



KIRKLAND PARK BOARD REGULAR MEETING

Date: September 12, 2018

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**
3. **APPROVAL OF MINUTES** 5 minutes
 July 11, 2018
 July 31, 2018
4. **ITEMS FROM THE AUDIENCE** 5 minutes
5. **REVIEW OF ACTION ITEMS**
6. **PRESENTATIONS**
7. **COMMUNICATIONS** 10 minutes
 - a. Correspondence
 - b. Staff Reports
 - c. Committee Reports
 - d. Comments from the Chair
8. **UNFINISHED BUSINESS**
9. **NEW BUSINESS**
 - a. Marina Financial Feasibility Study 30 minutes
Action: Discussion only

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- b. Totem Lake 60% Design Update 20 minutes
Action: Discussion only
 - c. DOLA History and Proposal for Next Steps 20 minutes
Action: Discussion only
 - d. Neighborhood Plan Updates 20 minutes
Action: Discussion only
- 10. GOOD OF THE ORDER** 5 minutes

Discussion items or questions for Board liaison role

- 11. ADJOURNMENT** Estimated meeting completion: 8:50 pm

Next meetings:

October 10, 2018
November 14, 2018
December 12, 2018

KIRKLAND PARK BOARD
Minutes of Regular Meeting
July 11, 2018

1. CALL TO ORDER

The July 11, 2018 Park Board Regular meeting was called to order at 7:00 p.m. by Chair Rosalie Wessels.

2. ROLL CALL:

Members Present: Vice Chair Kelli Curtis, Jason Chinchilla, Richard Chung, Kevin Quille, Kobey Chew, Susan Baird-Joshi, Chair Rosalie Wessels

Uzma Butte arrived at 7:02 p.m.

Staff Present: Lynn Zwaagstra, John Lloyd, Mary Gardocki, Jason Filan and Linda Murphy

Recording Secretary: Heather Lantz-Brazil

3. APPROVAL OF MINUTES

The minutes from the June 13 meeting were presented. Ms. Curtis motioned to amend minutes. Mr. Quille moved to approve the amended minutes. Ms. Baird-Joshi, seconded. The motion carried (8-0).

4. ITEMS FROM THE AUDIENCE

Rich Mialovich – On behalf of Puget Sound's Men's Softball league, request for fencing on fields 1 and 2 at Crestwoods Park.

5. REVIEW OF ACTION ITEMS

No items.

6. PRESENTATIONS

a. Cheryl Geels – Shared parks and trail ideas inspired by the parks and trails in Zurich, Switzerland.

7. COMMUNICATIONS

a. Correspondence

No questions or comments.

b. Staff Reports

Staff responded to questions and comments from the Board.

c. Committee Reports

Ms. Baird-Joshi – The Letter to the Editor that she wrote was published in the Kirkland Review.

Mr. Chew – Nothing to report.

Ms. Butte – Met with North Rose Hill Neighborhood group, and had questions about bathrooms in neighborhood parks.

Mr. Quille – Nothing to report.

Mr. Chung – Reported noticing more off leash dogs during morning and evening hours.

Mr. Chinchilla – Nothing to report.

Ms. Curtis – Accepted Park Proclamation along with Ms. Wessels and she attended an art review meeting for Edith Moulton and Juanita Beach.

Ms. Wessels – Accepted Park Proclamation with Ms. Curtis and attended also attended the art review meeting.

d. Comments from the Chair

Reminded the Board to communicate absences from meetings to Board and staff for coordination.

8. UNFINISHED BUSINESS

a. Cost Recovery Study Update

Ms. Zwaagstra summarized the Cost Recovery Study update and answered questions from the Board. Ms. Wessels suggested the order for the July 31 Park Board Special Meeting with no opposition.

9. NEW BUSINESS

a. General Park Project Updates

Ms. Gardocki presented updates on the Edith Moulton Park dedication, the Totem Lake Park informational meeting, and she gave an update regarding the Juanita Beach Bathhouse project.

b. Crestwoods Park Fencing

Mr. Filan summarized fencing options and answered questions from the Board.

10. GOOD OF THE ORDER

a. Headshots and Bio

11. ADJOURNMENT

Mr. Quille moved to adjourn the meeting. Ms. Curtis seconded the motion. The motion carried (8-0). The meeting was adjourned at 9:05 p.m.

Lynn Zwaagstra, Director
Parks and Community Services

Rosalie Wessels, Chair
Park Board

KIRKLAND PARK BOARD

Minutes of Special Meeting

July 31, 2018

1. CALL TO ORDER

The July 31, 2018 Park Board Special Meeting was called to order at 7:03 p.m. by Chair Rosalie Wessels.

2. ROLL CALL:

Members Present: Vice Chair Kelli Curtis, Jason Chinchilla, Kevin Quille, Uzma Butte, Kobey Chew, Susan Baird-Joshi, Chair Rosalie Wessels

Members Absent: Richard Chung

Staff Present: Lynn Zwaagstra, John Lloyd and Linda Murphy

Recording Secretary: Heather Lantz-Brazil

3. PRESENTATIONS

a. Cost Recovery Study Update and Discussion

Ms. Zwaagstra defined cost recovery, presented Parks and Recreation industry philosophy, and showed the cost recovery project overview. Staff requested the Board provide feedback on the recommended sorting of programmatic categories within the community/individual benefit tiers; the proposed cost recovery target by tier; and draft key elements of a fiscal policy.

4. ITEMS FROM THE AUDIENCE

5. UNFINISHED BUSINESS

a. Cost Recovery Study Update and Discussion

The Board asked questions and provided feedback as requested by Staff. Staff responded to questions and comments.

6. GOOD OF THE ORDER

7. ADJOURNMENT

Ms. Baird-Joshi moved to adjourn the meeting. Mr. Quille seconded the motion. The motion carried (7-0). The meeting was adjourned at 9:24 p.m.

Lynn Zwaagstra, Director
Parks and Community Services

Rosalie Wessels, Chair
Park Board

Parks and Community Services
Department Report –August, 2018

Administration, Planning and CIP Projects

Totem Lake Park - Upon completing the 60% design, The Berger Partnership provided a new construction estimate delineating a base estimate and itemized optional amenities. The base estimate includes a public restroom, children’s play area, lawn areas, seating, site amenities, and parking. The itemized optional amenities include the sprayground, an expanded playground area if the sprayground is removed from the design, Wi-Fi, street lighting, and artistic boardwalk railings. Based on these new estimates, staff is recommending to City Council to not include some of the optional amenities and is seeking City Council direction. Specifically, staff recommends inclusion only of the expanded playground (\$150,000). This recommendation would result in an overall construction estimate of \$8,043,505 and an estimated differential of secured funding of $-\$9305 + -\$150,000 = -\$159,305$.

Table 1 below summarizes project funding and cost estimates for the base project and itemized amenities for the park. This recommendation will be going to the September 4, Council Meeting. A draft of the 60% designs will be shared with the Park Board at the September 12 meeting.

Table 1: Estimated Expenses and Project Funding

Funding Item: Proposed Budget 2019-2024 CIP	Amount
Secured Funding ('19-'24 CIP)	\$ 7,884,200
Current Estimate: Base Project Expenses by Category	Amount
Design and Engineering	\$ 767,680
Project Management	\$ 321,000
Inspection	\$ 338,000
Permitting	\$ 54,000
Art	\$ 77,625
Construction	\$ 5,759,270
Contingency	\$ 575,930
<i>Estimated Base Project Total</i>	<i>\$ 7,893,505</i>
Secured Funding [from above]	\$ 7,884,200
Difference [secured funding - base]	\$ (9,305)

Current Estimate: Other Optional Itemized Amenities	Amount
Sprayground	\$ 1,492,700
<i>Potential Rotary Club Fundraising for Sprayground</i>	<i>(\$350,000)</i>
Expanded Playground (Sprayground Alternative)	\$ 150,000
Wi-Fi for Park	\$ 201,515
Street Lighting	\$ 143,299
Artistic boardwalk railing	\$ 44,781

Juanita Beach Bath House Renovation - A conference call related to the appeal of the Hearing Examiner’s Decision was conducted on Monday, August 20. At this time, the Shoreline Hearings Board is not certain they have jurisdiction over this process since there is no adverse party. A briefing is being submitted by outside counsel recommending they hear the appeal and allow us to have a hearing. At this point, we are enhancing our application and/or appeal information and waiting to hear if SHB agrees they have jurisdiction. We are keeping the dates for an October

hearing in the event we are given an appeal. It will either be given an appeal hearing or may submit a new application.

Finances – Staff have been deep in budget analysis and submissions for the 2019-2020 biennial budget. A variety of service packages were submitted for consideration in hopes that staff could provide some service levels in which the community has expressed interest.

Upcoming Important Dates:

- **City Hall for All Event.** Working with Neighborhood Outreach Coordinator David Wolbrecht, park staff will attend this event on October 6 (10am – 2pm) to begin a general discussion about existing dog parks. DOLA’s will be presented as one of three dog park types to gather feedback on general interest if there is a need. A draft of the information boards and potential outreach plan will be shared at the September 14 Park Board Meeting.

Parks Maintenance and Operations

- We welcomed Javier Herrera to the operations team this month as a full-time Groundsperson. Javier has worked for us as a seasonal for the past three years. Javier will start his service to the Community working on the Ballfield & Events team working the night shift.
- Staff have been spending some additional time this past month trying to keep trees and shrubs alive. This extended warm and dry summer has a lot of them stressing. We’re OK with some lawns areas dying but not the trees and shrubs!
- This fall the area north of the Forbes Creek Fire Station in Juanita Bay Park will be the site of significant mitigation as part of the City’s advanced mitigation program. We are excited about the project and will provide updates and pictures as the project progresses.
- OO Denny Park is getting some updated fencing along Home Point Drive. The 50 year old bollards are being replaced with our slightly more inviting two-rail fencing format.
- Huge thanks to staff for a great summer. So many opportunities to serve when our parks are so busy and use is high. Staff did a great job prioritizing, responding, and staying on task all season long with events, rentals, prep’s, planned and unplanned maintenance.

