



KIRKLAND PARK BOARD SPECIAL MEETING

Date: December 9, 2015

Time: 6:00 p.m.

Place: Council Chambers, City Hall

The mission of the Park Board shall be to provide policy advice and assistance to the Department of Parks and Community Services and City Council in order to ensure the effective provision of Parks and Community Services programs and facilities to the residents of the City of Kirkland.

AGENDA

1. **CALL TO ORDER**
2. **ROLL CALL**
3. **PRESENTATIONS**
Cross Kirkland Corridor/Sound Transit 3 *45 minutes*
4. **APPROVAL OF MINUTES**
November Park Board Meeting Minutes *5 minutes*
5. **ITEMS FROM THE AUDIENCE** *5 minutes*
6. **REVIEW OF ACTION ITEMS**
7. **COMMUNICATIONS** *15 minutes*
 - a. Correspondence
 - b. Staff Reports – December update
 - c. Committee Reports
 - d. Comments from the Chair
8. **UNFINISHED BUSINESS**
 - a. Juanita Beach Bathhouse Design *40 minutes*
Topic: Review preliminary design options for bathhouse
Action: Discussion only
9. **NEW BUSINESS**
 - a. Kirkland Park Foundation Memorandum of Understanding *15 minutes*
Topic: Review draft of Memorandum of Understanding
Action: Develop recommendation for City Council
 - b. Naming of Family Play Area on Cross Kirkland Corridor *20 minutes*
Topic: Consider name for family play area
Action: Develop recommendation for City Council

- c. Election of Chair and Vice Chair *15 minutes*
Topic: Conduct annual election for Park Board Chair and Vice Chair
Action: Conduct elections

10. **GOOD OF THE ORDER** *5 minutes*

11. **ADJOURNMENT** *Estimated meeting completion: 8:45 p.m.*

Next meetings:

Thursday, January 14, 2016

Wednesday, February 10, 2016

Wednesday, March 9, 2016

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

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CITY OF KIRKLAND

Department of Parks & Community Services

505 Market Street, Suite A, Kirkland, WA 98033 425.587.3300

www.kirklandwa.gov

To: Park Board

From: Michael Cogle, Deputy Director

Date: December 4, 2015

Subject: Special Presentation: Cross Kirkland Corridor and Sound Transit 3

RECOMMENDATION:

That the Park Board receive an update and provide feedback on options being considered for the Sound Transit 3 (ST3) funding package, including options for the Cross Kirkland Corridor/Eastside Rail Corridor.

BACKGROUND DISCUSSION:

At the Board's December meeting Kathy Brown, Public Works Director, will present information, answer questions, and gather input from the Board about Kirkland's interests in Sound Transit's forthcoming funding package for regional transportation investments. Below is some general information that Board members should familiarize themselves with prior to the upcoming meeting.

On July 1, 2015, the State Legislature authorized Sound Transit (ST) to seek voter approval of funding for an ST3 expansion of the region's transit system, such as light rail transit (LRT) and Bus Rapid Transit (BRT). The Sound Transit Board of Directors is in the process of developing a project list for an ST3 measure (www.soundtransit3.org/shaping-st3) that will be included on the ballot for the November 2016 general election. The City Council and staff have been working to ensure that any ST3 ballot measure includes significant transit service to Kirkland residents and businesses to help relieve congestion and support economic development.

Sound Transit initiated a public process in June 2015 and the ST Board of Directors developed a draft list of ST3 projects to consider. In August 2015, the ST Board of Directors, with input from Kirkland officials, advanced a Candidate Project List (**Attachment A**). Three projects on the list could provide high capacity transit to Kirkland and help ease local and regional congestion:

- I-405 Bus Rapid Transit: BRT on the Express Toll Lanes from Lynnwood to SeaTac/Burien (CPL#E-02)
- Light Rail Transit (LRT) from Totem Lake to Issaquah along the CKC and continuing to Issaquah via I-90 (CPL #E-03)
- Bus Rapid Transit from Totem Lake to downtown Bellevue along the Eastside Rail Corridor, including the CKC (CPL #E-06)

These and other projects are now being evaluated by ST staff for costs, ridership, and other criteria. Preliminary information (<http://soundtransit3.org/document-library>) on the candidate projects was presented to the ST Board of Directors on December 4. In early 2016, ST staff will make project recommendations to the ST Board of Directors and will initiate another round of public process. In the spring of 2016, the ST Board of Directors is expected to make final decisions about what projects to include in the final ST3 System Plan for voter consideration on the ballot measure.

ST has a transportation easement that allows the agency to place high capacity transit on the Cross Kirkland Corridor (<http://kirklandwa.gov/crosskirklandcorridor>). The CKC Master Plan (located on the CKC project page), adopted in June 2014, also envisions transit on the CKC, as do the Transportation Master Plan and City Comprehensive Plan which will be adopted in December 2015, following extensive public outreach.

Attachment

SOUND TRANSIT 3: CANDIDATE PROJECTS LIST

As part of the planning process to determine how and where our regional mass transit system should expand, in June 2015, the Sound Transit Board released a Draft Priority Projects List of representative projects to be considered as possible candidate projects for ST3. Following substantial feedback from the public, key stakeholders and jurisdictions, on August 27, 2015 the Sound Transit Board finalized the list of ST3 candidate projects to be studied. Information about these projects is provided below.

NO.	PROJECT NAME	MODE	DESCRIPTION
NORTH CORRIDOR			
N-01	Everett Station to North Everett	Light Rail	This project would extend light rail from Everett Station to North Everett.
N-02a	Lynnwood Transit Center to Everett Station via the Southwest Everett Industrial Center (Paine Field)	Light Rail	This project would extend light rail from Lynnwood to Everett Station, primarily in an elevated profile, serving the Southwest Everett Industrial Center (Paine Field) via I-5 and Airport Road. This project would include examination of a 1000 stall parking facility at Everett Station.
N-02b	Lynnwood Transit Center to Everett Station via I-5 and SR 99/Evergreen Way	Light Rail	This project would extend light rail from Lynnwood to Everett Station generally via I-5, SR 99 and Evergreen Way primarily in an elevated profile. This project would include examination of a 1000 stall parking facility at Everett Station.
N-02c	Lynnwood Transit Center to Everett via I-5	Light Rail	This project would extend light rail, primarily in an at-grade and elevated profile, from Lynnwood to Everett Station, generally along I-5. This project would include examination of a 1000 stall parking facility at Everett Station.
N-03	Edmonds Permanent Station	Commuter Rail	In conjunction with Washington State Ferries' Edmonds Crossing multimodal terminal project, this deferred project would relocate the interim station at Edmonds to a permanent location and expand parking. This project is dependent upon WSDOT implementing the unfunded Edmonds Crossing multimodal terminal project.
N-04	Infill Light Rail Station: 130th Street (Lynnwood Link)	Light Rail	This project would add an elevated station at I-5 and N. 130th St. along the Lynnwood Link Extension corridor. The station was identified by the Sound Transit Board as a potential future station during the selection of the route, profile and stations for the Lynnwood Link Extension. Inclusion of this project in ST3 would provide funding for design and construction of the station.
N-05	Infill Light Rail Station: 220th Street (Lynnwood Link)	Light Rail	This project would add an elevated station at I-5 and 220th St. S.W. along the Lynnwood Link Extension corridor. The station was identified by the Sound Transit Board as a potential future station during selection of the route, profile and stations for the Lynnwood Link Extension. Inclusion of this project in ST3 would provide funding for design and construction of the station.
N-06	Parking structure for 236th Street aerial station in Mountlake Terrace	Light Rail	This project would provide additional parking at the future 236th St. aerial LRT station being built as part of the Lynnwood Link Extension.
N-07	Additional I-5 crossing to the 164th potential future light rail station area	Light Rail	This project would provide a capped contribution of up to \$32 million toward a new I-5 crossing (for buses, vanpools, and non-motorized use) to help serve a potential future light rail station at 164th St. S.W. and I-5.
N-08	Additional I-5 crossings to the 128th potential future light rail station area	Light Rail	This project would provide a capped contribution of up to \$56 million toward a new I-5 crossing (for buses, vanpools, and non-motorized use) to serve the potential future light rail station in the vicinity of 128th St. S.W. and I-5.
N-09	BRT on SR 523/N.E. 145 th Street to connect to Link Station	Bus Rapid Transit	This project would design and implement BRT on SR 523/N.E. 145 th St. between the Link station at I-5 and SR 522.
N-10	BRT on SR 522 to the vicinity of UW Bothell	Bus Rapid Transit	This project would design and implement BRT on SR 522 at N.E. 145th St. to the vicinity of the UW Bothell Campus with parking and access improvements.
P-03	HCT Study: Access and connection on NE 145th Street from State Route 522 to Link Light Rail	HCT	This study would examine options to provide improved east-west connections along N.E. 145th St. for communities and jurisdictions along State Route 522 to Link light rail. The study would be completed to examine a variety of options for service provision, and to maximize opportunities for regional integration.
P-04	HCT Study: Northern Lake Washington Crossing	HCT	This study would examine options for expanding high-capacity transit connections across northern Lake Washington that may be needed when ridership demand exceeds available capacity. This study would examine alternatives including and parallel to State Route 522 and State Route 520, including connections from Sand Point to Kirkland and Redmond and/or Bellevue. The study would be completed to examine a variety of options for service provision, and to maximize opportunities for regional integration.
P-08	Study: Light rail on SR 522	Light Rail	This study would examine a future extension of light rail along SR 522 and connections to the existing light rail system.
CENTRAL CORRIDOR			
C-01a	Downtown Seattle to Ballard (Market Street vicinity), primarily at-grade along Elliott and 15th Avenue	Light Rail	This project would build light rail from downtown Seattle to Ballard's Market St. area via Uptown, serving Seattle Center. It would include a movable bridge in exclusive lanes and at-grade light rail in exclusive lanes on 15th Ave. N.W. and Elliott Avenue W, with signal priority so trains would generally stop only at stations.
C-01b	Downtown Seattle to Ballard (Market Street vicinity), primarily elevated along Elliott and 15th Avenue with tunnel options	Light Rail	This project would build light rail from downtown Seattle to Ballard's Market St. area. It would include primarily elevated light rail on 15th Ave. N.W. and Elliott Ave. W. and a movable bridge. It could include tunnel options through Uptown, serving Seattle Center, and into downtown Seattle.
C-01c	Downtown Seattle to Ballard (Market Street vicinity), primarily elevated/tunnel options	Light Rail	This project would provide light rail from downtown Seattle to Ballard's Market St. area. It would include primarily elevated light rail along the west side of the Interbay corridor, also serving Uptown and the Seattle Center, and would cross the Ship Canal with a tunnel.
C-01d	Downtown Seattle to Ballard (Market Street vicinity), primarily at-grade along Westlake Avenue	Light Rail	This project would build light rail from downtown Seattle to Ballard's Market St. area via Westlake Avenue and serve South Lake Union and Fremont. It would be built at-grade in exclusive lanes with signal priority. It could use either a movable bridge or a tunnel to cross the Ship Canal.
C-01e	Additional potential station in the vicinity of SR 99 and Harrison St.	Light Rail	This project would examine the additional cost, ridership and other evaluation criteria related to an additional tunneled station in the vicinity of SR 99 and Harrison St. consistent with the alignments C-01b and C-01c.
C-01f	Additional potential station in Interbay	Light Rail	This project would examine the additional cost, ridership and other evaluation criteria related to an additional at-grade station in the vicinity of Newton St., consistent with the alignment of C-01a.
C-01g	Additional extension and potential station to the Ballard High School/65th St. Vicinity	Light Rail	This project would examine the additional cost, ridership and other evaluation criteria related to a half-mile extension to the vicinity of Ballard High School/65th St. and an additional station consistent with the alignment of C-01b.

