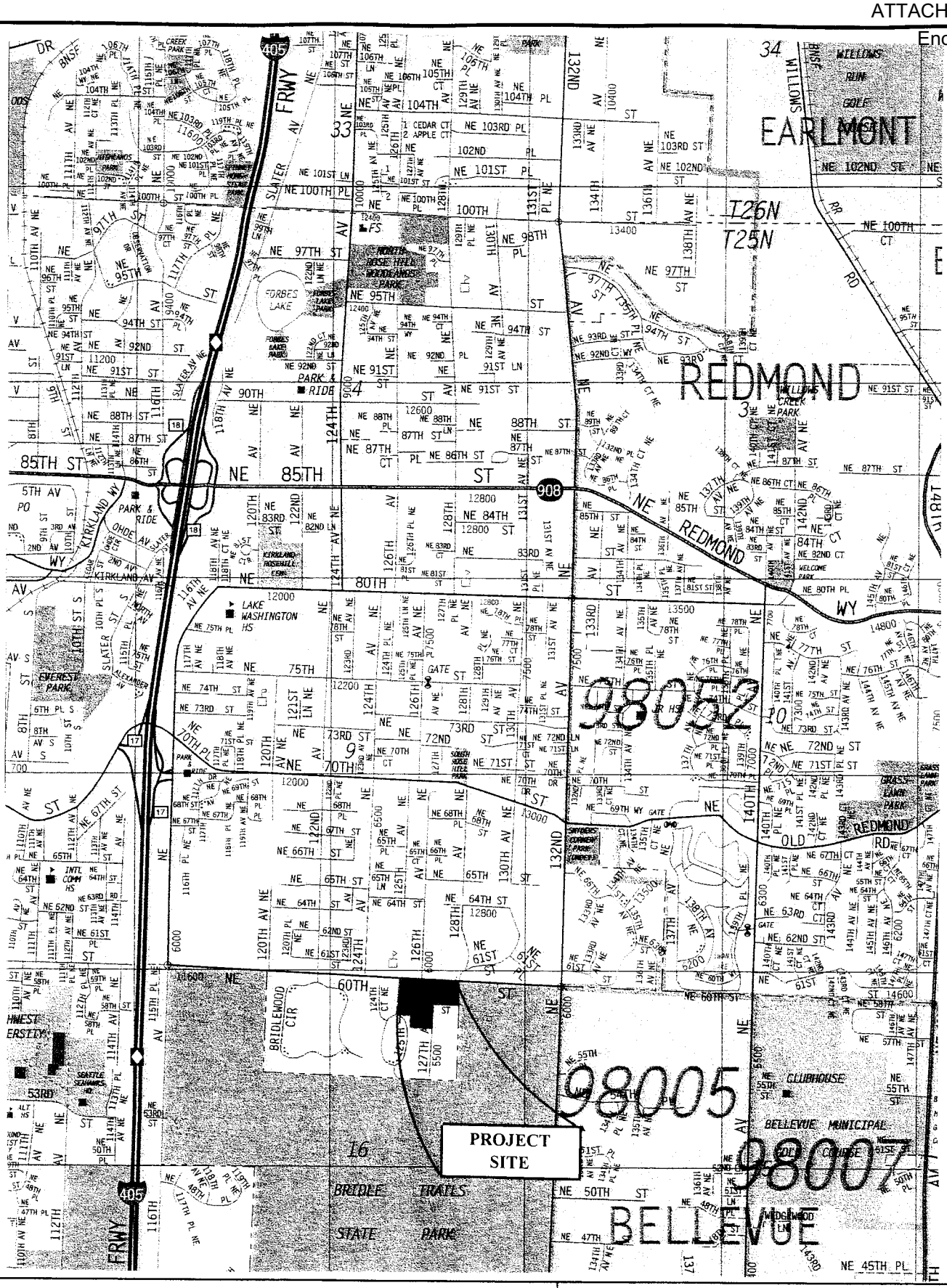
Plate 1 - Vicinity Map;
Plate 2 - Site Plan;
Plate 3 - Drainage Detail;
Plate 4 - ARC Typical Rockery Details;
Plate 5 - Typical Ecology Block Wall Detail.

Appendix A
USCS Legend of Classification and Penetration Test
Boring Logs
USDA Textural Triangle
Sieve Analyses & Infiltration Rate Determinations

ATTACHMENTS

G - 3022

CENTRAL PARK TENNIS CLUB

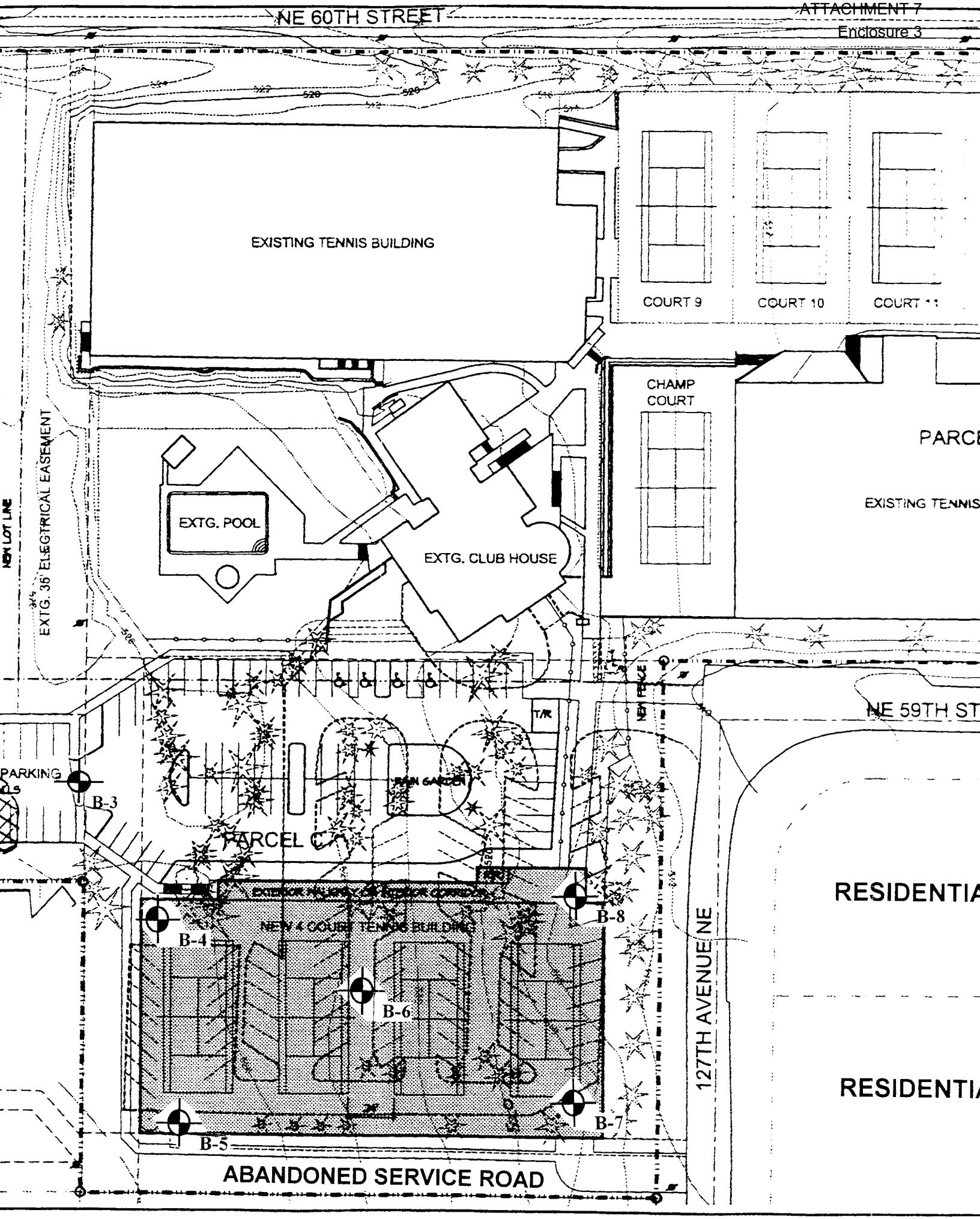


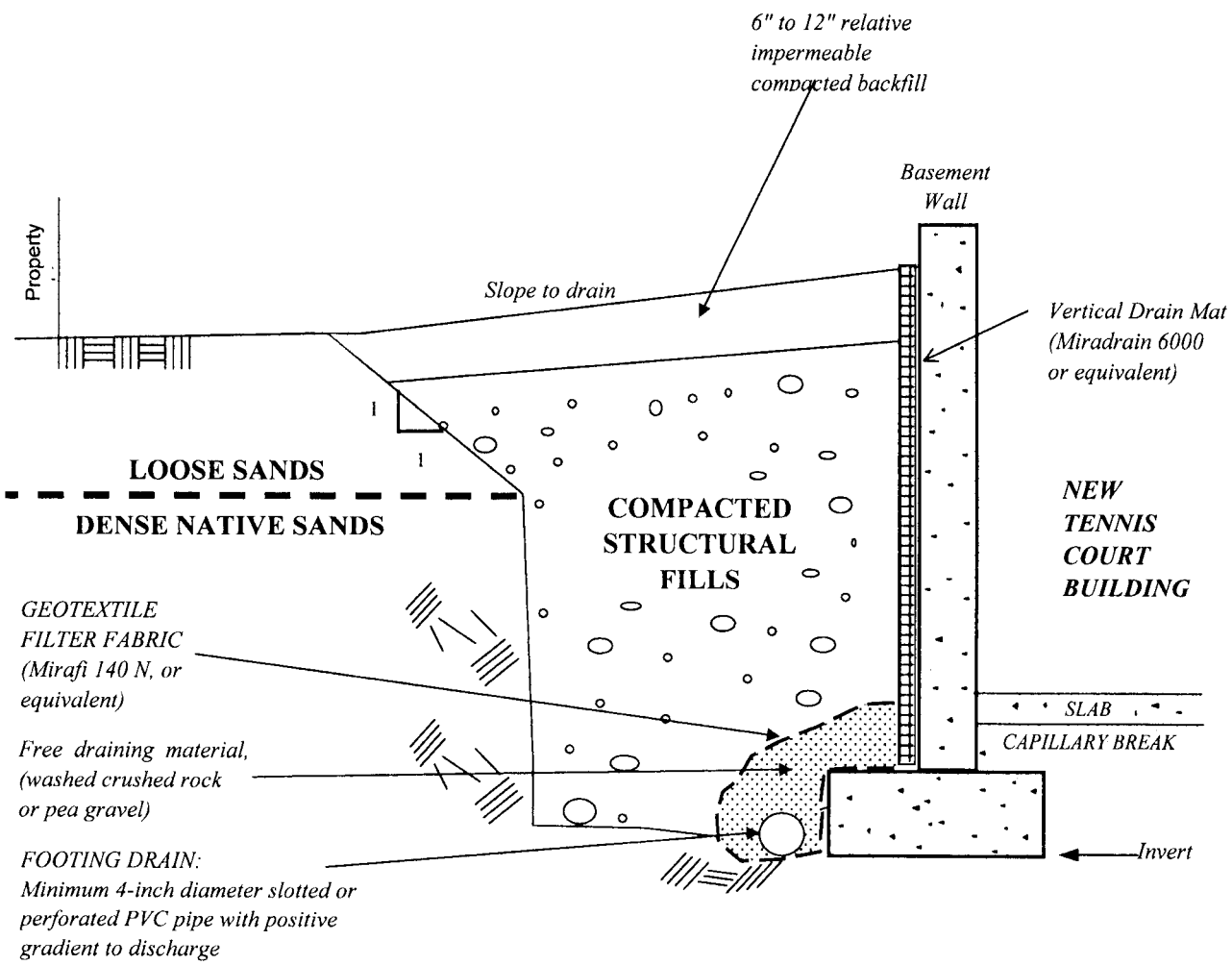
VICINITY MAP

GEO Group Northwest, Inc.
Geotechnical Engineers, Geologists, & Environmental Scientists

CENTRAL PARK TENNIS CLUB
12630 NE 59TH STREET
KIRKLAND, WA 98033

SCALE 1"=1900 feet	DATE 7/8/2010	MADE AJW	CHKD WC	JOB NO. G - 3022	PLATE 1


NE 60TH STREET
EXISTING TENNIS BUILDING
COURT 9
COURT 10
COURT 11
CHAMP COURT
PARCE
EXISTING TENNIS
EXTG. POOL
EXTG. CLUB HOUSE
EXTG. 36' ELECTRICAL EASEMENT
NEW LOT LINE
NE 59TH ST
PARKING
B-3
PARCEL C
RAIN GARDEN
T/R
EXTERIOR WALKWAY OR INTERIOR CORRIDOR
NEW 4 COURT TENNIS BUILDING
B-4
B-5
B-6
B-7
B-8
127TH AVENUE NE
RESIDENTIA
RESIDENTIA
ABANDONED SERVICE ROAD



NOT TO SCALE

NOTES:

1.) If free draining material is used for backfill the vertical drain mat , footing drain, and filter fabric shown may be eliminated.

2.) Do not replace rigid PVC pipe with flexiible corrugated plastic pipe.

3.) Perforated or slotted PVC pipe should be tight jointed and laid with perforations or slots down, with positive gradient to discharge.

4.) Do not connect roof downspout drains into the footing drain lines.

5.) Backfill should be compacted to 90% of maximum dry density based on Modified Proctor. The top 12-inches to be compacted to 95% of maximum dry density if backfill is to support sidewalks, driveway, etc.

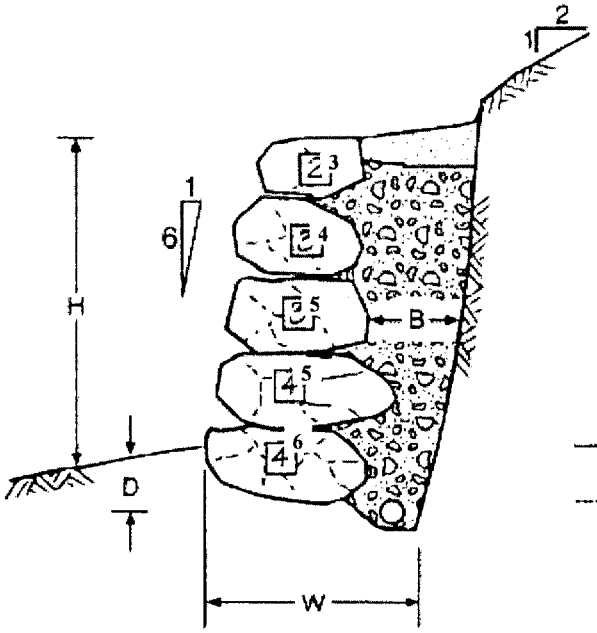
GEO Group Northwest, Inc.
Geotechnical Engineers, Geologists, & Environmental Scientists

DRAINAGE DETAIL

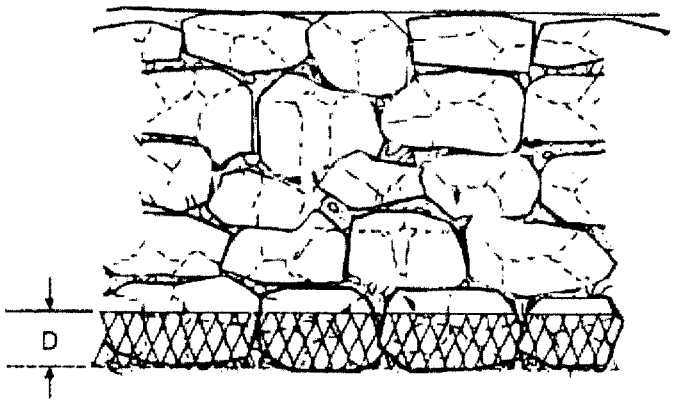
CENTRAL PARK TENNIS CLUB
12630 NE 59TH STREET
KIRKLAND, WA 98033

SCALE NONE	DATE 7/8/2010	MADE AJW	CHKD WC	JOB NO. G-3022	PLATE 3

Schematic Only - Not to Scale



Rock Wall Section



Rock Wall Elevation

NOTES:

- Rock wall construction is a craft and depends largely on the skill and experience of the builder
- A rock wall is a protective system which helps retard the weathering and erosion process on an exposed soil face
- While by its nature (mass, size and shape of the rocks) it will provide some degree of retention, it is not a designed or engineered system in the sense a reinforced concrete retaining wall would be considered designed or engineered.
- The degree of retention achieved is dependent on the size of the rock used; that is, the mass or weight, and the height of the wall being constructed. The larger the rock, the more competent the rock wall should be.
- Rock walls should be considered maintenance items that will require periodic inspection and repair. They should be located so that they can be reached by a contractor if repairs become necessary.
- Maximum inclination of the slopes above and behind rock walls should be 2:1 (Horizontal:Vertical).
- Minimum thickness of rock filter layer B = 12 inches. Minimum embedment D = 12 inches undistur 14 native soil or compacted fill placed in accordance with report recommendations.
- Maximum rock wall height H = _____ feet.
- Rock walls greater than 8 feet in height to be installed under periodic or full time observation of the geotechnical engineer.
- Rock should be placed to gradually decrease in size with increasing wall height in accordance with geotechnical engineers recommendations.
- Minimum width of keyway excavation, W, should be equal to the thickness of the basal rock (as determined by geotechnical engineer's design) plus B.

- The long dimension of the rocks should extend back towards the cut or fill face to provide maximum stability. Rocks should not be stacked like shoe boxes. They should be placed to avoid continuous joint planes in vertical or lateral directions. Whenever possible each rock should bear on two or more rocks below it, with good flat-to-flat contact.
- All rock walls over 4 feet in height should be constructed on basis of wall mass, not square footage of face.

Size	Approximate Weight - lbs.	Approximate Diameter
1 Man	50 - 200	12 - 18"
2 Man	200 - 700	18 - 28"
3 Man	700 - 2000	28 - 36"
4 Man	2000 - 4000	36 - 48"
5 Man	4000 - 6000	48 - 54"
6 Man	6000 - 8000	54 - 60"

Reference: Local quarry weight study using average weights of no less than six rocks of each man size conducted in January 1, 1988.

LEGEND:

Drainage materials to consist of clean angular 4 to 2 inch spalls, or other material, approved by the geotechnical engineer

Surface seal: may consist of impervious soil or a fine free draining granular material

Undisturbed firm Native soil

4 Drainpipe: 4-inch minimum diameter, perforated or slotted rigid plastic ADS pipe laid with a positive gradient to discharge under control well away from the wall. 4

4 Designates size of rock required. i.e. 4 man.

GEO Group Northwest, Inc.

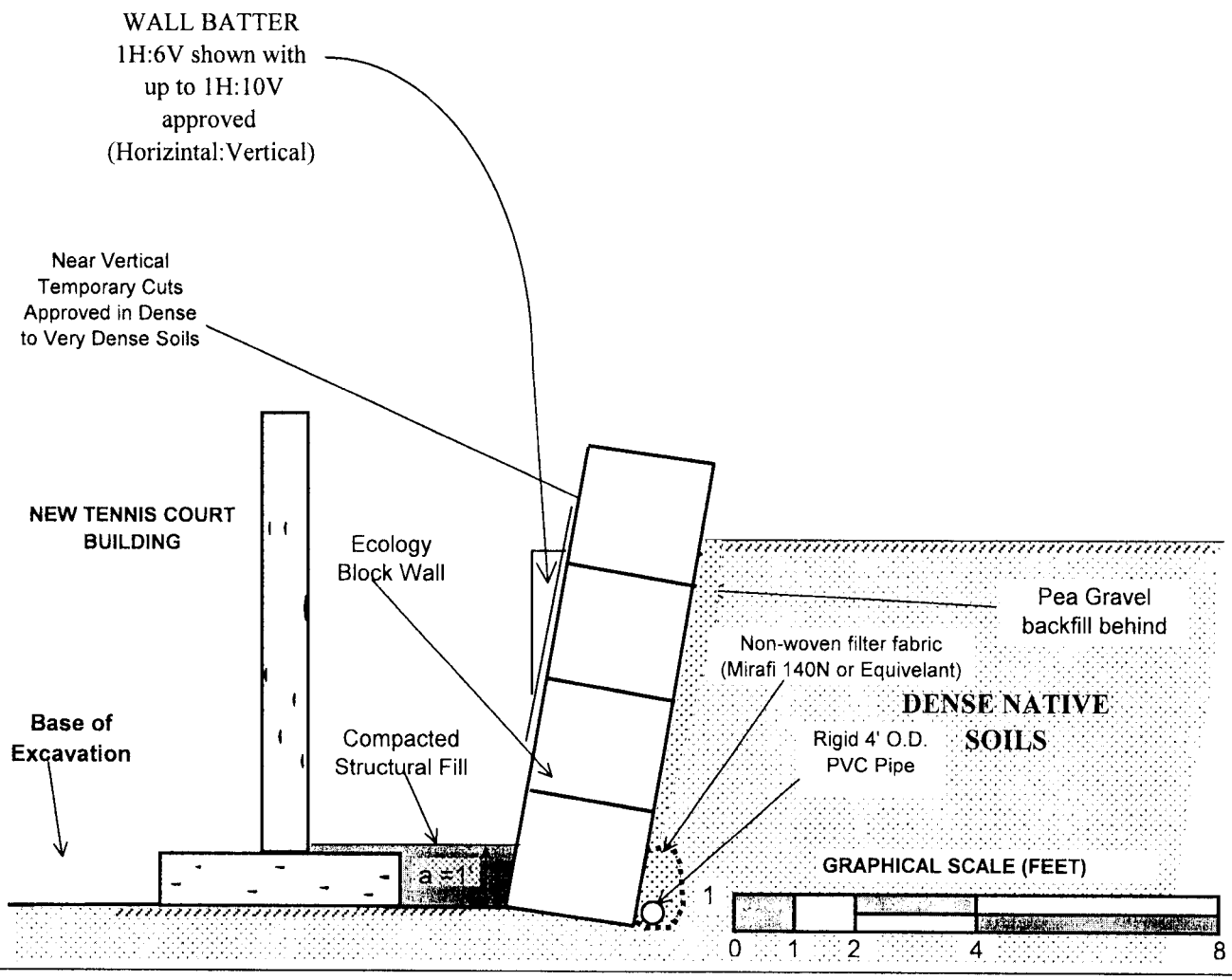
Geotechnical Engineers, Geologists, & Environmental Scientists

TYPICAL ROCKERY DETAIL

CENTRAL PARK TENNIS CLUB
12630 NE 59TH STREET
KIRKLAND, WA 98033

SCALE NONE	DATE 7/8/2010	MADE AJW	CHKD WC	JOB NO. G - 3022	PLATE 4

ECOBLOCK TYPICAL RETAINING WALL DETAIL



NOTES:

1. Temporary excavation slopes shall be no steeper than 1H:1V in loose soils.
2. Temporary slopes up to 1H:1V may be constructed below stable existing retaining walls (as shown).
3. Ecology blocks (2ft X 2ft X 6ft) and weigh 4,000 pounds may be used as shoring.
4. The retaining wall may consist of a maximum 4 Ecology blocks tall set with a 1H:6V batter.
5. Ecology block shoring should be installed in 8 foot wide bays under full-time inspection by GEO Group Northwest, Inc., as described in the geotechnical report dated July, 2010.
6. Ecology block wall may be installed with a minimum 1 foot embeddment (a).
7. All voids behind the ecology block wall shall be filled with pea gravel.
8. GEO Group Nw, Inc. or other "competent person" should monitor wall for movement during construction. Monitoring schedule to be determined by general contractor according to site conditions.

GEO Group Northwest, Inc.
Geotechnical Engineers, Geologists, & Environmental Scientists

TYPICAL ECOLOGY BLOCK WALL RETAINING WALL
CENTRAL PARK TENNIS CLUB
12630 NE 59TH STREET
KIRKLAND, WA 98033

SCALE 1" = 3 feet	DATE 7/8/2010	MADE AW	CHKD WC	JOB NO. G3022	PLATE 5

APPENDIX A

UNIFIED SOIL CLASSIFICATION SYSTEM LEGEND,

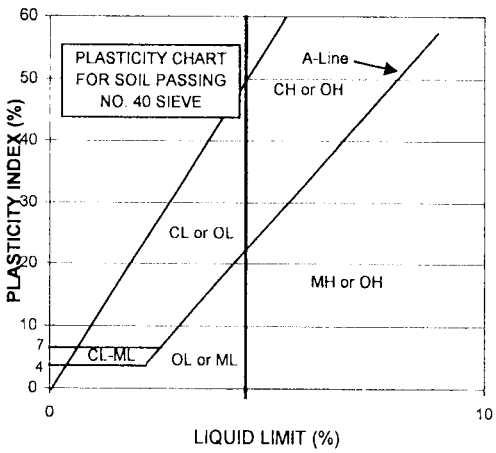
AND

BORING LOGS

LEGEND OF SOIL CLASSIFICATION AND PENETRATION TEST

UNIFIED SOIL CLASSIFICATION SYSTEM (USCS)

MAJOR DIVISION			GROUP SYMBOL	TYPICAL DESCRIPTION	LABORATORY CLASSIFICATION CRITERIA		
COARSE GRAINED SOILS More Than Half by Weight Larger Than No. 200 Sieve	GRAVELS (More Than Half Coarse Grains Larger Than No. 4 Sieve)	CLEAN GRAVELS (little or no fines)	GW	WELL GRADED GRAVELS, GRAVEL-SAND MIXTURE, LITTLE OR NO FINES	DETERMINE PERCENTAGES OF GRAVEL AND SAND FROM GRAIN SIZE DISTRIBUTION CURVE. COARSE GRAINED SOILS ARE CLASSIFIED AS FOLLOWS: < 5% Fine Grained: GW, GP, SW, SP > 12% Fine Grained: GM, GC, SM, SC; 5 to 12% Fine Grained: use dual symbols.	Cu = (D60 / D10) greater than 4 Cc = (D30 * D30 / D10 / D60) between 1 and 3	
			GP	POORLY GRADED GRAVELS, AND GRAVEL-SAND MIXTURES LITTLE OR NO FINES		NOT MEETING ABOVE REQUIREMENTS	
		DIRTY GRAVELS (with some fines)	GM	SILTY GRAVELS, GRAVEL-SAND-SILT MIXTURES		CONTENT OF FINES EXCEEDS 12%	ATTERBERG LIMITS BELOW "A" LINE. or P.I. LESS THAN 4
			GC	CLAYEY GRAVELS, GRAVEL-SAND-CLAY MIXTURES			ATTERBERG LIMITS ABOVE "A" LINE. or P.I. MORE THAN 7
	SANDS (More Than Half Coarse Grains Smaller Than No. 4 Sieve)	CLEAN SANDS (little or no fines)	SW	WELL GRADED SANDS, GRAVELLY SANDS, LIITLE OR NO FINES		Cu = (D60 / D10) greater than 6 Cc = (D30 * D30 / D10 / D60) between 1 and 3	
			SP	POORLY GRADED SANDS, GRAVELLY SANDS, LITTLE OR NO FINES		NOT MEETING ABOVE REQUIREMENTS	
		DIRTY SANDS (with some fines)	SM	SILTY SANDS, SAND-SILT MIXTURES		CONTENT OF FINES EXCEEDS 12%	ATTERBERG LIMITS BELOW "A" LINE with P.I. LESS THAN 4
			SC	CLAYEY SANDS, SAND-CLAY MIXTURES			ATTERBERG LIMITS ABOVE "A" LINE with P.I. MORE THAN 7
FINE-GRAINED SOILS More Than Half by Weight Smaller Than No. 200 Sieve	SILTS (Below A-Line on Plasticity Chart, Negligible Organic)	Liquid Limit < 50%	ML	INORGANIC SILTS, ROCK FLOUR, SANDY SILTS OF SLIGHT PLASTICITY			
		Liquid Limit > 50%	MH	INORGANIC SILTS, MICACEOUS OR DIATOMACEOUS, FINE SANDY OR SILTY SOIL			
	CLAYS (Above A-Line on Plasticity Chart, Negligible Organic)	Liquid Limit < 30%	CL	INORGANIC CLAYS OF LOW PLASTICITY, GRAVELLY, SANDY, OR SILTY CLAYS, CLEAN CLAYS			
		Liquid Limit > 50%	CH	INORGANIC CLAYS OF HIGH PLASTICITY, FAT CLAYS			
	ORGANIC SILTS & CLAYS (Below A-Line on Plasticity Chart)	Liquid Limit < 50%	OL	ORGANIC SILTS AND ORGANIC SILTY CLAYS OF LOW PLASTICITY			
		Liquid Limit > 50%	OH	ORGANIC CLAYS OF HIGH PLASTICITY			
HIGHLY ORGANIC SOILS			Pt	PEAT AND OTHER HIGHLY ORGANIC SOILS			



SOIL PARTICLE SIZE

FRACTION	U.S. STANDARD SIEVE Passing: Sieve	Passing: Size (mm)	Retained: Sieve	Retained: Size (mm)
SILT / CLAY	#200	0.075		
SAND				
FINE	#40	0.425	#200	0.075
MEDIUM	#10	0	#40	0.425
COURSE	#4	4.75	#10	2
GRAVEL				
FINE		19	#4	4.75
COURSE		76		19
COBBLES	76 mm to 203 mm			
BOULDERS	> 203 mm			
ROCK FRAGMENTS	> 76 mm			
ROCK	>0.76 cubic meter in volume			

GENERAL GUIDANCE OF SOIL ENGINEERING PROPERTIES FROM STANDARD PENETRATION TEST (SPT)

SANDY SOILS: Blow Counts N	Relative Density %	Friction Angle Ø, degree	Description	SILTY & CLAYEY SOILS: Blow Counts N	Unconfined Strength qu, tsf	Description
0 - 4	0 -15		Very Loose	< 2	< 0.25	Very soft
4 - 10	15 - 35	26 - 30	Loose	2 - 4	0.25 - 0.50	Soft
10 - 30	35 - 65	28 - 35	Medium Dense	4 - 8	0.50 - 1.00	Medium Stiff
30 - 50	65 - 85	35 - 42	Dense	8 - 15	1.00 - 2.00	Stiff
> 50	85 - 100	38 - 46	Very Dense	15 - 30	2.00 - 4.00	Very Stiff
				> 30	> 4.00	Hard

GEO Group Northwest, Inc.
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13240 NE 20th Street, Suite 12 Bellevue, WA 98005
Phone (425) 649-8757 Fax (425) 649-8758

PLATE A1

BORING NO. B-1

Logged By: Andy Wade Date Drilled: 6/21/2010 Surface Elev. 523.5 ft elev.

Depth (ft)	USCS	Soil Description	SAMPLE Type	SAMPLE No.	SPT (N) Blows per 6-inches	Water Content %	Drilling/ Sampling Information & Observations
1	SM	Gravelly-Silty SAND with organics, dark brown, medium to very fine grained, moist, loose to medium dense (fill)		S1	4,4,3 N= 7	18.6	
2							
3				S2	11,10,7 N= 17	7.1	
4							Cobble at 4 feet
5				S3	8,4,7 N= 11	9.4	
6	SM	Gravelly-Silty SAND red brown, moist, medium dense, (topsoil & weathered till)					1" thick topsoil layer at 5.5 feet
7	SM	Silty SAND with gravel, gray, medium to very fine grained, moist to dry, very dense (till)					
8				S4	21,28,39 N= 67	7.8	
9							
10				S5	25,25,28 N= 63	9.9	
11							
12		Total Depth = 11.5 feet No groundwater encountered Bearing soils were encountered below 6.75 ft Boring Location: West end of new parking lot as shown on Plate 2. Drilling Co: Geologic Drill, Inc. Drilling Method: Hollow Stem Auger Drilling Rig Used: XL trailer rig					
13							
14							
15							
16							

LEGEND 2-inch Split Spoon Sample Interval
Sampler driven with 140 lb. Hammer (Standard SPT)

N: Number of blow counts for 1 foot of sampler advancement.

N': Number of blow counts corrected for overburden stress.

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Geotechnical Engineers, Geologists, & Environmental Scientists

BORING LOG

CENTRAL PARK TENNIS CLUB NEW INDOOR COURTS
12630 NE 59TH STREET
KIRKLAND, WASHINGTON

JOB NO. G-3022	DATE 7/8/2010	PLATE A2

BORING NO. B-2

Logged By: Andy Wade Date Drilled: 6/21/2010 Surface Elev. 525 ft elev.

Depth (ft)	USCS	Soil Description	SAMPLE Type	SAMPLE No.	SPT (N) Blows per 6-inches	Water Content %	Drilling/ Sampling Information & Observations
1, 2	SM	Gravelly-Silty SAND with organics, dark brown, medium to very fine grained, moist, mottled loose (fill)		S1	4,2,3 N= 5	14.6	
3				S2	2,31,37 N= 68	8.2	
4	SP/ SM	SAND with some silt and gravel, gray, medium to very fine grained, dry, very dense, (till)					
5, 6	SP/ SM	SAND with gravel and trace silt, gray, medium to very fine grained, dry, very dense (till)		S3	14, 23, 31 N= 54	3.3	Cobbles, hard drilling
7, 8, 9, 10, 11, 12, 13, 14, 15, 16		Total Depth = 6.5 feet No groundwater encountered Bearing soils were encountered below 3 ft Boring Location: Center of new parking lot as shown on Plate 2. Drilling Co: Geologic Drill, Inc. Drilling Method: Hollow Stem Auger Drilling Rig Used: XL trailer rig					

LEGEND 2-inch Split Spoon Sample Interval
Sampler driven with 140 lb. Hammer (Standard SPT)

N: Number of blow counts for 1 foot of sampler advancement.

N': Number of blow counts corrected for overburden stress.

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BORING LOG

CENTRAL PARK TENNIS CLUB NEW INDOOR COURTS
12630 NE 59TH STREET
KIRKLAND, WASHINGTON

JOB NO. G-3022	DATE 7/8/2010	PLATE A3

BORING NO. B-3

Logged By: Andy Wade Date Drilled: 6/21/2010 Surface Elev. 527 ft elev.

Depth (ft)	USCS	Soil Description	SAMPLE Type	SAMPLE No.	SPT (N) Blows per 6-inches	Water Content %	Drilling/ Sampling Information & Observations
1	SM	Gravelly-Silty SAND red brown, no gravels below 2 feet, mottled, medium to very fine grained, moist, loose (topsoil & weathered till)		S1	3,4,4 N= 8	20.6	
2							
3				S2	3,3,6 N= 9	15.9	
4							
5				S3	10,22,32 N= 54	10.6	
6	SP/ SM	SAND with gravel and some silt, gray, medium to very fine grained, moist to wet, dense to very dense, (till)					
7							
8				S4	15,33,50 for 5.5" N= 109	10.6	
9							
10		Total Depth = 9 feet No groundwater encountered Bearing soils were encountered below 5.5 ft Boring Location: East end of new parking lot as shown on Plate 2.					
11							
12		Drilling Co: Geologic Drill, Inc. Drilling Method: Hollow Stem Auger Drilling Rig Used: XL trailer rig					
13							
14							
15							
16							

LEGEND 2-inch Split Spoon Sample Interval
Sampler driven with 140 lb. Hammer (Standard SPT)

N: Number of blow counts for 1 foot of sampler advancement.

N': Number of blow counts corrected for overburden stress.

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BORING LOG

CENTRAL PARK TENNIS CLUB NEW INDOOR COURTS
12630 NE 59TH STREET
KIRKLAND, WASHINGTON

JOB NO. G-3022	DATE 7/8/2010	PLATE A4

BORING NO. B-4

Logged By: Andy Wade Date Drilled: 6/21/2010 Surface Elev. 527 ft elev.

Depth (ft)	USCS	Soil Description	SAMPLE Type	SAMPLE No.	SPT (N) Blows per 6-inches	Water Content %	Drilling/ Sampling Information & Observations
1		2 inch gravels at surface					
2	SP/ SM	SAND with gravel and some silt and occasional silt lenses, mottled gray to brown, medium to very fine grained, no gravels below 2 feet, mottled, moist to dry, medium dense		S1	3,5,10 N= 15	14.6	
3				S2	6,12,16 N= 28	10.6	
4							
5				S3	15,22,18 N= 40	8.8	
6							
7	SP/ SM	SAND with some silt, gray, medium to very fine grained, moist to dry, dense to very dense (till)					
8				S4	42,38,35 N= 83	6.3	
9							
10				S5	23,36,50 for 5.5" N= 109	6.0	
11							
12		Total Depth = 11.5 feet No groundwater encountered Bearing soils were encountered below 4.5 ft Boring Location: NW corner of new building as shown on Plate 2.					
13							
14		Drilling Co: Geologic Drill, Inc. Drilling Method: Hollow Stem Auger Drilling Rig Used: XL trailer rig					
15							
16							

LEGEND 2-inch Split Spoon Sample Interval
Sampler driven with 140 lb. Hammer (Standard SPT)

N: Number of blow counts for 1 foot of sampler advancement.

N': Number of blow counts corrected for overburden stress.

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BORING LOG

CENTRAL PARK TENNIS CLUB NEW INDOOR COURTS
12630 NE 59TH STREET
KIRKLAND, WASHINGTON

JOB NO. G-3022	DATE 7/8/2010	PLATE A6

BORING NO. B-5

Logged By: Andy Wade Date Drilled: 6/21/2010 Surface Elev. 527 ft elev.

Depth (ft)	USCS	Soil Description	SAMPLE Type	SAMPLE No.	SPT (N) Blows per 6-inches	Water Content %	Drilling/ Sampling Information & Observations
1, 2, 3, 4	SP & SM	SAND with gravel and some silt and occasional silt lenses, mottled gray to brown, medium to very fine grained, no gravels below 2 feet, mottled, moist to dry, medium dense		S1	3,5,10 N= 15	14.6	
				S2	6,12,16 N= 28	10.6	gravels
5, 6	SP/ SM	SAND with gravel and some silt, gray, fine to very fine grained, moist to dry, very dense (till)		S3	15,22,18 N= 40	8.8	
7, 8, 9				S4	42,38,35 N= 83	6.3	
10, 11				S5	23,36,50 for 5.5" N= 109	6.0	
11	SP	SAND gray fine grained, dry, very dense					
12, 13, 14, 15, 16		Total Depth = 11.5 feet No groundwater encountered Bearing soils were encountered below 4 ft Boring Location: SW corner of new building as shown on Plate 2. Drilling Co: Geologic Drill, Inc. Drilling Method: Hollow Stem Auger Drilling Rig Used: XL trailer rig					

LEGEND ⊥ 2-inch Split Spoon Sample Interval
Sampler driven with 140 lb. Hammer (Standard SPT)

N: Number of blow counts for 1 foot of sampler advancement.

N': Number of blow counts corrected for overburden stress.

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BORING LOG

CENTRAL PARK TENNIS CLUB NEW INDOOR COURTS
12630 NE 59TH STREET
KIRKLAND, WASHINGTON

JOB NO. G-3022	DATE 7/8/2010	PLATE A6

BORING NO. B-6

Logged By: Andy Wade Date Drilled: 6/21/2010 Surface Elev. 523 ft elev.

Depth (ft)	USCS	Soil Description	SAMPLE Type	SAMPLE No.	SPT (N) Blows per 6-inches	Water Content %	Drilling/ Sampling Information & Observations
1, 2	SM	Silty SAND with gravel red brown, medium to very fine grained, moist, loose (fill)		S1	2,2,4 N= 6	14.6	
3, 4				S2	15,22,22 N= 44	10.6	
5, 6, 7	SM	Silty SAND with gravel and occasional silt lenses, mottled gray to brown above 5 feet and gray below, medium to very fine grained, moist to dry, very dense (topsoil & weathered till)		S3	20, 32, 37 N= 69	8.8	thin wet layer
8, 9				S4	27,40,29 N= 69	6.3	thin wet layer
10, 11	SP	SAND with gravel, gray, medium fine to very fine grained, dry, very dense (till)		S5	17,39,50 for 5.5" N= 109	6.0	
12, 13, 14, 15, 16		Total Depth = 11.5 feet No groundwater encountered Bearing soils were encountered below 3 ft Boring Location: Center of new building as shown on Plate 2. Drilling Co: Geologic Drill, Inc. Drilling Method: Hollow Stem Auger Drilling Rig Used: XL trailer rig					

LEGEND I 2-inch Split Spoon Sample Interval
Sampler driven with 140 lb. Hammer (Standard SPT)

N: Number of blow counts for 1 foot of sampler advancement.

N': Number of blow counts corrected for overburden stress.

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BORING LOG

CENTRAL PARK TENNIS CLUB NEW INDOOR COURTS
12630 NE 59TH STREET
KIRKLAND, WASHINGTON

JOB NO. G-3022	DATE 7/8/2010	PLATE A7

BORING NO. B-7

Logged By: Andy Wade Date Drilled: 6/21/2010 Surface Elev. 518 ft elev.

Depth (ft)	USCS	Soil Description	SAMPLE Type	SAMPLE No.	SPT (N) Blows per 6-inches	Water Content %	Drilling/ Sampling Information & Observations
1, 2	SM	Gravelly-Silty SAND with organics, dark brown, medium to very fine grained, moist, loose to medium dense (fill)		S1	12,10,8 N= 18	20.6	
3				S2	8,19,50 for 5.5" N= 109	11.8	
4, 5, 6	SM	Silty SAND with gravel and some silt, gray, fine to medium fine grained, coarsening downdards, dry, very dense (till)		S3	50 for 5.5" N=109	7.4	thin wet layer
7, 8				S4	33,27,34 N= 61	6.0	thin wet layer
9, 10, 11	SM	Silty SAND with gravel, gray, medium to very fine grained, dry, coarsening downwards, very dense (till)		S5	21,26,30 N= 56	7.2	
12, 13, 14, 15, 16		Total Depth = 11.5 feet No groundwater encountered Bearing soils were encountered below 3 ft Boring Location: SE corner of new building as shown on Plate 2. Drilling Co: Geologic Drill, Inc. Drilling Method: Hollow Stem Auger Drilling Rig Used: XL trailer rig					

LEGEND I 2-inch Split Spoon Sample Interval
Sampler driven with 140 lb. Hammer (Standard SPT)

N: Number of blow counts for 1 foot of sampler advancement.

N': Number of blow counts corrected for overburden stress.

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BORING LOG

CENTRAL PARK TENNIS CLUB NEW INDOOR COURTS
12630 NE 59TH STREET
KIRKLAND, WASHINGTON

JOB NO. G-3022	DATE 7/8/2010	PLATE A8

BORING NO. B-8

Logged By: Andy Wade Date Drilled: 6/21/2010 Surface Elev. 517 ft elev.

Depth (ft)	USCS	Soil Description	SAMPLE Type	SAMPLE No.	SPT (N) Blows per 6-inches	Water Content %	Drilling/ Sampling Information & Observations
1	SM	Gravelly-Silty SAND with organics, dark brown, medium to very fine grained, moist, loose to medium dense (fill)		S1	6,5,4 N= 9	20.6	
2							
3	SM	Silty SAND red brown, medium to fine grained, dry, dense, (topsoil & weathered till)		S2	8,23,25 N= 48	11.8	
4							
5	SP/ SM	SAND with cobbles and some silt, gray, medium to very fine grained, dry, very dense (till)		S3	21,29,44 N=73	7.4	Cobbles @ 4-5'
6							
7							
8		Total Depth = 6.5 feet No groundwater encountered Bearing soils were encountered below 3 ft Boring Location: NE corner of new building as shown on Plate 2.					
9							
10		Drilling Co: Geologic Drill, Inc. Drilling Method: Hollow Stem Auger Drilling Rig Used: XL trailer rig					
11							
12		**NOTE:** Topographic map is inacurate in this area (likely due to cut and fill regrading for the parking lot). Elevation above reflects elevation relative to boring B-7.					
13							
14							
15							
16							

LEGEND ⊥ 2-inch Split Spoon Sample Interval
Sampler driven with 140 lb. Hammer (Standard SPT)

N: Number of blow counts for 1 foot of sampler advancement.

N': Number of blow counts corrected for overburden stress.

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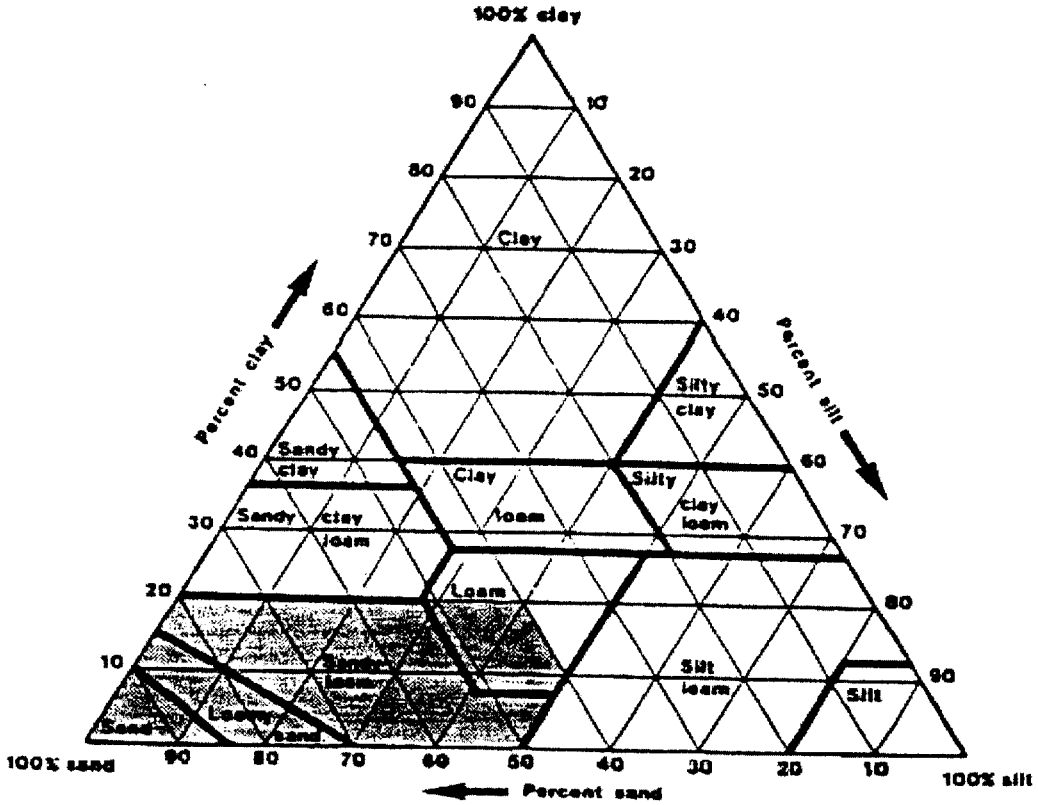
BORING LOG

CENTRAL PARK TENNIS CLUB NEW INDOOR COURTS
12630 NE 59TH STREET
KIRKLAND, WASHINGTON

JOB NO. G-3022	DATE 7/8/2010	PLATE A9

Textural Triangle U.S.D.A.



SKYLINE PROPERTIES, LLC
22729 SE 283RD STREET
MAPLE VALLEY, WASHINGTON

SKYLINE PROPERTIES, LLC
22729 SE 283RD STREET
MAPLE VALLEY, WASHINGTON

SKYLINE PROPERTIES, LLC
22729 SE 283RD STREET
MAPLE VALLEY, WASHINGTON

SKYLINE PROPERTIES, LLC
22729 SE 283RD STREET
MAPLE VALLEY, WASHINGTON

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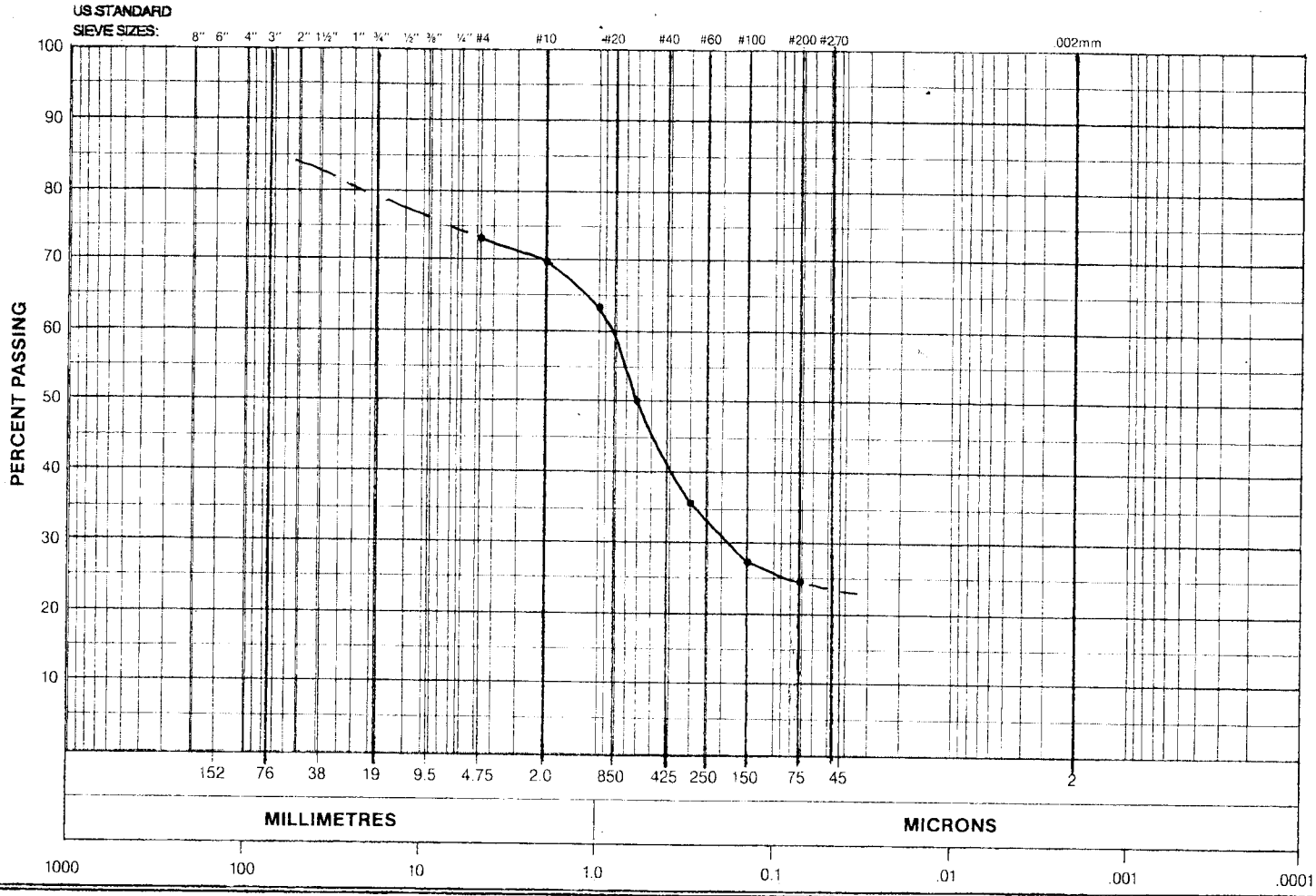
USDA TEXTURAL TRIANGLE

CENTRAL PARK TENNIS CLUB NEW INDOOR COURTS
12630 NE 59TH STREET
KIRKLAND, WASHINGTON

SCALE NONE	DATE 7/8/2010	MADE AJW	CHKD WC	JOB NO. G-2740	PLATE A10

UNITED STATES DEPARTMENT OF AGRICULTURE (USDA)

	GRAVEL		SAND					SILT	CLAY
	COARSE	FINE	VC	C	M	F	VF		



UNITED STATED DEPARTMENT OF AGRICULTURE TEXTURAL TRIANGLE SUMMARY

D_{10} = 0.001 mm

D_{30} = 0.185 mm

D_{60} = 0.870 mm

C_u = 870

C_c = 39

SAND = 66.8 %

SILT = 33.2 %

CLAY = NA %

THIS SOIL IS CLASSIFIED AS HYDROLOGIC SOIL GROUP B.

IT IS TYPICALLY DESCRIBED AS SANDY LOAM

SAMPLE DESCRIPTIONS

SAMPLE LOCATION: Boring B-1, 1-4 feet

DATE SAMPLED: June 21, 2010

BUILDING PERMIT NO.:

OTHERS:

GEO Group Northwest, Inc.
Geotechnical Engineers, Geologists, & Environmental Scientists

GRAIN SIZE DISTRIBUTION

JOB No.	TESTED	CHKD	DATE	PLATE
G-3022	AW	WC	7/2/10	S-1

Permeability Coeffecient Estimate

Project:	**Central Park Tennis Club - New 4 court Building**		
Job#:	**G-3022**	Jun-10	
Sieve Analysis Results From:	**B-1**	Soil Type:	SM
Depth of Sample:	**1-4 ft**		

From Darcy's Law, Permeability = 1/K
The permeability coeffecient (K) can be estimated using the following equation:
***k* (cm/sec) = C1 x D10^2** (Hazen, 1930)
where:
k is the "coeffecient of permeability"
C is a constant that varies from about 100 to 150 (1/cm sec)
and D10 is the effective size in centimeters of the portion of soil that passes the 10% value

D10 =	0.001	mm	(From Sieve Analysis)
D10 =	**0.0001**	cm	

For C1 = 100

k cm^2 =	100	x	0.00000001
k =	0.000001	cm/sec	

Conversion to inches/minute
(60sec/1min)*(1in/2.54cm)
= 23.622047

23.6220	sec/cm	x	0.000001	***k* =**	**0.00002**	**in/min**
				=	**0.00000**	**ft/min**
				=	**0.00012**	**ft/hr**
				=	**0.00142**	**in/hr**

For C1 = 150

k =	150	x	0.00000001
k =	0.0000015	cm/sec	

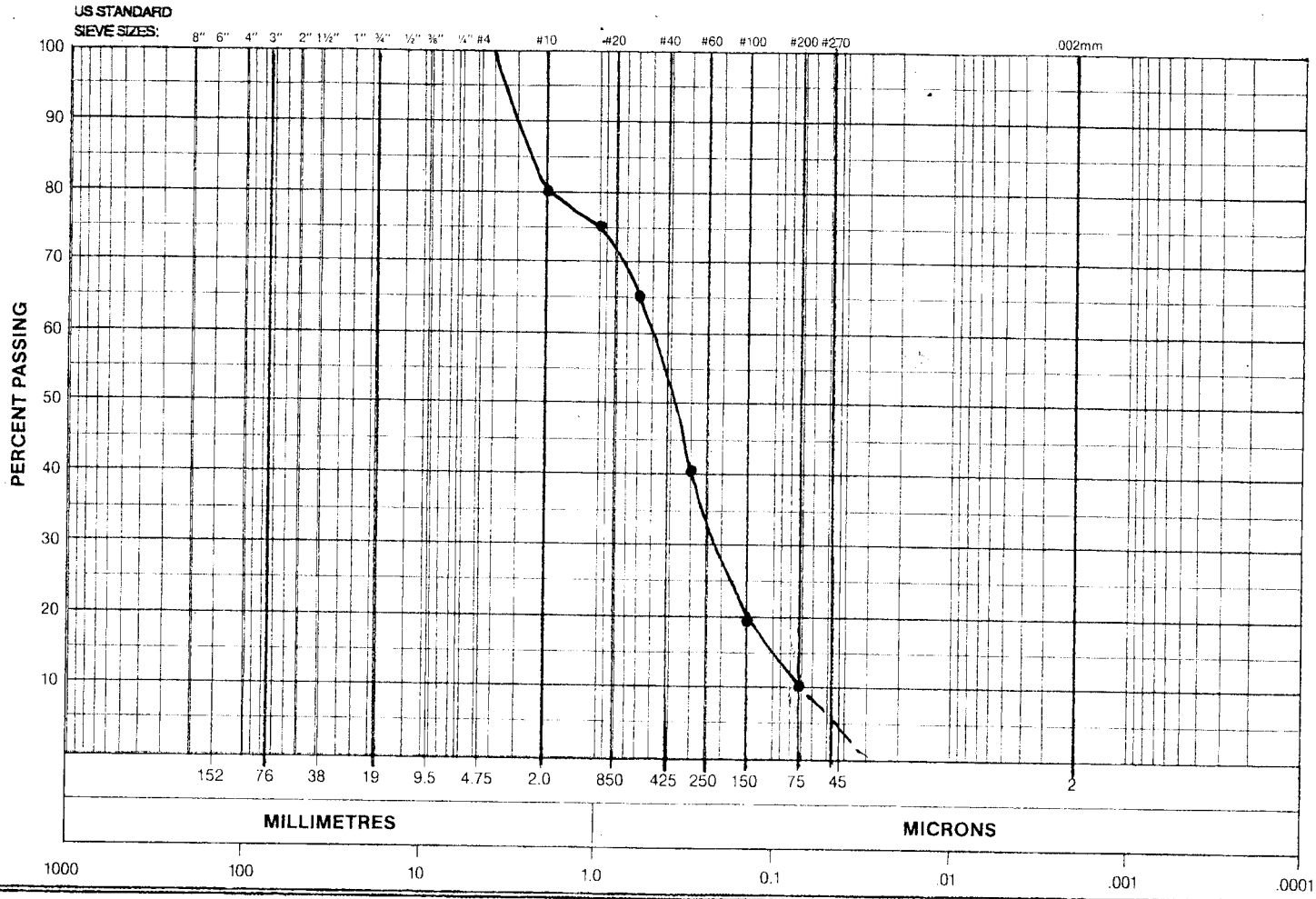
Conversion to minutes/inch
(60sec/1min)*(1in/2.54cm)

=	23.62205	=	0.000	in/min
		=	0.002	in/hr

The above permeability coeffecient value can be cross checked using the
Naval Soils Mechanics Design Manual 7.01 - Permeability of Drainage Materials (Pg. 7.1-277)

UNITED STATES DEPARTMENT OF AGRICULTURE (USDA)

	GRAVEL		SAND					SILT	CLAY
	COARSE	FINE	VC	C	M	F	VF		



UNITED STATED DEPARTMENT OF AGRICULTURE TEXTURAL TRIANGLE SUMMARY

D_{10} = 0.075 mm

D_{30} = 0.22 mm

D_{60} = 0.50 mm

u = 6.7

c = 1.3

SAND = 92.5 %

SILT = 7.5 %

CLAY = NA %

THIS SOIL IS CLASSIFIED AS HYDROLOGIC SOIL GROUP A.

IT IS TYPICALLY DESCRIBED AS SAND

SAMPLE DESCRIPTIONS

SAMPLE LOCATION: Boring B-2, 5-6.5 feet

DATE SAMPLED: June 21, 2010

BUILDING PERMIT NO.:

OTHERS:

GEO Group Northwest, Inc.
Geotechnical Engineers, Geologists, & Environmental Scientists

GRAIN SIZE DISTRIBUTION

JOB No. G-3022	TESTED AW	CHKD WC	DATE 7/2/2010		PLATE S-2

Permeability Coeffecient Estimate

Project:	**Central Park Tennis Club - New 4 court Building**		
Job#:	**G-3022**	Jun-10	
Sieve Analysis Results From:	**B-2**	Soil Type:	SP/SM
Depth of Sample:	**5-6.5 feet**		

From Darcy's Law, Permeability = 1/K
The permeability coeffecient (K) can be estimated using the following equation:
***k* (cm/sec) = C1 x D10^2** (Hazen, 1930)
where:
k is the "coeffecient of permeability"
C is a constant that varies from about 100 to 150 (1/cm sec)
and D10 is the effective size in centimeters of the portion of soil that passes the 10% value

D10 =	0.075	mm	(From Sieve Analysis)
D10 =	**0.0075**	cm	

For C1 = 100

k cm^2 =	100	x	0.00005625
k =	0.005625	cm/sec	

Conversion to inches/minute
(60sec/1min)*(1in/2.54cm)
= 23.622047

23.6220	sec/cm	x	0.005625	***k* =**	**0.13287**	**in/min**
				=	**0.01107**	**ft/min**
				=	**0.66437**	**ft/hr**
				=	**7.97244**	**in/hr**

For C1 = 150

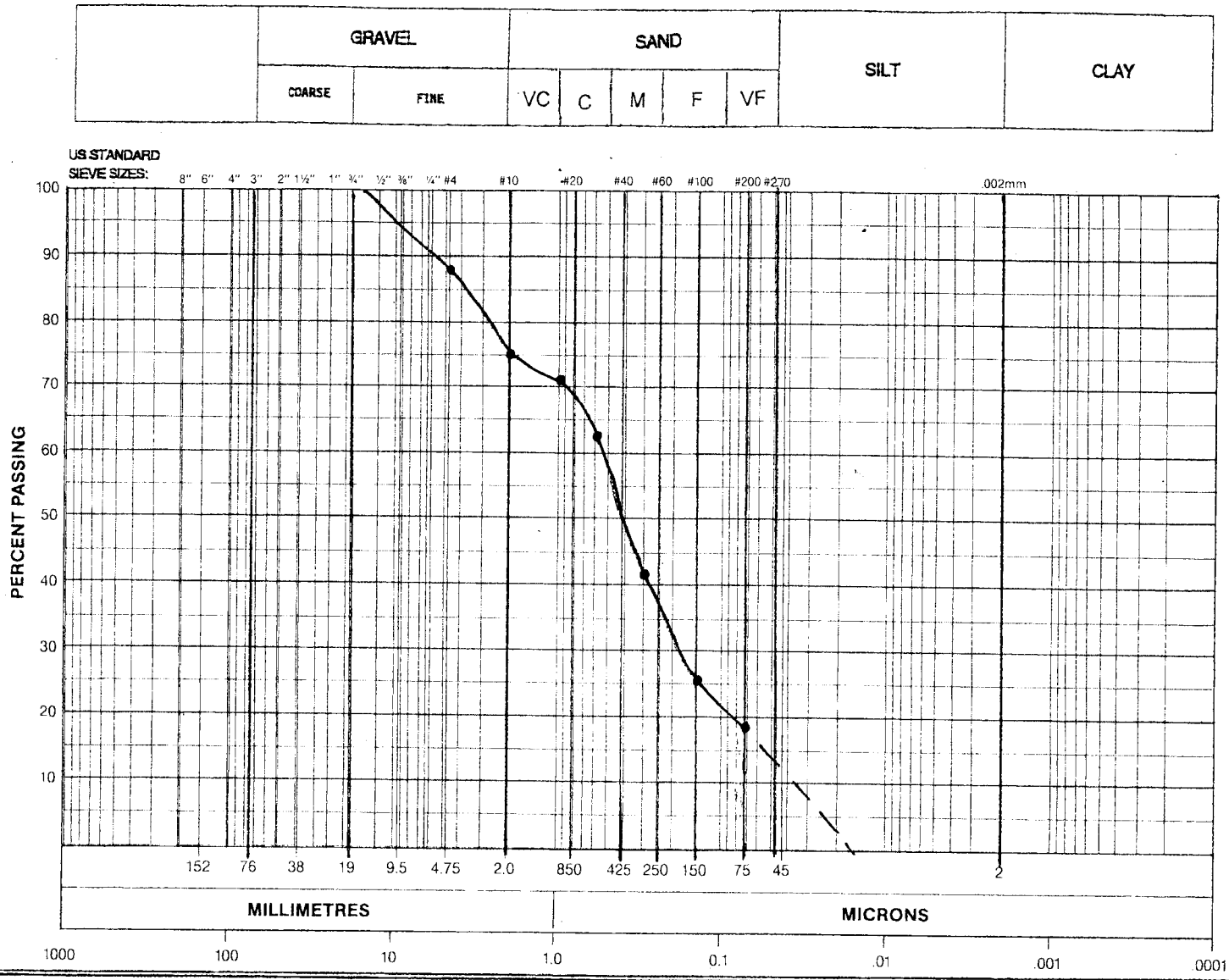
k =	150	x	0.00005625
k =	0.0084375	cm/sec	

Conversion to minutes/inch
(60sec/1min)*(1in/2.54cm)

=	23.62205	=	0.199 in/min
		=	11.959 in/hr

The above permeability coeffecient value can be cross checked using the
Naval Soils Mechanics Design Manual 7.01 - Permeability of Drainage Materials (Pg. 7.1-277)

UNITED STATES DEPARTMENT OF AGRICULTURE (USDA)



UNITED STATED DEPARTMENT OF AGRICULTURE TEXTURAL TRIANGLE SUMMARY

D_{10} = 0.037 mm

D_{30} = 0.18 mm

D_{60} = 0.54 mm

C_u = 14.6

C_c = 1.6

SAND = 82.9 %

SILT = 17.1 %

CLAY = NA %

THIS SOIL IS CLASSIFIED AS HYDROLOGIC SOIL GROUP B.

IT IS TYPICALLY DESCRIBED AS LOAMY SAND

SAMPLE DESCRIPTIONS

SAMPLE LOCATION: Boring B-7, 7.5-9 feet

DATE SAMPLED: June 21, 2010

BUILDING PERMIT NO.:

OTHERS:

GEO Group Northwest, Inc.
Geotechnical Engineers, Geologists, & Environmental Scientists

GRAIN SIZE DISTRIBUTION

JOB No. G-3022	TESTED AW	CHKD WC	DATE 7/2/2010		PLATE S-3

Permeability Coeffecient Estimate

Project:	**Central Park Tennis Club - New 4 court Building**		
Job#:	**G-3022**	Jun-10	
Sieve Analysis Results From:	**B-7**	Soil Type:	SM
Depth of Sample:	**7.5-9 feet**		

From Darcy's Law, Permeability = 1/K
The permeability coeffecient (K) can be estimated using the following equation:
***k* (cm/sec) = C1 x D10^2** (Hazen, 1930)
where:
k is the "coeffecient of permeability"
C is a constant that varies from about 100 to 150 (1/cm sec)
and D10 is the effective size in centimeters of the portion of soil that passes the 10% value

D10 =	0.037	mm	(From Sieve Analysis)
D10 =	**0.0037**	cm	

For C1 = 100

k cm^2 =	100	x	0.00001369
k =	0.001369	cm/sec	

Conversion to inches/minute
(60sec/1min)*(1in/2.54cm)
= 23.622047

23.6220	sec/cm	x	0.001369	***k* =**	**0.03234**	**in/min**
				=	**0.00269**	**ft/min**
				=	**0.16169**	**ft/hr**
				=	**1.94031**	**in/hr**

For C1 = 150

k =	150	x	0.00001369
k =	0.0020535	cm/sec	

Conversion to minutes/inch
(60sec/1min)*(1in/2.54cm)
= 23.62205

=	0.049	in/min
=	2.910	in/hr

The above permeability coeffecient value can be cross checked using the
Naval Soils Mechanics Design Manual 7.01 - Permeability of Drainage Materials (Pg. 7.1-277)

CITY OF KIRKLAND ENVIRONMENTAL CHECKLIST

ENCLOSURE 4
SEP10 - 00011

Purpose of Checklist:

The State Environmental Policy Act (SEPA), Chapter 43.21C RCW, requires all governmental agencies to consider the environmental im proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significa impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the City identify imp your proposal, and to reduce or avoid impacts from the proposal, whenever possible

Instructions for Applicants:

This environmental checklist asks you to describe some basic information about your proposal. Answer the questions briefly with the mo information known, or give the best description you can.

You must answer each question accurately and carefully to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the answer, or if a question does not apply to your proposal, write "do not know" or "does not apply." Complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the City staff can assist you.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The City may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impacts.

Use of Checklist for Non-project Proposals:

Complete this checklist for non-project proposals also, even though questions may be answered "does not apply." IN ADDITION, complete the SUPPLEMENTAL SHEET FOR NON-PROJECT ACTIONS (Part D).

For non-project actions, the references in the checklist to the words "project," "applicant," and "property or site" should be read as "proposal," "proposer," and "affected geographic area," respectively.

A. BACKGROUND

1. Name of proposed project, if applicable: ***Central Park Tennis Club Four Court Tennis Building***
2. Name of applicant: ***Central Park Tennis Club***
3. Tax parcel number: ***1625059019***

4. Address and phone number of applicant and contact person: *Larry Ho, Freiheit & Ho Architects, Inc., P. S., 10230 NE Points Dr., #300, Kirkland, WA 98033. (4250 827-2100*

5. Date checklist prepared: *8/2/10*

6. Agency requesting checklist: *City of Kirkland, Planning Department*

7. Proposed timing or schedule (including phasing, if applicable): *Construction start summer of 2011. It will last 6 months.*

8. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal?