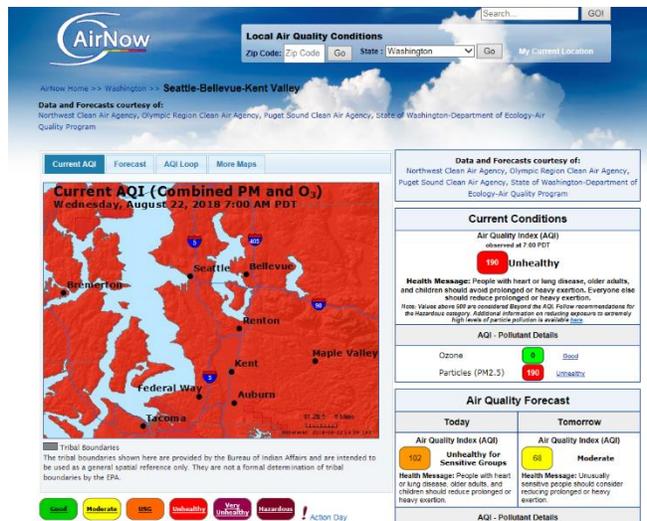


Juanita Beach Park – August 2018 – Before & After – Unplanned Maintenance

Recreation

- August Air quality issues:
 The Recreation Division in consideration of the health of our participants cancelled outdoor activities due to poor air quality caused by smoke from regional wildfires.
 - The Peter Kirk Pool was closed.
 - Lifeguard services on the beaches were suspended.
 - Many outdoor programs and camps were cancelled.

At the conclusion of the summer season staff will be issuing a report on the details and impacts of situation.



Wednesday, August 22, 2018

- For the month of August, the KPCS Tennis Camps had 115 participants at two locations. We had a great group of staff leading the kids each week in fun games and learning-based tennis activities.
- Summer Softball League at Lee Johnson Field is in full swing. Our six teams are right in the middle of a tightly contested season and we are eager to crown a champion on Tuesday, September 25.
- Beach Volleyball at Juanita Beach is coming to a close at the end of August. There were 31 teams battling for the coveted championship tank tops. We have received a lot of good feedback for improvements next season.
- Twenty-six individual art sessions are completely full for fall. This includes Messy Art for two year olds, Parent/Child Art for 2.5-3.5, Young Rembrandts Saturday Preschool Drawing Classes ages 3.5-5 years, and Art Adventures for ages 4-6.
- Although the forecast is 80 degrees, Snowflakes are on everyone’s mind. There are only 2 spots available in the Snowflake Ball scheduled for Friday, December 7 at the North Kirkland Community Center.



Junior Day Camp at KPC

- All first sessions of Hip Hop are full and closed to registration, 30 children from the ages of 5-11 are enrolled. Total overall number of participants enrolled in NKCC dance programs for fall is 197, with 66 children on the waitlist.
- Junior Day Camp spent one of their last weeks (Talent Week) learning how to Hula Hoop from trick Hoopsmiles artist and entertainer, Jon Coyne. They also had a chance to see what a star feels like when they had a personal tour of the Kirkland Performance Center.

- Kelsey Hayes, Recreation Supervisor at PKCC has resigned. Kelsey was not only an outstanding supervisor but an outstanding leader for our Department and will be missed. Below is part of her notice of departure:

It has been a pleasure working for the City for the past 17 years, 9 of those years as a full-time recreation professional. Some of the highlights of my career include mentoring and developing the lifeguard/swim instructor aquatic staff, collaborating during the ARC project, providing thousands of community members with recreational programming opportunities, implementing new systems and processes and preparing the biannual budget. I know the department will continue to thrive and offer outstanding health, wellness and recreational opportunities for our community to enjoy.

- The City of Kirkland Peter Kirk Community Center was one of thirty-eight organizations in King County serving older adults selected to receive funding from the Veterans, Seniors, and Human Services Levy. The one-time investment is to be used to help senior centers, community centers, and organizations serving older adults expand programs to reach more local seniors, make their facilities safer and more accessible, and purchase equipment and appliances. The Community Center was awarded \$20,000 to improve signage, letting the public know it is the hub of senior programming and services in Kirkland.



- The Peter Kirk Day Camp had another successful year. In the ten weeks of camp we had 497 happy 7 to 11 year olds participate and generated over \$113,000 in revenue. We had very positive feedback about this year's program from the campers, parents, and staff.

- The Kirkland Steppers program has had a lot of fun this year with both local and destination walks. In August the staff took about 40 walkers to Farrel-McWhirter Park in Redmond for a special destination walk afterwards the Fairwinds in Redmond hosted a luncheon for the group.



Kirkland Steppers at Farrel-McWhirter Park

- Fall registration is in full swing and PKCC programs are filling up. Many of the new van trips have just a few spots left, this program continues to be successful and bring in new participants.
- PKCC had no scheduled classes or programming August 27-September 3 for yearly maintenance, however staff was onsite to help the public with questions and program registrations during this time. During this time new tables and chairs for the classrooms, Lobby Meeting Room and Auditorium were delivered, everyone was excited to see the new, updated look. Several other miscellaneous projects were completed during this time also such as carpet cleaning, paint touch-up, replacement blinds installed, hardwood floors refinished, etc.
- Summer aquatics season is wrapping up! The Peter Kirk Pool and beach are open through September 3. Everyday this summer, the pool has been filled with programming and patrons enjoying public swims. Over 12,400 people have visited the pool during public swims throughout the summer and 3,000 infants, youth, teens and adults participated in a recreational swim program such as Learn-to-Swim swimming lessons, Aqua Aerobics, or the Lifeguard course during the summer. The Peter Kirk Pool is one of the only public outdoor swimming pools in the area and program participants and swimmers often share their love for the facility!



Swimmers at Peter Kirk Pool



2018 Lifeguards

- This summer over 1,100 youth and parents enjoyed Sprinkler Park Thursday at Lee Johnson Field. Sprinkler Park Thursday, sponsored by Rotary Club of Kirkland Downtown, provided the community with a fun, free way to cool off during the summer heat. Program participants are very excited and hopeful for a permanent splash park.

- The Kirkland Orca Swim program ended the 18th season with the championship swim meet on Saturday, August 11 at the Snohomish Aquatics Center and then celebrated the season with a pool party at the Peter Kirk Pool on Sunday, August 12. This season, 183 participants enjoyed the recreational swim team experience building friendships and developing their swimming skills.



- Sailing and Stand-up Paddle Board programs have ended for the year. The 154 participants enjoyed six sessions of Stand-up Paddle Board programs and 11 sessions of Sailing programs this summer.
- During the month of August, Juanita Beach and Houghton Beach both had closures due to water quality. Air Quality also impacted the Vendors in the Park program this month.
- Harbor Masters have started returning to school for the year. The final two Harbor Masters will finish off the season working through Labor Day (September 3). The summer has flown by with great customer friendly contacts and assists on the dock.



- The Pea Patch program continues to run smoothly. Gardens are looking great! Tilth Alliance ran a Summer Harvest and Winter Gardening class for current Pea Patch gardeners, 14 gardeners registered to attend the program.
- Athletic Fields continue to be utilized as part of the 2nd Season Allocation process. New requests are coming in almost daily for additional field space.

Human Services

Eastside Homelessness Advisory Committee:

Eastside Human Services Forum:

Upcoming Important Dates:

Youth Services & Youth Council

- The Youth Council meeting of the school year was held August, 27. The group will be focusing on new member recruitment for the next several weeks. Applications are due September 26.
- No teen traffic court was held in August. Beginning in September, Teen Traffic Court will be held on the second Wednesday of the month at 2 p.m. This change was due to the newly extended school day at the secondary schools in the District.

Senior Council

- A column printed in the August Kirkland Reporter.
- Work continues on updating the Eastside Resource Guide.

Upcoming Important Dates:

- **Saturday, October 20**, Viva Volunteer event.

Green Kirkland Partnership

- On Friday, August 3, **Green Kirkland staff** hosted the **Juanita Cheer team** at Juanita Beach Park for a morning of volunteer stewardship. The team enthusiastically removed Himalayan blackberry threatening native plantings and learned how restoration can improve water quality.
- On Sunday, August 12, new Green Kirkland Stewards, Elizabeth and Jim, hosted the first volunteer stewardship event at **Juanita Open Space 4**. Stewards have been waiting years to begin restoration in this small but mighty open space in the north Juanita neighborhood.
- On August 23, Green Kirkland celebrated Stewards and ongoing volunteers at the annual GKP Volunteer Appreciation Picnic. The evening was attended by more than 28 volunteers and included a thank you BBQ dinner, and tours of the new native plant nursery and the Tilth Learning Gardens.
- During the month of August, Green Kirkland had to **cancel or adjust over 6 events** due to poor air quality and high temperatures for the safety of volunteers and staff.
- **Jodie Galvan** has been selected for the **Green Kirkland Supervisor position**. Staff from all divisions of PCS participated in the hiring process. Ms. Galvan has more than 14 years of habitat restoration, wildlife research, community engagement, environmental education, and leadership experience, including as the volunteer lead Steward at Juanita Beach Park. She will begin in early September.

- Grant applications and planning for next year is in progress. Green Kirkland staff released an RFP for volunteer services coordination for 2019 in August and are awaiting responses.
- Green Kirkland staff, Stewards, and partners at EarthCorps are wrapping up planning for **United Way of King County, Day of Caring** on Friday, September 14.
- Green Kirkland staff, Planning, and Public Works are in the middle stages of planning for **Kirkland Arbor Day**, Saturday, October 20, at North Rose Hill Woodlands Park.



Green Kirkland Partnership photos: The Juanita Cheer team joined Green Kirkland staff on August 3 for a 'spirited' day of site maintenance and learning (left). Green Kirkland celebrated over 30 stewards, former GKP staff and ongoing volunteers at the annual GKP Volunteer Appreciation Picnic on August 23 at McAuliffe Park (middle). New Stewards hosted their first event at Juanita Open Space #4 in the north Juanita Neighborhood on August 12(right).