NO.	PROJECT NAME	MODE	DESCRIPTION
C-01h	Ballard Bridge replacement with Light Rail and bicycle/pedestrian improvements	Light Rail	This project would examine the additional cost, operational considerations and other evaluation criteria related to replacing the Ballard Bridge with a new multimodal crossing that would include general purpose lanes, pedestrian and bicycle facilities, and light rail, as it relates to the light rail crossing included in C-01a and C-01b.
C-02	Ballard to University District	Light Rail	This project would build light rail in a tunnel from Ballard's Market St. area to the vicinity of the U District light rail station now under construction. Riders wishing to continue north or south on Link would transfer at that station.
C-03a	Downtown Seattle to West Seattle/Junction, elevated	Light Rail	This project would build light rail from downtown Seattle, over the existing West Seattle Bridge or a new crossing, to West Seattle's Alaska Junction in a primarily elevated profile.
C-03b	Downtown Seattle to West Seattle/Junction, at-grade	Light Rail	This project would build light rail from downtown Seattle, over the existing West Seattle Bridge, to West Seattle's Alaska Junction in a primarily at-grade profile.
C-03c	Downtown Seattle to Delridge/White Center	Light Rail	This project would build light rail from downtown Seattle on a new, low-level bridge crossing the Duwamish, to White Center via Delridge Way with at-grade and elevated stations.
C-04	New Downtown Seattle Light Rail Tunnel Connection	Light Rail	This project would connect Ballard and West Seattle light rail extensions by building a new tunnel through downtown Seattle.
C-05	New Downtown Seattle Light Rail Surface Connection: At-grade	Light Rail	This project would connect Ballard and West Seattle light rail extensions by building a new at-grade light rail connection through downtown Seattle.
C-06	Downtown Seattle Transit Tunnel existing station passenger capacity improvements	Light Rail	This project would improve passenger circulation and provide additional passenger capacity in existing Downtown Seattle Transit Tunnel stations as the regional transit system expands. It will examine the access-egress needs and identify, design, and construct improvements.
C-07	Transit Tunnel (International District to Northgate) improvements enabling increases in system frequency	Light Rail	This project would study, identify, and evaluate capital and operating options in the Transit Tunnel (International District to Northgate) to potentially improve the frequency of trains to less than three minutes. This could include funding projects such as train operations, upgraded train control signal technology, ventilation, access/egress improvements, etc.
C-08	Infill Light Rail Station: Graham Street	Light Rail	This project would add an at-grade station on Link light rail in the vicinity of Graham St./Eddy St.
C-09	Infill Light Rail station: Boeing Access Road	Light Rail	This project would add an elevated Link light rail station in the vicinity of Boeing Access Road.
C-10	Infill Sounder Station: Boeing Access Road	Commuter Rail	This project would add a commuter rail station to the existing South Sounder service in the vicinity of Boeing Access Road along the BNSF tracks.
C-11	Madison Street BRT	Bus Rapid Transit	This project would connect the Colman Dock area in downtown Seattle with First Hill, Capitol Hill and the Central District using buses in exclusive lanes with signal priority and other features that improve passenger capacity and travel times.
C-12	Additional parking at Tukwila International Boulevard (TIB) Station	Light Rail	This project would evaluate demand and examine the additional cost and operational considerations for adding parking at the Tukwila International Boulevard (TIB) Station.
C-13	West Seattle/Junction to Burien Transit Center	Light Rail	This project would build light rail from West Seattle/Junction to downtown Burien with a grade separated alignment between the Junction and White Center, continuing at-grade to Burien.
P-05	Study: Light rail extending from West Seattle to Burien and connecting to the spine serving SeaTac/Airport Station	Light Rail	This study would examine and conduct environmental analysis of a light rail extension from West Seattle to Burien, including the connection from Burien to the light rail spine.
P-06	Study: LRT directly linking Burien to Tukwila and Renton.	Light Rail	This study would examine and conduct environmental analysis of a light rail extension from Burien to Tukwila and Renton.
P-07	Study: Light Rail to Crown Hill from Ballard	Light Rail	This study would examine a future extension of a Ballard to Downtown Seattle light rail line from Market St. to the vicinity of N.W. 85th St.
P-09	Study: LRT from Ballard to Bothell via Greenwood, North Seattle, and Lake City	Light Rail	This study would examine a future extension of a Ballard to Downtown light rail line from Market St. to destinations north and east, and the potential future operational configurations that could feasibly connect these smaller centers.
EAST CORRIDOR			
E-01	Overlake Transit Center to SE Redmond to Downtown Redmond (East Link)	Light Rail	This project would extend East Link to downtown Redmond, along the route selected by the Sound Transit Board. The project would include stations at southeast Redmond and downtown Redmond.
E-03	Totem Lake to Issaquah via Bellevue	Light Rail	This project would build light rail from Totem Lake to the East Link Hospital Station in Bellevue with some sections at-grade and other sections elevated, utilizing the Eastside Rail Corridor. It would continue to downtown Issaquah generally following the I-90 corridor and would include examination of a Park and Ride Facility in Issaquah.
E-04	Renton HOV Direct Access/N 8th	Bus	This is a deferred project that would build a new direct access ramp at N. 8th St. in Renton. It was to be designed and built in conjunction with WSDOT's I-405 widening project between Bellevue and Tukwila, which has not been funded by the state.
E-05	North Sammamish Park and Ride	Bus	This project would add a 200 to 300 stall surface parking lot in North Sammamish.
E-06	Bus Rapid Transit/ST Express Bus on the Eastside Rail Corridor from Kirkland to Bellevue	Bus Rapid Transit	This project would build Bus Rapid Transit from Kirkland to Bellevue using the Eastside Rail Corridor, providing transit service in exclusive right-of-way between the Totem Lake Urban Center and the Wilburton Station area in Bellevue, serving major population and employment centers in between.
P-02	HCT Study: Issaquah Highlands to Overlake via Sammamish, Redmond	HCT	This study would examine potential future upgrades in existing service and/or improved connections along the corridor from Issaquah Highlands to Overlake via Sammamish/Redmond. The study would be completed in coordination with local transit partners to examine a variety of options for service provision, and to maximize opportunities for regional integration.

NO.	PROJECT NAME	MODE	DESCRIPTION
SOUTH CORRIDOR			
S-01	Kent/Des Moines to Redondo/Star Lake (272nd) (Federal Way Link)	Light Rail	This deferred project would extend light rail from the Kent/Des Moines station to Redondo/Star Lake (in the vicinity of South 272nd St.) per the route ultimately selected by the Sound Transit Board as part of the Federal Way Link Extension.
S-02	Redondo/Star Lake (272nd) to Federal Way (Federal Way Link)	Light Rail	This project would extend light rail south from Redondo/Star Lake (South 272nd St.) to the Federal Way Transit Center area per the route ultimately selected by the Sound Transit Board as part of the Federal Way Link Extension.
S-03	Federal Way to Tacoma Dome Station via I-5	Light Rail	This project would extend light rail from the Federal Way Transit Center area to Tacoma Dome Station. This option would generally follow I-5 primarily on an elevated structure or on a mix of elevated and at-grade sections.
S-04	Federal Way to Tacoma Dome Station via SR 99	Light Rail	This project would extend light rail from the Federal Way Transit Center area to Tacoma Dome Station generally following SR 99 in a primarily elevated profile or with a mix of elevated and at-grade sections.
S-05	Tacoma Dome Station to Tacoma Mall	Light Rail	This project would extend light rail from the Tacoma Dome Station to a station in the vicinity of the Tacoma Mall.
S-06	Expand Sounder South Train Platforms to 8 cars	Commuter Rail	This deferred project would expand the capacity of south Sounder commuter rail service by extending the existing station platforms to accommodate 8-car trains.
S-07	Additional South Sounder platform extensions (Beyond 8-car extension included in S-06)	Commuter Rail	This project would extend south Sounder station platforms beyond 8-car trains to increase passenger capacity. (Note: Project S-06 would extend platforms to eight cars.)
S-08	Additional South Sounder service	Commuter Rail	This project would increase south Sounder service beyond levels funded under the Sound Move and ST2 ballot measures through operating and capital improvements.
S-09	Auburn Station access improvements	Commuter Rail	This deferred project would improve access to and from the Auburn Sounder Station. Improvements could include on or off-site parking improvements or other strategies such as pedestrian, bicycle, and transit improvements.
S-10	Kent Station access improvements	Commuter Rail	This deferred project would improve access to and from the Kent Sounder Station. Improvements could include on or off-site parking improvements or other strategies such as pedestrian, bicycle, and transit improvements.
S-11	Tacoma Link Extension	Light Rail	Tacoma Link extension to Tacoma Community College
S-12	Bus capital enhancements for speed, reliability, convenience along Pacific Avenue (Tacoma)	Bus	This project would be a partnership with Pierce Transit's BRT project along Pacific Avenue (where PT route 1 currently operates) by contributing toward capital improvements that support efficient flow of buses, such as traffic signal pre-emption, queue jumps, stop amenities, etc. The Pacific BRT route would provide direct connections between Tacoma Dome Station, central/south Tacoma, and Parkland and Spanaway areas.
S-13	Bus capital enhancements for speed, reliability, convenience along Meridian/SR 161 (Puyallup)	Bus	This project would make capital improvements along the SR Meridian Ave./SR 161 corridor in the Puyallup area that support the efficient flow of buses, such as traffic signal pre-emption, queue jumps, stop amenities, etc.
S-14	Capital enhancements to improve speed and reliability on Traffic Ave. or SR 162 for potential bus connections between east Pierce County cities (Bonney Lake and Orting) and Sounder stations	Bus	This project would make capital improvements to facilitate the efficient flow of buses across SR 410 at either Traffic Ave. or SR 162 in the Sumner area, for the purpose of supporting new and expanded bus connections to Sumner Station.
S-15	South Sounder Access Improvements	Commuter Rail	This project would provide improvements for access to South Sounder stations relative to the service levels and demand for Sounder. Specific improvements would be determined through an assessment of conditions at each station, and could include parking expansion and roadway and signal enhancements, non-motorized mode enhancements, bus connections, etc.
S-16	Commuter rail station and service expansion from McMillan (near Orting) to either Sumner or Puyallup Sounder stations	Commuter Rail	This project would establish commuter rail service along an existing rail corridor between the rail spur's southern terminus in McMillan (near Orting) and the Sounder stations at either Sumner or Puyallup. This service would provide connections to the regional transit system for Orting and the communities south of Puyallup and Bonney Lake.
S-17	Sounder expansion to DuPont including a station in the Tillicum neighborhood of Lakewood	Commuter Rail	This project would provide Sounder commuter rail service to DuPont. In addition to a new station at DuPont, the project would also include a station between Lakewood and DuPont to serve the Tillicum area and Joint Base Lewis McChord.
REGIONWIDE/MULTI-CORRIDOR			
E-02	I-405 BRT: Lynnwood to SeaTac/Burien in HOV/managed lanes	Bus Rapid Transit	This project would establish Bus Rapid Transit that would operate primarily in HOV/managed lanes from Lynnwood to SeaTac/Airport Station via I-405, SR 518, and International Boulevard. Extension of service west to Burien Transit Center, including as a possible terminus point, is also included. This project would provide improved connections and access for Lynnwood, Bothell, Kirkland, Bellevue, Newcastle, Renton, Tukwila, SeaTac, Burien, and nearby cities. Potential improvements include items such as direct access facilities for the efficient movement of buses, parking, freeway stations, station improvements, and exclusive right-of-way to provide direct connections to population and employment centers.
P-01	Future System Planning (ST4)	Policies and Programs	This project would include funds for planning efforts supporting an eventual Sound Transit 4 ballot measure that continues progress toward implementing Sound Transit's Long-Range Plan.
R-01	ST Express Service	Express Bus	This project would fund capital and operating improvements for ST Express regional bus service supporting the high-capacity transit extensions that are selected for the Sound Transit 3 measure.
R-02	Vehicle Purchases	Bus/Rail	This project would fund expanding the Link light rail, Sounder commuter rail, and ST Express bus fleets as the regional transit system grows.
R-03	Maintenance and Storage Facilities	All	This project would add maintenance and storage facilities for the Link light rail, Sounder commuter rail and ST Express bus fleets to support system expansion.
R-04	System Repair and Enhancement	Policies and Programs	Under this program, investments necessary to maintain and operate an expanded regional transit system would be identified and funded. A potential project list is under development and review by Sound Transit staff.
R-05	System Access Program	Policies and Programs	This project would fund planning and implementation of investments to improve access to the regional transit system, including improvements for pedestrians, bicyclists, buses and private vehicles. Funds would be prioritized per Sound Transit's System Access Policy.

