



KIRKLAND PARK BOARD

Date: October 10, 2012

Time: 7:00 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** *5 minutes*
3. **APPROVAL OF MINUTES** *5 minutes*
September Park Board Meeting Minutes
4. **ITEMS FROM THE AUDIENCE** *5 minutes*
5. **REVIEW OF ACTION ITEMS**
No items
6. **PRESENTATIONS** *15 minutes*
Kirkland Dog Off-leash Group
7. **COMMUNICATIONS** *15 minutes*
 - a. Correspondence
 - b. Staff Reports
- October update
 - c. Committee Reports
 - d. Comments from the Chair
8. **UNFINISHED BUSINESS**
 - a. Cross Kirkland Corridor *5 minutes*
Topic: Select representative for master planning consultant selection
Action: Discussion only
 - b. Boat Launch Use *10 minutes*
Topic: Review boat launch user survey
Action: Discussion only
9. **NEW BUSINESS**
No items
10. **MEETING EVALUATION** *5 minutes*
11. **ADJOURNMENT** *Estimated meeting completion: 8:05 p.m.*
Next meeting: November 14, 2012, Council Chambers, City Hall

PARK BOARD MINUTES – September 12, 2012

1. CALL TO ORDER

The September Park Board regular meeting was called to order at 7:01 p.m. by Chair Sue Keller.

2. ROLL CALL

Members present: Chair Sue Keller, Vice Chair Shawn Fenn, Sue Contreras, Amy Johnson, Ted Marx and Adam White.

Rick Ockerman participated by telephone.

Shelley Kloba arrived at 7:06 p.m.

Staff present: Michael Cogle, Jason Filan, Mike Metteer, Linda Murphy and Jennifer Schroder.

Recording Secretary: Cheryl Harmon

3. APPROVAL OF MINUTES

Mr. White moved to approve the June minutes as presented. Mr. Marx seconded. Motion carried (7-0).

4. ITEMS FROM THE AUDIENCE

Isaac Roybal, president of Garden Gate Homes Neighborhood Association, spoke in favor of development of the North Juanita Neighborhood Open Space located within the Garden Gate subdivision.

Mansoor Jafray, resident of the Garden Gate neighborhood, noted that the Garden Gate community is not served by having a park within the ¼ mile radius level of service adopted in the City's Park Recreation and Open Space Plan.

5. REVIEW OF ACTION ITEMS

No items.

6. PRESENTATIONS

Robin Jenkinson, City Attorney, presented regulations prohibiting the use of public facilities for supporting or opposing a political candidate or ballot measure.

7. COMMUNICATIONS

a. Correspondence

Ms. Schroder shared correspondence received from Karen Story and Tom Burns.

b. Staff Reports

Ms. Schroder reported on the status of a grant for the acquisition of the Cross Kirkland Corridor, recreation revenues, aquatics programming, sports and fitness camps, and upcoming events. Ms. Schroder also distributed the updated Park map.

Mr. Filan reported on improved water quality at Juanita Beach.

c. Committee Reports

Ms. Johnson reported on Lake Washington High School Loyalty Club's South Rose Hill Park clean-up project and on a Tent City 4 feeding event.

Ms. Contreras reported on a Cross Kirkland Corridor meeting, the Cross Kirkland Corridor volunteer event, other community events and South Rose Hill Neighborhood meeting.

Mr. White reported on Jasper's Dog Park and asked questions about drainage at Juanita Beach.

Mr. Marx reported on the Finn Hill Neighborhood Alliance, Denny Fest, and asked questions about lifeguards at O.O. Denny Park.

Mr. Fenn reported on recreation programs for his daughter, spending time in the parks, special events and on the condition of the Juanita Beach restrooms.

d. Comments from the Chair

Ms. Keller reported on the Go Dog Go! event, the dedication of Doris Cooper Houghton Beach Park, and the Cross Kirkland Trail.

8. UNFINISHED BUSINESS

a. North Juanita Open Space

Mr. Cogle provided an update on the status of the North Juanita Open Space parcel (within the Garden Gate community) and discussed the potential of developing this parcel.

Staff will be working with the Board and with the Juanita Neighborhood Association over coming months to discuss the parcel. Members of the Park Board will attend the November 5th Juanita Neighborhood meeting.

Ms. Keller allowed comments and questions from the audience, which Mr. Cogle addressed.

b. Cross Kirkland Corridor

Mr. Cogle provided an update on the status of the Cross Kirkland Corridor, including the recent trail maintenance volunteer event, and development of an "Adopt A Trail" program.

The City will continue to seek funding for development, planning and acquisition of the Corridor.

The Board was asked to consider providing a representative to participate in the master planning consultant selection process. A Park Board representative will be decided at the Board's October meeting.

9. NEW BUSINESS

a. Boat Launch Use Regulations

Mr. Cogle provided a status report on the use of the boat launch facility at Marina Park and shared a proposal for adding a pay-per-use boat launch system.

Staff will conduct a survey of boat launch users.

10. MEETING EVALUATION

Reminder: Boards and Commissions dinner next week.

"Glad to be back."

11. ADJOURNMENT

Mr. White moved to adjourn. Ms. Kloba seconded. Motion carried (7-0).

Meeting adjourned at 9:00 p.m.

Jennifer Schroder, Director
Parks and Community Services

Sue Keller, Chair
Park Board



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MEMORANDUM

To: Park Board
From: Jennifer Schroder, Director
Date: October 5, 2012
Subject: UPDATE ON JASPER'S DOG PARK

RECOMMENDATION:

For the Park Board to receive an update Kirkland Dog Off-leash Group (KDOG) stewardship of Jasper's Park and status of a new pathway.

BACKGROUND DISCUSSION:

Jasper's Dog Park opened in January, 2012 at the corner of NE 120th Street and 113 Avenue NE. The park is a direct result of grassroots organizing, volunteer efforts, and the generosity of local businesses and individual donors. The park was built by members of KDOG, with the help of local volunteer groups and the City of Kirkland Department of Parks and Community Services. KDOG has a Memorandum of Understanding with the City that outlines the responsibility for development and maintenance of the off-leash dog area. The ongoing maintenance of Jasper's Park is supported entirely by donations from businesses and individuals.