Upcoming Important Dates:

- Wednesday, September 5 Green Kirkland and EarthCorps will host 150 students from the International Community School for ICS Service Day at Rose Hill Meadows Park. This day of service is made possible with funding from the King Conservation District.
- Thursday, September 6 an Applied Ecology crew will continue work on the steep slope at Kiwanis Park.
- Tuesday, September 11 Kirkland will be hosting a Green City Partnerships Focus Group meeting. Representatives from nine cities in the region have been invited to attend. Restoration practitioners and partners will tour Green Kirkland restoration sites and discuss the topic "From Himalayan Blackberry Thicket to Forest."
- Friday, September 14 Green Kirkland and EarthCorps will host Day of Caring with partners at United Way of King County. Stewards and staff will host events at five parks including Watershed, McAuliffe, Crestwoods, Juanita Beach, and Juanita Bay Park. This day of service is made possible with funding from the King Conservation District.
- Saturday, September 22 Green Kirkland and EarthCorps will host an environmental service day at Heronfield Wetlands Park (Jaspers Dog Park). This event is open to the public and made possible with funding from the King Conservation District.

Special Events & Special Events Service Team

In addition to the on-going events reported on last month, staff supported the following events through permitting; coordination with other City departments for street closures, fire and police support, safety and sanitary regulations and banners; City facility use such as parks, parking lots and streets; evening, weekend and holiday on-call logistical support as needed; and communication with the public:

- ***Kirkland Summerfest, August 10-12***
The reimagined three-day event featured distinct zones and a little something for everyone. Beautiful artwork was displayed along Park Lane, Marina Park's festive atmosphere featured great music, food, drink, vendors and more, and the family fun zone filled Heritage Park with inflatables, train rides, touch a truck, and a host of community groups providing exciting learning activities. Throughout the weekend staff support included daily safety inspections, F.O.G. and sewer connection services, and thirty-four off-duty officers for garden security and traffic control.



**2018 Summerfest Train
Heritage Park**

- ***National Night Out Neighborhood Block Parties, August 7***
National Night Out is a nationwide campaign aimed at involving communities in crime and drug prevention awareness. Kirkland residents hosted more than twenty parties throughout the city and enjoyed visits from Police, Fire, and City Council representatives. Staff work in conjunction with Police, Fire and Public Works to issue block party permits for events that include road closures. A total of nine permits were issued during the month of August for National Night Out and other block parties.

- ***Park to Park Swim, August 26***
The annual Park to Park Swim offered 'The Classic' 1.3 mile swim which started at Matthews Beach in Seattle and ended at OO Denny Park and 'The Double Dip' 2.5 mile swim roundtrip from OO Denny. Proceeds from the event benefit the Emergency Patient Assistance Fund at Seattle Children's Hospital. The fund provides families essential items such as food, gas and a place to stay while children are hospitalized. Event day staff support included pre-event safety inspections and King County Marine Patrol for water safety.



Park to Park Swim

- ***PopUp StoryWalk, August 3-14***
The Parks and Community Services Department partnered with PopUp StoryWalk organizers on the installation of "Bunnies!!!" at Juanita Beach Park. The program cleverly combines reading and walking by placing individual pages of a children's book on large panels throughout the park. Local author and illustrator, Kevan Atteberry, hosted a book signing at the Juanita Friday Market on August 3 where kids could have their book signed and learn more about the traveling program. An installation of "Bear and The Piano" at Edith Moulton is currently in the works for September. To learn more about the program go to <https://www.popupstorywalk.org/>.



**Bunnies!!! PopUp StoryWalk
Juanita Friday Market, August 4**

Special Events Service Team (Sudie Elkayssi): **(current month)**

- Grant Herrington of Snohomish Running Company presented plans for the 12K's of Christmas to be held at Heritage Park on Sunday, December 16. The event will include 12k and 5k routes, Kids Dash, and a special Santa wave for imposters dressed like the jolly elf. Organizers expect to sell out with 2,500 registrations.
- Dana Anderson represented Multi-Sports, LLC and presented plans for the 2018 Lake Washington Half Marathon to be held on November 3 at Juanita Beach Park. The 5k course has been eliminated this year so organizers can focus all their efforts on the half marathon. Organizers have capped registration at 1,000.
- Hopelink's annual Turkey Trot fundraiser, which is held at Marina Park on the Sunday before Thanksgiving each year, has been infused with fresh energy. Shauna Smith and new staff member Tom Kreinbring provided an overview of the revitalized event. In addition to the anticipated 5k trot, the 2018 event will include a timed 5k run, Kids Dash, and expanded festival area with inflatables, touch a truck, and more.

Upcoming Important Dates:

- **September 8, 11 a.m.** - Crossing Kirkland, Cross Kirkland Corridor
- **September 15, 8 a.m.** - Seattle 3-Day Walk, City-wide
- **September 21-23** - Kirkland Oktoberfest, Marina Park
- **Wednesdays, September, 2 p.m.** - Kirkland Wednesday Market, Marina Park
- **Fridays, September, 3 p.m.** - Juanita Friday Market, Juanita Beach

Interdepartmental/Interagency Committees

Tree Team (Ryan Fowler)

Grant Team (Mary Gardocki)

Volunteer Service Team (Jeremy Jones): No meeting in August

Customer Service Team (Jairid Hoehn, Lourdes Mansanarez)

- Meeting was held on 8/21/18 to discuss the team and responsibilities.
- Next meeting is TBD.

Parks and Community Services Monthly Tracking – July 2018

Marina use

	Number	Revenue
Boat slip rentals		
Boat launch cards sold	61	\$4020.00
Commercial dockings	11	\$1868.50

Green Kirkland Partnership

Number of volunteer hours	327.75
Number of volunteer events	15
Value of Volunteer Hours	\$9,845
Acres of new restoration	
Acres in restoration maintained	
Total plants planted	
Invasive trees removed	
Contracted crew field hours	

Human Services

Number of Residents served	
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Youth Services

Number of events	1
Volunteer hours	0
Traffic court cases heard	0

Special Events

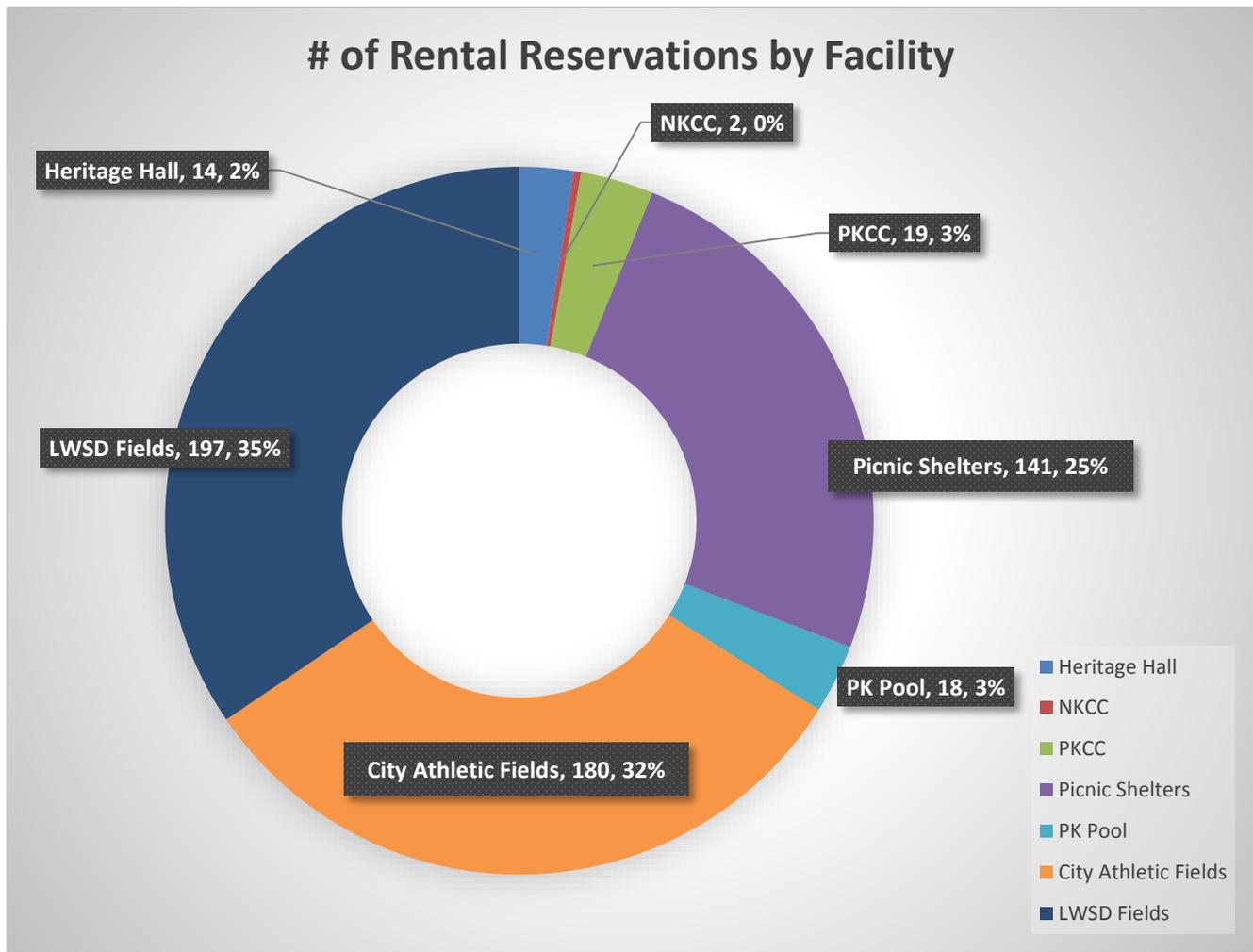
Number of Events	
Calendar days	
Estimated Event Participants	