NO.	PROJECT NAME	MODE	DESCRIPTION
R-06	Innovation and Technology Program	Policies and Programs	This program would fund planning and implementation of programs outside the scope of large capital projects, which can improve the functioning and use of the regional transit system through innovative best practices, technologies and partnerships.
R-07	Transit Oriented Development Program	Policies and Programs	Program to fund additional TOD analysis and support conducted as part of project development in accordance with the TOD Policy (Resolution No. R2012-14). Funding could be used for activities such as planning detailed market studies, analysis of potential Agency TOD sites and related activities necessary to bring surplus properties to the market, and both Community and Agency TOD development support.
R-08	Agency administration, insurance and reserves	Policies and Programs	Beyond investments in individual projects, implementing the ST3 program will require agency-wide capital and operating programs including: - Insurance for capital and operating programs, - Bond, capital replacement, operating and other reserves, - Staffing and other administrative costs to implement the ST3 program.

Projects Under Consideration

E-03: Light Rail from Totem Lake to Issaquah via Bellevue

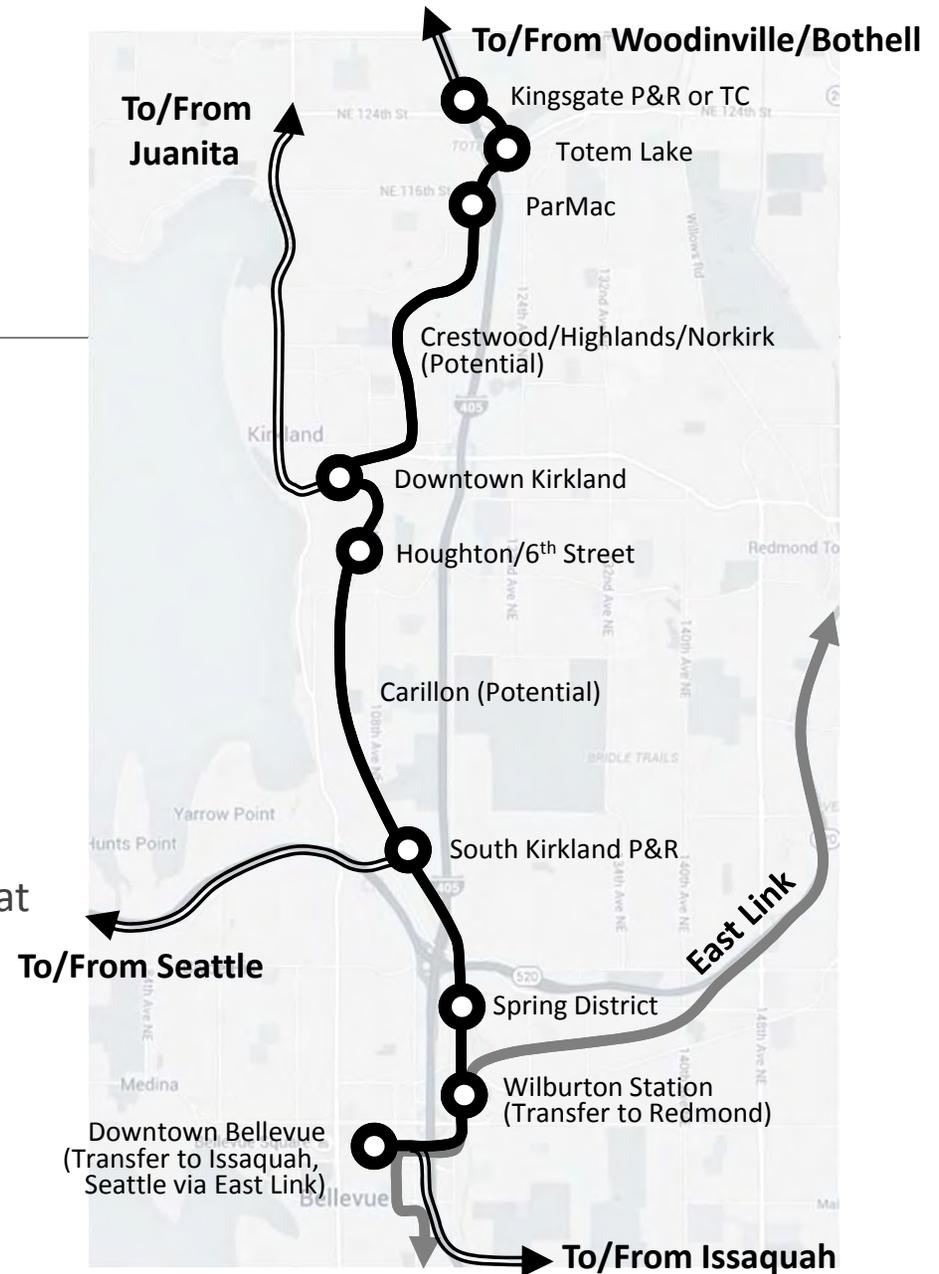
- Issaquah to Totem Lake generally via:
 - I-90 corridor
 - Wilburton area of Bellevue
 - Eastside Rail Corridor (CKC)
- Exclusive running way
- 4 Stations in Kirkland
- ~30 foot right-of-way need (wider at stations) ST Template assumes the center.
- Example Trip: Downtown Kirkland to Downtown Bellevue
- Travel times under development



Projects Under Consideration

E-06: Bus Rapid Transit from Totem Lake to Downtown Bellevue

- Totem Lake to Downtown Bellevue generally via:
 - Eastside Rail Corridor (CKC)
 - Surface streets with transit priority
- Primarily exclusive running way
- 6 to 8 stations in Kirkland
- Could also include Metro service to/from Seattle, complements I-405 BRT
- ~24-36 foot right of way need (wider at stations)
- Example Trip: Downtown Kirkland to Downtown Bellevue
- Travel times under development



KIRKLAND PARK BOARD

Minutes of Special Meeting

November 18, 2015

1. CALL TO ORDER

The November 18, 2015, Park Board Special Meeting was called to order at 7:00 p.m. by Chair Adam White.

2. ROLL CALL

Members present: Chair Adam White, Vice Chair Kevin Quille, Jason Chinchilla, Sue Contreras, Kelli Curtis and Jim Popolow.

Rosalie Wessels arrived at 7:02 p.m.

Staff present: Michael Cogle and Jennifer Schroder

Recording Secretary: Cheryl Harmon

3. APPROVAL OF MINUTES

The minutes of the October 14th meeting were reviewed and a correction was noted. Ms. Curtis moved to approve the minutes as amended. Mr. Quille seconded. Motion carried (7-0).

4. ITEMS FROM THE AUDIENCE

Michelle Sailor spoke regarding the Cross Kirkland Corridor.

Doug Rough spoke regarding parks in the North Juanita neighborhood.

Jamie Rector spoke regarding the Aquatics, Recreation and Community Center.

5. REVIEW OF ACTION ITEMS

No items

6. PRESENTATIONS

No items

7. COMMUNICATIONS

a. Correspondence

No items

b. Staff Reports

Mr. Cogle discussed a potential joint meeting between Park Board and Planning Commission regarding the proposed Finn Hill Neighborhood Plan.

Ms. Schroder reported on peewee and youth sports, the inaugural Green Kirkland Day event, the Kirkland Park Foundation and a King Conservation District stewardship award presented to the City.

Questions were asked related to school district communications, basketball courts, the flag at OO Denny Park, the Kirkland Urban redevelopment, Juanita Friday Market, Peter Kirk Pool liner replacement.

c. Committee Reports

Mr. Chinchilla reported on the Green Kirkland Day event.

Ms. Curtis reported on the Central Houghton neighborhood meeting, Cross Kirkland Corridor arts integration meeting and the November 17th City Council meeting.

Ms. Contreras reported on the South Rose Hill/Bridle Trails neighborhood meeting, the November 17th City Council meeting.

Mr. Popolow reported on the Kirkland Youth Council.

Ms. Wessels reported on the Evergreen Hill neighborhood meeting.

d. Comments from the Chair

No items

8. UNFINISHED BUSINESS

a. Aquatics, Recreation and Community Center Project Update

Ms. Schroder reported on the results of the November 3rd ballot measure on the ARC Center and shared potential next steps for the facility.

b. Waverly Beach Renovation Phase 1 Project

Mr. Cogle provided a briefing on the City Council's award of contract to Nordland Construction NW for the Waverly Beach Park renovation project and discussed construction-related matters.

9. NEW BUSINESS

a. 132nd Square Park Improvements

Jenny Gaus, the City's Public Works Surface Water Engineering Supervisor, provided an overview of the City's storm water program and discussed potential surface water treatment infrastructure to be completed in conjunction with field improvements at 132nd Square Park.

10. GOOD OF THE ORDER

The topic of the Cross Kirkland Corridor was requested to be added to the next Park Board agenda.

The next meeting will include elections for the positions of the Park Board Chair and Vice Chair.

A question was asked regarding parks in the North Juanita neighborhood.

11. ADJOURNMENT

Mr. Quille moved to adjourn the meeting. Ms. Curtis seconded. Motion carried (8-0).

The meeting was adjourned at 9:06 p.m.

Jennifer Schroder, Director
Parks and Community Services

Adam White, Chair
Park Board



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

To: Park Board
From: Jennifer Schroder, CPRP, Director
Date: December 4, 2015
Subject: December Staff Update

RECREATION DIVISION

- Below is the month-to-month revenue report. As of the date of this report, the recreation revenue receipts remain over \$111,000 higher than last year.