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To: Park Board
From: Jennifer Schroder, Director
Date: September 7, 2012
Subject: September Staff Update

RECREATION DIVISION

Recreation

- The Recreation Division had its division retreat in September where we reported out and discussed five operating quarters:
 - Debrief and catch our breath from **summer**: Tennis, Aquatics, Camps, Marketing;
 - Current activities for **fall**: Hire, train, instructors and staff, schedules, and develop program details;
 - Prepare for **winter**: plan, contracts, marketing, purchasing;
 - Wrapping around to **spring** and **summer**: planning for the brochure due in January.
- Registration for fall 2012/winter 2013 is going well with, so far, over 3,300 enrollments.
- Below is a snap shot at the division's revenues which are up \$87,000 over last year at this time:

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	TOTAL
2011	\$52,919	\$25,892	\$267,949	\$145,562	\$113,264	\$124,302	\$51,856	\$102,572	\$81,801	\$966,117
2012	\$46,685	\$30,766	\$306,704	\$149,658	\$114,512	\$121,482	\$59,207	\$130,695	\$93,989	\$1,053,698
variance	(\$6,234)	\$4,874	\$38,755	\$4,096	\$1,248	(\$2,820)	\$7,351	\$28,123	\$12,188	\$87,581

North Kirkland Community Center

- The interior painting has been completed at the North Kirkland Community Center and is receiving rave reviews. A barely there gray/green color for the majority of the building, with the lower half of the walls and doors a deeper olive green/gray. The main office received a surprisingly welcome contrast color in a deep rich eggplant. Thank you to facilities who moved furniture and supplies and also oversaw the painting project.
- The Thriller dance class is officially sold out! Fifty students showed up for their first class on September 30th, and their ages ranged from 5 years to 70+ years. A thrilling time was had by the young, and the young at heart.
- Staff is busy securing volunteers for the annual Pee Wee Monster Bash scheduled for Friday, Oct. 26th. No experience necessary, the only requirement.....enjoy helping 200 costumed preschoolers with carnival games and crafts!
- So they think they can dance, or at least learn to! So says the 60 participants enrolled in adult dance classes at the North Kirkland Community Center. Styles ranging from West Coast Swing and Night Club Two-Step, to Hula and Belly Dancing.

Aquatics & Youth Sports

- Below is a table summarizing this summer's activity at the City's two guarded beaches:

Kirkland Lifeguarded Beaches July 1 – September 3, 2012	Waverly Beach	Houghton Beach	Both Beaches
Hours of Lifeguarding Service (Daily)	2-5pm	1-6pm	
# of patrons in water	1,991	4,370	6,361
# of patrons on land/potential swimmers	10,296	24,785	35,081
# of assists/rescues of patrons	4	18	22
# of lifejackets loaned to patrons (lifejackets provide patrons with assistance reducing risk of accidents)	93	355	448
# of swim tests administered to patrons (swim tests determine what area is safe for a patron to swim reducing risk of accident)	409	506	915

- The 2012 Kirkland Kids' Triathlon was held on September 30th. This non-competitive event provided an excellent opportunity for over 200 youth to experience the sport of triathlon. The Kids' tri was hosted by the City of Kirkland, with the help of event sponsors TriFreaks, Kirkland Children's Dentistry and Studio East. It was a great day and event that we plan to continue in 2013
- Registration for Youth Basketball is now open. Currently, 248 3rd-6th grade boys and girls are registered for the program which begins on November 26th. Practice and games are held at local schools within the Lake Washington School District.
- PeeWee Basketball registration is open with 52 children ages 3-6 currently registered for the program, which begins on Saturdays in January at Kamiakin Middle School. PeeWee Basketball is designed to develop and improve preschooler's basketball skills and techniques. This program is a great first step into preschool sport!

Sports and Fitness

- The volleyball league is off to a great start, beginning their season the week of September 17th. All divisions were full with eight teams each, totaling 40 teams. In addition to our regular volleyball offerings, we offered a COED "free agent" team where individuals without teams could sign up and be guaranteed a playing spot. We were hoping for just six players to register and surprisingly, we had 16 folks join us.
- Our adult sports league Facebook page is going strong, hitting 100 fans for the first time on September 27th. These fan connections equate to a reach of over 700 people. We have seen just how social media marketing can affect our registration numbers positively. We have had several people register for our sports offerings due to seeing the advertisement on Facebook.
- Pee wee soccer is off and running! We have a total of 200 kids participating this season, up from 180 last fall. We also have over 35 coaches volunteering their time to teach the children the fundamentals of soccer and sportsmanship. Both locations, Emerson High Field and 132nd Square Park, are going strong. We are excited about the steady increase in popularity of the program as each season's interest translates to about \$13,000 in revenue.
- The late summer softball league has concluded. Both divisions of men's softball finished their season the last week of September. We had a total of 16 teams participate and were able to finish the season, due to our awesome Parks crew and Mother Nature, two weeks earlier than last year. We are looking forward to the next season of softball slated for spring 2013.

Peter Kirk Community Center

- The Peter Kirk Community Center's Kirkland Stepper's season ended on September 25th with its annual "Finish Line Celebration." Fairwinds Redmond sponsored a delicious lunch for our participants; we had over 80 seniors join us for the celebration.
- Recruitment for the Peter Kirk Advisory Board is underway; there are five vacant seats to fill.
- The Evergreen EnhanceWellness program has a new nurse on Tuesdays. Lee Gresko retired after being the program nurse for the past 9 years, staff was happy to welcome Patti Quale to the program.

BUSINESS SERVICES

- Both the Kirkland Wednesday Market and the Juanita Friday Markets will come to a close this coming month. The mission of Kirkland's farmers markets is to facilitate a weekly event that provides an opportunity for the local WA farmers, artists, and vendors to sell their goods. In addition, farmers markets foster strong community between business, citizen and neighborhoods in downtown Kirkland. Last for the Juanita Friday Market is October 5th; last day for the Kirkland Wednesday Market is October 17th.
- Lake Washington is still open for business! With this great weather we've had, both of our paddleboard vendors are still in operation. While the season is not quite finished, early numbers are showing revenues nearly doubling from the previous year. Paddleboard rentals for 2011 were at \$7,439; rentals as of August 2012 are at \$14,193 (payments for September aren't due till October 10th) Staff is already working with vendors on plans to create new opportunities and additional services such as paddleboard storage for those who live, work and play in Kirkland for next season.
- When a new or returning event organizer comes to Kirkland, there's a process they all need to go through with City staff to ensure a successful event. Over the past year, staff revamped the Special Event Team and went to a more streamlined format where city staff meets for about an hour or two each month directly with the event organizers. Comments from both sides of the table have been extremely positive. Meetings are to the point and any concerns from individual departments are made known to the organizer. While there's always room for improvement, the process has been extremely successful.
- October Event
 - October 27th – NAMIWalk. National Alliance on Mental Illness's (NAMI) NAMIWalks celebrates their 10th anniversary in 2012. NAMIWalks provide public and active displays of support for people affected by mental illness are changing American communities and ensuring that help and hope are available for those in need. For the second year, the walk will be held at Marina Park and follow the route along Lake Washington.

YOUTH & HUMAN SERVICES DIVISION

- 41 Youth Council applications were received. The Leadership Team has invited 35 candidates to interview on October 5th. New members are expected to be selected the following Monday.
- The *Where to Care Guide* to Teen Volunteering is currently being updated. The last edition was published in 2007.
- Kirkland's Month of Concern was completed on September 29th. 14,050 pounds of food (enough to feed 3,500 families) and \$1,500 in cash were collected during the two Saturday storefront drives.