Parks Administrativ

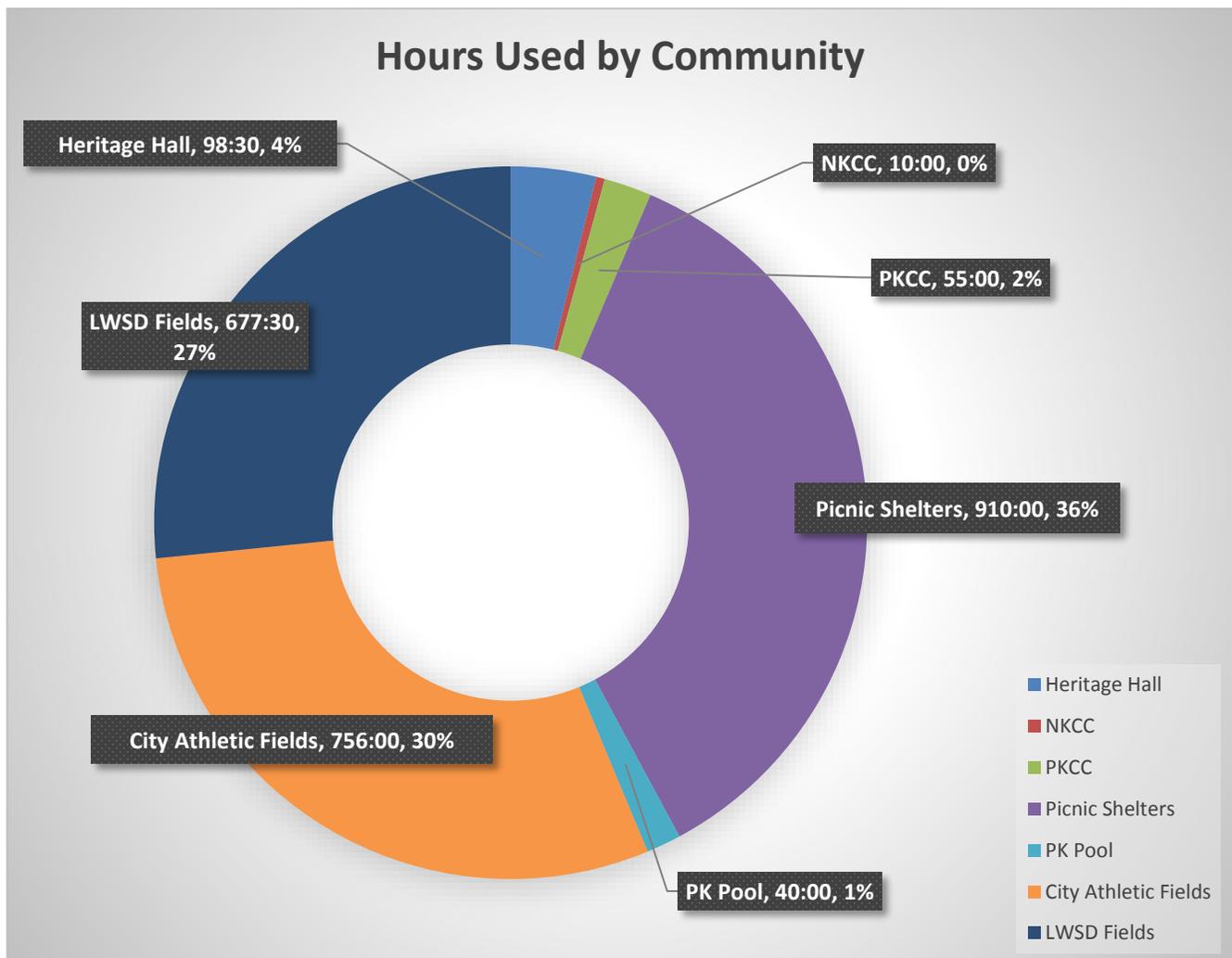
Employee Timecard Entry	22,113.3 hours	
P-Card Transactions	151	
PAFs processed		

Parks and Community Services Facility Rental Information

	Hours Used by Community	# of Reservations
Heritage Hall	98:30	14
NKCC	10:00	2
PKCC	55:00	19
Picnic Shelters	910:00	141
PK Pool	40:00	18
City Athletic Fields	756:00	180
LWSD Fields	677:30	197
Total	2547:00	571

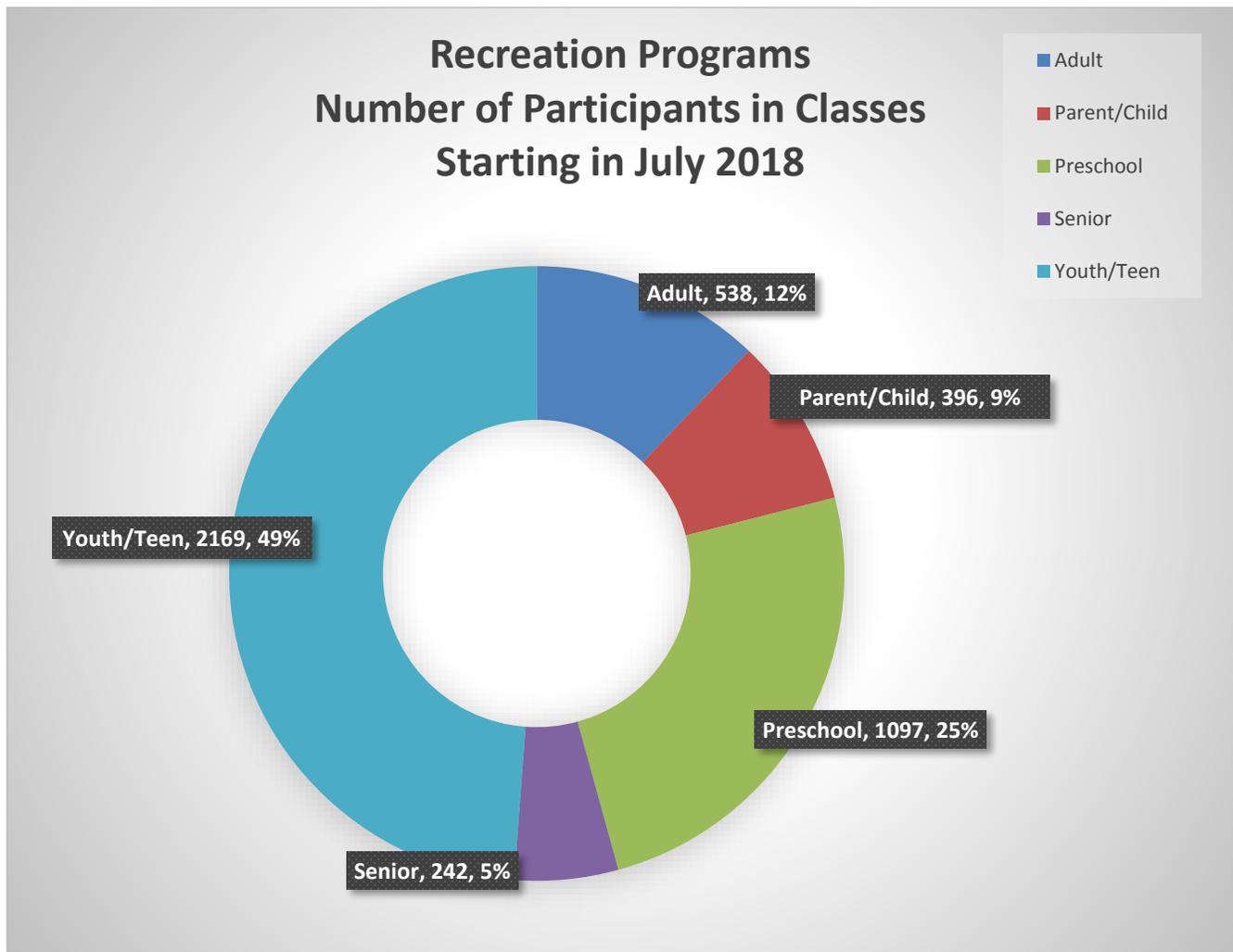


	Hours Used by Community	
Heritage Hall	98	3.87%
NKCC	10	0.39%
PKCC	55	2.16%
Picnic Shelters	910	35.73%
PK Pool	40	1.57%
City Athletic Fields	756	29.68%
LWSD Fields	677	26.60%
Total	2547	100.00%