   No.

9. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

   Geotechnical Engineering Study by Geo Group NW 7/8/2010 and Traffic and Parking Study by TENW.

10. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

    LLA in City of Kirkland. File No. LLA10-00002. The existing lot lines are rearranged to limit developement of current project on one lot.

11. List any government approvals or permits that will be needed for your proposal, if known.

    City of Kirkland Process IIB, Building Permit, LSM Permit.

12. Give brief, complete description of your proposal, including the proposed uses, the size and scope of the project and site including dimensions and use of all proposed improvements. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page.

    Build a 31,739 sq. ft. single story building to house 4 tennis courts, lobby, corridor and restrooms. Reconfigure new access to property and install new parking lot.

13. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

    Central Park Tennis Club is located at 12630 NE 59th Street, Kirkland, WA. The new building will be located on the southern portion of the existing parking lot.

ATTACHMENT 7
Enclosure 4

TO BE COMPLETED BY APPLICANT

EVALUATION FOR AGENCY USE ONLY
REVIEWED BY:

B. ENVIRONMENTAL ELEMENTS

1. EARTH

a. General description of the site (circle one): Flat, rolling, hilly, steep, slopes, mountainous, other
Generally flat. Property slope from west to east at building area.

b. What is the steepest slope on the site (approximate percent slope)?
17.4%

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.
Glacial Tilt. Please refer to geotechnical report dated July 8, 2010, prepared by Geo Group Northwest, Inc., for additional information.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.
No.

e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.
Grading will be limited to the construction of the proposed building, parking lot, storm water facilities and utilities. A detailed grading plan will be prepared as part of building permit submittal and will be approved by the City prior to construction. Any necessary fill material will come from the other portions of the site or fram a City approved source of fill to be determined during final engineering review. At this time, we espect the total project to grade approximately 82,00 cubic yards of cut and 2,000 cubic yards of fill.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.
Some erosion could occur on-site as a result of construcion activities; however, temporary erosion and sedimentation control measures to be approved by the City of Kirkland will be employed to reduce erosion impacts.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt, buildings)?

66.3%

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:
During construction, the contrctor will follow an approved temporary erosion and sedimentation control plan meeting the City of Kirkland standards. Typical measures, which may be employed, include the use of silt fences, straw bales, and temporary storm drainage features. Hydroseeding exposed soils and cleared areas after construction may also be used to reduce the totential for erosion. Department of Ecology approved coagulants such as chitosan may also be used for water treatment purposes, if necessary.

2. AIR

a. What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities, if known.
Emissions from construction machinery during construction. Exhausts from gas heaters during winter months at project completion.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.
No.

c. Proposed measures to reduce or control emissions or other impacts to air, if any:
None.

3. WATER

a. Surface

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.
None.

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.
No.

3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.
Does not apply.

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.
No.

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.
No.

6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.
No.

b. Ground

1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.
No ground water will be withdrawn, but some storm water may be dischared to ground water through the use of the propposed rain garderns. The rain gardens are intended to provide storm water treatment prior to any discharge to ground water. The use of rain gardens to discharge storm water to ground water is a low impact development technique encouraged by City of Kirkland and many other juristictions.

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals...; agricultural; etc.) Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.
No waste will be discharged into the ground.

c. Water Runoff (including storm water):

1) Describe the source of runoff (include storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.
On-site storm water runoff will primarily be generated from the new tennis building, parking area and sidewalks. On the western portion of the site, storm water is proposed to be directed to a series of rain gardens that will provide flow control and water quality. Although the rain gardens will be sized to handle the 100- year storm event, an emergency overflow conveyance system will be provided to convey storm water from the rain gardens to the existing conveyance system in NE 60th Street during periods of extreme rainfall.

On the eastern portion of the site, storm water is proposed to be collected and conveyed to two media filter type water quality facilities before entering an underground detention facility located under the proposed parking lot. the detention facility will be sized to handle the 100-year storm event. After the storm water is detained and treated, it will ultimately discharge to the existing conveyance system located in 128th Avenue NE. The detention system will also contain an emergency overflow provision to convey storm water to the storm system located in 128th Avenue NE during periods of extreme rainfall.

2) Could waste materials enter ground or surface waters? If so, generally describe.
Some pollutants normally associated with grading activities could enter ground or surface water. However, the amount would be minimal since the on-site drainage will include the use of a sediment pond in conformance with the 2009 King County Surface Water Design Manual. Any pollutants after construction wil be minimuzed through the use of the proposed rain gardens ad media filter water quality faicilites which comply with the 2009 King County Surface Water Design Manual.

?roposed measures to reduce or control surface, ground, and runoff water impacts, if any:
The project will comply with the 2009 King County Surface Water Design Manual which employs many of the latest technologies for reducing the impacts of storm water runoff. Rain gardens, media filters and the underground detnetion facilities described above are proposed to provide flow control and water quality from the proposed development.

4. PLANTS

a. Check or circle types of vegetation found on the site:

- [ ] deciduous tree: alder, maple, aspen, other
- [x] evergreen tree: fir, cedar, pine, other
- [x] shrubs
- [x] grass
- [ ] pasture
- [ ] crop or grain
- [ ] wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
- [ ] water plants: water lily, eelgrass, milfoil, other
- [ ] other types of vegetation:

The project will cause removal of approximately 75-95 high retention value, mature, healthy douglas fir trees

b. What kind and amount of vegetation will be removed or altered?
74 evergreen trees, 2 decidious trees and various shrubs will be removed.

c. List threatened or endangered species known to be on or near the site.
None known.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:
Existing native plants such as alder, Douglas Fir, salal, oregon grape and kinikinnick will be preserved. Proposed plantings include native species (Douglas Fir, Vine Maple, Red and Yellow Twig dogwood, artic willow, salal, oregon grape, rubus, snowberry, sedges, bulrush, iris are some), and Northwest hardy tress, shrubs, groundcover, and perennials. These plants in combination are appropriate to the site, soils, and water regime and will thrive in this location.

Very few existing mature trees will be retained

5. ANIMALS

a. Circle any birds and animals which have been observed on or near the site or are known to be on or near the site:

birds: hawk, heron, eagle, songbirds, other ***Songbirds***
mammals: deer, bear, elk, beaver, other ***Squirrels***
fish: bass, salmon, trout, herring, shellfish, other

Site is next to a State Park - Bridle Trails.

b. List any threatened or endangered species known to be on or near the site.
None known.

c. Is the site part of a migration route? If so, explain.
No.

d. Proposed measures to preserve or enhance wildlife, if any:
The proposed development will provide new landscaping including shrubs, screening trees and vegetated rain gardens that birds and other urban tolerant wildlife will undoubtedly inhabit. Significant trees and vegetation located along th eeastern property boundary will also be retained.

The loss of the mature trees are not mitigated, their habitat value has not been specifically evaluated

6. ENERGY AND NATURAL RESOURCES

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.
Electricity for general power and lighting. Gas for heating.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.
No.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

Building will meet energy code. Lighting control will be computerized.

7. ENVIRONMENTAL HEALTH

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.
No.

1) Describe special emergency services that might be required.
Police, Fire and Medical emergencies associated with normal occupancy.

2) Proposed measures to reduce or control environmental health hazards, if any:
None.

b. Noise

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?
None.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.
Traffic and construction equipment noice during construction. None after occupancy.

3) Proposed measures to reduce or control noise impacts, if any:
Limit operating hours to 10 pm at night.

8. LAND AND SHORELINE USE

a. What is the current use of the site and adjacent properties?
The site is currently used for parking for the tennis club. Tennis club use to north. Single family residences to east, south and west.

b. Has the site been used for agriculture? If so, describe.
No.

c. Describe any structures on the site.
None.

d. Will any structures be demolished? If so, what?
No.

e. What is the current zoning classification of the site?
PLA 16

f. If applicable, what is the current shoreline master program designation of the site?
N/A

g. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.
No.

h. Approximately how many people would reside or work in the completed project.
The finished project will have no residnece. There will not be additional work force other than the current staffs of the club.

i. Approximately how many people would the completed project displace?
None.

j. Proposed measures to avoid or reduce displacement impacts, if any:
N/A/

k. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:
Proposed use is allowable outright and is existing since 1970's. The new building will be screened on the east, west and south side.

9. HOUSING

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.
None.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.
None.

c. Proposed measures to reduce or control housing impacts, if any:
None.

10. AESTHETICS

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

33.7' from average existing grade. Principal exterior building materials are concrete, horizontal wood siding and asphalt roof shingles.

b. What views in the immediate vicinity would be altered or obstructed?
None.

c. Proposed measures to reduce or control aesthetic impacts, if any:
Building will be screened on all sides which faces single family developments.

11. LIGHT AND GLARE

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?
None.

b. Could light or glare from the finished project be a safety hazard or interfere with views?
No.

c. What existing off-site sources of light or glare may affect your proposal?
None.

d. Proposed measures to reduce or control light and glare impacts, if any:
None.

12. RECREATION

a. What designated and informal recreational opportunities are in the immediate vicinity?
The property is adjacent to Bridle Trail State Park. Central Park Tennis Club is a private club that offers tennis, excercis programs and swimming.

b. Would the proposed project displace any existing recreational uses? If so, describe.
No.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:
None.

13. HISTORICAL AND CULTURAL PRESERVATION

a. Are there any places or objects listed in, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.
No.

b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.
None.

c. Proposed measures to reduce or control impacts, if any:
None.

14. TRANSPORTATION

a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on-site plans, if any.
The project will be access from NE 60th Street upon completion.

Access easement called (private) will be utilized – 125th Place NE

b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?
Nearest transit stop is at NE 70th Street and 128th Ave. NE. It is approximately .6 miles away.

c. How many parking spaces would the completed project have? How many would the project eliminate?
The completed project will have 105 stalls. The project will not eliminate any parking stall.

Plans say 103 stalls total

d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).
No.

Sidewalks are required. Also a pedestrian path thru the site and along the private easement reqd.

e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.
No.

f. How many vehicular trips per day would be generated by the completed project? If know, indicate when peak volumes would occur.
13 new vehicular trips in the afternoon.

g. Proposed measures to reduce or control transportation impacts, if any:
Reroute access to existing tennis club through NE 60th Street (arterial) instead of 127th Avenue NE (neighborhood street).

traffic report indicates no impacts from new access point

15. PUBLIC SERVICES

a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.
The project will increase the need for fire, police and health care due to the increased occupancy during operating hours.

b. Proposed measures to reduce or control direct impacts on public services, if any.
None.

16. UTILITIES

a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other
The site is served by electricity, gas, water, refuse, telephone, sanitary sewer and cable TV.

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.
Sewer: City of Kirkland; Water: City of Kirkland; Power: Puget Sound Energy; Gas: Puget Sound Energy; Cable TV: Comcast.

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: FREIHEIT & HO ARCHITECTS

Date Submitted: 8/18/2010

D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS

(Do not use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

Proposed measures to reduce or respond to such demand(s) are:

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

Proposed measures to avoid or reduce such increases are:

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

3. How would the proposal be likely to deplete energy or natural resources?

Proposed measures to protect or conserve energy and natural resources are:

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

Proposed measures to protect such resources or to avoid or reduce impacts are:

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

Proposed measures to avoid or reduce shoreline and land use impacts are:

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

Transportation Engineering NorthWest **Technical Memorandum**

DATE: August 4, 2010

TO: Thang Nguyen, P.E.
City of Kirkland

FROM: Chris Forster, P.E.
TENW

RE: Central Park Tennis Club Four Court Tennis Building
Trip Generation/Impact Fee Assessment
TENW Project No. 4412

This memorandum documents our trip generation and impact fee assessment for the proposed Central Park Tennis Club (CPTC) Four Court Tennis Building project. The Central Park Tennis Club is located at 12630 NE 59th Street in Kirkland, Washington (see **Attachment A** site vicinity map).

Project Description

The project site is located on the south side of NE 60th Street between 125th Lane NE and 128th Avenue NE. The project would consist of a new four court tennis building to be located on the southern portion of the site currently occupied by the Club's main parking area. As part of the project, the parking lot would be reconfigured and capacity increased from approximately 70 parking stalls to 105 parking stalls. In addition, the Club's main vehicular site access from 127th Avenue NE would be eliminated and replaced with a new connection to NE 60th Street via 125th Lane NE. A preliminary site plan is provided in **Attachment B**. The project is expected to be completed by summer 2011.

Trip Generation

The trip generation estimate for the proposed CPTC Four Court Tennis Building was based on the trip rates (trips per court) published in the Institute of Transportation Engineers (ITE) *Trip Generation* Manual, 8th edition for Land Use Code (LUC) 491 (Racquet/Tennis Club).

The weekday daily and PM peak hour trip generation associated with the proposed project are summarized in **Attachment C**. As shown in **Attachment C**, the proposed project is estimated to generate 155 new weekday daily trips, with 13 new trips occurring during the weekday PM peak hour (6 entering, 7 exiting).

The applicant requests that a concurrency test be conducted using the estimated trip generation summarized above. A concurrency application is being submitted with this memo.

Transportation Impact Fees

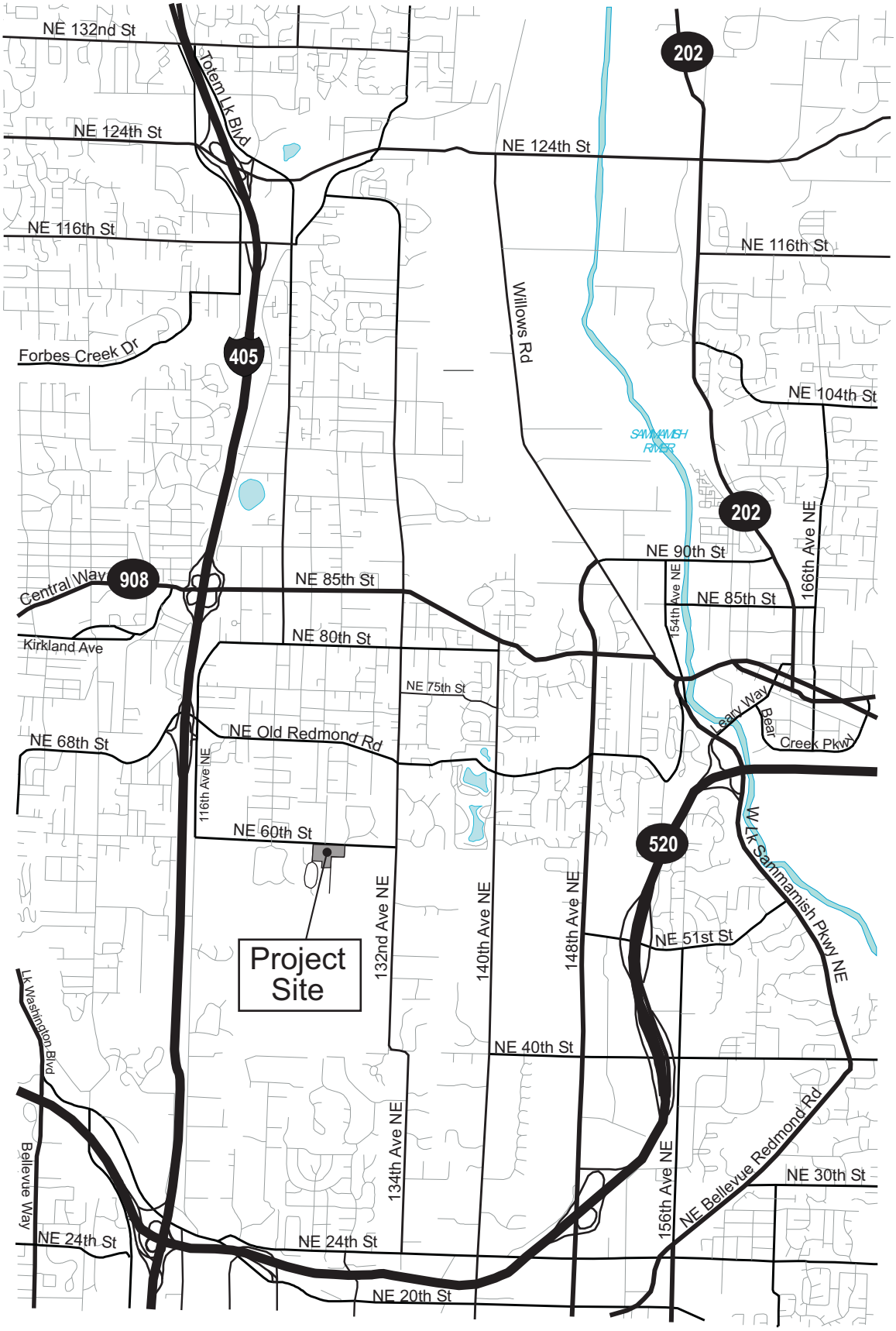
The project applicant has requested that transportation impact fees be determined by an independent fee calculation rather than the impact fee schedule as allowed by Kirkland Municipal Code (KMC) 27.04.040. The analysis provided below shall serve as our independent fee calculation for review and approval by the director.

Transportation impact fees for the proposed Four Court Tennis Building were calculated based on ITE *Trip Generation*, 8th Edition PM peak hour trip rates and the methodology outlined in the City of Kirkland's impact fee rate study (*City of Kirkland Transportation Impact Fee Update - DRAFT April 10, 2007*, Mirai Transportation Planning & Engineering). The impact fee rate study established the calculation methods used including the formula and other variables such as trip length and percent new trips. The cost per trip used in our calculation was based on the current rate in effect as of January 1, 2009 ($3,787.00 per trip). The cost per trip is subject to change, and the applicant will pay the cost per trip in effect at the time of building permit issuance.

The independent fee calculation is shown in **Attachment D**. Based on the currently adopted cost per trip, the proposed project results in a transportation impact fee of **$33,704.30**.

If you have any questions regarding the information presented in this memo, please call me at 206-498-5897 or email at forster@tenw.com.

cc: Larry Ho, Freiheit & Ho Architects



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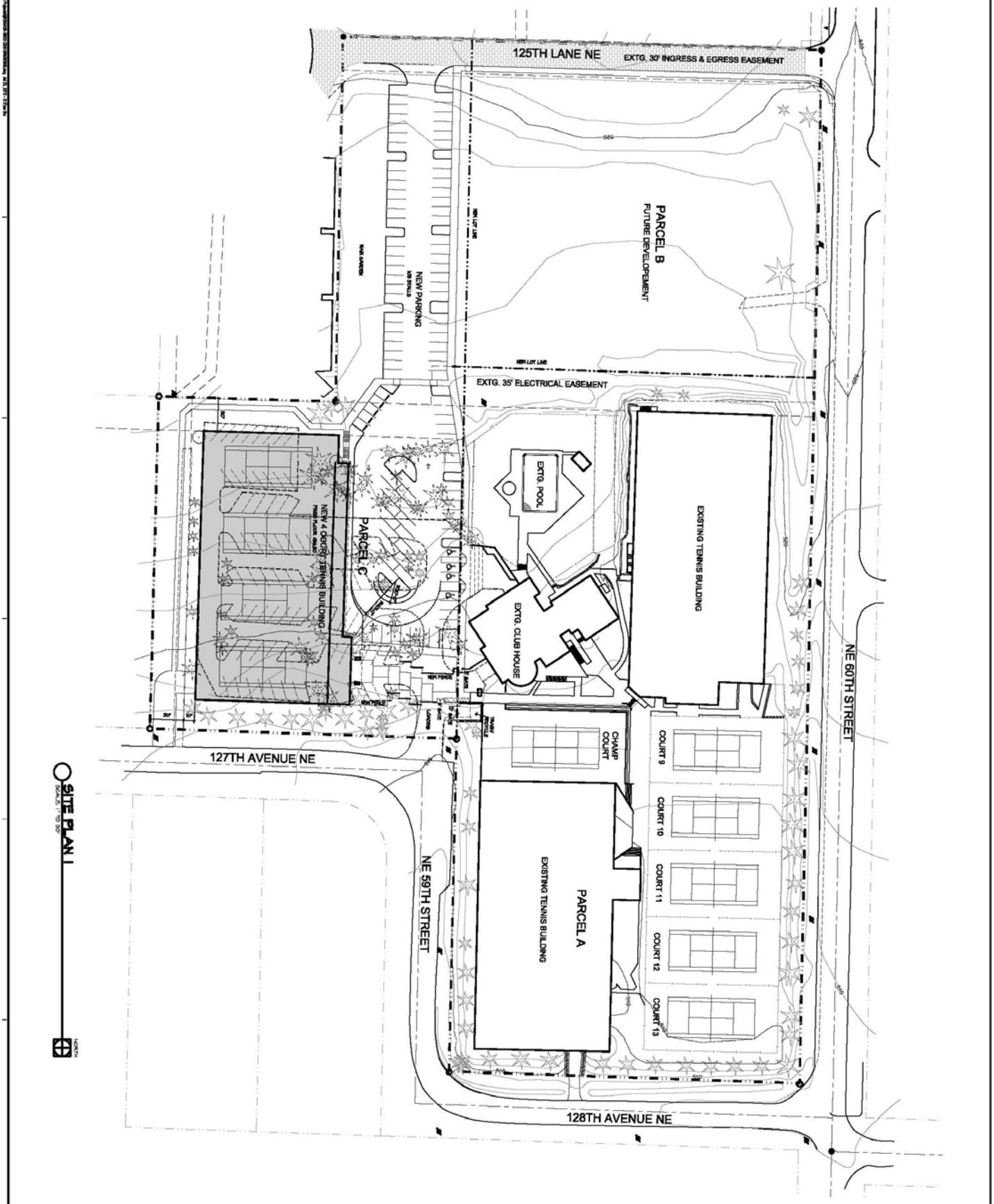
Transportation Engineering Northwest

Attachment A
Project Vicinity

Central Park Tennis Club Four Court Tennis Building

8/4/10

ATTACHMENT B - PRELIMINARY SITE PLAN



Freiheit & Ho architects

PRELIMINARY DESIGN FOR
CENTRAL PARK TENNIS CLUB
FOUR COURT TENNIS BUILDING
12530 NE 59TH STREET
KIRKLAND, WASHINGTON

A2.0

Attachment C
Central Park Tennis Club Four Court Tennis Building
Trip Generation Summary

Land Use	Area	Units	ITE LUC[1]	Directional Split[2] In	Directional Split[2] Out	Trip Rate	Trips Generated In	Trips Generated Out	Trips Generated Total
Weekday Daily Trip Generation									
Four Court Tennis Building	4	Courts	491	*50%*	*50%*	*38.70*	**77**	**78**	**155**
Weekday PM Peak Hour Trip Generation									
Four Court Tennis Building	4	Courts	491	*50%*	*50%*	*3.35*	**6**	**7**	**13**

Notes:

[1] ITE Trip Generation Manual, 8th Edition Land Use Code (LUC) 491 Racquet/Tennis Club

[2] Directional split not available for PM peak hour; therefore 50/50 split was assumed.

Attachment D
Central Park Tennis Club Four Court Tennis Building
Impact Fee Calculations

Land Use	Size (sf)	Units	ITE LUC [1]	ITE Trip Rate	% New Trips[2]	A New Trips	B Trip Length Factor [3]	C Cost Per Trip [4]	D = A X B X C Impact Fee
PM Peak Hour									
4-Court Tennis Building	4	courts	491	3.35	75%	10	0.89	$3,787.00	$33,704.30

Notes:

1 Institute of Transportation Engineers, Trip Generation Manual, 8th Edition, 2008 Land Use Code (LUC).

2 % new trips for LUC 491 per City of Kirkland Transportation Impact Fee Program (April 10, 2007).

3 Trip Length Adjustment Factor for LUC 491 per City of Kirkland Transportation Impact Fee Program (April 10, 2007) Factor is the ratio between the trip length for LUC 491 and the Citywide average trip length.

4 Adopted cost per trip in the City of Kirkland Transportation Impact Fee Schedule (January 1, 2009).

Transportation Engineering NorthWest **Traffic Impact Analysis**

DATE: October 4, 2010

TO: Thang Nguyen, P.E.
City of Kirkland

FROM: Chris Forster, P.E.
TENW

RE: Central Park Tennis Club Four Court Tennis Building
Traffic Impact Analysis
TENW Project No. 4412

This memorandum documents the traffic impact analysis conducted for the proposed Central Park Tennis Club (CPTC) Four Court Tennis Building project. The Central Park Tennis Club is located at 12630 NE 59th Street in Kirkland, Washington (see **Figure 1** site vicinity map).

Executive Summary

Proposal. The project would consist of a new four court tennis building to be located on the southern portion of the site currently occupied by the Club's main parking area. As part of the project, the parking lot would be reconfigured and capacity increased from approximately 70 parking stalls to 103 parking stalls. In addition, the Club's main vehicular site access from 127th Avenue NE would be eliminated and replaced with a new connection to NE 60th Street via 125th Lane NE. The project is expected to be completed by summer 2011.

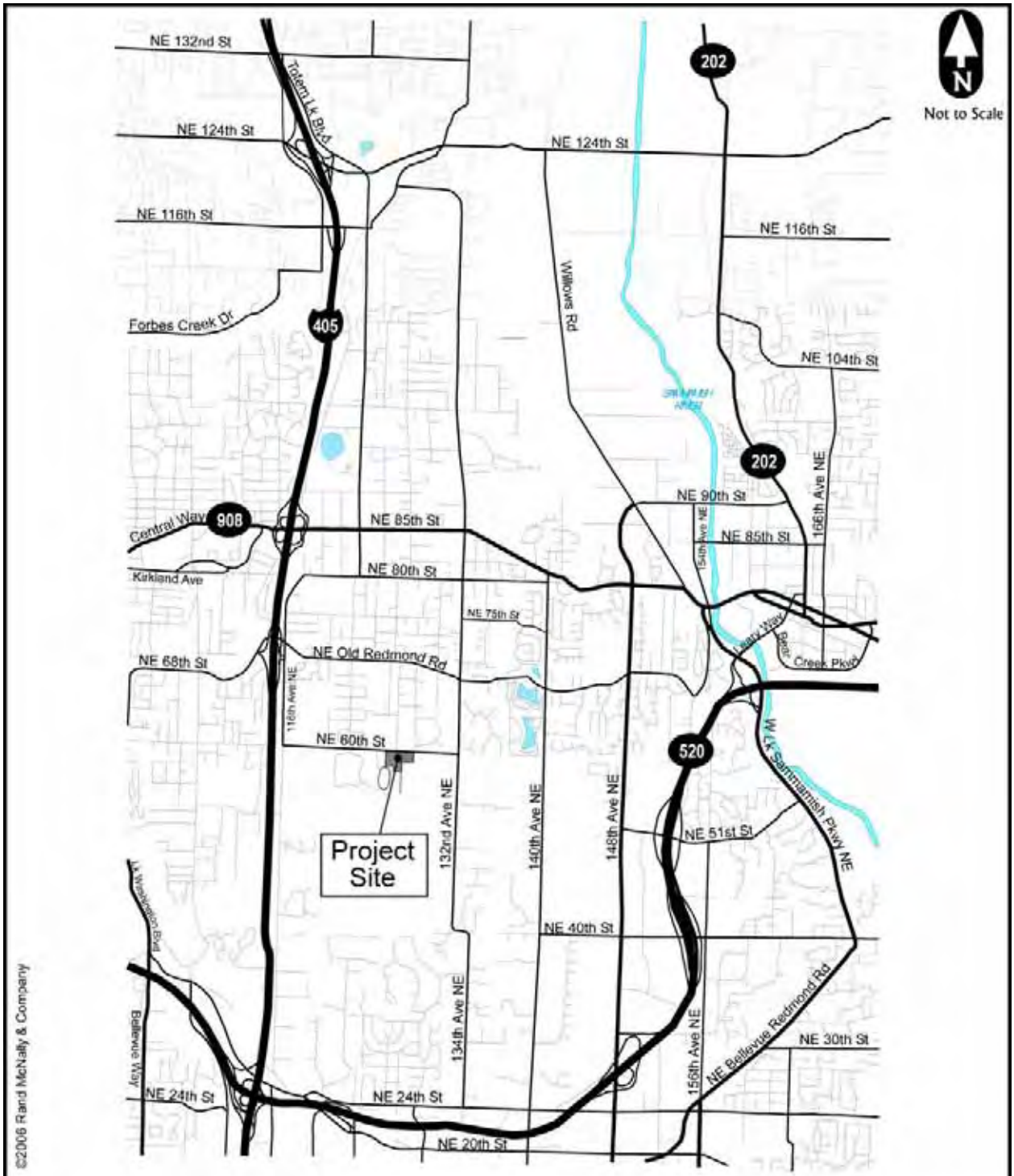
Trip Generation. The proposed project is estimated to generate 155 new weekday daily trips, with 13 new trips occurring during the weekday p.m. peak hour (6 entering, 7 exiting).

Concurrency/Proportional Share Analysis. Based on the results of a transportation concurrency test, the City has determined the proposed project meets the City's transportation concurrency requirements. Therefore, no short-term traffic mitigation was required to obtain concurrency in the City of Kirkland. Based on an intersection proportional share analysis, a detailed analysis of off-site intersections was not required.

Access Analysis. Based on the results of the LOS and queuing analyses, the proposed 125th Lane NE access on NE 60th Street would operate at acceptable levels, and the project would not have a significant impact on traffic operations. Entering and stopping sight distances at the proposed site access meet City of Kirkland/AASHTO standards, and the access does not have a history of any reported collisions within the last 3 years.

Parking Demand Analysis. Based on the results of a parking demand study at the existing Club, the proposed future parking supply is expected to accommodate the estimated future peak demand with the proposed project.

Mitigation. Based on our findings, the proposed project would not have a significant adverse impact on the transportation system. The payment of transportation impact fees will adequately mitigate project impacts by funding the project's fair share of the cost of the City of Kirkland's planned transportation improvements.



Transportation Engineering Northwest

Figure 1
Project Vicinity

Central Park Tennis Club Four Court Tennis Building

10/1/10

Introduction

Per discussions with City staff, the following items are addressed in this traffic impact analysis:

- Project description
- Trip generation
- Transportation concurrency
- Trip distribution and assignment
- Traffic volume forecasts
- Intersection proportional share analysis
- Site access analysis, including:
  - Intersection LOS & Queues
  - Entering and Stopping Sight Distance
  - Collision history
- Parking demand study

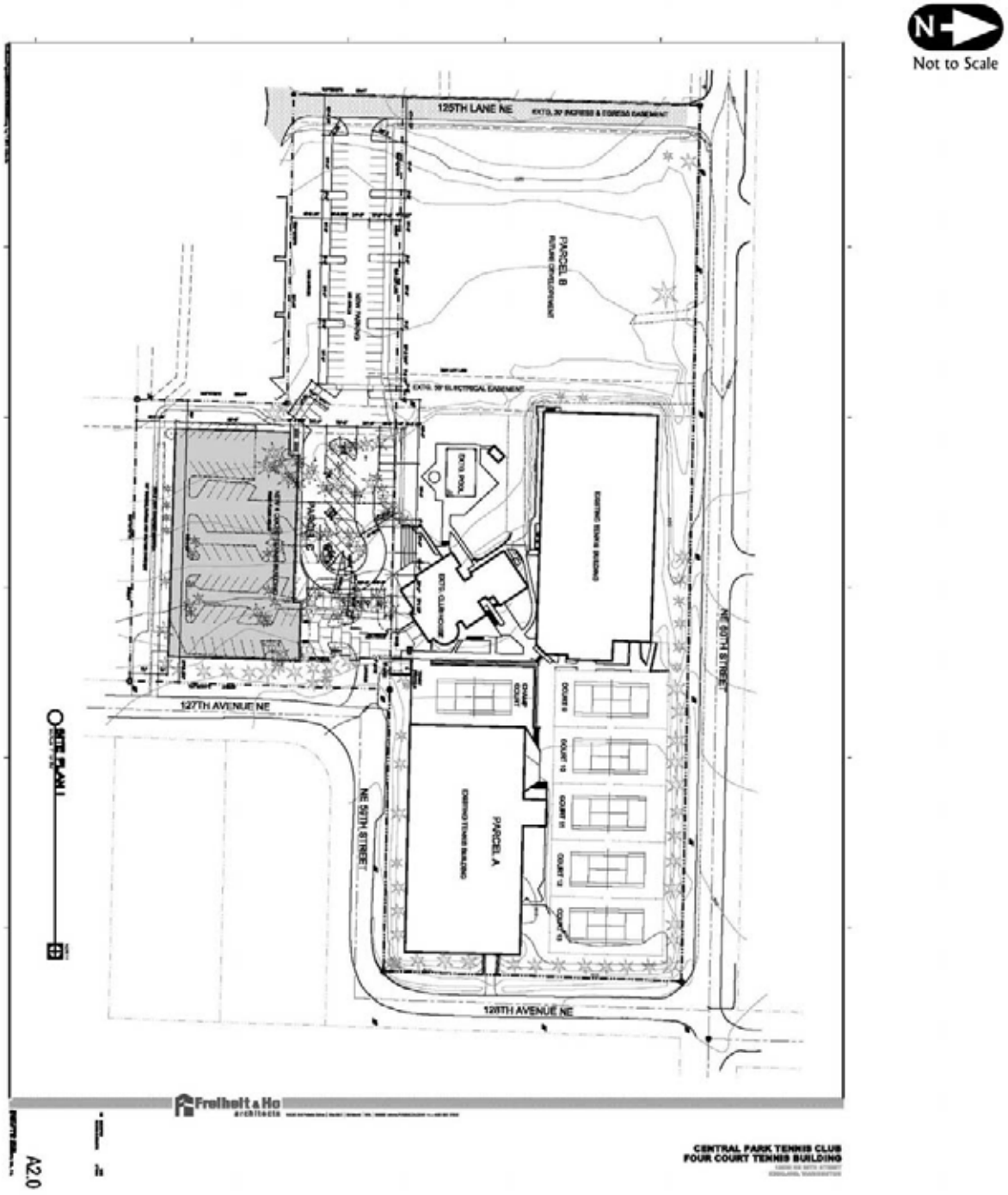
Project Description

The project site is located on the south side of NE 60th Street between 125th Lane NE and 128th Avenue NE. The project would consist of a new four court tennis building to be located on the southern portion of the site currently occupied by the Club's main parking area. As part of the project, the parking lot would be reconfigured and capacity increased from approximately 70 parking stalls to 103 parking stalls. In addition, the Club's main vehicular site access from 127th Avenue NE would be eliminated and replaced with a new connection to NE 60th Street via 125th Lane NE. A minor access for service vehicles would remain on 127th Ave NE. A preliminary site plan is provided in **Figure 2**. The project is expected to be completed by summer 2011.

Trip Generation

The trip generation estimate for the proposed CPTC Four Court Tennis Building was based on the trip rates (trips per court) published in the Institute of Transportation Engineers (ITE) *Trip Generation* Manual, 8th edition for Land Use Code (LUC) 491 (Racquet/Tennis Club).

The weekday daily and p.m. peak hour trip generation associated with the proposed project are summarized in **Table 1**.



Note: Preliminary site plan provided by Freiheit & Ho 8/17/10

Transportation Engineering Northwest	Figure 2 Preliminary Site Plan	Central Park Tennis Club Four Court Tennis Building 10/1/10

Table 1
Central Park Tennis Club Four Court Tennis Building
Trip Generation

Time Period	Area	Trip Rate[1]	Directional Split[2] Enter	Directional Split[2] Exit	Trips In	Trips Out	Trips Total
Weekday Daily	4 courts	38.70	50%	50%	77	78	155
Weekday PM Peak Hour	4 courts	3.35	50%	50%	6	7	13

[1] Trip generation based on ITE Trip Generation Manual, 8th Edition, 2008 for Land Use Code 491 Racquet/Tennis Club

[2] Directional split not available for p.m. peak hour; therefore a 50/50 split was assumed

As shown in **Table 1**, the proposed project is estimated to generate 155 new weekday daily trips, with 13 new trips occurring during the weekday PM peak hour (6 entering, 7 exiting).

Transportation Concurrency

The project was tested for transportation concurrency by the City of Kirkland. Based on the results of the test, the City has determined the proposed project meets the City's transportation concurrency requirements. Therefore, no short-term transportation mitigation was required to obtain concurrency in the City of Kirkland. A Concurrency Test Notice was issued for the project on September 19, 2010 and is included as **Attachment A**.

Trip Distribution and Assignment

The distribution and assignment of project trips was as provided by the City of Kirkland. Project trips were distributed on the local street network as follows:

- At 125th Lane NE/NE 60th Street: 50 percent to/from the east on NE 60th Street and 50 percent to/from the west on NE 60th Street
- At 116th Ave NE/NE 60th Street: 50 percent to/from the north on 116th and 50 percent to/from the south on 116th

Traffic Volume Forecasts

Existing weekday p.m. peak hour traffic counts on NE 60th Street at the proposed site access (125th Lane NE) were conducted on Tuesday September 28, 2010 by All Traffic Data, Inc. The existing traffic volumes represent the highest hour between 4:00 and 6:00 p.m. The existing traffic volumes shown on 125th Lane NE are associated with the existing Kirkland Hunt Club neighborhood which includes single family homes and an equestrian facility.

A 2 percent annual growth rate was applied to the existing volumes on NE 60th Street to estimate late year 2011 baseline traffic volumes for the future year operations analysis.

Based on the trip rates used for the proposed project, the existing CPTC (14 existing tennis courts) is estimated to generate 47 average weekday p.m. peak hour trips. This existing CPTC traffic was shifted from the current driveway on 127th Ave NE to 125th Lane NE for with-project conditions. The existing CPTC club traffic was distributed in the same pattern as the net new trips from the proposed four court tennis building. A service/delivery access to the Club will remain on 127th Ave NE with the project. However, as a conservative measure, all Club traffic during the p.m. peak hour was assumed to use 125th Lane NE for this analysis.

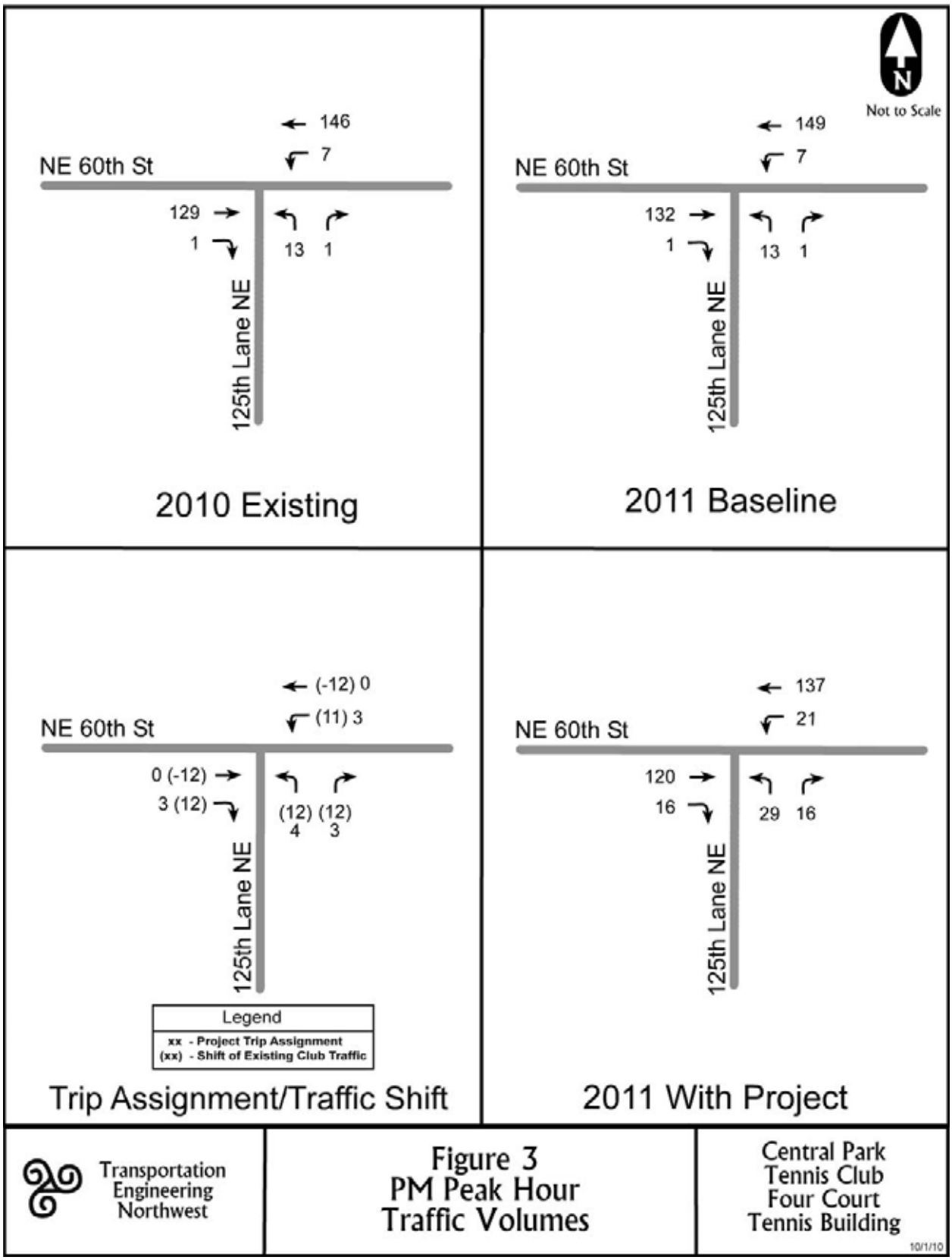
Future 2011 with project traffic volumes were estimated by adding the trip assignment from the proposed four court tennis building and applying the shift in existing Club traffic to the year 2011 baseline volumes.

The 2010 existing traffic volumes, 2011 baseline traffic volumes, trip assignment, shift in existing Club traffic, and 2011 with-project volumes are summarized on **Figure 3**.

Intersection Proportional Share Analysis

Based upon the City of Kirkland's *Traffic Impact Analysis Guidelines* dated February 2004, a detailed traffic analysis is required at intersections that have a proportional share of project traffic of at least 1 percent. The proportional share calculations are based on use of the City's proportional share spreadsheet and the project's daily trip assignment, as shown in **Appendix B**.

The City of Kirkland requested a proportional share evaluation at the intersection of 116th Ave NE/NE 60th Street. As shown in **Appendix B**, the project's proportional share at the intersection is estimated to be less than 1 percent (0.47 percent). Therefore, a detailed traffic operations analysis was not required at any off-site study intersections.



Transportation Engineering Northwest

Figure 3
PM Peak Hour
Traffic Volumes

Central Park
Tennis Club
Four Court
Tennis Building

10/1/10

Site Access Analysis

LOS/Queue Analysis

The intersection level of service (LOS) and queue analysis at the site access (125th Lane NE) was conducted using the methodology and procedures outlined in the 2000 *Highway Capacity Manual* (HCM) Special Report 209, Transportation Research Board. *Highway Capacity Software (HCS)* was used to determine the LOS and queues at the site access on NE 60th Street.

Level of service (LOS) serves as an indicator of the quality of traffic flow and degree of congestion at an intersection or roadway segment. It is a measure of vehicle operating speed, travel time, travel delays, and driving comfort. The LOS criteria for stop-controlled intersections are based on the delay reported for each movement and therefore do not represent the overall operations of the intersection. The LOS methodology is described in **Attachment C**. The reported queues are 95th percentile queues. The estimated 95th percentile queues are exceeded only 5 percent of the time during the analysis period.

125th Lane NE is a private roadway consisting of one inbound and one outbound lane. NE 60th Street consists of one eastbound and one westbound lane with no exclusive turn lanes at 125th Lane NE. With the proposed project, the use of 125th Lane will be shared by the existing Kirkland Hunt Club neighborhood which includes single family homes and an equestrian facility.

Table 2 summarizes the results of the LOS/queue analysis at NE 60th Street/125th Lane NE for the weekday p.m. peak hour. The LOS and queue calculation sheets are included in **Attachment C**.

Table 2
NE 60th Street/125th Lane NE
P.M. Peak Hour Level of Service/Queue Summary

Scenario / Controlled Movement	LOS[1]	Delay[2] (sec/veh)	Queue[3] (ft)
2010 Existing			
Westbound (Inbound) Left-Through	A	7.5	0’
Northbound (Outbound) Left-Right	B	11.0	0’
2011 Baseline			
Westbound (Inbound) Left-Through	A	7.5	0’
Northbound (Outbound) Left-Right	B	11.1	0’
2011 With-Project			
Westbound (Inbound) Left-Through	A	7.6	0’
Northbound (Outbound) Left-Right	B	11.1	0’

[1] LOS = Level of Service.
[2] Delay refers to average control delay for each stop-controlled movement.
[3] Queues are 95th Percentile queues rounded to the nearest 25 feet. Assumes 1 vehicle = 25 foot queue.

The LOS results in **Table 2** show that the stop-controlled movements at NE 60th Street/125th Lane NE currently operate at LOS B or better and would remain at LOS B or better during the p.m. peak hour in 2011 with or without the project. The proposed four court tennis building along with the shift in existing Club traffic to 125th Lane NE is expected to have an insignificant impact on LOS and queuing at this location.

Sight Distance

Entering sight distances and stopping sight distances at the intersection of NE 60th Street/125th Lane NE were field verified by TENW on September 30, 2010. Entering sight distance was measured based on the *City of Kirkland Department of Public Works Pre-Approved Plans Policy R-13 (Intersection Sight Distance).* Stopping sight distance was measured based on *AASHTO-Geometric Design of Highways and Streets, 4th Edition.* The posted speed limit on NE 60th Street is 25 mph, with an estimated ADT of 3,600 (per 2007 City of Kirkland data). The design speed on NE 60th Street was assumed to be 30 mph for the stopping sight distance analysis.

Entering Sight Distance. For a 25 mph posted speed and ADT under 6,000 on NE 60th Street, the recommended value for entering sight distance is 150 feet for driveway type E-3 (50-200 p.m. peak hour trips). Per City guidelines, driveways include vehicular access easements and tracts, which is consistent with the use of 125th Lane NE. For informational purposes, if 125th Lane NE was a public street, the recommended value for entering sight distance would be 280 feet. The distance is measured from a setback point on the driveway approach 14 feet back from the edge of the traveled way. Looking to the east and west from this location on 125th Lane NE, the available entering sight distance was verified to be in excess of 280 feet, therefore meeting City standards.

Photos taken from 125th Lane NE looking east and west are shown below.

Looking west on NE 60th Street from 125th Lane NE (9/30/10)

Looking east on NE 60th Street from 125th Lane NE (9/30/10)

Stopping Sight Distance. For a 30 mph design speed, the recommended minimum value for stopping sight distance on NE 60th Street is 200 feet (*AASHTO* Exhibit 3-1). On both eastbound and westbound approaches to the intersection with 125th Lane NE, the available stopping sight distances were verified to be in excess of 200 feet, therefore meeting AASHTO standards.

Collision History

Based on information provided by the City of Kirkland, there were no reported collisions on NE 60th Street in the immediate vicinity of 125th Lane NE for the most recent 3 years with available data (2007-2009). Therefore, the intersection of NE 60th Street/125th Lane NE does not appear to have an existing safety issue.

Parking Demand Analysis

A parking demand analysis was conducted to forecast future parking demand with the proposed four court tennis building to verify that the proposed parking supply will accommodate the future demand.

Methodology

A parking demand study was conducted at the Central Park Tennis Club Tuesday thru Saturday, August 10-14, 2010, and on Monday August 16, 2010. Based on discussions with the Club, the times selected for the study were based on the times when existing parking demand typically peaks. The peak parking demand times are not expected to change with the completion of the proposed four court tennis building. The study was conducted during the following time periods:

Monday/Tuesday/Friday: 10:00 a.m. – 1:30 p.m., 5:30 p.m. – 8:00 p.m.

Wednesday/Thursday: 10:00 a.m. – 1:30 p.m., 5:30 p.m. – 9:00 p.m.

Saturday: 9:00 a.m. – 1:00 p.m.

Data collection was conducted by TENW and Traffic Data Gathering, Inc. The number of vehicles parked on-site was recorded every 15 minutes, and categorized into the following:

General: Standard striped on-site parking stalls (68 available general stalls)

Grass Overflow: Grassy unstriped area just west of the parking lot

Undesignated: Cars not parked in striped stalls (some of these vehicles were dropping off or picking up people near the front door)

ADA: Handicap parking stalls (2 available ADA stalls)

In addition to the on-site areas above, the number of vehicles parked on the street on 127th Ave NE, NE 59th Street, and 128th Ave NE was recorded. On-street parking is currently not allowed and is discouraged by the Club. There was only one time period where one vehicle was observed to park on the street during our study. In the future with the project, it is unlikely that street parking will be an issue because the access will be relocated to 125th Lane NE, which is a private road. A site plan showing the parking areas counted during the study is included in **Attachment D**.

Existing Parking Demand Results

The results of the existing parking demand counts are summarized in **Attachment E**. Based on our counts, the peak existing parking demand occurred on Monday at 7:00 p.m. with a total of 77 vehicles parked. Based on discussions with the Club, this peak demand was due to court "change-over" which occurs at the end of the 5:30 p.m. "Men's Night" session and the start of the 7:00 p.m. session. This results in an overlap where parking demand is high for a relatively short time period (7:00 p.m. – 7:30 p.m.). According to the Club, the tennis courts were fully occupied and "at capacity" during the August 16th "Men's Night". Also contributing to the parking demand during this time was the relatively high swimming pool usage due to above-normal (90+ degree) temperatures. Considering the "at capacity" tennis usage and the higher than normal pool usage, along with the other typical fitness activities occurring at the Club, we believe that the observed August 16 peak utilization is likely representative of the Club's maximum parking demand (outside of special events – discussed later in this memo).

A "seasonality" adjustment is sometimes applied to the observed peak parking demand if the demand is expected to be higher at other times of the year. For example, if the study was conducted on a rainy day in February, the peak parking demand may be lower than normal since not all of the tennis courts would be utilized, and the Club would be operating at "below capacity". This situation would warrant the use of a "seasonality" adjustment factor. In our study, the Club's observed August 16 peak parking demand represents a condition that will likely not be exceeded at other times of the year, since the Club was operating "at capacity". In fact, our study may even represent a

conservative high estimate of parking demand due to the higher than normal pool usage. For these reasons, applying a "seasonality" adjustment to our observed peak demand would be both unnecessary and inappropriate.

Future Parking Demand Estimates with Project

To estimate the future parking demand with the proposed four court tennis building, a peak parking generation rate was derived from the existing peak parking demand. The existing Club has 14 tennis courts. Therefore, the observed peak parking generation rate was calculated to be 5.50 vehicles per court (77 vehicles / 14 courts). This parking rate was then applied to the total number of tennis courts with the new four court tennis building (18 courts). The resulting estimated future peak parking demand with the four court tennis building is 99 parking stalls (18 courts X 5.50). Based on the site plan provided in **Figure 2**, the Club is proposing 103 total on-site parking stalls with the new building. Therefore, the proposed future parking supply is expected to accommodate the estimated future peak demand. The parking rate calculations and future parking demand estimates are summarized in **Attachment F**.

Parking during Special Events

Three times per year, Central Park Tennis Club hosts tennis events which require the use of the adjacent field for parking. The first event occurs on Father's Day weekend when the Club hosts the United States Tennis Association local playoffs. The event runs Thursday evening through Sunday evening. The event involves teams from around the Northwest competing to go to regional playoffs. For this event, notices are sent to the team captains alerting them that all participants must park in the adjacent field, which has a gated access on NE 60th Street. During the tournament, signs are placed on NE 60th Street next to the gates, which are open for Tournament Parking. In addition, a sign is placed at the Club's parking lot entrance stating that parking in the lot is for members only. An additional sign is posted inside the Clubhouse entry alerting participants of the mandatory field parking.

The second time the Club uses the adjacent field for parking is during the Washington State Champs, which occurs the weekend following the 4th of July. This is a kids tournament (ages 12-18) so the field is primarily used for overflow. Based on discussions with the Club, the Club's parking lot usually accommodates the parents bringing their kids, but the field is open for overflow to be used as needed.

Recently, the Club has also helped with a third tournament based out of the Bellevue Club where the field parking is utilized. It is usually the last weekend in July (Friday and Saturday). The event benefits First Place School and is a mixed doubles event. During the tournament, signs are placed on NE 60th Street next to the gates, which are open for Tournament Parking. In addition, a sign is placed at the Club's parking lot entrance stating that parking in the lot is for members only. An additional sign is posted inside the Clubhouse entry alerting participants of the mandatory field parking. This is to allow the members full use of the parking lot and facility while they run the tournament on a limited number of courts.

Based on discussions with the Club, the capacity of the adjacent field has not been exceeded, and parking spillover into the adjacent neighborhoods has not been an issue during these tournaments.

If you have any questions regarding the information presented in this Traffic Impact Analysis, please call me at 206-498-5897 or email at forster@tenw.com.

cc: Jack Goldberg, Central Park Tennis Club
Larry Ho, Freiheit & Ho Architects

Transportation Engineering NorthWest

ATTACHMENT A

Concurrency Test Notice

Transportation Engineering/Operations ♦ Impact Studies ♦ Design Services ♦ Transportation Planning/Forecasting

816 6th Street South ♦ Kirkland, WA 98033 ♦ Office (206) 498-5897 ♦ Fax (425) 889-TENW(8369)

CITY OF KIRKLAND

123 FIFTH AVENUE • KIRKLAND, WASHINGTON 98033-6189 • (425) 587-3800

DEPARTMENT OF PUBLIC WORKS
MEMORANDUM

To: Susan Greene, Planner

From: Thang Nguyen, Transportation Engineer

Date: September 19, 2010

Subject: Central Park Tennis Club Expansion Traffic Concurrency Notice, Permit #CON010-00001

This memo summarizes public works review of traffic concurrency for the proposed expansion of the Central Park Tennis Club at 12630 NE 59th Street. This memo will serve as the traffic concurrency test notice.

Project Description
The applicant proposes to add 31,739 square feet building to contain four additional tennis courts. The project will also include 35 additional parking stalls. The project is expected to be complete in the summer of 2011.

Project Trip Generation
Based on the traffic analysis, it is estimated that the proposed project will generate 13 PM peak and 155 daily net new trips. It is anticipated that the project will be built and fully occupied by 2011.

Traffic Concurrency
All developments subject to SEPA review are required to pass traffic concurrency. The purpose of traffic concurrency is to ensure that the City roadway network is built concurrent with land use growth. The proposed project was tested for concurrency on September 19, 2010 and passed. The project is allowed to proceed through the development process and must obtain a building or development permit prior to September 19, 2011 in order to maintain a valid concurrency status.

Traffic Concurrency
All developments subject to SEPA review are required to pass traffic concurrency. The purpose of traffic concurrency is to ensure that the City roadway network is built concurrent with land use growth.

The proposed project passed traffic concurrency. This memo will serve as the concurrency test notice for the proposed project. Per *Section 25.10.020 Procedures* of the KMC, this Concurrency Test Notice will expire in one year (September 19, 2011) unless a development permit and certificate of concurrency are issued or an extension is granted.

EXPIRATION

The concurrency test notice shall expire and a new concurrency test application is required unless:

1. A complete SEPA checklist, traffic impact analysis and all required documentation are submitted to the City within 90 calendar days of the concurrency test notice.

2. A Certificate of Concurrency is issued or an extension is requested and granted by the Public Works Department within one year of issuance of the concurrency test notice. (A Certificate of Concurrency is issued at the same time a development permit or building permit is issued if the applicant holds a valid concurrency test notice.)

3. A Certificate of Concurrency shall expire six years from the date of issuance of the concurrency test notice unless all building permits are issued for buildings approved under the concurrency test notice.

APPEALS

The concurrency test notice may be appealed by the public or agency with jurisdiction. The concurrency test notice is subject to an appeal until the SEPA review process is complete and the appeal deadline has passed. Concurrency appeals are heard before the Hearing Examiner along with any applicable SEPA appeal. For more information, refer to the Kirkland Municipal Code, Title 25. If you have any questions, please call me at x3869.

Traffic Impact Analysis Scope

Based on the trip generation, the project will have less than 1% proportional impact to off-site intersections. Therefore, the traffic analysis will be limited to traffic safety analyses (sight distance analysis) at the site driveways.

cc: Chris Forster, TENW
Advantage, Con10-0001

Transportation Engineering NorthWest

ATTACHMENT B

Proportional Share Analysis

Transportation Engineering/Operations ♦ Impact Studies ♦ Design Services ♦ Transportation Planning/Forecasting

816 6th Street South ♦ Kirkland, WA 98033 ♦ Office (206) 498-5897 ♦ Fax (425) 889-TENW(8369)

Central Park Tennis Club

Trip Distribution at NE 60th/116th

Trip Generation

	Inbound	Outbound
PM Peak	6	7
Daily	77	78

Trip Distribution - Central Park Tennis Club 4 Court Tennis Building

		Turning Volumes											
		Eastbound			Westbound			Northbound			Southbound		
Int. Code	Intersection	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
	NE 60th St/116th Ave NE												
414	PM Peak Hour Trips =				2		2			1	2		
	Daily Trips =				19		20			19	20		

Proportional Share Impact Worksheet

Input appropriate information in green cells

[1] See "*Intersection Description*" worksheet for descriptions

1. May Change without notice, call Thang Nguyen 425-587-3869 with questions

			Through Lanes[1]
Project Name:	Central Park Tennis 4 Court Tennis Bldg		
Major Street[1]	116th Ave NE	# of Lanes*=	1
Minor Street[1]	NE 60th St	# of Lanes*=	1

DATE:
10/1/2010

Daily Project Traffic Entering the Intersection

		Daily Volumes	*Entering Leg Volumes* *		
(Total of both approaches divided by two)	Major Street Volume V_1 =	19.5	20	19	***Major***
(Total of both approaches divided by two)	Minor Street Volume V_2 =	19.5	39	0	***Minor***

***Do not leave cell empty for zero volume**

Determine Geometric Factors

Number of Lanes		Geometric Factors			
Major Street	Minor Street	f_1	f_2	f_3	f_4
2	2	1.000	1.330	1.000	1.330
2	1	1.000	1.000	1.000	1.000
1	2	0.833	1.330	0.833	1.330
1	1	0.833	1.000	0.833	1.000

f_1	f_2	f_3	f_4
0.833	***1***	***0.833***	***1***

Calculate Base Percentages

$P_1=V_1/(10{,}000 \times f_1)$ =	0.23%
$P_2=V_2/(5{,}000 \times f_2)$ =	0.39%
$P_3=V_1/(15{,}000 \times f_3)$ =	0.16%
$P_4=V_2/(2{,}500 \times f_4)$ =	0.78%

Calculate Proportional Share

$S_1=(P_1+P_2)/2$=	0.31%
$S_2=(P_3+P_4)/2$=	0.47%

Intersection Proportional Share = Maximum of S1 and S2 = 0.47%

Significant Intersection? **no**

1. Number of through lanes. Do not count exclusive turn lanes. Use the smaller number of lanes if the number of lanes is unequal on two legs. For Example, if one minor leg has two lanes and one minor leg has one lane, the number of lanes on the minor leg is one.

Computed By: CPF
Company: TENW

Transportation Engineering NorthWest

ATTACHMENT C

Intersection LOS Calculations

Transportation Engineering/Operations ♦ Impact Studies ♦ Design Services ♦ Transportation Planning/Forecasting

816 6th Street South ♦ Kirkland, WA 98033 ♦ Office (206) 498-5897 ♦ Fax (425) 889-TENW(8369)

Transportation Engineering NorthWest

Level of Service Methodology

Level of service refers to the degree of congestion on a roadway or intersection. It is a measure of vehicle operating speed, travel time, travel delays, and driving comfort. Level of service is generally described by a letter scale from A to F. LOS A represents free-flow conditions-motorists experience little or no delays, and LOS F represents forced-flow conditions where the number of vehicles arriving exceed the capacity of the intersection.

The LOS reported for signalized intersections is based on the average control delay for the entire intersection. Level of service calculations for the signalized intersections was based on methodology and procedures outlined in the 2000 update of the *Highway Capacity Manual*, Special Report 209, Transportation Research Board, using *Synchro 6.0* traffic analysis software. **Table 1** outlines the LOS criteria for signalized intersections.

Table 2
Level of Service Criteria for Signalized Intersections

Level of Service	Signalized Intersection Delay Range (sec)
A	≤ 10
B	>10 to ≤20
C	>20 to ≤35
D	>35 to ≤55
E	>55 to ≤80
F	>80

Source: "Highway Capacity Manual", Special Report 209, Transportation Research Board, 2000 Update

The LOS at stop-controlled intersections is based on average control delay (sec/veh) and is reported for each movement. Therefore, the reported LOS at unsignalized intersections does not represent a measure of the overall operations of the intersection. Level of service calculations for the stop-controlled intersections were calculated using the methodology and procedures outlined in the 2000 update of the *Highway Capacity Manual*, Special Report 209, Transportation Research Board, using *Highway Capacity Software (HCS) 2000*. **Table 2** outlines the LOS criteria for unsignalized intersections.

Table 3
Level of Service Criteria for Unsignalized Intersections

Level of Service	Unsignalized Intersection Delay Range (sec)
A	≤ 10
B	>10 to ≤15
C	>15 to ≤25
D	>25 to ≤35
E	>35 to ≤50
F	>50

Source: "Highway Capacity Manual", Special Report 209, Transportation Research Board, 2000 Update

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*CPF*	Intersection	*125th Lane/NE 60th*
Agency/Co.	*TENW*	Jurisdiction	*Kirkland*
Date Performed	*10/1/2010*	Analysis Year	*2010 Existing*
Analysis Time Period	*PM Peak*		

Project Description	*Central Park Tennis Club 4 Court Tennis Building*
East/West Street: *NE 60th St*	North/South Street: *125th Lane NE*
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*0*	*129*	*1*	*7*	*146*	*0*
Peak-hour factor, PHF	*1.00*	*0.88*	*0.88*	*0.66*	*0.66*	*1.00*
Hourly Flow Rate (veh/h)	*0*	*146*	*1*	*10*	*221*	*0*
Proportion of heavy vehicles, P_{HV}	*0*	--	--	*0*	--	--
Median type	*Undivided*					
RT Channelized?			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*13*	*0*	*1*	*0*	*0*	*0*
Peak-hour factor, PHF	*0.58*	*1.00*	*0.58*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate (veh/h)	*22*	*0*	*1*	*0*	*0*	*0*
Proportion of heavy vehicles, P_{HV}	*0*	*0*	*0*	*0*	*0*	*0*
Percent grade (%)		*0*			*0*	
Flared approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized?			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
Volume, v (vph)		*10*		*23*				
Capacity, c_m (vph)		*1445*		*623*				
v/c ratio		*0.01*		*0.04*				
Queue length (95%)		*0.02*		*0.11*				
Control Delay (s/veh)		*7.5*		*11.0*				
LOS		*A*		*B*				
Approach delay (s/veh)	--	--	*11.0*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*CPF*	Intersection	*125th Lane/NE 60th*
Agency/Co.	*TENW*	Jurisdiction	*Kirkland*
Date Performed	*10/1/2010*	Analysis Year	*2011 Baseline*
Analysis Time Period	*PM Peak*		

Project Description	*Central Park Tennis Club 4 Court Tennis Building*
East/West Street: *NE 60th St*	North/South Street: *125th Lane NE*
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*0*	*132*	*1*	*7*	*149*	*0*
Peak-hour factor, PHF	*1.00*	*0.88*	*0.88*	*0.66*	*0.66*	*1.00*
Hourly Flow Rate (veh/h)	*0*	*150*	*1*	*10*	*225*	*0*
Proportion of heavy vehicles, P_{HV}	*0*	--	--	*0*	--	--
Median type	*Undivided*					
RT Channelized?			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*13*	*0*	*1*	*0*	*0*	*0*
Peak-hour factor, PHF	*0.58*	*1.00*	*0.58*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate (veh/h)	*22*	*0*	*1*	*0*	*0*	*0*
Proportion of heavy vehicles, P_{HV}	*0*	*0*	*0*	*0*	*0*	*0*
Percent grade (%)		*0*			*0*	
Flared approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized?			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
Volume, v (vph)		*10*		*23*				
Capacity, c_m (vph)		*1440*		*616*				
v/c ratio		*0.01*		*0.04*				
Queue length (95%)		*0.02*		*0.12*				
Control Delay (s/veh)		*7.5*		*11.1*				
LOS		*A*		*B*				
Approach delay (s/veh)	--	--	*11.1*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*CPF*	Intersection	*125th Lane/NE 60th*
Agency/Co.	*TENW*	Jurisdiction	*Kirkland*
Date Performed	*10/1/2010*	Analysis Year	*2011 With Project*
Analysis Time Period	*PM Peak*		

Project Description	*Central Park Tennis Club 4 Court Tennis Building*
East/West Street: *NE 60th St*	North/South Street: *125th Lane NE*
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*0*	*120*	*16*	*21*	*137*	*0*
Peak-hour factor, PHF	*1.00*	*0.88*	*0.88*	*0.66*	*0.66*	*1.00*
Hourly Flow Rate (veh/h)	*0*	*136*	*18*	*31*	*207*	*0*
Proportion of heavy vehicles, P_{HV}	*0*	--	--	*0*	--	--
Median type	*Undivided*					
RT Channelized?			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*29*	*0*	*16*	*0*	*0*	*0*
Peak-hour factor, PHF	*0.58*	*1.00*	*0.58*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate (veh/h)	*50*	*0*	*27*	*0*	*0*	*0*
Proportion of heavy vehicles, P_{HV}	*0*	*0*	*0*	*0*	*0*	*0*
Percent grade (%)		*0*			*0*	
Flared approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized?			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
Volume, v (vph)		*31*		*77*				
Capacity, c_m (vph)		*1437*		*668*				
v/c ratio		*0.02*		*0.12*				
Queue length (95%)		*0.07*		*0.39*				
Control Delay (s/veh)		*7.6*		*11.1*				
LOS		*A*		*B*				
Approach delay (s/veh)	--	--	*11.1*					
Approach LOS	--	--	*B*					

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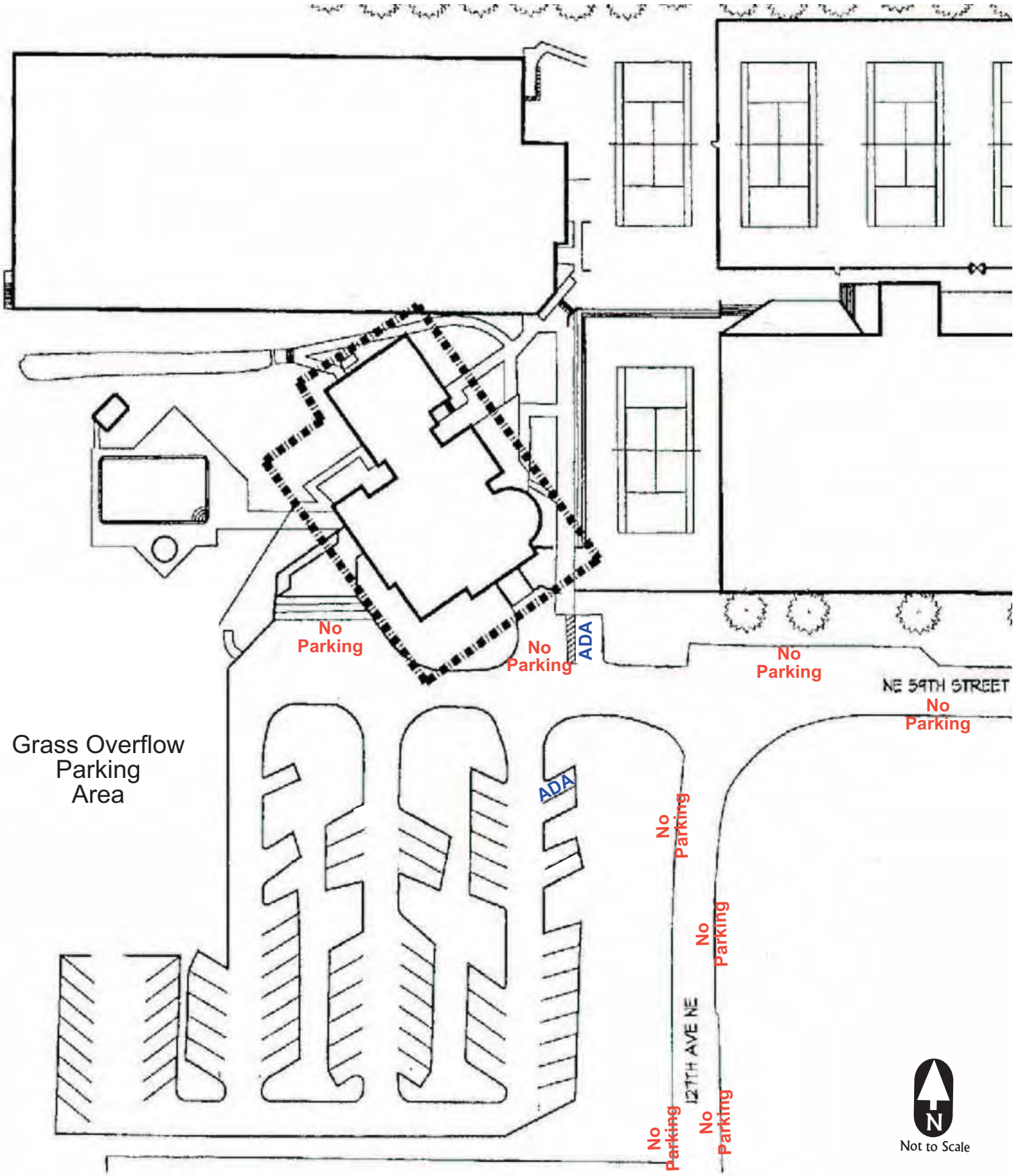
Transportation Engineering NorthWest

ATTACHMENT D

Parking Areas Included in Study


No Parking
No Parking
ADA
No Parking
NE 59TH STREET
No Parking
Grass Overflow Parking Area
ADA
No Parking
No Parking
127TH AVE NE
No Parking
No Parking
N
Not to Scale

TENW 8-18-10

Transportation Engineering NorthWest

ATTACHMENT E

Counts of Parked Vehicles

Transportation Engineering/Operations ♦ Impact Studies ♦ Design Services ♦ Transportation Planning/Forecasting

816 6th Street South ♦ Kirkland, WA 98033 ♦ Office (206) 498-5897 ♦ Fax (425) 889-TENW(8369)

CENTRAL PARK TENNIS CLUB PARKING DEMAND STUDY

Date: Monday, 8/16/2010 Times: 1000-1330, 1730-2000

Time Beginning	Existing Parking Demand					
	General	Grass Overflow	Un-designated[1]	ADA	On-Street	Total Existing Parking Demand
10:00	51	3	0	1	0	55
10:15	52	3	0	1	0	56
10:30	50	3	0	1	0	54
10:45	51	3	0	0	0	54
11:00	61	3	0	0	0	64
11:15	61	3	0	0	0	64
11:30	67	7	0	0	0	74
11:45	58	13	0	0	0	71
12:00	50	12	0	0	0	62
12:15	54	13	0	0	0	67
12:30	61	13	1	0	0	75
12:45	61	13	0	0	0	74
13:00	56	13	0	0	0	69
13:15	53	12	0	0	0	65
13:30	47	7	0	0	0	54
17:30	50	3	0	0	0	53
17:45	50	5	0	0	0	55
18:00	54	5	0	0	0	59
18:15	53	5	0	0	0	58
18:30	57	5	0	0	0	62
18:45	55	5	0	0	0	60
19:00	67	9	0	0	1	77
19:15	61	9	0	0	0	70
19:30	40	7	0	0	0	47
19:45	32	4	0	0	0	36
20:00	32	4	0	0	0	36
					Maximum =	**77**

Notes:

[1] Vehicles who parked in undesignated areas of the parking lot (outside of a striped parking stall). Some of these vehicles were short term drop-off/pick-up.