	JAN	FEB	MAR	APR	MAY	JUN
2014	\$46,858	\$37,019	\$357,148	\$150,639	\$122,939	\$125,830
2015	\$79,882	\$47,661	\$406,953	\$135,182	\$131,254	\$127,418
variance	\$33,024	\$10,642	\$49,805	(\$15,457)	\$8,315	\$1,588

	JUL	AUG	SEP	OCT	NOV	TOTAL
2014	\$71,072	\$137,798	\$163,764	\$51,812	\$28,555	\$1,293,434
2015	\$82,034	\$152,807	\$170,297	\$49,386	\$21,984	\$1,404,858
variance	\$10,962	\$15,009	\$6,533	(\$2,426)	(\$6,571)	\$111,424

North Kirkland Community Center

- With the aid of a generator, the North Kirkland Community Center was able to provide some warmth and bathroom facilities to weary travelers caught in the bottleneck on 124th Street during the November windstorm. The building was also a source of office space for staff that were displaced during power outage at their main work location. Kudos to the Parks crew who diligently spent the next couple days sweeping, cleaning, and vacuuming up the debris from the surrounding area. Public Works' large vacuum truck provided fascinating entertainment for the many children (and staff) in the building.
- Fall programs and classes are slowly winding down as staff is busy planning for the Snowflake Ball, and looking forward to the winter programs starting in January.
- Staff is busy planning for warmer weather and the spring/summer brochure, from camp themes, guest visitors, and outdoor adventures, to classes and programs. Due to the many repeat customers, camps, themes, and many classes and programs must be changed quarterly and yearly to provide fresh, new experiences to appeal to the wide range of customers.

Youth Sports & Aquatics

- Youth Basketball practice began the week of November 30th and games begin in January at local elementary and middle schools within the Lake Washington School District. This year the program grew with by 45 players, 475 boys and girls, 3rd through 6th grades, registered forming 49 teams.
- Over 62 community members have volunteered to coach youth basketball teams for the upcoming season. All but one of the youth basketball teams have coaches and the recruitment process will

continue until the final team has a coach. Volunteer coaches organize practices two days a week and lead the teams during their Saturday games.

- Northwest University Head Girls Basketball Coach has invited City of Kirkland Basketball Teams to play in mini half-time games during their games beginning at the end of December. Players and coaches who play during the game receive free admission into the game. This is the third season the City of Kirkland has partnered with Northwest University to provide this experience and opportunity for our teams.
- The City is still accepting applications for 10 youth basketball referee positions. These staff members will officiate the Saturday youth basketball games which run January through March. Referee training will take place Saturday, December 19th at Kirkland Middle School. Youth Basketball Teams will have the opportunity to play in practice games before the season, providing the referees opportunity to practice officiating games.

Sports and Fitness

- The Fall Adult Volleyball Leagues will conclude their season on December 2nd and 3rd.
- The Winter Volleyball Leagues begin on January 4th. Presently, four of the divisions are full, with openings only in the co-ed C-division.

Peter Kirk Community Center

- The Peter Kirk Community Center kicked off the holiday season with a fun event on November 19th. Over 100 people attended "Turkey Treats", an old fashioned Thanksgiving celebration that was sponsored by Brookdale Kirkland. The food was delicious and the entertainment, the Haggis Brothers, were met with enthusiastic appreciation.
- PKCC's Holiday D 'Lights celebration was held on December 3rd. The City is very fortunate to have wonderful community partners; Aegis Kirkland and Aegis Lodge sponsored the meal again this year. This annual celebration featured a festive musical performance from "Buddy Holly".
- Staff was pleased to be informed in late November that EvergreenHealth's Board of Commissioners approved an allocation of \$3,000 for the Kirkland Steppers. This money will help offset the cost of the 18-week walking program designed for adults aged 50+ that runs June through September.
- Staff is busy planning programs, activities and events for the upcoming spring/summer 2016 brochure. The first draft submittal of programs is due to the graphic designer on January 5th.

COMMUNITY SERVICES

Special Events

- The Special Events Team continues to meet the first Thursday of each month at City Hall. This month the team will begin reviewing permit applications for 2016.
- November Highlights
 - Hopelink's Turkey Trot was well attended with close to 1,500 supporters coming out on a crisp sunny morning for the annual event.
 - Kirkland Winterfest kicked off the holiday season with an annual holiday tree lighting. Families also enjoyed festive musical performances, hot chocolate, carriage rides and sledding at Marina Park. The holiday tree has moved to the waterfront this year providing a beautiful Pacific Northwest backdrop for holiday photos.
- December Event
 - The 12K's of Christmas Holiday Run will be held at Heritage Park on Sunday, December 20. For event information, including the new course map, go to <http://www.promotionevents.com/12ks>



Runners in the 2014 12K's of Christmas

MAINTENANCE DIVISION

Notes from the Field

- Staff are still cleaning up from the strong winds of November. Several trees throughout the park system were lost. The power outage also created its own set of opportunities to serve with Parks staff assisting the IT and Fire departments with placing temporary generators to keep communications live.
- The Waverly Beach renovation project is benefitting the new playground area at Josten Park. Over the next few months, staff will send the existing Waverly Beach swing to the powder-coater for fresh paint and will order some complimentary pieces to enhance the play experience at the City's newest neighborhood park.

Donations Program/Sharing Program Update

- The Kirkland community has donated several bench and tables to Kirkland's park system over the past few months in honor of long standing residents who cherish/ed Kirkland:
 - Larry Lindahl and the Lindahl family donated a bench at Rose Hill Meadows in honor of their parents, George and Shirley Lindahl, who, according to the Lindahl family, planted many of the trees in Rose Hill Meadows. George was a WWI veteran and Shirley was a long standing volunteer of many organizations.
 - A bench was donated in honor of Eric Clark by his wife Linh and their two daughters Emily and Mia.
 - Laura and Carolyn Corvi donated a bench in honor of their parents, Joe and Kathleen Corvi.
 - David Jaffee and family donated a table at Marsh Park in honor of wife and mother, Edith Jaffee.
 - Tom and Diane Charouhas and friends donated a table at Marsh Park in honor of their long-time friend, Mark Hayward, who enjoyed walking along Lake Washington Boulevard and visiting Kirkland's parks.
 - A cash donation towards general park maintenance was received from Cheri Brennan in honor of Arnie Berkey, a long-time Kirkland resident, former Park Board member and the father of our own Senior Groundsperson Carol Berkey.

GREEN KIRKLAND PARTNERSHIP

- The Green Kirkland Partnership is pleased to report that, by unanimous agreement on November 17th, the City Council approved by resolution the City's 20-Year Forest and Natural Areas Restoration Plan. The Park Board will provide an important advisory role in guiding implementation of the Plan, thereby continuing natural areas restoration work in Kirkland's parklands.
- In November, the Partnership hosted nine volunteer events. These events included Steward-led events at Juanita Bay, Crestwoods, Juanita Beach, Josten, McAuliffe and Juanita Heights parks, as well as a contractor-led event at Crestwoods Park.
- The following table summarizes GKP events and other activities conducted by volunteers in October. It includes volunteer information from events led by Stewards, staff and, contractors; and ongoing volunteering.

Event Type	Number of Events	Number of Volunteers	Volunteer Hours	Dollar Equivalent ¹
October Steward Led Events	7	76	200.5	\$5,521.77
October Contractor Led Events	1	90	360	\$9,914.40
October Staff Led Events	2	27	54	\$1,487.16

October Ongoing Volunteering	NA	21	134.3	\$3,699.45
All October Volunteering	10	214	748.8	\$20,622.78

Groups Engaged: Kiwanis Club, Eastside Preparatory Academy, Rose Hill Middle School, ATG Stores, Boy Scouts, Puget Sound Energy, Microsoft, Garden Gate Housing Association, and the Environmental and Adventure School

1 Dollar Equivalent = Hours x \$27.54

Event Highlight

- On November 14th Green Kirkland Partnership hosted its first Green Kirkland Day with simultaneous events at four Kirkland Parks: Crestwoods, Juanita Beach, Josten, and McAuliffe. City Manager Kurt Triplett, Parks Director Jennifer Schroder, Park Board Member Jason Chinchilla, and Kirkland Park Foundation Executive Director Sally Otten spoke at the largest event, which was at Crestwoods Park. Pizza for both Crestwoods Park and Juanita Beach Park was provided by a donation from the Watershed Company. In total, 137 volunteers spent the day volunteering with Green Kirkland.



Young volunteer at Green Kirkland Day at Crestwoods Park

Other Notable Items

- Administrative staff are currently setting event dates and contracting with EarthCorps for management of large monthly volunteer events in 2016. Funding is from a King Conservation District grant.
- The Melody S. Robidoux Foundation has committed to funding another grant at Juanita Bay Park. Administrative staff are working on submitting a grant application for \$10,000 for funding professional crew days that will supplement volunteer efforts.

What's Coming up

- Upcoming Events
 - Mondays, December 7, 14, 21, and 28, 10am-noon at O.O. Denny Park. RSVP at greenkirkland@kirklandwa.gov.
 - Wednesdays, December 2, 9, and 16 at 9:30am-11:30am at Cotton Hill. RSVP at greenkirkland@kirklandwa.gov.
 - Fridays, December 4 and 18 at 10am-noon at Juanita Bay Park. RSVP at greenkirkland@kirklandwa.gov.
 - Saturday, December 5, Juanita Bay Park 10am-12pm register at www.greenkirkland.org
- Photos of recent volunteer events can be viewed at www.facebook.com/GreenKirkPartnership

**CITY OF KIRKLAND****Department of Parks & Community Services**

505 Market Street, Suite A, Kirkland, WA 98033 425.587.3300

www.kirklandwa.gov

To: Park Board

From: Michael Cogle, Deputy Director

Date: December 4, 2015

Subject: Juanita Beach Park Bathhouse Replacement Project

RECOMMENDATION:

That the Park Board review preliminary design concepts for the Juanita Beach Park Bathhouse Replacement Project and provide guidance to the staff and consultant team.

BACKGROUND DISCUSSION:

The Department of Parks and Community Services has been working with the design team led by Patano Studio Architecture (Patano) on a plan to replace the bathhouse at Juanita Beach Park, consistent with the park's approved Master Plan. The design team has been gathering information, learning about the site and historical context, and meeting with staff to determine space needs and operational needs.

Patano has prepared the attached materials for the Board's review and comment, including some preliminary design concepts. Representatives of Patano will present their ideas to the Board at the meeting of December 9.