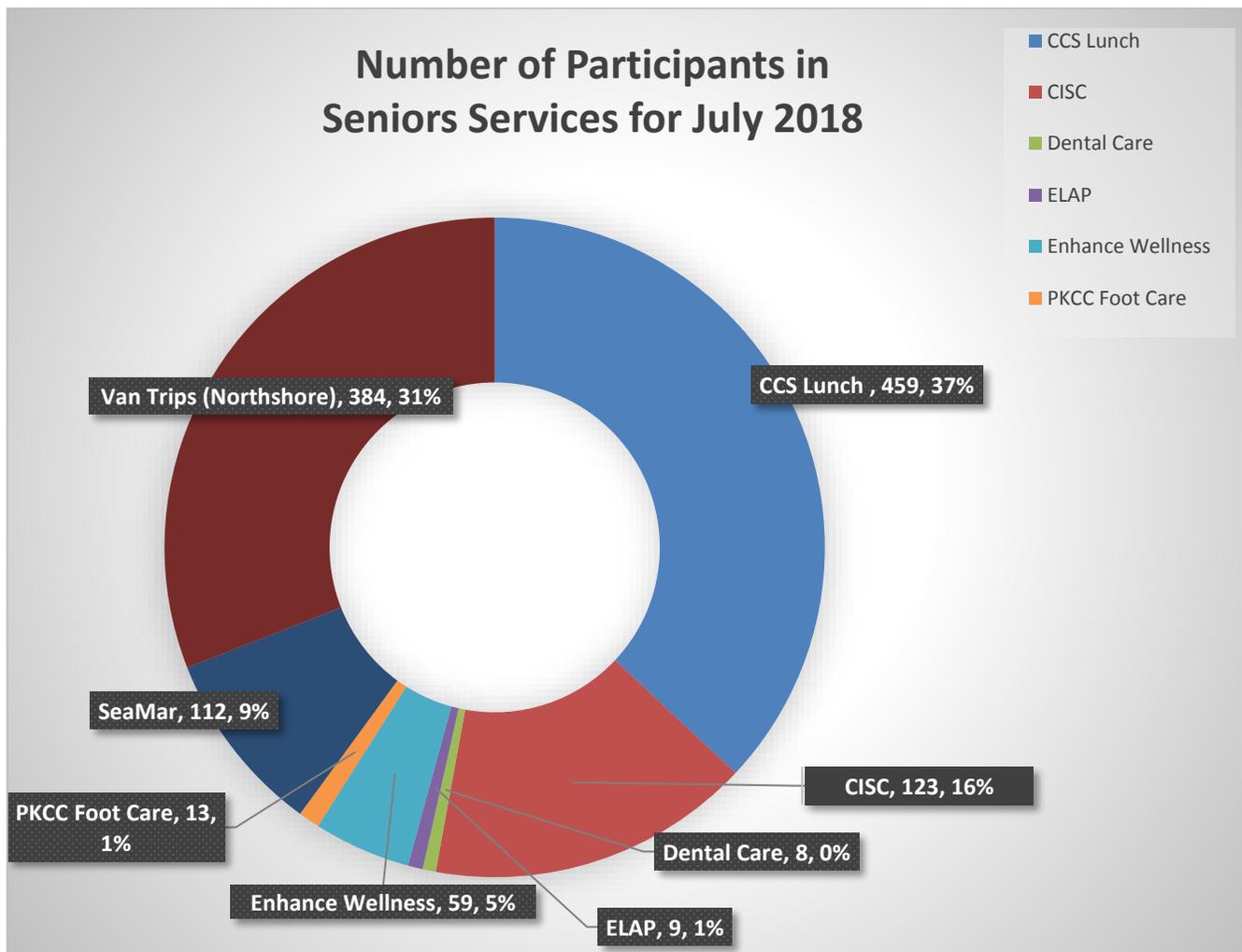


Parks and Community Services Program Attendance Information

	Recreation Program Participants
Adult	538
Parent/Child	396
Preschool	1097
Senior	242
Youth/Teen	2169
Total	4442

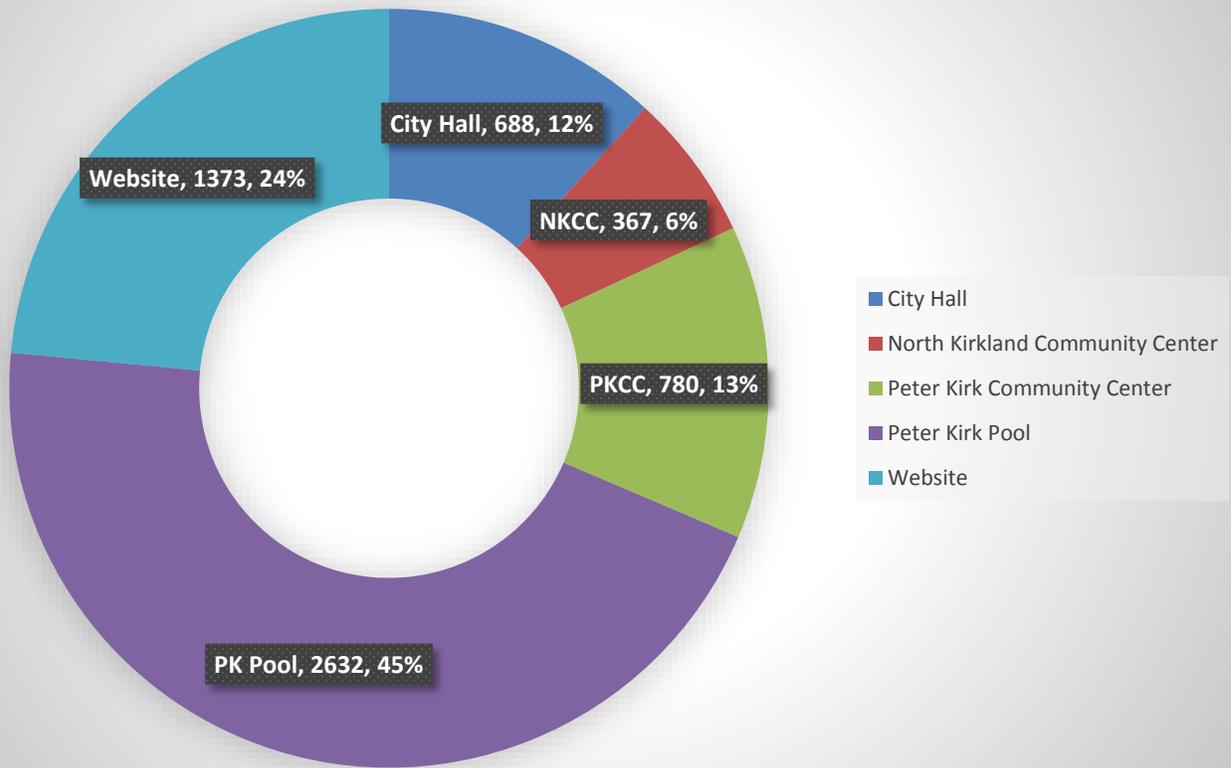


	Number of Participants in Seniors Services
CCS Lunch	459
CISC	197
Dental Care	8
ELAP	9
Enhance Wellness	59
PKCC Foot Care	13
SeaMar	112
Van Trips (Northshore)	384
Total	1241



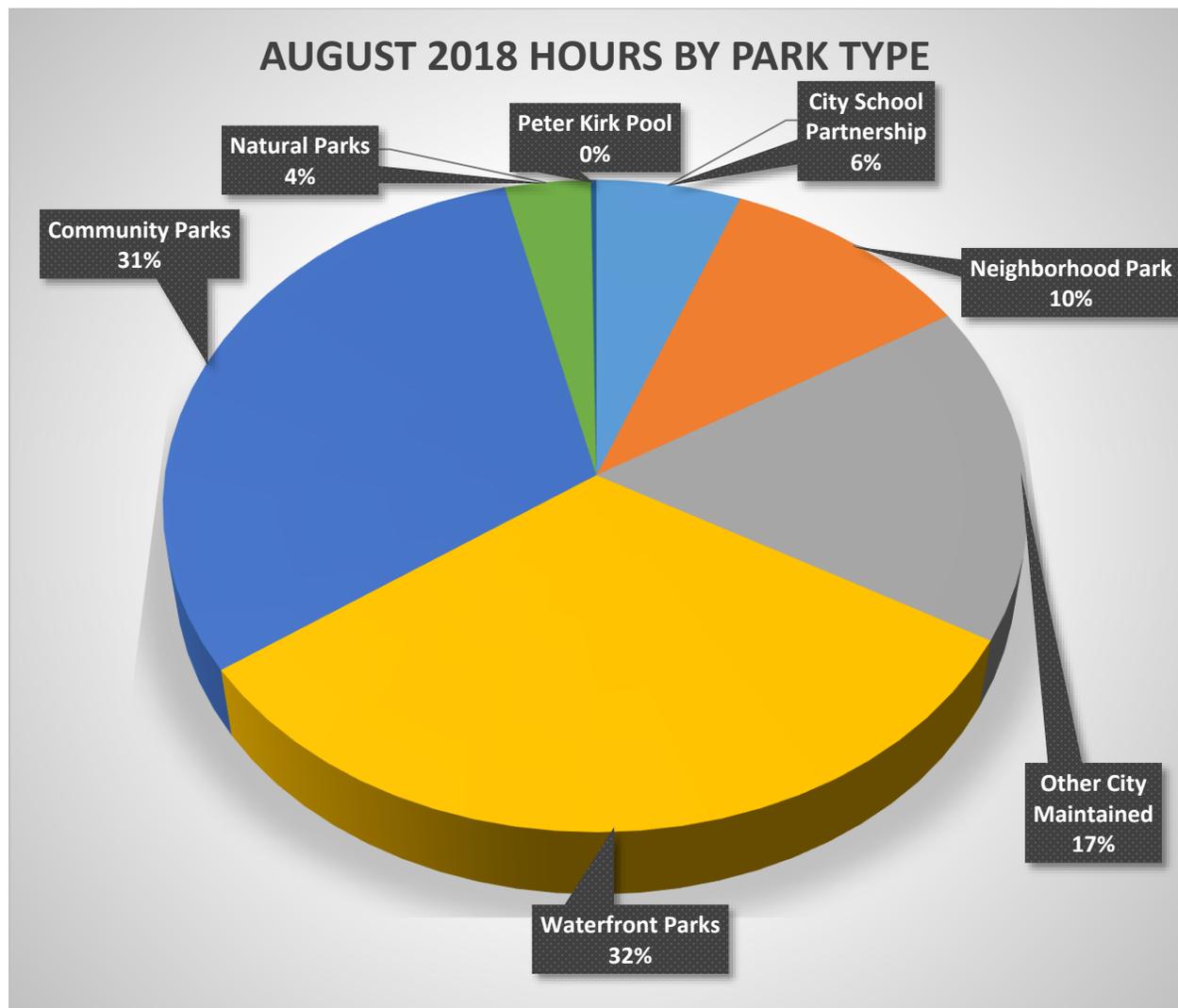
Receipt Location	Number of Customer Transactions Completed
City Hall	688
North Kirkland Community Center	367
Peter Kirk Community Center	780
Peter Kirk Pool	2632
Website	1373
Total	5840