CENTRAL PARK TENNIS CLUB PARKING DEMAND STUDY

Date: Tuesday, 8/10/2010 Times: 1000-1330, 1730-2000

Time Beginning	Existing Parking Demand					
	General	Grass Overflow	Un-designated[1]	ADA	On-Street	Total Existing Parking Demand
10:00	45	1	0	0	0	46
10:15	42	1	0	1	0	44
10:30	43	1	0	1	0	45
10:45	41	1	0	1	0	43
11:00	44	1	0	1	0	46
11:15	44	1	0	1	0	46
11:30	62	3	0	1	0	66
11:45	60	4	0	1	0	65
12:00	52	4	0	1	0	57
12:15	51	4	0	1	0	56
12:30	54	4	1	0	0	59
12:45	43	3	0	0	0	46
13:00	42	2	0	0	0	44
13:15	38	3	0	0	0	41
13:30	36	3	0	0	0	39
17:30	22	3	1	0	0	26
17:45	19	2	0	0	0	21
18:00	18	2	0	0	0	20
18:15	20	2	0	0	0	22
18:30	25	2	0	0	0	27
18:45	27	1	0	0	0	28
19:00	45	1	0	0	0	46
19:15	42	1	0	0	0	43
19:30	36	1	0	0	0	37
19:45	38	1	0	0	0	39
20:00	37	1	0	0	0	38
					Maximum =	**66**

Notes:

[1] Vehicles who parked in undesignated areas of the parking lot (outside of a striped parking stall). Some of these vehicles were short term drop-off/pick-up.

CENTRAL PARK TENNIS CLUB PARKING DEMAND STUDY

Date: Wednesday, 8/11/2010 Times: 1000-1330, 1730-2100

Time Beginning	Existing Parking Demand					
	General	Grass Overflow	Un-designated[1]	ADA	On-Street	Total Existing Parking Demand
10:00	53	1	0	0	0	54
10:15	50	1	0	0	0	51
10:30	49	1	0	0	0	50
10:45	45	1	0	0	0	46
11:00	49	1	0	0	0	50
11:15	48	1	1	0	0	50
11:30	61	2	0	0	0	63
11:45	57	2	0	0	0	59
12:00	55	2	0	1	0	58
12:15	57	2	0	1	0	60
12:30	62	2	1	1	0	66
12:45	56	2	0	1	0	59
13:00	61	2	0	1	0	64
13:15	60	2	0	1	0	63
13:30	59	2	0	1	0	62
17:30	55	2	1	0	0	58
17:45	53	1	1	0	0	55
18:00	56	1	1	0	0	58
18:15	61	1	1	0	0	63
18:30	61	1	0	0	0	62
18:45	60	2	0	0	0	62
19:00	65	3	0	0	0	68
19:15	67	3	0	0	0	70
19:30	59	4	0	0	0	63
19:45	56	4	0	0	0	60
20:00	56	3	1	0	0	60
20:15	48	3	0	0	0	51
20:30	37	2	0	0	0	39
20:45	29	1	0	0	0	30
21:00	19	0	0	0	0	19
					Maximum =	**70**

Notes:

[1] Vehicles who parked in undesignated areas of the parking lot (outside of a striped parking stall). Some of these vehicles were short term drop-off/pick-up.

CENTRAL PARK TENNIS CLUB PARKING DEMAND STUDY

Date: Thursday, 8/12/2010 Times: 1000-1330, 1730-2100

Time Beginning	Existing Parking Demand					
	General	Grass Overflow	Un-designated[1]	ADA	On-Street	Total Existing Parking Demand
10:00	41	2	0	0	0	43
10:15	42	2	0	0	0	44
10:30	43	2	0	0	0	45
10:45	42	2	0	0	0	44
11:00	44	2	0	0	0	46
11:15	47	2	0	0	0	49
11:30	51	2	0	0	0	53
11:45	49	3	0	0	0	52
12:00	39	4	0	0	0	43
12:15	37	3	0	0	0	40
12:30	44	3	3	0	0	50
12:45	42	3	0	0	0	45
13:00	48	3	0	0	0	51
13:15	42	3	0	0	0	45
13:30	39	3	1	0	0	43
17:30	50	2	0	1	0	53
17:45	60	2	0	1	0	63
18:00	62	2	0	1	0	65
18:15	56	2	0	1	0	59
18:30	60	2	0	0	0	62
18:45	62	2	0	0	0	64
19:00	67	6	0	0	0	73
19:15	67	6	0	0	0	73
19:30	63	6	0	0	0	69
19:45	60	6	0	0	0	66
20:00	61	6	0	0	0	67
20:15	60	6	0	0	0	66
20:30	58	6	0	0	0	64
20:45	42	3	0	0	0	45
21:00	31	2	1	0	0	34
					Maximum =	**73**

Notes:

[1] Vehicles who parked in undesignated areas of the parking lot (outside of a striped parking stall). Some of these vehicles were short term drop-off/pick-up.

CENTRAL PARK TENNIS CLUB PARKING DEMAND STUDY

Date: Friday, 8/13/2010 Times: 1000-1330, 1730-2000

Time Beginning	Existing Parking Demand					
	General	Grass Overflow	Un-designated[1]	ADA	On-Street	Total Existing Parking Demand
10:00	38	3	0	1	0	42
10:15	36	3	0	1	0	40
10:30	38	3	0	1	0	42
10:45	33	3	0	1	0	37
11:00	40	4	1	0	0	45
11:15	41	4	1	0	0	46
11:30	46	4	1	0	0	51
11:45	37	4	1	0	0	42
12:00	38	4	1	0	0	43
12:15	32	3	0	0	0	35
12:30	32	3	0	0	0	35
12:45	29	3	0	0	0	32
13:00	28	4	0	0	0	32
13:15	22	4	0	0	0	26
13:30	21	4	0	0	0	25
17:30	26	0	0	0	0	26
17:45	25	0	0	0	0	25
18:00	27	0	0	0	0	27
18:15	26	0	0	0	0	26
18:30	25	0	0	0	0	25
18:45	25	0	0	0	0	25
19:00	24	0	0	0	0	24
19:15	21	0	0	0	0	21
19:30	21	0	0	0	0	21
19:45	13	0	0	0	0	13
20:00	13	0	0	0	0	13
					Maximum =	**51**

Notes:

[1] Vehicles who parked in undesignated areas of the parking lot (outside of a striped parking stall). Some of these vehicles were short term drop-off/pick-up.

CENTRAL PARK TENNIS CLUB PARKING DEMAND STUDY

Date: Saturday, 8/14/2010 Times: 0900-1300

Time Beginning	Existing Parking Demand					
	General	Grass Overflow	Un-designated[1]	ADA	On-Street	Total Existing Parking Demand
9:00	31	1	0	0	0	32
9:15	30	1	0	0	0	31
9:30	28	1	0	0	0	29
9:45	25	1	0	0	0	26
10:00	30	1	0	1	0	32
10:15	30	1	0	1	0	32
10:30	26	1	0	1	0	28
10:45	25	1	0	1	0	27
11:00	23	1	0	0	0	24
11:15	20	1	0	0	0	21
11:30	30	2	0	0	0	32
11:45	30	2	0	0	0	32
12:00	27	2	0	0	0	29
12:15	28	2	0	0	0	30
12:30	28	1	0	0	0	29
12:45	29	1	1	0	0	31
13:00	31	1	1	0	0	33
					Maximum =	**33**

Notes:

[1] Vehicles who parked in undesignated areas of the parking lot (outside of a striped parking stall). Some of these vehicles were short term drop-off/pick-up.

Transportation Engineering NorthWest

ATTACHMENT F

Parking Rate and Future Parking Demand Estimates

Transportation Engineering/Operations ♦ Impact Studies ♦ Design Services ♦ Transportation Planning/Forecasting

816 6th Street South ♦ Kirkland, WA 98033 ♦ Office (206) 498-5897 ♦ Fax (425) 889-TENW(8369)

CENTRAL PARK TENNIS CLUB PARKING DEMAND STUDY RESULTS

Existing Parking Demand Data Summary

Day	Existing Peak Parking Demand[1]
Monday - August 16, 2010	77
Tuesday - August 10, 2010	66
Wednesday - August 11, 2010	70
Thursday - August 12, 2010	73
Friday - August 13, 2010	51
Saturday - August 14, 2010	33
Maximum Peak Observed	**77**

Existing Parking Demand Rates

Total Number of Existing Tennis Courts = ***14 courts***

Calculation	Existing Peak Parking Demand Rate[2]
77 vehicles / 14 courts	**5.50**

Future Parking Demand Estimates with Four Court Tennis Building

Total Number of Future Tennis Courts = ***18 courts***

Calculation	Estimated Future Peak Parking Demand[3]
5.50 X 18 courts	**99**

[1] Peak parking demand in vehicles as observed over the 6-day study period

[2] Existing parking demand rate. Calculated as peak # of parked vehicles/14 existing courts.

[3] Future peak parking demand based on applying existing parking demand rate to future # of courts with the project

Transportation Engineering NorthWest **Traffic Impact Analysis**

DATE: October 4, 2010

TO: Thang Nguyen, P.E.
City of Kirkland

FROM: Chris Forster, P.E.
TENW

RE: Central Park Tennis Club Four Court Tennis Building
Traffic Impact Analysis
TENW Project No. 4412

This memorandum documents the traffic impact analysis conducted for the proposed Central Park Tennis Club (CPTC) Four Court Tennis Building project. The Central Park Tennis Club is located at 12630 NE 59th Street in Kirkland, Washington (see **Figure 1** site vicinity map).

Executive Summary

Proposal. The project would consist of a new four court tennis building to be located on the southern portion of the site currently occupied by the Club's main parking area. As part of the project, the parking lot would be reconfigured and capacity increased from approximately 70 parking stalls to 103 parking stalls. In addition, the Club's main vehicular site access from 127th Avenue NE would be eliminated and replaced with a new connection to NE 60th Street via 125th Lane NE. The project is expected to be completed by summer 2011.

Trip Generation. The proposed project is estimated to generate 155 new weekday daily trips, with 13 new trips occurring during the weekday p.m. peak hour (6 entering, 7 exiting).

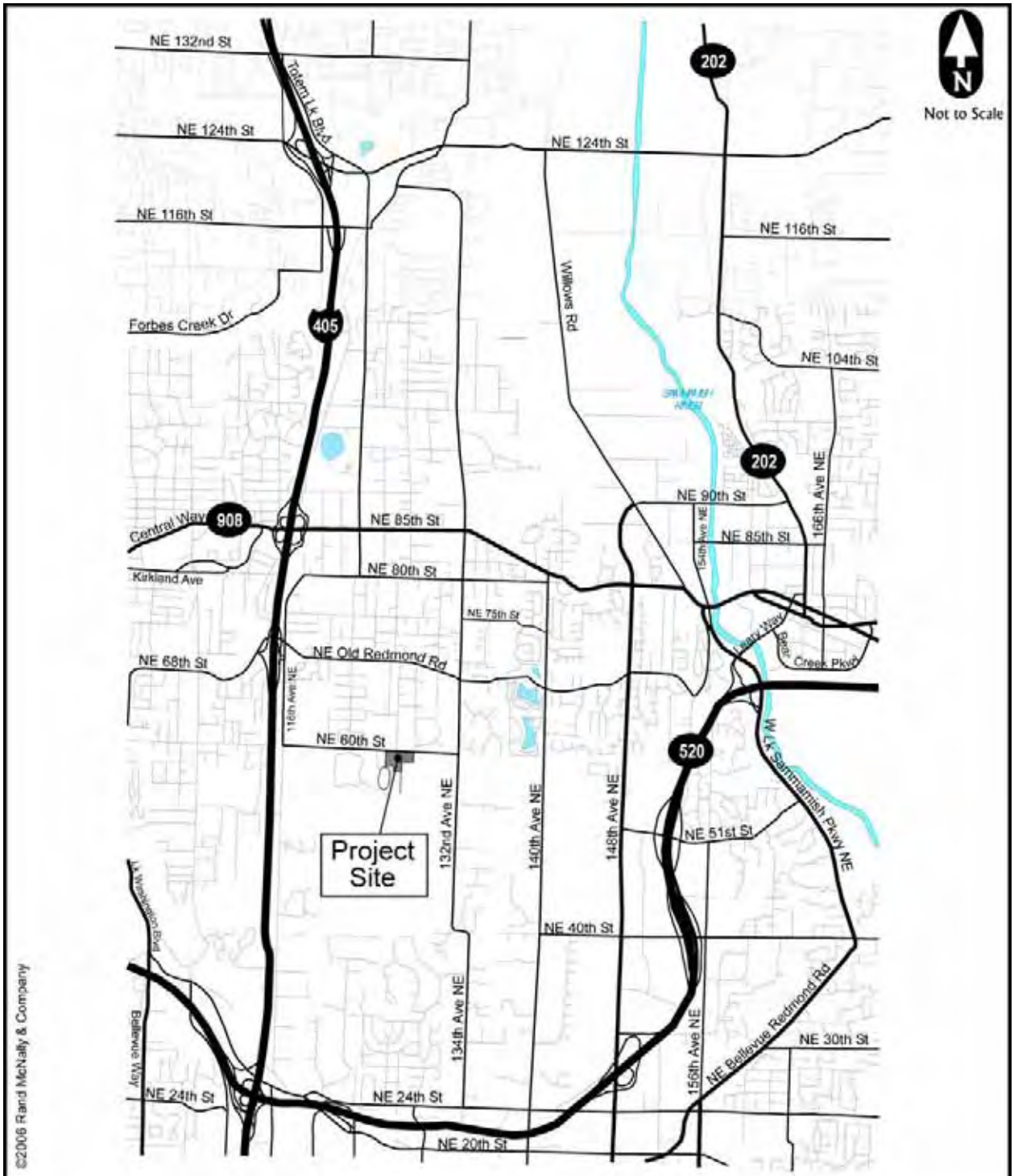
Concurrency/Proportional Share Analysis. Based on the results of a transportation concurrency test, the City has determined the proposed project meets the City's transportation concurrency requirements. Therefore, no short-term traffic mitigation was required to obtain concurrency in the City of Kirkland. Based on an intersection proportional share analysis, a detailed analysis of off-site intersections was not required.

Access Analysis. Based on the results of the LOS and queuing analyses, the proposed 125th Lane NE access on NE 60th Street would operate at acceptable levels, and the project would not have a significant impact on traffic operations. Entering and stopping sight distances at the proposed site access meet City of Kirkland/AASHTO standards, and the access does not have a history of any reported collisions within the last 3 years.

Parking Demand Analysis. Based on the results of a parking demand study at the existing Club, the proposed future parking supply is expected to accommodate the estimated future peak demand with the proposed project.

Mitigation. Based on our findings, the proposed project would not have a significant adverse impact on the transportation system. The payment of transportation impact fees will adequately mitigate project impacts by funding the project's fair share of the cost of the City of Kirkland's planned transportation improvements.

Transportation Engineering NorthWest



Transportation Engineering Northwest

Figure 1
Project Vicinity

Central Park Tennis Club Four Court Tennis Building

10/1/10

Introduction

Per discussions with City staff, the following items are addressed in this traffic impact analysis:

- Project description
- Trip generation
- Transportation concurrency
- Trip distribution and assignment
- Traffic volume forecasts
- Intersection proportional share analysis
- Site access analysis, including:
  - Intersection LOS & Queues
  - Entering and Stopping Sight Distance
  - Collision history
- Parking demand study

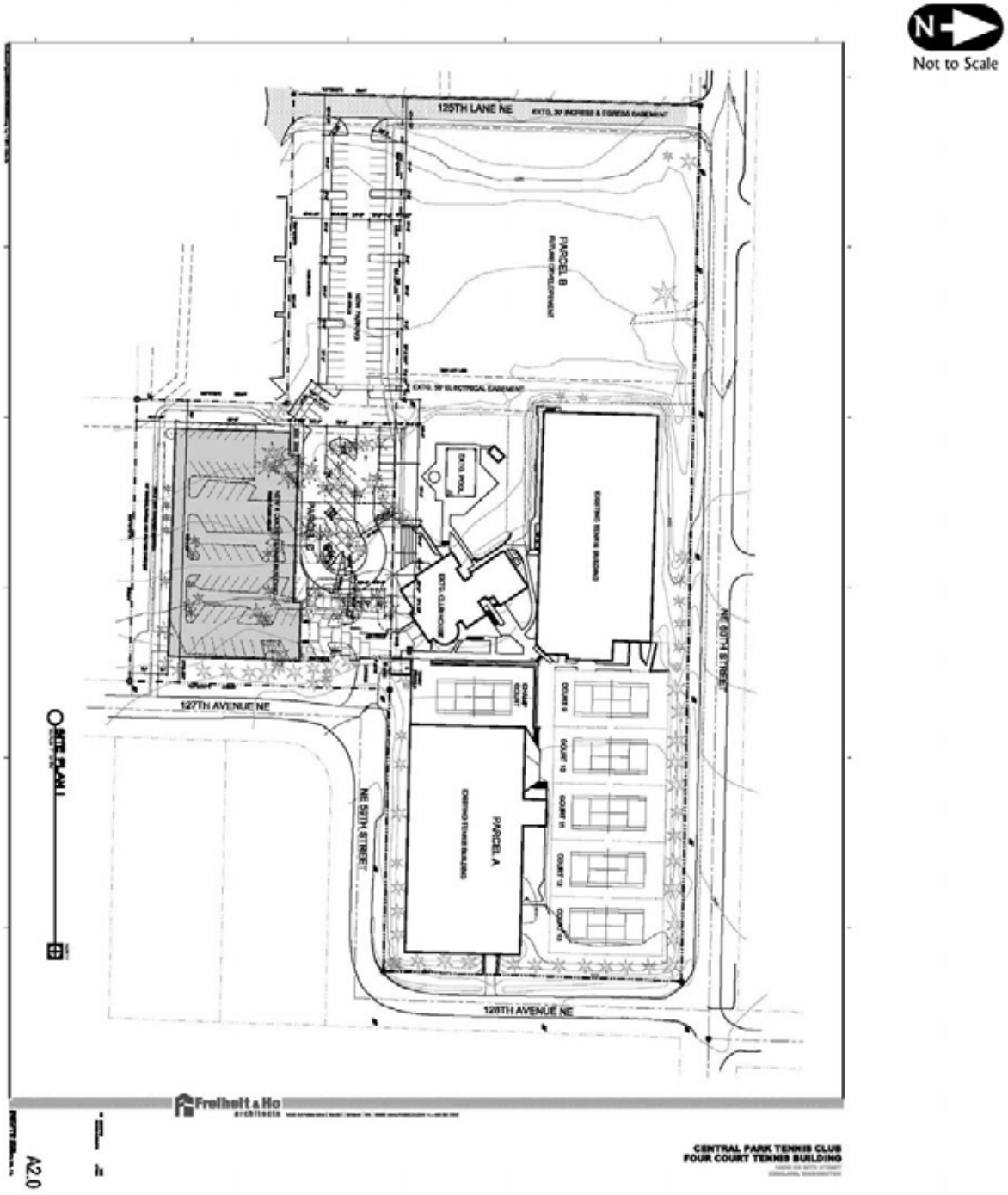
Project Description

The project site is located on the south side of NE 60th Street between 125th Lane NE and 128th Avenue NE. The project would consist of a new four court tennis building to be located on the southern portion of the site currently occupied by the Club's main parking area. As part of the project, the parking lot would be reconfigured and capacity increased from approximately 70 parking stalls to 103 parking stalls. In addition, the Club's main vehicular site access from 127th Avenue NE would be eliminated and replaced with a new connection to NE 60th Street via 125th Lane NE. A minor access for service vehicles would remain on 127th Ave NE. A preliminary site plan is provided in **Figure 2**. The project is expected to be completed by summer 2011.

Trip Generation

The trip generation estimate for the proposed CPTC Four Court Tennis Building was based on the trip rates (trips per court) published in the Institute of Transportation Engineers (ITE) *Trip Generation* Manual, 8th edition for Land Use Code (LUC) 491 (Racquet/Tennis Club).

The weekday daily and p.m. peak hour trip generation associated with the proposed project are summarized in **Table 1**.



Note: Preliminary site plan provided by Freiheit & Ho 8/17/10

Transportation Engineering Northwest	Figure 2 Preliminary Site Plan	Central Park Tennis Club Four Court Tennis Building 10/1/10

Table 1
Central Park Tennis Club Four Court Tennis Building
Trip Generation

Time Period	Area	Trip Rate[1]	Directional Split[2] Enter	Directional Split[2] Exit	Trips In	Trips Out	Trips Total
Weekday Daily	4 courts	38.70	50%	50%	77	78	155
Weekday PM Peak Hour	4 courts	3.35	50%	50%	6	7	13

[1] Trip generation based on ITE Trip Generation Manual, 8th Edition, 2008 for Land Use Code 491 Racquet/Tennis Club

[2] Directional split not available for p.m. peak hour; therefore a 50/50 split was assumed

As shown in **Table 1**, the proposed project is estimated to generate 155 new weekday daily trips, with 13 new trips occurring during the weekday PM peak hour (6 entering, 7 exiting).

Transportation Concurrency

The project was tested for transportation concurrency by the City of Kirkland. Based on the results of the test, the City has determined the proposed project meets the City's transportation concurrency requirements. Therefore, no short-term transportation mitigation was required to obtain concurrency in the City of Kirkland. A Concurrency Test Notice was issued for the project on September 19, 2010 and is included as **Attachment A**.

Trip Distribution and Assignment

The distribution and assignment of project trips was as provided by the City of Kirkland. Project trips were distributed on the local street network as follows:

- At 125th Lane NE/NE 60th Street: 50 percent to/from the east on NE 60th Street and 50 percent to/from the west on NE 60th Street
- At 116th Ave NE/NE 60th Street: 50 percent to/from the north on 116th and 50 percent to/from the south on 116th

Traffic Volume Forecasts

Existing weekday p.m. peak hour traffic counts on NE 60th Street at the proposed site access (125th Lane NE) were conducted on Tuesday September 28, 2010 by All Traffic Data, Inc. The existing traffic volumes represent the highest hour between 4:00 and 6:00 p.m. The existing traffic volumes shown on 125th Lane NE are associated with the existing Kirkland Hunt Club neighborhood which includes single family homes and an equestrian facility.

A 2 percent annual growth rate was applied to the existing volumes on NE 60th Street to estimate late year 2011 baseline traffic volumes for the future year operations analysis.

Based on the trip rates used for the proposed project, the existing CPTC (14 existing tennis courts) is estimated to generate 47 average weekday p.m. peak hour trips. This existing CPTC traffic was shifted from the current driveway on 127th Ave NE to 125th Lane NE for with-project conditions. The existing CPTC club traffic was distributed in the same pattern as the net new trips from the proposed four court tennis building. A service/delivery access to the Club will remain on 127th Ave NE with the project. However, as a conservative measure, all Club traffic during the p.m. peak hour was assumed to use 125th Lane NE for this analysis.

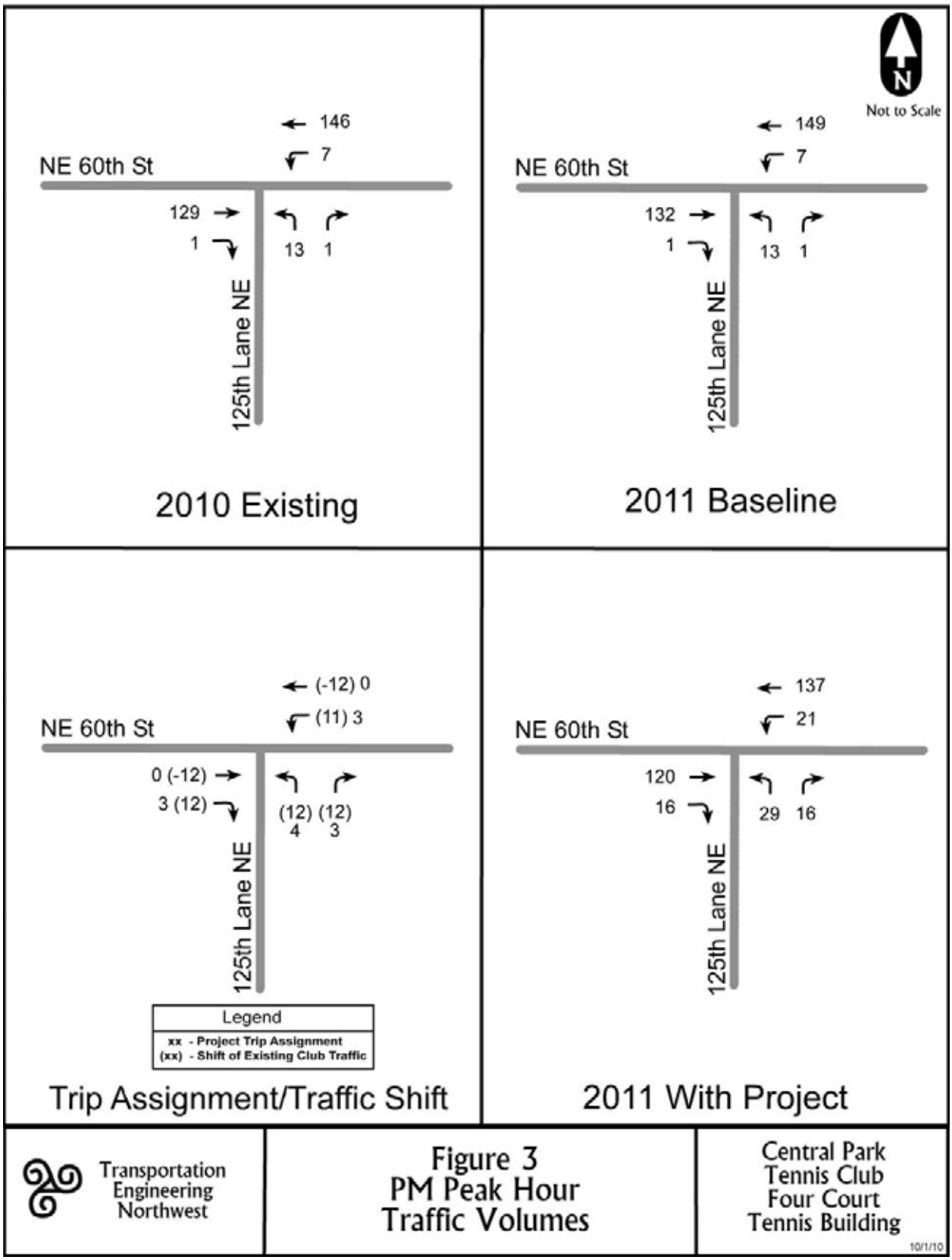
Future 2011 with project traffic volumes were estimated by adding the trip assignment from the proposed four court tennis building and applying the shift in existing Club traffic to the year 2011 baseline volumes.

The 2010 existing traffic volumes, 2011 baseline traffic volumes, trip assignment, shift in existing Club traffic, and 2011 with-project volumes are summarized on **Figure 3**.

Intersection Proportional Share Analysis

Based upon the City of Kirkland's *Traffic Impact Analysis Guidelines* dated February 2004, a detailed traffic analysis is required at intersections that have a proportional share of project traffic of at least 1 percent. The proportional share calculations are based on use of the City's proportional share spreadsheet and the project's daily trip assignment, as shown in **Appendix B**.

The City of Kirkland requested a proportional share evaluation at the intersection of 116th Ave NE/NE 60th Street. As shown in **Appendix B**, the project's proportional share at the intersection is estimated to be less than 1 percent (0.47 percent). Therefore, a detailed traffic operations analysis was not required at any off-site study intersections.



Transportation Engineering Northwest

Figure 3
PM Peak Hour
Traffic Volumes

Central Park
Tennis Club
Four Court
Tennis Building

10/1/10

Site Access Analysis

LOS/Queue Analysis

The intersection level of service (LOS) and queue analysis at the site access (125th Lane NE) was conducted using the methodology and procedures outlined in the 2000 *Highway Capacity Manual* (HCM) Special Report 209, Transportation Research Board. *Highway Capacity Software (HCS)* was used to determine the LOS and queues at the site access on NE 60th Street.

Level of service (LOS) serves as an indicator of the quality of traffic flow and degree of congestion at an intersection or roadway segment. It is a measure of vehicle operating speed, travel time, travel delays, and driving comfort. The LOS criteria for stop-controlled intersections are based on the delay reported for each movement and therefore do not represent the overall operations of the intersection. The LOS methodology is described in **Attachment C**. The reported queues are 95th percentile queues. The estimated 95th percentile queues are exceeded only 5 percent of the time during the analysis period.

125th Lane NE is a private roadway consisting of one inbound and one outbound lane. NE 60th Street consists of one eastbound and one westbound lane with no exclusive turn lanes at 125th Lane NE. With the proposed project, the use of 125th Lane will be shared by the existing Kirkland Hunt Club neighborhood which includes single family homes and an equestrian facility.

Table 2 summarizes the results of the LOS/queue analysis at NE 60th Street/125th Lane NE for the weekday p.m. peak hour. The LOS and queue calculation sheets are included in **Attachment C**.

Table 2
NE 60th Street/125th Lane NE
P.M. Peak Hour Level of Service/Queue Summary

Scenario / Controlled Movement	LOS[1]	Delay[2] (sec/veh)	Queue[3] (ft)
2010 Existing			
Westbound (Inbound) Left-Through	A	7.5	0’
Northbound (Outbound) Left-Right	B	11.0	0’
2011 Baseline			
Westbound (Inbound) Left-Through	A	7.5	0’
Northbound (Outbound) Left-Right	B	11.1	0’
2011 With-Project			
Westbound (Inbound) Left-Through	A	7.6	0’
Northbound (Outbound) Left-Right	B	11.1	0’

[1] LOS = Level of Service.
[2] Delay refers to average control delay for each stop-controlled movement.
[3] Queues are 95th Percentile queues rounded to the nearest 25 feet. Assumes 1 vehicle = 25 foot queue.

The LOS results in **Table 2** show that the stop-controlled movements at NE 60th Street/125th Lane NE currently operate at LOS B or better and would remain at LOS B or better during the p.m. peak hour in 2011 with or without the project. The proposed four court tennis building along with the shift in existing Club traffic to 125th Lane NE is expected to have an insignificant impact on LOS and queuing at this location.

Sight Distance

Entering sight distances and stopping sight distances at the intersection of NE 60th Street/125th Lane NE were field verified by TENW on September 30, 2010. Entering sight distance was measured based on the *City of Kirkland Department of Public Works Pre-Approved Plans Policy R-13 (Intersection Sight Distance).* Stopping sight distance was measured based on *AASHTO-Geometric Design of Highways and Streets, 4th Edition.* The posted speed limit on NE 60th Street is 25 mph, with an estimated ADT of 3,600 (per 2007 City of Kirkland data). The design speed on NE 60th Street was assumed to be 30 mph for the stopping sight distance analysis.

Entering Sight Distance. For a 25 mph posted speed and ADT under 6,000 on NE 60th Street, the recommended value for entering sight distance is 150 feet for driveway type E-3 (50-200 p.m. peak hour trips). Per City guidelines, driveways include vehicular access easements and tracts, which is consistent with the use of 125th Lane NE. For informational purposes, if 125th Lane NE was a public street, the recommended value for entering sight distance would be 280 feet. The distance is measured from a setback point on the driveway approach 14 feet back from the edge of the traveled way. Looking to the east and west from this location on 125th Lane NE, the available entering sight distance was verified to be in excess of 280 feet, therefore meeting City standards.

Photos taken from 125th Lane NE looking east and west are shown below.

Looking west on NE 60th Street from 125th Lane NE (9/30/10)

Looking east on NE 60th Street from 125th Lane NE (9/30/10)

Stopping Sight Distance. For a 30 mph design speed, the recommended minimum value for stopping sight distance on NE 60th Street is 200 feet (*AASHTO* Exhibit 3-1). On both eastbound and westbound approaches to the intersection with 125th Lane NE, the available stopping sight distances were verified to be in excess of 200 feet, therefore meeting AASHTO standards.

Collision History

Based on information provided by the City of Kirkland, there were no reported collisions on NE 60th Street in the immediate vicinity of 125th Lane NE for the most recent 3 years with available data (2007-2009). Therefore, the intersection of NE 60th Street/125th Lane NE does not appear to have an existing safety issue.

Parking Demand Analysis

A parking demand analysis was conducted to forecast future parking demand with the proposed four court tennis building to verify that the proposed parking supply will accommodate the future demand.

Methodology

A parking demand study was conducted at the Central Park Tennis Club Tuesday thru Saturday, August 10-14, 2010, and on Monday August 16, 2010. Based on discussions with the Club, the times selected for the study were based on the times when existing parking demand typically peaks. The peak parking demand times are not expected to change with the completion of the proposed four court tennis building. The study was conducted during the following time periods:

Monday/Tuesday/Friday: 10:00 a.m. – 1:30 p.m., 5:30 p.m. – 8:00 p.m.

Wednesday/Thursday: 10:00 a.m. – 1:30 p.m., 5:30 p.m. – 9:00 p.m.

Saturday: 9:00 a.m. – 1:00 p.m.

Data collection was conducted by TENW and Traffic Data Gathering, Inc. The number of vehicles parked on-site was recorded every 15 minutes, and categorized into the following:

General: Standard striped on-site parking stalls (68 available general stalls)

Grass Overflow: Grassy unstriped area just west of the parking lot

Undesignated: Cars not parked in striped stalls (some of these vehicles were dropping off or picking up people near the front door)

ADA: Handicap parking stalls (2 available ADA stalls)

In addition to the on-site areas above, the number of vehicles parked on the street on 127th Ave NE, NE 59th Street, and 128th Ave NE was recorded. On-street parking is currently not allowed and is discouraged by the Club. There was only one time period where one vehicle was observed to park on the street during our study. In the future with the project, it is unlikely that street parking will be an issue because the access will be relocated to 125th Lane NE, which is a private road. A site plan showing the parking areas counted during the study is included in **Attachment D**.

Existing Parking Demand Results

The results of the existing parking demand counts are summarized in **Attachment E**. Based on our counts, the peak existing parking demand occurred on Monday at 7:00 p.m. with a total of 77 vehicles parked. Based on discussions with the Club, this peak demand was due to court "change-over" which occurs at the end of the 5:30 p.m. "Men's Night" session and the start of the 7:00 p.m. session. This results in an overlap where parking demand is high for a relatively short time period (7:00 p.m. – 7:30 p.m.). According to the Club, the tennis courts were fully occupied and "at capacity" during the August 16th "Men's Night". Also contributing to the parking demand during this time was the relatively high swimming pool usage due to above-normal (90+ degree) temperatures. Considering the "at capacity" tennis usage and the higher than normal pool usage, along with the other typical fitness activities occurring at the Club, we believe that the observed August 16 peak utilization is likely representative of the Club's maximum parking demand (outside of special events – discussed later in this memo).

A "seasonality" adjustment is sometimes applied to the observed peak parking demand if the demand is expected to be higher at other times of the year. For example, if the study was conducted on a rainy day in February, the peak parking demand may be lower than normal since not all of the tennis courts would be utilized, and the Club would be operating at "below capacity". This situation would warrant the use of a "seasonality" adjustment factor. In our study, the Club's observed August 16 peak parking demand represents a condition that will likely not be exceeded at other times of the year, since the Club was operating "at capacity". In fact, our study may even represent a

conservative high estimate of parking demand due to the higher than normal pool usage. For these reasons, applying a "seasonality" adjustment to our observed peak demand would be both unnecessary and inappropriate.

Future Parking Demand Estimates with Project

To estimate the future parking demand with the proposed four court tennis building, a peak parking generation rate was derived from the existing peak parking demand. The existing Club has 14 tennis courts. Therefore, the observed peak parking generation rate was calculated to be 5.50 vehicles per court (77 vehicles / 14 courts). This parking rate was then applied to the total number of tennis courts with the new four court tennis building (18 courts). The resulting estimated future peak parking demand with the four court tennis building is 99 parking stalls (18 courts X 5.50). Based on the site plan provided in **Figure 2**, the Club is proposing 103 total on-site parking stalls with the new building. Therefore, the proposed future parking supply is expected to accommodate the estimated future peak demand. The parking rate calculations and future parking demand estimates are summarized in **Attachment F**.

Parking during Special Events

Three times per year, Central Park Tennis Club hosts tennis events which require the use of the adjacent field for parking. The first event occurs on Father's Day weekend when the Club hosts the United States Tennis Association local playoffs. The event runs Thursday evening through Sunday evening. The event involves teams from around the Northwest competing to go to regional playoffs. For this event, notices are sent to the team captains alerting them that all participants must park in the adjacent field, which has a gated access on NE 60th Street. During the tournament, signs are placed on NE 60th Street next to the gates, which are open for Tournament Parking. In addition, a sign is placed at the Club's parking lot entrance stating that parking in the lot is for members only. An additional sign is posted inside the Clubhouse entry alerting participants of the mandatory field parking.

The second time the Club uses the adjacent field for parking is during the Washington State Champs, which occurs the weekend following the 4th of July. This is a kids tournament (ages 12-18) so the field is primarily used for overflow. Based on discussions with the Club, the Club's parking lot usually accommodates the parents bringing their kids, but the field is open for overflow to be used as needed.

Recently, the Club has also helped with a third tournament based out of the Bellevue Club where the field parking is utilized. It is usually the last weekend in July (Friday and Saturday). The event benefits First Place School and is a mixed doubles event. During the tournament, signs are placed on NE 60th Street next to the gates, which are open for Tournament Parking. In addition, a sign is placed at the Club's parking lot entrance stating that parking in the lot is for members only. An additional sign is posted inside the Clubhouse entry alerting participants of the mandatory field parking. This is to allow the members full use of the parking lot and facility while they run the tournament on a limited number of courts.

Based on discussions with the Club, the capacity of the adjacent field has not been exceeded, and parking spillover into the adjacent neighborhoods has not been an issue during these tournaments.

If you have any questions regarding the information presented in this Traffic Impact Analysis, please call me at 206-498-5897 or email at forster@tenw.com.

cc: Jack Goldberg, Central Park Tennis Club
Larry Ho, Freiheit & Ho Architects

Transportation Engineering NorthWest

ATTACHMENT A

Concurrency Test Notice

Transportation Engineering/Operations ♦ Impact Studies ♦ Design Services ♦ Transportation Planning/Forecasting

816 6th Street South ♦ Kirkland, WA 98033 ♦ Office (206) 498-5897 ♦ Fax (425) 889-TENW(8369)

CITY OF KIRKLAND

123 FIFTH AVENUE • KIRKLAND, WASHINGTON 98033-6189 • (425) 587-3800

DEPARTMENT OF PUBLIC WORKS
MEMORANDUM

To: Susan Greene, Planner

From: Thang Nguyen, Transportation Engineer

Date: September 19, 2010

Subject: Central Park Tennis Club Expansion Traffic Concurrency Notice, Permit #CON010-00001

This memo summarizes public works review of traffic concurrency for the proposed expansion of the Central Park Tennis Club at 12630 NE 59th Street. This memo will serve as the traffic concurrency test notice.

Project Description
The applicant proposes to add 31,739 square feet building to contain four additional tennis courts. The project will also include 35 additional parking stalls. The project is expected to be complete in the summer of 2011.

Project Trip Generation
Based on the traffic analysis, it is estimated that the proposed project will generate 13 PM peak and 155 daily net new trips. It is anticipated that the project will be built and fully occupied by 2011.

Traffic Concurrency
All developments subject to SEPA review are required to pass traffic concurrency. The purpose of traffic concurrency is to ensure that the City roadway network is built concurrent with land use growth. The proposed project was tested for concurrency on September 19, 2010 and passed. The project is allowed to proceed through the development process and must obtain a building or development permit prior to September 19, 2011 in order to maintain a valid concurrency status.

Traffic Concurrency
All developments subject to SEPA review are required to pass traffic concurrency. The purpose of traffic concurrency is to ensure that the City roadway network is built concurrent with land use growth.

The proposed project passed traffic concurrency. This memo will serve as the concurrency test notice for the proposed project. Per *Section 25.10.020 Procedures* of the KMC, this Concurrency Test Notice will expire in one year (September 19, 2011) unless a development permit and certificate of concurrency are issued or an extension is granted.

EXPIRATION

The concurrency test notice shall expire and a new concurrency test application is required unless:

1. A complete SEPA checklist, traffic impact analysis and all required documentation are submitted to the City within 90 calendar days of the concurrency test notice.

2. A Certificate of Concurrency is issued or an extension is requested and granted by the Public Works Department within one year of issuance of the concurrency test notice. (A Certificate of Concurrency is issued at the same time a development permit or building permit is issued if the applicant holds a valid concurrency test notice.)

3. A Certificate of Concurrency shall expire six years from the date of issuance of the concurrency test notice unless all building permits are issued for buildings approved under the concurrency test notice.

APPEALS

The concurrency test notice may be appealed by the public or agency with jurisdiction. The concurrency test notice is subject to an appeal until the SEPA review process is complete and the appeal deadline has passed. Concurrency appeals are heard before the Hearing Examiner along with any applicable SEPA appeal. For more information, refer to the Kirkland Municipal Code, Title 25. If you have any questions, please call me at x3869.

Traffic Impact Analysis Scope

Based on the trip generation, the project will have less than 1% proportional impact to off-site intersections. Therefore, the traffic analysis will be limited to traffic safety analyses (sight distance analysis) at the site driveways.

cc: Chris Forster, TENW
Advantage, Con10-0001

Transportation Engineering NorthWest

ATTACHMENT B

Proportional Share Analysis

Transportation Engineering/Operations ♦ Impact Studies ♦ Design Services ♦ Transportation Planning/Forecasting

816 6th Street South ♦ Kirkland, WA 98033 ♦ Office (206) 498-5897 ♦ Fax (425) 889-TENW(8369)

Central Park Tennis Club

Trip Distribution at NE 60th/116th

Trip Generation

	Inbound	Outbound
PM Peak	6	7
Daily	77	78

Trip Distribution - Central Park Tennis Club 4 Court Tennis Building

		Turning Volumes											
		Eastbound			Westbound			Northbound			Southbound		
Int. Code	Intersection	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
	NE 60th St/116th Ave NE												
414	PM Peak Hour Trips =				2		2			1	2		
	Daily Trips =				19		20			19	20		

Proportional Share Impact Worksheet

Input appropriate information in green cells

[1] See "*Intersection Description*" worksheet for descriptions

1. May Change without notice, call Thang Nguyen 425-587-3869 with questions

			Through Lanes[1]
Project Name:	Central Park Tennis 4 Court Tennis Bldg		
Major Street[1]	116th Ave NE	# of Lanes*=	1
Minor Street[1]	NE 60th St	# of Lanes*=	1

DATE:
10/1/2010

Daily Project Traffic Entering the Intersection

		Daily Volumes	*Entering Leg Volumes* *		
(Total of both approaches divided by two)	Major Street Volume V_1 =	19.5	20	19	***Major***
(Total of both approaches divided by two)	Minor Street Volume V_2 =	19.5	39	0	***Minor***

***Do not leave cell empty for zero volume**

Determine Geometric Factors

Number of Lanes		Geometric Factors			
Major Street	Minor Street	f_1	f_2	f_3	f_4
2	2	1.000	1.330	1.000	1.330
2	1	1.000	1.000	1.000	1.000
1	2	0.833	1.330	0.833	1.330
1	1	0.833	1.000	0.833	1.000

f_1	f_2	f_3	f_4
0.833	***1***	***0.833***	***1***

Calculate Base Percentages

$P_1=V_1/(10{,}000 \times f_1)$ =	0.23%
$P_2=V_2/(5{,}000 \times f_2)$ =	0.39%
$P_3=V_1/(15{,}000 \times f_3)$ =	0.16%
$P_4=V_2/(2{,}500 \times f_4)$ =	0.78%

Calculate Proportional Share

$S_1=(P_1+P_2)/2$=	0.31%
$S_2=(P_3+P_4)/2$=	0.47%

Intersection Proportional Share = Maximum of S1 and S2 = 0.47%

Significant Intersection? **no**

1. Number of through lanes. Do not count exclusive turn lanes. Use the smaller number of lanes if the number of lanes is unequal on two legs. For Example, if one minor leg has two lanes and one minor leg has one lane, the number of lanes on the minor leg is one.

Computed By: CPF
Company: TENW

Transportation Engineering NorthWest

ATTACHMENT C

Intersection LOS Calculations

Transportation Engineering/Operations ♦ Impact Studies ♦ Design Services ♦ Transportation Planning/Forecasting

816 6th Street South ♦ Kirkland, WA 98033 ♦ Office (206) 498-5897 ♦ Fax (425) 889-TENW(8369)

Transportation Engineering NorthWest

Level of Service Methodology

Level of service refers to the degree of congestion on a roadway or intersection. It is a measure of vehicle operating speed, travel time, travel delays, and driving comfort. Level of service is generally described by a letter scale from A to F. LOS A represents free-flow conditions- motorists experience little or no delays, and LOS F represents forced-flow conditions where the number of vehicles arriving exceed the capacity of the intersection.

The LOS reported for signalized intersections is based on the average control delay for the entire intersection. Level of service calculations for the signalized intersections was based on methodology and procedures outlined in the 2000 update of the *Highway Capacity Manual*, Special Report 209, Transportation Research Board, using *Synchro 6.0* traffic analysis software. **Table 1** outlines the LOS criteria for signalized intersections.

Table 2
Level of Service Criteria for Signalized Intersections

Level of Service	Signalized Intersection Delay Range (sec)
A	≤ 10
B	>10 to ≤20
C	>20 to ≤35
D	>35 to ≤55
E	>55 to ≤80
F	>80

Source: "Highway Capacity Manual", Special Report 209, Transportation Research Board, 2000 Update

The LOS at stop-controlled intersections is based on average control delay (sec/veh) and is reported for each movement. Therefore, the reported LOS at unsignalized intersections does not represent a measure of the overall operations of the intersection. Level of service calculations for the stop-controlled intersections were calculated using the methodology and procedures outlined in the 2000 update of the *Highway Capacity Manual*, Special Report 209, Transportation Research Board, using *Highway Capacity Software (HCS) 2000*. **Table 2** outlines the LOS criteria for unsignalized intersections.

Table 3
Level of Service Criteria for Unsignalized Intersections

Level of Service	Unsignalized Intersection Delay Range (sec)
A	≤ 10
B	>10 to ≤15
C	>15 to ≤25
D	>25 to ≤35
E	>35 to ≤50
F	>50

Source: "Highway Capacity Manual", Special Report 209, Transportation Research Board, 2000 Update

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*CPF*	Intersection	*125th Lane/NE 60th*
Agency/Co.	*TENW*	Jurisdiction	*Kirkland*
Date Performed	*10/1/2010*	Analysis Year	*2010 Existing*
Analysis Time Period	*PM Peak*		

Project Description	*Central Park Tennis Club 4 Court Tennis Building*
East/West Street: *NE 60th St*	North/South Street: *125th Lane NE*
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*0*	*129*	*1*	*7*	*146*	*0*
Peak-hour factor, PHF	*1.00*	*0.88*	*0.88*	*0.66*	*0.66*	*1.00*
Hourly Flow Rate (veh/h)	*0*	*146*	*1*	*10*	*221*	*0*
Proportion of heavy vehicles, P_{HV}	*0*	--	--	*0*	--	--
Median type	*Undivided*					
RT Channelized?			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*13*	*0*	*1*	*0*	*0*	*0*
Peak-hour factor, PHF	*0.58*	*1.00*	*0.58*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate (veh/h)	*22*	*0*	*1*	*0*	*0*	*0*
Proportion of heavy vehicles, P_{HV}	*0*	*0*	*0*	*0*	*0*	*0*
Percent grade (%)		*0*			*0*	
Flared approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized?			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
Volume, v (vph)		*10*		*23*				
Capacity, c_m (vph)		*1445*		*623*				
v/c ratio		*0.01*		*0.04*				
Queue length (95%)		*0.02*		*0.11*				
Control Delay (s/veh)		*7.5*		*11.0*				
LOS		*A*		*B*				
Approach delay (s/veh)	--	--	*11.0*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*CPF*	Intersection	*125th Lane/NE 60th*
Agency/Co.	*TENW*	Jurisdiction	*Kirkland*
Date Performed	*10/1/2010*	Analysis Year	*2011 Baseline*
Analysis Time Period	*PM Peak*		

Project Description	*Central Park Tennis Club 4 Court Tennis Building*
East/West Street: *NE 60th St*	North/South Street: *125th Lane NE*
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*0*	*132*	*1*	*7*	*149*	*0*
Peak-hour factor, PHF	*1.00*	*0.88*	*0.88*	*0.66*	*0.66*	*1.00*
Hourly Flow Rate (veh/h)	*0*	*150*	*1*	*10*	*225*	*0*
Proportion of heavy vehicles, P_{HV}	*0*	--	--	*0*	--	--
Median type	*Undivided*					
RT Channelized?			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*13*	*0*	*1*	*0*	*0*	*0*
Peak-hour factor, PHF	*0.58*	*1.00*	*0.58*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate (veh/h)	*22*	*0*	*1*	*0*	*0*	*0*
Proportion of heavy vehicles, P_{HV}	*0*	*0*	*0*	*0*	*0*	*0*
Percent grade (%)		*0*			*0*	
Flared approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized?			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
Volume, v (vph)		*10*		*23*				
Capacity, c_m (vph)		*1440*		*616*				
v/c ratio		*0.01*		*0.04*				
Queue length (95%)		*0.02*		*0.12*				
Control Delay (s/veh)		*7.5*		*11.1*				
LOS		*A*		*B*				
Approach delay (s/veh)	--	--	*11.1*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*CPF*	Intersection	*125th Lane/NE 60th*
Agency/Co.	*TENW*	Jurisdiction	*Kirkland*
Date Performed	*10/1/2010*	Analysis Year	*2011 With Project*
Analysis Time Period	*PM Peak*		

Project Description	*Central Park Tennis Club 4 Court Tennis Building*
East/West Street: *NE 60th St*	North/South Street: *125th Lane NE*
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*0*	*120*	*16*	*21*	*137*	*0*
Peak-hour factor, PHF	*1.00*	*0.88*	*0.88*	*0.66*	*0.66*	*1.00*
Hourly Flow Rate (veh/h)	*0*	*136*	*18*	*31*	*207*	*0*
Proportion of heavy vehicles, P_{HV}	*0*	--	--	*0*	--	--
Median type	*Undivided*					
RT Channelized?			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*29*	*0*	*16*	*0*	*0*	*0*
Peak-hour factor, PHF	*0.58*	*1.00*	*0.58*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate (veh/h)	*50*	*0*	*27*	*0*	*0*	*0*
Proportion of heavy vehicles, P_{HV}	*0*	*0*	*0*	*0*	*0*	*0*
Percent grade (%)		*0*			*0*	
Flared approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized?			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
Volume, v (vph)		*31*		*77*				
Capacity, c_m (vph)		*1437*		*668*				
v/c ratio		*0.02*		*0.12*				
Queue length (95%)		*0.07*		*0.39*				
Control Delay (s/veh)		*7.6*		*11.1*				
LOS		*A*		*B*				
Approach delay (s/veh)	--	--	*11.1*					
Approach LOS	--	--	*B*					

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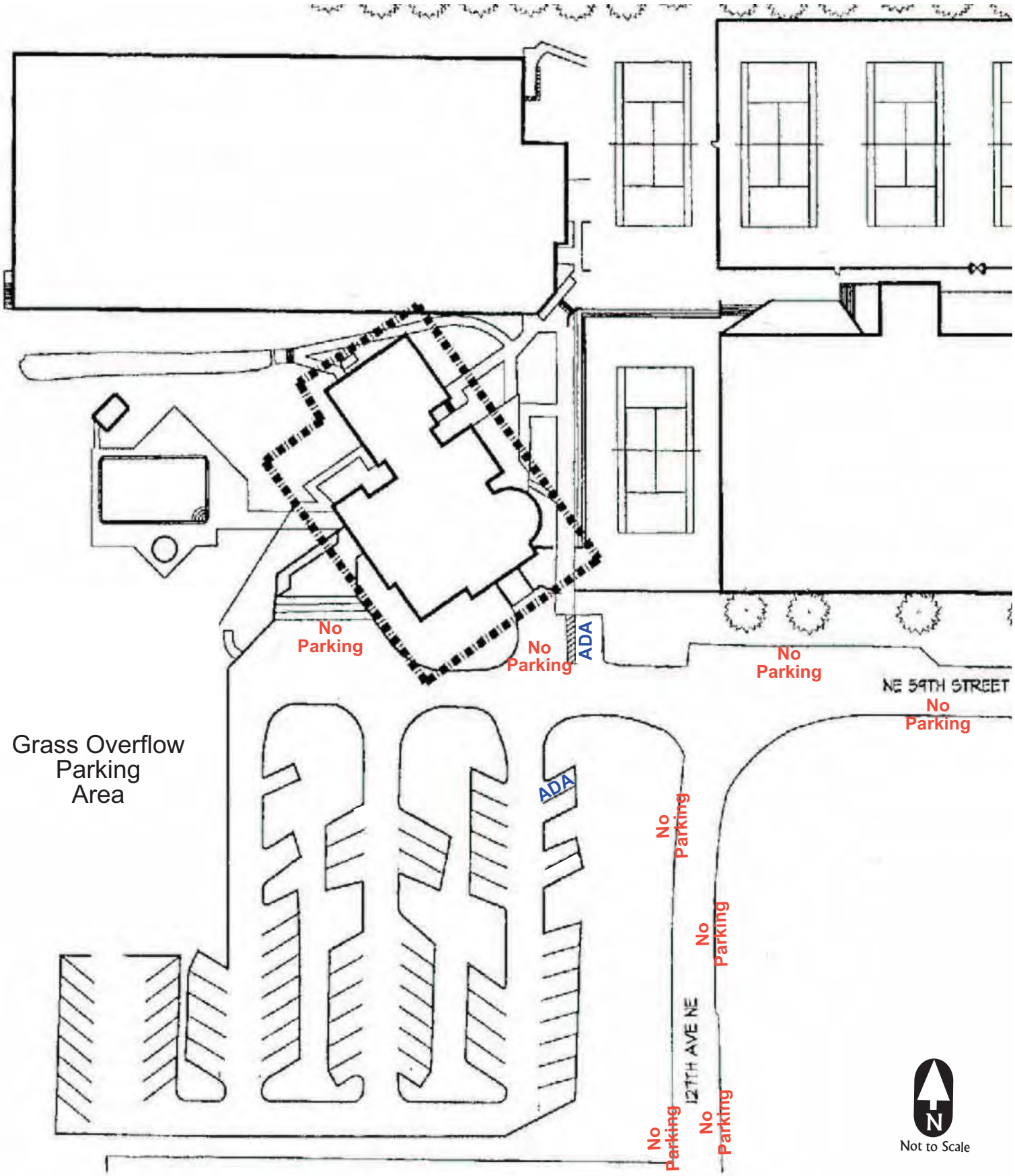
Transportation Engineering NorthWest

ATTACHMENT D

Parking Areas Included in Study


No Parking
No Parking
ADA
No Parking
NE 59TH STREET
No Parking
Grass Overflow Parking Area
ADA
No Parking
No Parking
127TH AVE NE
No Parking
No Parking
N
Not to Scale

TENW 8-18-10

Transportation Engineering NorthWest

ATTACHMENT E

Counts of Parked Vehicles

Transportation Engineering/Operations ♦ Impact Studies ♦ Design Services ♦ Transportation Planning/Forecasting

816 6th Street South ♦ Kirkland, WA 98033 ♦ Office (206) 498-5897 ♦ Fax (425) 889-TENW(8369)

CENTRAL PARK TENNIS CLUB PARKING DEMAND STUDY

Date: Monday, 8/16/2010 Times: 1000-1330, 1730-2000

Time Beginning	Existing Parking Demand					
	General	Grass Overflow	Un-designated[1]	ADA	On-Street	Total Existing Parking Demand
10:00	51	3	0	1	0	55
10:15	52	3	0	1	0	56
10:30	50	3	0	1	0	54
10:45	51	3	0	0	0	54
11:00	61	3	0	0	0	64
11:15	61	3	0	0	0	64
11:30	67	7	0	0	0	74
11:45	58	13	0	0	0	71
12:00	50	12	0	0	0	62
12:15	54	13	0	0	0	67
12:30	61	13	1	0	0	75
12:45	61	13	0	0	0	74
13:00	56	13	0	0	0	69
13:15	53	12	0	0	0	65
13:30	47	7	0	0	0	54
17:30	50	3	0	0	0	53
17:45	50	5	0	0	0	55
18:00	54	5	0	0	0	59
18:15	53	5	0	0	0	58
18:30	57	5	0	0	0	62
18:45	55	5	0	0	0	60
19:00	67	9	0	0	1	77
19:15	61	9	0	0	0	70
19:30	40	7	0	0	0	47
19:45	32	4	0	0	0	36
20:00	32	4	0	0	0	36
					Maximum =	**77**

Notes:

[1] Vehicles who parked in undesignated areas of the parking lot (outside of a striped parking stall). Some of these vehicles were short term drop-off/pick-up.

CENTRAL PARK TENNIS CLUB PARKING DEMAND STUDY

Date: Tuesday, 8/10/2010 Times: 1000-1330, 1730-2000

Time Beginning	Existing Parking Demand					
	General	Grass Overflow	Un-designated[1]	ADA	On-Street	Total Existing Parking Demand
10:00	45	1	0	0	0	46
10:15	42	1	0	1	0	44
10:30	43	1	0	1	0	45
10:45	41	1	0	1	0	43
11:00	44	1	0	1	0	46
11:15	44	1	0	1	0	46
11:30	62	3	0	1	0	66
11:45	60	4	0	1	0	65
12:00	52	4	0	1	0	57
12:15	51	4	0	1	0	56
12:30	54	4	1	0	0	59
12:45	43	3	0	0	0	46
13:00	42	2	0	0	0	44
13:15	38	3	0	0	0	41
13:30	36	3	0	0	0	39
17:30	22	3	1	0	0	26
17:45	19	2	0	0	0	21
18:00	18	2	0	0	0	20
18:15	20	2	0	0	0	22
18:30	25	2	0	0	0	27
18:45	27	1	0	0	0	28
19:00	45	1	0	0	0	46
19:15	42	1	0	0	0	43
19:30	36	1	0	0	0	37
19:45	38	1	0	0	0	39
20:00	37	1	0	0	0	38
					Maximum =	**66**

Notes:

[1] Vehicles who parked in undesignated areas of the parking lot (outside of a striped parking stall). Some of these vehicles were short term drop-off/pick-up.

CENTRAL PARK TENNIS CLUB PARKING DEMAND STUDY

Date: Wednesday, 8/11/2010 Times: 1000-1330, 1730-2100

Time Beginning	Existing Parking Demand					
	General	Grass Overflow	Un-designated[1]	ADA	On-Street	Total Existing Parking Demand
10:00	53	1	0	0	0	54
10:15	50	1	0	0	0	51
10:30	49	1	0	0	0	50
10:45	45	1	0	0	0	46
11:00	49	1	0	0	0	50
11:15	48	1	1	0	0	50
11:30	61	2	0	0	0	63
11:45	57	2	0	0	0	59
12:00	55	2	0	1	0	58
12:15	57	2	0	1	0	60
12:30	62	2	1	1	0	66
12:45	56	2	0	1	0	59
13:00	61	2	0	1	0	64
13:15	60	2	0	1	0	63
13:30	59	2	0	1	0	62
17:30	55	2	1	0	0	58
17:45	53	1	1	0	0	55
18:00	56	1	1	0	0	58
18:15	61	1	1	0	0	63
18:30	61	1	0	0	0	62
18:45	60	2	0	0	0	62
19:00	65	3	0	0	0	68
19:15	67	3	0	0	0	70
19:30	59	4	0	0	0	63
19:45	56	4	0	0	0	60
20:00	56	3	1	0	0	60
20:15	48	3	0	0	0	51
20:30	37	2	0	0	0	39
20:45	29	1	0	0	0	30
21:00	19	0	0	0	0	19
					Maximum =	**70**

Notes:

[1] Vehicles who parked in undesignated areas of the parking lot (outside of a striped parking stall). Some of these vehicles were short term drop-off/pick-up.

CENTRAL PARK TENNIS CLUB PARKING DEMAND STUDY

Date: Thursday, 8/12/2010 Times: 1000-1330, 1730-2100

Time Beginning	Existing Parking Demand					
	General	Grass Overflow	Un-designated[1]	ADA	On-Street	Total Existing Parking Demand
10:00	41	2	0	0	0	43
10:15	42	2	0	0	0	44
10:30	43	2	0	0	0	45
10:45	42	2	0	0	0	44
11:00	44	2	0	0	0	46
11:15	47	2	0	0	0	49
11:30	51	2	0	0	0	53
11:45	49	3	0	0	0	52
12:00	39	4	0	0	0	43
12:15	37	3	0	0	0	40
12:30	44	3	3	0	0	50
12:45	42	3	0	0	0	45
13:00	48	3	0	0	0	51
13:15	42	3	0	0	0	45
13:30	39	3	1	0	0	43
17:30	50	2	0	1	0	53
17:45	60	2	0	1	0	63
18:00	62	2	0	1	0	65
18:15	56	2	0	1	0	59
18:30	60	2	0	0	0	62
18:45	62	2	0	0	0	64
19:00	67	6	0	0	0	73
19:15	67	6	0	0	0	73
19:30	63	6	0	0	0	69
19:45	60	6	0	0	0	66
20:00	61	6	0	0	0	67
20:15	60	6	0	0	0	66
20:30	58	6	0	0	0	64
20:45	42	3	0	0	0	45
21:00	31	2	1	0	0	34
					Maximum =	**73**

Notes:

[1] Vehicles who parked in undesignated areas of the parking lot (outside of a striped parking stall). Some of these vehicles were short term drop-off/pick-up.

CENTRAL PARK TENNIS CLUB PARKING DEMAND STUDY

Date: Friday, 8/13/2010 Times: 1000-1330, 1730-2000

Time Beginning	Existing Parking Demand					
	General	Grass Overflow	Un-designated[1]	ADA	On-Street	Total Existing Parking Demand
10:00	38	3	0	1	0	42
10:15	36	3	0	1	0	40
10:30	38	3	0	1	0	42
10:45	33	3	0	1	0	37
11:00	40	4	1	0	0	45
11:15	41	4	1	0	0	46
11:30	46	4	1	0	0	51
11:45	37	4	1	0	0	42
12:00	38	4	1	0	0	43
12:15	32	3	0	0	0	35
12:30	32	3	0	0	0	35
12:45	29	3	0	0	0	32
13:00	28	4	0	0	0	32
13:15	22	4	0	0	0	26
13:30	21	4	0	0	0	25
17:30	26	0	0	0	0	26
17:45	25	0	0	0	0	25
18:00	27	0	0	0	0	27
18:15	26	0	0	0	0	26
18:30	25	0	0	0	0	25
18:45	25	0	0	0	0	25
19:00	24	0	0	0	0	24
19:15	21	0	0	0	0	21
19:30	21	0	0	0	0	21
19:45	13	0	0	0	0	13
20:00	13	0	0	0	0	13
					Maximum =	**51**

Notes:

[1] Vehicles who parked in undesignated areas of the parking lot (outside of a striped parking stall). Some of these vehicles were short term drop-off/pick-up.

CENTRAL PARK TENNIS CLUB PARKING DEMAND STUDY

Date: Saturday, 8/14/2010 Times: 0900-1300

Time Beginning	Existing Parking Demand					
	General	Grass Overflow	Un-designated[1]	ADA	On-Street	Total Existing Parking Demand
9:00	31	1	0	0	0	32
9:15	30	1	0	0	0	31
9:30	28	1	0	0	0	29
9:45	25	1	0	0	0	26
10:00	30	1	0	1	0	32
10:15	30	1	0	1	0	32
10:30	26	1	0	1	0	28
10:45	25	1	0	1	0	27
11:00	23	1	0	0	0	24
11:15	20	1	0	0	0	21
11:30	30	2	0	0	0	32
11:45	30	2	0	0	0	32
12:00	27	2	0	0	0	29
12:15	28	2	0	0	0	30
12:30	28	1	0	0	0	29
12:45	29	1	1	0	0	31
13:00	31	1	1	0	0	33
					Maximum =	**33**

Notes:

[1] Vehicles who parked in undesignated areas of the parking lot (outside of a striped parking stall). Some of these vehicles were short term drop-off/pick-up.