MAINTENANCE DIVISION

Athletic Fields

- Lee Johnson Field – It has been one of the driest second seasons on record at Lee Johnson! Because there wasn't a single rainout for all of August and September, the Parks Department Adult Softball League wrapped up extra early. Weeknight use of Lee Johnson is now complete for the season. Kirkland Baseball Commission and Booster Club Baseball from Lake Washington High School will close out weekend use by October 14th. Lee Johnson fall/winter maintenance will begin shortly thereafter and the field will then go dormant until late next winter. It has been a great year!
- Crestwoods, Juanita Beach and 132nd Square – Lake Washington Youth Soccer Association, Kirkland Parks soccer classes, and select softball continue to use these sites for games and practices this month. Thus far the season is going great.
- Everest – Kirkland American Little League and Northwest University continue at Everest through October 14th as well.

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Volunteers

- Eagle Scout Chris Dymek of Bothell worked towards his Eagle Scout project on September 8th at Watershed Park along a trail. Chris, together with 18 other people, provided 117 combined hours of effort. They did a *wonderful* job. Thank you, Chris!!
- Eagle Scout Takahiro Shimazu and 15 fellow scouts provide a combined total of 64 hours of trail work at Winsor Visit. They too did a wonderful job. Thank you, Takahiro!
- Kudos Kirkland volunteers, led by community member Michelle Sailor, provided 11 hours of community restoration at Heritage Park tennis courts. They did a great job. Thank you, Kudos Kirkland!
- Jeff Trager and the North Rose Hill neighborhood volunteer group donated 12 hours of volunteer efforts at Woodlands Park on August 4th. They did a wonderful job spreading play chips. We appreciate their help! Thank you NRH neighbors!

Notes from the Field

- What an end to summer and start to Fall! Staff has been immensely enjoying the work without rain stretch. It's been hard on some plants and grass but less mowing has helped us attend to some deferred landscaping.
- Turf renovations throughout the athletic fields are taking place. Core aerification, top-dressing, and seed are being applied to prepare the fields for a healthy 2013.
- Had the opportunity to meet with Public Works Capital Project Manager, Dave Snider at Peter Kirk Park/Lee Johnson Field restroom building this week. Through the Metro/Sound Transit improvements there were some monies left over from the project. These resources are going to be utilized this winter to give the restrooms a much needed update. New sinks, toilets, and lights are part of the scope of work.
- Volunteers and staff having been making some more great progress at Jasper's Dog Park. A beautiful pathway through the wetland area is now available for visitors to access the site. Plans later this month to plant 446 native plants along the buffer. Microsoft Windows Azure Marketing group has graciously offered to volunteer their time to help with the planting.

GREEN KIRKLAND PARTNERSHIP

- There were two United Way Day of Caring events on September 21st: EarthCorps hosted 134 volunteers from Forest Ridge School, Nordstrom, UW business students, Microsoft ECIT, and AT&T at Carillon Woods; Forterra hosted 18 volunteers from Microsoft and Mortenson at Watershed Park. Hosting two Green Kirkland Partnership Day of Caring events has become an annual September occurrence.
- We are looking forward to our Arbor Day Celebration at Crestwoods Park, November 10th. As part of the Forterra/Pearl Jam Project the plan is for volunteers to plant at least one tree each, plus several understory plants. Large amounts of mulch will also be applied to an area that has been cleared of invasive plants.
- EarthCorps, Green Kirkland Steward Lisa McConnell, and three partnership volunteers conducted forest monitoring at Carillon Woods on September 15th.
- Forterra, EarthCorps, and three Green Kirkland Stewards tested a baseline site assessment model at Watershed Park on September 18th.
- Two Green Kirkland Stewards and several other partnership volunteers participated in the city's Urban Forest Management Plan Forum on September 25th.
- Nona Ganz and Sharon Rodman hosted a Green Kirkland Partnership display booth at the combined Kirkland Chamber Green Vendor Fair and Green Drinks event at the Woodmark Hotel September 27th.
- Thursday afternoon work parties continue at Juanita Bay Park.
- Monthly work parties hosted by Friends of Kiwanis Park continue at Kiwanis Park.
- Monthly work parties hosted by WNPS Native Plant Stewards from the Class of 2009 continue at Juanita Bay Park.
- The following table summarizes Green Kirkland Partnership events and other activities conducted by volunteers in August. It includes field and administrative volunteers as well as event volunteers.

Date	Park/Work	Group Name	Number of Volunteers			Hours	Dollar Equivalent ¹
			Youth	Adult	Total		
8/4	Juanita Beach Park	Public Works	3	6	9	25	525.25
8/10	Watershed Park	EarthCorps with Forest Monitoring Team	1	1	2	5	105.05
8/11	Kiwanis park	Friends of Kiwanis Park	0	5	5	15	300.15
8/18	Cotton Hill Park	EarthCorps Partnership with Highlands Neighborhood	11	15	26	53.5	1124.03
8/24	Cotton Hill Park	EarthCorps with Forest Monitoring Team	1	1	2	4	84.04
8/25	Juanita Bay Park	WNPS 2010 Stewards	5	5	6	19	399.19
Ongoing	Administration		0	5	5	18.1	380.28
Ongoing	Field Work		0	21	21	123	2584.23
						262.6	\$5,502.22

¹ Dollar Equivalent = Hours x 21.01

- Upcoming events for volunteers from the general public:
 - Thursdays, October 4, 11, 18 and 25 at Juanita Bay Park, 12 to 2 pm. Contact June Fletcher, june@fletchersoftware.com
 - Saturday, October 6 at Kiwanis Park, 9 am to 12 pm. Contact Carol Lee Power, 425.828.4220, carolleepower@yahoo.com
 - Saturday October 13 at Juanita Bay Park, 9 am to 12 pm. Sign up online at www.earthcorps.org. Contact Chris LaPointe, chris@earthcorps.org
 - Saturday, October 27 at Juanita Bay Park, 9 am to 12 pm. Contact JBRollers@gmail.com
 - Thursdays, November 1, 8, 15, 29 at Juanita Bay Park, 12 to 2 pm. Contact Nona Ganz, 425.822.1618, nonaganz@frontier.com
 - Saturday, November 3 at Everest Park, 9 am to 12 pm. Sign up online at www.earthcorps.org. Contact Chris LaPointe, chris@earthcorps.org
 - Saturday, November 10, Arbor Day at Crestwoods Park. Volunteer planting 9 am to 12 pm; official Arbor Day ceremony 12 to 12:15 pm. Forterra Pearl jam Project. Sign up online at www.forterra.org Andrea Mojzak amojzak@forterra.org
 - Saturday, November 24 at Juanita Bay Park, 9 am to 12 pm. Contact JBRollers@gmail.com



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MEMORANDUM

To: Park Board

From: Michael Cogle, Deputy Director

Date: October 5, 2012

Subject: Cross Kirkland Corridor Master Planning – Consultant Selection Process

RECOMMENDATION:

That Park Board selects a representative to participate in the consultant selection process for master planning of the Cross Kirkland Corridor.