of Transactions by Location for July 2018

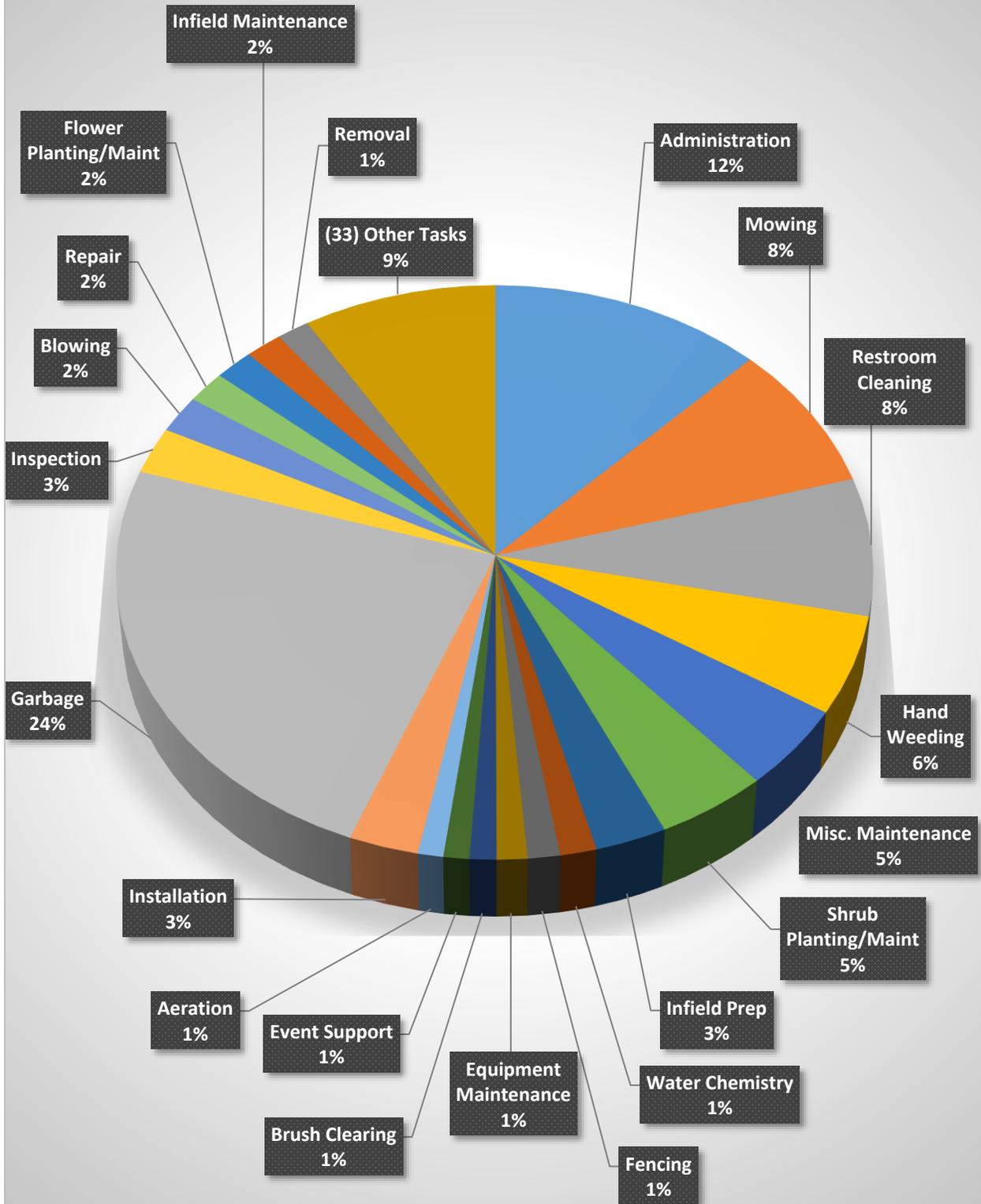


PARKS MAINTENANCE AUGUST REPORT

Park Type	Labor Hours	Percentage
City School Partnership	308.75	5.93%
Neighborhood Park	543.25	10.43%
Other City Maintained	873	16.76%
Waterfront Parks	1680.25	32.25%
Community Parks	1610	30.90%
Natural Parks	183	3.51%
Peter Kirk Pool	11.75	0.23%
Grand Total	5210	100.00%



AUGUST 2018 TASK HOURS



2018 June Task Hours Report

Task	Labor Hours
Garbage	1245.75
Administration	643.75
Mowing	430.25
Restroom Cleaning	404.5
Hand Weeding	288.75
Misc. Maintenance	240.5
Shrub Planting/Maint	235.25
Infield Prep	151
Installation	146.5
Inspection	136.5
Blowing	109.25
Repair	93.75
Flower Planting/Maint	92.25
Infield Maintenance	87.25
Removal	77
Water Chemistry	76.25
Fencing	68
Equipment Maintenance	64.5
Brush Clearing	56
Event Support	54.25
Aeration	53.25
Line Trimming	46.75
Full Burial	35
Filter Maintenance	32
Pruning	29.75
Overseeding	27.5
Grading	27.25
Signage	24.5
Watering	24

Edging	22.25
Turf Repair	21
Trail Work	15
Application	14.5
Electrical Work	14
Pressure Washing	14
Fertilization	12.75
Donation, Install, Clean	12
Beach Maintenance	11.5
Field Striping	11.25
Plumbing	7.75
Niche Wall Placement	7
Mulching	5.75
Controller Programming	5.25
Markers Placement, Removal	5
Pump Maintenance	5
Insect Control	5
System Trouble Shooting	3.5
Painting	3.5
Nursery Management	2.75
Tree Inspection	2.75
Training	2.5
Urn Burial	2.5
Vandalism Repair	1.25
Lock/Key Maintenance	1
Total	5210

2018 August Park Hours Report

Park/Location	Labor Hours
132nd Square Park	151.75
2nd Avenue South Dock	24.25
Ben Franklin Elementary School Field	54.25
Brookhaven Park	13.5
Bud Homan Park	4
Carillon Woods	21.75
Cedar View Park	8.75
Cotton Hill Park	10
Crestwoods Park	237
David E. Brink Park	42.5
Doris Cooper Houghton Beach Park	218
Edith Moulton Park	151.75
Emerson High School Field	49.75
Everest Park	346.75
FH3	3
Finn Hill Middle School Field	2.5
Forbes Creek Park	15
Forbes Lake Park	7
Hazen Hills Park	10.25
Heritage Park	330.5
Heronfield Wetlands	6
Highlands Park	10.25
Josten Park	1
Juanita Bay Park	115.5
Juanita Beach Park	500.5
Juanita Elementary School Field	40.75
Juanita Heights Park	3
KG2	0.75
Kingsgate Park	5
Kirkland Cemetery	142.25
Kirkland Middle School Field	43.5
Kiwanis Park	5.75
Lake Ave W Street End Park	22.25

Lakeview Elementary School Field	30.5
Marina Park	170.5
Mark Twain Elementary School Field	52.5
Mark Twain Park	28
Marsh Park	111.5
McAuliffe Park	107.5
North Kirkland Com Ctr & Park	76.75
North Rose Hill Woodlands Park	47.5
O O Denny Park	417
Parks Maintenance Center	730.75
Peter Kirk Park	433.5
Peter Kirk Pool	11.75
Phyllis A. Needy - Houghton Neighborhood	36.75
Reservoir Park	9
Rose Hill Elementary School Field	35
Rose Hill Meadows	30.25
Settler's Landing	22.5
South Norway Hill Park	17.5
South Rose Hill Park	37
Spinney Homestead Park	12.75
Street End Park	0.5
Terrace Park	11.5
TL2	1
Tot Lot Park	9.25
Totem Lake Park	4
Van Aalst Park	13.25
Watershed Park	2.5
Waverly Beach Park	145.5
Windsor Vista Park	1
Wiviott Property	0.25
Yarrow Bay Wetlands	4
Grand Total	5210



CITY OF KIRKLAND
Department of Parks & Community Services
123 5th Avenue Kirkland, WA 98033 425.587.3300
www.kirklandwa.gov

MEMORANDUM

To: Park Board

From: Lynn Zwaagstra, Parks and Community Services Director
John Lloyd, Parks and Community Services Deputy Director
Ellen Miller-Wolfe, Economic Development Manager

Date: September 12, 2018

Subject: Marina Expansion Financial Feasibility Study

RECOMMENDATION

That the Park Board receive a briefing on the Marina Expansion Financial Feasibility Study and provide feedback for consideration.

BACKGROUND DISCUSSION

In 2015 the City's Tourism Development Committee commissioned BST Associates to conduct a Waterfront Demand Study (link provided below) which suggested that improvements to the City's current moorage facilities for both recreational boaters and commercial tour boats could result in attracting more visitors to Kirkland and thus enhance economic activity. At the time of the study, key findings included:

- Boat sales in the region have steadily increased since 2009 (after the recession).
- Over 25,000 boats are registered within 10 miles of Lake Washington.
- There are 237 public transient moorages in Lake Washington. With 90 slips, Kirkland currently accounts for 64% of that inventory.
- Cruise boat operators Argosy and Waterways are interested in separate docks that are protected from seasonal winds and weather with the hope that they also can keep boats in Kirkland overnight.

Given the findings of the 2015 Waterfront Demand Study, the economic development manager commissioned a Moorage Engineering Feasibility Study (link provided below) for Kirkland's downtown marina. This was completed by Reid Middleton Inc. in May of 2017. In this study, Reid Middleton was asked to perform an engineering and environmental feasibility study to potentially expand moorage for recreational and tour boat vessels and to consider adding a breakwater to make the marina safer and more functional. Their report summarized the analysis and preliminary engineering and environmental review of the alternatives. It should be noted that this study focused on the in-water moorage elements of the Marina expansion only, and did not include detailed analysis of any necessary or desired upland features, such as additional parking, enhanced pedestrian circulation, added restrooms, or other elements that

the City may elect to provide in support of increased use of the in-water portions of Marina Park.