Transportation Engineering NorthWest

ATTACHMENT F

Parking Rate and Future Parking Demand Estimates

Transportation Engineering/Operations ♦ Impact Studies ♦ Design Services ♦ Transportation Planning/Forecasting

816 6th Street South ♦ Kirkland, WA 98033 ♦ Office (206) 498-5897 ♦ Fax (425) 889-TENW(8369)

CENTRAL PARK TENNIS CLUB PARKING DEMAND STUDY RESULTS

Existing Parking Demand Data Summary

Day	Existing Peak Parking Demand[1]
Monday - August 16, 2010	77
Tuesday - August 10, 2010	66
Wednesday - August 11, 2010	70
Thursday - August 12, 2010	73
Friday - August 13, 2010	51
Saturday - August 14, 2010	33
Maximum Peak Observed	**77**

Existing Parking Demand Rates

Total Number of Existing Tennis Courts = ***14 courts***

Calculation	Existing Peak Parking Demand Rate[2]
77 vehicles / 14 courts	**5.50**

Future Parking Demand Estimates with Four Court Tennis Building

Total Number of Future Tennis Courts = ***18 courts***

Calculation	Estimated Future Peak Parking Demand[3]
5.50 X 18 courts	**99**

[1] Peak parking demand in vehicles as observed over the 6-day study period

[2] Existing parking demand rate. Calculated as peak # of parked vehicles/14 existing courts.

[3] Future peak parking demand based on applying existing parking demand rate to future # of courts with the project

CITY OF KIRKLAND

123 FIFTH AVENUE • KIRKLAND, WASHINGTON 98033-6189 • (425) 587-3800

DEPARTMENT OF PUBLIC WORKS
MEMORANDUM

To: Susan Greene, Planner

From: Thang Nguyen, Transportation Engineer

Date: September 19, 2010

Subject: Central Park Tennis Club Expansion Traffic Concurrency Notice, Permit #CON010-00001

This memo summarizes public works review of traffic concurrency for the proposed expansion of the Central Park Tennis Club at 12630 NE 59th Street. This memo will serve as the traffic concurrency test notice.

Project Description
The applicant proposes to add 31,739 square feet building to contain four additional tennis courts. The project will also include 35 additional parking stalls. The project is expected to be complete in the summer of 2011.

Project Trip Generation
Based on the traffic analysis, it is estimated that the proposed project will generate 13 PM peak and 155 daily net new trips. It is anticipated that the project will be built and fully occupied by 2011.

Traffic Concurrency
All developments subject to SEPA review are required to pass traffic concurrency. The purpose of traffic concurrency is to ensure that the City roadway network is built concurrent with land use growth. The proposed project was tested for concurrency on September 19, 2010 and passed. The project is allowed to proceed through the development process and must obtain a building or development permit prior to September 19, 2011 in order to maintain a valid concurrency status.

Traffic Concurrency
All developments subject to SEPA review are required to pass traffic concurrency. The purpose of traffic concurrency is to ensure that the City roadway network is built concurrent with land use growth.

The proposed project passed traffic concurrency. This memo will serve as the concurrency test notice for the proposed project. Per *Section 25.10.020 Procedures* of the KMC, this Concurrency Test Notice will expire in one year (September 19, 2011) unless a development permit and certificate of concurrency are issued or an extension is granted.

EXPIRATION

The concurrency test notice shall expire and a new concurrency test application is required unless:

1. A complete SEPA checklist, traffic impact analysis and all required documentation are submitted to the City within 90 calendar days of the concurrency test notice.

2. A Certificate of Concurrency is issued or an extension is requested and granted by the Public Works Department within one year of issuance of the concurrency test notice. (A Certificate of Concurrency is issued at the same time a development permit or building permit is issued if the applicant holds a valid concurrency test notice.)

3. A Certificate of Concurrency shall expire six years from the date of issuance of the concurrency test notice unless all building permits are issued for buildings approved under the concurrency test notice.

APPEALS

The concurrency test notice may be appealed by the public or agency with jurisdiction. The concurrency test notice is subject to an appeal until the SEPA review process is complete and the appeal deadline has passed. Concurrency appeals are heard before the Hearing Examiner along with any applicable SEPA appeal. For more information, refer to the Kirkland Municipal Code, Title 25. If you have any questions, please call me at x3869.

Traffic Impact Analysis Scope

Based on the trip generation, the project will have less than 1% proportional impact to off-site intersections. Therefore, the traffic analysis will be limited to traffic safety analyses (sight distance analysis) at the site driveways.

cc: Chris Forster, TENW
Advantage, Con10-0001

Transportation Engineering NorthWest **Technical Memorandum**

DATE: August 18, 2010

TO: Thang Nguyen, P.E.
City of Kirkland

FROM: Chris Forster, P.E.
TENW

RE: Central Park Tennis Club - Four Court Tennis Building
Parking Assessment
TENW Project No. 4412

This memorandum documents the parking assessment for the proposed Central Park Tennis Club Four Court Tennis Building project. The Central Park Tennis Club is located at 12630 NE 59th Street in Kirkland, Washington (see vicinity in **Attachment A**).

The trip generation and impact fee estimates for the proposed project are included in a previous memo to the City of Kirkland dated August 4, 2010. This memo supplements our previous memo with an assessment of existing and future parking demand.

Project Description

The project site is located on the south side of NE 60th Street between 125th Lane NE and 128th Avenue NE. The project would consist of a new four court tennis building to be located on the southern portion of the site currently occupied by the Club's main parking area. As part of the project, the parking lot would be reconfigured and capacity increased from approximately 70 parking stalls to 103 parking stalls. In addition, the Club's main vehicular site access from 127th Avenue NE would be eliminated and replaced with a new connection to NE 60th Street via 125th Lane NE (a private roadway). A preliminary project site plan is provided in **Attachment B**. The project is expected to be completed by summer 2011.

Existing Parking Demand Methodology

A parking demand study was conducted at the Central Park Tennis Club Tuesday thru Saturday, August 10-14, 2010, and on Monday August 16, 2010. Based on discussions with the Club, the times selected for the study were based on the times when existing parking demand typically peaks. The peak parking demand times are not expected to change with the completion of the proposed four court tennis building. The study was conducted during the following time periods:

Monday/Tuesday/Friday: 10:00 a.m. – 1:30 p.m., 5:30 p.m. – 8:00 p.m.

Wednesday/Thursday: 10:00 a.m. – 1:30 p.m., 5:30 p.m. – 9:00 p.m.

Saturday: 9:00 a.m. – 1:00 p.m.

Data collection was conducted by TENW and Traffic Data Gathering, Inc. The number of vehicles parked on-site was recorded every 15 minutes, and categorized into the following:

General: Standard striped on-site parking stalls (68 available general stalls)

Grass Overflow: Grassy unstriped area just west of the parking lot

Undesignated: Cars not parked in striped stalls (some of these vehicles were dropping off or picking up people near the front door)

ADA: Handicap parking stalls (2 available ADA stalls)

In addition to the on-site areas above, the number of vehicles parked on the street on 127th Ave NE, NE 59th Street, and 128th Ave NE was recorded. On-street parking is currently not allowed and is discouraged by the Club. There was only one time period where one vehicle was observed to park on the street during our study. In the future with the project, it is unlikely that street parking will be an issue because the access will be relocated to 125th Lane NE, which is a private road. A site plan showing the parking areas counted during the study is included in **Attachment C**.

Existing Parking Demand Results

The results of the existing parking demand counts are summarized in **Attachment D**. Based on our counts, the peak existing parking demand occurred on Monday at 7:00 p.m. with a total of 77 vehicles parked. Based on discussions with the Club, this peak demand was due to court "change-over" which occurs at the end of the 5:30 p.m. "Men's Night" session and the start of the 7:00 p.m. session. This results in an overlap where parking demand is high for a relatively short time period (7:00 p.m. – 7:30 p.m.). According to the Club, the tennis courts were fully occupied and "at capacity" during the August 16th "Men's Night". Also contributing to the parking demand during this time was the relatively high swimming pool usage due to above-normal (90+ degree) temperatures. Considering the "at capacity" tennis usage and the higher than normal pool usage, along with the other typical fitness activities occurring at the Club, we believe that the observed August 16 peak utilization is likely representative of the Club's maximum parking demand (outside of special events – discussed later in this memo).

A "seasonality" adjustment is sometimes applied to the observed peak parking demand if the demand is expected to be higher at other times of the year. For example, if the study was conducted on a rainy day in February, the peak parking demand may be lower than normal since not all of the tennis courts would be utilized, and the Club would be operating at "below capacity". This situation would warrant the use of a "seasonality" adjustment factor. In our study, the Club's observed August 16 peak parking demand represents a condition that will likely not be exceeded at other times of the year, since the Club was operating "at capacity". In fact, our study may even represent a conservative high estimate of parking demand due to the higher than normal pool usage. For these reasons, applying a "seasonality" adjustment to our observed peak demand would be both unnecessary and inappropriate.

Future Parking Demand Estimates with Project

To estimate the future parking demand with the proposed four court tennis building, a peak parking generation rate was derived from the existing peak parking demand. The existing Club has 14 tennis courts. Therefore, the observed peak parking generation

rate was calculated to be 5.50 vehicles per court (77 vehicles / 14 courts). This parking rate was then applied to the total number of tennis courts with the new four court tennis building (18 courts). The resulting estimated future peak parking demand with the four court tennis building is 99 parking stalls (18 courts X 5.50). Based on the site plan provided in **Attachment B**, the Club is proposing 103 total on-site parking stalls with the new building. Therefore, the proposed future parking supply is expected to accommodate the estimated future peak demand. The parking rate calculations and future parking demand estimates are summarized in **Attachment E**.

Parking during Special Events

Three times per year, Central Park Tennis Club hosts tennis events which require the use of the adjacent field for parking. The first event occurs on Father's Day weekend when the Club hosts the United States Tennis Association local playoffs. The event runs Thursday evening through Sunday evening. The event involves teams from around the Northwest competing to go to regional playoffs. For this event, notices are sent to the team captains alerting them that all participants must park in the adjacent field, which has a gated access on NE 60th Street. During the tournament, signs are placed on NE 60th Street next to the gates, which are open for Tournament Parking. In addition, a sign is placed at the Club's parking lot entrance stating that parking in the lot is for members only. An additional sign is posted inside the Clubhouse entry alerting participants of the mandatory field parking.

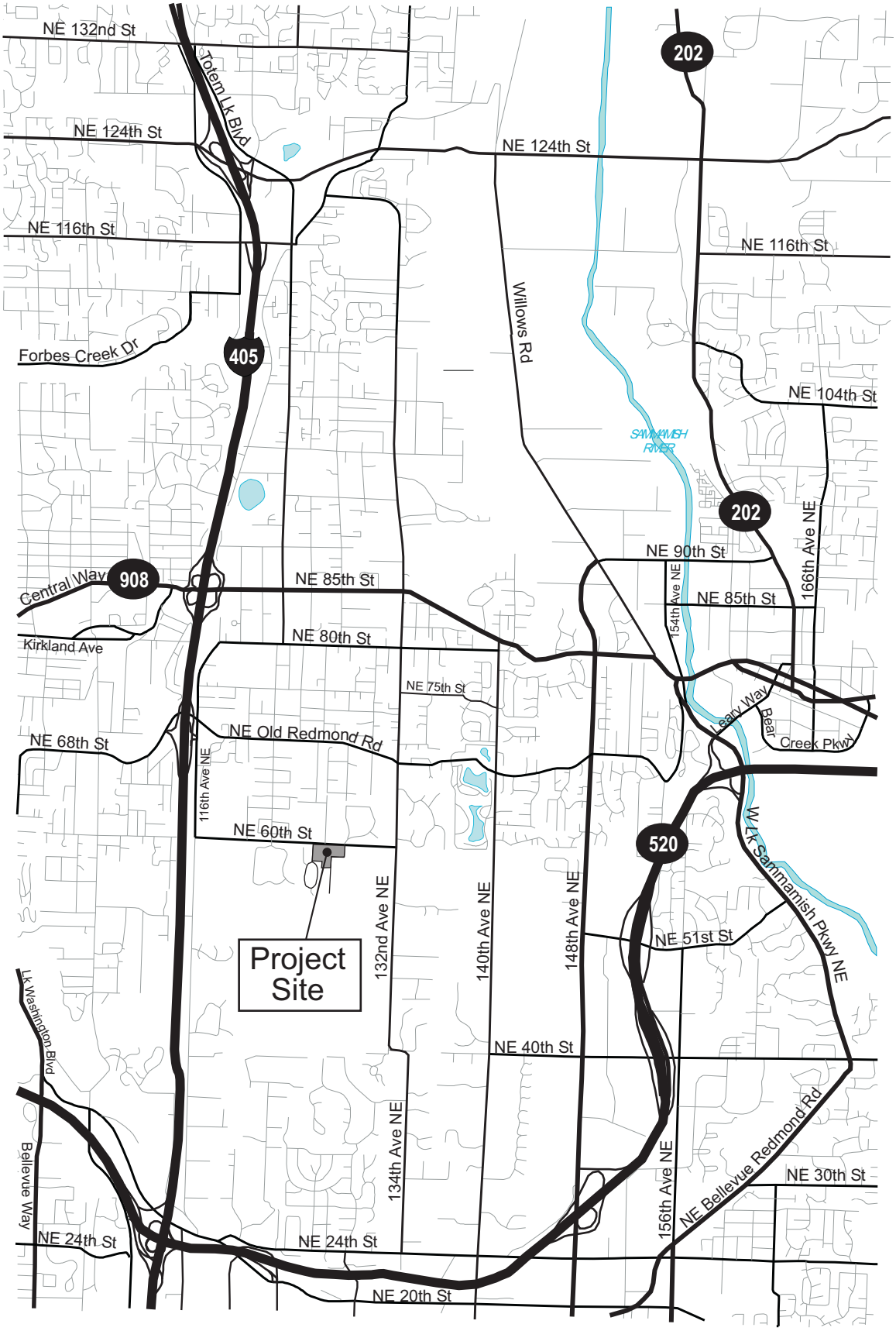
The second time the Club uses the adjacent field for parking is during the Washington State Champs, which occurs the weekend following the 4th of July. This is a kids tournament (ages 12-18) so the field is primarily used for overflow. Based on discussions with the Club, the Club's parking lot usually accommodates the parents bringing their kids, but the field is open for overflow to be used as needed.

Recently, the Club has also helped with a third tournament based out of the Bellevue Club where the field parking is utilized. It is usually the last weekend in July (Friday and Saturday). The event benefits First Place School and is a mixed doubles event. During the tournament, signs are placed on NE 60th Street next to the gates, which are open for Tournament Parking. In addition, a sign is placed at the Club's parking lot entrance stating that parking in the lot is for members only. An additional sign is posted inside the Clubhouse entry alerting participants of the mandatory field parking. This is to allow the members full use of the parking lot and facility while they run the tournament on a limited number of courts.

Based on discussions with the Club, the capacity of the adjacent field has not been exceeded, and parking spillover into the adjacent neighborhoods has not been an issue during these tournaments.

If you have any questions regarding the information presented in this memo, please call me at 206-498-5897.

cc: Julie Wheadon, Jack Goldberg, Central Park Tennis Club
Larry Ho, Freiheit & Ho Architects



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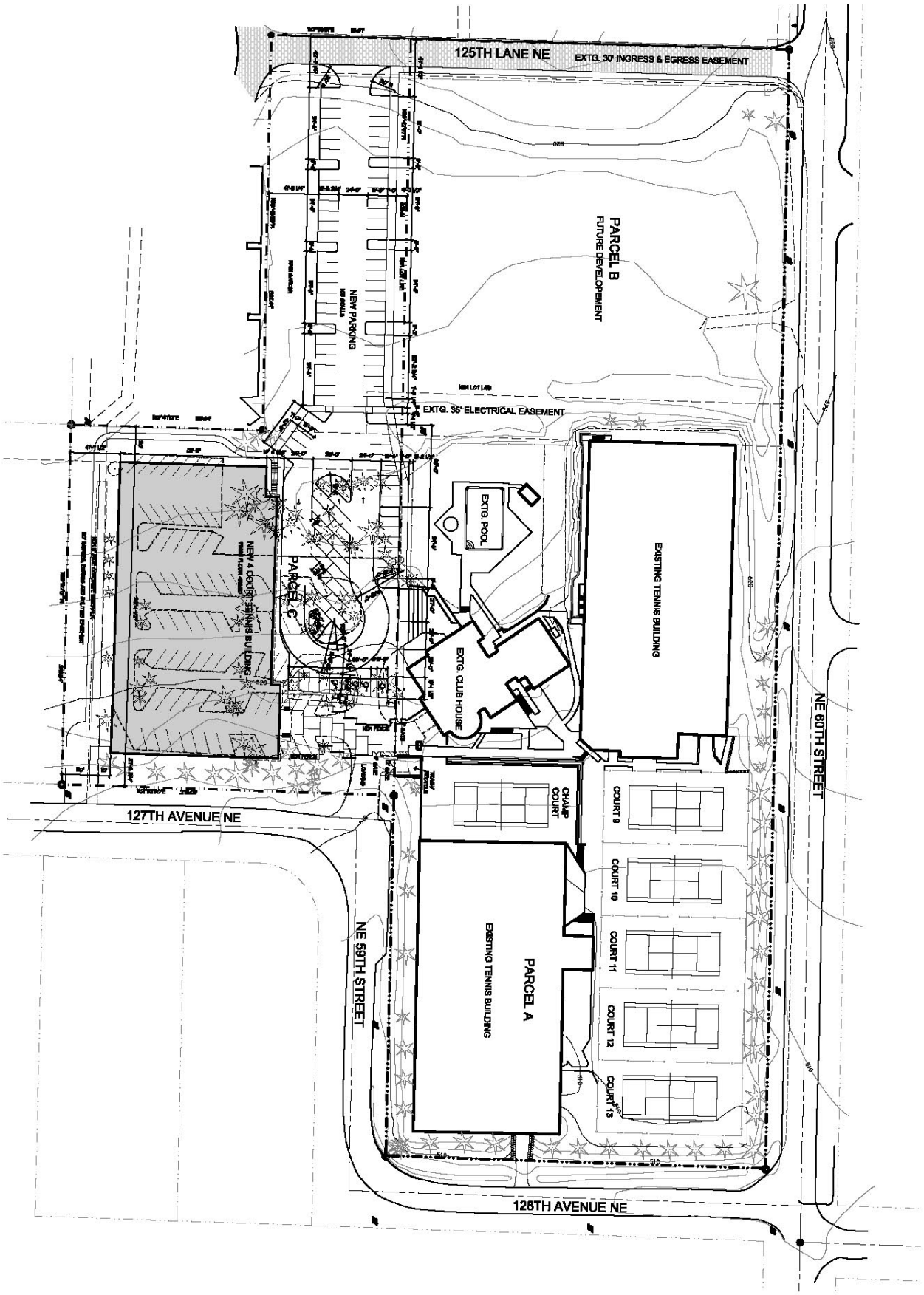
Transportation Engineering Northwest

Attachment A
Project Vicinity

Central Park Tennis Club Four Court Tennis Building

8/4/10

ATTACHMENT B - PRELIMINARY SITE PLAN

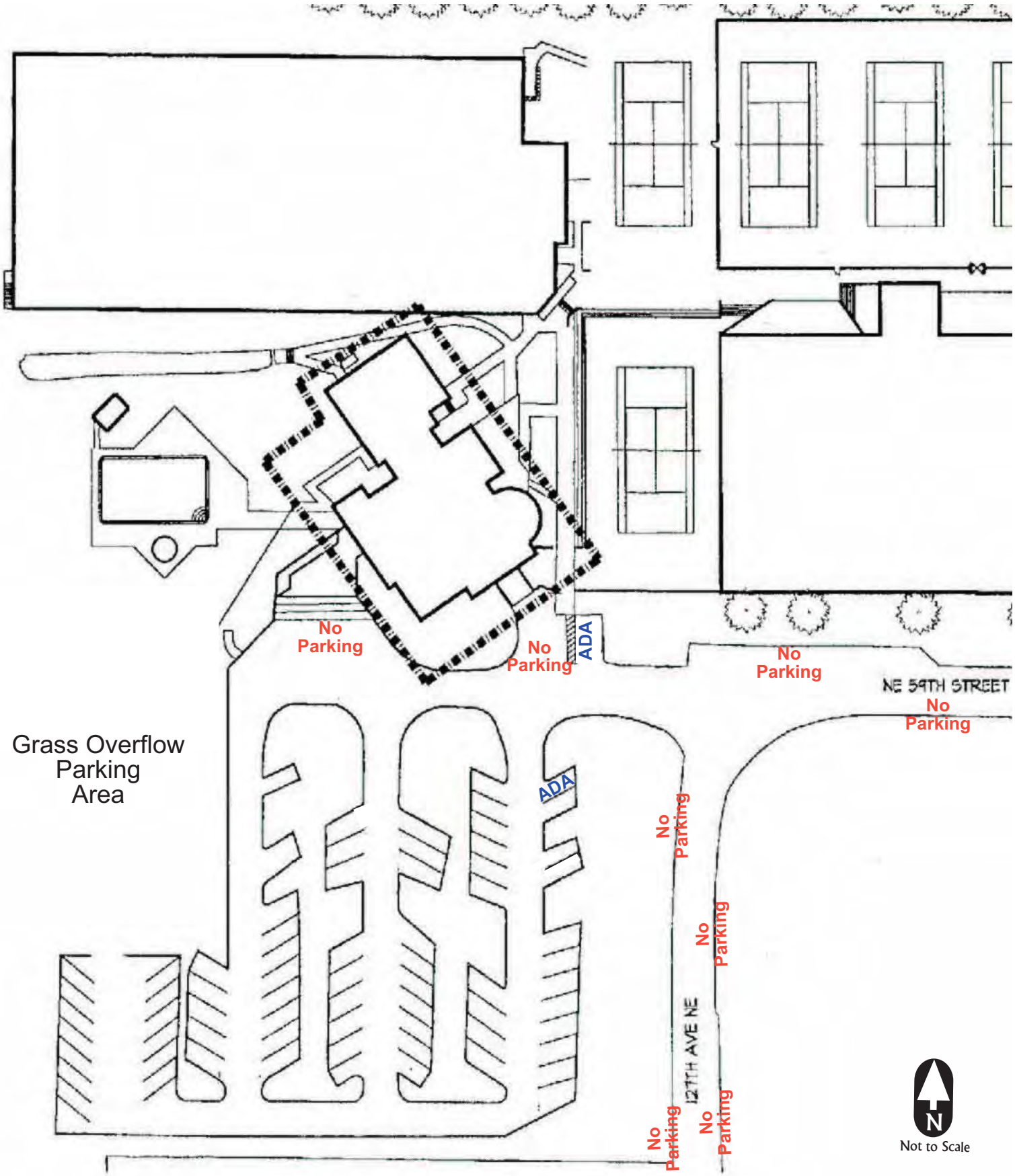


Freihelt & Ho architects

CENTRAL PARK TENNIS CLUB
FOUR COURT TENNIS BUILDING
13630 NE 60TH STREET
KIRKLAND, WASHINGTON

A2.0

Attachment C
Central Park Tennis Club Parking



TENW 8-18-10

Transportation Engineering NorthWest

ATTACHMENT D

Counts of Parked Vehicles

Transportation Engineering/Operations ♦ Impact Studies ♦ Design Services ♦ Transportation Planning/Forecasting

816 6th Street South ♦ Kirkland, WA 98033 ♦ Office (206) 498-5897 ♦ Fax (425) 889-TENW(8369)

CENTRAL PARK TENNIS CLUB PARKING DEMAND STUDY

Date: Monday, 8/16/2010 Times: 1000-1330, 1730-2000

Time Beginning	Existing Parking Demand					
	General	Grass Overflow	Un-designated[1]	ADA	On-Street	Total Existing Parking Demand
10:00	51	3	0	1	0	55
10:15	52	3	0	1	0	56
10:30	50	3	0	1	0	54
10:45	51	3	0	0	0	54
11:00	61	3	0	0	0	64
11:15	61	3	0	0	0	64
11:30	67	7	0	0	0	74
11:45	58	13	0	0	0	71
12:00	50	12	0	0	0	62
12:15	54	13	0	0	0	67
12:30	61	13	1	0	0	75
12:45	61	13	0	0	0	74
13:00	56	13	0	0	0	69
13:15	53	12	0	0	0	65
13:30	47	7	0	0	0	54
17:30	50	3	0	0	0	53
17:45	50	5	0	0	0	55
18:00	54	5	0	0	0	59
18:15	53	5	0	0	0	58
18:30	57	5	0	0	0	62
18:45	55	5	0	0	0	60
19:00	67	9	0	0	1	77
19:15	61	9	0	0	0	70
19:30	40	7	0	0	0	47
19:45	32	4	0	0	0	36
20:00	32	4	0	0	0	36
					Maximum =	**77**

Notes:

[1] Vehicles who parked in undesignated areas of the parking lot (outside of a striped parking stall). Some of these vehicles were short term drop-off/pick-up.

CENTRAL PARK TENNIS CLUB PARKING DEMAND STUDY

Date: Tuesday, 8/10/2010 Times: 1000-1330, 1730-2000

Time Beginning	Existing Parking Demand					
	General	Grass Overflow	Un-designated[1]	ADA	On-Street	Total Existing Parking Demand
10:00	45	1	0	0	0	46
10:15	42	1	0	1	0	44
10:30	43	1	0	1	0	45
10:45	41	1	0	1	0	43
11:00	44	1	0	1	0	46
11:15	44	1	0	1	0	46
11:30	62	3	0	1	0	66
11:45	60	4	0	1	0	65
12:00	52	4	0	1	0	57
12:15	51	4	0	1	0	56
12:30	54	4	1	0	0	59
12:45	43	3	0	0	0	46
13:00	42	2	0	0	0	44
13:15	38	3	0	0	0	41
13:30	36	3	0	0	0	39
17:30	22	3	1	0	0	26
17:45	19	2	0	0	0	21
18:00	18	2	0	0	0	20
18:15	20	2	0	0	0	22
18:30	25	2	0	0	0	27
18:45	27	1	0	0	0	28
19:00	45	1	0	0	0	46
19:15	42	1	0	0	0	43
19:30	36	1	0	0	0	37
19:45	38	1	0	0	0	39
20:00	37	1	0	0	0	38
					Maximum =	**66**

Notes:

[1] Vehicles who parked in undesignated areas of the parking lot (outside of a striped parking stall). Some of these vehicles were short term drop-off/pick-up.

CENTRAL PARK TENNIS CLUB PARKING DEMAND STUDY

Date: Wednesday, 8/11/2010 Times: 1000-1330, 1730-2100

Time Beginning	Existing Parking Demand					
	General	Grass Overflow	Un-designated[1]	ADA	On-Street	Total Existing Parking Demand
10:00	53	1	0	0	0	54
10:15	50	1	0	0	0	51
10:30	49	1	0	0	0	50
10:45	45	1	0	0	0	46
11:00	49	1	0	0	0	50
11:15	48	1	1	0	0	50
11:30	61	2	0	0	0	63
11:45	57	2	0	0	0	59
12:00	55	2	0	1	0	58
12:15	57	2	0	1	0	60
12:30	62	2	1	1	0	66
12:45	56	2	0	1	0	59
13:00	61	2	0	1	0	64
13:15	60	2	0	1	0	63
13:30	59	2	0	1	0	62
17:30	55	2	1	0	0	58
17:45	53	1	1	0	0	55
18:00	56	1	1	0	0	58
18:15	61	1	1	0	0	63
18:30	61	1	0	0	0	62
18:45	60	2	0	0	0	62
19:00	65	3	0	0	0	68
19:15	67	3	0	0	0	70
19:30	59	4	0	0	0	63
19:45	56	4	0	0	0	60
20:00	56	3	1	0	0	60
20:15	48	3	0	0	0	51
20:30	37	2	0	0	0	39
20:45	29	1	0	0	0	30
21:00	19	0	0	0	0	19
					Maximum =	**70**

Notes:

[1] Vehicles who parked in undesignated areas of the parking lot (outside of a striped parking stall). Some of these vehicles were short term drop-off/pick-up.

CENTRAL PARK TENNIS CLUB PARKING DEMAND STUDY

Date: Thursday, 8/12/2010 Times: 1000-1330, 1730-2100

Time Beginning	Existing Parking Demand					
	General	Grass Overflow	Un-designated[1]	ADA	On-Street	Total Existing Parking Demand
10:00	41	2	0	0	0	43
10:15	42	2	0	0	0	44
10:30	43	2	0	0	0	45
10:45	42	2	0	0	0	44
11:00	44	2	0	0	0	46
11:15	47	2	0	0	0	49
11:30	51	2	0	0	0	53
11:45	49	3	0	0	0	52
12:00	39	4	0	0	0	43
12:15	37	3	0	0	0	40
12:30	44	3	3	0	0	50
12:45	42	3	0	0	0	45
13:00	48	3	0	0	0	51
13:15	42	3	0	0	0	45
13:30	39	3	1	0	0	43
17:30	50	2	0	1	0	53
17:45	60	2	0	1	0	63
18:00	62	2	0	1	0	65
18:15	56	2	0	1	0	59
18:30	60	2	0	0	0	62
18:45	62	2	0	0	0	64
19:00	67	6	0	0	0	73
19:15	67	6	0	0	0	73
19:30	63	6	0	0	0	69
19:45	60	6	0	0	0	66
20:00	61	6	0	0	0	67
20:15	60	6	0	0	0	66
20:30	58	6	0	0	0	64
20:45	42	3	0	0	0	45
21:00	31	2	1	0	0	34
					Maximum =	**73**

Notes:

[1] Vehicles who parked in undesignated areas of the parking lot (outside of a striped parking stall). Some of these vehicles were short term drop-off/pick-up.

CENTRAL PARK TENNIS CLUB PARKING DEMAND STUDY

Date: Friday, 8/13/2010 Times: 1000-1330, 1730-2000

Time Beginning	Existing Parking Demand					
	General	Grass Overflow	Un-designated[1]	ADA	On-Street	Total Existing Parking Demand
10:00	38	3	0	1	0	42
10:15	36	3	0	1	0	40
10:30	38	3	0	1	0	42
10:45	33	3	0	1	0	37
11:00	40	4	1	0	0	45
11:15	41	4	1	0	0	46
11:30	46	4	1	0	0	51
11:45	37	4	1	0	0	42
12:00	38	4	1	0	0	43
12:15	32	3	0	0	0	35
12:30	32	3	0	0	0	35
12:45	29	3	0	0	0	32
13:00	28	4	0	0	0	32
13:15	22	4	0	0	0	26
13:30	21	4	0	0	0	25
17:30	26	0	0	0	0	26
17:45	25	0	0	0	0	25
18:00	27	0	0	0	0	27
18:15	26	0	0	0	0	26
18:30	25	0	0	0	0	25
18:45	25	0	0	0	0	25
19:00	24	0	0	0	0	24
19:15	21	0	0	0	0	21
19:30	21	0	0	0	0	21
19:45	13	0	0	0	0	13
20:00	13	0	0	0	0	13
					Maximum =	**51**

Notes:

[1] Vehicles who parked in undesignated areas of the parking lot (outside of a striped parking stall). Some of these vehicles were short term drop-off/pick-up.

CENTRAL PARK TENNIS CLUB PARKING DEMAND STUDY

Date: Saturday, 8/14/2010 Times: 0900-1300

Time Beginning	Existing Parking Demand					
	General	Grass Overflow	Un-designated[1]	ADA	On-Street	Total Existing Parking Demand
9:00	31	1	0	0	0	32
9:15	30	1	0	0	0	31
9:30	28	1	0	0	0	29
9:45	25	1	0	0	0	26
10:00	30	1	0	1	0	32
10:15	30	1	0	1	0	32
10:30	26	1	0	1	0	28
10:45	25	1	0	1	0	27
11:00	23	1	0	0	0	24
11:15	20	1	0	0	0	21
11:30	30	2	0	0	0	32
11:45	30	2	0	0	0	32
12:00	27	2	0	0	0	29
12:15	28	2	0	0	0	30
12:30	28	1	0	0	0	29
12:45	29	1	1	0	0	31
13:00	31	1	1	0	0	33
					Maximum =	**33**

Notes:

[1] Vehicles who parked in undesignated areas of the parking lot (outside of a striped parking stall). Some of these vehicles were short term drop-off/pick-up.

Transportation Engineering NorthWest

ATTACHMENT E

Parking Rate and Future Parking Demand Estimates

Transportation Engineering/Operations ♦ Impact Studies ♦ Design Services ♦ Transportation Planning/Forecasting

816 6th Street South ♦ Kirkland, WA 98033 ♦ Office (206) 498-5897 ♦ Fax (425) 889-TENW(8369)

CENTRAL PARK TENNIS CLUB PARKING DEMAND STUDY RESULTS

Existing Parking Demand Data Summary

Day	Existing Peak Parking Demand[1]
Monday - August 16, 2010	77
Tuesday - August 10, 2010	66
Wednesday - August 11, 2010	70
Thursday - August 12, 2010	73
Friday - August 13, 2010	51
Saturday - August 14, 2010	33
Maximum Peak Observed	**77**

Existing Parking Demand Rates

Total Number of Existing Tennis Courts = ***14 courts***

Calculation	Existing Peak Parking Demand Rate[2]
77 vehicles / 14 courts	**5.50**

Future Parking Demand Estimates with Four Court Tennis Building

Total Number of Future Tennis Courts = ***18 courts***

Calculation	Estimated Future Peak Parking Demand[3]
5.50 X 18 courts	**99**

[1] Peak parking demand in vehicles as observed over the 6-day study period

[2] Existing parking demand rate. Calculated as peak # of parked vehicles/14 existing courts.

[3] Future peak parking demand based on applying existing parking demand rate to future # of courts with the project

CITY OF KIRKLAND

123 FIFTH AVENUE • KIRKLAND, WASHINGTON 98033-6189 • (425) 587-3800

DEPARTMENT OF PUBLIC WORKS
MEMORANDUM

To: Susan Greene, Planner

From: Thang Nguyen, Transportation Engineer

Date: November 16, 2010

Subject: Central Park Tennis Club Expansion Traffic Impact Review, ZON10-00022

This memo summarizes public works review of traffic impact analysis for the proposed expansion of the Central Park Tennis Club at 12630 NE 59th Street.

Project Description
The applicant proposes to add 31,739 square feet building to contain four additional tennis courts for a total of 18 tennis courts. The project will also include 33 additional parking stalls for a total of 103 parking stalls. The project is expected to be complete and in full operation in the summer of 2011.

Project Trip Generation
Based on the traffic analysis, it is estimated that the proposed project will generate 13 PM peak and 155 daily net new trips. It is anticipated that the project will be built and fully occupied by 2011.

Traffic Concurrency
All developments subject to SEPA review are required to pass traffic concurrency. The purpose of traffic concurrency is to ensure that the City roadway network is built concurrent with land use growth.

The proposed project passed traffic concurrency. This memo will serve as the concurrency test notice for the proposed project. Per *Section 25.10.020 Procedures* of the KMC, this Concurrency Test Notice will expire in one year (September 19, 2011) unless a development permit and certificate of concurrency are issued or an extension is granted.

The traffic analysis followed the City's Traffic Impact Analysis Guidelines (TIAG). The TIAG requires a Level of Service (LOS) Analysis using the Highway Capacity Manual Operational Method for intersections that have a proportionate share greater than 1%. Based on the traffic assignment

presented in the traffic report, no off-site intersection has a proportionate share impact greater than 1%; thus no off-site intersection besides the project driveway was analyzed for traffic impact.

The City requires developers to mitigate traffic impacts when one of the following two conditions is met:

1. An intersection level of service is at E and the project traffic is more than 15% of the intersection proportional share.
2. An intersection level of service is at F and the project traffic is more than 5% of the intersection proportional share.

Based on the LOS analyses, the driveway is operating at LOS-B during the PM peak hour and is forecasted to operate at LOS-B with the full operation of the proposed expansion. Based on the mitigation criteria (as described above) within the City's TIA Guideline, specific intersection improvement is not warranted.

School starts at 9:00 AM and ends at 3:30 PM (2:00 PM on Wed). So peak school traffic would be expected to occur 8:30 – 9:00 AM, and 3:30 – 4:00 PM. Based on ITE the trip generation rates for Racquet/Tennis Clubs during the AM peak hour (highest hour 7-9 AM) are typically less than 40% of the PM peak hour rate. Based on parking demand studies conducted in 2006, parking demand was very low at the Club at 4:00 PM. Staff observed traffic at 128th Avenue NE where the tennis facility is accessed during school traffic peak time between 3:30 and 4PM and verified that traffic to/from the tennis facility is very low during the weekday when children are leaving school. There are crossing guards to the west of the project site driveway during times when children are coming and leaving school. There is no continuous sidewalk along the south side NE 60th Street to the east of 125th Lane NE and children walk on the north side to the school. The traffic volume at that time is low and the car speed is at 20 mile per hour (mph). Staff doesn't anticipate significant pedestrian and traffic impacts due to the expansion of the tennis facility.

Sight distances at the project driveway were measured and the project driveway meets the City's sight distance requirements when there are no vehicles parking along the south side of NE 60th Street. Staff observed that during the school pickup/drop-off, when large vehicles parked along the south side of NE 60 Street, sight distance is reduced. However, the traffic volume at that time is low and the car speed is at 20 mile per hour (mph). Staff did not observe any potential conflict with vehicles leaving the project proposed driveway as drivers are particularly careful driving through the school zone.

Parking

Based on the parking analysis, the expansion is forecasted to have a demand of 99 parking stalls. The applicant is proposing to provide 103 parking stalls plus overflow parking area on a grass field on site to accommodate parking for special events. To minimize impact and maintain sight distance, during special events or at time when the parking lot is full, the tennis facility should put

out signs to instruct attendees not to park on-street and driveway along the site frontage and direct attendees to park in the overflow parking area.

Road Impact Fees

Per City's Ordinance 3685, Traffic Impact Fees per Impact Fee Schedule in effect 2010 is required for all developments. For road impact fee, the racquet club category includes tennis court facility. The fee for a racquet club is $4.60 per square foot. The proposed project will expand by 31,739 square feet. The applicant is requesting an independent road impact fee calculation based on trips per the current ITE Trip Generation Report. The proposed project is forecasted to generate 13 additional trips. Applying the new trip and trip length adjustment factors to the gross trips result in nine (9) net new trips. The fee per trip is $3,787. The resulting road impact fee is $34,083 (9 x $3,787). Final traffic fee will be determined at time of building permit issuance.

Staff Recommendations

Staff recommends approval of the proposed project with the following conditions:

- Pay road impact fee
- During special events or at time when the parking lot is full, the tennis facility shall put out signs to instruct attendees not to park on-street along the site frontage and along the driveway and direct attendees to park in the overflow parking area.
- Employees are required to park on-site

If you have questions or clarification, please contact me at x3869.

cc: file

Heidi and Dennis Weston
5709 125th LN NE
Kirkland, WA 98003
425-739-2694
Weston_heidi@hotmail.com

RECEIVED
OCT 18 2010
PLANNING DEPARTMENT
BY ✓ PM

City of Kirkland Planning and Community Development Department
ATTN: Susan Greene, Project Planner
123 5th Avenue
Kirkland, WA 98033

RE: Permit Number ZON10-00022

Dear Ms. Greene:

We are writing to express our opinion and opposition to the planned expansion to the Central Park Tennis Club, specifically to the planned access to their parking off of NE 60th Street via 125th LN NE.

We are residents in the Kirkland Hunt Club and come and go from our residence at many different times of the day. We see the various kinds of activities around the equestrian center, 60th and 125th LN NE throughout the day and we believe the tremendous increase in vehicular activity anticipated by Central Park's use of 125th LN will put many at unusually high increased risk of accident, injury and inconvenience. Here are our views:

1. As it is, access to Eastbound 60th from 125th is dangerous because traffic and pedestrians on 60th are difficult to see because of fencing, trees, shrubbery and signage. Increased vehicle activity will dramatically increase the chance of accidents.
2. Vehicle and pedestrian activity on 60th, near 125th LN NE, related to Benjamin Franklin School is already absolutely unacceptable as it is and presents tremendous risk to students and their families. If you've ever watched the vehicular activity from parents dropping off and picking up kids from school then you've seen illegal parking, illegal jay-walking, kids running around the sidewalks and traffic jams such that it can take 5 to 10 minutes for a Hunt Club resident to get the chance to turn in to 125th. Increasing traffic around 125th LN NE exponentially increases the risk of accident and injury.
3. We have horses on our residence property and we know the difficulty and potential danger we experience when pulling a horse trailer around 125th LN NE and onto 60th. The short turns and limited vision near the point Central Park wants to access their parking off of 125th dramatically increases the danger in that area.
4. The KFG Equestrian Center ongoing activities to be impacted include the following:
    a. Horses being handled by trainers in the current KFG parking area and being walked around 125th LN by handlers. Almost anything can cause a horse to spook and the increased vehicular activity increases that risk.
    b. Large trucks delivering to KFG, removing manure, delivering and picking-up horses will be impacted by the additional traffic.

We are very concerned about the increased risk of accident and injury to students and families of Ben Franklin, to the animals and participants in equestrian activities and unreasonable inconvenience to the resident of the Kirkland Hunt Club. Having seen the plans for Central Park's new buildings, we believe there are acceptable design changes that can be made to retain Central Park's existing vehicle access and not negatively impact the focus of their expansion of the addition of tennis courts.

Sincerely,

Heidi and Dennis Weston

RECEIVED
OCT 18 2010
AM PM

October 17, 2010

To Whom It May Concern:

I am writing to you out of concern for my children's safety in the event that the expansion of the Central Park Tennis Club is granted. My family and I live in the Hunt Club Community at 5714 125th Lane NE Kirkland 98033. We bought in this residential neighborhood for it's quiet and safe attributes. Our oldest will shortly be starting kindergarten at Franklin Elementary. We have looked forward to walking through our neighborhood and down 125th Lane to and from school with our child. There are no sidewalks on 125th, and we are understandably concerned about the use of this quiet residential lane for continual access to a growing athletic club. If the Tennis Club adds more courts as proposed, the number of members will also grow. As much as I would like to see the local businesses in my community expand, those businesses in residential areas with unique zoning privileges should be limited, so as not to disrupt the quiet surrounding residents.

The location of the Central Park Club is already in the middle of a residential neighborhood. We have noticed that the Tennis Club members are the biggest offenders of the speed limit laws on 60th as well as on 128th (the current entrance to the club). The members speed through the school zone and then turn down 128th to perhaps make their appointment with their tennis pro or are late to drop their kids off at tennis camp. Of course the members don't want to be late and so completely disregard the residential speed limit maximum of 25mph in this area. This has become such a problem that speed bumps had to be installed from 60th on 128th leading into the tennis club in an attempt to slow these fast drivers down. I realize that law enforcement can help with speeding tickets, but they cannot be here all of the time and in our opinion more consistent enforcement is needed. If the Club changes the entrance and uses our quiet lane (125th LN) our small children will no longer be able ride their bikes or play games, enjoying the road in our quiet community.

I cannot believe that from a safety standpoint it would make sense to move the entrance of the club closer to the elementary school. Under the proposed change the entrance would be moved from a few hundred yards from the school to directly in front of the school drop off loop and the entrance of the school. This is just a few feet from the crosswalk that the children use to enter and exit the school. Adding more cars and congestion closer to where grade school children are crossing the street and riding bikes seems completely contradictory to community safety. As well, this unnecessarily increases the risk of an accident. The current entrance of the club is at a much safer distance from the kids than the proposed new entrance. Further, the Tennis Club has a restaurant that is open every day during the week to the public during school hours, this restaurant serves alcohol.

We will be disturbed and confussed if this proposed plan is approved. This letter will act as notice that if this permit is granted and there is an accident involving a speeding member of the tennis club and a small child on 125th Lane or on 60th around the entrance of the school, this committee was warned of this potential danger prior to the approval of the new entrance.

We respectfully urge this committee to consider the negative impacts of this zoning change to both the safety of the children in our small neighborhood as well as the safety of the children attending the local elementary school. Our family would like to continue to live in a quiet and safe "residential" community where our children's safety is not at risk.

Regards,

Joshua and Laura Larkin
Home Owners/Hunt Club

Kirkland Hunt Club HOA
6619 132nd AVE NE
PMB 109
Kirkland, WA. 98033

RECEIVED
OCT 18 2010
AM PM
PLANNING DEPARTMENT
BY

October 15, 2010

Susan Greene
City of Kirkland
Planning Department
123 5th AVE
Kirkland, WA. 98033

RE: Central Park Tennis Club Expansion - Permit number ZON1010-00022

Dear Ms. Greene,

This letter is submitted by the Kirkland Hunt Club Homeowners' Association ("Homeowners Association") on behalf of its members.

The Kirkland Hunt Club is a gated residential community containing twenty-one lots including an Equestrian Center surrounded by individual homes. The only access to the Hunt Club is off NE 60th Street, down 125th Lane NE, a private road with a stone paver surface and a concrete curb.

125th Lane NE is owned by the Central Park Tennis Club ("Central Park") and the Homeowners Association has a thirty foot easement for ingress and egress over the Central Park Property. This easement was acquired in conjunction with the development of the Hunt Club property and 125th Lane NE. Property owners within the Hunt Club never contemplated that 125th Lane NE might end up being a shared entrance with Central Park. If that were the case, the design of 125th Lane NE would have been dramatically different to accommodate over 10 times the volume of traffic that currently exists.

Central Park seeks to use 125th Lane NE as the sole entrance and exit for its members and guests.

The Hunt Club was designed to be in alignment with the equestrian character of the Kirkland Bridle Trails community. Each Hunt Club lot is sufficiently large to maintain two horses and the Hunt Club Covenants require that each residential lot "shall provide an area of at least 14,500 square feet capable of being converted into a horse paddock area and configured in a contiguous and usable manner to accommodate stables, a yard area connecting the stables and the paddock area, and the feed storage and manure pile for two horses." Allowing Central Park to utilize 125th Lane NE as its sole entrance and exit for its members and guests would result in safety and

traffic congestion problems and thus would discourage equestrian/pedestrian use of 125th Lane NE.

The Benjamin Franklin Grade School, located on the North side of NE 60th Street, is across the street from the entrance to 125th Lane NE. A large playfield, maintained by the Kirkland Parks Department, is located immediately west of the Benjamin Franklin School buildings. In addition to use by Benjamin Franklin students, this playfield is utilized for various youth recreational activities such as football, softball and soccer. Substantial traffic congestion frequently occurs at the intersection of NE 60th Street and 125th Lane NE and the surrounding area. This congestion is the result of parents dropping off and picking up children, school busses entering and leaving school property, students crossing NE 60th Street, meetings at the school, recreational events at the playfield etc. Because a refuse station is located at the foot of NE 60th Street west of the grade school, there is a substantial amount of commercial truck traffic throughout the day. Allowing Central Park to use 125th Lane NE as its sole entrance and exit for its members and guests would increase the risk of traffic accidents and exacerbate congestion, a major concern for the families, many with children, in the community.

Currently there is a double striped yellow line at the intersection of NE 60th St and 125th Lane NE. Any left turn at this intersection is illegal. Central Park's proposed plan to use 125th Lane as the sole entrance-exit for its member and guests will increase the number of illegal left turns made off NE 60th Street onto 125th Lane NE.

The Central Park Tennis Club is essentially a commercial enterprise; members pay dues for the privilege of playing on its tennis courts; refreshments are sold; tennis related clothing and equipment are sold onsite; and tennis lessons are sold and offered to the public. A restaurant open to the public is also operated on the Central Park premises. The KGF equestrian center, located within the Hunt Club, is also a commercial enterprise. If the Tennis Club is allowed to use 125th Lane NE as its sole entrance and exit for members and guests, then 125th Lane NE would be the sole entrance and exit for three commercial enterprises, a restaurant, a tennis club and an equestrian center. We doubt that there are few, if any, Kirkland residential streets that serve as the sole means of ingress and egress for three commercial establishments.

We understand that Central Park has experienced serious incidents of vandalism in its existing parking lot. Central Park seeks to establish a parking lot immediately adjacent the proposed entrance-exit on 125th Lane NE. The proposed parking lot would be on the southern boundary of the Club's vacant property (Parcel B) and would accommodate 103 vehicles as opposed to its current maximum capacity of 69 vehicles. The proposed Central Park parking lot would be immediately adjacent to an existing parking lot owned by the KGF Equestrian Center. Two parking lots, side by side, would exponentially increase the risk of vandalism. Since Central Park is presently unable to control vandalism, it undoubtedly would not be able to control vandalism in the proposed parking lot, an area remote from Central Park's main area of operations. We fear that the vandalism spawned by the Central Park parking lot would inevitably migrate to the homes and facilities within the Hunt Club.

The KGF Equestrian Center commercial parking lot intersects with 125th Lane NE. The Homeowners' Association has actual experience with traffic hazards at that location. There have been numerous "near misses" between vehicular traffic on 125th Lane NE and cars exiting the Equestrian Center parking lot. The proposed location of Central Park's new entrance-exit would be a short distance from the intersection of 125th Lane NE and the Equestrian Center parking lot. Two such dangerous intersections within a few yards of one another would make this section of 125th Lane NE a very dangerous area and a real obstacle course.

Central Park's current entrance/exit is off a public dead end street. The public street currently used by Central Park serves less than half the number of houses now within the Hunt Club. Despite the paucity of houses on this public street, Central Park has a long history of traffic problems involving its neighbors. A drive by Central Park's current entrance-exit demonstrates these problems. There is a virtual physical barrier at the Central Park exit attempting to compel cars to stop before entering the public street. Speed bumps abound on the street leading to the Club. The safety and traffic congestion problems caused by Central Park drivers should not be exported from a public street to a private road.

Central Park submitted to the City of Kirkland as part of its expansion plans a Parking Assessment (Parking Assessment") prepared by Transportation Engineering Northwest. The Hunt Club disagrees with the methodology and time period utilized in the Parking Assessment. The Parking Assessment was conducted circa mid August 2010. Mid August is vacation season in the Pacific Northwest. Anyone who has scheduled a mid August meeting knows that attendance will be sparse. Thus a mid August parking assessment is not representative of Central Park spawned traffic. Further the Parking Assessment did not count the number of vehicles dropping off or picking up a Central Park member or guest. Why didn't the Parking Assessment count the number of vehicles entering and leaving the Central Park parking lot?

Central Park proposes to increase its parking from 69 parking stalls to 103 resulting in a 49% increase. Central Park proposes to increase its tennis court total from 14 to 18 resulting in a 29% increase. Central Park acknowledges that it is thinking about a 15% to 20% membership increase. It is only reasonable to conclude that Central Park generated traffic will increase anywhere from 29% to 49% if the proposed expansion is approved.

We have suggestions as to how Central Park should address our safety and traffic congestion concerns. Using its present exit, Central Park could install an elevated pedestrian walkway or sky bridge over the entrance road. This sky bridge would connect the club house to the secure pathway that leads to the new tennis building. This would alleviate Central Park's concern regarding secure access to the new tennis building. Hunt Club members suggested a sky bridge to Central Park at a meeting concerning the proposed expansion and urged the Club to give serious consideration to this proposal. The Hunt Club would be pleased to further explain to Central Park how a sky bridge could be incorporated into the Club's expansion plans.

Another suggestion would be for Central Park to establish a separate entrance to Parcel B intersecting with NE 60th Street preferably far away from the Ben Franklin Grade School. This idea was suggested by Hunt Club members to Central Park at a meeting hosted by Central Park to inform the Hunt Club of the Club's proposed expansion plans. The Central Park spokesman

objected on the ground that such a road would separate Central Park's existing facilities from future facilities. In other words, Central Park tennis players would have to cross the Club's own road to reach their assigned tennis courts, in the event there were to be a future development of courts beyond the expansion contemplated here. Such a road need not be permanent. Future needs of Central Park and the Hunt Club may be materially different than those of today. Therefore, what Central Park might want to do in the unforeseeable distant future should not dictate what actions should be taken today. We believe the cost of such a road amortized over twenty years, would be modest on an annual basis.

The Central Park objection to a new Central Park road off of NE 60th Street on the ground that dividing Central Park land into parcels would impair future use of Parcel B raises the following questions: What are Central Park's future plans? How many tennis courts does Central Park intend to build? Are there a maximum number of tennis courts that this residential neighborhood can sustain?

<u>If and only if</u> the City of Kirkland authorizes the Central Park expansion with its sole entrance-exit on 125th Lane NE, we suggest, in mitigation the following:

(a) The City of Kirkland requires that Central Park install a traffic camera at the intersection of the new Club parking lot and 125th Lane NE. This traffic camera would identify all vehicles that fail to stop while exiting the parking lot. A fine would be imposed on the Central Park member responsible for the vehicle. Central Park would collect the fine and the proceeds would be allocated to a 125th Lane NE maintenance fund or donated to the City of Kirkland.

(b) Because of increased pedestrian traffic on 125th Lane NE entering Central Park, the City of Kirkland should compel the Club to construct sidewalks adjacent to its property on NE 60th St and adjacent to its property on 125th Lane NE. Sidewalks would promote pedestrian safety and alleviate traffic congestion.

(c) The City of Kirkland should compel Central Park to post a security guard in its new parking lot during the period from dusk through one-half hour after the Club closes on a daily basis. The presence of a security guard would protect both Central Park vehicles and Hunt Club homes and facilities from vandalism resulting from the presence of the Central Park parking lot.

(d) The City of Kirkland should compel Central Park to upgrade the road surface on 125th Lane NE to accommodate increased traffic in compliance with its duties under the Hunt Club easement; it being understood that stone pavers with concrete curbs are the "quality" standard. The easement provides in part: "Central Park Tennis Club hereby covenants to keep and maintain the easement rights of way in good condition, usable for their intended purposes … all at the sole expense of Central Park Tennis Park Tennis Club…."

The Hunt Club respectfully requests that this letter be made a part of the record in this proceeding and that a copy be provided to the hearing examiner.

In this letter, Homeowners Association wishes to express its grave concerns about the safety and traffic congestion problems and does not take a position on other aspects of Central Park's

proposal. The Homeowners' Association reserves the right to state its additional views at a later time.

In conclusion, we wish to reiterate that our primary concerns with the proposed Central Park expansion are first, safety and second, traffic congestion. Both concerns would be resolved if the City of Kirkland compels Central Park to retain its current entrance-exit or if the City compels Central Park to establish a new entrance-exit off NE 60th Street.

Thank you for your consideration in this matter.

Frederick O. Frederickson, Vice President

Frederick O. Frederickson
Carol J. Frederickson
5726 125th Lane NE
Kirkland, WA 98033
(425) 827 3499
fofrederickson@aol.com

RECEIVED
OCT 18 2010
AM PM
PLANNING DEPARTMENT
BY

Susan Greene
City of Kirkland
Planning Department
123 5th Ave.
Kirkland, WA 98033

October 17, 2010

RE: Central Park Expansion-Permit number ZON1010-00022

Dear Ms. Greene,

We have resided in the Kirkland Hunt Club for approximately twenty years and we submit this letter in opposition to the proposed expansion of the Central Park Tennis Club to the extent that the expansion plan contemplates utilizing 125th Lane as the club's sole means of ingress and egress for members and guests. We adopt the letter submitted by the Kirkland Hunt Club Homeowners' Association and in this letter focus on how the Central Park expansion would unfairly and unreasonably impact us.

We were among the earliest members of the Central Park Tennis Club and our daughter learned to play tennis at the club taking lessons from club pros. We are in agreement with the club's general objectives, but at the same time we recognize that the club is a luxury, not a necessity; it is not a facility most members would allow in their back yard. If Central Park is allowed to expand, the expansion must be designed to minimize its adverse impact on the surrounding neighborhood.

Our home is the last house on 125th Lane NE adjacent to the Hunt Club exit gate. We are closer to the tennis club than any other Hunt Club house. The KGF Equestrian Center parking lot is immediately north of our house and the proposed Central Park parking lot is immediately north of that parking lot.

Central Park has experienced serious vandalism problems in its current parking lot. The proposed expansion would literally export these problems into our house and yard. Construction of new indoor tennis courts should not outweigh the safety of the

surrounding residential neighborhood. Loud parties fortified by alcoholic beverages already take place in the equestrian center parking lot contiguous to the northern boundary of our property. The presence of the proposed Club parking lot near our home with vehicle access off 125th Lane NE would promote more parties and increase the risk that we will be the victims of vandalism.

We are well aware of the traffic problems suffered by Central Park's neighbors to the south and east of its facilities. Central Park drivers don't stop at the club's exit; they speed through the streets when entering or departing the club. The prospective traffic problems the Hunt Club would endure if expansion is approved and the existing traffic problems suffered by Central Park's neighbors would both be ameliorated if the City of Kirkland compelled Central Park to establish a driveway off NE 60th Street for its members and guests. Central Park presently uses NE 60th Street as an entrance or exit for overflow parking, so a new Central Park driveway is practically feasible.

Central Park's only real objection to constructing a new driveway is money. It would be somewhat more expansive for Central Park to construct its own driveway than to appropriate an existing one built by someone else, namely 125th Lane NE. Considering the cost of the proposed expansion, the incremental cost of a Central Park constructed driveway would be a minimal, especially since this cost would be amortized over many years.

A Parking Assessment, prepared by Transportation NorthWest, was commissioned by Central Park. This Parking Assessment was conducted in mid August 2010. Because Central Park currently has six outdoor and eight indoor courts, we don't believe this assessment accurately reflects tennis court usage and therefore paints an inaccurate picture of traffic caused by Central Park. During mid summer, the indoor courts are hot and stuffy; air circulation is minimal. Thus the eight indoor courts (almost 60% of the Club's total courts) are undesirable in mid August. Since a substantial majority of Central Park's tennis courts are indoors, a mid summer study does not accurately reflect use of the club's facilities and the concomitant traffic congestion caused by Central Park.

The public restaurant in Central Park serves alcoholic beverages and we understand that the Club also sells alcoholic beverages to its members and guests. 125th Lane NE intersects with NE 60th Street directly in front of the Benjamin Franklin Grade School. It would be both imprudent and unwise to funnel Central Park drivers, many of whom have been drinking alcohol, into a grade school intersection populated by a host of small children especially since there are alternatives that would not pose a risk to the young students who attend the Ben Franklin School. (These alternatives are discussed in the Hunt Club Homeowners' Association letter opposing Central Park expansion.)

At a meeting during which Central Park explained its proposed expansion plans to the Hunt Club, the Central Park spokesman advised that the Club intends to move its existing sign to a location near the entrance to 125th Lane NE. If Central Park is allowed to put its sign in this location, presumably the KGF Equestrian Center should be allowed a sign of equal magnitude. If both these commercial enterprises are allowed signs, then fairness

dictates that the Hunt Club should also be allowed to post a similar sign. We urge the City of Kirkland not to allow any additional signs at or near the entrance of 125th Lane NE.

We request that this letter be made part of the record of this proceeding and we reiterate that the letter submitted by the Hunt Club Homeowners' Association contains more detailed statement of our views regarding Central Park expansion.

Very truly yours

Frederick O. Frederickson

Carol J. Frederickson

RECEIVED
OCT 18 2010
AM PM
PLANNING DEPARTMENT
BY

Craig and Kerry Levine
5609 125th LN NE
Kirkland, WA. 98033

October 15, 2010

Susan Greene
City of Kirkland
Planning Department
123 5th Ave
Kirkland, WA. 98033

RE: Central Park Tennis Club Expansion - Permit number ZON1010-00022

Dear Ms Greene:

We are members of Central Park Tennis Club and live in The Hunt Club neighborhood, which is adjacent and to the west. Central Park seeks to use 125th LN NE as the sole entrance and exit for its member and guests. Use of this road will adversely impact the community for the reasons stated below. Therefore, we ask the City of Kirkland to deny Central Park's request and require them to revise their expansion plans.

1. Safety: 125th Lane is a residential private road currently used for activities such as bicycling, walking dogs and equestrian use. In the event this street becomes the main entrance point for all central park members and guests, many of these uses will become too dangerous, do to the increased volume of traffic, a lack of sidewalks on 125th LN and the blind corner that exists for those coming from the west on 60th Street and taking a right hand turn onto 125th LN.

2. Security: Placing the entrance to two additional commercial businesses at the entrance to The Hunt Club neighborhood will increase the exposure of vandalism and/or burglary to the homes in The Hunt Club. This has been an issue over the years in Central Park's parking lot and could spread to our neighborhood if the entrance to a 100 plus stall parking lot were placed in close proximity to the entrance of the Hunt Club neighborhood, as proposed.

We understand that any expansion by Central Park will cause increased traffic and security issues. We are not opposed to Central Park developing its property. We are asking that it is required to minimize its negative impact on all neighbors involved by either creating a separate entrance off 60th or continuing to use it existing main entrance.

Thank you for your consideration on this matter.

Sincerely,

Craig and Kerry Levine

Irene Campbell
5824 124th Ct NE
Kirkland, WA. 98033
kiscinike@msn.com

October 15, 2010

Susan Greene
City of Kirkland
Planning Department
123 5th Ave, Kirkland, WA 98033

RE: Central Park Tennis Club Expansion - Permit number ZON1010-00022

Dear Ms Greene,

Central Park seeks to use 125th Lane NE as the sole entrance and exit for its members and guests.

Allowing Central Park to utilize 125th Lane NE as its sole entrance and exit for its members and guests would result in 1) safety concerns, 2) noise and 3) security issues.

1) **Safety concerns**: The proposed location of Central Park's new entrance/exit to their parking lot on 125th Lane NE is hazardous to existing traffic entering and exiting both the Hunt Club and the Equestrian center.
2) **Noise:** My home along 125th Lane NE would be severely impacted by the noise generated by Central Park using 125th Lane NE. It's a cobblestone street. I believe their hours of operation is 5:30am to 10pm.
3) **Security issues:** I understand that Central Park has experienced serious incidents of vandalism in its existing parking lot. I fear that the vandalism would inevitably migrate to my home located adjacent to 125th Lane NE. Currently I only have shrubs providing privacy, and will be forced to install a fence to minimize trespassing.

These issues would be eliminated if Central Park were required to maintain its current entrance-exit or establish a new entrance-exit off NE 60th Street.

Thank you for your consideration in this matter.

Irene Campbell
kiscinike@msn.com

Dear Susan Greene,

My name is Glen Simmons and I am a resident of Hunt Club, a community adjacent to Central Park Tennis Club. I have attended the Tennis Club's project briefing meetings and studied the proposed plan. I strongly oppose the proposed expansion plan for the following reasons:

-The resulting increase traffic will compromise the safety of pedestrians and equestrians on 125th Lane.

-Traffic is presently impossible at the start and finish of the school day at 125th Lane and 60th N.E. across from Ben Franklin Elementary School. Added traffic will present a serious safety hazzard to school children, parents and teachers.

-125th Lane will have to handle traffic for three commercial businesses: the Tennis Club, the public resturant at the Tennis Club and the Equestrian Center. This deminishes the appeal of the community and thus property values.

-The proposed large parking lot in the open field presents a safety and asthetic hazzard to the families of the community.

-125th Lane is a brick lane built on top of a spring and is vulnerable to serious breakdown considering the volumn of projected traffic that would have to use it.

I respecfully request the City of Kirkland consider these and all other issues relevent to the surrounding communities and deny permission to proceed.

Sincerely,

Glen G. Simmons
206-390-7282 (cell)

Susan,

I would like to submit my objection to the Tennis Club using our street as an entrance to their facility (125th Lane N.E.)

I am a homeowner in the Kirkland Hunt Club - for over 10 years. Our main access road (125th Lane N.E.) is not suitable for any additional traffic. The current road is set with pavers, which is in need of some work, and any additional traffic would greatly increase its demise.

Currently the Tennis Club has their own entrance. I don't see why they can't just modify their current entrance - to achieve their new goal of additional parking.

The traffic for us has gotten worse, ever since the remodeling of Ben Franklin School. During the beginning of the school day, and the end of the school day, it is very difficult for us to enter and exit our only entrance. To add more traffic to our entrance would make it even more difficult.

Please reconsider - and not allow this traffic flow change.

Thank you,

Craig Nordlie

5615 125th Lane N.E.

Kirkland, WA 98083

425-822-8480

Nordlie@comcast.net

Dear Ms. Greene,

I am writing to you to oppose the Central Park Tennis Club's expansion plan. I oppose it for numerous reasons, but namely for the following:

1) We are a residential and equestrian neighborhood. Further commercial expansion goes against current zoning laws and and community well being.

2) The traffic along N.E. 60th is already extremely congested-due to school traffic, transfer station traffic and existing tennis club traffic.

3) I also oppose the proposed use of 125th lane for entrance and exit to the new facility. There is already so much traffic congestion with Ben Franklin Elementary being directly across the street, and more vehicles would only increase the possibility of an accident. Per the Tennis Club's spokesperson Jack Goldberg, he said that the tennis club would generate 464.4 daily trips to their courts, and would generate more in the summer time. There are also cars and deliveries associated with the equestrian center, in addition to pedestrians and horses on 125th lane. It is simply an accident waiting to happen.

Thank you for the opportunity to voice my concerns and objections.

Sincerely,

Elizabeth Clinton
5914 124th Ct. NE
Kirkland, WA 98033
(425) 802-5251

Jeff and Robin Jones
5811 124th CT NE
Kirkland, WA 98033
425.444.9894

October 18, 2010

Ms. Susan Greene
City of Kirkland
Planning Department
123 5th Ave
Kirkland, WA 98033

RE: Central Park Tennis Club expansion – Permit Number – ZON1010-00022

Dear Ms. Greene,

I am writing to you on behalf of my family regarding the proposed expansion of the Central Park Tennis Club, specifically pertaining to the use of 125th Lane NE as the main point of entry/exit for all club members and guests.

Our main concerns are as follows:

- Traffic
    - The increased volume of traffic on 125th LN NE could grow as much as ten times. This represents challenges relating to auto congestion and excessive auto speed, to name a few. The lane is designated as a private residential road and not one that would serve as a commercial thoroughfare. Is it appropriate for a road that is zoned as a private lane to be accessed by three commercial operations (KGF Equestrian Center, Sasi's Café (the public restaurant), and the Central Park Tennis Club)? If there are other streets within the City of Kirkland that meet these criteria, I would be interested to be made aware of where they are and whom they service.
    - In addition to the additional traffic on 125th LN NE, the entry/exit out of the Hunt Club would be severely compromised. When a homeowner currently exits the community in a vehicle, there is a significant blind spot as

one is approaches a slight left turn before heading down the 125th LN NE. With the additional traffic on 125th LN NE, this presents the opportunity for unnecessary vehicle compromise in the form of a collision (s).

- Safety
  - 125th LN NE is a private residential road that is meant for the use of the homeowners in the Kirkland Hunt Club, 21 homeowners with daily vehicle commutes. It is also currently safe for the number of pedestrians that it serves daily, mainly parents walking their children to/from Ben Franklin Elementary School. It also serves as an equestrian thoroughfare for the tenants of the KGF Equestrian Facility. Increased vehicle traffic significantly compromises the safety of all pedestrian and equestrian traffic.

It is my understanding that there are two other options for entry/exit to the proposed expansion of the Central Park Tennis Club. These include:

- Maintaining the current entry/exit, NE 59th Street, the public street as it currently serves; and/or
- Making the temporary entry/exit off of NE 60th (as successfully used over the many years when the club has hosted tennis tournaments), and converting this to the permanent point of entry/exit.

In the first point, no changes would need to be made and in the second point, the Central Park Tennis Club could manage a private entry/exit point to the extent that it meets the needs of their members and guests.

The Kirkland Hunt Club is a lovely, private, residential community and deserves the opportunity to maintain this atmosphere. While the Central Park Tennis Club is an asset to the neighborhood, their request for use of 125th LN NE diminishes the appeal that brought so many homeowners to this ideal location. I urge you to consider very carefully what impact additional commercial use of the 125th LN NE would have not only on the Hunt Club, but the Bridle Trails community in general.