BACKGROUND DISCUSSION:

At their meeting of August 7th, the City Council approved the draft scope of work for a Cross Kirkland Corridor master planning process (Attachment A).

In preparation for the consultant selection process in the coming months, the Board is requested to select a representative to participate on the selection panel. The panel will include representatives of Parks, Public Works, and the Transportation Commission.

Attachment

ATTACHMENT A

Cross Kirkland Corridor Master Plan Scope of Work

Purpose

On April 13, 2012, the City of Kirkland purchased the Cross Kirkland Corridor, 5.75 miles of the former Burlington Northern Santa Fe (BNSF) rail line in Kirkland. A Master Plan is needed to help collect, develop, understand and put into context a number of facts, ideas and opinions about the Corridor. The resulting plan will be a practical reference and guide which charts the course of facility development into the future.

Background

Almost 20 years ago Kirkland began to pursue the Cross Kirkland Trail. This project was set aside after it became clear that the BNSF Railway was not interested in partnering on a rail/trail concept. King County undertook purchase of the entire "Woodinville Subdivision" rail line from Renton to Snohomish in 2005 when the BNSF signaled its interest in selling the corridor. In 2009 several entities including King County, the Port of Seattle, PSE, and the City of Redmond entered into a Memorandum of Understanding (MOU) which resulted in the Port of Seattle owning the corridor, with the intent that other entities would purchase various interests for various portions of the property.

Given the terms of the 2009 MOU, Kirkland anticipated a regional process to discuss how the Eastside Rail corridor should be developed. In preparation for such a process an set of interests was developed. In April of 2011 the Interest Statement was approved by the City Council. This interest statement clearly lays out a vision for a multi-modal transportation facility. By 2011, full consummation of the MOU had not been completed; notably the County had not purchased the corridor in Kirkland. Subsequently, the City of Kirkland successfully negotiated with the Port to purchase a 5.75 mile long section of the Corridor in Kirkland. The purchase was completed on April 13, 2012.

Scope of Work

General comments

All products should be presented in web, electronic and hard copy formats and will be made available to the public. It is anticipated that the products of certain tasks will be chapters or appendices in the final report and should be formatted appropriately. The following tasks are not necessarily consecutive; some may happen together or some tasks may be completed before tasks with lower numbers.

Task 1 Project Management

Provide regular updates on progress. Develop and maintain a schedule and progress made toward key events. Implement project management techniques to insure progress toward completion within schedule and budget.

Product: Schedules and updates as appropriate and monthly at a minimum.

Task 2 Understanding the corridor

Collect and evaluate existing information and gather additional information as needed to form a comprehensive understanding of the physical nature of the corridor. A partial list of existing information available from the City includes:

- A. Corridor survey data:
 - 1. Record of survey
 - 2. Refined topographic data in Autocad format
 - 3. 3D laser scanning data
 - 4. 360° photos viewable with free proprietary browser plug-in
- B. Phase 1 Environmental report following ASTM standards, completed March 19, 2012.
- C. Railroad valuation maps
- D. GIS data including city owned utility data, sensitive areas, trail crossings

Identify and map critical areas including streams, wetlands, and slopes which will impact development of the Corridor. Determine the locations of private utilities as appropriate. Understanding the current and planned land use context adjoining the corridor for purposes of determining how the corridor can support those land uses

Product: Memo describing critical issues for corridor development such as narrow corridor width, sensitive areas, surface water features, etc

Task 3 Design and carry out Public process

Develop a public process plan that will allow meaningful input throughout the Master Plan process. Public process will be required development of the vision and goals, prior to the development of alternatives, to vet the alternatives and identify the preferred alternatives, to review the Draft Master Plan, and to review the Final Master Plan. At a minimum, the following groups (listed in no particular order) will require briefing and involvement in the process:

City Council	Transportation Commission
Park Board	Advocacy groups
Sound Transit	Neighborhood Associations
Adjacent property owners	Groups representing business interests
Neighboring cities	King County agencies including Metro and Parks

The various groups will be involved to varying extents and at different points in the process. Public process should be designed using International Association for Public Participation methods. A robust web based comment method for products of various tasks should be included in the public process. It is important that all relevant documents are available to the public throughout the development of the Plan.

Product: A memo describing a Plan and schedule for Public Process in all other Tasks, including an explanation of the principles that underlie the selected processes.

Task 4 Goals/vision

Using the Interest Statement as a starting point, and considering Council Goals, Comprehensive Plan Goals and Active Transportation Plan Goals, a vision and a set of goals for corridor development will be prepared. These will be used as guidance for the rest of the process and serve as a key touchstone for developing and evaluating alternatives. The development of the goals and vision will be a key focus of public process.

Product: A document that summarizes the vision and goals for the corridor.

Task 5 Design guidelines and principles.

Develop a set of guidelines and principles that can be used by designers as the corridor is developed. These guidelines and principles will help translate the vision and goals into a physical design. Examples might include spacing of certain amenities, integration of art, trail head designs, fencing guidelines, lighting guidelines, dynamic envelopes of transit, etc. This task is not meant to develop a complete list of guidelines, but rather to identify the main elements that will put constraints on alternatives.

Product: A document that summarizes the guidelines and principles.

Task 6 Develop potential alternatives

Based on the results of Tasks 4 and 5, alternative development plans will be prepared for three time periods; 1 to 5 years, 5 to 10 years and beyond 10 years. For each time period, two alternates will be developed. It is expected that the alternatives will have less detail the farther they are in the future. The alternatives will encompass different cross sections and different packages of amenity elements. Access points and implications for land use changes will also be evaluated. Environmental process implications will be developed for each alternative. The selection of the alternatives will be a key focus of public process.

Product: Memorandum describing a set of trail/transit cross-sections, documentation of the selection process and a review of why the selected options were chosen. Also includes draft illustrations of proposed sections.

Task 7 Develop cost estimates for various cross sections

Prepare a cost estimate including design, construction and maintenance costs for each of the alternatives developed in Task 6. This work will include identifying uniform sections of the corridor and finding representative unit costs for each section and each alternative. Any additional costs such as boardwalks, bridges, signals, crossing improvements, etc. should also be added to the estimate.

Product: Memorandum describing costs, and methods used to establish the costs.

Task 8 Alternative selection

Based upon information developed in previous Tasks, select preferred alternatives for each time period. The selection of the preferred alternatives will be a key focus of public process.

Product: Memorandum describing the preferred alternatives, documentation of the selection process and a review of why the selected options were chosen.

Task 9 Implementation Plan

Prepare a plan that identifies likely funding and phasing scenarios for design and construction of preferred alternatives over time. An initial plan for development should be described. An important element in this work will be examining how various transit modes are likely to be implemented in the corridor. The implementation plan should identify significant constraints, obstacles and risks to various alternatives.