This study was presented to City Council during the Study Session at the May 16, 2017 City Council meeting. Council members were intrigued by the vision and possibilities but voiced some concern regarding the cost of the project, specifically the long term impact on funding for future park projects, as well as mixed reactions regarding the view corridor of the marina. City Council requested a financial feasibility study to further study the economic viability of the options presented. This study was expected to explore funding options, including possible grants, possible private partners, and operational revenue for a potential expansion. Based on the direction and feedback from Council, the city applied for, and received an Economic Development grant from the Port of Seattle to fund a financial feasibility study.

In December 2017, the City contracted with BST Associates to conduct a Financial Feasibility Study to examine the cost/benefit of expansion of the Marina. The study evaluated the financial and economic feasibility of the various options presented in Reid Middleton's 2017 Moorage Engineering Feasibility Study. The study was to include the following information:

- Cost for components of the marina expansion, including: breakwater options, upland facilities (lockers/showers, expanded restrooms, etc.) and power.
- Assessment of possible funding sources for the expansion construction such as grants, private funding and other similar options.
- A financial feasibility assessment of the annual operations for both a City-operated model and a public/private partnership model. This should demonstrate annual operating costs (utilities, staff, supplies, repairs, etc.) and comparison with revenue potential for the two models for each expansion options.
- A 5-year modeling of up to two operating/expansion options in order to assist City staff to allocate resources and provide service levels that most effectively meet the community needs and aligns with the mission and vision.

A draft report (**Attachment A**) from BST Associates will be presented to Park Board for review and comment prior to presenting the final report to City Council.

Attachment A: Marina Financial Feasibility Study

Marina Demand Study:

https://www.kirklandwa.gov/Assets/City+Council/Council+Packets/030315/7a_SpecialPresentations.pdf

Marina Moorage Expansion Study:

https://www.kirklandwa.gov/Assets/City+Council/Council+Packets/051617/3a_StudySession.pdf

Kirkland Downtown Marina Moorage Financial Study

PREPARED FOR THE CITY OF KIRKLAND
BY BST ASSOCIATES
AUGUST 27, 2018

Table of Contents

1. Purpose of Project
2. Demand for moorage
 - Transient moorage
 - Permanent Moorage
3. Existing Facilities
4. Alternatives Evaluated
 - Design concepts, cost estimates
5. Economic/Financial Evaluation
6. Recommendations

Purpose of the Project

A marina expansion is being considered in order to increase city-wide tourism, downtown vitality and economic development, while providing high-quality, safe and sustainable moorage for visitors and residents alike.

The goal of this project is to conduct a financial feasibility study to examine the financial viability of the project.

- This study is based upon a Demand Study (2015) and a Marina Expansion Feasibility Study (2017) which examined the feasibility, options and costs associated with expanding the marina and moorage.

City of Kirkland Marina Existing Design & Condition



Marina Park:

- 41 slips; 2,422 lineal feet of moorage
- Significant exposure to waves from wind and vessels.
 - Estimated at ~ 2.9 feet from NE and 6.3 feet from SE.
 - Impacts boat moorage activity and the marina.

South Dock:

- 800 lineal feet of moorage, 19 slips
- Wave exposure much lower

City of Kirkland Marina Existing Design & Condition



The existing marina structures consist of pile-supported fixed piers.

- The piers are over thirty years old and constructed with timber piles, pile caps, stringers, and decking.
- The pier's main walkways and laterals are approximately 10 feet wide.
- The piers are maintained by the City but are deteriorating due to age and exposure

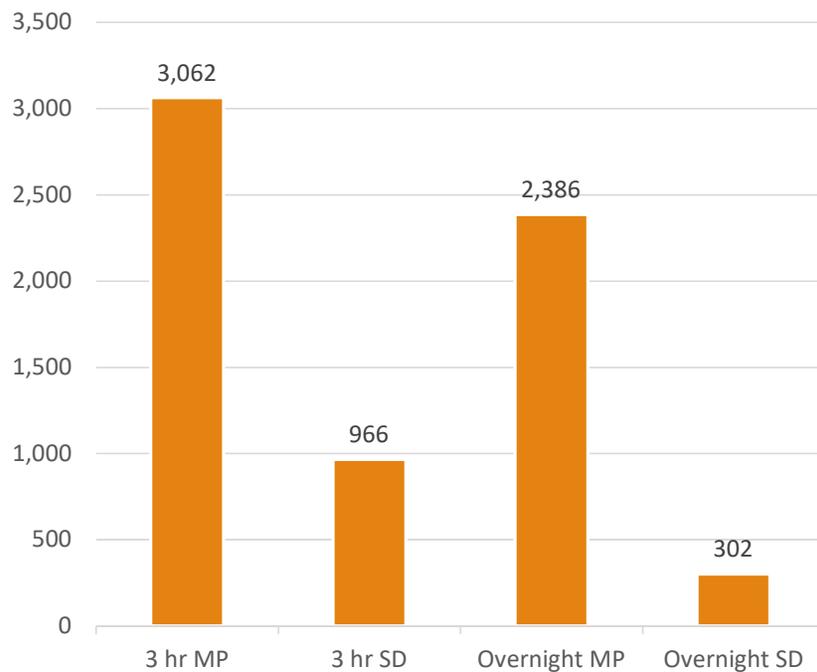
Remaining life: ~10 years (+/-), depending on:

- Maintenance
- Rate of deterioration
- Frequency of impact damage to the structure.

Replacement cost: \$8 to \$10 million

Costs include sales tax and 80% contingency

City of Kirkland Transient Moorage Activity (2016)



3-hour trips:

- Marina Park = 3,062
- South Dock = 966
- Currently free but a ticket must be retrieved
- Accounted for ~60% of records (2016)

Overnight trips:

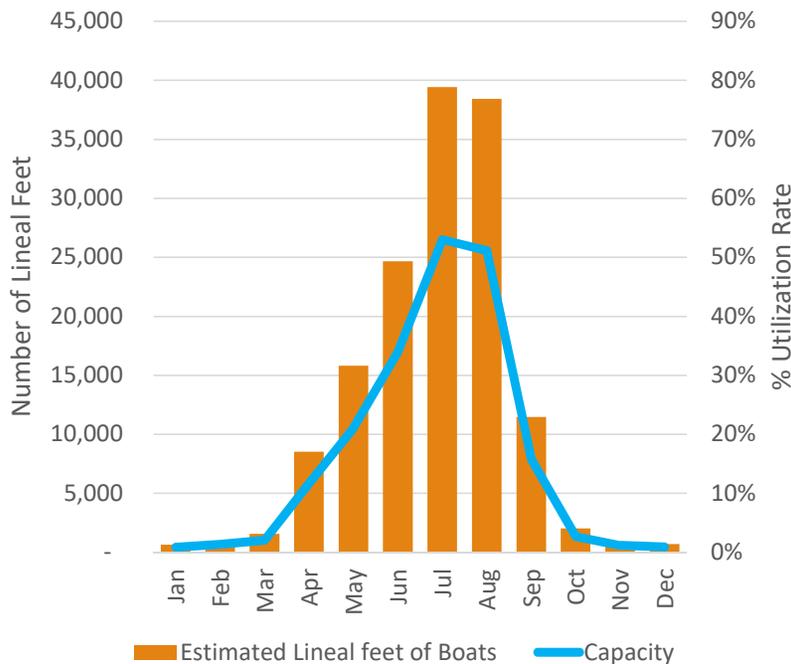
- Marina Park = 2,386
- South Dock = 302
- Currently charging \$.90 per ft per night (2018), increased from \$.75 per ft per night (2016-17)
- Accounted for ~40% of records (2016)

Average boat size: 26-27 feet

- 60% are up to 26 ft
- 40% are 26 ft or longer

2016 was the first full year that included 3-hour use statistics

City of Kirkland Transient Moorage Utilization Rate (2016)



Utilization Rate at Marina Park

- Average utilization = 16% annually
- Guest moorage only reaches capacity during a few holidays, events and summer weekends.
- 95% of moorage occurs from April to September
- By Month:
 - Apr 12%
 - May 21%
 - Jun 34%
 - Jul 53%
 - Aug 51%
 - Sep 16%
- Other months ~1% to 3%

2016 was the first full year that included 3-hour use statistics

Demand Assessment Overview

Overall Market Fundamentals

NEAR-TERM MARKET

- Continued GDP growth
- Good business climate in United States and Washington State
- Consumer confidence at 17 year high
- Increased equity (house, stocks)
- Dealer sentiment is upbeat
- Interest rate and lending environment remains favorable
- Good weather
- Low fuel prices

LONG-TERM ISSUES

Increasing age of boaters

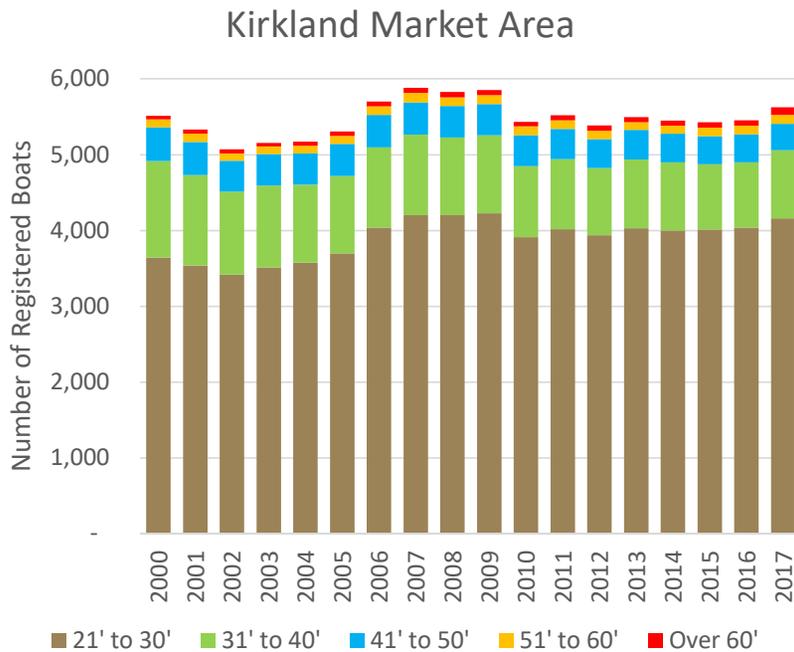
- The average age of boat owners crept up at around 0.5 years per year during the past 10 years.
- Participation and ownership rates by Millennials is still uncertain.