Respectfully,

Robin and Jeff Jones

From: Chris Forster [forster@tenw.com]
Sent: Thursday, October 28, 2010 11:30 AM
To: Thang Nguyen
Subject: RE: Central Park Tennis Court - Traffic Impact Study

Thang-
Below are some answers to your questions based on current data available. Let me know if you need anything else.
Chris

What is the project traffic like during school hours (when students are coming and leaving school)?

We looked up the bell schedules for the Franklin Elementary. The school starts at 9:00 AM and ends at 3:30 PM (2:00 PM on Wed). So peak school traffic would be expected to occur 8:30 – 9:00 AM, and 3:30 – 4:00 PM (typically). Based on ITE the trip generation rates for Racquet/Tennis Clubs during the AM peak hour (highest hour 7-9 AM) are typically less than 40% of the PM peak hour rate. Therefore, based on ITE, we would expect less than 24 total trips from the Club in the AM peak hour on 125th Lane (which coincides with the AM school peak). During the afternoon school peak, we don't have any hard data on trip rates, but based on parking demand studies conducted in 2006, parking demand was very low at the Club at 4:00 PM. We would assume based on this that late afternoon trip generation at the Club would be much less than PM peak hour trip generation.

Where are the children crossing relative to the project proposed driveway?

We have not observed conditions when this school is starting or ending, but based on our site visit and aerial photos, there is a marked crosswalk on NE 60th St on the west leg of the school's west driveway (approximately 150' west of 125th Lane), and another marked crosswalk at the pedestrian/equestrian trail approximately 300' west of 125th Lane). I assume that children cross NE 60th at one or both of these locations. In my experience with other elementary schools, crossing guards are typically used at these types of locations before and after school to ensure safety.

How would this impact pedestrian and school?

Traffic Impacts:

- *The project is not introducing any new points of conflict on NE 60th Street.*
- *125th Lane and the opposing school driveways meet the City's Driveway Policy R-4 (there are no offset requirements for driveways on Collectors).*
- *125th Lane meets the City's adopted entering and stopping sight distance standards, and there is clear visibility from 125th Lane to both school driveways.*
- *The driveway would operate at acceptable LOS (LOS B or better during the PM peak hour)*
- *Tennis Club Trip generation is likely to be low during the school peak hours, and school*

generated traffic is low during the peak hours of the Club (after 5 PM).

- *Although the project would result in increases in traffic on 125th Lane, the total volume on 125th Lane would still be considered low (82 total in the PM peak hour, including equestrian/residential traffic).*
- *As with any school, there will be congestion during the AM and afternoon school peaks at the school driveways. These times of congestion are typically limited to a 15-30 minute period before and after school. The addition of Club traffic to 125th Lane will be small in comparison to the existing school generated traffic, so any increases in delays during the school peaks are expected to be minimal.*

Pedestrian Impacts

- *It is assumed that crossing guards are used during school peak hours when children are crossing in the vicinity of 125th Lane. The small increase in overall traffic at NE 60th Street/125th Lane is not expected to have a significant impact on pedestrian safety.*

From: Thang Nguyen [mailto:TNguyen@ci.kirkland.wa.us]
Sent: Tuesday, October 26, 2010 11:31 AM
To: Chris Forster
Subject: RE: Central Park Tennis Court - Traffic Impact Study

Chris,

Could you discuss the traffic impacts as it relates to the school operation? How would this impact pedestrian and school? Where are the children crossing relative to the project proposed driveway? What is the project traffic like during school hours (when students are coming and leaving school)?

Here are some comments from the neighbor opposing the project:

I am a resident of Hunt Club, a community adjacent to Central Park Tennis Club. I have attended the Tennis Club's project briefing meetings and studied the proposed plan. I strongly oppose the proposed expansion plan for the following reasons:
-The resulting increase traffic will compromise the safety of pedestrians and equestrians on 125th Lane.
-Traffic is presently impossible at the start and finish of the school day at 125th Lane and 60th N.E. across from Ben Franklin Elementary School. Added traffic will present a serious safety hazzard to school children, parents and teachers.
-125th Lane will have to handle traffic for three commercial businesses: the Tennis Club, the public resturant at the Tennis Club and the Equestrian Center. This deminishes the appeal of the community and thus property values.
-The proposed large parking lot in the open field presents a safety and asthetic hazzard to the families of the community.
-125th Lane is a brick lane built on top of a spring and is vulnerable to serious breakdown considering the volumn of projected traffic that would have to use it.

Thang T. Nguyen
Transportation Engineer
City of Kirkland
Public Works Department

123 Fifth Avenue
Kirkland WA 98033-6189
Phone: (425) 587-3869
Fax: (425) 587-3807
tnguyen@ci.kirkland.wa.us

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From: Chris Forster [mailto:forster@tenw.com]
Sent: Wednesday, October 06, 2010 11:06 AM
To: Thang Nguyen
Subject: RE: Central Park Tennis Court - Traffic Impact Study

Thang-
Did you get the PDF OK? Just wanted to confirm.
Thanks

From: Chris Forster
Sent: Monday, October 04, 2010 4:10 PM
To: Thang Nguyen
Cc: SGreene@ci.kirkland.wa.us; Jack Goldberg; Larry Ho
Subject: Central Park Tennis Court - Traffic Impact Study

Thang/Susan,
Attached for the City's review is the traffic impact analysis completed for the Central Park Tennis Club Four Court Tennis Building project. Do you need hard copies printed/submitted or will the attached PDF be sufficient? Just let me know.

Please let me know if you have any questions.
Thanks,
Chris

Chris Forster, P.E.
Transportation Engineering Northwest (TENW)
816 6th Street South
Kirkland, Washington 98033
Phone: 206-498-5897
Fax: 425-889-TENW(8369)
Email: forster@tenw.com

Freiheit & Ho
architects

October 21, 2010

Planning Department
City of Kirkland
123 5th Avenue,
Kirkland, WA 98033

ATTN: SUSAN GREENE

RE: CENTRAL PARK TENNIS CLUB NEW TENNIS BUILDING (ZON1010-00022)

Susan,

We are writing to respond to the letters from our neighbors, the residents of Kirkland Hunt Club. We summarize and respond to their concerns regarding the following issues:

1. USE OF 125TH LANE NE AS ACCESS TO CENTRAL PARK TENNIS CLUB

In general, City of Kirkland policies encourage adjoining property owners to combine their access driveways. Here in PLA 16, it is explicitly called out in KZC 60.182.030, Special Regulation 6.

Letters from the neighbors suggest or imply that 125th Lane NE is part of the Hunt Club neighborhood. It is not. This private road is on property owned by Central Park Tennis Club. The club granted an easement to the Hunt Club developer. Central Park Tennis Club fully expects to be able to use their own property for access.

The Hunt Club neighborhood is a gated community that begins behind their gates. There are no front yards, driveway, children's play area or any other neighborhood amenities that abut 125th Lane NE.

2. ADDITIONAL TRAFFIC ON NE 60TH STREET AND CONGESTION AT INTERSECTION OF NE 60TH STREET AND 125TH LANE NE

We may add a few more members to the club with this expansion, which will contribute some additional traffic on NE 60th Street. Our traffic study shows that the intersection, as well as traffic on NE 60th Street, will still maintain acceptable levels of service with the completion of our project. The traffic congestion that the neighbors described has much more to do with the school then the tennis club. Since the peak hours of our club (10 am to noon, and 5 to 7 pm) happen at different times of the day than the school's peak hours, there should be very little additional conflict.

3. COMMERCIAL USE IN RESIDENTIAL NEIGHBORHOOD

Our use is an allowed use in this zone. We are complying with Kirkland's Comprehensive Plan and the KZC, hence the club has every right to expand on the property that it has owned for years. We find it ironic that a neighborhood with a commercial equestrian center as its visual core objects to a lower intensity commercial use on adjoining property. Our club was established in the early 1970's. It was in place and in operation when every Hunt Club resident purchased their home.

4. IMPROVEMENT AND MAINTENANCE OF 125TH LANE NE

The current users of 125th Lane NE have not properly maintained the road. Once it is brought up to acceptable standard, Central Park Tennis Club is open to negotiating a shared maintenance agreement with the Hunt Club and the KGF Equestrian Center. Our development plan calls for the installation of a new sidewalk on the east side of 125th Lane NE. This sidewalk will continue to the southeast corner of our property, allowing the children that live on 127th Ave. NE easy and safe access to the school.

5. VACANT LOT AND FUTURE USE

Any neighbor that bought a home in the Hunt Club knows that the vacant property is owned by Central Park Tennis Club. It is fenced and signed accordingly. Neighbors should expect that the property would be developed some day. Our plan is to develop a small part of the vacant land for parking and leave the majority as open space for now.

6. ADDITIONAL DRIVEWAY FROM NE 60TH STREET

The successful operation of our club depends on having one point of entry for all our members and guests. We need to monitor who gets admitted to our premises and assure that proper fees are charged. Our current configuration requires all members and guests to enter the property and park their cars on the "public" area of the club. They will then enter our club house and proceed to the "private" areas of the club, which are the tennis courts and other amenities. If we let our future development be separated from our club house by a "public" driveway, we will not be able to maintain control of our premises.

7. SKYBRIDGE FROM OUR CLUB HOUSE TO THE NEW BUILDING

Some neighbors suggested we should keep our existing vehicle entrance off 127th Avenue NE and build a skybridge to connect our club house and the new tennis building. We are required to provide an accessible route from the new tennis building to other facilities of the club. A skybridge would be a very unattractive and expensive option due to the long ramps or elevators that will be required.

8. VANDALISM

We believe a better lit and more open parking lot *will reduce* the amount of vandalism. Our project will include security cameras in the parking lot, to further protect against the possibility of increased vandalism.

9. TIME OF YEAR CHOSEN FOR PARKING STUDY

A letter from the Hunt Club Home Owners' Association questions whether it is appropriate to conduct our parking study in August. Our traffic engineer discussed seasonality in his analysis. The Club was operating "at capacity" on two evenings during the study due to special organized tennis functions which used all tennis courts and a very high swimming pool usage because of the 90+ degree temperature. Factoring this "at capacity" condition upward in direct proportion to the increase in courts (14 to 18) is a valid method to forecast the future "at capacity" condition regardless of time of year.

The same letter also questions whether the parking study counted all vehicles for pick-up and drop-off. Our traffic engineer confirms that the parking study included ALL parked vehicles, whether they were parked long-term or were simply just dropping off/ picking up near the front entrance.

We hope this letter answers most of the issues raised by our neighbors. We look forward to further exchange of information and ideas with them.

Sincerely,

FREIHEIT & HO ARCHITECTS, INC., P. S.

Lawrence K. L. Ho, AIA
Vice President

A09390LetterToCity01.doc

Lake Washington Saddle Club
P.O. Box 831
Bellevue, WA 98009
www.lakewashingtonsaddleclub.org

Susan Greene, Project Planner
City of Kirkland Planning Department
123 5th Ave.
Kirkland, WA 98033

February 1, 2011

Dear Ms. Greene;

I am writing regarding development Permit No. ZON10-00022, which pertains to the expansion of Central Park Tennis Club. I am writing on behalf of the Lake Washington Saddle Club regarding the attached plan which will establish a 7-10 foot wide multi-use trail along the north side of NE 60th from Ben Franklin Elementary to 132nd Ave. NE. The trail will be built with an equestrian safe material called "stabilizer".

I am writing on behalf of Lake Washington Saddle Club to state that we have reviewed the proposed plan and approve the improvements described in the plan. The improvements will enhance both pedestrian and equestrian use of the neighborhood and provide safe passage for all those who travel NE 60th.

It was gratifying to work with all of the constituent groups involved to identify a solution that truly benefits everyone. On behalf of Lake Washington Saddle Club I would like to thank Andy Held, who worked hard bringing together everyone's interests. We also greatly appreciate the groups' consideration and understanding regarding the needs of Bridle Trails equestrians. In an environment where equestrian interests are continually being challenged and negatively impacted, it is wonderful to be involved in a project where equestrian use is being protected and enhanced.

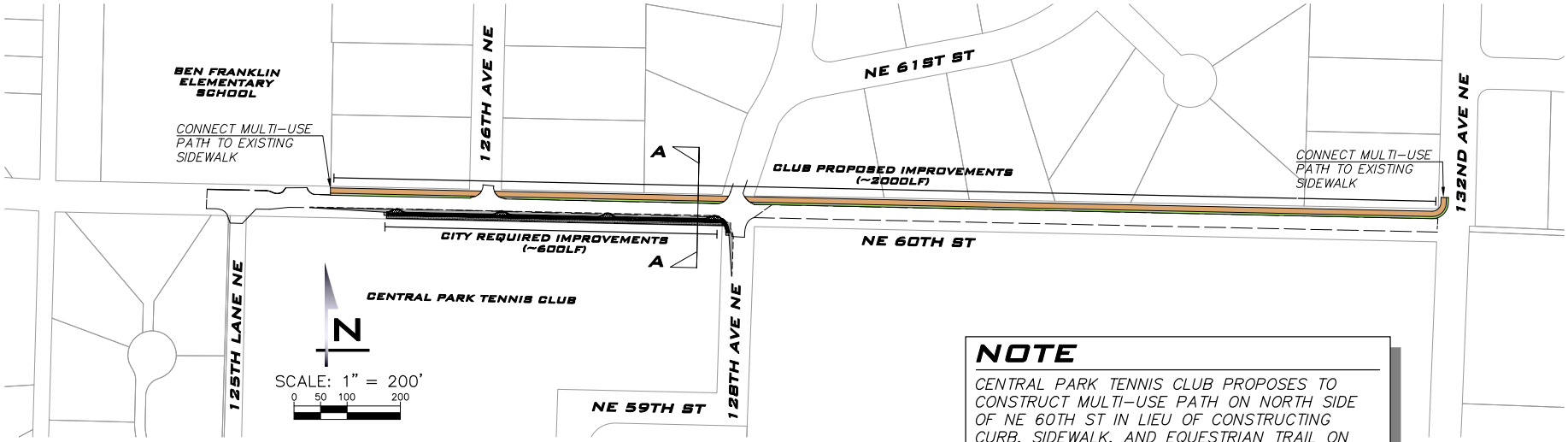
On that note, I am happy to report that the Lake Washington Saddle Club will be contributing to the project by providing $250.00 to purchase a tree for the natural vegetation buffer zone.

Sincerely,

Jennifer Duncan, President
Lake Washington Saddle Club
P.O. Box 831
Bellevue, WA 98009
425-867-0992
Email: duncan66@msn.com

Attachment: 60th Plan Sheet 1 of 1
Cc: Andy Held, Suzanne Kagen, Lorraine Trosper

ATTACHMENT 8

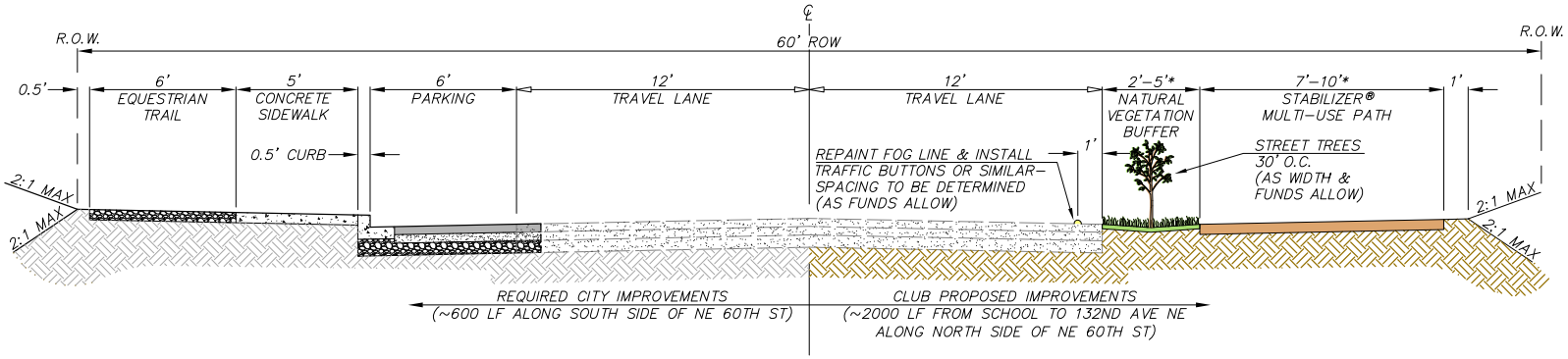


PLAN VIEW

(SCALE: 1"=200')

NOTE

CENTRAL PARK TENNIS CLUB PROPOSES TO CONSTRUCT MULTI-USE PATH ON NORTH SIDE OF NE 60TH ST IN LIEU OF CONSTRUCTING CURB, SIDEWALK, AND EQUESTRIAN TRAIL ON SOUTH SIDE OF NE 60TH ST. MULTI-USE PATH WILL BEGIN AT BEN FRANKLIN ELEMENTARY SCHOOL AND EXTEND EAST AS FUNDS ALLOW.



SECTION A-A

(NOT TO SCALE)

NOTE

STANDARD SECTION TO INCLUDE 4.5' WIDE BUFFER & 10' WIDE MULTI-USE PATH. BUFFER & MULTI-USE PATH TO BE NARROWED TO MINIMUM DIMENSIONS SHOWN WHERE TOPOGRAPHY OR EXISTING CONDITION CONSTRAINTS DICTATE.

BLUELINE

NE 60TH ST PROPOSED IMPROVEMENT

CENTRAL PARK TENNIS CLUB

©2010 THE BLUELINE GROUP

SCALE	AS NOTED
PROJECT MANAGER	BRIAN J. DARROW, PE
DESIGNED BY	BRIAN J. DARROW, PE
DRAWN BY	DOMINQUE GABALDON
DATE	01/13/2011

JOB NUMBER: 08-117

FIGURE: 1 OF 1

Jan 13, 2011 – 3:39pm – User dgabaldon
E:\Projects\08117\dwg\x08117asph walkways 2a.dwg

Section 60.182 Zone PLA16 **USE ZONE CHART**

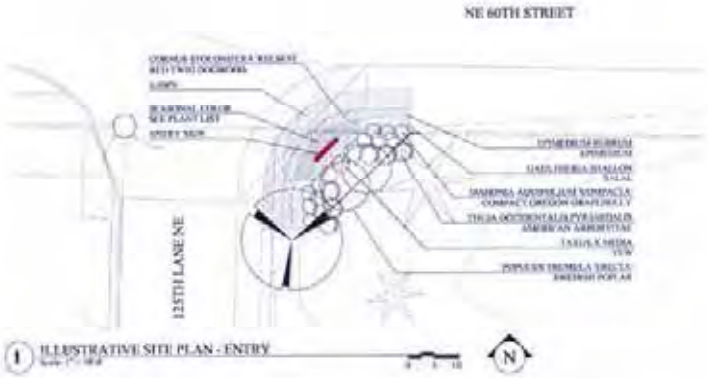
Section 60.182	USE ⇩ / REGULATIONS ⇨	DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
		Required Review Process	MINIMUMS				MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage	Height of Structure				
				Front	Side	Rear						
.020	Commercial Equestrian Facility See Special Regulation 1.	Process IIB	3 acres	20′	20′	20′	80%	See Special Regulation 4.	C	B	See KZC 105.25.	1. This use may include arenas, stables, roaming and grazing areas, club house and ancillary equestrian facilities. 2. This use must comply with KZC 80.30 through 80.45. 3. An improved public equestrian access trail through the subject property and appropriate public signing must be provided. The trail must be located and designed to allow for an eventual connection between N.E. 60th Street and Bridle Trails State and King County Parks. 4. Structures exceeding 25 feet above average building elevation must have the ground floor placed below existing grade to the extent possible and screened by a vegetative earthen berm. 5. Existing natural vegetation must be maintained to the greatest extent possible.
				See Special Regulation 2.								
.030	Commercial Recreation Area and Use See Special Regulation 1.		1 acre	20′	20′	20′		38′ above average building elevation. See Special Regulation 3.				1. This use may include activities such as: indoor and outdoor tennis courts, club house, swimming pool, other sport court games and ancillary commercial recreation activities. 2. Hours of operation may be limited to reduce adverse impacts on a residential neighborhood. 3. Structures exceeding 25 feet above average building elevation must have the ground floor placed below existing grade to the extent possible and screened by a vegetative earthen berm. Structures can be placed at existing grade if the structures are located on lower ground than adjacent properties and if the adjacent properties are developed and do not contain residential use. 4. A 20-foot wide sight-obscuring landscape buffer must be provided along the west and south perimeter of the property. 5. Existing natural vegetation must be maintained to the greatest extent possible. 6. Vehicular and pedestrian circulation to and from the property shall be coordinated with the other properties in the vicinity to the maximum extent possible.

CENTRAL PARK TENNIS CLUB 4 COURT BUILDING
ZONING CODE COMPLIANCE WORKSHEET

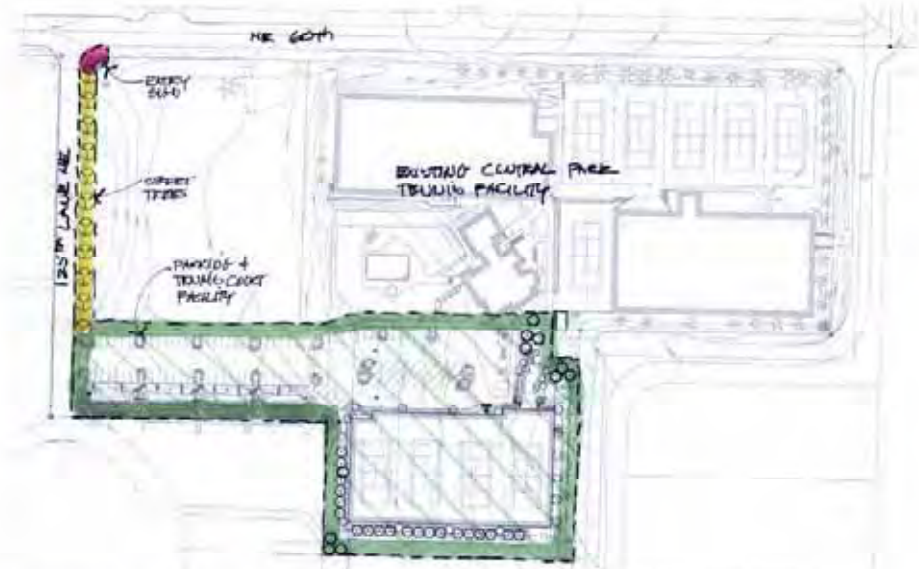
ISSUES	*CODE REQUIREMENT*	*PROPOSAL*
Use	Allows Commerical Recreation Area and Use (Use may include activities such as: indoor and outdoor tennis courts, club house, swimming pool, other sport court games and ancillary commercial recreation activities.)	Indoor tennis court (4 courts in one building)
Lot Size	1 acre min.	2.75 acres
Front Yard	20' min.	27'-3 3/4"
Side Yard	20' min.	40' on south and 88'-2 3/4" on north
Rear Yard	20' min.	30'
Lot Coverage	80% max.	65%
Height of Structure	38' above average building elevation. (Structures exceeding 25' above average building elevation must have the ground floor placed below existing grade to the extent possible and screened by a vegetative earthen berm. Structures can be placed at the existing grade if the structures are located on lower ground than adjacent properties and if the adjacent properties are developed and do not contain residential use.)	33.7' Proposed building is placed below existing grade as seen from the north, south and west. The building is screened from the east side by a row of existing matured evergreen trees. Decidious trees and shrubs are added to augment the existing trees. Vegetative screens are proposed on the west and south side of the builidng.
Landscape	Category C	15' min. landscaping and 6' solid fence adjacent to low density use.

	(15' wide landscaping and 6' solid fence adjacent to low density use.)	
Sign	Category B	Due to the change in access to the club, we will relocate one existing monument sign from the SW corner of NE 60th Street and 128th Ave. NE to the SE corner of NE 60th Street and 125th Lane NE.
Parking	Planning official to determine parking demand on case by case.	Parking study is submitted with this application.
Special Regulation 2.	Hours of operation may be limited to reduce adverse impacts on a residential neighborhood	Club operating hours is 6 am to 10 pm.
Special Regulation 4.	A 20' wide sight-obscuring landscape buffer must be provided along the west and south perimeter of the property.	The building is located 30' from the west property and 40' minimum from the south property line. Landscape buffer is proposed together with a 6' solid fence.
Special Regulation 5.	Existing natural vegetation must be maintained to the greatest extent possible.	21 of the 95 existing trees will be retained.
Special Regulation 6.	Vehicular and pedestrian circulation to and from the property shall be coordinated with the other properties in the vicnity to the maximum extent possible.	Proposed building, together with the existing tennis club, will share a common existing access on 125th Lane NE. 125th Lane NE is a private road owned by the tennis club. An egree and ingress easement has been granted to the neighboring residential community.

ATTACHMENT 10



1 ILLUSTRATIVE SITE PLAN - ENTRY



2 ILLUSTRATIVE SITE PLAN - OVERALL

3 ILLUSTRATIVE SITE PLAN - PROPOSED TENNIS COURT FACILITY

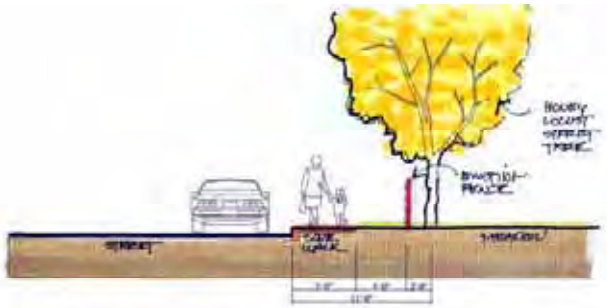
CENTRAL PARK TENNIS CLUB
FOUR COURT TENNIS BUILDING
12630 NE 59th Street
Kirkland Washington 98033

CLIENT:
CENTRAL PARK TENNIS CLUB

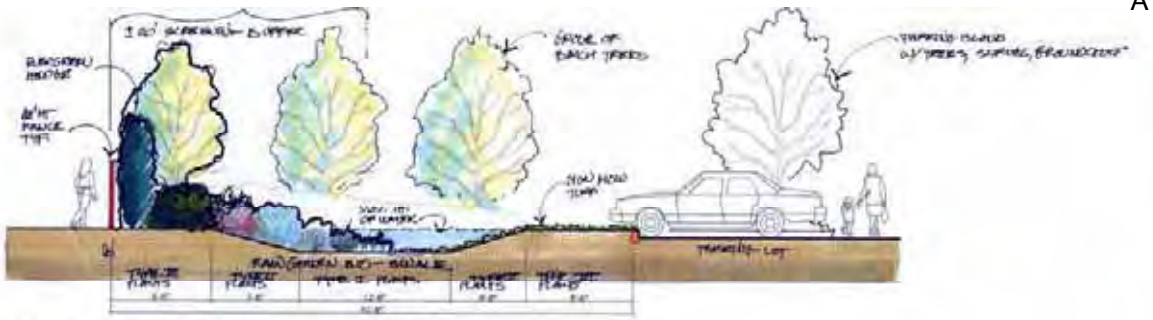
Freiheit & Ho architects

ILLUSTRATIVE SITE PLAN

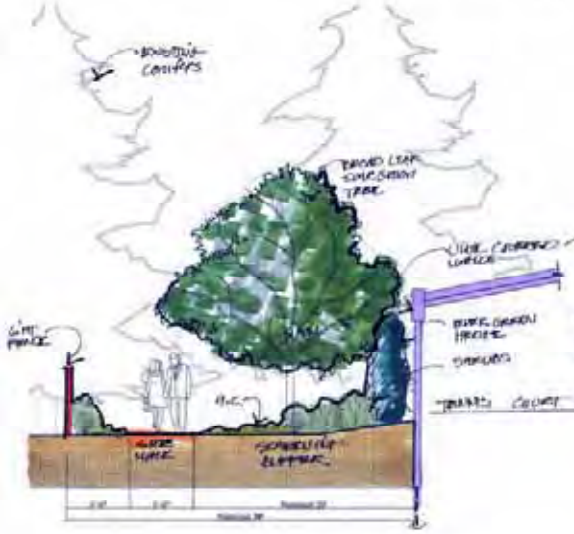
SK-1.0



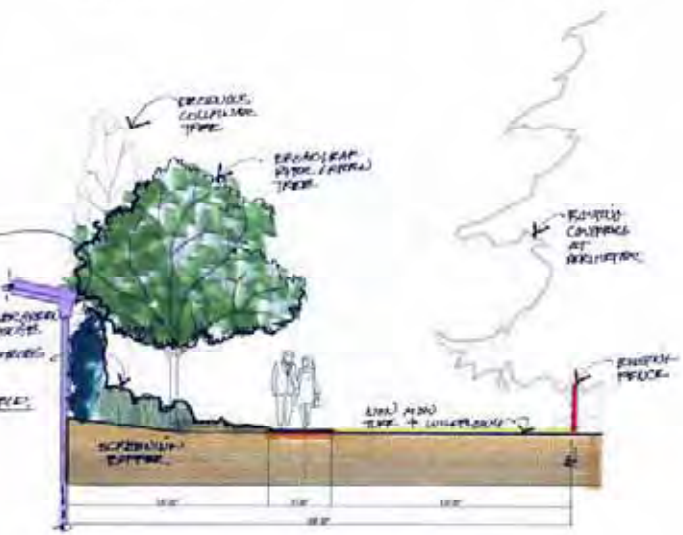
A TYPICAL STREET TREE PLANTINGS ON 125TH LANE NE



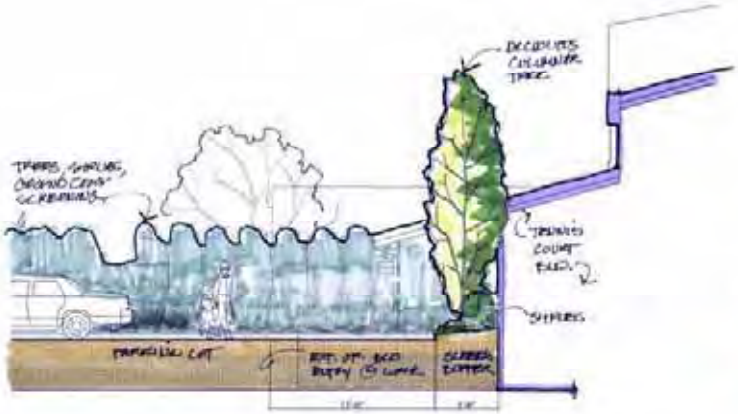
B TYPICAL SECTION AT SCREENING BUFFER AND RAIN GARDEN



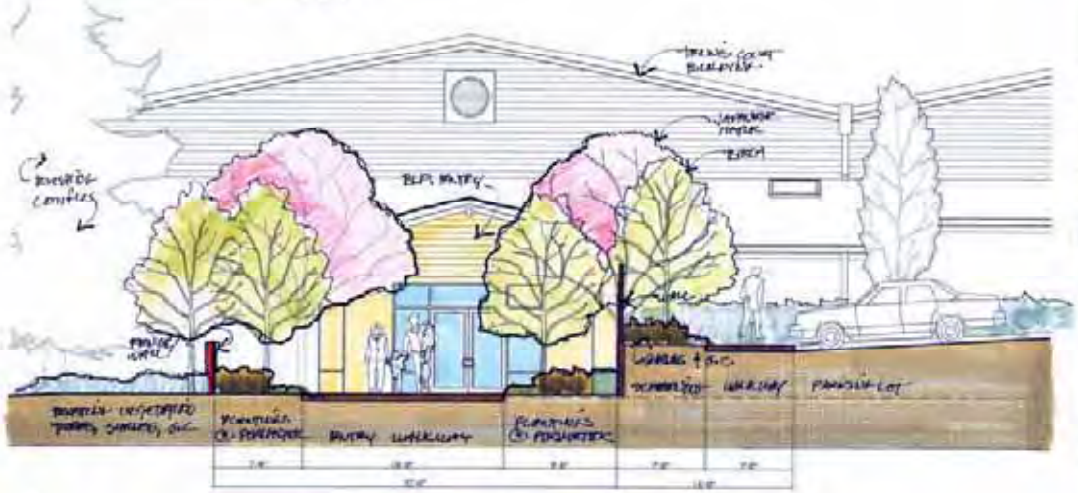
C WEST LANDSCAPE BUFFER AT NEW TENNIS COURT BUILDING



D SOUTH LANDSCAPE BUFFER AT NEW TENNIS COURT BUILDING



E PARKING LOT AT NORTH SIDE OF NEW TENNIS COURT BUILDING



F ENTRY WALKWAY LOOKING TOWARDS NEW TENNIS COURT BUILDING

CLIENT:
CENTRAL PARK TENNIS CLUB
12630 NE 85th Street
Kirkland WA 98033

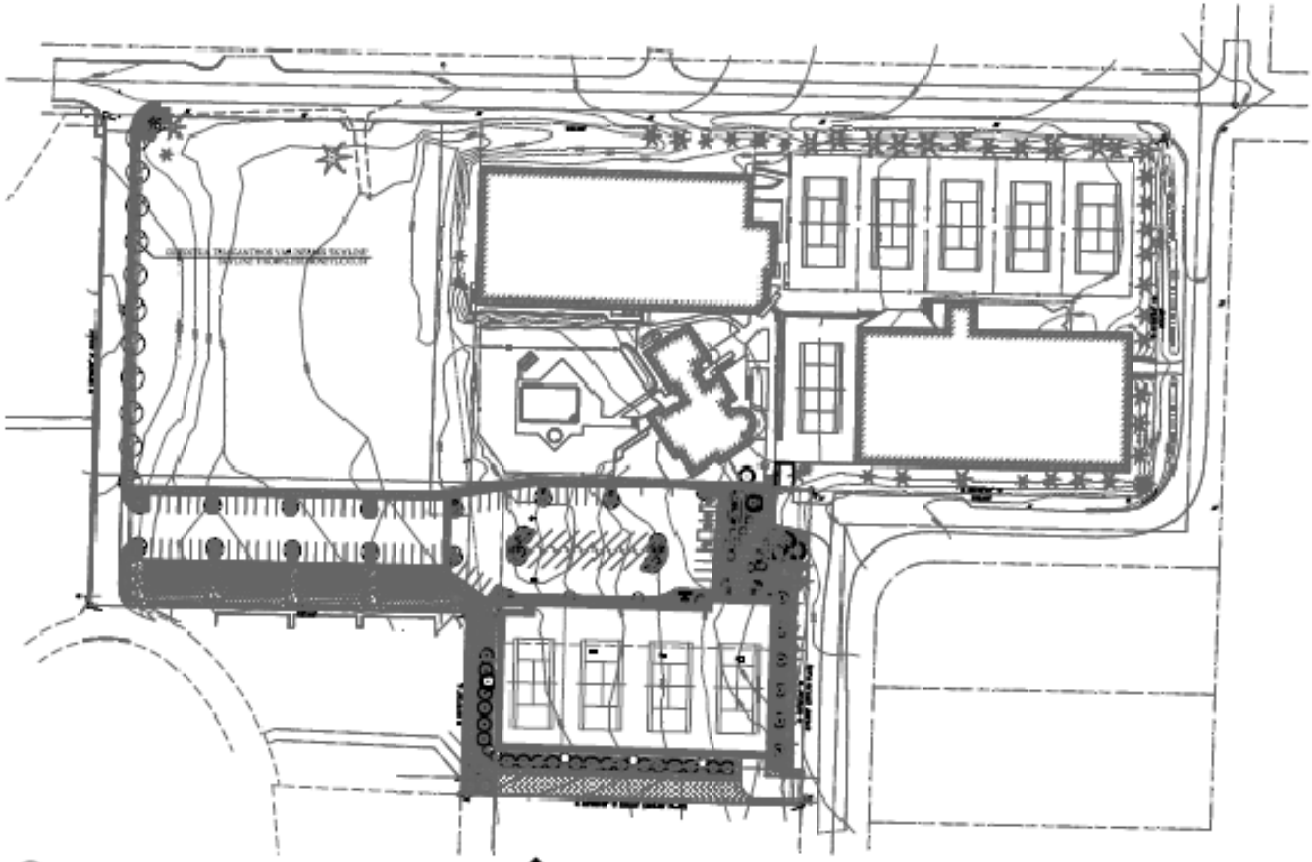
CENTRAL PARK TENNIS CLUB
FOUR COURT TENNIS BUILDING
12630 NE 85th Street
Kirkland Washington 98033

Freihofer & Ho architects

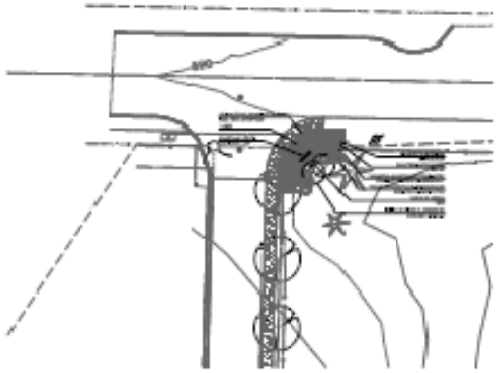
VIGNETTES

SK-2.0

ATTACHMENT 10



1 OVERALL LANDSCAPE PLAN



2 LANDSCAPE PLAN – MAIN ENTRY

CODE COMPLIANCE

TREE PRESERVATION NOTES:

GENERAL NOTES

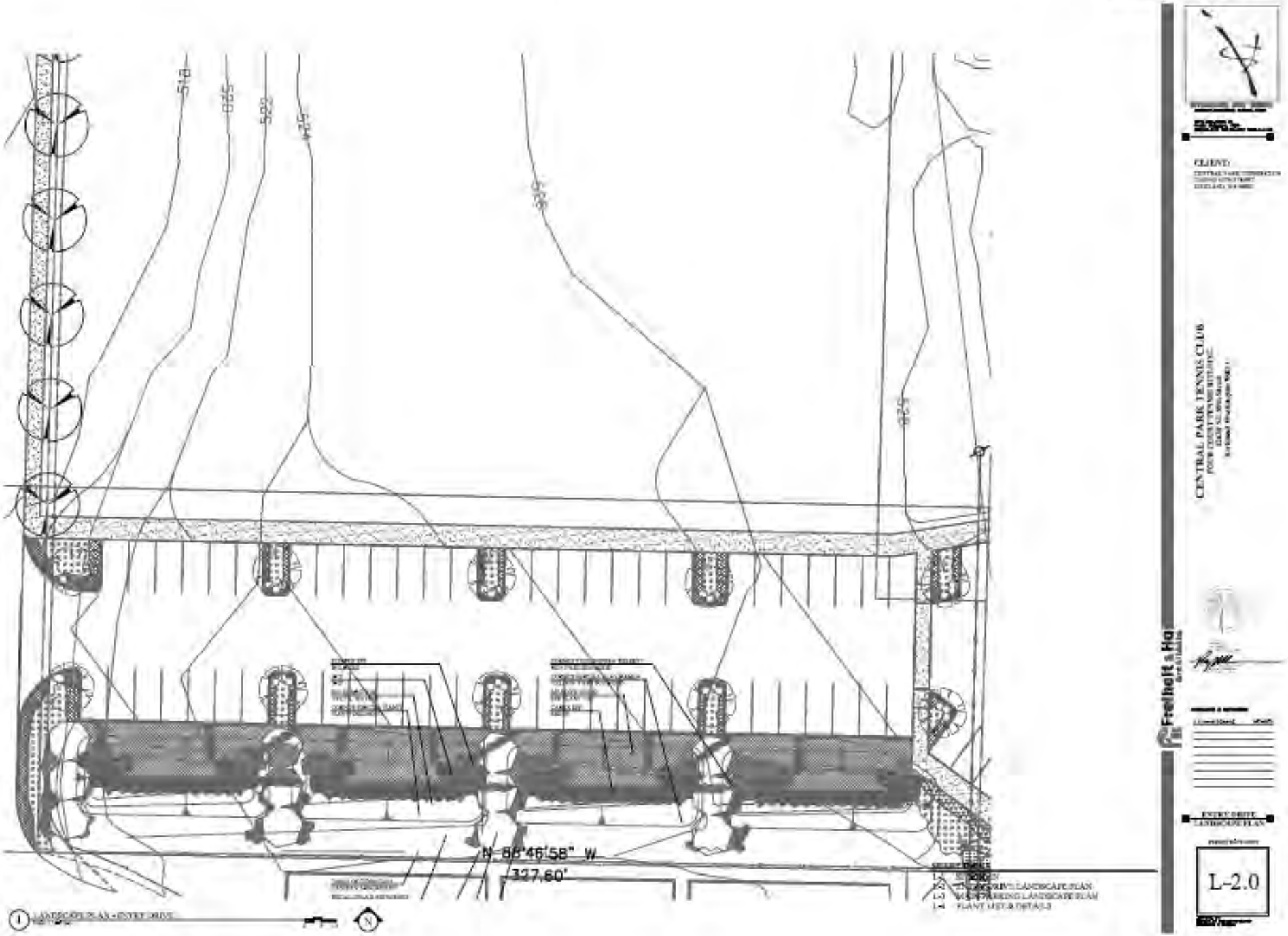
SHEET INDEX

L-1 SITE PLAN
L-2 ENTRY DRIVE LANDSCAPE PLAN
L-3 MAIN PARKING LANDSCAPE PLAN
L-4 PLANT LIST & DETAILS

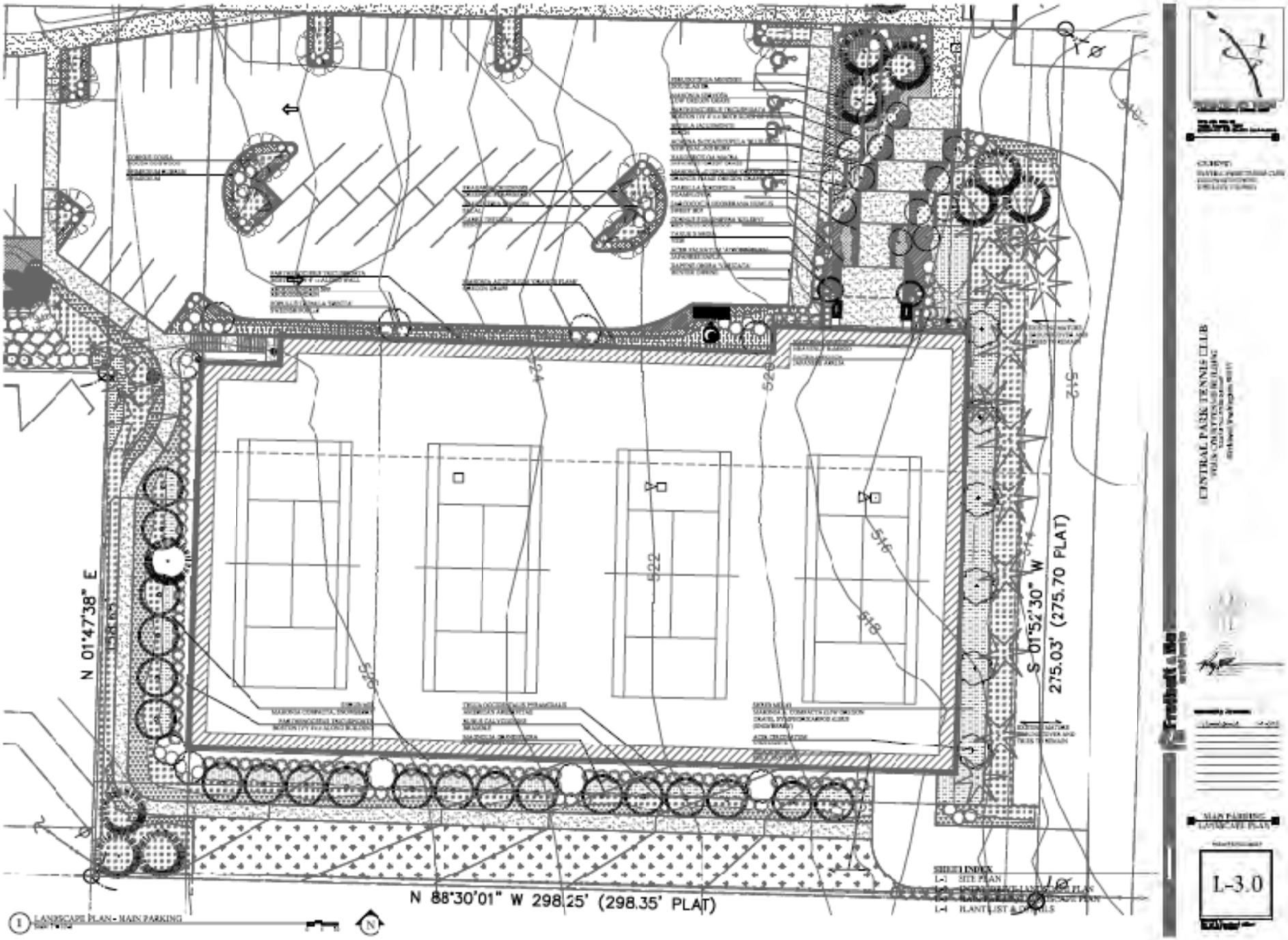
CENTRAL PARK TENNIS CLUB

L-1.0

ATTACHMENT 10



ATTACHMENT 10



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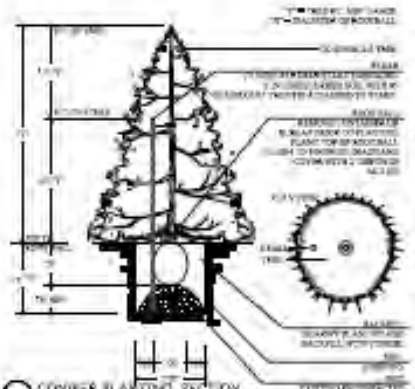
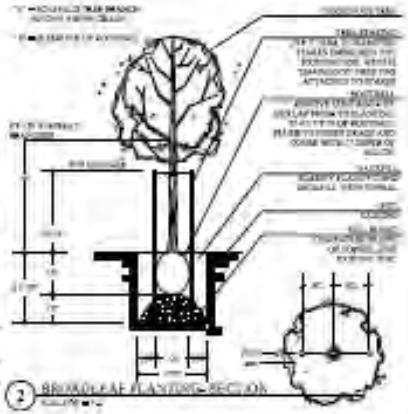
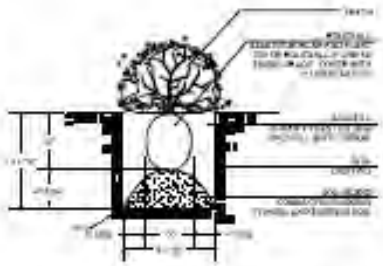


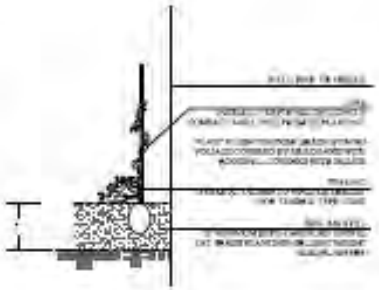
1 CONIFER PLANTING SECTION



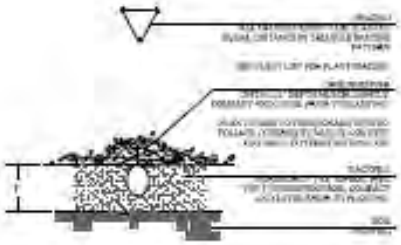
2 BROADLEAF PLANTING SECTION



3 SHRUB PLANTING SECTION

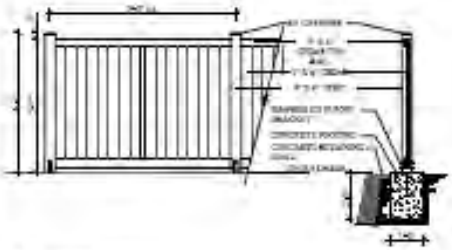


4 VINE PLANTING SECTION



5 GROUNDCOVER PLANTING SECTION

6 GROUNDCOVER PLANTING PLAN



7 SCREENING FENCE

PLANT LISTS

SHEET INDEX

L-1 SITE PLAN
L-2 ENTRY DRIVE LANDSCAPE PLAN
L-3 MAIN PARKING LANDSCAPE PLAN
L-4 PLANT LIST & DETAILS

CLIENT:

CENTRAL PARK TENNIS CLUB

PLANT LIST & DETAILS

L-4.0

January 18, 2011

Susan Greene
City of Kirkland
Planning Department
123 5th Avenue
Kirkland, WA 98033

RE: Central Park Tennis Club
Blueline Job No. 08-117

Dear Susan:

The attached letter is in response to the over-the-counter meeting we had in December 2010. Per your request, I am providing you with a summary of how we believe we are meeting the intent of the code in regards to the Special Regulations 3-5 (vegetated berm, 20' sight-obscuring landscape buffer, and retain existing vegetation) for Zone PLA16. We believe the underlying intent of these regulations is to provide screening from surrounding properties.

Based on our current plan, the average building elevation height exceeds 25'. In this case, Special Regulation 3 calls for the ground floor to be placed below grade to the extent possible and be screened by a vegetated earthen berm. Our finish floor is proposed to be at elevation 516.0 which matches existing grade on the east side and will require about 12' of bury on the west side. This elevation was chosen in an effort to retain as much of the existing vegetation along the east side of the building (meeting Special Regulation 5) and to also bury the building as it moves west. Our proposal buries the building to the maximum extent feasible while still meeting Special Regulation 5 (natural vegetation to be retained to the greatest extent possible).

Below is a summary of how each side of the building meets the intent of the zoning code:

- Along the north side of the building faces the club property, so no berming/screening should be required here.

- Along the east side, we are proposing to retain the existing mature trees and supplement with additional plantings to enhance the screening. This is in line with Special Regulation 5 (retain existing vegetation to greatest extent possible) which we feel supersedes Special Regulation 3 which calls for the vegetative earthen berm. It is not possible to retain the existing trees if a berm is required here. Our proposal will provide better screening than a new berm with new vegetation.

- Along the west side, we are burying the building approximately 12' and providing vegetative screening. We believe that the proposed bury and vegetative screening meet the intent of the vegetative berm requirement and 20' sight obscuring landscape buffer. The building is located 30' off the west property line so we essentially are providing an additional 10' of buffer.

- Along the south side, the average bury of the building is about 6' (1'-2' at the east corner and 12' at the west corner). We are also providing vegetative screening. We believe that the proposed bury and vegetative screening meet the intent of the vegetative berm requirement and 20' sight obscuring landscape buffer. The building is located 40' off the south property line so we essentially are providing an additional 20' of buffer.

Another item of note along the south property line: We discussed the possibility of berming in this area with Public Works, but because of the existing 30' utility and access easement located along the south property line, Public Works will not allow additional soil and/or plantings on top of the existing water line located here. Rob Jammerman in Public Works can confirm this. Also, berming might also prevent the easement from being used for vehicular access which is allowed per the easement language.

The last item we discussed in our December meeting was the screening along the south property line next to our proposed parking lot. Although rain gardens are proposed here, they have been designed to be 8' off the southern property line so that vegetative screening can be planted between them and the adjacent property (which is also a parking lot). The rain gardens will also be planted with vegetation. Our proposed parking lot is located approximately 40' off the south property line, so we are essentially providing an additional 20' of buffer. Also, a 6' high fence will be installed along the southern property boundary which will shield the existing parking lot to the south from the headlamps of cars using the club parking lot.

Obviously, we are trying to balance several issues here, but we believe our proposal meets or exceeds the overall intent of the code regarding berming, retaining existing vegetation, and sight-obscuring buffers. We are burying the building to the maximum extent feasible, retaining existing vegetation to the greatest extent possible, and providing a 20' sight obscuring buffer (30'-40' in most cases) along the south and west perimeter.

If you have any questions, please do not hesitate to call me at (425) 216-4051 x222.

Sincerely,

THE BLUELINE GROUP

Brian J. Darrow, PE
Principal

ATTACHMENT 12

ATTACHMENT 12

integrated site design
landscape architects

Attn: Susan Lauinger
City of Kirkland – Department of Planning and Community Development
123 5th Ave, Kirkland, Wa 98033

Re: Central Park Tennis Club – landscape code compliance

Date: 1-18-2011

Dear Susan,
I appreciate the opportunity to provide additional information regarding the proposed landscape and clarifying how it will provide the sight obscuring buffer in compliance with the Kirkland Zoning Code.

Attached is a summary of the context, required function of the landscape, and a description of the plants and how they provide the necessary visual screening of the building on all sides.

Although screen planting is provided in front of all the façades, the north side is least seen from outside the property as the existing clubhouse and mature landscape already screen it, and the south side has a substantial row of conifers at the property boundary which provides screening now. In regards to the east side, we have two options to achieve the screening….one is to retain the existing mature conifers augmented by shrubs, groundcover and deciduous trees, and the other option is to use a combination of conifers, deciduous trees, shrubs, and groundcovers.

In all cases, the proposed buffer planting utilizes a combination of plants.
The following is a description of the plants as they occur at the building outward:

- Vines – these will cover the building façade in time, be in leaf much of the year, and provide dramatic color in the fall
- Evergreen trees – located where the façade is tallest to provide year around screening
- Deciduous trees – columnar types grow quickly and visually break up the long horizontal building mass….solid screening when in leaf, dense branch pattern providing substantial screening in the winter
- Hedge – tightly planted evergreen hedge provides immediate screening to 6' ht. and eventually much higher
- Broadleaf Evergreen (Magnolia) – evergreen canopy provides year around screening from 4' above grade to about 20' ht.
- Shrubs – evergreen and growing to a height to screen from grade up to the bottom of the tree canopy
- Groundcover – typically low and providing the continuity of plantings from low at the walkways to highest at the building

In summary, I think the combination of berming, a nominal 20' depth of varied plantings, and the building being partially lowered into the grade achieves not only the code requirements, but achieves visual screening of the building now and increasingly more so over time.

Please let me know if there is further information needed.

Sincerely,

Ray Robinson / Principal Integrated Site Design, ASLA

landscape architecture | site planning | natural systems design
12743 26th Ave NE Seattle WA 98125 P|206.363.9059 F|362.6460 E| r.robinson@i-s-d.com

integrated site design
landscape architects

Central Park Tennis Club – landscape code compliance

Description of planting at each side of building:

North:

- Context – narrow planting perimeter adjacent parking lot and existing mature landscape and existing building with berm
- Landscape function: visual screen not needed as proposed building is not seen from off site
- Plantings in parking area – medium ht. (15' w x 20' ht.) deciduous trees with low groundcover
- Plantings at Building – deciduous trees with columnar habit (8' w x 30; ht.) visually break up the horizontal building façade. Evergreen shrubs (6' w x 6' ht.) with evergreen groundcover (2' ht.) visually soften the building façade.

South:

- Context – grove existing Conifers (Douglas Fir) at property boundary, 30' wide utility easement (no trees allowed) with pedestrian path and low meadow planting, 16 ' wide dense landscape buffer planting at building perimeter with berm
- Landscape function: visual screening of proposed building as seen thru existing conifer grove.
- Plantings at Building – deciduous trees with columnar habit (8' w x 30; ht.) visually break up the horizontal building façade, vine covered walls (will cover the entire façade) + continuous row of evergreen arborvitae (4' w x 12' ht.) adjacent to building, Broadleaf evergreen trees (15' width x 15' ht.) with evergreen groundcover (2' ht.) that visually soften the building façade from the base to 15' in height.

East:

- Context – row of existing Conifers (Douglas Fir) at east portion of property, nom. 20' wide landscape buffer planting at building perimeter
- Landscape function: visual screening of proposed building as seen from street
- Plantings at Building – mature conifers + deciduous trees (8' w x 12' ht.), evergreen shrubs (3' ht.) and groundcover (2' ht.) that visually soften the building façade.

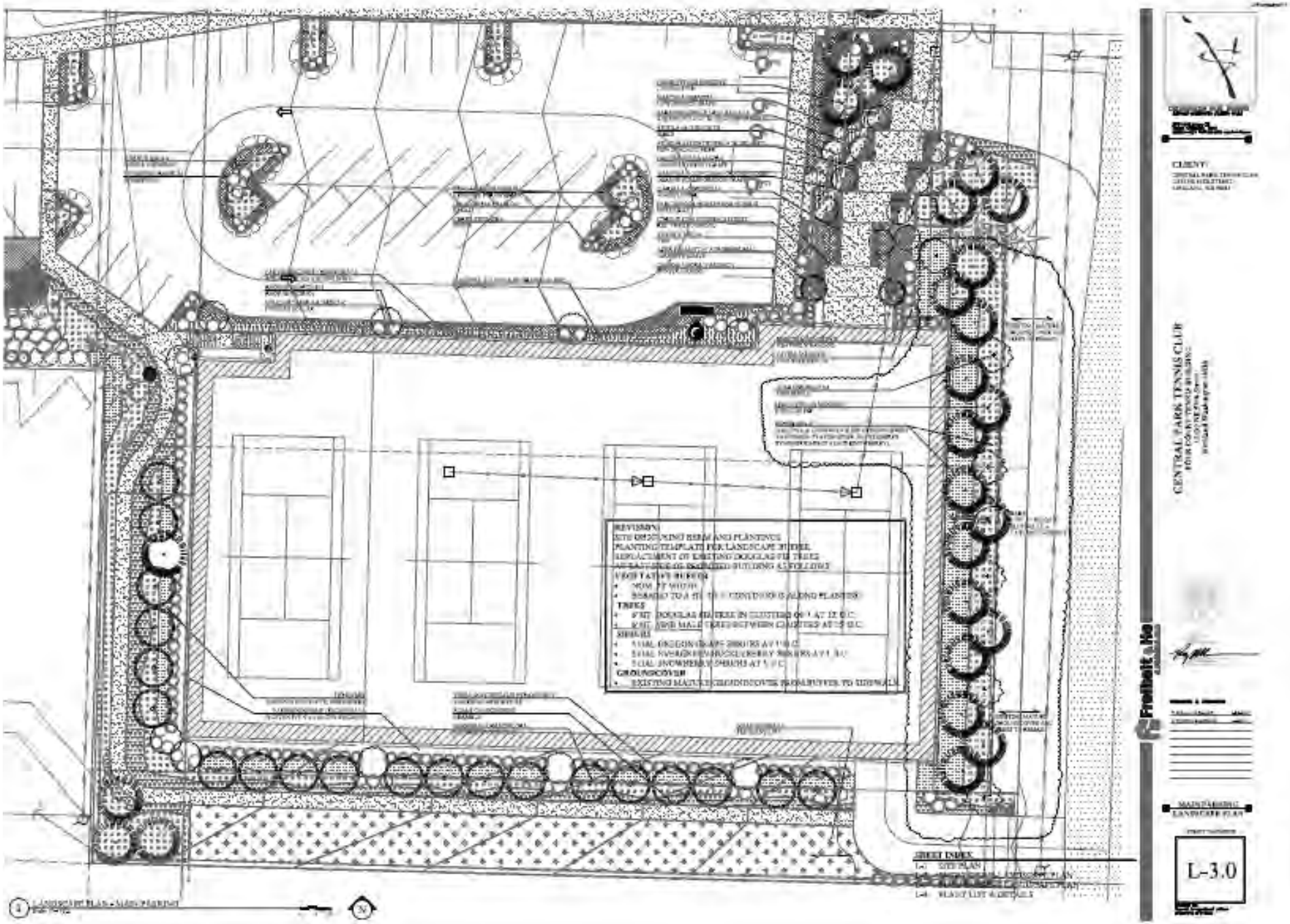
East Alternate: if mature trees are removed

- Plantings at Building – conifers (douglas fir at 12' o.c.) + deciduous trees (8' w x 12' ht.), evergreen shrubs (3' ht.) and groundcover (2' ht.) that visually soften the building façade, nom. 20' wide planting buffer + berm.

West:

- Context – a few mature existing Conifers (Douglas Fir) at property boundary, 5' wide planting buffer at property boundary, 18 ' wide dense landscape buffer planting at building perimeter with berm
- Landscape function: visual screening of proposed building as seen from existing parking lot
- Plantings at Building – deciduous trees with columnar habit (8' w x 30; ht.) with a conifer (Douglas Fir) in front of the tall roof peak, visually break up the horizontal building façade, vine covered walls (will cover the entire façade) + continuous row of evergreen arborvitae (4' w x 12' ht.) adjacent to building, Broadleaf evergreen trees (15' width x 15' ht.) with evergreen groundcover (2' ht.) that visually soften the building façade from the base to 15' in height.

landscape architecture | site planning | natural systems design
12743 26th Ave NE Seattle WA 98125 P|206.363.9059 F|362.6460 E| r.robinson@i-s-d.com


REVISIONS
TREES
GROUNDCOVER
SHEET INDEX
CLIENT
CENTRAL PARK TENNIS CLUB
L-3.0

Central Park
Tennis Club

January 17, 2011

Planning Department
City Of Kirkland
123 5th Avenue
Kirkland, WA 98033

Attn: Susan Lauinger

RE: Central Park Tennis Club New Building (ZON1010-00022)

Susan,

I wanted to provide you some background about Central Park Tennis Club.

The Club was established in 1972 by Howard Wright, Ron Reed and Bill Boeing as a member owned tennis club. The Club has a reputation for having the best tennis programs in the area and in fact has nationally ranked and highly respected adult and junior training programs. Currently some of our Juniors are ranked in the top 10 in the nation in their respective age brackets. Kirkland and CPTC are well known in the world of competitive, amateur tennis

The clubhouse and deck overlook 14 courts - six outdoor and eight indoor, in two well-lit heated buildings. We have a 2,400 square foot fitness center, snack bar, food and beverage service (operated by Sasi's Café), babysitting, massage, locker rooms and lounge area, all with dedicated staff to meet the needs of our members. We have a small outdoor pool area with barbecue, volleyball court and poolside deck which is a family focus during warm summer months.

Our Club is governed by a nine-member Board of Directors. Members serve three year rotating terms and are elected by the membership at our Annual Meeting in June. As the Club Manager, I work under the direction of the President and am responsible for the day-to-day operations of the Club, along with six teaching professionals, two fitness professionals, one massage therapist, a two-person maintenance team, administrative staff and lifeguards in the summer.

The Club operates from 5:45 am in the morning (court time beginning at 6 am) Monday through Saturday and 8:00 am on Sundays. Court times are 1-1/2 hour increments and our last court time is at 8:30 pm, with the Club closing at 10:30 pm. When the seasons change or courts are unused, the staff may close the club earlier in the evening. The Fitness Court is open the same hours as the club and boasts cardio, circuit training and free weight areas. The fitness staff runs classes during the week, throughout the day for Spin, Footwork, Conditioning and getting "Fit to Play." To relieve that "workout" pain, our massage therapist coordinates her schedule to meet our member's needs. The babysitting service is available Wednesday mornings where we find mothers involved in our Women's Team tennis program take advantage of the on-site help. As mentioned before, our pool area is available Memorial Weekend through Labor Day. Once school is officially out, our lifeguard schedule goes from weekends only to everyday from 11:00 am to 8:00 pm. The Health Department requirements are managed by our maintenance staff to ensure a fun and safe summer of swimming.

Our food and beverage operation has been operated by Sasi's Café since 2005. Their soup, sandwich, salad cuisine is enjoyed by our members. Sasi's is technically open to the public but this is rarely promoted because the size of our dining room. We have only 7 tables. Sasi's is open Monday through Friday during the hours of 11:00 am to 3:00 pm. They offer dinner service only on Wednesday evenings from 5:30 pm to 9:00 pm. They also provide catering for our in-house member events or member private parties. All of these events are approved by management and Sasi's. While Sasi's provides lunch and a dinner service, when they are not on-site, the front desk staff can sell snacks and beverages to our members and their guests. These snacks include pre-made sandwiches and salads, health bars, chips, cheese and cracker packs, veggie packs, cookies and candy. Sasi's Café carries a liquor license with the State of Washington, and is allowed to serve beer and wine. We do not have a bar or lounge.

While the Club does not offer an on-site Pro Shop, we do work with a local tennis vendor to provide the basic necessities of demo-racquets, grips, socks and racquet stringing service.

Central Park Tennis Club is a very unique and special place that maintains a common base and interest - Tennis. Tennis can be an individual sport or team sport. It can be social or competitive and played by young and old. CPTC is considered a "second home" to many people in this community. We are not a fancy, pompous or pretentious Club. In fact, we pride ourselves on being a low cost, family club catering to players of all ages and abilities.

Many of our programs are promoted and available to the general public. For example we have a Teenie Tennis program that caters to the public. We also have occasional tournaments and exhibitions that are open to the public. We work hard to provide a Club that meets the needs of our membership including open court play, teaching, specialty instruction, summer camps, tournaments and socials. We want to be a good place for our members to want to be. The ability to offer more of these experiences for our members and members of the future, means there is a need for more courts. Most of the time our courts run at maximum capacity. Members are not able to reserve a court because we simply do not have the capacity. Adding four additional tennis courts maintains and is consistent with the Club's vision and story that started almost 40 years ago.

Thank you for your consideration. Please let me know if you have any other questions.