Product: Memorandum describing funding and phasing.

Task 10 Draft Plan

The draft plan will summarize of the work completed in Tasks 1 through 8 in a single document. A thorough public review will include a review by the City Council at a study session.

Product: A draft document with high quality presentation and graphic elements.

Task 11 Final Plan

Based on the comments and recommendations on the Draft Plan, prepare a Final Plan.

Product: A final document, to be adopted by Transportation Commission, Park Board and City Council. The final plan shall be presented in electronic and web-based versions, with limited hard copies.



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MEMORANDUM

To: Park Board
From: Michael Cogle, Deputy Director
Date: October 5, 2012
Subject: Boat Launch Pay Station

RECOMMENDATION:

That the Park Board reviews a completed survey of boat launch users regarding opinions and attitudes towards a boat launch pay station.

BACKGROUND:

At the Board's September meeting staff brought forward a proposal to supplement the City's annual boat launch access card with an on-site pay station at the Marina Park boat launch. Following the meeting, staff moved forward with an on-line survey of card holders to gauge interest.

Nearly 600 active boat launch users were contacted and asked to fill out a brief survey on Survey Monkey. A copy of the survey results is included as Attachment A. The survey was completed by 91 respondents (about a 15% response rate).

By a margin of 3 to 1, respondents were not in favor of a boat launch pay station, and over 90% expressed preference for maintaining the annual boat launch card system. Based on this strong feedback from users, staff has decided not to move forward with purchase and installation of a pay station.

Boat launch users also provided considerable additional feedback about the boat launch (Attachment B), much of it focused on maintenance and repair issues. Staff is aware of these concerns and will incorporate repair tasks into the upcoming fall/winter work program

Attachments

2012 Kirkland Boat Launch User Survey

1. Are you a Kirkland resident?

		Response Percent	Response Count
Yes		80.2%	73
No		19.8%	18
answered question			91
skipped question			0

2. How often do you typically use the Kirkland Boat Launch each year between April 1 and October 31?

		Response Percent	Response Count
1-2 times		8.9%	8
3-5 times		32.2%	29
6-10 times		23.3%	21
More than 10 times		35.6%	32
answered question			90
skipped question			1

ATTACHMENT A

3. Would you support installation of a pay station at the boat launch that would allow boaters the option of paying for each use during peak boating season (\$10 - \$12, comparable to other boat launch locations on Lake Washington)? Annual pass cards would still be available.

		Response Percent	Response Count
Yes		24.2%	22
No		75.8%	69
answered question			91
skipped question			0

4. We are considering eliminating the restriction of maximum 24-foot boat length for the Kirkland boat launch. Do you believe this is a:

		Response Percent	Response Count
Good idea. Boat length restriction is not necessary.		13.2%	12
Bad idea. It will make for longer lines during evenings and weekends.		69.2%	63
Doesn't matter to me.		17.6%	16
answered question			91
skipped question			0

ATTACHMENT A

5. Do you like the exclusivity of the current boat launch card system offers that only allows boaters in who possess a boat launch card?

		Response Percent	Response Count
Yes		92.3%	84
No		5.5%	5
Doesn't matter to me		2.2%	2
answered question			91
skipped question			0

6. Please provide any suggestions or comments regarding ways we can improve the Kirkland boat launch.

	Response Count
	70
answered question	70
skipped question	21

Please provide any suggestions or comments regarding ways we can improve the Kirkland boat launch.

- 1 There should still be a benefit to the card system. Something like the card system is the only system that works during peak hours (like on weekends at certain times). That said, the card system is not ideal. People new to the area or visiting may not have had the opportunity to purchase a card ahead of time and may be stuck. I like the idea of an alternative, at least during non-peak hours, every day.
- 2 If you are looking for ways to raise revenue, there are other ways that will not scare boaters away. You speak as peak season being an option to stick it to the boaters, when peak season is all the boating many of us have. This marina is in shambles, the boat launch is a joke, but it is ours; the residence public launch. If you want to change anything, you need to build a breakwater and stimulate revenues that come into the downtown core. It works, I have seen it in action, but you need to invest to do it right. Annually, the city of Kirkland spends more money on parks than any small city I have ever seen. But your boating facilities are a joke throughout the West Coast. You have the best reputation for destroying boats, because you offer no protection to those that use your facility. This year, I saw 4 boats sink and several get smashed up, and you don't care. Remarkable!
- 3 I would like to see some kind of maximum time limit on boats tied up to the dock ,and no tie up during peak weekend hrs people leave boats tied up while they sit in line to get there boat out ,holding up everybody !
- 4 I'm very disappointed. Every time I launch my Jetski, I have to wait long hours to put it in the water because the boat launch is too small for a big city like Kirkland. There are many people who want to launch their boat in the beautiful lake Washington but all I've seen is how bad everyone's boat keeps getting torn up by the small launch system. The docks are extremely bad and the wood is already bad and needs to be replaced. I hope the city of Kirkland will consider some changes soon.
- 5 My family and I like it the way it currently operates. There isn't any more room for more boats to launch and to park trailers. In the current process, boat owners always had the option to purchase a season pass. It's not the over crowding that I'm worried about, the uncontrollable tempered and drunk Kenmore and Renton boat users who will harm my family.
- 6 Not conerned about time factor in #4 above. Longer boats are wider beam and the launch cannot safely accomodate them due tot he width of the launch ramp.
- 7 This boat launch is already very congested, susceptable to large waves while loading and unloading, and has a very rough water ramp. If anything, it should be made more exclusive by increased card fees to reduce traffic.
- 8 A better way of lining up so that there is no chance that someone doesn't know the order in which to launch. I saw a problem this year that a guy went out of turn and he almost caused a fight. There was an attendant there but he said it was not his job to intervene. The guy was way out of line and it was not his turn because I know when he came because I was in front of him. That is the only time I have seen a problem.
- 9 The ramp under water is in very rough shape! my trailer literally hops through holes in the ground on the left side backing in. There needs to be some work done on the under water portion of the ramp, it is in hard shape and could cause serious damage to a boat trailer, even axles that could leave a trailer stranded in the water. otherwise the launch is excellent and relatively accessible the way it is right now.