The existing 3,500 square feet facility was built in approximately 1965 and provides restroom, dressing room, maintenance, storage, lifeguard, and concession spaces. The park master plan calls for the existing facility to be removed and a new bathhouse constructed nearby. The park's master plan provides the following guidance on the architectural character for park structures: *"Buildings are developed with a craftsmen style architectural character that strongly ties to the parks natural landscape, open lawn character and the historic recreational use of the site. The buildings are sited at the edges of the lawn and plaza areas to assist in defining the spaces. The building scale and locations complements and reinforces the landscape character and provide focal points for park visitors. Buildings are tucked into gentle landforms or vegetation edges."*

Attachment



HISTORICAL IMAGES
VISIBLE, STURDY STRUCTURE
CLEAN LINES
NATURAL MATERIALS
FINE DETAILS
PITCHED ROOF
HUMAN SCALE



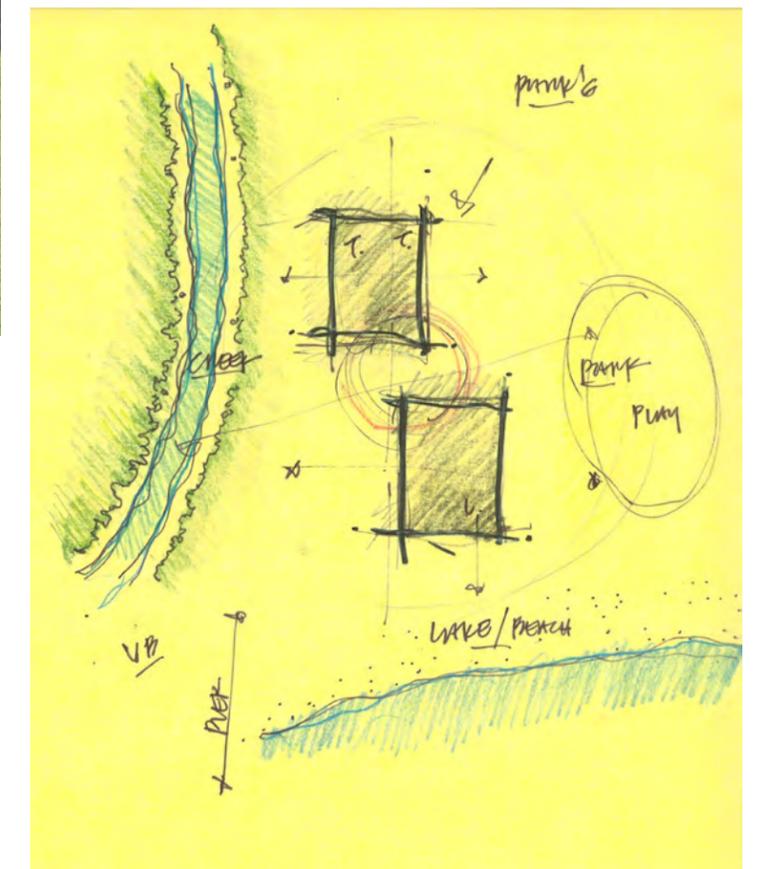
JUANITA BEACH PARK BATHHOUSE REPLACEMENT PROJECT

KIRKLAND, WASHINGTON | DECEMBER 09, 2015



EXISTING PARK CONDITIONS

- VISIBLE, STURDY STRUCTURE
- CLEAN LINES
- NATURAL MATERIALS
- FINE DETAILS
- PITCHED ROOF
- HUMAN SCALE



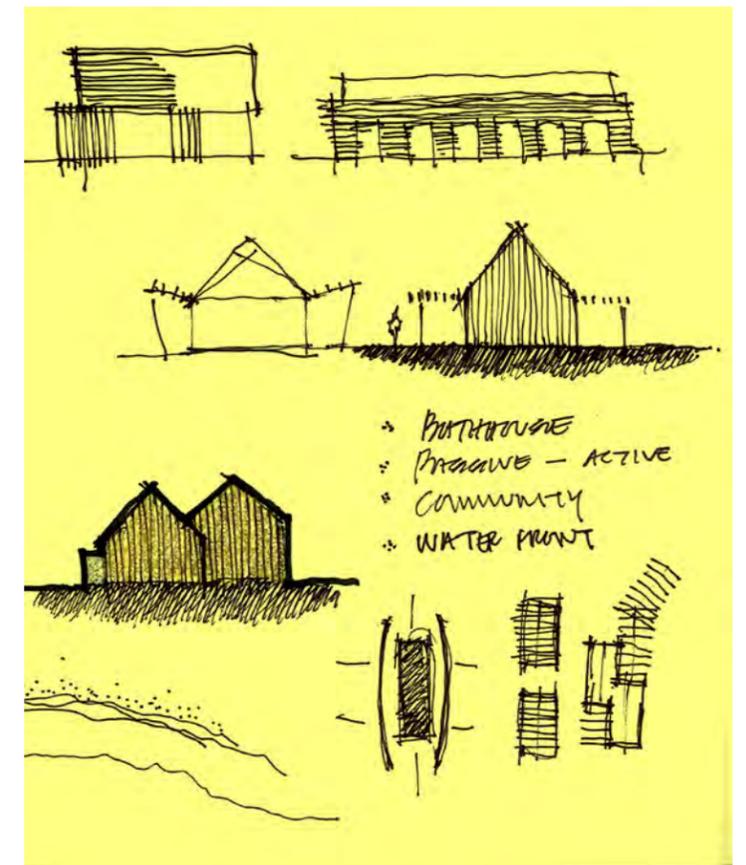
JUANITA BEACH PARK BATHHOUSE REPLACEMENT PROJECT

KIRKLAND, WASHINGTON | DECEMBER 09, 2015



INSPIRATIONAL IMAGES

- VISIBLE, STURDY STRUCTURE
- CLEAN LINES
- NATURAL MATERIALS
- FINE DETAILS
- PITCHED ROOF
- HUMAN SCALE



JUANITA BEACH PARK BATHHOUSE REPLACEMENT PROJECT

KIRKLAND, WASHINGTON | DECEMBER 09, 2015

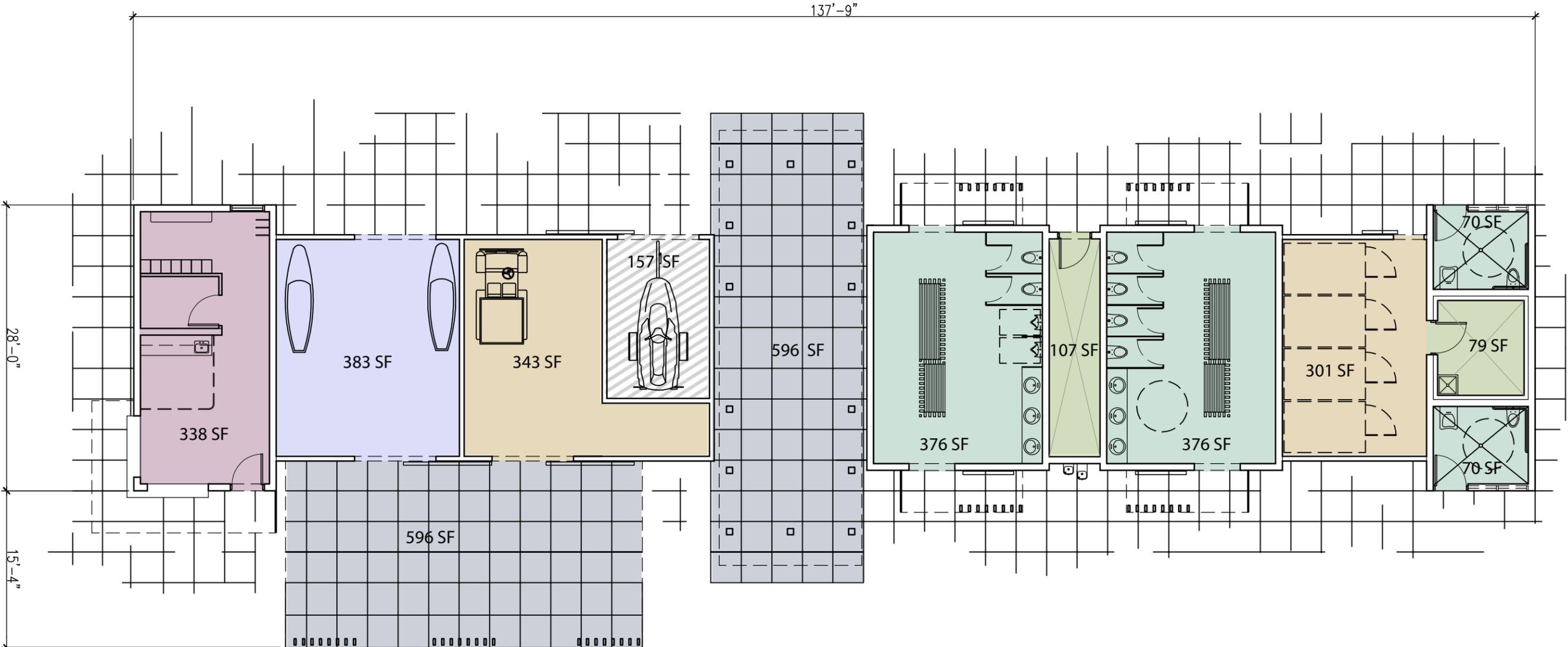


JUANITA BEACH PARK BATHHOUSE REPLACEMENT PROJECT

KIRKLAND, WASHINGTON | DECEMBER 09, 2015

OPTION 1: PLAN

LEGEND		BUILDING AREA TOTAL 2,932 SF			
■	RESTROOM	892 SF	■	STORAGE	301 SF
■	UTILITY	186 SF	■	FD JET SKI	157 SF
■	LIFEGUARD	338 SF	■	PORCH	1192 SF
■	CONCESSION	383 SF			