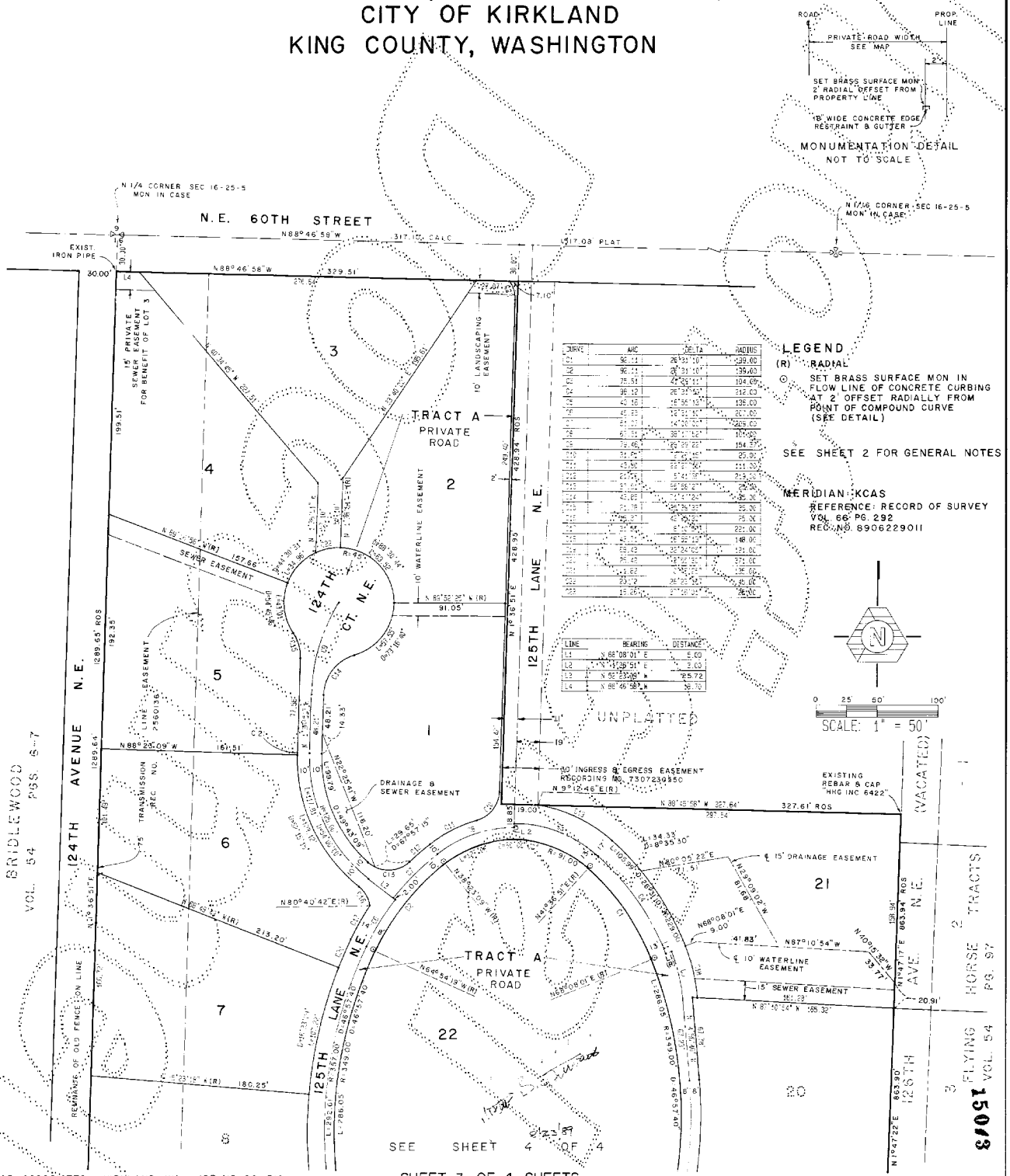
Sincerely,

Julie Wheadon
Club Manager
Central Park Tennis Club

KIRKLAND HUNT CLUB

15013

NE^4 SECTION 16 , TWP. 25 N., RGE. 5 E., W.M.
CITY OF KIRKLAND
KING COUNTY, WASHINGTON



CURVE	ARC	DELTA	RADIUS
C1	92.11	26°21'10"	199.00
C2	96.11	26°21'10"	199.00
C3	75.51	42°26'11"	104.00
C4	96.12	26°21'10"	212.00
C5	42.16	15°56'13"	136.00
C6	45.83	12°31'35"	207.00
C7	41.12	14°28'30"	165.00
C8	61.34	38°13'52"	92.00
C9	79.46	29°29'22"	154.33
C10	31.04	71°12'45"	25.00
C11	43.50	22°12'00"	111.00
C12	27.74	5°41'18"	279.00
C13	37.04	55°56'27"	38.00
C14	43.85	71°12'24"	35.00
C15	23.18	38°13'35"	35.00
C16	26.37	42°12'00"	35.00
C17	31.44	8°12'00"	220.00
C18	42.14	16°32'13"	148.00
C19	69.43	35°24'00"	121.00
C20	36.42	12°32'12"	171.00
C21	13.62	5°43'12"	136.00
C22	20.72	26°23'34"	45.00
C23	15.26	27°26'01"	32.00

LINE	BEARING	DISTANCE
L1	N 66°08'01" E	5.00
L2	N 23°29'51" E	3.00
L3	N 52°23'06" W	25.72
L4	N 88°46'58" W	30.70

LEGEND

(R) RADIAL

⊙ SET BRASS SURFACE MON IN FLOW LINE OF CONCRETE CURBING AT 2' OFFSET RADIALLY FROM POINT OF COMPOUND CURVE (SEE DETAIL)

SEE SHEET 2 FOR GENERAL NOTES

MERIDIAN: KCAS
REFERENCE: RECORD OF SURVEY
VOL. 66 PG. 292
REC. NO. 8906229011

TRIAD ASSOCIATES KIRKLAND, WA JOB NO. 88-319

SHEET 3 OF 4 SHEETS

15013

KIRKLAND HUNT CLUB

NE¼ SECTION 16, TWP. 25 N., RGE. 5 E., W.M.
CITY OF KIRKLAND
KING COUNTY, WASHINGTON

15001

APPROVALS

Approved by the Kirkland City Council this [illegible] day of [illegible], 19[illegible]

Attest: [illegible]

Examined and approved this [illegible] day of [illegible] 19[illegible]
DEPARTMENT OF PUBLIC WORKS

City Engineer (Director)

CITY TREASURER CERTIFICATE

I hereby certify that there are no delinquent local improvement assessments and that all special assessments on any of the property herein contained dedicated as streets or for other public use are paid in full this [illegible] day of [illegible] 19[illegible]
DEPARTMENT OF ADMINISTRATION AND FINANCE

Treasurer, City of Kirkland

FINANCE DIRECTOR CERTIFICATE

I hereby certify that all property taxes and special assessments are paid in full. Special Assessments certified to this office for collection amount to $[illegible] special assessments certified to this office for collection on property herein contained dedicated as streets or for other public use are not due and payable.
OFFICE OF FINANCE

Director of Finance — Date

CITY OF KIRKLAND DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

Examined, reviewed and approved by the City of Kirkland Department of Planning and Community Development Subdivision Provisions of Title 22 (Land Subdivision) Kirkland Municipal Code this [illegible] Day of [illegible] 19[illegible]

Director, Department of Planning and Community Development

DEPARTMENT OF ASSESSMENT

Examined and approved this [illegible] day of [illegible] 19[illegible]

King County Assessor

RECORDING CERTIFICATE

Filed for record at the request of the City of Kirkland this [illegible] day of [illegible] 19[illegible] at [illegible] minutes past [illegible] and recorded in Volume [illegible] of Plats, page [illegible] records of King County, Washington.
DIVISION OF RECORDS AND ELECTIONS

Manager — Auditor of Records

ACKNOWLEDGEMENTS, DECLARATION, DEDICATION, AND RESTRICTIONS
(R.C.W.) 58.17.165)

DECLARATION

KNOW ALL PEOPLE BY THESE PRESENTS that we, the undersigned being all of the owners of interests in the land hereby subdivided, hereby declare this plat to be the graphic representation of the subdivision made hereby, and do hereby dedicate to the use of the public forever all streets and avenues not shown as private hereon and dedicate the use thereof for any public purposes not inconsistent with the use thereof for public highway purposes, and also the right to make all necessary slopes for cuts and fills upon the lots and tracts in the original reasonable grading of said streets and avenues, and further dedicate to the use of the public all the easements and tracts shown on this plat for all public purposes as indicated hereon, including but not limited to parks, open space, utilities and drainage unless such easements or tracts are specifically identified on this plat as being dedicated or reserved to a person or entity other than the public.
IN WITNESS WHEREOF we set our hands and seals.

Property Owners — Lienholders

Partners — Lienholders

Partnership Business Name

Partner — Partner

Corporate Seal — Corporate Seal

Attest — Attest

Corporate Officers — Corporate Officers

Secretary — President

President — Secretary

Not Individually but Primarily

Title — Title

Mortgagee — Mortgagee

Trustee — Trustee

SURVEYOR'S CERTIFICATE

I hereby certify that the plat of KIRKLAND HUNT CLUB is based on an actual survey and subdivision of Section 16, Township 25 N., Range 5 E., W.M. that the bearings and distances are shown correctly hereon; that the monuments, lot and block corners are shown thereon as have been placed correctly on the ground as represented, and that I have fully complied with the provisions of the platting and subdivision regulations.

Signature — Registered Professional Land Surveyor

Date — R.L.S.

15001

KIRKLAND HUNT CLUB

NE¼ SECTION 16 , TWP. 25 N., RGE. 5 E., W.M.
CITY OF KIRKLAND
KING COUNTY, WASHINGTON

15002

3/23/89
4/1/89 (Rev)

ACKNOWLEDGEMENTS

State of Washington
County of King
I certify that I know or have satisfactory evidence that ROBERT G. HOSKINS and CHARLOTTE M. HOSKINS, husband and wife, signed this instrument and acknowledged it to be their free and voluntary act for the uses and purposes mentioned in the instrument.
Dated 9/25/89
Signature of Notary Public Marlene E. Mogensen
Title NOTARY PUBLIC
My Appointment expires 8/29/90

State of Washington
County of King
I certify that I know or have satisfactory evidence that LLOYD A. BURGESS and WANDA M. BURGESS, husband and wife, signed this instrument and acknowledged it to be their free and voluntary act for the uses and purposes mentioned in the instrument.
Dated 8/31/89
Signature of Notary Public Betty L. Lee
Title Notary Public
My Appointment expires 1/10/93

State of Washington
County of King
I certify that I know or have satisfactory evidence that James R. Bordeaux & Phyllis A. [illegible] signed this instrument, on oath stated that (he/she) was authorized to execute the instrument and acknowledged it as the Sr. Vice President and Corporate Secretary of FIRST MUTUAL SAVINGS BANK to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.
Dated November 3, 1989
Signature of Notary Public Patricia A. Smith
Title Notary Public
My Appointment expires 9/27/93

State of Washington
County of King
I certify that I know or have satisfactory evidence that ALBERT OZIEL and LESA OZIEL husband and wife, signed this instrument and acknowledged it to be their free and voluntary act for the uses and purposes mentioned in the instrument.
Dated 9-27-89
Signature of Notary Public [illegible signature]
Title Notary Public
My Appointment expires 5-1-90

State of Washington
County of King
I certify that I know or have satisfactory evidence that MICHAEL WATERS and KATHIE WATERS, husband and wife, signed this instrument and acknowledged it to be his free and voluntary act for the uses and purposes mentioned in the instrument.
Dated 9/29/89
Signature of Notary Public [illegible signature]
Title [illegible]
My Appointment expires 1-13-91

State of Washington
County of King
I certify that I know or have satisfactory evidence that Thomas O. Evans signed this instrument, on oath stated that (he/she) was authorized to execute the instrument and acknowledged it as the Assistant Vice President of BENEFICIAL MORTGAGE CO. OF WASHINGTON, A Delaware Corporation to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.
Dated 10/18/89
Signature of Notary Public [illegible signature]
Title Notary Public
My Appointment expires 8-20-91

State of Washington
County of King
I certify that I know or have satisfactory evidence that M L LaCombe signed this instrument, on oath stated that (he/she) was authorized to execute the instrument and acknowledged it as the Senior manager of AVCO INDUSTRIAL LOAN COMPANY to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.
Dated 092989
Signature of Notary Public A. K. Morgan
Title Admin. Assistant
My Appointment expires 10/10/92

State of Los Angeles
County of California
I certify that I know or have satisfactory evidence that WILLIAM TEMKIN and PATRICIA TEMKIN, husband and wife, signed this instrument and acknowledged it to be their free and voluntary act for the uses and purposes mentioned in the instrument.
Dated October 5, 1989
Signature of Notary Public Geri Lynn Seril
Title Notary Public
My Appointment expires 2-11-92

LEGAL DESCRIPTION

The west half of the northwest quarter of the northeast quarter of Section 16, Township 25 North, Range 5 East, W.M.;
EXCEPT that portion of the north 458.94 feet lying east of the west 329.5 feet thereof;
AND EXCEPT that portion thereof lying within N.E. 60th Street right of way;
Situate in the City of Kirkland, County of King, State of Washington.

RESTRICTIONS

No lot or portion of a lot in this plat shall be divided and sold or resold or ownership changed or transferred whereby the ownership of any portion of this plat shall be less than the area required for the use district in which located.

EASEMENT PROVISIONS

An easement is hereby reserved for and granted to PUGET SOUND POWER & LIGHT COMPANY, GENERAL TELEPHONE COMPANY OF THE NORTHWEST, ROSE HILL WATER DISTRICT, WASHINGTON NATURAL GAS COMPANY, CITY OF KIRKLAND, KIRKLAND HUNT CLUB HOMEOWNERS ASSOCIATION, and a Cable TV Company and their respective successors and assigns, under and upon the private roads and the exterior 10 feet parallel with and adjoining the road frontage of all lots and tracts, except for Lot 20 which shall be 15 feet, in which to install, lay, construct, renew, operate and maintain underground conduits, cable, pipeline, and wires with the necessary facilities and other equipment for the purpose of service to this subdivision and other property with electric, telephone, gas, cable T.V. service, sewer, storm drainage and water, together with the right to enter upon the easements at all time for the purposes stated.
An easement is hereby reserved for and granted to ROSE HILL WATER DISTRICT under and upon the easements shown on the plat and described herein as "waterline easement" to install, maintain, replace, repair and operate water mains and appurtenances for this subdivision and other property together with the right to enter upon said easements at all times for the purposes stated. Structures, trees and large shrubs shall not be constructed upon any area reserved for the easements provided herein.
An easement is hereby reserved for and granted to CITY OF KIRKLAND under and upon the easements shown on the plat and described herein as "sewer easement" to install, maintain, replace, repair and operate sewer mains and appurtenances for this subdivision and other property together with the right to enter upon said easements at all times for the purposes stated. Structures shall not be constructed upon any area reserved for these easements.
An easement is hereby reserved for and granted to CITY OF KIRKLAND under and upon the easements shown on the plat and described herein as "drainage easement" to install, maintain, replace, repair and operate storm sewer mains and appurtenances for this subdivision and other property together with the right to enter upon said easements at all times for the purposes stated. Structures shall not be constructed upon any area reserved for these easements.

GENERAL NOTES

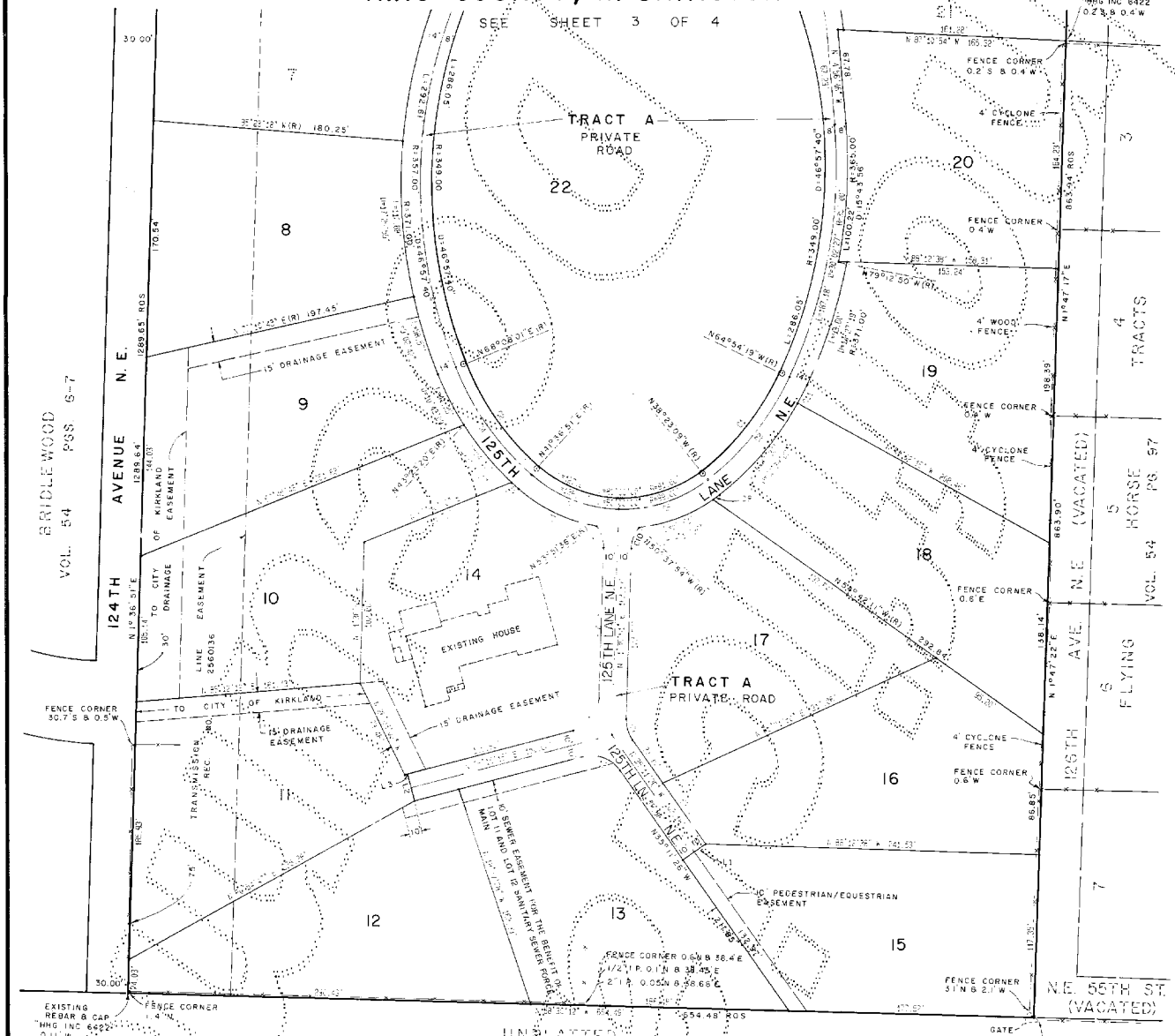
1. DRAINAGE EASEMENT BUILDING SETBACK RESTRICTIONS: STRUCTURES, FILL OR OBSTRUCTIONS (INCLUDING BUT NOT LIMITED TO DECKS, PATIOS, OUTBUILDINGS OR OVERHANGS) SHALL NOT BE PERMITTED WITHIN DRAINAGE EASEMENTS. ADDITIONALLY, GRADING AND CONSTRUCTION OF FENCING SHALL NOT BE ALLOWED WITHIN THE DRAINAGE EASEMENTS SHOWN ON THIS PLAT MAP UNLESS OTHERWISE APPROVED BY CITY OF KIRKLAND.
2. THERE SHALL BE NO VEHICULAR INGRESS OR EGRESS DIRECTLY ONTO N.E. 60TH STREET FROM LOTS 2, 3 & 4.
3. TRACT "A" IS A PRIVATE INGRESS AND EGRESS TRACT, PRIVATE PEDESTRIAN AND EQUESTRIAN EASEMENT AND UTILITIES EASEMENT. THE ROAD, AS WELL AS THE PEDESTRIAN AND EQUESTRIAN TRAIL SYSTEM WITHIN TRACT A SHALL BE MAINTAINED BY THE KIRKLAND HUNT CLUB HOMEOWNER'S ASSOCIATION.
4. LOTS 21 & 22 SHALL CONTAIN AN EQUESTRIAN FACILITY AND SHALL NOT BE USED FOR RESIDENTIAL PURPOSES.
5. THE PRIVATE DRIVEWAYS FOR LOTS 7 & 8 SHALL BE LOCATED NEAR THE SOUTHEAST CORNER OF EACH LOT.
6. EACH LOT MAY CONTAIN NO MORE THAN TWO HORSES.
7. EACH RESIDENTIAL LOT MUST CONTAIN AN AREA OF AT LEAST 14,500 S.F. CAPABLE OF BEING CONVERTED INTO A HORSE PADDOCK AREA AND CONFIGURED IN A CONTIGUOUS AND USEABLE MANNER TO ACCOMMODATE THE FEED STORAGE AND MANURE PILE FOR TWO HORSES. THIS AREA MUST BE EXCLUSIVE OF ANY STRUCTURES, INCLUDING STORAGE SHEDS, BARNS, RESIDENTIAL UNITS AND CARPORTS. DIRECT ACCESS TO THIS AREA MUST BE AVAILABLE FOR TRUCKS TO DELIVER FEED AND PICK UP MANURE FROM AN ALLEY, AN EASEMENT OR AN ADJACENT RIGHT OF WAY ACROSS A SIDE YARD OF THE LOT.
8. ON EACH LOT, NO OUTDOOR MANURE PILE MAY BE PLACED CLOSER THAN 65 FEET TO ANY ADJACENT RESIDENTIAL STRUCTURE.
9. THE 10 FOOT LANDSCAPING & SIGNAGE EASEMENT ON LOT 2 SHALL BE FOR THE BENEFIT OF AND MAINTAINED BY THE KIRKLAND HUNT CLUB EQUESTRIAN CENTER.
10. A 15 FOOT SANITARY SEWER EASEMENT WITHIN LOT 4 SHALL BE FOR THE BENEFIT OF AND MAINTAINED BY THE OWNER OF LOT 3.
11. THE RECESTRIAN AND EQUESTRIAN EASEMENT ACROSS LOT 15 IS A PRIVATE EASEMENT FOR THE MEMBERS OF THE KIRKLAND HUNT CLUB HOMEOWNER'S ASSOCIATION. THE TRAIL WITHIN THIS EASEMENT SHALL BE MAINTAINED BY THE KIRKLAND HUNT CLUB HOMEOWNER'S ASSOCIATION.
12. EXCEPT AS OTHERWISE SHOWN ON THIS PLAT, THE DRAINAGE SYSTEM IS A PRIVATE SYSTEM AND SHALL BE MAINTAINED BY THE KIRKLAND HUNT CLUB HOMEOWNER'S ASSOCIATION.
13. LLOYD A. & WANDA M. BURGESS SUCCESSORS IN INTEREST TO AN EASEMENT RECORDED ON JULY 23, 1973 UNDER KING COUNTY RECORDING NUMBER 7307230550, GRANTS THE EASEMENT RIGHTS AND BENEFITS TO LOTS ONE THROUGH TWENTY-TWO OF THE PLAT OF KIRKLAND HUNT CLUB. THE OWNERS OF LOTS ONE THROUGH TWENTY-TWO OF THIS PLAT, OR ANY ASSOCIATION THEREOF, SHALL MAINTAIN THE IMPROVEMENTS MADE TO THE EASEMENT FOR THE PROVISION OF ACCESS TO THOSE LOTS.
14. NO STRUCTURES AS DEFINED BY THE UNIFORM BUILDING CODE, WITH THE EXCEPTION OF FENCES SIX (6) FEET IN HEIGHT OR LESS, SHALL BE PERMITTED WITHIN SIXTY (60) FEET OF THE STRUCTURES COMPRISING THE EQUESTRIAN CENTER INCLUDING, BUT NOT LIMITED TO THE COVERED ARENA, LUNGING RING, STABLES, CARETAKER'S UNIT, OFFICE, AND TACK AND HAY STORAGE AREAS, WITH THE EXCEPTION OF THE EQUESTRIAN CENTER FENCES SIX (6) FEET IN HEIGHT OR LESS.
15. THE CRUSHED ROCK TRAIL AND ASSOCIATED SIGNAGE ON 124TH AVE. N.E. ALONG THE WEST BORDER OF THIS PLAT SHALL BE MAINTAINED BY THE KIRKLAND HUNT CLUB HOMEOWNERS ASSOCIATION.

15002

KIRKLAND HUNT CLUB

15044

NE⁴ SECTION 16, TWP. 25 N., RGE. 5 E., W.M.
CITY OF KIRKLAND
KING COUNTY, WASHINGTON



CURVE	ARC L.	DELTA	RADIUS
C1	98.11	26°31'45"	196.00
C2	92.41	26°31'45"	198.00
C3	95.67	26°31'45"	207.00
C4	95.67	26°31'45"	207.00
C5	66.18	42°01'00"	90.00
C6	66.18	42°01'00"	90.00
C7	65.41	32°19'46"	115.00
C8	65.41	32°19'46"	115.00
C9	25.26	36°48'11"	20.00
C10	16.47	37°45'15"	25.00
C11	14.92	37°52'02"	22.00
C12	30.35	69°33'16"	25.00
C13	32.13	73°38'24"	25.00
C14	16.47	37°45'15"	25.00
C15	29.83	114°06'22"	24.00

LINE	BEARING	DISTANCE
L1	N 54°46'31" E	20.00
L2	N 54°46'31" E	20.00
L3	N 54°46'31" E	20.00
L4	N 54°46'31" E	20.00

MERIDIAN: KCAS
REFERENCE: RECORD OF SURVEY
VOL 66 PG. 292
REC. NO. 8906229011

LEGEND

(R) RADIAL

⊙ SET BRASS SURFACE MON. IN FLOW LINE OF CONCRETE CURBING AT 2' OFFSET FROM POINT OF COMPOUND CURVE (SEE DETAIL ON SHEET 3)

SEE SHEET 2 FOR GENERAL NOTES

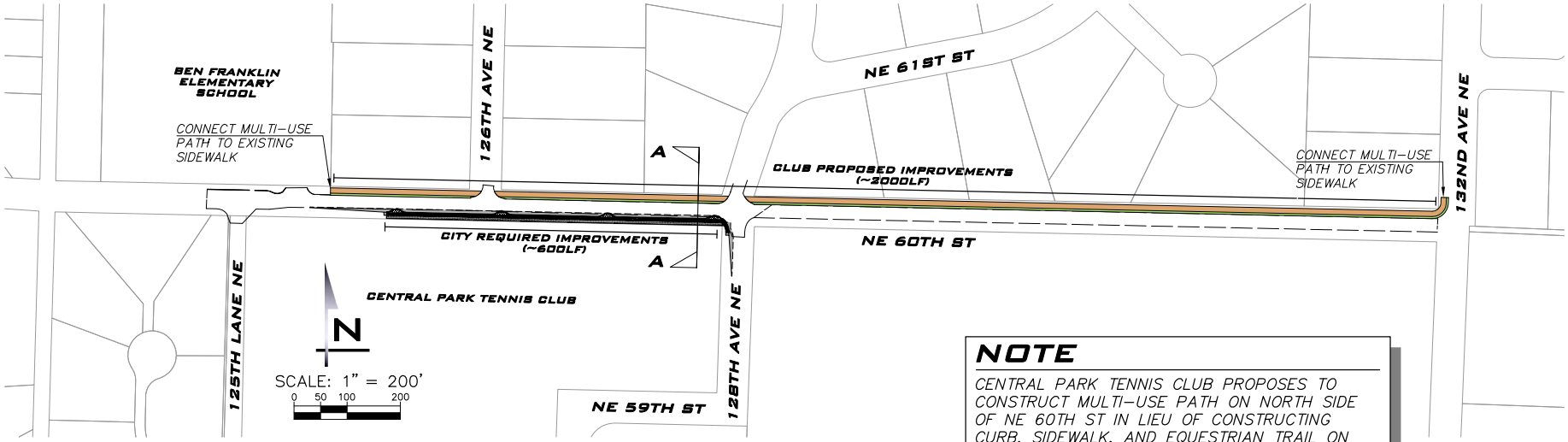
TRIAD ASSOCIATES KIRKLAND, WA JOB NO. 88-319

SHEET 4 OF 4 SHEETS

15044

1/23/89

ATTACHMENT 16

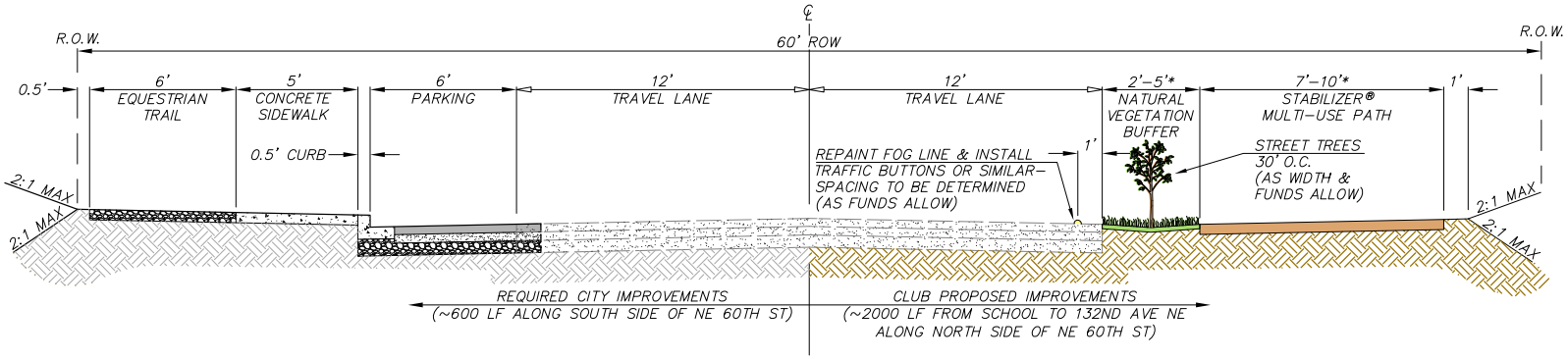


PLAN VIEW

(SCALE: 1"=200')

NOTE

CENTRAL PARK TENNIS CLUB PROPOSES TO CONSTRUCT MULTI-USE PATH ON NORTH SIDE OF NE 60TH ST IN LIEU OF CONSTRUCTING CURB, SIDEWALK, AND EQUESTRIAN TRAIL ON SOUTH SIDE OF NE 60TH ST. MULTI-USE PATH WILL BEGIN AT BEN FRANKLIN ELEMENTARY SCHOOL AND EXTEND EAST AS FUNDS ALLOW.



SECTION A-A

(NOT TO SCALE)

NOTE

STANDARD SECTION TO INCLUDE 4.5' WIDE BUFFER & 10' WIDE MULTI-USE PATH. BUFFER & MULTI-USE PATH TO BE NARROWED TO MINIMUM DIMENSIONS SHOWN WHERE TOPOGRAPHY OR EXISTING CONDITION CONSTRAINTS DICTATE.

BLUELINE

NE 60TH ST PROPOSED IMPROVEMENT

CENTRAL PARK TENNIS CLUB

©2010 THE BLUELINE GROUP

SCALE	AS NOTED
PROJECT MANAGER	BRIAN J. DARROW, PE
DESIGNED BY	BRIAN J. DARROW, PE
DRAWN BY	DOMINQUE GABALDON
DATE	01/13/2011

JOB NUMBER: 08-117

FIGURE: 1 OF 1

Jan 13, 2011 – 3:39pm – User dgabaldon
E:\Projects\08117\dwg\x08117asph walkways 2a.dwg

Freiheit & Ho
architects

January 12, 2011

Planning Department
City of Kirkland
123 5th Avenue,
Kirkland, WA 98033

ATTN: SUSAN LAUINGER

RE: CENTRAL PARK TENNIS CLUB NEW TENNIS BUILDING (ZON1010-00022)

Susan,

When designing the new tennis building, Central Park Tennis Club set forth the following criteria:

1. The new building should be placed at a location that will give the most flexibility on the future development of the club.
2. Since all the members and guests must enter the property through the club house, walking distance from the club house to the new building should be minimized.
3. Project cost should be controlled. The last proposal was voted down by the members of the club and cost was one of the factors. The building should be place at a location that will keep the cost low and make the project feasible.
4. The club has experienced vandalism in the parking lot. One of the reasons may be the parked cars are hidden from direct view due to the existing dense, matured trees. The club will prefer a parking solution that will be leave the parked cars more open to public views.

We have looked at four alternative Site Plans before deciding on the one that we submitted to the City. The Site Plans were attached with this letter.

Site Plan A was rejected due to the great distance the new tennis building is from the club house. It also used up most of the vacant property that the club owns and does not leave much for future uses. The building will be sited at a location that is very likely to have fill dirt and that will drive up construction cost.

Site Plan B was rejected due to the fact that we have to build addition outdoor courts which drives up the construction cost. This layout also used up most of the vacant land that the club owns. The new outdoor courts are far from the club house.

Site Plan C satisfied most of the criteria. However, we were informed by the City in the presubmittal conference that the new tennis building has to observe 20' setback

from the interior property lines. This made the layout not feasible due to the fact that the tennis courts have to meet certain minimum dimensions.

Site Plan 1 was finally chosen. It left a major portion of the club's property open for future development as well as temporary parking during club tournaments. The club house is close to all three tennis buildings and the parking lot layout is compact and open to public views. There is no issue that will increase the construction cost of the project.

In summary, the proposed new tennis building is in the location that makes the best use of the land:

- It provides optimum parking lot security;
- A lower project cost that we believe members will support;
- Short walking distance from the club house to the new building; and
- Best preserves our vacant land for future development.

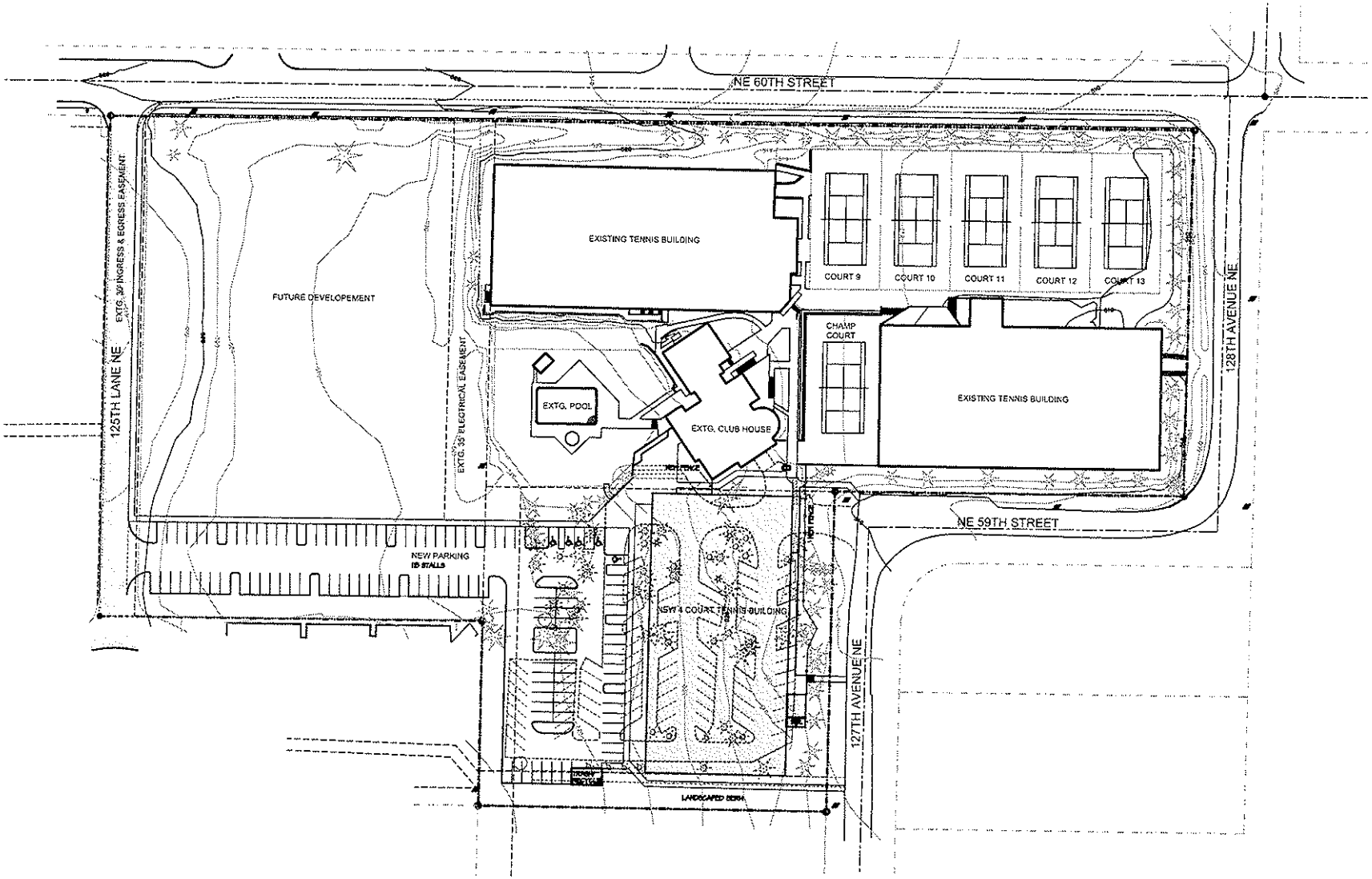
This documents our thought process used in deciding on the site plan. I hope this answers your questions.

Sincerely,

FREIHEIT & HO ARCHITECTS, INC., P. S.

Lawrence K. L. Ho, AIA
Vice President

A09390SitePlanJustification01.doc



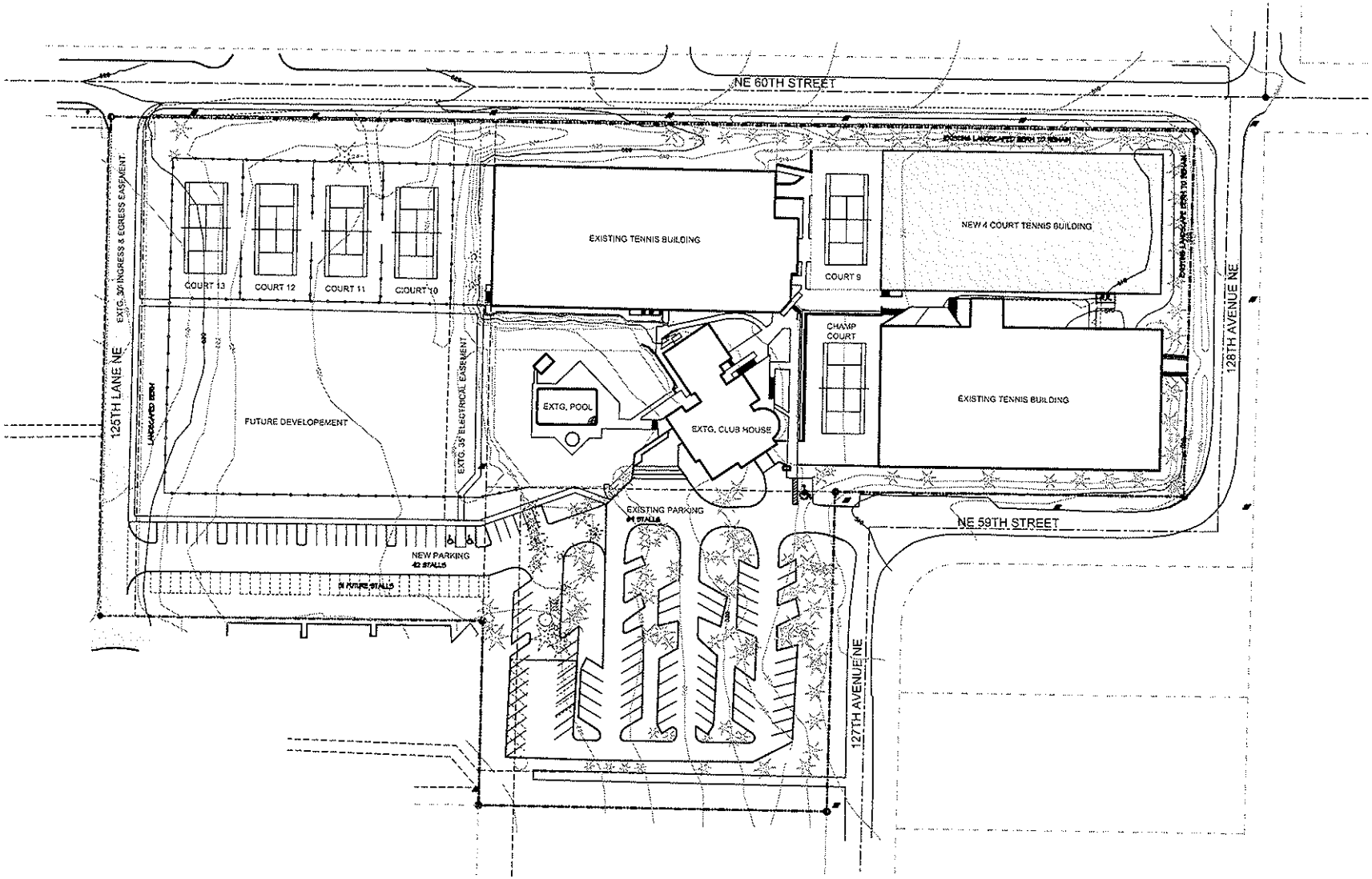
SITE PLAN C
SCALE: 1" TO 40'

NORTH

Freihelt & Ho architects

CENTRAL PARK TENNIS CLUB
FOUR COURT TENNIS BUILDING

ATTACHMENT 17



SITE PLAN B
SCALE: 1" TO 40'

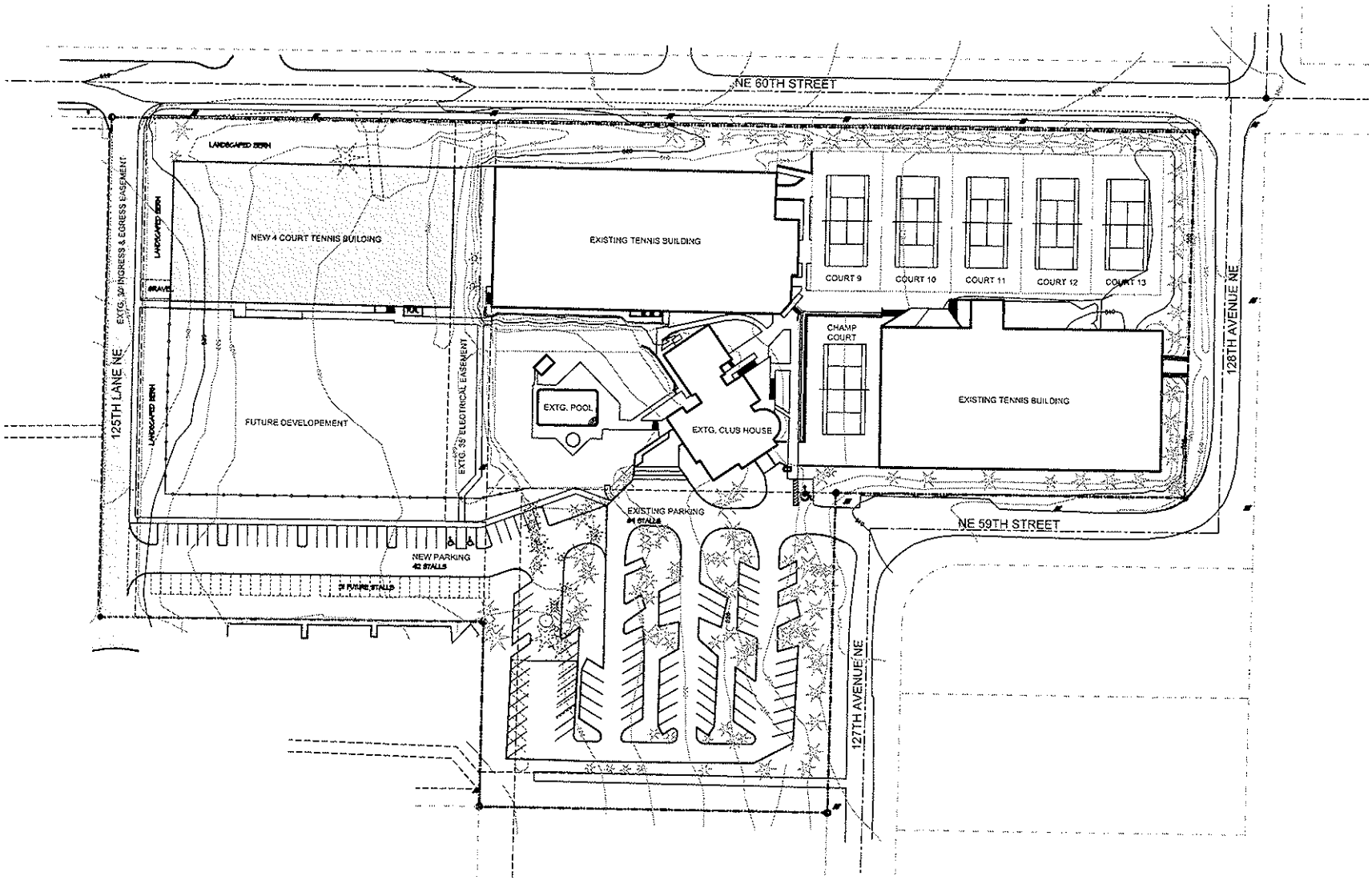
NORTH

Freiheit & Ho architects

CENTRAL PARK TENNIS CLUB
FOUR COURT TENNIS BUILDING

ATTACHMENT 17

P2



SITE PLAN A
SCALE: 1" TO 40'

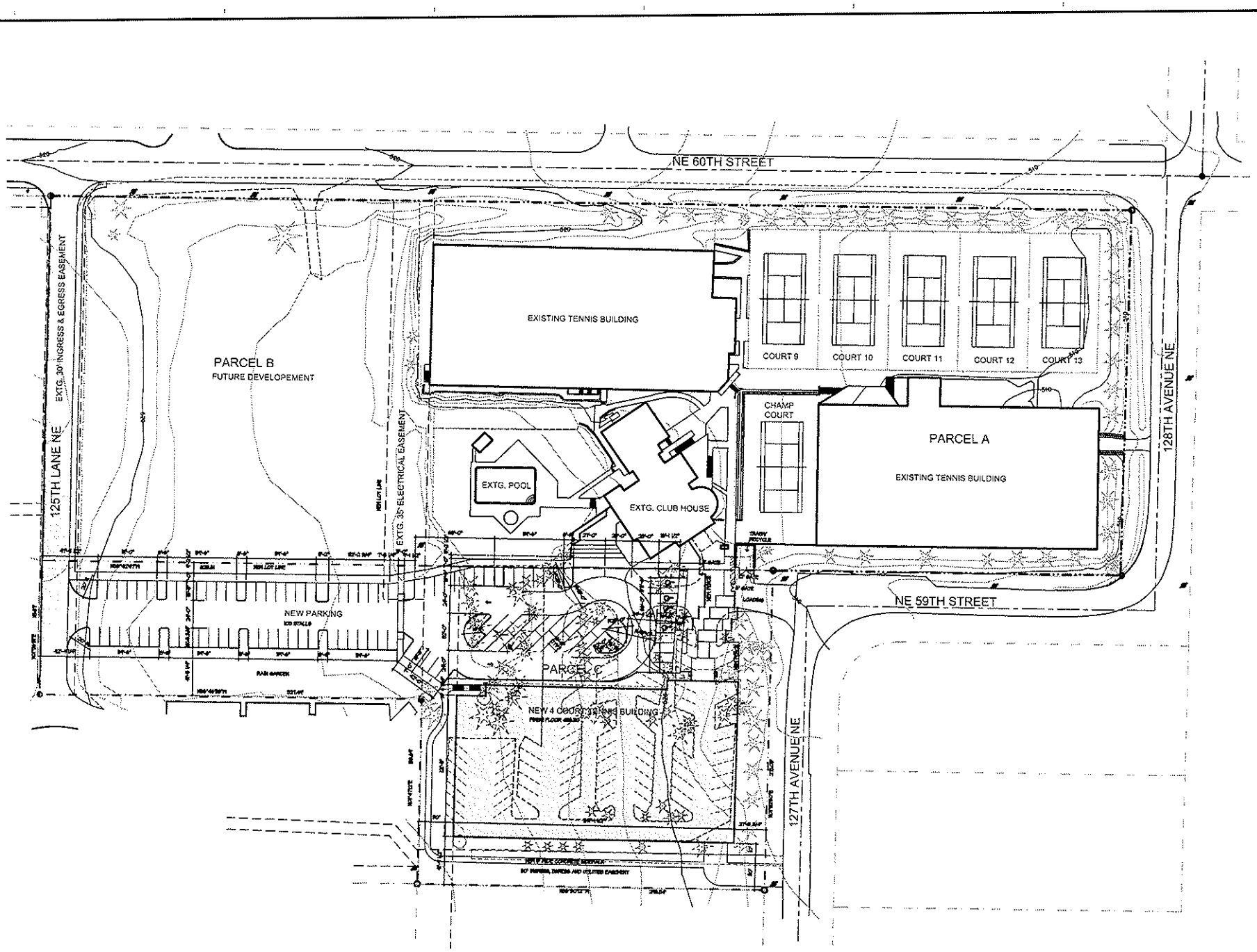
NORTH

Architect & Ho
architects

CENTRAL PARK TENNIS CLUB
FOUR COURT TENNIS BUILDING

ATTACHMENT 17

P1



SITE PLAN I
SCALE: 1" TO 30'

CENTRAL PARK TENNIS CLUB
FOUR COURT TENNIS BUILDING

Freiheit & Ho
ARCHITECTS

ATTACHMENT 17

A2.0

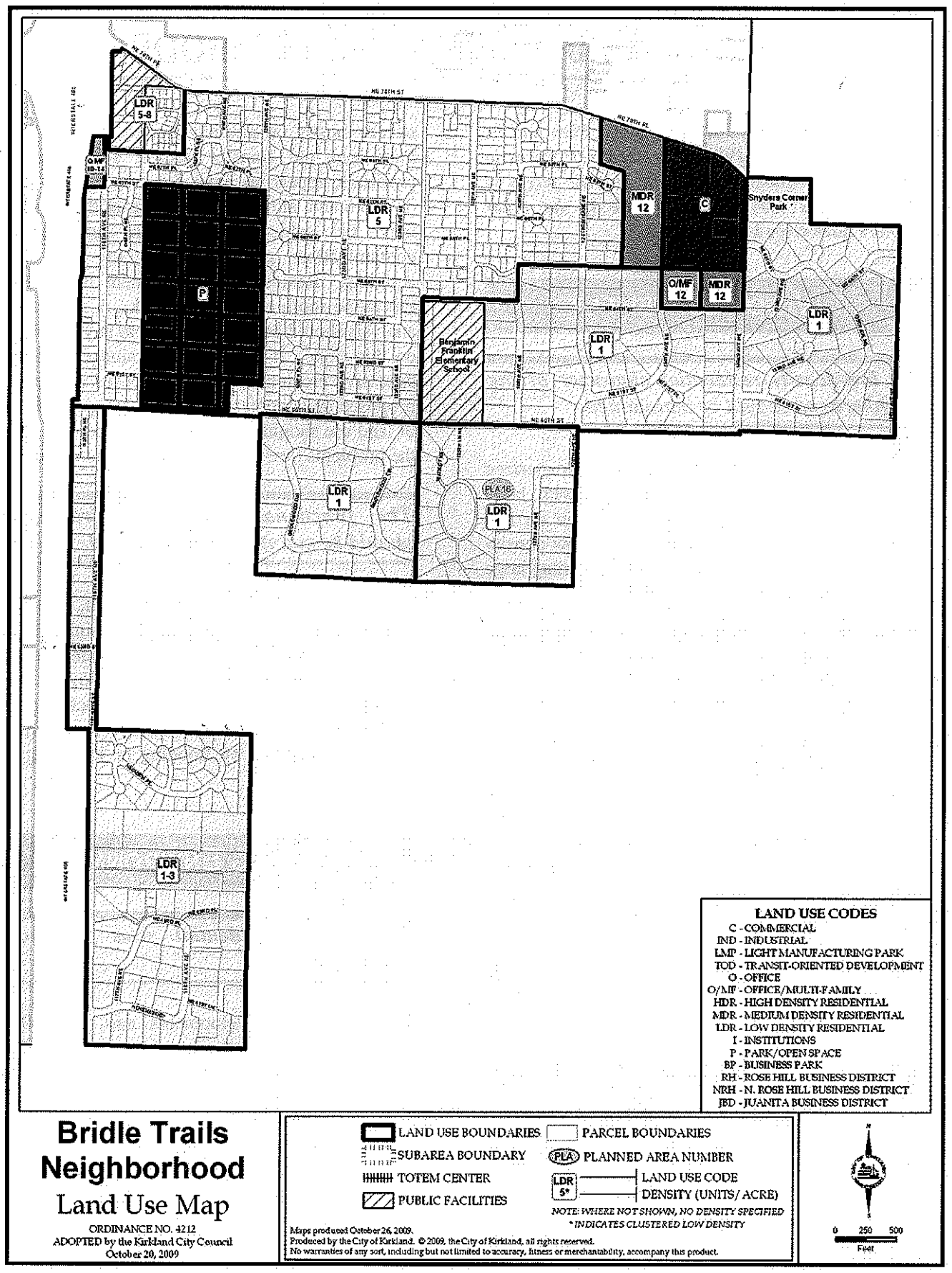


Figure BT-1: Bridle Trails Land Use

noise impacts. Residential developments of two dwelling units or more should be required to protect against noise through site, building, and landscaping design or construction techniques.

4. PLANNED AREA 16

Central Park Area is designated as a planned area because of its mix of equestrian, residential, and commercial recreation.

The area lying east of Bridlewood Circle and south of NE 60th Street has been designated as a "planned area." This area, commonly referred to as Central Park, contains a mix of commercial equestrian stables and an indoor arena, very low residential density development (one dwelling unit per acre) with associated equestrian stables and pastures, and a commercial tennis club facility with indoor and outdoor courts and a clubhouse. The Central Park Area has been designated as a planned area due to this mix of uses and the potential impacts of the uses on the surrounding residential development and the equestrian park. The planned area designation will permit the application of special development procedures and standards to allow for full development of the area while maintaining the equestrian character. However, future development in this area should not be permitted to adversely affect the unique equestrian and natural environment of the park and its uses by the general public.

Very-low-density development should be maintained, and commercial equestrian facilities should be permitted in the Central Park Area.

To be compatible with nearby residential density and the adjacent equestrian park permitted development should include very-low-density residential (one dwelling unit per acre) and equestrian facilities. The equestrian facilities could include private or commercial stables, pastures, arenas, and appropriate ancillary equestrian activities. Private and commercial equestrian stables and arena buildings should be permitted if the following performance standards are met:

(1) To the extent possible, commercial equestrian buildings are placed below existing grade, have large yard setbacks, and are screened by vegetated earthen berms.

(2) Parking areas are aggregated and visually screened from adjoining single-family development.

(3) Facilities are designed and maintained in a manner compatible with nearby residential uses.

Existing equestrian access to Bridle Trails State Park from this area should be preserved.

Slightly more than one dwelling unit per acre should be permitted in the planned area subject to standards.

To encourage a more creative development and still be in character with the surrounding very-low-density equestrian-oriented residential development, low-density residential uses (slightly more than one dwelling unit per acre, but no less than a minimum lot size of 26,000 square feet) should be permitted in the planned area if the following performance standards are met:

(1) A master plan for a development of at least 16 contiguous acres is reviewed through a public hearing process.

(2) Each residential lot contains an area of sufficient size and location for a horse paddock area, exclusive of any residential and equestrian structures.

(3) Each residential lot is designed to allow truck access for equestrian services, such as hay delivery and manure disposal.

(4) A public equestrian access trail with appropriate identification signs is provided

XV.C. BRIDLE TRAILS NEIGHBORHOOD

between NE 60th Street and the Bridle Trails State and King County Parks.

(5) A coordinated vehicular and pedestrian system is provided for the property and the surrounding area.

(6) An equestrian facility, available to the public, is provided on the property.

Expansion of the existing Central Park Tennis Club along NE 60th Street should be permitted.

The existing Central Park Tennis Club has been compatible with the surrounding residential and equestrian uses. The tennis club should be permitted to expand to the degree that the following performance standards are met:

(1) Development is reviewed through a public hearing process.

(2) To the extent possible, commercial buildings are placed below existing grade, have large setbacks, and are screened by vegetated earthen berms.

(3) Large setbacks with a substantial vegetative buffer should be required along the south and west borders of the subject property.

(4) Parking areas are aggregated and visually screened from adjoining single-family development.

(5) Vehicular and pedestrian circulation to and from the property should be coordinated with other properties in the vicinity.

5. ECONOMIC ACTIVITIES

The existing Bridle Trails commercial center should be the primary commercial center for the Bridle Trails Neighborhood and should not be expanded.

The primary site of economic activity in the Bridle Trails Neighborhood is at the southwest corner of NE 70th Street and 132nd Avenue NE where there are over 12 acres of commercially-zoned land. Some of the 12 acres is undeveloped which allows for some commercial expansion. To mitigate impacts for the adjoining residential areas, future development should be subject to the following performance standards:

(1) The scale of all buildings is in accord with the scale of adjoining residential development.

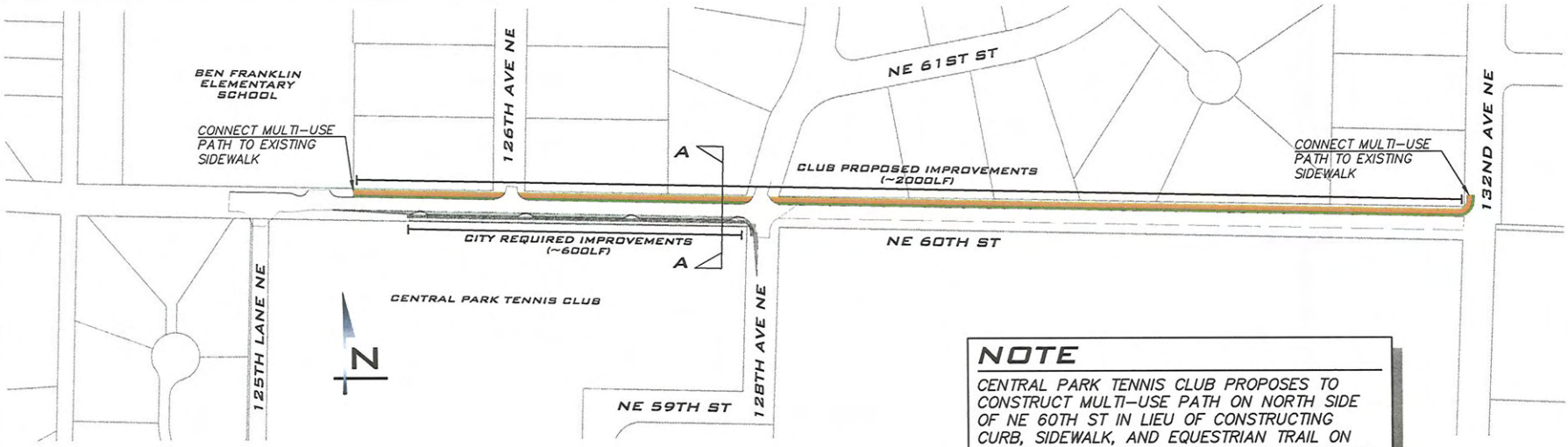
(2) Large setbacks with a substantial vegetative buffer are provided adjoining the residential development.

(3) Access is provided via NE 70th Street and 132nd Avenue NE and not via 130th Avenue NE and NE 65th Street.

(4) Parking areas are aggregated, landscaped, and visually screened from adjoining residential development.

(5) The number and size of signs are minimized to avoid a cluttered, intensive commercial appearance. A comprehensive sign program should be implemented.

Also, commercial uses in the Bridle Trails commercial center should be oriented to the needs of the neighborhood. More intensive commercial activities should locate in the Central Business District, on NE 85th Street, and in the Totem Lake commercial center.

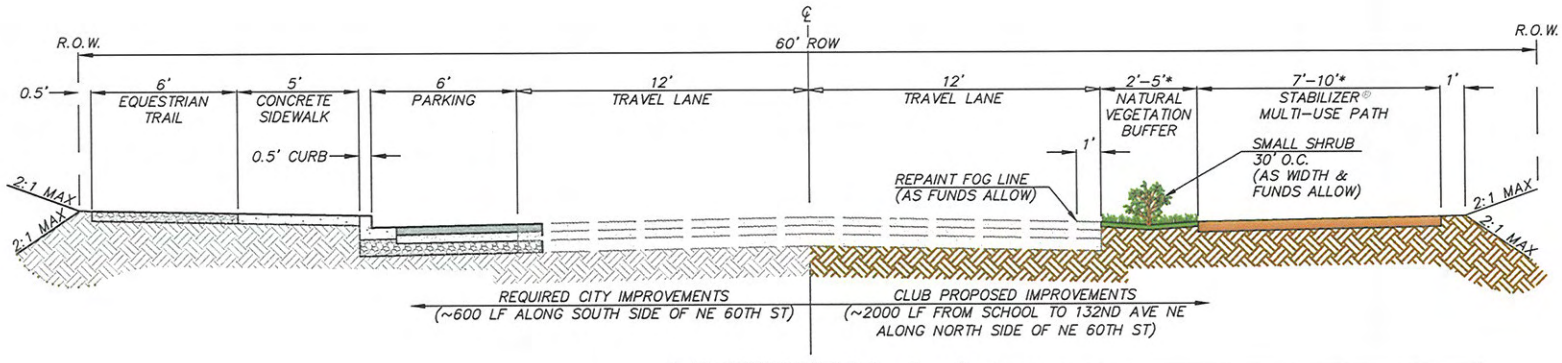


PLAN VIEW

(NOT TO SCALE)

NOTE

CENTRAL PARK TENNIS CLUB PROPOSES TO CONSTRUCT MULTI-USE PATH ON NORTH SIDE OF NE 60TH ST IN LIEU OF CONSTRUCTING CURB, SIDEWALK, AND EQUESTRIAN TRAIL ON SOUTH SIDE OF NE 60TH ST. MULTI-USE PATH WILL BEGIN AT BEN FRANKLIN ELEMENTARY SCHOOL AND EXTEND EAST AS FUNDS ALLOW.



SECTION A-A

(NOT TO SCALE)

NOTE

STANDARD SECTION TO INCLUDE 4.5' WIDE BUFFER & 10' WIDE MULTI-USE PATH. BUFFER & MULTI-USE PATH TO BE NARROWED TO MINIMUM DIMENSIONS SHOWN WHERE TOPOGRAPHY OR EXISTING CONDITION CONSTRAINTS DICTATE.

BLUELINE

NE 60TH ST PROPOSED IMPROVEMENT

CENTRAL PARK TENNIS CLUB

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SCALE	AS NOTED
PROJECT MANAGER	BRIAN J. DARROW, PE
DESIGNED BY	BRIAN J. DARROW, PE
DRAWN BY	DOMINQUE GABALDON
DATE	01/13/2011

JOB NUMBER: 08-117

FIGURE: 1 OF 1

Jan 26, 2011 - 2:39pm - User: dgabaldon
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CITY OF KIRKLAND
Hearing Examiner Exhibit
B
Applicant
Department V
Public
FILE # ZON10-00022

CITY OF KIRKLAND
Planning and Community Development Department
123 Fifth Avenue, Kirkland, WA 98033 425.587-3225
www.ci.kirkland.wa.us

ADDENDUM TO STAFF REPORT

To: Kirkland Hearing Examiner

From: Eric R. Shields, AICP, Planning Director
Susan Lauinger, Project Planner

Date: February 17th, 2011

File: ZON10-00022 CENTRAL PARK TENNIS CLUB

RE: ADDITIONAL PUBLIC COMMENTS AND STAFF RECOMMENDATIONS

Hearing Date and Place: February 17th, 2011, 7 pm.
City Hall Council Chamber
123 Fifth Avenue, Kirkland

INTRODUCTION

Eight additional comment letters were received after staff analysis was completed for the Tennis Club Expansion Project; file no. ZON10-00022.

The comment letters (see Attachment 1) raise new issues and impacts of the project, which are addressed in additional staff recommendations and analysis below.

RECOMMENDATIONS:

Based on Statements of Fact and Conclusions in the staff report for the Central Park Tennis Club, dated February 8th, 2011 and Attachments in this report, staff recommends that the following Conditions of Approval be added to the staff report as conditions 7-10:

The building permit shall show the following conditions are met (See Conclusions below):

7. A fence of sufficient height to block car headlights from shining in to surrounding neighborhoods shall be built as part of this proposal and be maintained in good condition.
8. The building shall be painted to match the existing facility and surroundings, and the roof form of the newly proposed building shall match the existing facility buildings.
9. The fans in the new building shall be oriented toward the north side of the facility in such a manner that would cause the least amount of noise to extend in to the neighborhood.
10. The fans shall have a timer that turns them off no later than 10 pm each night.

CITY OF KIRKLAND
Hearing Examiner Exhibit
Applicant ____
Department ✓
Public ____
FILE # ZON10-00022
C

FINDINGS OF FACT AND CONCLUSIONS

FACTS: Impacts were identified within the comment letters

Most of the letters came from neighbors in the "Flying Horseshoe Tracts", which is south and south east of the Tennis Club. Two additional letters were submitted: one from the President of the Lake Washington Saddle Club, Jennifer Duncan, and one from the President of the South Rose Hill/Bridle Trails (SRH/BT) Neighborhood Association, Jim McElwee. Most of the letters express general support for the proposed project. The Saddle Club President and SRH/BT Neighborhood Association President wrote in support of the proposed multi-use path that is proposed along NE 60th Street. The letters from neighbors within Flying Horseshoe Tracts also support the NE 60th Street improvements for the neighborhood. Several issues were raised in the letters from the neighbors that point out impacts that the new Tennis Club indoor court will have as well as the new parking lot. These comments and impacts are summarized as follows (*Staff comments are in italics*):

- **Parking Lot**: A fence of sufficient height is needed to block car headlights in the new parking lot. The fence should be required in order to reduce the impacts to the homes on 127th Ave NE.

Staff note: The applicant's plans show a fence along the parking lot edges where car lights would shine in to either the Flying Horseshoe Tracts neighborhood or The Hunt Club.

- **The pedestrian path**: A public path is required to extend from 127th Ave NE to NE 60th Street, and neighbors have requested that "up-lighting" be installed to allow for safe night usage by neighbors. This path has broad support from this neighborhood.

Staff Note: A Public path is already required as part of the staff report. The Kirkland Zoning Code includes lighting standards for public pedestrian paths as part of a required building permit.

- **Screening the new Building:** Neighbors had the following requests to screen the building:
  - Trees should be retained along 127th Ave NE to the greatest extent possible to screen the building,
  - The building should be screened by a berm,
  - The building should be painted to match the surroundings, and
  - The roof structure should be the same as the existing facility buildings.

Staff Note: Tree retention and berming is addressed in the staff report dated February 8th, 2011 and within the Conditions of Approval for that report. Building Design within the plans shows that the roof form is similar to the existing facility.

- **Noise:** The fans on the building should be oriented toward the north to reduce noise impacts to neighbors and they should be required to be turned off by 10 pm each night. To reduce the incidence of leaving the fans on accidentally, a timer should be installed that automatically turns off the fans.

Staff Note: The plans show that the intake fans will be on the south side of the building and the outflow is on the north side and would be oriented toward the Tennis Club instead of the neighborhood.

The applicant's plans include details that show many of the commenter's issues were addressed, however, staff recommends adding conditions of approval to ensure that the project continues to address these concerns.

CONCLUSIONS:

The letters have indentified legitimate potential impacts. To mitigate the impacts, the following measures should be implemented: Installation of a fence of sufficient to block car headlights from shining in to surrounding neighborhoods; the building should match the existing facility buildings; and the fans should be oriented away from the neighborhood and should be on a timer that turns them off each night by 10 pm.

Attachments:

1. Additional Comment Letters

Susan Lauinger

From: sean.mcnamara@accenture.com
Sent: Sunday, January 30, 2011 11:54 PM
To: Susan Lauinger
Subject: Reference ZON10-00022

Dear Ms. Greene,

I am writing to you with reference to the above with knowledge that there is a hearing coming up in the coming weeks. My family and I live in 5720 127th Ave NE, which is right beside the proposed new tennis courts. We have reviewed the plans in detail and wanted to let you know that we fully support the proposal. The amenities themselves will be great for the community and also the improvements to the surrounding pathways will be fantastic for everybody. The only considerations that we would ask are as follows :

- Appropriate tree screening to 59th street and 127th ave NE. There are already trees along this border, and we would ask that these trees be maintained so that the new building is screened so that it cannot be seen from 127th Ave NE
- The color of new building be dark so that it makes the building fade away

We believe that the two items above will be taken care of as part of the project. We hope that the council see this project in a positive light and approve it to proceed.

Many thanks
Sean & Sandra McNamara

Sean McNamara
Partner - Accenture
Mobile: +1 206-225-5510 / Office: +1 206-839-2535

Our core values: Integrity • Stewardship • Best People • Respect for the Individual • Client Value Creation • One Global Network

This message is for the designated recipient only and may contain privileged, proprietary, or otherwise private information. If you have received it in error, please notify the sender immediately and delete the original. Any other use of the email by you is prohibited.

Susan Lauinger

From:	South Rose Hill Bridle Trails NA [srhbtna@gmail.com]
Sent:	Monday, January 31, 2011 12:41 PM
To:	Susan Lauinger
Subject:	Central Park Tennis Club Construction Application, ZON10-00022
Attachments:	CPTC PED IMPROVEMENTS SHEET 1 OF 1.pdf

To: Susan Greene, Kirkland Planning Department

From: Jim McElwee, President, South Rose Hill/Bridle Trails Neighborhood Association

Ref: Zoning Permit ZON10-00022, for improvements at Central Park Tennis Club

Ms. Greene:

I am writing on behalf of the South Rose Hill / Bridle Trails Neighborhood Association. We have reviewed the proposed pedestrian improvements which may be built in lieu of the standard half-street improvements in front of the tennis club. We **support** the proposed improvements on the North side of 60th Street, as described below:

"...a multi-use path on the north side of NE 60th Street in lieu of construction Curb, sidewalk, and equestrian trail on the south side of NE 60th Street. The multi-use path to begin at Ben Franklin Elementary School and extend east as funds allow.