Attachment B

10	Regarding #4- not sure how boats much longer than 24' would easily get in and out of that launch. There is quite a trough at the bottom of the ramp.
11	I would like to see some upkeep of the submerged area of the ramp; this tends to get very rough during the season and is harsh to boats and trailers.
12	The launch is narrow and the dock too short to manage longer boats or the current volume of boats. I think the launch gets tied up because the car/trailers are so far away and it takes a long time to retrieve the cars and return to the boat. In my opinion, the launch should be rebuilt wider and longer and a breakwater installed to protect against the heavy waves.
13	The boat launch dock needs repairs. It would be very helpful to have a padded dock since it is a tight space with often rough waters.
14	Comments: Ques#3- only approve if no extra cost to Kirkland resident card holders. Ques#4- ramp&access not designed for larger boats. Will increase cogestion/wait times. Ques#5- I'm willing to share as it may cut down on the "hostage taking". I think Kirkland residents should have preferential treatment with regard to cost.
15	The ramp itself has needed repair for a number of years. In particular the submerged postion has been poorly repaired and is uneven. This causes my boat to lead off center. One cement step was replaced by some large rocks. Repairing the submerged portion should be a priority. This will make the launch easier to use and reduce the time to launch and retrieve boats.
16	
17	The only change that I would like to see would be for Kirkland to return the boat launch to free and eliminate all fees for launching.
18	wave action can be pretty severe at this location and create a hazardous launch situation. It would be good to have some type of buffer if possible.
19	Please lengthen the ramp hours during May to October to 5 am until 1 am. The boat ramp should have noise restrictions the same as any other part of the city, but this very valuable Kirkland public asset should be more available to the residents of the City. Larger boats than 24 feet would not fit down the ramp well, would overtake too much of the small dock at the ramp, and take too long to launch versus smaller boats that are more manageable. Perhaps plan on adding a larger ramp also somewhere at Marina Park or North of there in the future?
20	Expanding the number of boats that use the boat ramp will further impact the availability of parking. At one point this summer I had to park my trailer over a half mile away from the launch. What is needed (not really Kirkland's problem, per se) is more boat ramps that have FREE access to the lake (like the launch down in Seattle where the Duck boats enter/exit Lake Union.
21	
22	
23	The boat launch is extremely small which introduces significant risk during launch and recovery. Having only a single launch backs up the launch lane into the Kirkland Way intersection even with experienced boaters and this creates a traffic risk and safety issues. The dock on the launch is also too small and thos prevents the safe staging of boats waiting in line to recover, especially when there is an afternoon current setting against the dock. The overall size and capacity of the launch are inferior to launches in Bellevue, Mercer Island and Renton.

Attachment B

- 24 The launch is handy and close for Kirkland residents. Unfortunately it leaves much to be desired. Parking is terrible. You have to park a long way away from the dock after launching which basically means you need two drivers or you have to leave your boat tied up at the dock taking up space while cars are parked. Only one lane? Come on now. Lake Sammamish has 8 lanes. There should be at least two lanes, one for inbound traffic and one for outbound. Also, during many of the hot summer weekends there are events in the marina so it is too crowded to use the launch. There is not enough cue up space for cars to wait to launch. Common sense launch rules should be posted somewhere for people to read while waiting. Many people don't do it right and are too slow. Thank you
- 25
- 26 Given the configuration of the boat launch already it is hard for the larger, and longer boats to get in. Eliminating the restriction on length would only be asking for higher potential accidents.
- 27 install breakwater....gets very choppy which makes it difficult to launch. bumper the sides.....metal bolts and fiberglass don't mix!
- 28 Need to include a major expansion of the dock length and tie-up area! I'd gladly pay a higher annual fee.
- 29 Desperately need signs telling boaters NOT to tie up in the launch path. I constantly see folks tied up on the same side of the dock as the launch, sometimes 2 or 3 boats. This makes it very hard to maneuver around them and onto or off of a trailer. The whole right side of the dock should be a NO TIE-UP zone. If boaters need to tie up, they can do so on the other side. likewise, the end of the dock should be allocated for drop-off / pick up only, not extended tie-up (i.e. leaving boat tied up while going to get or park the trailer) Another useful option that I would be more than happy to pay double or triple the current annual fees is to extend the dock further? On a side note, I saw something in the SeattlePI about what to do with the old 520 pontoons... Maybe Kirkland can get one and turn it into an extension of the waterfront park?
- 30 The boat launch is already extremely busy with limited parking available. It's also very narrow with a poor approach, allowing boats longer than 24' would most certainly slow the load/unload process to a crawl, which in turn will ignite already short tempers causing huge issues. Eliminating the need to be a Kirkland resident to use the ramp would simply make the launch unaccessible due to congestion and push away the tax paying citizens of Kirkland. I'm completely against making any of the suggested changes in this survey.
- 31 pay as you go would increase use in an area that is highly congested with people/cars and KIDS! Increasing trailer use at this location would have a negative effect around the park. Lastly the launch is not set up to be a high use location. Lines for launching, parking trailers, small dock next to launch, little parking after pulling boat out to finish securing boat, etc. Thanks
- 32 Making Kirkland a pay station would bring a lot more broken down boats left for hours clogging up the flow of the launch. Dock cleats would be nice for when it gets windy.
- 33 Control children playing in launching area and paddle-boarders around dock. We enjoy the exclusive access.

34 Add more lanes, wden the launch to allow more than one boat at a time. Also, please post more signs telling boaters that the trailer determines who is next up in line for the launch, not the boat. More signs indicating that the launch/dock area is not meant to tie up/hang out at, but to launch quickly and get out of the way. Just yesterday there was a lady who had walked her boat up and tied it to the dock directly in front of the launch, meanwhile, I was out floating (in my boat), near the no-wake sign waiting for my trailer to pull up. My trailer pulled up first, however i could not bring my boat in because she was blocking the entire launch and refused to move. It was only after she started yelling insults and profanity that we showed her the sign that says the trailer determines the pecking order that she finally agreed to walk her boat back so that I could pull up onto the trailer and exit the lake. The launch and dock is too small to accomodate inexperienced boaters.

35 I believe you have created a pretty good system with the current boat length restrictions and season pass system you have in place. The ideas floated here would, if implemented, probably would make the launching experience be less desireable for the current regular users. Boats larger than 24 feet take longer to launch and retrieve and would have a harder time with the tightness and length of the launch facility as it currently exists. The pay station idea would definitely increase the chances of choking the system on the nicer days and make the wait times and frustrations increase. The holding area is so limited that you would potentially created huge traffic disruptions as those waiting to get to the holding area clog the road leading to the holding area. Also, the regular season pass users being more experienced with the launch facility would be much more efficient with their launch times than a bunch of one time a year launchers trying to learn the nuances of the launch. If you are seeking more revenue for the boat launch, don't compromise the current system which is predictable and reliable....a good system could handle a reasonable increase in cost to stay as it is. A new, less predictable and reliable system could cost the city some of the long time season pass revenue and create problems where few or none exist today..

36 I am pleased with the way the system is working now. My one request is to resurface the ramp farther out into the water. As the water level drops, it gets harder to pull my trailer out.

37 The Kirkland boat launch is one of the smallest I have ever had the pleasure of using. If you install a pay as you go option, there will be more people that will opt to use it and the lines will be even longer and parking even harder. Even though you discourage single handed launching, it still happens all the time and sometimes there's a couple of boats sitting in the launch lane waiting for thier owners to come back.