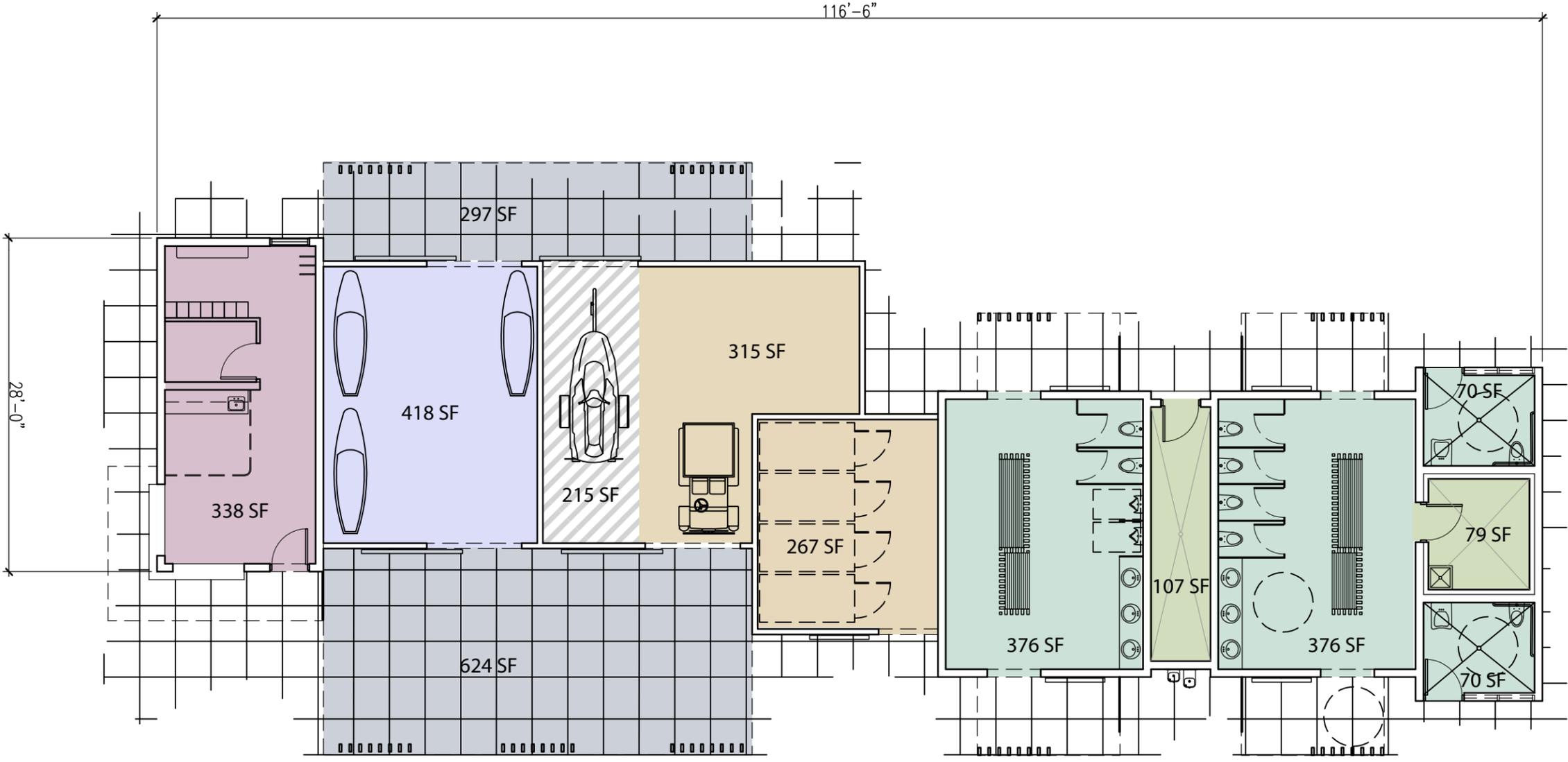


JUANITA BEACH PARK BATHHOUSE REPLACEMENT PROJECT

KIRKLAND, WASHINGTON | DECEMBER 09, 2015

OPTION 2: PLAN

LEGEND		BUILDING AREA TOTAL 2,935 SF			
■	RESTROOM	892 SF	■	STORAGE	582 SF
■	UTILITY	186 SF	■	FD JET SKI	219 SF
■	LIFEGUARD	338 SF	■	PORCH	911 SF
■	CONCESSION	418 SF			