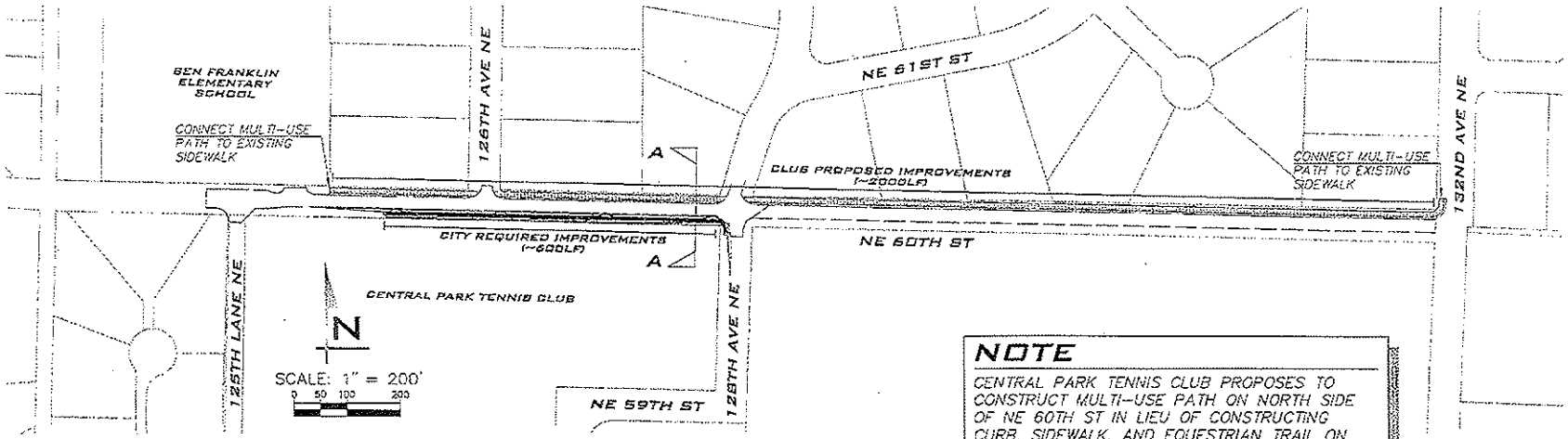
The standard section of the improvements to the north side of NE 60th Street is to include a 4.5 ft. wide buffer and a 10 ft wide multi-use path. The buffer and multi-use path may be narrowed where topography or existing condition constraints dictate." In addition, as funds allow, street trees shall be installed 30' on center, and traffic buttons will be installed on the fog-line.

This set of improvements was substantially expressed in a drawing and was agreed upon as a preferred alternative at the meeting among interested parties on January 10, 2011. The drawing discussed at the meeting is attached herewith in pdf.

It is our understanding that the pathway will be completed to 132nd Ave NE.

Respectfully submitted,

James McElwee

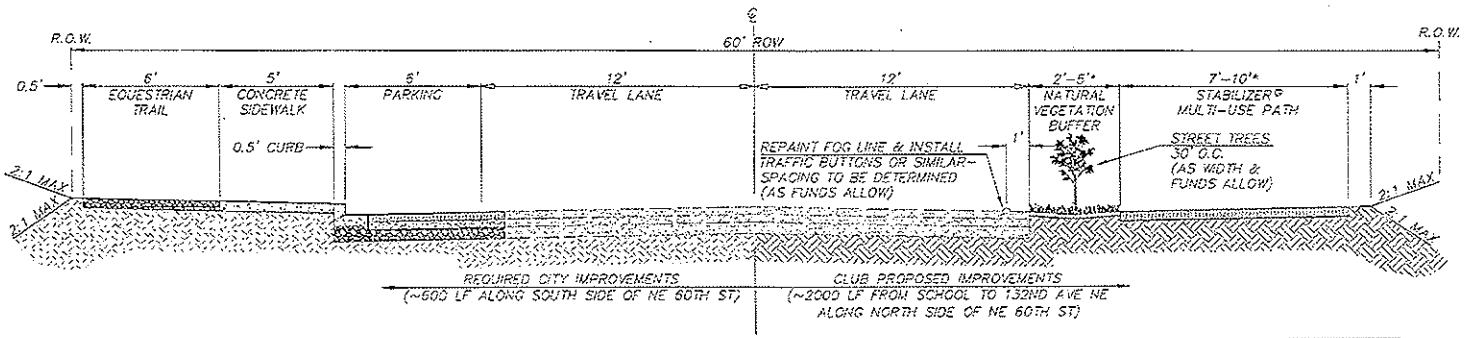


PLAN VIEW

(SCALE: 1"=200')

NOTE

CENTRAL PARK TENNIS CLUB PROPOSES TO CONSTRUCT MULTI-USE PATH ON NORTH SIDE OF NE 60TH ST IN LIEU OF CONSTRUCTING CURB, SIDEWALK, AND EQUESTRIAN TRAIL ON SOUTH SIDE OF NE 60TH ST. MULTI-USE PATH WILL BEGIN AT BEN FRANKLIN ELEMENTARY SCHOOL AND EXTEND EAST AS FUNDS ALLOW.



SECTION A-A

(NOT TO SCALE)

NOTE

STANDARD SECTION TO INCLUDE 4.5' WIDE BUFFER & 10' WIDE MULTI-USE PATH. BUFFER & MULTI-USE PATH TO BE NARROWED TO MINIMUM DIMENSIONS SHOWN WHERE TOPOGRAPHY OR EXISTING CONDITION CONSTRAINTS DICTATE.

BLUELINE

NE 60TH ST PROPOSED IMPROVEMENT

CENTRAL PARK TENNIS CLUB

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SCALE:	AS NOTED
PROJECT MANAGER:	BRIAN J. DARROW, PE
DESIGNED BY:	BRIAN J. DARROW, PE
DRAWN BY:	DOMINIQUE CASALUCCI
DATE:	01/13/2011

JOB NUMBER: 08-117

FIGURE: 1 OF 1

Jan 14, 2011 – 8:39pm – User: dpalucci
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February 6, 2011

RECEIVED
FEB 08 2011
AM PM
PLANNING DEPARTMENT
BY

Kirkland Hearing Examiner
123 5th Avenue
Kirkland, WA 98033

RE: Central Park Tennis Club, File No. ZON10-00022

This letter is in regards to the proposal to build a 31,739 sf single story building containing four indoor tennis courts, parking lot and new access to the existing tennis club. We have reviewed the plan for the site and the off-site public improvements and we are in support of the plan.

We have some concerns that we want to be sure are addressed and completed when the construction is completed.

The exhaust fans for the building containing the indoor tennis courts must be located on the north side of the building and a timer installed so that they go off at 10pm each night.

There must be a fence of sufficient height and structure installed to eliminate vehicle lights striking the homes from the parking lot along 127th Avenue. We would request that the existing trees remain and if they must be removed then trees of equal size be planted along the street to eliminate noise from the parking lot and viewing of the building.

The south and west side of the proposed building needs to be lit by subtle up-lighting for the use of the trail/easement that runs on the south and west sides of the building. This is for the safety of those residents that walk along the trail after dark.

We are requesting that the plan have a similar roof design to the other tennis club buildings. We are also requesting a berm along the south façade of the building with trees to hide the enormity of the building.

We support the improvements along 60th Street and request that these are completed in a timely manner. I drive along this street on a daily basis and am concerned about the safety of the students that walk and ride their bikes along 60th Street to school and home. It is important that the safe pedestrian and equestrian route be included in the plan for building the additional indoor tennis courts at Central Park Tennis Club.

We appreciate your consideration of these concerns.

Sincerely,

David Lindner

Cynthia Greenbaum Lindner

5717 127th Ave NE
Kirkland, WA 98033

Lake Washington Saddle Club
P.O. Box 831
Bellevue, WA 98009
www.lakewashingtonsaddleclub.org

Susan Greene, Project Planner
City of Kirkland Planning Department
123 5th Ave.
Kirkland, WA 98033

February 1, 2011

Dear Ms. Greene;

I am writing regarding development Permit No. ZON10-00022, which pertains to the expansion of Central Park Tennis Club. I am writing on behalf of the Lake Washington Saddle Club regarding the attached plan which will establish a 7-10 foot wide multi-use trail along the north side of NE 60th from Ben Franklin Elementary to 132nd Ave. NE. The trail will be built with an equestrian safe material called "stabilizer".

I am writing on behalf of Lake Washington Saddle Club to state that we have reviewed the proposed plan and approve the improvements described in the plan. The improvements will enhance both pedestrian and equestrian use of the neighborhood and provide safe passage for all those who travel NE 60th.

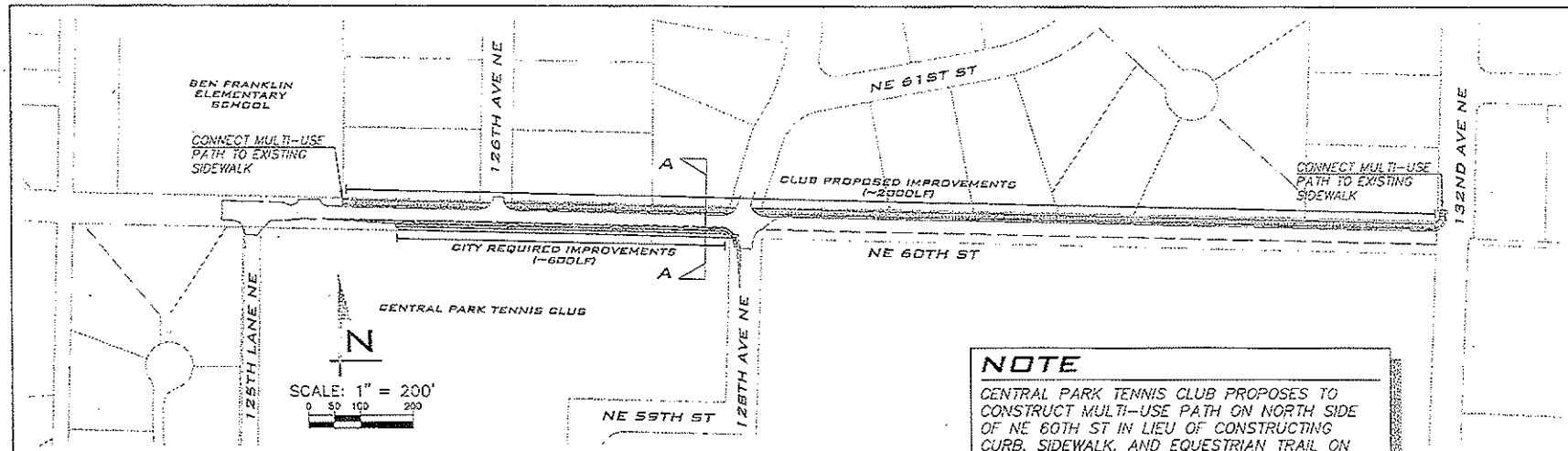
It was gratifying to work with all of the constituent groups involved to identify a solution that truly benefits everyone. On behalf of Lake Washington Saddle Club I would like to thank Andy Held, who worked hard bringing together everyone's interests. We also greatly appreciate the groups' consideration and understanding regarding the needs of Bridle Trails equestrians. In an environment where equestrian interests are continually being challenged and negatively impacted, it is wonderful to be involved in a project where equestrian use is being protected and enhanced.

On that note, I am happy to report that the Lake Washington Saddle Club will be contributing to the project by providing $250.00 to purchase a tree for the natural vegetation buffer zone.

Sincerely,

Jennifer Duncan, President
Lake Washington Saddle Club
P.O. Box 831
Bellevue, WA 98009
425-867-0992
Email: duncan66@msn.com

Attachment: 60th Plan Sheet 1 of 1
Cc: Andy Held, Suzanne Kagen, Lorraine Trosper



PLAN VIEW

(SCALE: 1"=200')

NOTE

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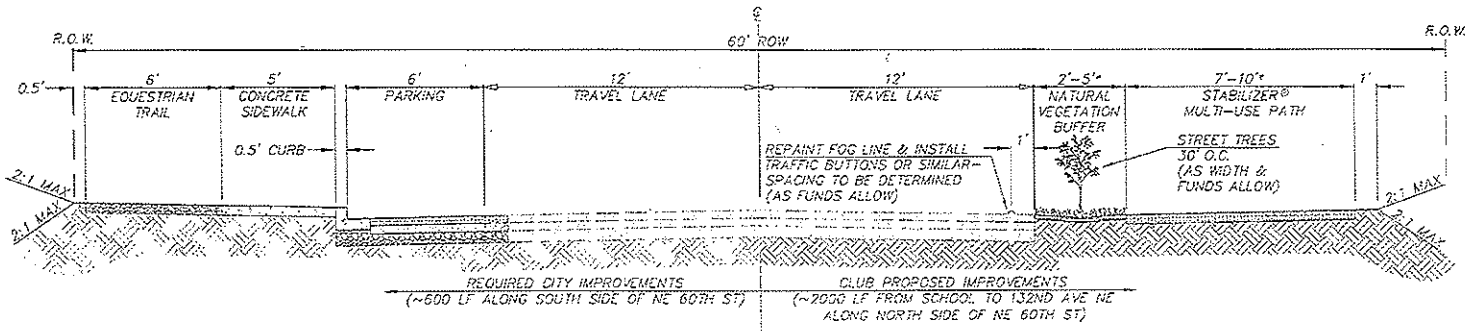

SECTION A-A

(NOT TO SCALE)

NOTE

STANDARD SECTION TO INCLUDE 4.5' WIDE BUFFER & 10' WIDE MULTI-USE PATH. BUFFER & MULTI-USE PATH TO BE NARROWED TO MINIMUM DIMENSIONS SHOWN WHERE TOPOGRAPHY OR EXISTING CONDITION CONSTRAINTS DICTATE.

BLUELINE

NE 60TH ST PROPOSED IMPROVEMENT

CENTRAL PARK TENNIS CLUB

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SCALE:	AS NOTED
PROJECT MANAGER:	BRIAN J. DARROW, PE
DESIGNED BY:	BRIAN J. DARROW, PE
DRAWN BY:	DOMINIQUE GADALOON
DATE:	01/13/2011

JOB NUMBER: 08-117

FIGURE: 1 OF 1

Jan 13, 2011 - 3:16pm - User dgadaloon
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RECEIVED
FEB 02 2011
_____AM _____PM
PLANNING DEPARTMENT
BY_____

Dear Susan Green.
City of Kirkland WA
Planning Dept

Reg: Central Park Tennis Club New Tennis courts and Parking Lot

I have reviewed the proposed additional four court tennis building requested by Central Park Tennis Club and am in support of the project.

I wish to emphasize how important it is that the club be required to complete the offsite work along NE 60 within a reasonable period of time.

I also wish to emphasize the importance of a fence sufficient is height and structure to totally eliminate the auto headlights striking the housing located along 127th NE at the turn around on the East side of the proposed parking changes.

One other item involves the noise of the fans at night which are a noisy and interrupt sleep. The new building plan locates the fans on the North side of the building. I have had problems with the existing tennis court building which is located directly across from our bedroom. The fans were left on all night. To alleviate this problem the club shut off the fans at 10:00 PM. It is necessary that the same requirement be arranged in the new building. This can easily be arranged by the installation of a timer which automatically turns off the fans at the appropriate time. It is necessary that the new and old buildings have a time control to turn off the ventilator fans at 10PM.

Except for the items listed above, I am in support of the proposed construction.

Richard Cuff
5866 127th Ave NE
Kirkland, WA 98033

Dear Susan Greene,

I am writing this letter in support of the Central Park Tennis Club proposed addition and near-by off site improvements. Reference: ZON10-00022. Central Park Tennis Club is a beautiful facility that offers a wonderful environment for those interested in tennis where they can improve their game and hone their skills. Not only is it a beautiful facility inside, but they have done a wonderful job of planning their buildings in such a way as to minimize their impact on the surrounding properties. The new building proposal is planned in such a way as to continue that same philosophy.

We are also looking forward to having a safer, wider walkway and horse route on the north side of 60th from 132nd Ave. to the elementary school. Since we are horse owners, we look forward to any improvement that supports our equestrian interests.

Rob & Julie Harcus

RECEIVED
JAN 27 2011
AM PM
PLANNING DEPARTMENT
BY

Susan Greene

From: Jeff Hoover & Rosie Carey [rnj5535@comcast.net]
Sent: Monday, January 24, 2011 8:01 PM
To: Susan Lauinger
Cc: mcnamara_sandra@hotmail.com; Sean.mcnamara@accenture.com; colleeng@Firstline.net; dicklynncuff@comcast.net; jualw@comcast.net; David Lindner; j.eddy@comcast.net; dheddy@comcast.net; Jeff Hoover & Rosie Carey; J rae Fortier; Johnny Sr Sanchez Work; Rosie; cynthia.greenbaum@gmail.com; dave lindner; Julie Harcus; pat@leewens.com
Subject: ZON10-00022

Susan Greene
City of Kirkland

Re: ZON10-00022 Central Park Tennis Club expansion

We have reviewed the various components of the proposed CPTC expansion, as well as the street easement improvements, and agree that this project should be approved only if the club member traffic is diverted from the current route of 128th Ave NE and NE 59th, and traffic is directed to the new parking lot via 125th Lane NE.
Without this requirement we are adamantly opposed to approval of this project.

We are pleased at the bonus inclusion of the improvements to the NE 60th Street easement to include a multi-use path and plantings, but we would also like to suggest that these improvements need to be complimented by enhancing the easements on the east side of 128th Ave NE and south side of NE 59th St.

I can appreciate that these enhancements might not be directly required by the CPTC construction process, but are needed as a result of how previous construction projects, most notably the former Robert Pantley home, were handled by the city.

At the time of the initial construction of the Pantley home it was agreed that the city requirement for a concrete sidewalk in front of his property (on the east side of 127th Ave NE) was not desired by the immediate community, and Mr. Pantley offered to install and maintain a gravel surface adequate for pedestrians and equestrians along 128th Ave NE and NE 59th St (as noted above), as well in front of his property. A meager amount of gravel (costing significantly less than the concrete sidewalk) was installed at that time, however, no ongoing maintenance has been performed by the city or Mr. Pantley since then. Our confidence in City staff might be somewhat restored if these surfaces were returned to our community's original expectations. It seems reasonable that this could be happen, if not directly tied to CPTC construction activity, at least in concurrence with the street easement improvements.

Another problem, first noticed at the time of the Pantley home construction, and again more recently, concerns the ditch/culvert on the west side of 127th Ave NE. The ditch and culvert runs several hundred feet in front of the homes on the west side of 127th Ave NE, and then "daylights" adjacent to the existing CPTC parking lot. This area, which we hope the CPTC will enhance as part of their project, is now a soggy mess. Storm water must make its way along a hundred feet or so of grass, across the existing CPTC driveway, and then along the north side of NE 59th St before it makes it way to the ditch on the west wide of 128th Ave NE. The residences across the street from this problem area have seen water from this area cross 127th Ave NE and flow down their driveways. We feel this problem should be addressed to make the CPTC landscaping in this area more feasible, and should be directly tied to construction activity.

Rosie Carey & Jeff Hoover

5535 127th Ave NE, Kirkland, WA 98033

February 8, 2011

Kirkland Hearing Examiner
123 5th Avenue
Kirkland, WA 98033

RE: Central Park Tennis Club, File No. ZON10-00022

We are writing to you today regarding the Central Park Tennis Clubs proposal to build a 31,739 square foot single building which will contain four new indoor tennis courts. My husband and I have looked over the plans and support these improvements; however we still have many concerns regarding the plans and would like to bring them to your attention to have them addressed.

We would like at ask that a *privacy fence* be installed along with plantings to prevent any and all headlights from shining into the residential homes located on 127th Avenue North East. We would also like all *exterior exhaust fans* for the indoor courts to be installed on the north side of the building and a timer installed so that they go off no later than 10pm each night.

We are also requesting that the new building have a similar *roof design* to the other tennis club buildings already located on the property. We ask that a *berm* be installed along the south side of the building with trees and shrubbery to help blend this commercial building that is so close to our residential neighborhood. We also ask that *up-lighting* be installed on the easement trail along the south and west side, of the building for neighbors and children who use the trail after dark.

We support the proposed improvements along 60th Street and would like to see these improvements completed in a timely manner. Our concerns are for the safety of the students traveling to and from school, as well as the equestrians and pedestrians that use the road on a daily basis.

We thank you for your time and consideration in this matter

Sincerely,

Judith Rae Fortier-Sanchez
Johnny A. Sanchez
5522 127th Ave NE
Kirkland, WA 98033-8711

February 14, 2011

Dear City of Kirkland,

The Central Park Tennis Club on the other side of my school, Ben Franklin Elementary, wants to build a new indoor tennis court building. To do so, the city of Kirkland requires that they have to build a sidewalk. The original sidewalk that the city proposed to them was not as useful as what the Tennis Court suggests now. They changed it so that it will be longer and will go along 60th Street starting from 132nd Ave all the way to Benjamin Franklin Elementary on the Ben Franklin side of the road. Assuming that this is approved, the problem is what materials to make the path. The best would be the special multi-use chemical gravel path with shrubs near the road. This kind of path would be good and safe for bikers, pedestrians, horse riders.

The special multi-use chemical gravel path with shrubs near the road is great for horse riders. The shrubs will keep the cars in the road, not on the side walk; therefore they won't spook the horses and won't hurt the riders, and other people around them. The shrubs will also keep the horses from accidentally falling off the curb and being hit by cars. Also since this path is very wide, the bikers will be able to pass the horses without spooking them. Another reason why it is good for horses is it does not hurt their feet. Plus this special multi-use chemical gravel will not let the horses slip when it is raining because it is not as smooth as cement and not as loose as regular gravel. This special multi-use chemical gravel path is very safe, comfortable, and beneficial for horses and horse riders.

The special multi-use chemical gravel path with shrubs near the road is also great for pedestrians. The shrubs will keep cars from hitting and injuring pedestrians. Walking on the path you won't get dust or rocks in your face because the chemicals glue the rocks down, unlike regular gravel paths, which are very loose, where you can kick up a lot of dust and rocks. The shrubs will also keep the walker off the road in the morning when everyone is still half-asleep. Since there are a lot of walkers who walk to school, a broad and safe passage way is better for their safety. This is why the special multi-use chemical gravel path with shrubs near the road is good and safe for pedestrians and walkers.

The bikers also love the special multi-use chemical gravel path with shrubs near the road. The shrubs also will keep cars from hitting and injuring bikers. The path is solid and easy for them to ride without so many bumps. The shrubs will also keep the biker off the road in the morning when everyone is a

CITY OF KIRKLAND
Hearing Examiner Exhibit
Applicant _____
Department _____
Public ✓
FILE # ZON10-00022
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little dozy. Since the road is very wide, the bikers will be able to go past horses without spooking them. This broad passage way will also allow groups of students to ride side by side instead of riding in a single file line. This is why the special multi-use chemical gravel path with shrubs near the road is good and safe for bikers.

Overall this special multi-use chemical gravel path with shrubs near the road is good for all purposes. It will increase the safety of everybody. This is a great idea by the tennis club. I hope this is how the plan follows out, and that all goes well.

Sincerely,

Daniel Zhu

Daniel Zhu,

A Quest Student at Benjamin Franklin

City of Kirkland

February 13, 2011

Re: Recommendation for the sidewalk construction

Dear City of Kirkland,

The Central Park Tennis Club is planning to build another tennis facility in Kirkland so they can have more courts to play tennis. They are building it right by Ben Franklin Elementary School and its neighbors, and they have to improve the city somehow. So they decided to make a sidewalk that is beneficial and safe to everyone in the community. The best way to address the need is to make a multi-use trail out of special chemical gravel, and then put little shrubs by it to make a curb/buffer. This would be the best way because it benefits many different groups of people; horses and their riders, bike riders, and pedestrians.

The first group that will benefit from the suggested sidewalk is horses and their riders. In the neighborhood, there are many people that ride horses, so it is very important to keep both the horses and their riders safe. The first way it benefits horses is that it does not hurt their hooves. Normal sidewalks are made out of cement and they are really hard. The special gravel is very soft so it does not hurt the horses' hooves. The next way it is good is that it has a better grip than normal sidewalks so horses have a harder chance of slipping. Another way it aids the horses is that the shrubs by the special gravel form a curb that is not slippery like normal curbs, so horses will not slip on them and get spooked. Also, the shrubs are not very high, so the horses will not trip on them. Once the horses' safety is ensured, their riders' safety is also guaranteed.

Another group that would benefit is the bike riders. Many people bike to school or work, and they sometimes do not know if they are on the road or the sidewalk so it could be very dangerous. The shrubs by the multi-use special gravel indicate where the sidewalk is and where the road is, so if they go off the sidewalk, they will know. The next way it is good is because even though it is gravel, it is glued together so if you ride your bike down it, it will still be smooth as normal sidewalks. Another way it is beneficial is that cars will know if they are on the sidewalk because they would go on to the shrubs first and then they would feel it and know that they are on the sidewalk.

The last group that the special multi-use gravel benefits is the pedestrians. Many people walk to school, walk back home, and walk by in this area, so safety is very important. The first way it is beneficial is the same with the bikers: the shrubs indicate where the sidewalk is. Also, the shrubs make the cars feel if they are on the sidewalk. Another way it is good is that it does

not hurt or make your feet feel weird if you run on it or walk on it. It is just like a normal sidewalk, being very smooth and sturdy.

To sum up, having the multi-use gravel and the shrubs by the sidewalk would be the best way to ensure the safety of horses, horse riders, bike riders, and pedestrians. Your attention to this recommendation would be highly appreciated.

Sincerely,

Jeremy Tsai

Jeremy Tsai

A Student of Ben Franklin Elementary

February 15, 2011

Dear City of Kirkland,

Do you care for your child's, horse's, and your own safety? As you probably already know, Central Park Tennis Club is planning to construct a new building. City regulations require a small sidewalk in front of the tennis club. However, a tiny portion wouldn't be very significant, so there was a proposal to build a sidewalk along the whole street. A multi-use gravel path will be best for the safety and comfortability of pedestrians, bikers, and equestrians.

Most pedestrians, like me, would obviously prefer a wide pathway to stroll or jog on. That way, the pedestrians can travel in a group, even while next to bikers or horses. Some days I would walk along that path with a friend by my side, but when a biker would zoom past, we'd have to step to the side to let the biker past, and the biker trusted us to move. What would happen if we didn't notice the biker when he thought we did? That would've resulted in injured people. However with a widened pathway, it would be better for people's safety.

Many students that attend Ben Franklin bike to school. Ben Franklin even has a bike to school month, where approximately 200 students participate that month. Since it is an elementary school, there are many young children who bike that aren't very experienced. They could ride out into the road, as well as "spooked" horses, where a car could run over them. A buffer could be installed to prevent that from happening. However, I'm not talking about any boring, gray, steel buffer. To add some optimism to the street, a cheerful, green vegetation buffer can be planted.

Equestrians enjoy riding on their horses around Bridle Trails. In most places, horses wouldn't be considered while making a similar adjustment to the city. However when Bridle Trails, a neighborhood in Kirkland, was created, an equestrian image was the dream. So when a gravel path was created, it didn't harm the horses. However, it's not very comfortable for pedestrians, bikers, horses, and equestrians. That should have left a simple solution: a long sidewalk.

Unfortunately, it turns out that concrete or asphalt can cause horses to slip and fall, which can be dangerous not only for the horse and its rider, but to surrounding people. Fortunately, there's a brilliant chemical which can be sprayed on top of gravel to make it smooth, and it doesn't harm horses in any way. This is the solution.

Will there be a safe, and widened multi-use gravel path with a vegetation buffer? The choice is yours to make Bridle Trails a safe, positive, and thriving place to live.

Sincerely,

Asya Shneerson

Asya Shneerson

City of Kirkland

February 13, 2011

RE: Multi-use Trail proposed for 60th St in Kirkland, Bridle Trails

To Whom It May Concern:

There are three, somewhat competing, needs the proposed trail will be meeting. We all know that kids need to walk to school safely and if they are able to wander off the sidewalk into the street with cars rushing past, that is not safe. Serious bikers want to be able to ride on the sidewalk and not have to worry about what they are riding on, having to ride in traffic, and looking out for children. But one thing to take into account is that our community is based around the life of the equestrians and their horses, and the horses have to be safe too. The horses need to; be able to see what is going on around them, need a wide sidewalk, and they need just the right terrain to walk on, not pavement and not sharp, loose gravel. A multi-use trail is good for many purposes and many different types of people, including; equestrians, bikers and pedestrians, which include, children going to school, joggers, dog walkers, and marathon runners.

For equestrians the multi-purpose trail is best option. The trail will not be hard on their horse's feet. Also, they will be able to see everything around them and be less likely to scare easily.

This trail will be good for bikers as well. They have a nice flat pathway so that they don't have to go on the road. Another benefit of this wide sidewalk is that children who ride in twos and threes don't have to ride in single file lines.

Finally for pedestrians the multi-use trail is perfect because people can run side by side without worrying about running into bikes, horses, dogs, or children. For dog walkers there can be quite a wide berth between them and another dog, horses and the road. Since the city is planning to put in a vegetation border, instead of a curb for cars, the children walking to school will also be very safe. The border will prevent problems with cars getting too close to children, and children, not understanding where their walkway ends and the road with, dangerous, cars begin.

I believe that once this trail has replaced the gravel sidewalk that is there now, everyone who uses this sidewalk will be put at ease. I suggest a crosswalk leading into all of the park entrances, and crosswalk signs for cars to see. If this were to happen all cars would know that a horse or dog was crossing and it would ensure that people go a little slower down that road.

A multi-use trail will solve most of our problems, because it is good for everyone. This idea that the city has, is very good. I believe that, for now, the neighborhood tennis club has figured out a way to release two birds with one hand.

Sincerely,

Gina Kumar

6th grade, Ben Franklin Elementary School

The City of Kirkland
February 14, 2011

To whom it may concern,

The Central Park Tennis Club has been proposing a new building and various expansions. This could very much affect other community members. Many offers have been made to improve 60th street, on which the tennis club is located. These include a sidewalk, curbs, and bumps on the roads. With all this information, I believe a multi-use gravel trail would be the best choice for many different people and purposes; pedestrians, equestrians, and cyclists would all benefit from this kind of trail.

Being safe is a crucial part of being a student. This gravel multi-use trail would very much benefit for walking home kids of Franklin Elementary, as well as bypassing joggers and runners. The trail, along with buffers, will help them stay on the right side of the road. It will also remind cars of where to drive, therefor reducing the chance of a bad crash accident.

Along with pedestrians, horses and their riders would aid from this trail as well. Horses do not like sidewalks, bumps, or roads with cars very much. This makes the horses much calmer, and won't get spooked as easily, adding to the safety of the rider and others. The compacted gravel also makes for a nice, smooth ride. Stones would not be able to hurt the horses' hooves.

Not only do pedestrians and equestrians benefit from this trail, cyclists can also enjoy it for the same reasons as equestrians. The compacted gravel would make for a smooth ride. Also, the trail gives riders a safe place to take pleasure from their hobby, exercise, or get where they need to. All without having to take the risk of interaction with cars on the road.

The magic of a multi-use gravel trail is simple. Less risk and worry for everyone in the community, whether they are six or sixty. Pedestrians, equestrians, cyclists, and many more can benefit from it. Thank you for your time and concern. I hope you will consider our opinions for the better.

Sincerely,

Lilian Ha

Lilian Ha,
Ben Franklin Student

February 15, 2011

City of Kirkland

The dangers in the world are many. Even today, urban areas pose the danger of cars and unknown people. If you aren't careful when you're crossing the street, it may be your final day on this world. But there is lots of technology to prevent things like that. Sidewalks are built to stop cars from running into pedestrians; signs and walkways are built to stop pedestrians from running into cars. Yet here, at Ben Franklin Elementary, a school in the city of Kirkland, even those things aren't here to stop the children from taking part in such accidents. We walk home on a small path, with the road right beside us – a careless driver could drive in if they weren't looking at the street. Parents are afraid to send their kids walking to school sometimes – but this could all change. A new opportunity has sprouted, along with plans for a tennis club that's going up near Ben Franklin. We're about to decide what to do with the empty space near the elementary school – build something on it, or leave it as it is? And if we're going to build something, what will it be? Our solution will affect everyone, whether in a good or in a bad way. The decision must be made carefully, and with a great deal of thought – there are many choices, even infinite choices – and only one of them can be chosen. Many factors must influence our thinking. The area around Ben Franklin Elementary is popular to equestrians, therefore this decision must take in the needs of that group – yet pedestrians are also an inevitable type of visitor to an elementary school. Kids also frequently bike to school. So what's the choice that'll encompass most, if not all of the needs of these groups of travelers? The tennis club's proposed multi-use trail should do just the job. Pedestrians, cyclists, equestrians and drivers – all of them would be safe and satisfied with their forms of transportation.

When you're walking, you usually don't have much of a preference for terrain. Just for it to be flat and not too hard to walk in is just fine. Safety is the biggest concern for people on foot – especially children on their way to school in the morning. The 10-foot-wide multi-use gravel path, with special chemicals so the gravel will stay packed, shouldn't provide too much trouble for children or other everyday visitors to the area. A wheelchair can roll across it just fine, with no trouble at all, and a baby in a stroller won't be caused any discomfort. Even though the absence of a curb on this sidewalk might inspire fear in some individuals, a natural vegetation buffer – including trees – would stop any cars about to roll into the path. If you're afraid to get run over by a bike or a horse, the width of the path should wipe out the fear. Any incoming cyclists would be sure to swerve and avoid you. That's right – cyclists should be many on this multi-use trail.

And they have good reasons for it. The ten-foot-wide trail should provide more than enough space for a kid – or an adult – on a bike. Even side by side, cyclists should never be afraid to ride this gravel path. And although it *is* gravel, there's nothing to worry about – there are chemicals on it, and you'll be perfectly comfortable biking. And with the fun comes safety too. There's no curb on this sidewalk, so there's no danger falling off – and if you do get out of control, the shrubs and trees lining the edge will stop you from rolling into the road. And if you're afraid of crashing into something more mobile, the ten feet of the trail should be enough to dodge what you're heading for – whether it's a person or a horse.

Of course, if you live here, you'll know horses are a popular part of the community. So naturally, you'd have to put them in the picture – and once they're there, classic sidewalks are not an option. Horses simply don't go on cement; it hurts their feet. Gravel, however, chemicals or not, is just fine for the horses, and won't damage them at all. The multi-use path would be of greatest use to them, especially the ten-foot width and the vegetation buffer on the edge. Ten feet is plenty for horses, and people could walk or bike around them as they please. But even so, horses are animals – they have emotions, one of which is fear. They get scared by loud passing cars and whizzing bikes. So the vegetation on the edge of the path comes in handy – a horse can't really run through trees or, as a matter of fact, walk over the curb of a sidewalk. Having four legs makes it harder to control yourself, so the path has no curb to meet horses' needs.

Of course, you may see no curb as a reason to not choose this path. Your reason might be cars. How would the warning of danger be given to drivers if they accidentally roll off course? Well, there's no need to worry if you're in a car. The bumps on the road next to the sidewalk will tell you everything's just fine. Of course, that is until you drive off of them. The absence of the little bumps will alert you to danger, and if you're too late to change course, you will ride over large shrubs. And that should alert you more than you should need to jerk the wheel into position. So, as long as you're not asleep, being behind the wheel won't be a reason to worry.

The multi-use trail is simply perfect. Everyone can use it, and everyone will – it is something that should have been built a long time ago, for how can an elementary school have such a big blank space leading out from it? Not only will this path stop potential accidents and greatly contribute to safety, it is also of a great use to all of us. Every day, it shall be used by all the groups mentioned, and none of these groups will be left out, for this multi-use trail is truly multi-use.

Sincerely,

Misha Gringauze

Misha Gringauze

2/15/11

Dear City of Kirkland,

Does your child walk to or from school on NE 60th street? Do you want them to be safe? Most parents want their children to be safe, but how can they be when there is no proper path for them to walk on? To please and keep everyone safe, a wide path, overlaid thickly with bark, with a border of shrubs between itself and the road would be the best choice to build. Not only is this path good for pedestrians, it is also good for equestrians.

Horses: walking on cement is not their favorite thing to do. Nor is stepping over curbs. Also, the little bumps that are sometimes on the road to warn cars when they're drifting of the road are dangerous to horses; they can slip and fall into the road. A wide bark path won't hurt the horses and will be soft underfoot. The border of shrubs will be low enough that the horses can step over it, but it will also make sure that the horses don't accidently stray onto the road. This path also benefits pedestrians.

Now, it's not hard for someone to stray onto the road; there's no definite path to walk on. Walking on the road can be very dangerous, especially for kids, so the shrubs will show people exactly where the road ends and the path begins. Since we wear shoes the bark won't bother us; it might actually feel good. The path will be clearly defined so pedestrians can walk side by side, instead of a single file line, without worrying about stepping onto the road. The same goes for cyclists, who won't have to worry about cars hitting them because there's nowhere but the road to bike on.

This design of path will stop cyclists from needing to use the road because there is no path. Unlike gravel, bark provides a good grip for the wheels so that the bike won't skid as much as it would have if it was on gravel. Cyclists also don't have to worry about stopping their bike every time they pass a person because

the path is wide enough that they can pass smoothly. This path will benefit everyone and keep people happy and safe.

If this path is built, parents probably won't be saying, "I hope my kid is safe while they're walking home from school". They'll be saying, "I'm glad my kid has a safe way to get home." The equestrians will also like this path because the horses will be happy with it. Cyclists' bicycles won't skid on the bark and they'll have a good path to travel on. This is why a wide bark path with a shrub border is the best way to help the community.

Sincerely,

Diya Jay

Diya

February 14, 2011

To the City of Kirkland

Dear Reader my opinion may matter to none or one but it will impact the future of the people that live and go to school and maybe even work in the Bridle Trails area.

I have only gone to school at Ben Franklin Elementary for not even two years. But this community is full of horses; I see them everywhere, on the way to school or just driving around. Just the other day, I saw one walking past the school on the pavement while my dad and I were going to the car. The horse did look a little uneasy on the pavement and the rider had to walk beside it. This shows that a cement walkway cannot be used. And horses like dirt and gravel but bicyclists don't like that so what should we do? I know we could use chemically stuck together gravel! It works for horses, bicycles, and wheelchairs! But what about kids walking home and people getting hit by cars? Horses don't like curbs. So what can we use as a barrier? How about shrubs and trees? Not too close and not too far because the horses need places to cross the street and not to far so the cars can tell there is a path. But the path needs to be big right? So it should be around 7-10 feet wide. So In my opinion the best solution is the most logical. And so the most logical option is the one I have discussed and everyone, or mostly everyone agrees with.

Sincerely

Connor Johnson

Connor Johnson

Rishi

2-14-11

Dear City of Kirkland,

I understand that you are planning to change how the walking path near Benjamin Franklin Elementary is set up. I agree that you should change it to the multi-purpose walkway. This is because I want to have the change be safe and friendly to the horses in the Bridle Trails Neighborhood. This will also help people walking on the path not accidentally go on to the road. The multi-purpose trail will definitely help people and animals, like horses.

There is an abundance of horses in the Bridle Trails neighborhood. However, the new sidewalk cannot have a curb, as a horse may hit its feet on the curb and get "spooked", and run into oncoming traffic. Horses also have sensitive feet, which can be hurt very easily. A multi-purpose trail would make sure that the horses' feet would be fine. But, someone other than the horses will benefit from the new trail

For pedestrians, one of the greatly significant changes will be that the walkers will not accidentally wander onto the road because they cannot distinguish the difference between the road and the sidewalk. This will make the route of children walking home a lot safer than it was before. This will most likely minimize accidents where a person is injured by a moving vehicle. There is one more group of people who will gain from this change.

For cyclists, they will not have to go single file. This would help because it would not be easy to hit someone and easier to steer safely. Plus, cyclists can share the path with horses with room to move so they do not get too close, which would spook the horse and possibly cause an accident.

All in all, I would say that the multi-purpose trail will definitely be user-friendly to horses, pedestrians, cyclists, and equestrians.

Sincerely,

Rishi K.

Rishi Krishnamurthy

2/14/11

To the City of Kirkland:

A multi use gravel path is the best for your safety. It will be wide enough to fit two bikers and one horse side by side and it will be made of a special type of gravel that stays in place. It will have a tree barrier to keep cars out. Having this multi use gravel path will allow bikers, pedestrians and horses to be comfortable and safe.

This path is good for horses because it allows them to keep their feet from slipping from underneath them. The gravel helps steady them and keep them from falling. The tree barriers prevent the horses from straying into the street and getting hit by cars. Believe me, it's not a pretty sight when a horse gets spooked.

A multi use gravel path keeps bikers safe and happy because it allows them to ride side by side without having to get down and walk every time they need to pass someone. The gravel will stay in place so the path won't be too bumpy. The tree barrier is good for bikers because it keeps them from accidentally drifting into the road.

Pedestrians will be happy if this path is installed because then parents won't have to worry as much about their child getting hit by a car. The tree barrier keeps the cars from crashing into the pedestrians. The wide gravel path allows people to enjoy themselves more rather than worrying about getting hit by a car.

Cement paths and dirt paths all make good sidewalks to the school, but a gravel path would make the best sidewalk of all. Gravel paths are good for horses, pedestrians and bikers. If the city does install a gravel path, I hope it will save some lives.

Sincerely,
Donna Albee
Donna Albee

2/15/2011

To: *City of Kirkland*

Have you heard that the tennis club wants to build a multi-use sidewalk to help keep the pedestrians, horses, and bikers safe? The tennis club was thinking of making a new building to house more people and as you probably know, in the city of Kirkland, if you want to do something major like expand your land or build a new building, if you must do something good for neighborhood too. They found a problem that neighbors would like to fix, no sidewalks in a stretch of the road close to Ben Franklin, and children were accidentally crashing into cars. So the managers of the tennis club decided to build a multi-purpose path in that stretch so that the horses, bikers and pedestrians alike to be on. After all, you wouldn't like it if your own child ran into a car, would you?

The path is made out of trees, chemicals, and gravel. The trees act as natural barriers so cars cannot crash into anything on the path. The chemicals and gravel make it so horses, pedestrians and bikers alike will enjoy it.

The horses like this path because it is made out of gravel. They like this as it is not slick, doesn't have slippery bumps and was not made of concrete and also does not have curbs. The horses like the gravel because it is bumpy while other things are flat and slippery, so they could scare the horse.

Pedestrians and bikers will enjoy this path because this new ground will have chemicals that will hold the gravel down and no gravel will fly off the ground causing possible injury. Also there will be a nice natural barrier that will look nice while at the same time protect the pedestrians, the bikers, and the horses from the cars.

These are the reasons why I feel you should choose the multi-use path.

From: *Nathan Eversole*

January 14, 2011

To the City of Kirkland,

My name is Hannah Salman and I go to school at Ben Franklin Elementary located in Kirkland. A panel of people came to talk to my class about the local tennis club that is being built close to our school. They also talked about the sidewalks and how we should improve them to benefit anyone who uses them. I think that having a multipurpose sidewalk would be the best option. The sidewalk will be made out of chemically treated gravel. This pathway would benefit bikers and pedestrians, horses, and drivers.

First of all, bikers and pedestrians will be benefited by this sidewalk. The chemical gravel is flat and not bumpy so it will be a lot easier to ride on it than it is right now. Bikers would be able to ride side by side. This also means that if kids are walking to school then they won't have to worry about the bikers because they would be able to go around or go side by side. The vegetation buffer will separate the road from the sidewalk so the parents of the children who walk to Ben Franklin will have the satisfaction of knowing their kids are safe.

This chemically treated sidewalk will also benefit the horses that use the pathway. The pathway will be wide so it will be easy for the riders to turn their horses around when needed. The gravel will be comfortable to walk on and will be good for their hooves. This gravel would also prevent any accidents including slips or falls. Therefore, the sidewalk would benefit the riders too.

Last but not least, drivers are another group in our community that will be benefited by this chemical gravel. Our roads would look a lot better with the vegetation because of its deluxe colors. It would be a lot more pleasant to drive on the road when you are surrounded with various kinds of vegetation. There would be no need for the little bumps on the side of the road. People, bikers, and horses will be safe from any accidents caused by cars.

In my opinion, the Central Park Tennis Club should make a chemically treated sidewalk that will benefit pedestrians, drivers, horses, riders, and bikers. I think this would be the best option because it would keep everyone in our community safe and happy. Everyone should be able to agree on this decision since it benefits us all.

Sincerely,

Hannah Salman

2/14/2011

To the city of Kirkland:

The tennis club across from Ben Franklin Elementary is planning to build two more buildings. If it does so, it'll also have to build a sidewalk along the side of its land. But what kind of sidewalk will it be? Cement? Gravel? Asphalt? Dirt? Which will be most useful, and most beneficial to the community?

I believe that the best idea to go with is to use a multi-purpose gravel path, in which the gravel is glued together and protected from the road by a line of trees. To find out how beneficial this would be, we need to investigate three things: practicality, cost, and appearance.

The path needs to be good for bicyclists, horses and pedestrians. Gravel would be too bumpy for cyclists, and asphalt would be too slippery for horses. A multi-use path made out of gravel stuck together firmly with chemicals would be a good choice since it provides both enough roughness for horses to not slide *and* is smooth enough for cyclists. The gravel is glued together and therefore doesn't move around.

The trees will serve as an effective barrier for cars, and will prevent horses from getting spooked because it will hide their view of the road. The trees will also provide scenic eye relief for the users of the path and the road along it; the bright shades of green will let their eyes take a break from the dull gray of the concrete.

But is the multi-use path cost-effective? Yes! The other safe alternative to a fixed-gravel path is a split path, with one side made of dirt for the horses and the other one of cement for joggers and cyclists. But that would take more time to complete, and it would take up more space than the fixed-gravel would. It would also look ugly. In addition, the fixed gravel path would most likely be more cost-effective because you are using only one material for the road instead of two.

So now you can see that a multi-use fixed-gravel path would be the best option. It would be good for pedestrians, bikers, and equestrians. It would look nice, and most importantly it would be safe.

Sincerely,

Maxim Meleshchuk

February 14, 2011

To City of Kirkland:

Do you care about your children's safety? Because if you do you better listen up! The best solution for kids and surroundings is a multi-purpose chemical gravel path with trees on the side of the road. A multi-purpose gravel path is gravel that is smoothened by that a chemical that is environmental friendly.

The multi-purpose gravel path with trees on the side of the road is probably the best idea because it's good for children, pedestrians, horses, horse riders and the environment. As most of you know there is a school called Benjamin Franklin Elementary close to the tennis club. Many kids walk or bike to school and home and it is very important for kids to be safe. When kids bike or walk, home or to school they may wander on the road and get hurt. You wouldn't want that to happen to an innocent, sweet child, would you? To make sure kids don't wander on to the road you could put trees by the side of the road to give a friendly reminder to kids that beyond the trees is the road.

The multi-purpose gravel path with trees on the side of the road would be a wonderful idea that suits horses perfectly because horses don't like curbs, sidewalks, bumps, or rocky surfaces like gravel. So the multi-purpose gravel path will be great. Horses can get spooked, but if you put a multi-purpose gravel path with trees on the side of the road, even if a car driver is going really fast, the horse won't see it, so it won't get spooked. If the horse gets spooked that is really bad cause it is dangerous to equestrians, the horse and its surrounding, when a horse gets spooked it serious business.

The multi-purpose gravel path with trees on the side of the road is environmental friendly. The chemical put on the gravel to make it smooth is an ecofriendly one and when have trees ever been not environmental friendly. The trees will make it look pretty and just another to not make it look awkward is that you could plant some flowers. By adding these beautiful flowers not only is it pretty and not awkward looking it also is ecofriendly.

Act now! Start putting up the multi-purpose gravel path now, if you care about pedestrians, equestrians, horses, and your children. Hurry! You'll be doing the neighborhood a great favor. Act now!

Sincerely,

Khushi Chaudhari (A student at Ben Franklin)

February 14, 2011

City of Kirkland:

I want to tell you my opinion about the sidewalk. I think you should use the multi-use gravel with the vegetation buffer because bike riders, horses, and kids walking home from school all benefit from it.

The bike riders benefit from the path because the gravel is very sturdy and easy to ride on. Also, the vegetation buffer will help keep the bikers on the path. It will provide a kind of wall and still look nice.

Horses benefit from this idea because they won't slip on the gravel. If we use a bump on the side then when horses cross the street they can step on it and slip. But with the vegetation buffer they won't slip. It is also very wide so horses have lots of room.

This benefits kids walking home from school because when cars turn around the corner they can accidently hit a child. But with this path it will be very noticeable and drivers will not hit kids.

This was why I think we should use the multi-use gravel with the vegetation buffer. Bikers, horses, and kids walking home from school all benefit from it. I hope you use this idea.

Sincerely, Aleks J.

Aleks J.

February 15th, 2011

To the City of Kirkland,

My name is Grace Chen and I am a 6th grader at Ben Franklin Elementary School. A panel of people came in to our classroom to talk about the local tennis club. I learned that if they wanted to build another building they would have to improve the community too. There have been debates on what type of sidewalk they should build. I believe the tennis club should build a wide chemical treated gravel path with a buffer made of vegetation like bushes and/or trees. This will be a benefit for the drivers, horses, and people (pedestrians/bikers).

This type of pathway will benefit the drivers because they will have a buffer between the path and the road. The vegetation would also be pleasant to look at too with the lush green leaves in spring and summer and colorful leaves in fall. The buffers will also prevent the need of the little buttons on the side of the road. This way both the drivers and the people and horses on the path will be safe and the vegetation will fit the already set "theme" of the community; lush and green.

The chemical treated gravel pathway will also benefit the horses. The horses will have a comfortable pathway to walk on, and enough space for them to turn around. Since the gravel is also chemically treated, the separate rocks wouldn't be loose underneath their hooves, preventing dangerous falls or slips. That will also keep the riders safe.

Another group of people this idea will benefit are the pedestrians and bikers. The pathway of gravel will be chemically treated, so it will not be loose. It will be flat so they can comfortably ride their bikes and walk. Since the pathway will be near Ben Franklin Elementary school, kids who walk home from school will also be able to use the walkway. The buffer between the road and the sidewalk will also keep the children safe from cars. Also, since the pathway will be wide, there will be enough space for kids who bike and kids who walk to use the pathway at the same time.

I think that the best type of pathway is the multi-purpose chemically treated gravel. It will benefit everyone, drivers, pedestrians, horses, and bikers. The vegetation used as a buffer will also keep everyone safe. Therefore, I believe that the Central Park Tennis Club should make a chemically treated gravel pathway when they build their extra building.

Sincerely,

Grace Chen

2-14-11

To the City of Kirkland:

The Central Park Tennis Club is building a new court and so it must put in sidewalk. Instead it wants to put in an eight to ten foot multi-use gravel path with a vegetation buffer and a chemical treatment that makes it easy to bike on. This plan will be the most beneficial to pedestrians, equestrians and bikers. The City of Kirkland should support this plan.

This path will benefit the bikers. It will provide a wide space for them to turn around and ride next to each other. The vegetation buffer will stop bikers from going in to the road and hitting a car. And, the chemical gravel will provide a hard surface; easy to bike on.

A multi-use gravel path will work for pedestrians. They will be able to avoid horses and bikers. They will not end up walking into the road and getting hit by a car. And, people are less likely to get hurt by a spooking horse.

The path is best for equestrians. The gravel will provide more traction than cement does for the horses' hooves. The width of the path will give them room to maneuver and the vegetation will stop scared horses from running into the road.

The multi-use path is the best option. If it is not put in soon, many bikes will be smashed and dented and many people and horses will be hurt or possibly killed.

-Adrian Plenefisch

2/12/2011

Dear City of Kirkland,

Do you want your children to be safe? Walking on the "sidewalk" on NE 60th street near Benjamin Franklin Elementary is pretty dangerous. Kids get injured trying to walk on it, but being next road with no way of telling how far the sides are is just like walking on the side of the road.

First off, there is no sidewalk! Just gravel. No bump or anything to indicate the ending of a road and a starting of a sidewalk. On Walk to School Week and/or Bike to School Week, kids taking that path run into cars, and get seriously injured. The principle and quite a few others are thinking of getting the regular sidewalk, the one made of asphodel. But there are also horses in the neighborhood that also take this path, and they don't exactly like the asphodel. They usually like the gravel roads. The horses have been here for quite a while, so we can't just build a sidewalk and not listen to them. They were here first!

I was thinking about a path, with gravel. Gravel usually doesn't come off the ground on a light accident, like get stuck in horseshoes or in the tires of a riding bike. There's something underneath it, so it stays on the ground, but you can still pick it up and dump it on the ground! And usually, people aren't really picky of what they step on. So I think they could walk on gravel with ease. But anyway, gravel's already there, right? So to send the signal that "This is the sidewalk, and this is the road", I think we could plant small trees or shrubs on the corners, forming a line. But if a driver just *happens* to be texting while driving a car or not paying attention, they would either bump a tree or a shrub, jerking their head back to the steering wheel, or they would run into a tree. But I think bumping a shrub or a tree could really get their attention, and I don't think they would need to run over a shrub to notice where they're going. All I'm trying to say is to form a small line or boundary to tell a driver where his lane is, and to tell a kid where *he's* supposed to be. We could even use like a three-brick-high brick line, if pushing shrubs or hitting trees with tires could really hurt them.

The "sidewalk" on NE 60th street *really* needs help, or someone could get hurt. Like all sidewalks, they have a small bump to tell the driver, *"Hey! You're out of your lane!"* Why shouldn't ours? The kids and horses both share the sidewalk, and they're totally fine with the gravel. But we need a boundary line. Our kids are getting hurt!

Sincerely,

Shyla Kala

February 15, 2011

Dear City of Kirkland,

I think the plan to put the horse and bike friendly material followed by trees is good. It makes sense to add a sidewalk on the other side of NE 60th street because a sidewalk going nowhere makes no sense. It makes sense to build a longer set of sidewalks so kids going to school are able to get there without riding on gravel and being unable to see were the path meets the road. Of course, it is bad for horses to build a concrete sidewalk, so it is good that it is a horse-friendly surface. The trees will prevent cars from going of the road and still allow horses though unlike a bumper. And they look nice. It will be required to remove a land barrier. This has a fence on it. It could pose a problem if the fence is removed and whoever lives there might not like having their privacy lost without a fence. That could pose a problem. It also would have to dodge the fire hydrant in a nook there. How will the path do that? This could be an expensive project; but it seems worthwhile.

Sincerely

William Pearson

William Pearson
WILLIAM PEARSON

February 10, 2011

City of Kirkland:

Do you care about your child's safety? The Central Park Tennis Club is building some new courts, doing that, they have to improve the area around them. I think they should make a multi use gravel path because kids, horses and bikers can go places safely.

At first Kim Frickie, the Ben Franklin principal, walked into a meeting wanting sidewalks. The city informed her that the kids at her school would be in danger from the horses. On the other hand, this option is good for kids because there will be a vegetation buffer to keep them from wandering into the road. They'll have plenty of room to back away if a horse spooks and goes crazy. There will also be room for them to walk alongside their friends who bike to and from school. If you choose this option so many less children will get hurt/ injured.

This option is good for bikers because there will be room for them to turn without going onto the road. And the chemicals on the gravel make it better for the wheels. Beginners will have plenty of room to wobble, turn and tumble. The bikers won't have to go in the bike lane and risk getting run over by crazy drivers. Just think, your child's bike could get smashed if you don't choose this. They also won't slip on tar and cement. Kids and adults alike will be safer than ever if you choose this.

The equestrians will also be glad if you choose this option because their horses won't spook. The horses don't like cement and tar, which will make them more prone to spook. So if you choose this option your children will be in less danger. If you own a horse you gan ride without getting thrown off the horse. Since the trail is so wide you could be able to ride alongside a pedestrian.

This is the best option for everyone animal and human to stay safe. Choose the multi use gravel path.

Sincerely,

Chloé Smith

Student at Ben Franklin elementary

To the city of Kirkland:

The Central Park Tennis club is trying to build a new building. According to city rules, they have to build a path along the bottom of NE 60th street, connecting to the existing path in front of Ben Franklin Elementary. The best choice for this path is the multi-use gravel path with the all natural vegetation buffer because it is usable by pedestrians, bikers, and equestrians.

A multi-use gravel path is usable by pedestrians because the surface is level. The problem is that presently there is no path. Also, the vegetation buffer will not only keep pedestrians from walking onto the road, it will help keep the cars on the road.

In addition, a multi-use gravel path can be used by bikers because the special gravel will not shift when the bikers ride over it, and it will be a wide level surface that will be easy to bike on. Also, like with the pedestrians, the buffer will help the bikers know where the road stops and the path begins.

Finally the path will be usable by the equestrians because it will not hurt the horse's hooves. If the horses would hurt their hooves, they would most likely spook, endangering the horse, the rider, and other people on the trail. Also, the natural buffer would prevent horses from going on the road when spooked.

Therefore, multi-use gravel path is the best choice for the trail because it would benefit pedestrians, bikers, and equestrians.

Sincerely,
Trevor M
Trevor M.

Tuesday, February 08, 2011

To city of Kirkland:

I am a student at Ben Franklin Elementary School. Representatives of the City Council came to our school and explained to us an issue of great importance to our school and the surrounding community.

The Central Park Tennis Club has requested to add on a new building to their facility. City regulations say that their new building must have sidewalk on one side, next to the club, but the tennis club has proposed something different. They proposed to create something that would allow the easy movement of horses, pedestrians, and bikers. This path would go from Ben Franklin Elementary School to 132nd Avenue NE.

Because horseshoes can slip on wet pavement, a cement sidewalk would not be the best surface. If a sidewalk were not present at all, this could result in cars hitting bikers, horses, or pedestrians. After several discussions, someone came up with the idea of having "Stabilized" gravel, and having a vegetation buffer to separate the stabilized gravel path from the road. I think this is a great idea, because not only does it have a barrier that would make drivers notice that they have left the road, but it looks attractive too.

In my opinion, it was very nice of the tennis club to create something that although more expensive, benefits the community more than the simple sidewalk that the city recommended. This would benefit the community because it creates a safe place to walk where people would not be on the road, and where horses wouldn't injure themselves.

Sincerely,
Kyran Adams
Kyran Adams

Ben Franklin Elementary School

February 16, 2011

To The City of Kirkland,

The Central Park Tennis Club is proposing to build a multi-use trail from our school on NE 60th St. all the way until 132nd Ave. NE. Here it will meet with the sidewalk. I believe that a chemically treated *wide* gravel path with a buffer made of bushes or trees would be best for horses and equestrians, drivers, and pedestrians and bikers.

The path will be good for horses because the gravel is much, much better for their horseshoes then concrete in the form of a curb or sidewalk would be. The path would also have enough space for a horse to turn around. The sunlight reflected off the metal or the cars' windows or body would also be partially blocked by the vegetation, which would help to not spook the horses. This would also help keep the rider safe.

Did you know that three out of four drivers that actually hit and/or kill pedestrians or cyclists don't even get a ticket? If your kid died would you like to have the driver get off free without any meaningful punishment that would stop them from doing it again? People of all ages would be safer on this path because of the vegetation barrier which would slow down, or even stop, out of control drivers so that the people have time to get out of the way.

The gravely path we have now is uncomfortable to bike or walk over and so the bikers usually try to keep off it. The pedestrians also have an uncomfortable feeling on their feet when the gravel is crunching under their shoes. The proposed path will be smooth and would be nice to ride a bike over or walk. Also, since most kids like to ride side by side, this path will be wide enough to allow that and they still wouldn't be partially on the road. They could also go around horses if needed.

This path must be built so that no one gets hurt, not animals, not humans. The vegetation buffer would help keeping drivers off the path and people on the trail, while adding a nice look to the path itself. This is the most desirable option I see for what to build, seeing as it goes all the way from Ben Franklin Elementary to the sidewalk on 132nd Ave. NE.

Sincerely,

Irika Sinha

Irika Sinha

Ben Franklin Elementary Student

RECEIVED
FEB 15 2011
_____AM _____PM
PLANNING DEPARTMENT
BY_____

PTA®
*every*child. *one*voice.®
www.mybenfranklinpta.org

February 14, 2011

Susan Greene
City of Kirkland
123 – 5th Avenue
Kirkland, WA 98033
Reference: ZON10-00022

Dear Ms. Greene:

The Ben Franklin PTA Executive Board met with members of Central Park Tennis Club, the City of Kirkland, and various community representatives. After the changes that resulted from the January 10th meeting, the Ben Franklin Elementary PTA Board **enthusiastically supports** the 60th Street Improvements that result from the Central Park Tennis Club expansion *(Reference: ZON10-00022)*.

We remain concerned over the flow of traffic along 60th Street. In particular: (1) the volume of traffic that uses 60th Street, including the garbage trucks; and (2) the congestion of traffic that occurs during school drop-off and pick-up times. We actively encourage you to look into ways to mitigate the traffic along 60th Street, such as turn lanes into the school.

Sincerely,

Valerie Horvath,
President, Ben Franklin Executive Board

CITY OF KIRKLAND
Hearing Examiner Exhibit
Applicant _____
Department ✓
Public _____
FILE # ZON10-00022

E

From: glen5626@comcast.net
To: Susan Lauinger;
cc: fofrederickson@aol.com;
Subject: Feb. 17, Central Park Tennis Club Expansion Hearing
Date: Wednesday, February 16, 2011 10:21:32 AM

Hello, my name is Glen Simmons. I am a home owner in the Kirkland Hunt Club adjacent to Central Park Tennis Club. I am working our of town and am unable to attend the hearing on Feb. 17th regarding the Tennis Club's proposal to use 125th Lane N.E. as it's sole entrance and exit for it's members and guests. I would be at the hearing if I were in town to actively oppose the proposal because of it's impact on my property value, safety of residents, children attending Ben Franklin Elementary school and Central Park Tennis Club members and guests.

I respectfully request and urge those considering this proposal to decline it based on the reasons stated above and additional information presented by others opposing the proposal at the hearing.

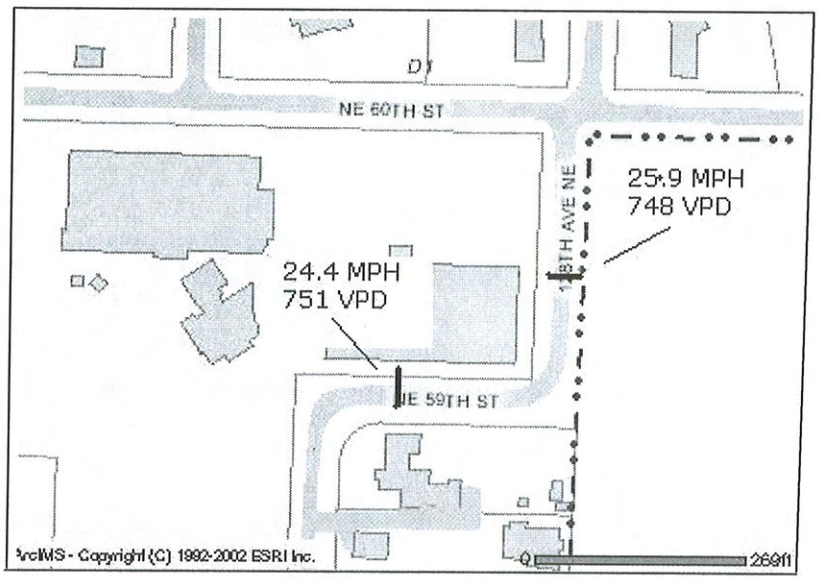
Very truly yours,
Glen G. Simmons
5626 125th Lane N.E.
Kirkland, WA 98033
206-390-7282

From: Ellen McMahon [mailto:EMcMahon@ci.kirkland.wa.us]
Sent: Wednesday, November 29, 2006 3:30 PM
To: public@andyheld.com
Subject: speed study results

Hi Andy,
I hope you had a nice Thanksgiving.

I have the results of the traffic study we did for 128th and NE 59th. Neither street qualifies for traffic calming however I would like to talk to you about another option that may work.

Here's a summary of the traffic data we collected a couple of weeks ago on Oct 23-30, 2006:



In order to qualify for speed humps the traffic speed would have to be at least 5 mph over the speed limit with volumes between 200-5,000 vehicles per day (VPD).

Ellen

Ellen McMahon
Neighborhood Traffic Control Program Coordinator
City of Kirkland
425-587-3868 fax 425-587-3807
emcmahon@ci.kirkland.wa.us
Office Hours
Tuesday-Thursday 9:30am-3:30pm

CITY OF KIRKLAND
Hearing Examiner Exhibit
Applicant ✓
Department ____
Public ____
FILE # ZON10-00022
F

History of Good Relations

- I can speak since Jan, 1993; others have longer history…
- Operational concerns – highly to responsive to neighbor's issues. (Fans and lights on timers, signs and newsletter reminders on etiquette, …)
- Traffic – 128th NE and NE 59th have no sidewalk; muddy shoulder. CPTC supported speed-humps to enhance pedestrian safety

CITY OF KIRKLAND
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Department ____
Public ____
FILE # ZON10-00022

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Public Involvement

- Neighborhood meeting: 127th Street residents and property owners – July 21, 2010
- Neighborhood meeting: Kirkland Hunt Club, Silver Spurs, Silver Spurs II – Sept 2, 2010
- South Rose Hill/Bridle Trails Neighborhood Association General Meeting – Sept 14, 2010
- Follow-up 127th Street meeting: 23 January, 2011
- Multiple SRH/BT NA Board meetings
- Sixteen stakeholders at meeting on Public Improvements – walked ROW and met to discuss, compromise, and **agree** (PTSA, Franklin Elem, LWSD Risk Manager, LWSC, SRH/BT NA, CPTC, CofK Pub Works, PCD, CMO)
- One on one meetings with stakeholders
  - Franklin Elementary School principal
  - President and past-president of Lake Washington Saddle Club
  - City staff, from Public Works and Planning
- Email exchanges with Franklin Elementary PTSA co-President

Andy Held

- Eight years on Kirkland Park Board
- Committees for (successful) Park Bond and (unsuccessful) Utility Tax
- Current member of Kirkland Planning Commission
- One of the founders of Kirkland Alliance of Neighborhoods
- Three years as Vice-President of South Rose Hill/Bridle Trails Neighborhood Association (SRH/BT NA)
- Currently a Director of SRH/BT NA
- Etc.

Central Park

Tennis Club

August 17, 2010

Central Park Tennis Club
12630 NE 59th St
Kirkland, WA 98033
425-822-2206

Central Park Tennis Club Neighbors at:
Kirkland Hunt Club
Silver Spurs
Silver Spurs 2

Dear neighbors,

Central Park Tennis Club is planning an expansion of its facilities. Please join representatives of the expansion committee on **Thursday, September 2, 2010 at 7:00 P.M.** for a discussion about the preliminary plans for the project.

The meeting will be held in the "Board Room" at the Club. Please come up the stairs to the receptionist and ask for directions to the room.

We are very early in the planning process. We are looking forward to comments and feedback from our neighbors.

If you are unable to attend his session for our immediate neighbors, we will also be presenting the proposed project at the South Rose Hill / Bridle Trails Neighborhood Association meeting at **7:00 PM on Tuesday, September 14.** That meeting will be held at:

Lake Washington United Methodist Church
7525 132nd Ave NE,
Kirkland, WA 98033.

Sincerely,

Jack Goldberg, Chair, CPTC Expansion Committee

CITY OF KIRKLAND
Hearing Examiner Exhibit
Applicant ✓
Department ____
Public ____
FILE # ZON10-00022

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12630 NE 59th Street • Kirkland, Washington 98033 • (425) 822-2206 • FAX (425) 827-8580
www.centralparktennisclub.com

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5

NO SALES TAX
AFF. NO. [illegible]
JUL 23 1973
[illegible]

EASEMENT

730723055C

For Ten ($10.00) Dollars and other good and valuable consideration, in hand paid, receipt whereof is hereby acknowledged, TRI-LAND CORPORATION, a Washington corporation, hereby makes and declares for the benefit of itself, its successors and assigns, and CENTRAL PARK TENNIS CLUB, a Washington nonprofit corporation, hereby grants, bargains, sells, and conveys unto Tri-Land Corporation, its successors and assigns, perpetual, non-exclusive rights and easements over, through and across the following described property situated in King County, Washington.