38 Perhaps consider putting permanent bumpers around the dock. Allowing bigger boats would make maneuvering boats around the small dock when there are boats waiting too difficult. And the dock isn't long enough.

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41 KIRKLAND RESIDENTS SHOULD STILL BE ABLE TO OBTAIN A BOAT LAUNCH PASS FOR \$35.00 AS A BENEFIT OF PAYING LOCAL TAXES HOWEVER GENERATING ADDITIONAL REVENUE BY CHARGING NON-RESIDENTS IS A GOOD IDEA.

42

43	Allowing 24+ foot boats will turn the lines that form in summer into HUGE lines as they are harder to launch, remove and manuvuer in the parking area. Putting a pay station in will allow non-kirkland residents to use this launch. It is not capable of handling that capacity like a Sandpoint boat launch. NOTE: Many people currently 'leave' their boat tied up while they go park or have someone hold it while they go park. During busy times this is a problem. The concrete pad is falling apart. Late in summer when water is lower the trailer has to back up further and it is falling off the concrete pads.
44	
45	Keep the launch exclusive to card system holders (kirkland residents). There is not much capacity with the single launch and limited queue space and trailer parking areas.
46	I think the ramp is managed about as well as you could expect given the busy, narrow location. The best thing you could do to improve the launch would be to add another one up in Juanita bay. This would relieve the pressure on the downtown location and provide the boating community access proportional to the demand for recreational boating in this area.
47	
48	
49	Kirkland needs to add a boat launch in Juanita Bay. The Kenmore launch has not been dredged in forever and boats scrape bottom that have a depth more than 1 foot. The boat launch in Kirkland is way too small to handle all the traffic especially with the Kenmore launch all but unusable.
50	!)The dock is too short to accommodate more than (2) boats at a time. Only one boat would fit if over 24'. 2)When water levels are low (end of season) smaller boats have tendencies to "slip" under the dock. Another side board would help eliminate this problem. 3)Busy times should be supervised to help the flow of in and out lauching traffic--most people are not prepared on the "flow process"
51	The pier next to the boat launch needs to be extended to allow more boats to be able to tie up while retrieving your vehical.
52	What I really like about the boat launch is it is convenient and typically not too crowded. I am not a resident, but do not mind the extra fee for non-residents, as this seem equitable. I think on nice days, it is busy enough, and the proposed changes would make the ramp too busy. I would be more in favor of raising the rate for non-residents, maybe from double the 2 and half the resident fee (i.e. \$35/\$105 vs \$35/\$70) if your goal is too generate more money.
53	I'm torn over whether the pay-station is a good idea or not. Many times people don't realize that it is a card system. Perhaps a larger sign is needed. Due to the congestion in the area and at the dock its probably better to keep the current system.
54	The ramp below the water line needs repair. There is a significant drop-off or hole that damaged my trailer.
55	
56	Please don't change the status quo. For sure you will make things worse for the average long term Kirkland resident who would like to maintain a certain quality of life here. It's a good thing, PLEASE DONT BREAK IT!!! Stop trying to get additional revenue under the guise of making improvements!

57 i do like the exclusivity of the kirkland boat launch, but i'm all in favor of anything that would help improve the launch, since it's in such bad condition. that ramp has been almost unusable for the past few years i have a 24ft boat now and the kirkland ramp has caused multiple damages to my boat and outdrive

58

59 Parking the trailer is very difficult as it is and opening up the launch will create an enormous parking problem. This launch site already has too much use. We do not support putting any new policies into place that would increase the use of the launch. It is too small and was probably never intended for the traffic it gets now.

60

We love the Kirkland launch and have used it for twenty-four years. Most locals launch, recover and go about their recreation without fanfare. Some newcomers or infrequent users take a little longer but the preponderance of launches and recoveries go without a hitch. However, even though the vast majority of users are competent, and even with the present restrictions and exclusivity, the launch is a carnival of entertainment and the response site of the occasional disaster. There is nothing wrong with the construction and operation of the launch. It is straightforward, well-designed and intuitive. The "human factor" is the wildcard. With boat cards, at least Kirkland has some general and traceable accounting of the users of the facility. Don't forget, the number of "Kirkland residents" has exploded in the last decade. Every bizarre possibility that is imaginable happens there each season. We've watched "boaters" drop their vessels off trailers onto the ramp (not into the water), gouge canyon-like furrows into the asphalt with their skegs, run motors, propellers and trailers into the hydraulic ram, knock down timbers the size of power poles, sink their boats and then have the inevitable crowd help haul the vessel out onto the dock, park and walk away from their trailers in the de-rigging zone, abandon their rigs in the rigging zone, park in the rigging zone while they (pee/buy coffee/eat/jog/go shopping), ram the riprap, jettison their garbage, fall overboard, lose marriages and relationships, draw crowds, scare children, ad infinitum. These are only the events we've witnessed or stumbled upon directly after they occurred. We're guessing there are others. But, these were people with traceable boat cards; presumably, many of them "Kirkland residents". Since 1988, we've assisted people launching and recovering more times than we have launched and recovered our own boat. Are you really even contemplating opening the the launch to the broader general public and with boats longer than 24-feet? Now that's civil insanity!!! Please, have someone with authority, decision capacity, an iPhone or camcorder and credibility spend one continuous week, 40 hours, any summer, at the dock before moving forward on this. The experience exceeds anything you could have imagined. Please rethink this hallucination BEFORE acting on a brainfart. We would like to be able to use the Kirkland launch for our lifetimes and have it continue operating for our children's and grandchildren's pleasure. That's why we pay the piper to live here. "Keep it local. Keep it small." Ever hear that philosophy spoken in

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The launch is very nice. I do like the exclusivity of the launch and the exclusivity aligns with the limited parking for boat trailers. Opening the boat launch to all paying users would be impactful especially given the limited parking infrastructure. I would not want to lose any of the green recreational space and have it asphalted for vehicle parking. All that said, if the cost of maintaining the launch is an issue - I would support increasing the cost of the annual pass. Let the users of the facility help cover the costs. If users don't step up and help pay for the maintenance, then the city should consider opening the launch to all paying users and recovery maintenance costs and build a revenue stream for associated launch improvements.

Attachment B

63 I understand the temptation of easy money during the summer, however, the present system seems to work. It keeps it exclusive to residents but allows those with the need to get a yealy pass too. Helps to keep the riff raff out. Check out Kenmore sometime. We don't have the room for that. More attention could be paid to ticketing those boaters the don't park in designated areas etc. and those drivers that park in trailer parking areas. thanks for asking for my input

64 Removing the 24ft restriction means the larger construction barge guys who have 10 billion pounds of gravel will bust up the underwater cement tracks. I've seen them do this with large loads and could complain because they shouldn't be there. Removing the exclusivity means a ton of hillbillies will show up with their problems and long lines degrading the experience for everyone. Plus more boats means no room ever at the pay as you go marina slips. I'd go to another lake and stop boating in Kirkland which would impact the shops business etc.