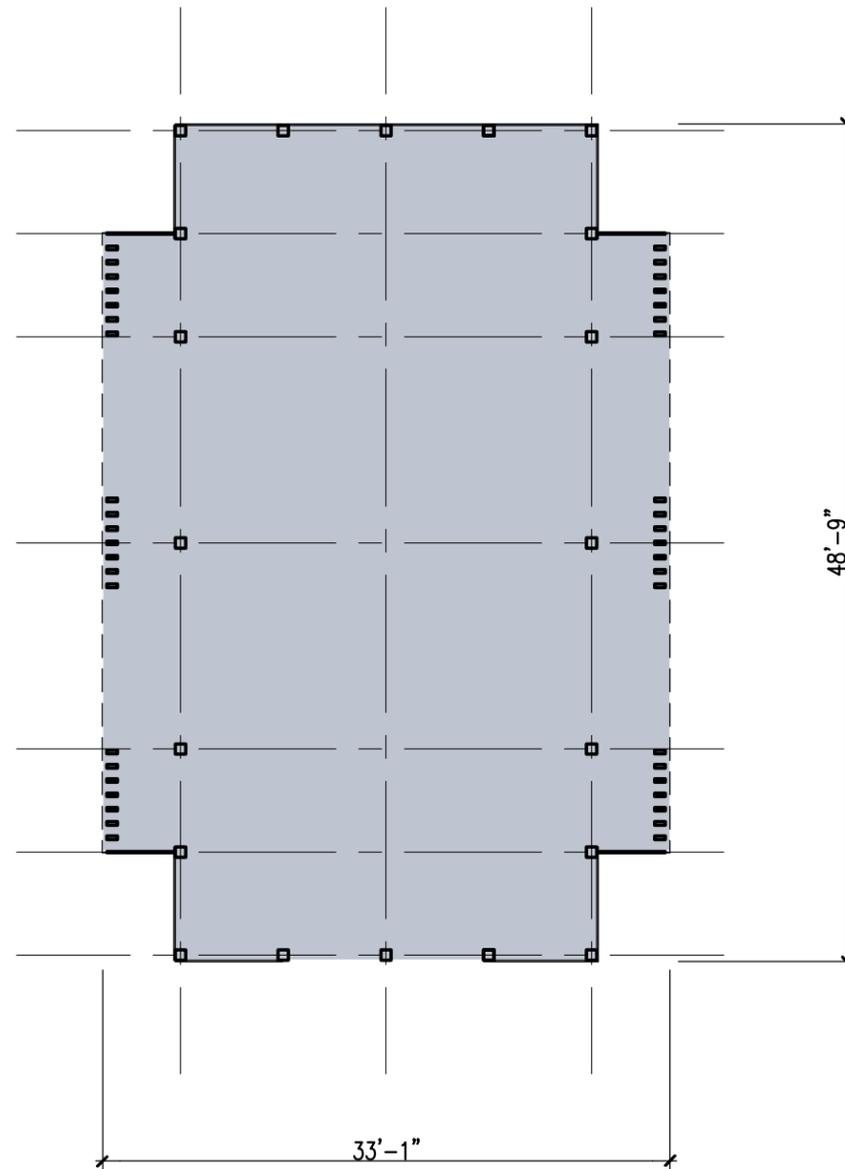
JUANITA BEACH PARK BATHHOUSE REPLACEMENT PROJECT

KIRKLAND, WASHINGTON | DECEMBER 09, 2015

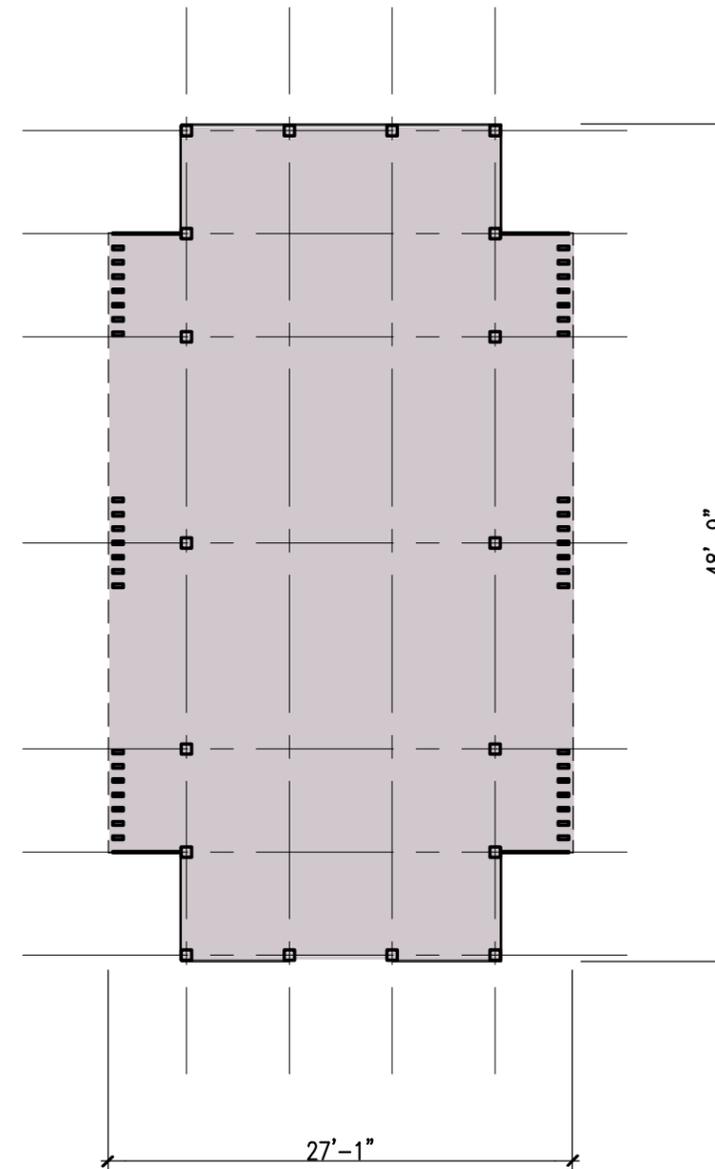
PICNIC PAVILION: PLANS

COLOR LEGEND

- PAVILION OPT 1 1,387 SF
- PAVILION OPT 2 1,102 SF



OPTION 1
1,387 SF
92 people



OPTION 2
1,102 SF
74 people



JUANITA BEACH PARK BATHHOUSE REPLACEMENT PROJECT

KIRKLAND, WASHINGTON | DECEMBER 09, 2015

BATHHOUSE OPTION 1
LOOKING SOUTHWEST

VISIBLE, STURDY STRUCTURE
CLEAN LINES
NATURAL MATERIALS
FINE DETAILS
PITCHED ROOF
HUMAN SCALE

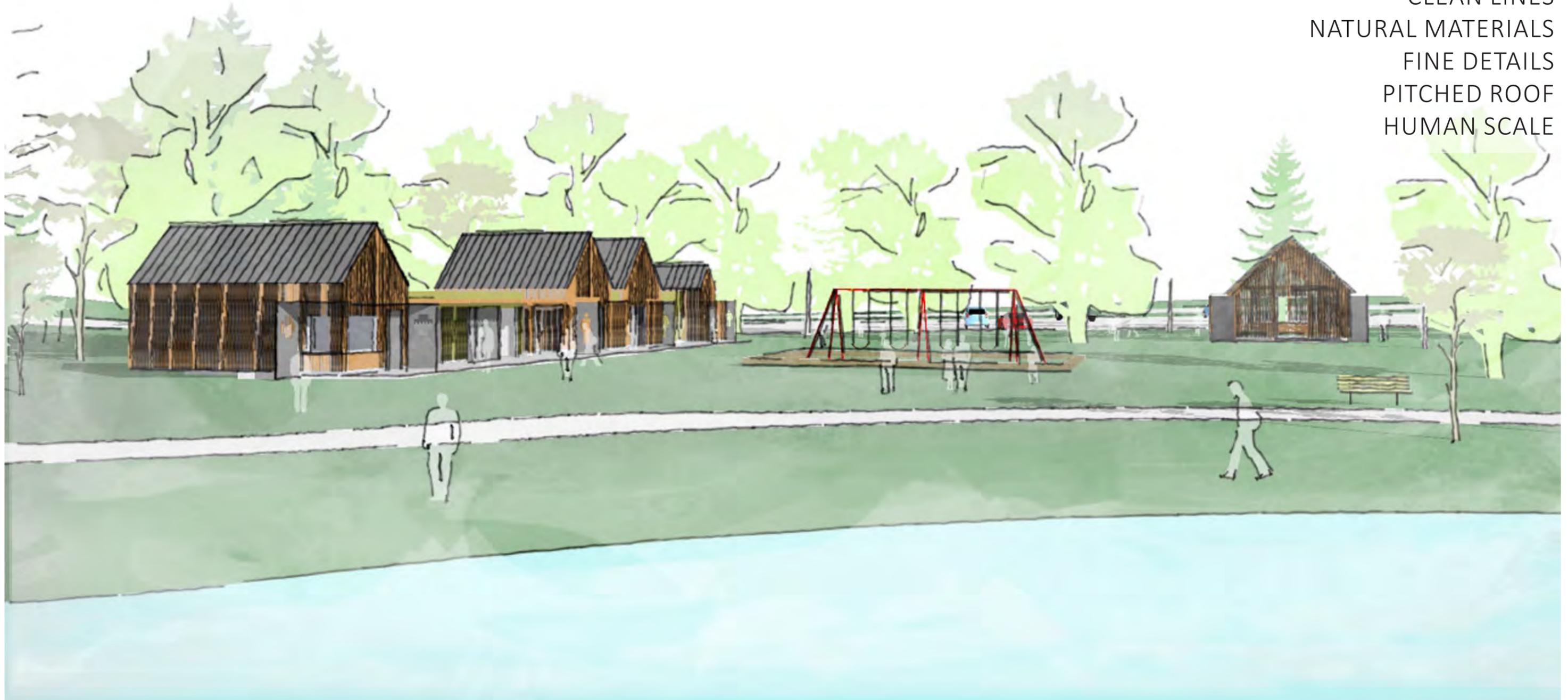


JUANITA BEACH PARK BATHHOUSE REPLACEMENT PROJECT

KIRKLAND, WASHINGTON | DECEMBER 09, 2015

BATHHOUSE OPTION 1
LOOKING NORTHWEST

VISIBLE, STURDY STRUCTURE
CLEAN LINES
NATURAL MATERIALS
FINE DETAILS
PITCHED ROOF
HUMAN SCALE



PATANO STUDIO ARCHITECTURE

JUANITA BEACH PARK BATHHOUSE REPLACEMENT PROJECT

KIRKLAND, WASHINGTON | DECEMBER 09, 2015

BATHHOUSE OPTION 2
LOOKING SOUTHWEST

VISIBLE, STURDY STRUCTURE
CLEAN LINES
NATURAL MATERIALS
FINE DETAILS
PITCHED ROOF
HUMAN SCALE

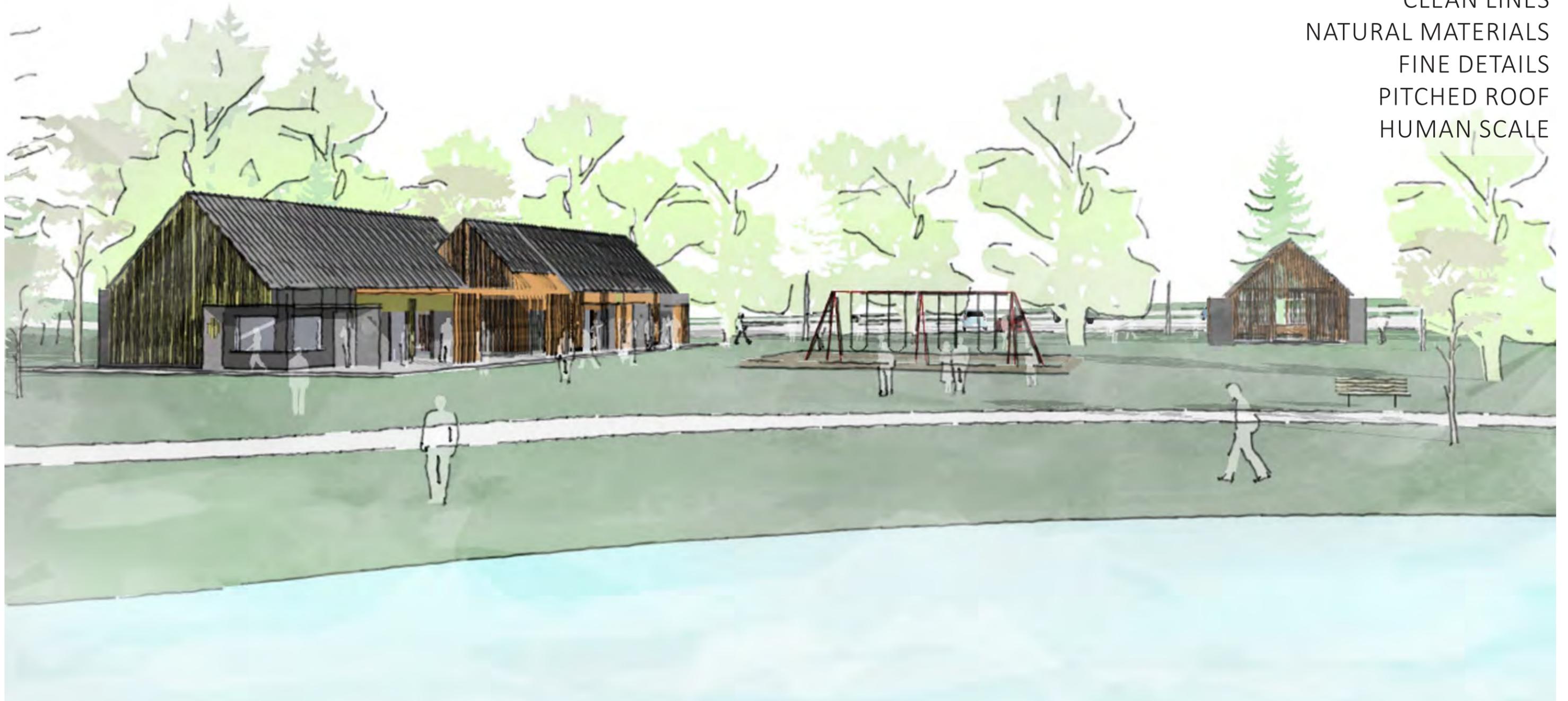


JUANITA BEACH PARK BATHHOUSE REPLACEMENT PROJECT

KIRKLAND, WASHINGTON | DECEMBER 09, 2015

BATHHOUSE OPTION 2
LOOKING NORTHWEST

VISIBLE, STURDY STRUCTURE
CLEAN LINES
NATURAL MATERIALS
FINE DETAILS
PITCHED ROOF
HUMAN SCALE



PATANO STUDIO ARCHITECTURE

JUANITA BEACH PARK BATHHOUSE REPLACEMENT PROJECT

KIRKLAND, WASHINGTON | DECEMBER 09, 2015



**BATHHOUSE RESTROOM
INTERIOR**
VISIBLE, STURDY STRUCTURE
CLEAN LINES
NATURAL MATERIALS
FINE DETAILS
PITCHED ROOF
HUMAN SCALE



JUANITA BEACH PARK BATHHOUSE REPLACEMENT PROJECT

KIRKLAND, WASHINGTON | DECEMBER 09, 2015



PICNIC PAVILION
EXTERIOR

VISIBLE, STURDY STRUCTURE
CLEAN LINES
NATURAL MATERIALS
FINE DETAILS
PITCHED ROOF
HUMAN SCALE



JUANITA BEACH PARK BATHHOUSE REPLACEMENT PROJECT

KIRKLAND, WASHINGTON | DECEMBER 09, 2015



PICNIC PAVILION
INTERIOR
VISIBLE, STURDY STRUCTURE
CLEAN LINES
NATURAL MATERIALS
FINE DETAILS
PITCHED ROOF
HUMAN SCALE



PATANO STUDIO ARCHITECTURE

JUANITA BEACH PARK BATHHOUSE REPLACEMENT PROJECT

KIRKLAND, WASHINGTON | DECEMBER 09, 2015



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

MEMORANDUM

To: Park Board

From: Jennifer Schroder, Director

Date: December 2, 2015

Subject: Memorandum of Understanding between City of Kirkland and Kirkland Parks Foundation

RECOMMENDATION

That the Park Board recommend the City Council approve the Memorandum of Understanding between the City of Kirkland and the Kirkland Parks Foundation.

BACKGROUND DISCUSSION

The Kirkland Park Foundation is a non-profit charitable organization. Its mission is to work with the Kirkland community to create, plan and fund improvements and activities in our parks that enhance the quality of life for the residents of Kirkland. This year the Foundation has successfully raised funds toward the Waverly Beach Picnic Shelter and funds to purchase native plants for Green Kirkland Day.

The Memorandum of Understanding formalizes the partnership between the City and the Foundation as well as establish the framework for cooperation, roles and responsibilities and the process to select and obtain project approval for the Foundation to target fundraising efforts.

Ms. Sally Otten, Executive Director of the Kirkland Parks Foundation, will be present to address questions the Board may have as well as provide an update of its first year.

Attachment: MOU

MEMORANDUM OF UNDERSTANDING

Between City of Kirkland and Kirkland Parks Foundation

This MEMORANDUM OF UNDERSTANDING ("MOU") is made by and among the City of Kirkland, a Washington municipal corporation ("Kirkland") and the Kirkland Parks Foundation, a Washington nonprofit corporation ("KPF"). Together, Kirkland and the KPF are referred to as the "Parties" and individually as "Party."

RECITALS

1. KPF is a Washington nonprofit corporation, the purpose of which is to work with the community to create, plan and fund improvements and activities in Kirkland parks and enhance the quality of life for the residents of Kirkland.
2. KPF solicits and receives, gifts, grants, devises or bequests of real or personal property from public or private sources, in order to carry out its purpose.
3. KPF is an independent nonprofit organization under Section 501(c)(3) of the Internal Revenue Code which qualifies for the charitable contribution deduction under Section 170(b)(1)(A).
4. Kirkland owns and operates a wide array of parks and facilities and operates a number of recreation programs, including those operated on school district lands and facilities, to meet the recreation needs of the community.
5. Kirkland has determined the public interest would be best served by entering into a memorandum of understanding with the KPF to authorize the use of the name of Kirkland, Kirkland parks logo and the Kirkland official website for the solicitation of gifts, grants, devises or bequests of real or personal property, from public or private sources.
6. Kirkland and KPF share an interest in supporting Kirkland parks and in facilitating the identification, funding and completion of community-generated Parks projects.
7. Kirkland and KPF desire to enter into this Memorandum of Understanding establishing KPF as an official fundraising partner for Kirkland parks and formalizing the framework for cooperation between Kirkland and KPF and the roles each will have.

NOW, THEREFORE, the Parties have reached the following understanding:

1. MOU Purpose.

The purpose of this Memorandum of Understanding (“MOU”) is to formally establish KPF as an official nonprofit fund raising partner as it relates to the Kirkland parks, facilities and recreation programs and to set forth the roles and responsibilities of Kirkland and KPF.

2. Relationship of Parties.

- A. KPF shall be an official nonprofit fund raising partner as it relates to the Kirkland parks, facilities and recreation programs. KPF shall work with Kirkland, specifically the Director of Parks and Community Services, to identify parks, facilities, events and recreation program improvements (“Projects”) targeted for fundraising efforts. KPF shall be authorized to use the name of Kirkland, Kirkland parks logo and the Kirkland official website for the solicitation of gifts, grants, devises or bequests of real or personal property (“Donations”), from public or private sources for designated Projects.
- B. KPF is a legal entity separate from Kirkland, and no partnership, agency, or other legal relationship other than that described in this MOU is created by this MOU. KPF shall retain sole authority over its own operations, and may make its own decisions about whether it wishes to participate in a designated Project, either by raising or donating funds in support of a designated Project.
- C. Kirkland is the owner and the operator of the Kirkland parks and facilities upon which a substantial portion of the funds raised by KPF would be expended. Kirkland also operates recreation programs in its own facilities and on school district lands for which the KPF may raise and expend funds.
- D. Kirkland shall retain sole authority over Project approval specific to City of Kirkland, and may make its own decisions, through the Director of Parks and Community Services, about whether to support a KPF initiative by approving a Project. The Director will evaluate proposed Projects for consistency with the Parks and Open Space Plan, Parks Capital Facilities Plan, biennium budget priorities and strategic objectives of the Department of Parks and Community Services. Kirkland will operate, own, manage, and maintain the Project facilities for the useful life of the Project facilities.