Easement No. 1

The West thirty feet of the following described parcel:

The South 428.94 feet of the North 458.94 feet of the West one-half of the Northwest one-quarter of the Northeast one-quarter of Section 16, Township 25 North, Range 5 East, W.M., King County, Washington, EXCEPT the West 329.50 feet thereof.

Easement No. 2

The South thirty feet of Lot 2 of Flying Horseshoe Tracts as recorded in Volume 54 of Plats, page 97, records of King County, Washington, together with the South thirty feet of the portion of vacated 126th Avenue N.E. adjoining said Lot 2.

30/2/1(H)509

SUBJECT TO THE FOLLOWING:

1. The easements and rights herein made and granted shall burden and run with the land on which they are located and shall inure to the benefit of the owners, occupiers and users of the following described real property (herein the "benefited property") situated in King County, Washington:

The West one-half of the Northwest one-quarter of the Northeast one-quarter of Section 16, Township 25 North, Range 5 East, W.M., King County, Washington, EXCEPT the North 458.94 feet and the West 329.50 feet thereof.

2. The easements and rights herein made and granted shall be used for the purposes of ingress to and egress from the benefited property or any part thereof, by people, animals and vehicles, and as a right of way for water, drainage, sewerage, power and other utilities to and from the benefited property.

CITY OF KIRKLAND
Hearing Examiner Exhibit
Applicant ✓
Department
Public
FILE # ZON10-00022

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730/230550

3. The easements and rights herein made and granted shall be perpetual provided, however, that either or both of the easements may be terminated at any time, in whole or in part, either by written and recorded agreement signed by all parties having an interest in the benefited property and any part thereof, including mortgagees, or by written instrument signed by Tri-Land Corporation, or its successors or assigns, without the consent of the parties having an interest in the benefited property.

4. Tri-Land Corporation, its successors and assigns, shall have the right to grant to others the right to exercise and enjoy the rights and easements herein granted on such terms and conditions as Tri-Land Corporation or its successors or assigns may impose.

5. Central Park Tennis Club hereby covenants to keep and maintain the easement rights of way in good condition, useable for their intended purposes, and covered with wood chips or similar substances satisfactory to Tri-Land Corporation, its successors and assigns, all at the sole cost and expense of Central Park Tennis Club, its successors and assigns and said covenant shall be an obligation running with the land burdened by the easements.

DATED this 23 day of May, 1973.

TRI-LAND CORPORATION

By [signature]
Its PRESIDENT

CENTRAL PARK TENNIS CLUB

By [signature]
Its President

STATE OF WASHINGTON)
) ss.
COUNTY OF KING)

THIS IS TO CERTIFY that on this 23rd day of July, 1973, before me, the undersigned, a notary public in and for the State of Washington, duly commissioned and sworn, personally appeared [illegible], to me known to be the President of TRI-LAND CORPORATION, the corporation that executed the within and foregoing instrument, and acknowledged the said instrument to be the free and voluntary act and deed of said corporation for the uses and purposes therein mentioned, and on oath stated that he was authorized to execute said instrument, and that the seal affixed is the corporate seal of said corporation.

WITNESS my hand and official seal the day and year in this certificate first above written.

Notary public in and for the State of Washington, residing at Seattle

STATE OF WASHINGTON)
) ss.
COUNTY OF KING)

THIS IS TO CERTIFY that on this 23rd day of July, 1973, before me, the undersigned, a notary public in and for the State of Washington, duly commissioned and sworn, personally appeared [illegible], to me known to be the President of CENTRAL PARK TENNIS CLUB, the corporation that executed the within and foregoing instrument, and acknowledged the said instrument to be the free and voluntary act and deed of said corporation for the uses and purposes therein mentioned, and on oath stated that he was authorized to execute said instrument, and that the seal affixed is the corporate seal of said corporation.

WITNESS my hand and official seal the day and year in this certificate first above written.

Notary public in and for the State of Washington, residing at Seattle

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SECURITY TITLE INS CO.
SEATTLE, WASH.

LETTER FROM CPTC - 1

Central Park Tennis Club

RECEIVED
SEP 2 1987
AM PM
PLANNING DEPARTMENT
BY

August 31, 1987

Teresa J. Swan, Associate Planner
Department of Planning & Community Development
City Hall, 123 Fifth Avenue
Kirkland, WA 98033

Dear Teresa Swan:

Jon Nordby, immediate past president of the Central Park Tennis Club, being most conversant with the proposed Kirkland Hunt Club Master Plan presented for public discussion at the Hearing Examiner's session Thursday, August 27 had provided representatives of the Club with a series of questions for the hearing, most of which were addressed by current president, Gordon Griffes, which will be a matter of record, stated verbally at the hearing.

However, to include in your file concerning the matter, the president has suggested I summarize on paper those question which would be of primary concern to Central Park Tennis Club.

1. Entry road (as described in newspaper article) to be partly paved in brick, running under an arch.

   Note: Believe this question posed by Mr. Griffes responded to; the concern of the Club being in the future, if the Club exercises its right to use this access as the main entry to the club grounds, the archway - brick concept could prove not suitable for additional traffic by the public and tennis club members, in addition to the development home owners.

2. Landscaping of entry: will the developer landscape the east side of the access road. Assuming the road itself is 30' wide, the developer would be landscaping, berming, etc. on Central Park non-easement property.

3. Club planners will hope that prospective owners of Lots 1, 2 and 3 be made aware that in future the Club may erect a third covered court building directly across from their homes.

4. It would be important for the Club to be made aware of any conditions attached to the building and/or use permits, since conditions so set forth may impact

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FILE # ZON10-00022

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or set precedents which could impact future development of CPTC property, and the Club would wish to be aware of the "conditioning" process.

Finally, the developer has most likely discussed traffic impacts on the proposed access road and NE 60th based on use of the access road by owners and visitors to the proposed development, with Kirkland evaluating impact and adequacy on this basis.

However, it is believed important to remember that Central Park may want to use this road at a later time as the main access to Central Park. It may be at that time Kirkland planners might decide that the access road should be widened, that new impacts on NE 60th be mitigated, etc., with the resulting possibility that Central Park would have to pay for these improvements and to use Central Park land for additional right of way.

We therefore find it highly important that the proposed access road be evaluated from the point of view that Central Park will use the proposed access road at some future date and the developer should pay for any required additional improvements.

Thank you for forwarding this to the Hearing Examiner, and we will appreciate your retaining a copy for your files.

Sincerely,

Bernice L. McGarry, CCM
General Manager

cc: Gordon Griffes, President

LETTER FROM CITY

file

CITY OF KIRKLAND
123 FIFTH AVENUE · KIRKLAND, WASHINGTON 98033-6189 · (206) 828-1100

February 10, 1988

Mr. Gordon Griffes
Central Park Tennis Club
P.O. Box 366
Kirkland, WA 98033

Dear Mr. Griffes:

Subject: Added Vehicular Traffic to the Roadway Plan for the Kirkland Hunt Club

I regret that I could not respond to your letter any sooner, but until now I have been involved with a major project which I was working on before I received your letter.

In response to your November 18, 1987 letter, Fred French of the Public Works Department has indicated to me that the roadway plan for the Kirkland Hunt Club appears to be adequate to accommodate traffic from the Central Park Tennis Club. Based on a preliminary analysis of the traffic information that you supplied to us in your letter, Mr. French's initial thoughts are that the 22-foot wide paved roadway within the 30-foot wide easement should be sufficient to accommodate the traffic from both developments. However, he may require that no on-street parking be allowed.

Should you want more information concerning the adequacy of the roadway plan for the Kirkland Hunt Club, feel free to contact Fred French at 828-1237.

Sincerely,

PLANNING AND COMMUNITY DEVELOPMENT

Teresa J. Swan

Teresa J. Swan
Associate Planner

cc: Fred French
File S-IIA-87-46

9668C/288A/TS:cw

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Court of Appeals of Washington,
Division 3,
Panel Six.
William COLWELL and Lurena Colwell, husband and wife, and the marital community comprised thereof, Respondents,
v.
David ETZELL and Jane Doe Etzell, husband and wife, and the marital community comprised thereof, Appellants.

No. 21733-7-III.
Dec. 23, 2003.

Background: Owner of dominant estate sued owner of servient estate to quiet title to easement that servient owner allegedly interfered with. The Superior Court, Stevens County, Rebecca Baker, J., entered partial summary judgment quieting dominant owner's title to the easement and awarded him attorney fees and costs. Servient owner appealed award of fees and costs.

Holding: The Court of Appeals, Schultheis, J., held that servient owner did not interfere with easement, and thus was not liable for attorney fees and costs.

Reversed.

Sweeney, J., concurred in result and filed opinion.

West Headnotes

[1] Appeal and Error 30 ⚷893(1)

30 Appeal and Error
30XVI Review
30XVI(F) Trial De Novo
30k892 Trial De Novo
30k893 Cases Triable in Appellate Court
30k893(1) k. In general. Most Cited Cases

Appeal and Error 30 ⚷895(2)

30 Appeal and Error
30XVI Review
30XVI(F) Trial De Novo
30k892 Trial De Novo
30k895 Scope of Inquiry
30k895(2) k. Effect of findings below. Most Cited Cases

When a case turns on the interpretation of a statute by the trial court, the Court of Appeals must first apply a de novo standard of review; while historical facts receive deference, the statement of the law and the application of that law to the historical facts, to determine ultimate facts, is reviewed de novo.

[2] Easements 141 ⚷42

141 Easements
141II Extent of Right, Use, and Obstruction
141k39 Extent of Right
141k42 k. By express grant or reservation. Most Cited Cases

If an easement is ambiguous or even silent on some points, the rules of construction call for examination of the situation of the property, the parties, and surrounding circumstances.

[3] Easements 141 ⚷38

141 Easements
141II Extent of Right, Use, and Obstruction
141k38 k. Relation between owners of dominant and servient tenements in general. Most Cited Cases

The owner of a servient estate has the right to use his land for any purpose not inconsistent with its ultimate use for reserved easement purposes.

[4] Easements 141 ⚷58(1)

141 Easements
141II Extent of Right, Use, and Obstruction

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141k56 Obstruction or Disturbance
141k58 Ways
141k58(1) k. In general. Most Cited Cases

Quieting Title 318 54

318 Quieting Title
318II Proceedings and Relief
318k54 k. Costs. Most Cited Cases

Owner of servient estate did not intentionally interfere with easement through his land by ditching and installing culverts on road to protect against erosion, and thus was not liable for dominant estate owner's attorney fees and costs for quiet title action; location of easement was neither specified nor surveyed at time it was granted, deed was silent on subject of maintenance, repair, or any contemplated burdens, and runoff posed serious drainage problems. West's RCWA 4.24.630.

[5] Appeal and Error 30 846(6)

30 Appeal and Error
30XVI Review
30XVI(A) Scope, Standards, and Extent, in General
30k844 Review Dependent on Mode of Trial in Lower Court
30k846 Trial by Court in General
30k846(6) k. Consideration and effect of findings or failure to make findings. Most Cited Cases

Appeal and Error 30 1010.1(6)

30 Appeal and Error
30XVI Review
30XVI(I) Questions of Fact, Verdicts, and Findings
30XVI(I)3 Findings of Court
30k1010 Sufficiency of Evidence in Support
30k1010.1 In General
30k1010.1(6) k. Substantial evidence. Most Cited Cases

When the trial court has weighed the evidence, review is limited to determining whether the trial court's findings are supported by substantial evidence and, if so, whether the findings support the court's conclusions of law and judgment.

[6] Appeal and Error 30 901

30 Appeal and Error
30XVI Review
30XVI(G) Presumptions
30k901 k. Burden of showing error. Most Cited Cases

The party challenging a finding of fact bears the burden of showing that it is not supported by the record.

[7] Water Law 405 1166

405 Water Law
405V Diffuse Surface Waters
405V(A) In General
405k1166 k. Common enemy doctrine; right to avoid surface waters. Most Cited Cases
(Formerly 405k116)

If one in the lawful exercise of his right to control, manage or improve his own land, finds it necessary to protect it from surface water flowing from higher land, he may do so, and if damage thereby results to another, it is "damnum absque injuria," that is loss, hurt, or harm without injury in the legal sense.

[8] Water Law 405 1166

405 Water Law
405V Diffuse Surface Waters
405V(A) In General
405k1166 k. Common enemy doctrine; right to avoid surface waters. Most Cited Cases
(Formerly 405k119(2), 405k118)

Water Law 405 1169

405 Water Law
405V Diffuse Surface Waters
405V(A) In General
405k1168 Drainage or Discharge
405k1169 k. In general. Most Cited Cases
(Formerly 405k119(2))

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Weapons 406 ⚷107(4)

406 Weapons
406I In General
406k102 Constitutional, Statutory, and Regulatory Provisions
406k107 Construction
406k107(4) k. What guns are allowed. Most Cited Cases
(Formerly 405k119(2))

There are three exceptions to the common enemy doctrine: (1) even though a downhill landowner can lawfully repel surface water from his or her land, it must be done without blocking a natural watercourse or drainway, (2) an uphill landowner cannot lawfully collect water in an artificial channel, then discharge it on adjoining lands, and (3) the landowner must act in good faith and with due care to avoid unnecessary damage to the property of others.

[9] Costs 102 ⚷194.16

102 Costs
102VIII Attorney Fees
102k194.16 k. American rule; necessity of contractual or statutory authorization or grounds in equity. Most Cited Cases

Attorney fees and costs are permitted only if based on a statutory, contractual, or equitable ground.

[10] Quieting Title 318 ⚷54

318 Quieting Title
318II Proceedings and Relief
318k54 k. Costs. Most Cited Cases

In a typical quiet title action, there is no statutory basis for awarding attorney fees to prevailing parties.

[11] Costs 102 ⚷264

102 Costs
102X On Appeal or Error
102k264 k. Taxation of costs on appeal or error. Most Cited Cases

Where a statute allows an award of attorney fees to the prevailing party at trial, the appellate court has inherent authority to make such an award on appeal.

****896 *434** Paul J. Wasson, Attorney at Law, Spokane, WA, for Appellants.

Aaron L. Lowe, Aaron L. Lowe & Associates PS, Spokane, WA, for Respondents.

***435** SCHULTHEIS, J.

A partial summary judgment was granted to William and Lurena Colwell quieting title to an easement through David Etzell's property. Mr. Etzell appeals the subsequent award of attorney fees and costs. He challenges the trial court's finding that he violated RCW 4.24.630 [FN1] by intentionally interfering with the Colwells' easement. Because we find that Mr. Etzell did not violate RCW 4.24.630, we reverse the award of attorney fees and costs.

FN1. The Laws of 1999, chapter 248, section 2 amendment to this statute does not affect the outcome of this action.

FACTS

In summer 1999, the Colwells filed in Stevens County a summons and complaint to quiet title to an easement crossing Mr. Etzell's land. Although Mr. Etzell was initially represented by an attorney who filed the original answer to the complaint, his counsel later withdrew, and he remained pro se through depositions, his response to the Colwells' motion for summary judgment, a telephonic argument opposing summary judgment, and the trial judgment.

The parties own adjoining pieces of land. The Colwells purchased their parcel in 1981 from Nelson Lumber Company, and were given a permanent nonexclusive easement over the adjoining parcel for ingress and egress and utilities. The former owners of Mr. Etzell's land purchased the adjoining parcel from Nelson Lumber Company later the same year, subject to the Colwells' easement. Although Mr. Etzell claims to have actually lived on this parcel for at least 10 ****897** years prior to owning it, he gained title to it by quitclaim deed in 1995.

Mr. Etzell states that in the spring of 1998 heavy runoff from springs located on a different parcel ad-

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joining his ***436** property caused severe drainage problems on his property that required him to ditch and culvert a portion of a road across his property to avoid serious damage. He ditched and positioned culverts in five different places on the road. One day, as Mr. Etzell was making the repairs to the road, Mr. Colwell approached him wearing a gun. According to Mr. Etzell, Mr. Colwell was very irate, screamed at him, and told him what "[he] could and couldn't do." Clerk's Papers (CP) at 53. Mr. Etzell declared he had never met the Colwells, had only seen their vehicle go through his property three to five times during the 15-year period he lived on the property, and he was very intimidated by the situation.

Mr. Etzell also claims that since the easement across his property was generally created by the common grantor, Nelson Lumber Company, and since it was not specifically described or surveyed, he had no idea the particular road he was repairing was the existing easement. He further claims that even while repair work was being done, Mr. Colwell was able to use the road at all times to access his property. Prior to his withdrawal, Mr. Etzell's former counsel, Robert Simeone, communicated several times with the Colwells' attorney in an attempt to clarify and formally establish an easement access acceptable to both parties without incurring the expense of a survey.

Because of the repair work, the Colwells claimed they had to use a different road crossing another adjacent landowner's property-to which they had no easement-to access their property. Finally, they had surveyors determine property lines and mark where they believed the easement had always been, and filed a motion for summary judgment to quiet title to their easement. The court granted partial summary judgment in favor of the Colwells quieting title to their easement and reserved for trial the issue of damages necessary to restore the easement to usable condition. Prior to trial, the road was repaired and completed on the easement at Mr. Etzell's expense, removing the need for the Colwells to seek damages. Instead, they sought costs and attorney fees pursuant to RCW 4.24.630.

***437** Both parties used *Standing Rock Homeowners Ass'n v. Misich,* 106 Wash.App. 231, 23 P.3d 520, *review denied,* 145 Wash.2d 1008, 37 P.3d 290 (2001) to support their arguments regarding the question of attorney fees, costs, and the correct interpretation of RCW 4.24.630 as it applies to Mr. Etzell's alleged intentional interference with the Colwells' use of the easement across his property. Ultimately, the trial court awarded the Colwells costs and attorney fees totaling $9,341.10. This appeal followed.

INTENTIONAL INTERFERENCE WITH THE EASEMENT

[1] Mr. Etzell claims that the trial court erred in finding that he had intentionally interfered with the Colwells' use of their easement by skewing the proper interpretation of RCW 4.24.630 and *Standing Rock* and misapplying the law to the facts of the case at bar. As a rule, in Washington all findings of fact are reviewed under the substantial evidence test. *Panorama Village Homeowners Ass'n v. Golden Rule Roofing, Inc.,* 102 Wash.App. 422, 425, 10 P.3d 417 (2000). However, when a case turns on the interpretation of a statute by the court, we must first apply a de novo standard of review. *Berger v. Sonneland,* 144 Wash.2d 91, 104-05, 26 P.3d 257 (2001). Historical facts receive deference, but the statement of the law and the application of that law to the historical facts (to determine ultimate facts) is reviewed de novo. *Franklin County Sheriff's Office v. Sellers,* 97 Wash.2d 317, 330, 646 P.2d 113 (1982).

RCW 4.24.630(1) states:

> Every person *who goes onto the land of another* and who removes timber, crops, minerals, or other similar valuable property from the land, or wrongfully causes waste or injury to the land, or wrongfully injures personal property or improvements to real estate on the land, is liable to the injured party for treble the amount of the damages caused by the removal, waste, or injury. For purposes of this section, *a* *****898** *person acts "wrongfully" if the person intentionally and unreasonably commits the act or acts while knowing, or having reason to know, that he or she lacks authorization to so act.* Damages recoverable***438** under this section include, but are not limited to, damages for the market value of the property removed or injured, and for injury to the land, including the costs of restoration. In addition, the person is liable for reimbursing the injured party for the party's reasonable costs, including but not limited to investigative costs and reasonable attorneys' fees and other litigation-related costs.

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(Emphasis added.)

This statute is precisely and unambiguously worded. "[A]s the plain language of RCW 4.24.630(1) envisions wrongful conduct, any violation of that statute is analogous to an intentional tort, like trespass to personal property or conversion." *Standing Rock,* 106 Wash.App. at 246, 23 P.3d 520. While recognizing factual differences between *Standing Rock* and the present case, the trial court dismissed these differences as immaterial. We do not agree. In *Standing Rock,* the plaintiff, an association of property owners in a Chelan County development, had placed a number of gates on an easement passing through its property, as well as on the land of an adjoining nonparty, to deter trespass and vandalism. *Id.* at 236, 23 P.3d 520. The holder of the easement repeatedly entered onto the Standing Rock land and destroyed the gates. *Id.* at 242, 23 P.3d 520. The court held that the gates were reasonable burdens on the easement and that the defendant holder of the easement was liable for all the damages caused by his actions.

In the current case, the trial court reasoned that *Standing Rock* "supports the idea that it is not so much the 'trespass' or '*entry upon* the *land* of another,' but the (wrongful) invasion of a right *in* land that is protected by RCW 4[.]24[.]630." CP at 72. The trial court's analysis was supported by its determination that the decision in *Standing Rock* did not turn upon the entry upon the land of another, but instead "upon the wrongful invasion of the real property interest held by the plaintiffs [Standing Rock] in not having the easement leading to *their* [whose?] property overburdened, which easement happened to be located on others' land." CP at 72 (emphasis added). A careful reading ***439** of the facts in *Standing Rock* refutes this reasoning. The easement was not leading to Standing Rock's property; it was located on Standing Rock's property and not located on another's land. The defendant wrongfully invaded Standing Rock's property (trespass) and repeatedly destroyed Standing Rock's gates on the easement he held, because he felt the gates were overburdening the easement leading to his land. The statute's premise is that the defendant physically trespasses on the plaintiff's land. There was no physical trespass in the present case.

[2] In reaching its conclusion that gates were a reasonable burden upon the easement, the trial court in *Standing Rock* conceded that the easement deed was silent on the subject of gates. *Standing Rock,* 106 Wash.App. at 241, 23 P.3d 520. "[I]f the easement is ambiguous or even silent on some points, the rules of construction call for examination of the situation of the property, the parties, and surrounding circumstances." *Rupert v. Gunter,* 31 Wash.App. 27, 31, 640 P.2d 36 (1982). Although an inconvenience to the easement holder, "[w]hen the owner of a servient estate is being subjected to a greater burden than that originally contemplated by the easement grant, the servient owner has the right to restrict such use and to maintain gates in a reasonable fashion necessary for his protection, as long as such gates do not unreasonably interfere with the dominant owner's use." *Id.*

[3][4] Mr. Etzell owns the land on which the easement is located. *Beebe v. Swerda,* 58 Wash.App. 375, 384, 793 P.2d 442 (1990). The owner of a servient estate has the right to use his land for any purpose not inconsistent with its ultimate use for reserved easement purposes. *Id.* In this case, the location of the easement was neither specified nor surveyed at the time it was granted, and the deed was silent on the subject of maintenance, repair, or any contemplated burdens. In describing the situation of the property and the surrounding circumstances, Mr. Etzell claimed-and the Colwells did not challenge****899** -increasingly serious damage to a road on his property by runoff from an uphill ***440** adjoining parcel. Since under the Colwells' deed no mention of responsibility or authority for maintaining the easement was made, the court should have found that, like in *Standing Rock,* the owner of the servient estate, Mr. Etzell, could maintain the road on his land in a reasonable fashion necessary for its protection. Even if Mr. Etzell had been confident this particular road was the Colwells' easement, his actions in providing drainage and avoiding further erosion were not inconsistent with the future use of the easement.

[5][6] When the trial court has weighed the evidence, review is limited to determining whether the trial court's findings are supported by substantial evidence and, if so, whether the findings support the court's conclusions of law and judgment. *Panorama Village,* 102 Wash.App. at 425, 10 P.3d 417. Substantial evidence is evidence that is sufficient to persuade a fair-minded person of the truth of the declared premise. *Id.* The party challenging a finding of

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fact bears the burden of showing that it is not supported by the record. *Id.*

The trial court's finding of *intentional* interference relies solely on its interpretation of RCW 4.24.630, rather than on the information contained in affidavits, depositions, and arguments of the parties. No evidence contradicted Mr. Etzell's claim of serious drainage and erosion problems. No evidence was presented showing that Mr. Etzell was seeking to either intentionally, unreasonably, or permanently interfere with or terminate the Colwells' easement. On the contrary, evidence indicated efforts by Mr. Etzell to attempt to clarify and formally establish an easement access acceptable to both parties without incurring the expense of a survey. Ultimately, no evidence in the record supports the finding of intentional interference.

[7][8] Although neither party mentioned the common enemy doctrine, Mr. Etzell's authority to repair the road and protect his property is also recognized under this well-settled law. "If one in the lawful exercise of his right to control, manage or improve his own land, finds it necessary ***441** to protect it from surface water flowing from higher land, he may do so, and if damage thereby results to another, it is *damnum absque injuria.*" *Cass v. Dicks,* 14 Wash. 75, 78, 44 P. 113 (1896).[FN2] The Washington Supreme Court recognizes three exceptions to the common enemy doctrine. One provides that even though a downhill landowner can lawfully repel surface water from his or her land, it must be done without blocking a natural watercourse or drainway. *Currens v. Sleek,* 138 Wash.2d 858, 862, 983 P.2d 626, 993 P.2d 900 (1999). A second exception provides that an uphill landowner cannot lawfully collect water in an artificial channel, then discharge it on adjoining lands. *Id.* A third exception, and the only one that arguably applies here, is referred to as a "due care exception," and requires that the landowner act in good faith and with due care to avoid unnecessary damage to the property of others. *Id.* at 864-65, 983 P.2d 626.

FN2. According to BLACK'S LAW DICTIONARY 354 (5th ed.1979), *damnum absque injuria* means "[l]oss, hurt, or harm without injury in the legal sense; that is, without such breach of duty as is redressible by an action. A loss which does not give rise to an action for damages against the person causing it."

In practical terms, the court in *Currens* held that a landowner may improve his or her land with impunity (subject to local land use and permitting requirements) without liability for damages to another's land as long as the landowner acts in good faith and any damage is not in excess of that called for by the particular project. *Id.* at 864, 983 P.2d 626. The record provides no evidence that Mr. Etzell undertook repair of the road in bad faith, and any damage that occurred to the easement was temporary. Consequently, he was entitled to protect his property by ditching and installing culverts to the easement road.

Because RCW 4.24.630 is premised upon a wrongful invasion or physical trespass upon another's property, a commission of intentional and unreasonable acts upon another's property, and subsequent destruction of physical or personal property by the invader to another's property, the statute does not ****900** support the finding of intentional ***442** interference by Mr. Etzell in the Colwells' easement to their land.

ATTORNEY FEES AND COSTS

[9][10] The trial court awarded the Colwells attorney fees and costs under RCW 4.24.630. Attorney fees and costs are permitted only if based on a statutory, contractual, or equitable ground. *In re Impoundment of Chevrolet Truck,* 148 Wash.2d 145, 160, 60 P.3d 53 (2002); *King County v. Squire Inv. Co.,* 59 Wash.App. 888, 896, 801 P.2d 1022 (1990). "In a typical quiet title action, there is no statutory basis for awarding attorney fees to prevailing parties." *King County,* 59 Wash.App. at 896, 801 P.2d 1022.

RCW 4.24.630 requires a showing of wrongful (intentional and unreasonable) conduct resulting in some dollar amount of damages. *Standing Rock,* 106 Wash.App. at 244-45, 23 P.3d 520. In other words, without a showing of damages the claim has no value.

Here, the trial court based the award of attorney fees and costs on its interpretation of RCW 4.24.630 and *Standing Rock.* As analyzed above, the Colwells failed to show the requisite wrongful conduct-intentional and unreasonable invasion upon another's

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land committing acts of waste or injury. After summary judgment was granted quieting title of the easement in the Colwells, Mr. Etzell removed the culverts he had placed in the road and reconstructed a new gravel road in that same location at his own expense. The Colwells claim no damages. Since no statutory authority awards attorney fees to prevailing parties in quiet title actions, and the Colwells were not entitled to attorney fees and costs under RCW 4.24.630, the award was in error. *King County,* 59 Wash.App. at 896, 801 P.2d 1022.

[11] The Colwells also request attorney fees on appeal. Here again, they rely solely on the trial court's interpretation of RCW 4.24.630 as the basis for their request for attorney fees upon appeal. "Where a statute allows an award of attorney fees to the prevailing party at trial, the appellate ***443** court has inherent authority to make such an award on appeal." *Standing Rock,* 106 Wash.App. at 247, 23 P.3d 520. As discussed at length above, the trial court incorrectly interpreted and applied both the statute and *Standing Rock* to the present case. Thus, the Colwells have no basis for attorney fees upon appeal.

Attorney fees and costs reversed.

I CONCUR: KURTZ, J.
SWEENEY, J. (concurring).

I concur in the result reached by the majority. But I disagree with the analysis leading to that result and, therefore, write separately.

1. STANDARD OF REVIEW

This case was resolved by the court's summary judgment in favor of William and Lurena Colwell. And we review a summary judgment de novo. *Hill v. Cox,* 110 Wash.App. 394, 402, 41 P.3d 495, *review denied,* 147 Wash.2d 1024, 60 P.3d 92 (2002). The court's findings of fact are, then, superfluous. If the material facts were disputed, then summary judgment was not appropriate. *Hubbard v. Spokane County,* 146 Wash.2d 699, 706 n. 14, 50 P.3d 602 (2002); *Hill,* 110 Wash.App. at 402-03, 41 P.3d 495.

Here, the material facts were not disputed. And so it was appropriate for the trial judge to resolve the questions presented (quiet title and attorney fees) as a matter of law. *Standing Rock Homeowners Ass'n v. Misich,* 106 Wash.App. 231, 239, 23 P.3d 520, *review denied,* 145 Wash.2d 1008, 37 P.3d 290 (2001). We do not review for substantial evidence.

2. INTENTIONAL CONDUCT-COMMON ENEMY DOCTRINE

Further, neither party has raised the common enemy doctrine or its exceptions, either here or in the trial court, and for good reason. The discussion is entirely hypothetical. David Etzell presented no evidence that his actions in ditching and culverting the easement road were necessary. As the respondent to a summary judgment motion, he had ***444** the burden to establish the elements of any defense. CR 56(e).

****901** The servient estate owner has the right to use his or her land for any purpose so long as it does not interfere with the dominant landowner's enjoyment of the easement. *Standing Rock,* 106 Wash.App. at 241, 23 P.3d 520. It is not contested that Mr. Etzell's activities interfered with the Colwells' enjoyment of their easement. Why, how, and in what manner he did so is again ultimately irrelevant to the question before us. *Cole v. Laverty,* 112 Wash.App. 180, 185, 49 P.3d 924 (2002).

Even more significantly here, the easement has been restored and the Colwells' title to that easement confirmed by the court. The only issue is then attorney fees under RCW 4.24.630(1).

3. ATTORNEY FEES-RCW 4.24.630(1)

The general rule is that attorney fees are not awarded unless authorized by contract, by statute, or in certain equitable actions. *Haner v. Quincy Farm Chems., Inc.,* 97 Wash.2d 753, 757, 649 P.2d 828 (1982).

I agree with the majority's rejection of RCW 4.24.630 as a ground for attorney fees. The plain language of the statute requires a trespass ("[e]very person who goes onto the land of another"). RCW 4.24.630(1). I also agree that the majority correctly distinguishes the *Standing Rock* case. There, we applied RCW 4.24.630 where the easement holder entered onto the servient estate (the land of another) and removed gates (personal property). Here, the owner of the servient estate was on his own land.

Neither is a fee award supportable on equitable grounds. Three elements are needed in order to create an equitable right to attorney fees. If a wrongful act or omission by A exposes B to litigation with C, an

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unrelated third party, the court may award B's fees in that litigation. *Thomas v. Gaertner*, 56 Wash.App. 635, 784 P.2d 575 (1990).

I would, accordingly, conclude that even if Mr. Etzell's conduct was intentional or wrongful, the Colwells are not ***445** entitled to attorney fees in this quiet title action. *King County v. Squire Inv. Co.*, 59 Wash.App. 888, 896, 801 P.2d 1022 (1990).

Wash.App. Div. 3,2003.
Colwell v. Etzell
119 Wash.App. 432, 81 P.3d 895

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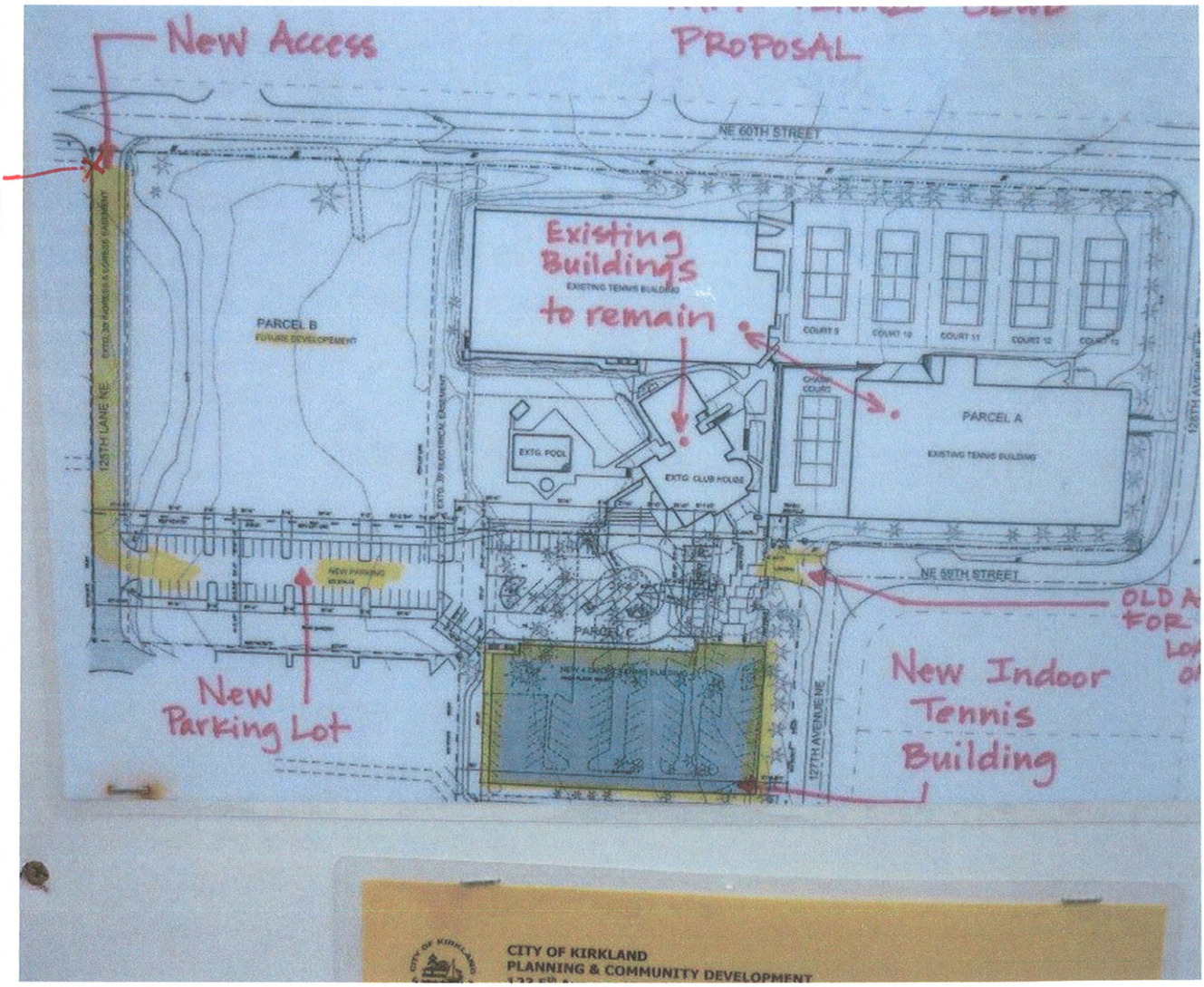

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Department _____
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FILE # ZON10-00022

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BEFORE THE CITY OF KIRKLAND HEARING EXAMINER

In re Central Park Tennis Club Expansion
Permit No. ZON1010-00022

Declaration of Irene Campbell regarding traffic counts for the Central Park Tennis Club

Irene Campbell declares under penalty of perjury as follows:

1. I reside at 124th Ct. NE in Kirkland, Washington, which is within the Kirkland Hunt Club neighborhood. I am a member of the board of directors of the Kirkland Hunt Club Homeowners Association, which is charged with representing the interests of the Hunt Club neighborhood.

2. I make this declaration based on personal knowledge. I am scheduled to be out of state on February 17, and as a result will not be able to testify in person. I ask the Hearing Examiner to consider this declaration as part of the evidence in this matter.

3. One of the primary concerns of the Hunt Club neighborhood is that 125th Lane NE, which is a two-lane easement roadway providing the only access to the 20 homes within the Kirkland Hunt Club and to the Kirkland Hunt Club Equestrian Center, will be overrun by traffic from the Central Park Tennis Club when all of its traffic other than deliveries and vehicles needing handicapped parking is diverted onto 125th Lane NE.

4. The traffic study submitted by Transportation Engineering NorthWest projects that with the four-tennis court expansion and all traffic to and from the Tennis Club's existing facilities (currently 14 tennis courts, an outdoor swimming pool, a fitness club, a restaurant and a bar), there will be 29 p.m. peak hour trips turning into 125th Lane NE and 31 p.m. peak hour trips exiting 125th Lane NE when 125th Lane NE provides the access for members, employees and guests coming to the Tennis Club. Those estimates are made based on the ITE Trip Generation Manual. They do not appear to assign any traffic to the swimming pool, fitness club, restaurant or bar, but are based solely on the ITE Trip Generation estimate per tennis court. See, October 4, 2010 memorandum from Chris Forster to Thang Nguyen, pp. 5 of 13, 7 of 13.

5. Late January is not when we would expect to have the peak traffic to and from the Tennis Club. In January the six existing outdoor tennis courts are not in use, and the outdoor swimming pool is not in use. The only tennis courts that are in use are the eight existing indoor courts. We would expect the peak period to be in the spring or fall, when all fourteen existing tennis courts, plus the proposed four new indoor tennis courts may all be in use. (We understand the Tennis Club also holds youth clinics in the summer, which will involve parents bringing and picking up children. It also hosts tournaments. We have no idea how much traffic the camps and tournaments will generate, but feel like that information should have been provided to the City by the Tennis Club so that we

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could accurately understand the period of the day over which the traffic on 125th Lane NE may be greatly increased when the Tennis Club is using 125th Lane NE.)

6. In spite of the fact that late January is not when we would expect to have the peak traffic to and from the Tennis Club, we wanted to obtain an actual traffic count, to check the validity of the projections in the Transportation Engineering NorthWest study. As a result, on Monday, January 24, 2011, I parked my car outside the entrance to the Tennis Club that currently exists on 127th Ave. NE from 5:21 p.m. until 7:53 p.m. During that period I recorded the time when each vehicle entered and exited the Tennis Club driveway.

7. Attached as Exhibit A are the results that I recorded. During the two and a half hour period, 85 vehicles entered the Tennis Club and 84 vehicles exited the Tennis Club. The average over that two and a half hour period was 34 vehicles per hour entering and 33.6 exiting, with only eight tennis courts in use and no swimming pool traffic. That is slightly more than the Transportation Engineering NorthWest Report projects with 18 tennis courts and the full facility in operation. That leaves us very skeptical that the Transportation Engineering NorthWest Report provides an accurate projection of the traffic that will be diverted onto our access easement. We believe that the Tennis Club should be required to provide accurate projections of the traffic that it will divert onto 125th Lane NE before the Hearing Examiner determines what conditions are necessary in order to minimize their conflict with our neighborhood.

8. I would also point out that the traffic was not evenly distributed across the time. It is our understanding that evening court times are at 5:30 and 7 p.m. Attached as Exhibit B is a spreadsheet in which I lumped the trips into ten-minute intervals, and compared that to traffic over one-hour intervals. The Examiner can see that there is substantially more traffic in the half hour period around court changes than in the interlude while courts are being used. In the three ten minute segments beginning at 5:20, there were 30 trips that entered the Tennis Club and 26 trips that exited the Tennis Club – which meant that the traffic during that half hour with only eight courts in use was essentially equal to the Transportation Engineering NorthWest Report estimates for the entire peak hour with the entire facility in use. The traffic in the half hour beginning with the 6:50 segment was nearly as heavy.

9. The Transportation Engineering NorthWest Report states that the existing peak hour traffic on 125th Lane NE includes 22 trips per hour entering or exiting 125th Lane NE. By contrast, during the entire two and a half hour period that I counted trips at the Tennis Club, I counted only 13 cars coming to or going from the neighborhood on 127th Avenue NE. So 125th Lane NE, a private easement roadway, is already busier than 127th Avenue NE, which is a public street.

10. Note that Transportation Engineering NorthWest conducted an actual traffic count of trips entering and exiting 125th Lane NE in September of 2010. There is no explanation as to why they conducted an actual traffic county of 125th Lane NE in

September, but did not conduct a traffic count of traffic entering and exiting the Tennis Club. We would expect far greater use of the Tennis Club in September than in January.

11. The Hunt Club neighborhood is also concerned about the behavior of drivers exiting the Tennis Club onto 125th Lane NE, and then onto NE 60th Street, because we have heard rumors that people speeding or driving recklessly as they leave the Tennis Club has been a problem for some residents on 127th Avenue NE over time. At 5:52 p.m. the night I counted traffic, an employee of the Tennis Club came out and placed a Stop/Slow sign at the entrance/exist to the parking lot. Of the 84 cars that exited the Tennis Club while I was counting vehicles, only one car stopped at the stop sign. There is a speed bump before the stop sign which cars slowed down for, but they did not stop for the stop sign.

Sworn to under penalty of perjury of the laws of the State of Washington this 1st day of February, 2011, at Kirkland, King County, Washington.

Irene Campbell

Irene Campbell

Traffic count at Central Park Tennis Club
January 24, 2011

Time of day incoming	Time of day leaving
17:21	17:31
17:22	17:32
17:22	17:32
17:23	17:33
17:24	17:33
17:24	17:34
17:26	17:34
17:26	17:35
17:27	17:36
17:27	17:36
17:28	17:36
17:31	17:37
17:31	17:37
17:31	17:37
17:31	17:38
17:31	17:38
17:32	17:41
17:32	17:41
17:32	17:41
17:33	17:43
17:35	17:43
17:36	17:44
17:39	17:46
17:40	17:46
17:40	17:47
17:40	17:49
17:41	17:50
17:44	17:53
17:46	17:56
17:46	18:01
17:52	18:02
17:55	18:03
17:56	18:04
17:57	18:05
17:57	18:06
17:57	18:10
17:58	18:14
18:04	18:18
18:05	18:21
18:08	18:24
18:09	18:25
18:13	18:32
18:14	18:34
18:16	18:37 *
18:24	18:41
18:25	18:56

Exhibit A

Traffic count at Central Park Tennis Club
January 24, 2011

18:32	19:04
18:41	19:05
18:43	19:05
18:47	19:05
18:47	19:06
18:47	19:07
18:47	19:07
18:49	19:08
18:50	19:08
18:50	19:08
18:51	19:09
18:51	19:09
18:52	19:09
18:52	19:09
18:52	19:09
18:52	19:10
18:52	19:10
18:52	19:13
18:53	19:13
18:55	19:13
18:55	19:19
18:57	19:19
18:57	19:20
18:57	19:21
18:57	19:21
18:58	19:22
18:59	19:23
19:00	19:23
19:00	19:24
19:02	19:24
19:03	19:25
19:05	19:25
19:07	19:25
19:12	19:31
19:13	19:37
19:15	19:45
19:24	19:48
19:24	19:53
19:48	
total of 85 cars	Total of 84 cars

During this period, 13 cars were counted going/coming from the neighborhood.
At 17:52 an employee of the tennis club came out and placed a STOP/SLOW sign at the entrance/exit to the parking lot.
Of the cars exiting, 84, only ONE car stopped at the STOP sign.
They slowed down for the speed bump.

Central Park Tennis Club

Actual Traffic Counts Entering and Exiting the Tennis Club on January 24, 2011

total	11	28	17	10	10	6	5	4	8	20	21	10	13	2	3	1
In	11	12	7	7	4	3	2	1	7	19	6	3	2	0	1	0
Out	0	16	10	3	6	3	3	3	1	1	15	7	11	2	2	1
Time	5:20	5:30	5:40	5:50	6:00	6:10	6:20	6:30	6:40	6:50	7:00	7:10	7:20	7:30	7:40	7:50
peak half hour		56									51					
peak hour			82							76						

Exhibit B

February 16, 2011 between 2:15 & 2:20pm

NE 60th looking East

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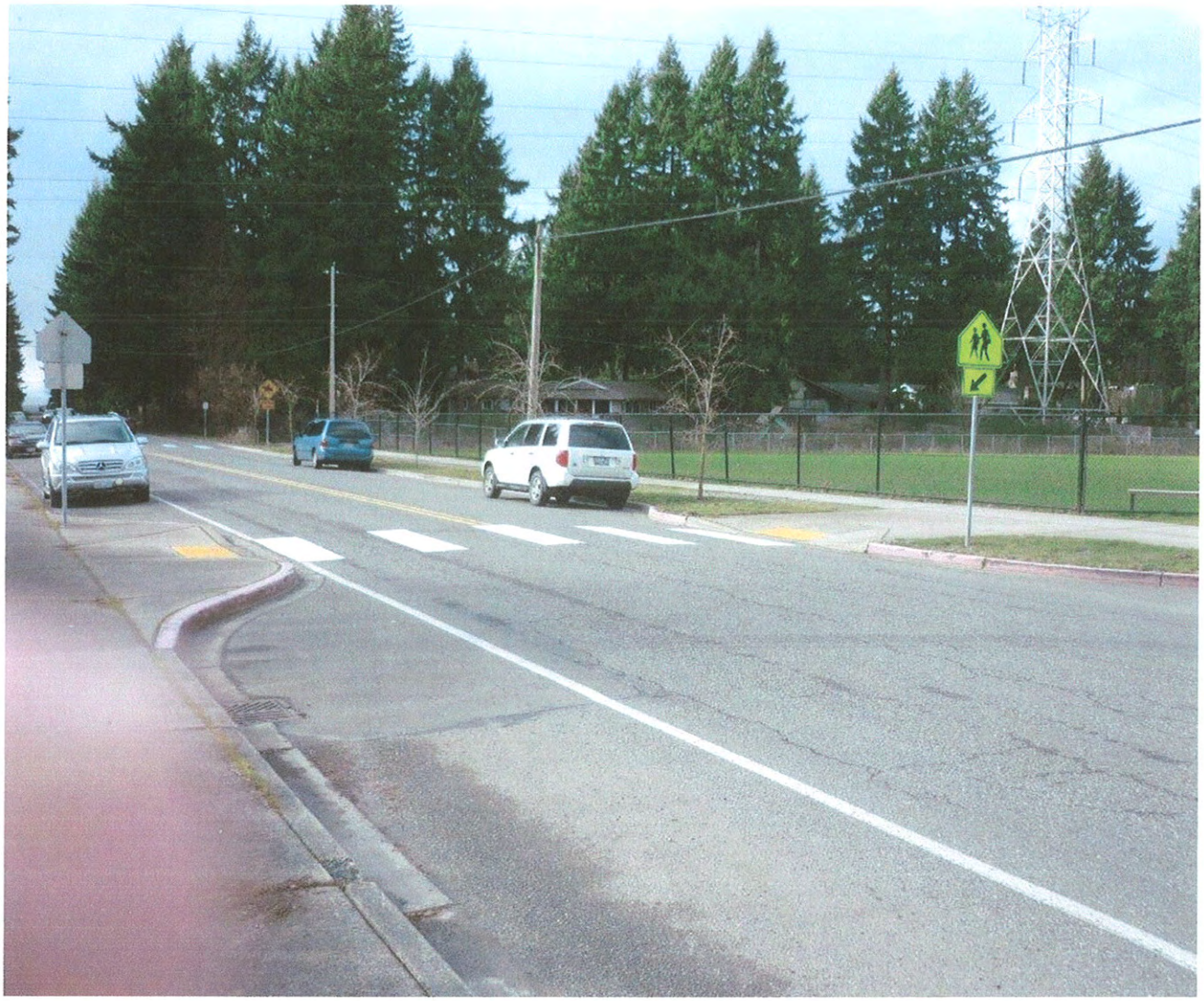
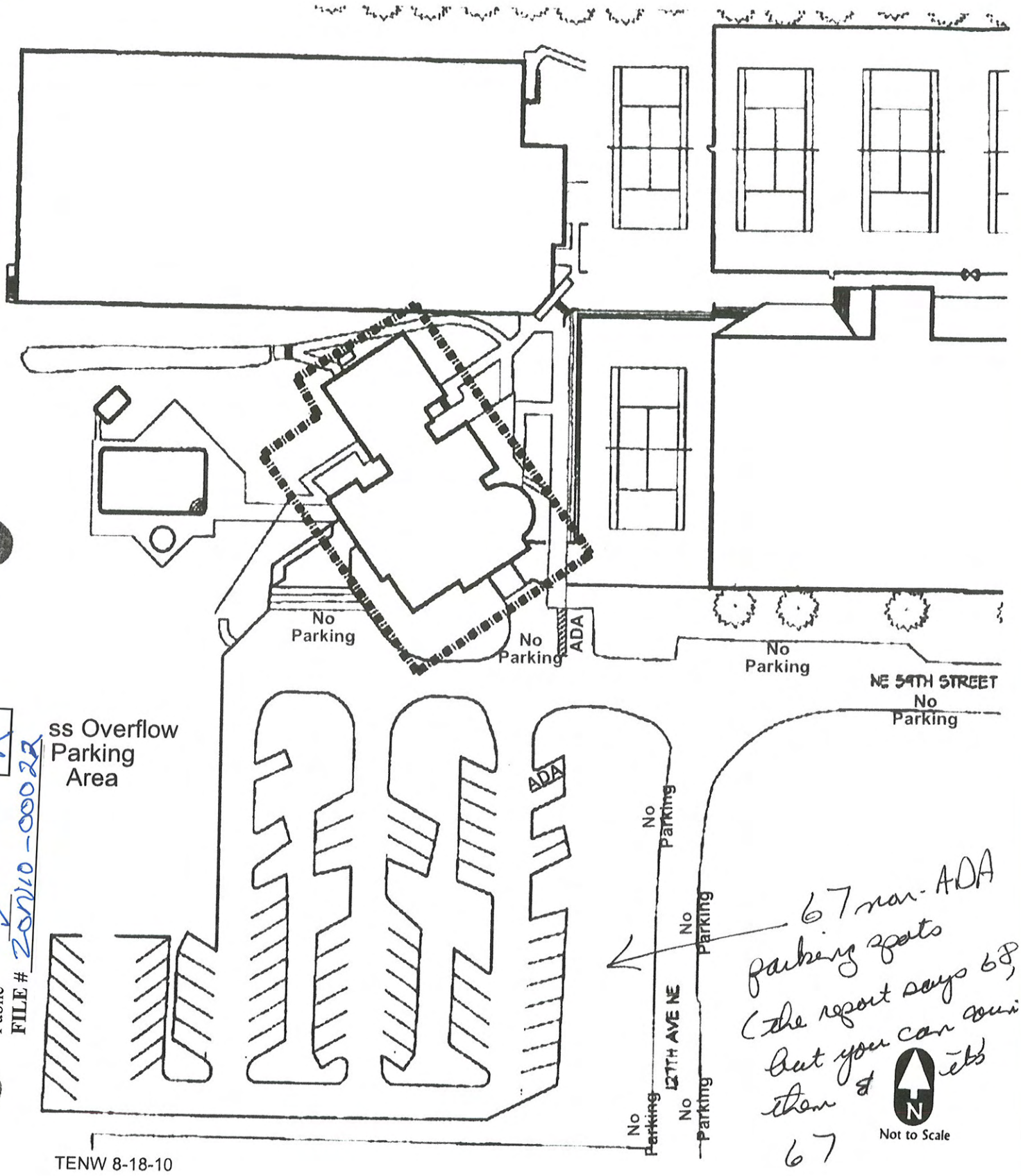
February 16, 2011 between 2:15 & 2:20 PM
NE 60th Looking West



February 16, 2011 between 2:15 & 2:20 pm
Central Park gate off NE 60th

ATTACHMENT 7
Enclosure 5



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Public ___
FILE # ZON10-00022

R

ss Overflow Parking Area

Transportation Engineering NorthWest

ATTACHMENT E

Counts of Parked Vehicles

Transportation Engineering/Operations • Impact Studies • Design Services • Transportation Planning/Forecasting

816 6th Street South • Kirkland, WA 98033 • Office (206) 498-5897 • Fax (425) 889-TENW(8369)

CENTRAL PARK TENNIS CLUB PARKING DEMAND STUDY

Date: Monday, 8/16/2010 **Times: 1000-1330, 1730-2000**

Time Beginning	Existing Parking Demand					
	General	Grass Overflow	Un-designated[1]	ADA	On-Street	Total Existing Parking Demand
10:00	51	3	0	1	0	55
10:15	52	3	0	1	0	56
10:30	50	3	0	1	0	54
10:45	51	3	0	0	0	54
11:00	61	3	0	0	0	64
11:15	61	3	0	0	0	64
11:30	67	7	0	0	0	74
11:45	58	13	0	0	0	71
12:00	50	12	0	0	0	62
12:15	54	13	0	0	0	67
12:30	61	13	1	0	0	75
12:45	61	13	0	0	0	74
13:00	56	13	0	0	0	69
13:15	53	12	0	0	0	65
13:30	47	7	0	0	0	54
17:30	50	3	0	0	0	53
17:45	50	5	0	0	0	55
18:00	54	5	0	0	0	59
18:15	53	5	0	0	0	58
18:30	57	5	0	0	0	62
18:45	55	5	0	0	0	60
19:00	67	9	0	0	1	77
19:15	61	9	0	0	0	70
19:30	40	7	0	0	0	47
19:45	32	4	0	0	0	36
20:00	32	4	0	0	0	36

Maximum = 77

Notes:

[1] Vehicles who parked in undesignated areas of the parking lot (outside of a striped parking stall). Some of these vehicles were short term drop-off/pick-up.

CENTRAL PARK TENNIS CLUB PARKING DEMAND STUDY

Date: Tuesday, 8/10/2010 **Times: 1000-1330, 1730-2000**

Time Beginning	Existing Parking Demand					
	General	Grass Overflow	Un-designated[1]	ADA	On-Street	Total Existing Parking Demand
10:00	45	1	0	0	0	46
10:15	42	1	0	1	0	44
10:30	43	1	0	1	0	45
10:45	41	1	0	1	0	43
11:00	44	1	0	1	0	46
11:15	44	1	0	1	0	46
11:30	62	3	0	1	0	66
11:45	60	4	0	1	0	65
12:00	52	4	0	1	0	57
12:15	51	4	0	1	0	56
12:30	54	4	1	0	0	59
12:45	43	3	0	0	0	46
13:00	42	2	0	0	0	44
13:15	38	3	0	0	0	41
13:30	36	3	0	0	0	39
17:30	22	3	1	0	0	26
17:45	19	2	0	0	0	21
18:00	18	2	0	0	0	20
18:15	20	2	0	0	0	22
18:30	25	2	0	0	0	27
18:45	27	1	0	0	0	28
19:00	45	1	0	0	0	46
19:15	42	1	0	0	0	43
19:30	36	1	0	0	0	37
19:45	38	1	0	0	0	39
20:00	37	1	0	0	0	38
					Maximum =	**66**

Notes:

[1] Vehicles who parked in undesignated areas of the parking lot (outside of a striped parking stall). Some of these vehicles were short term drop-off/pick-up.

CENTRAL PARK TENNIS CLUB PARKING DEMAND STUDY

Date: Wednesday, 8/11/2010 Times: 1000-1330, 1730-2100

Time Beginning	Existing Parking Demand					
	General	Grass Overflow	Un-designated[1]	ADA	On-Street	Total Existing Parking Demand
10:00	53	1	0	0	0	54
10:15	50	1	0	0	0	51
10:30	49	1	0	0	0	50
10:45	45	1	0	0	0	46
11:00	49	1	0	0	0	50
11:15	48	1	1	0	0	50
11:30	61	2	0	0	0	63
11:45	57	2	0	0	0	59
12:00	55	2	0	1	0	58
12:15	57	2	0	1	0	60
12:30	62	2	1	1	0	66
12:45	56	2	0	1	0	59
13:00	61	2	0	1	0	64
13:15	60	2	0	1	0	63
13:30	59	2	0	1	0	62
17:30	55	2	1	0	0	58
17:45	53	1	1	0	0	55
18:00	56	1	1	0	0	58
18:15	61	1	1	0	0	63
18:30	61	1	0	0	0	62
18:45	60	2	0	0	0	62
19:00	65	3	0	0	0	68
19:15	67	3	0	0	0	70
19:30	59	4	0	0	0	63
19:45	56	4	0	0	0	60
20:00	56	3	1	0	0	60
20:15	48	3	0	0	0	51
20:30	37	2	0	0	0	39
20:45	29	1	0	0	0	30
21:00	19	0	0	0	0	19

Maximum = 70

Notes:

[1] Vehicles who parked in undesignated areas of the parking lot (outside of a striped parking stall). Some of these vehicles were short term drop-off/pick-up.

CENTRAL PARK TENNIS CLUB PARKING DEMAND STUDY

Date: Thursday, 8/12/2010 **Times: 1000-1330, 1730-2100**

Time Beginning	Existing Parking Demand					
	General	Grass Overflow	Un-designated[1]	ADA	On-Street	Total Existing Parking Demand
10:00	41	2	0	0	0	43
10:15	42	2	0	0	0	44
10:30	43	2	0	0	0	45
10:45	42	2	0	0	0	44
11:00	44	2	0	0	0	46
11:15	47	2	0	0	0	49
11:30	51	2	0	0	0	53
11:45	49	3	0	0	0	52
12:00	39	4	0	0	0	43
12:15	37	3	0	0	0	40
12:30	44	3	3	0	0	50
12:45	42	3	0	0	0	45
13:00	48	3	0	0	0	51
13:15	42	3	0	0	0	45
13:30	39	3	1	0	0	43
17:30	50	2	0	1	0	53
17:45	60	2	0	1	0	63
18:00	62	2	0	1	0	65
18:15	56	2	0	1	0	59
18:30	60	2	0	0	0	62
18:45	62	2	0	0	0	64
19:00	67	6	0	0	0	73
19:15	67	6	0	0	0	73
19:30	63	6	0	0	0	69
19:45	60	6	0	0	0	66
20:00	61	6	0	0	0	67
20:15	60	6	0	0	0	66
20:30	58	6	0	0	0	64
20:45	42	3	0	0	0	45
21:00	31	2	1	0	0	34

Maximum = 73

Notes:

[1] Vehicles who parked in undesignated areas of the parking lot (outside of a striped parking stall). Some of these vehicles were short term drop-off/pick-up.

CENTRAL PARK TENNIS CLUB PARKING DEMAND STUDY

Date: Friday, 8/13/2010 **Times: 1000-1330, 1730-2000**

Time Beginning	Existing Parking Demand					
	General	Grass Overflow	Un-designated[1]	ADA	On-Street	Total Existing Parking Demand
10:00	38	3	0	1	0	42
10:15	36	3	0	1	0	40
10:30	38	3	0	1	0	42
10:45	33	3	0	1	0	37
11:00	40	4	1	0	0	45
11:15	41	4	1	0	0	46
11:30	46	4	1	0	0	51
11:45	37	4	1	0	0	42
12:00	38	4	1	0	0	43
12:15	32	3	0	0	0	35
12:30	32	3	0	0	0	35
12:45	29	3	0	0	0	32
13:00	28	4	0	0	0	32
13:15	22	4	0	0	0	26
13:30	21	4	0	0	0	25
17:30	26	0	0	0	0	26
17:45	25	0	0	0	0	25
18:00	27	0	0	0	0	27
18:15	26	0	0	0	0	26
18:30	25	0	0	0	0	25
18:45	25	0	0	0	0	25
19:00	24	0	0	0	0	24
19:15	21	0	0	0	0	21
19:30	21	0	0	0	0	21
19:45	13	0	0	0	0	13
20:00	13	0	0	0	0	13
					Maximum =	**51**

Notes:

[1] Vehicles who parked in undesignated areas of the parking lot (outside of a striped parking stall). Some of these vehicles were short term drop-off/pick-up.

CENTRAL PARK TENNIS CLUB PARKING DEMAND STUDY

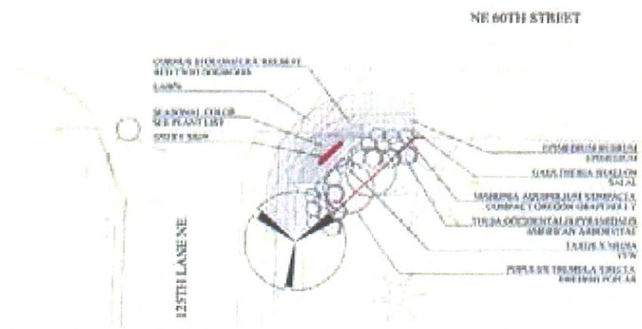
Date: Saturday, 8/14/2010 Times: 0900-1300

Time Beginning	Existing Parking Demand					
	General	Grass Overflow	Un-designated[1]	ADA	On-Street	Total Existing Parking Demand
9:00	31	1	0	0	0	32
9:15	30	1	0	0	0	31
9:30	28	1	0	0	0	29
9:45	25	1	0	0	0	26
10:00	30	1	0	1	0	32
10:15	30	1	0	1	0	32
10:30	26	1	0	1	0	28
10:45	25	1	0	1	0	27
11:00	23	1	0	0	0	24
11:15	20	1	0	0	0	21
11:30	30	2	0	0	0	32
11:45	30	2	0	0	0	32
12:00	27	2	0	0	0	29
12:15	28	2	0	0	0	30
12:30	28	1	0	0	0	29
12:45	29	1	1	0	0	31
13:00	31	1	1	0	0	33
					Maximum =	**33**

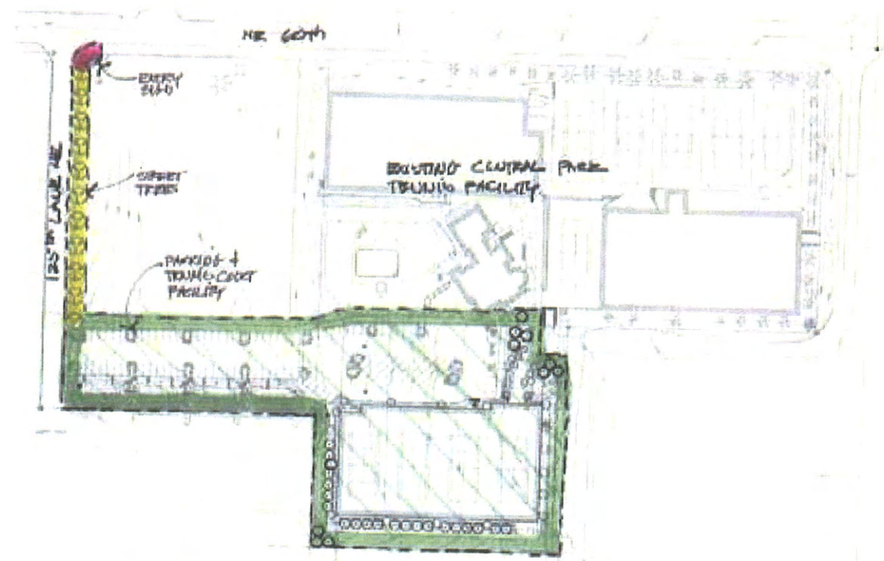
Notes:

[1] Vehicles who parked in undesignated areas of the parking lot (outside of a striped parking stall). Some of these vehicles were short term drop-off/pick-up.

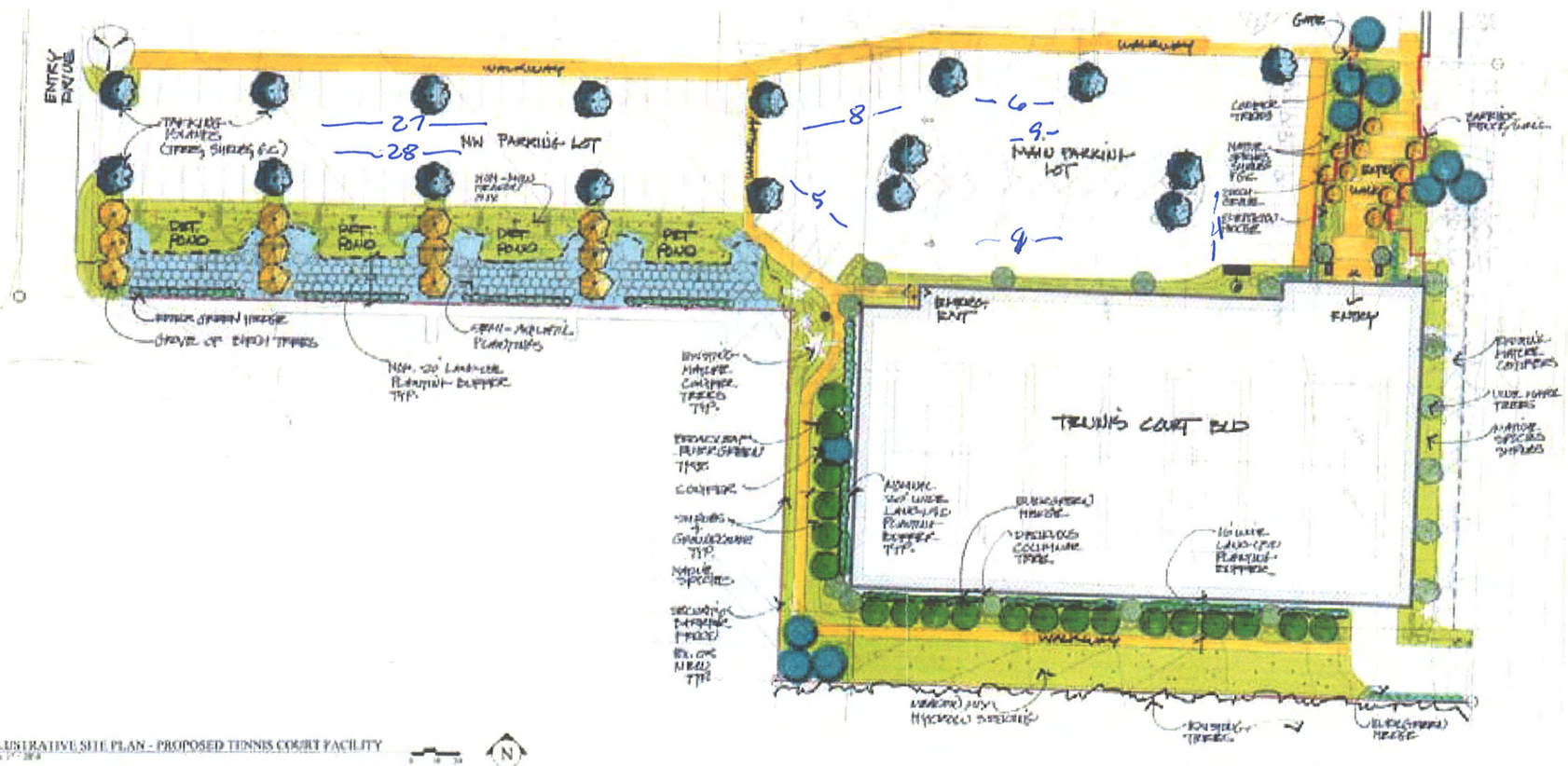
ATTACHMENT 2



1 ILLUSTRATIVE SITE PLAN - ENTRY



2 ILLUSTRATIVE SITE PLAN - OVERALL



3 ILLUSTRATIVE SITE PLAN - PROPOSED TENNIS COURT FACILITY

CENTRAL PARK TENNIS CLUB
FOUR COURT TENNIS BUILDING
12630 NE 59th Street
Kirkland Washington 98033

CLIENT:
CENTRAL PARK TENNIS CLUB
12630 NE 60th STREET
KIRKLAND, WA 98033

Freiheit & Ho architects

ILLUSTRATIVE SITE PLAN

SK-1.0

CITY OF KIRKLAND
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EXHIBITS L AND M ARE DVDS OF TRAFFIC ASSOCIATED WITH BEN FRANKLIN ELEMENTARY SCHOOL.

THEY ARE AVAILABLE IN THE OFFICIAL FILE (ZON10-00022)