65

66

67 This is a great little neighborhood boat launch. Lines are usually not long, and parking is not a problem. To open this up to others with a pay station would drastically change wait times, parking and traffic. As the Summer comes to an end, each year a little maintenance should be done, especially to the water depth on the ramp. Constant loading has created a shallow rock shelf about 25 feet out. I for one would be glad to come out and help.
mjweibel@msn.com

68 Extension of the dock length and improvements in the water ramp (it's very rough).

69

I don't think the street or the dock can handle many more people or larger boats. It gets to be a little bit of a mess already during peak time but if opened up to more would be worse. The Kenmore and Holmes point launches are closer to me but because of how predictable and nice the Kirkland launch is I am happy to drive into Kirkland. I would love a launch in Juanita and/or day use dock in Juanita. The Juanita area has really grown up and has great restaurants that could be walked to. It would make a great 2nd location in Kirkland.

70 I think the consequence of allowing large boats to launch & retrieve is that they will take longer to go in & out. Also this is a very tight launch - both on the water and on shore - big boats are going to be a problem. Hence I voted no big boats. I would like to see dock improvements - better timbers on the side of the dock the boat rides on during launching and retrieval.

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73 if possable a increase in dock space would help as i normaly am the only one boating and need to leave the boat tied up to the dock while i go to get the tow rig. This can sometimes cause a trafic jam with to little tie up space.

74 1) a staff person (dockmaster) on weekends to direct the mayhem, remind folks they can't block the launch and share wisdom with newbies would be great 2) rubber cones to direct downhill traffic AROUND the boats would be helpful 3) BIG written notice about why swimming is a dangerous idea around a boat launch 4) reminder to boaters to have a qualified operator on the boat when launching to avoid a mom with two kids standing on the dock holding lines waiting for her husband to park the truck That said...its really nice having the launch there in Kirkland and I fear it will one day become a nuisance to the city and disappear, thanks for keeping it open!

75	The Kirkland boat launch and dock is too small to have a pay as you go system. It would increase the number of users, create longer lines and would further inhibit trailer parking. Residents already complain about roadside trailer parking and this would create more complaints. What I would like to see if a boat launch and dock at Juanita Beach Park to reduce the burden downtown. There is plenty of space and I was surprised to see that during its renovation, a launch was not included. I would support a launch at Juanita but not a pay as you go downtown.
76	1. The dock is quite deteriorated. The boards are splintering. 2. We have a low freeboard rowing boat. Late in the summer the lake is so low that we have to use the slots between the dock skirt boards as a makeshift ladder. How about a real ladder? 3. The baby concert staff in the park sometimes abuse the right of way for the boat launch (the yellow stripe). 4. The concrete cross ties under the water make for a very rough trailor entry, especially when the lake is low at the end of the summer.
77	
78	I was a longtime Kirkland resident who recently moved to Bothell. While the Kenmore ramp is closer, we opt for the Kirkland ramp. While this is an incremental expense, the luxury of relatively short-lines and a calm, family environment is worth the \$\$\$. My only ask (and it is a small one) is repairs to the ramp. I appreciate the service to the community VERY much.
79	It would be nice if the maintance people would remove the floating weeds on an as needed basis in the immediate area of the launch.
80	I believe that access to the Kirkland boat launch should be limited to Kirkland residents only, and that the existing option to purchase a pass for non-residents should be eliminated. The Kirkland boat launch is frequently over-crowded. Many boaters who use the launch here do not understand the protocol for loading and unloading at the Kirkland boat launch. Often boaters will tie up in the approach area of the launch making it difficult, if not impossible, to reach or depart from the trailer load point. Better signage could help with this problem, however I believe the confined space is the main issue. I have personally witnessed many tempers flair, to the point that people have had to be separated or a fight would have likely ensued. Confrontation occurs most frequently during peak boating season around days associated with Sea-fair and the fourth of July. As for the condition of the launch, the timbers on the sides of the launch do not extend far enough down to the water line. This occurs when the lake water level is low. The timbers should be extended down to prevent damage to boats. My observation is that most boaters using this launch have small boats with low free-board heights. Small boats have been swept under the dock by wind and waves, some have been damaged. This season I noticed the ramp extending into the lake appears to be much rougher and may be deteriorating. The Kirkland boat launch at Marina Park is very small, has limited parking, and is frequently crowded by pedestrians and car traffic. This makes the Kirkland boat launch very difficult to get into and out of for boaters. Expanding access to the Kirkland boat launch at Marina Park is a bad idea. If the City of Kirkland is interested in attracting more boaters, perhaps a boat launch at the west end of Juanita Park would be more appropriate. There are several positive attributes that a Juanita park boat launch can offer such as better parking, more open access, less crowding, and the possibility of adding more trailer lanes. There is also room at the park to add a separate dock for temporary boat tie up when loading and unloading passengers.
81	The launch is too narrow.

Attachment B

82	I can get crowded at peak times, having to require a card has its advantages. If there is a plan to use the additional \$\$ from the "pay stations" for the betterment of the boat launch, I'm all for it.
83	I'd suggest increasing the amount non-Kirkland residents have to contribute for the annual boat pass to an amount greater than it is today. The convenience and benefits of the boat launch should favor Kirkland residents who live and pay the city taxes contributing to the city parks. I'd support and be in favor of a non-resident charge to \$250 for the season, and also raising the resident fee to \$75 annually. The additional revenue obtained could then be re-invested into the Kirkland marina (new dock/slips, etc)
84	#5 is key consideration... It makes people plan ahead and is a budgetable item for the city. I would support the status quo. I would support the city selling more card access...
85	\$70 a year is steep - if I can only manage to get out on this late 1-2 times a year. Reducing a price to \$10 per launch would make it easier for me to get out on the water and pay at Kirkland instead of Bellevue.
86	(1) A sign near the gazebo alerting walkers that vehicles "may" not be able to see them...and they should be cautious. (2) Fixed bumpers along the N facing dock where you launch to help boats not get slammed against dock when bumpy/windy/etc (3) A bicycle tie up near the boat launch, so boaters can bring a bike with them when launching...and ride the bike down/back when getting their vehicles/trailers-which can sometimes be blocks away. Keep up the great work !
87	
88	The launch dock should have at least one fire extinguisher and at least one throwable device
89	1. Money obtained from the cards should go into regular maintenance for the underwater ramp to be done at off hours. 2. Cleats need to be on vertical posts. 3. Pavement Stripping needs to be painted on the launch lineup area with restricted area for walkers during a launch. 4. As on weekends.. Holidays should have no parking on the waiting approach areas curb lane. 5. Vertical Bumper boards placed around the dock on all sides every 8 feet. 6. The dock extended. 7. Launch hours extended earlier for fisherman and first daylight skiing and at night for allowing time returning from restaurants in Lake Union.