3. Reporting.

KPF shall make reports available to the public annually, as to all expenditures and fiscal accounting for Donations.

4. Term.

This MOU shall remain effective until either Party, with at least 30 days advance written notice, declares its intention to terminate this MOU, in which case this MOU will terminate on the stated date.

5. Legal Relations.

This MOU is solely for the benefit of the Parties and creates no right, duty, privilege, or cause of action in any other person or entity. No joint venture or partnership is formed as a result of this MOU. No employees or agents of one Party or its contractors or subcontractors shall be deemed to be employees, agents, contractors or subcontractors of the other Party.

6. Counterparts.

This MOU may be executed in any number of counterparts, each of which shall be deemed an original, but all of which, taken together, shall constitute but one and the same instrument.

THE PARTIES execute this MOU effective as of the last date written below.

KIRKLAND PARKS FOUNDATION

By: _____
Its: _____

Date

CITY OF KIRKLAND

By: _____
Its: _____

Date



CITY OF KIRKLAND
Public Works Department
 123 Fifth Avenue, Kirkland, WA 98033 425.587.3800
www.kirklandwa.gov

MEMORANDUM

To: Park Board

From: Kathy Brown, Public Works Director
 Kari Page, Cross Kirkland Corridor Coordinator

Date: December 4, 2015

Subject: Naming the public improvements on the Cross Kirkland Corridor constructed and funded by SRM and Google; **Feriton Spur**

RECOMMENDATION:

It is recommended that the Park Board, in accordance with the established policies and procedures for naming of public parks and facilities (Resolution R-4799), make a recommendation to the City Council to name 900 feet of the Cross Kirkland Corridor (CKC) between to Google Phase I and II the **Feriton Spur**.



Public Improvements on the CKC
at Google

BACKGROUND DISCUSSION:

The City of Kirkland is extremely fortunate to benefit from a generous public/private partnership with Google and SRM Development (SRM) in the installation of close to \$3 million in public improvement on the CKC. These improvements include: a full basketball court, sand volley ball court, TRX equipment, playground and children's zip line, as



Public Improvements on the CKC at Google

well as a 900 foot long, 16 foot wide paved portion of the CKC. Other amenities include a seating area, bicycle racks, and picnic tables and chairs. In addition, SRM will be maintaining all of the improvements except for the paved trail.

In August of 2015, over a thousand people helped celebrate the opening of this 900 feet of the CKC with music, volleyball and basketball games, strawberry shortcake and a beer garden. On December 4, SRM and Google is inviting the public to a spectacular holiday light and music show featuring 10,000 LED lights custom-programmed to holiday music by Google Kirkland engineers. Carolers from Lakeview Elementary School and Google will perform as well. These festivals will continue and expand in the future as this location becomes the first "place" along the CKC to reflect the community's vision in the CKC Master Plan.

RECOMMENDATION:

As the sense of "place" grows, the need for a name has increased over the past few months. To this end, SRM, Kirkland Heritage Society, and a group of local historians began looking for a name that would help preserve the historical significance of the area and educate the public about the history of the rail corridor along the CKC. Based upon the historical name of the corridor at this location, their recommendation is to designate this segment as the Feriton Spur.



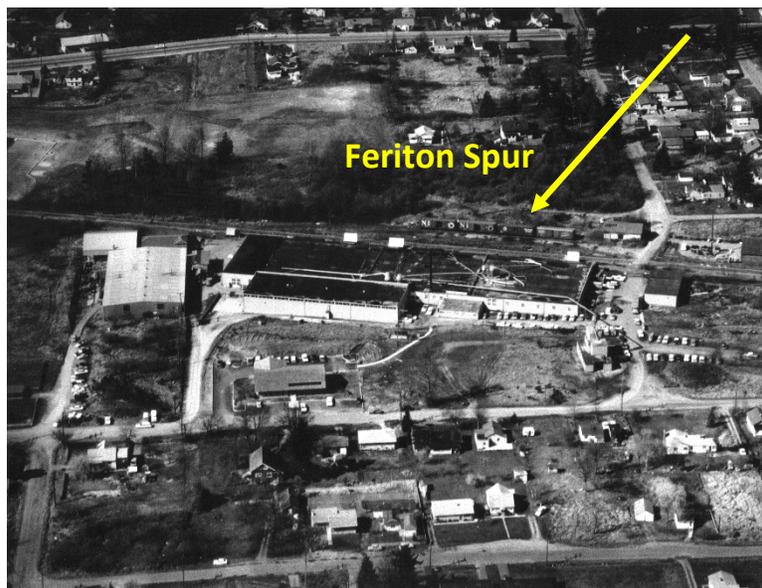
Caboose adjacent to the CKC

Feriton Spur was the name of the spur that left the Eastside Rail Corridor to deliver and pick up commerce. There is evidence that the spur was used as a rock bunker for King County, transport for the Lake Washington Shipyards, and of course later by Seattle Door.

The exact origin of the name is not known, even after months (if not years) of research by local historians. The name Feriton first appears on the Northern Pacific timetable in 1909. There is speculation that Feriton was related to Peter Kirk's dream of an "Irontown" as Feriton could be related to ferrous. There also was a nearby land owner named W.B. Fehr (recorded in 1911) who may have named the area. The name continued to appear on maps all through the 1900s.

"Spur," by its nature is a tangent or tributary not unlike this park is to the main corridor. SRM and Google also recognize spur to mean motivate, catalyze or inspire which relates to how the space is used now by Google.

Being the first area to implement the vision of the CKC Master Plan, the name "spur" also embraces the hopes that this park will spur places like this along the CKC in the future.



Historical air photo of the Feriton Spur

The Park Board is being asked by SRM and Google to recommend the name Feriton Spur to the City Council in accordance with established policies and procedures for the naming of public parks and facilities in Resolution R-4799. The policy ~~state~~states that the City Council considers suggestions for names received from organizations, individuals, or neighborhoods. Below are excerpts from the policy:

Section 1. It is the general policy of the City of Kirkland to choose a name for a public park or facility based upon the relationship of the land or facility to one of several criteria:

Section 1.5. A civic group or corporation whose mission statement is compatible with City goals and objectives and that has made a significant contribution of land, money or civic service to the Kirkland park system.

SRM and Google have asked Public Works staff to bring this recommendation forward to the Park Board. We anticipate the Board recommendation will be considered by the Council early next year. If you have questions, contact Kari Page, Cross Kirkland Corridor Coordinator, KPage@kirklandwa.gov or call 425-587-3011.

RESOLUTION R-4799

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND ESTABLISHING POLICIES AND PROCEDURES FOR THE NAMING OF PUBLIC PARKS AND FACILITIES.

WHEREAS, the City Council adopted Resolution R-3215, establishing policies and procedures relating to the naming of public park property and facilities on August 19, 1985; and

WHEREAS, the Park and Recreation Board recommends updating the park naming policy to: (1) include procedures for naming a park or facility after a civic group or organization; (2) provide that a numeric designation will be used for new parks and facilities until a permanent name is selected; and (3) clarify that the naming of a park or facility should be considered permanent under ordinary circumstances; and

WHEREAS, the City Council wishes to set forth the policies and procedures for naming public parks and facilities by resolution;

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

Section 1. It is the general policy of the City of Kirkland to choose a name for a public park or facility based upon the relationship of the land or facility to one of several criteria:

1. Neighborhood or geographical identification (e.g. Houghton, Bridle Trails, Rose Hill, etc.);
2. A natural or geological feature (e.g. Forbes Creek);
3. Historical or cultural significance;
4. An individual (living or deceased) who has given outstanding civic service to the Kirkland park system, or has donated substantial funds or land to the Kirkland park system, or has been otherwise instrumental in the acquisition or development of critical park acreage (e.g. Marsh Park). Parks or facilities shall not ordinarily be named for a living person, unless that person has made a significant and outstanding contribution of land, money, or civic service. A waiting period of at least one year should expire before naming a park or facility under the policy of this subparagraph;

5. A civic group or corporation whose mission statement is compatible with City goals and objectives and that has made a significant contribution of land, money or civic service to the Kirkland park system;
6. The wishes or preference of residents of the neighborhood surrounding the public park or facility should in all cases be considered.

Section 2. In establishing or designating the name of a public park or facility, the final authority on name selection is the responsibility of the City Council. In making such selection the City Council will normally consider suggestions for names received from organizations, individuals or neighborhoods, and may request the Parks Department or the Park Board to solicit such suggestions. The City Council will not make its final selection until after it has received the recommendation of the Kirkland Park Board.

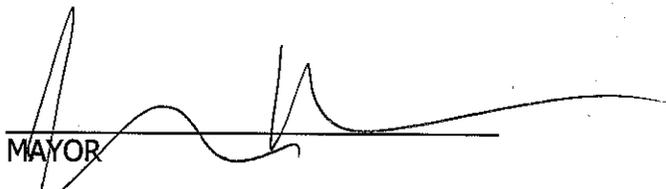
Section 3. Until a park or facility name is selected for a new park or facility, a numeric designation shall be used to identify the park or facility.

Section 4. Under ordinary circumstances, the naming of a park or facility should be considered permanent. Any proposal to change the name of a park or facility shall be subject to the procedures set forth in this Resolution.

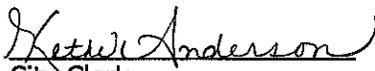
Section 5. Upon selection of a park or facility name by the City Council, the Parks Department shall identify the park or facility with appropriate signage specifying the established name.

Passed by majority vote of the Kirkland City Council in open meeting this 19th day of January, 2010.

Signed in authentication thereof this 19th day of January, 2010.


MAYOR

Attest:


City Clerk

**CITY OF KIRKLAND****Department of Parks & Community Services**

505 Market Street, Suite A, Kirkland, WA 98033 425.587.3300

www.kirklandwa.gov

MEMORANDUM

To: Park Board

From: Jennifer Schroder, Director

Date: December 2, 2015

Subject: Election of Chair and Vice Chair

RECOMMENDATION:

That the Park Board conduct elections to fill the positions of Chair and Vice Chair for 2016.

BACKGROUND:

Kirkland Municipal Code 3.36.040 states that the Park Board Chair and Vice Chair will be elected annually to a one-year term and elections will be held at the Board's final meeting of the year. The Chair may be re-elected once to serve a maximum of two years which current Chair Adam White will be completing at the Board's December meeting. No such term restriction is applied to the position of Vice Chair.

The Chair will be responsible for presiding over Park Board meetings. Additionally, the Chair may be called on to attend other meetings with members of City Council, the community or staff, as well as speak at special park-related events such as dedication ceremonies.

The Vice Chair will be responsible for performing the duties of the Chair in the event the Chair is not present. Should the Chair be unable to complete his or her term, the Vice Chair will assume the position of Chair and an election will be held to fill the position of Vice Chair.

Robert's Rules of Order will be followed to conduct the election. The Chair will call for nominations from the Board for each position separately. The Board will vote on two motions: 1) Chair and 2) Vice Chair.