This concern is mitigated for Kirkland because owners of small boats are 5 years younger (on average) than owners of cruisers/yachts.

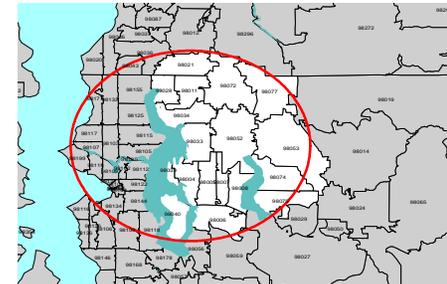
However, the demographic factor should be re-evaluated as future plans are finalized.

Source: Brunswick, NMTA

Kirkland Market Area Registered Boat trends



Kirkland Market Area defined as 10 mile distance from Kirkland marinas, east of Lake Washington



There are ~5,600 boats over 20' in this market area, accounting for ~38% of King County boats.

Fleet size remained relatively stable before/after the economic downturn.

Expected to remain in this range in near future but demographic patterns represent a head wind.

Lake Washington Marina Interviews

City of Bellevue – marina fully occupied, large waiting list

Meydenbauer Yacht Club – not enough slips to accommodate members

Carillon Point – fully occupied, waitlist

Homeport Marina – fully occupied, waitlist

Yarrow Bay Marina – fully occupied, waitlist

Lakewood/Leschi – being rebuilt by City of Seattle and Elliott Bay Marina Group, waitlist for new slips

- 53 new transient moorage slips will be added at Leschi Marina

Seattle Boat Company – facilities are fully occupied at Newport Yacht Basin and at the new Newport Skylift facility (113 slips in dry boat storage).

Lake Washington Marinas

Permanent Moorage

City	Permanent Moorage	Dry Storage	Transient
Beaux Arts	71	-	-
Bellevue	688	113	14
Kenmore	295	162	38
Kirkland	417	-	134
Renton	-	-	12
Seattle	700	-	21
Sub-totals	2,171	275	219

Lake Washington Marinas are near full occupancy.

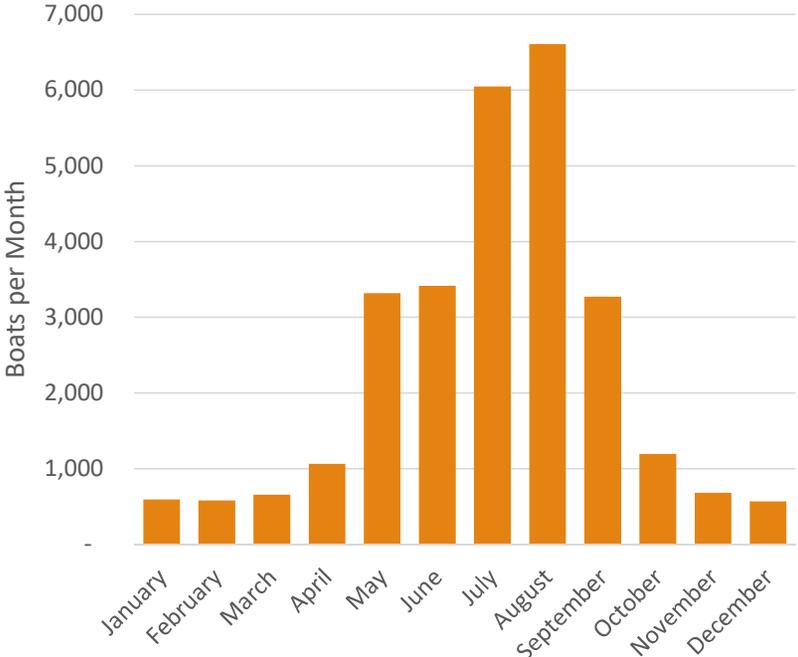
Area is currently under-served.

Several marinas are older and will require rebuilding.

- Most are over 30 years old
- Most are under-capitalized

Proposed marina concepts at Kirkland entail ~120 slips, which would represent ~6% increase in permanent moorage supply.

Lake Washington Boat Ramp Activity

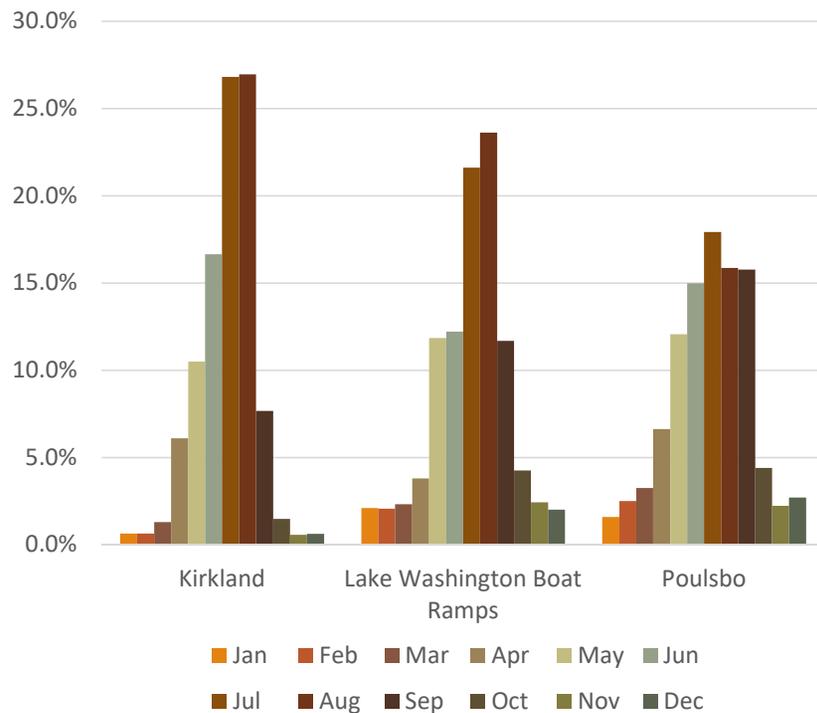


Boat ramps in Lake Washington reported launches of ~35,000 boats in 2017, which is on par with prior years.

Approximately 85% of launches occur between April and September, with the remainder between November and March.

Note: annual data includes Seattle, Bellevue and Mercer Island ramps plus daily launch totals at Renton (excludes launches associated with annual passes).
Monthly data for Renton is not available.
Kirkland monthly and annual data is not available for 2017.

Transient Moorage Growth Concepts



Improved (protected) moorage would enable development of the shoulder seasons

- April to September share of guest moorage:
 - Kirkland current = 95%
 - Lake Washington boat ramps = 85%
 - Port of Poulsbo Marina = 83%

Opportunity to:

- Attract yacht clubs and boat clubs
- Edmonds typically attracts 15+ clubs per year accounting for 700+ nights.
- Boat show and other events
 - 5,200 tickets were sold at the Anacortes Boat and Yacht Show in May 2018 with attendees from 15 states and Canada. More than 100 marine businesses from across the Puget Sound were featured in the show.

Projected growth:

- 2016 = 6,700 visiting boats
- 2017 = 8,000 visiting boats (est)
- Projected = 8,500 visiting boats within 5 years (~1% per year)

Transient Moorage Promotion Concepts



Develop a destination campaign with marketing plan like Port of Edmonds

- Participating merchants

Improve scheduling with app like Dockwa (<https://dockwa.com/>)

- Your voyage awaits
- Finding a dock or mooring has never been easier, just tap, book, and dock

Design Concepts

Alternative 1



Alt 1 maintains/expands on existing design:

- 120 slips
- 5,605 lineal feet of moorage

Construction cost:

- Alternate designs:
 - Floats and breakwater = \$15 million
 - Fixed piers and breakwater = \$18.5 million
 - Also requires rebuild of Existing docks = \$10.0 million
- Full cost: \$25.9 million to \$28.5 million

Costs include sales tax and 80% contingency

Alternative 2



Alt 2 re-orient's slips:

- 122 slips
- 5,842 lineal feet of moorage

Construction cost:

- Floats and breakwater = \$17.6 million
- Fixed piers and breakwater = \$25.5 million

Costs include sales tax and 80% contingency

Cost Estimates

Cost estimate

- Alt 1 - \$25.9 million (120 slips, 5,605 lin ft)
- Alt 2 - \$17.6 million (122 slips, 5,842 lin ft)

Explanations:

- Pre-feasibility level (80% contingency)
- No geotech etc.
- Some assets not included
 - Restrooms
 - Power
 - Parking

Comparable Sales:

- Homeport Marina and Building
 - 100 slips, 35,500 sq. ft building
 - \$28 million in 2015
- Yarrow Bay Marina and Building
 - 128 slips, fuel dock, 5,500 sq. ft building
 - \$10.8 million in 2017
- Salmon Bay Marina
 - 160 slips, 2.2 acres of upland
 - \$15.7 million in 2018

Recent Cost Estimate

- Leschi/Lakewood Marina
 - Est cost \$12 to \$14 million
 - ~315 slips, 9,613 lin ft

Financial Analysis

Current Marina Financial Performance (\$1,000s)

Category	Current
Revenues	
Transient	\$85.4
Commercial	\$59.5
Boat Ramp	\$32.8
Permanent	\$0.0
Total	\$177.7
Expenses	
Personnel	\$47.9
Utilities	\$4.8
Office/Supplies	\$6.4
Maintenance	\$16.2
Total	\$75.3
Net Operating Income	
Total	\$102.4

Revenues

- Transient overnight visitors at Marina Park and South Dock
- Commercial operations:
 - Existing uses are included in all design options
 - Argosy
 - Touch 'n' Go's (Waterways, others)
 - Island Sailing
 - New options not included but could be significant in future
 - Renton ferry, other commercial operators

Expenses

- Personnel, utilities, office/supplies, maintenance

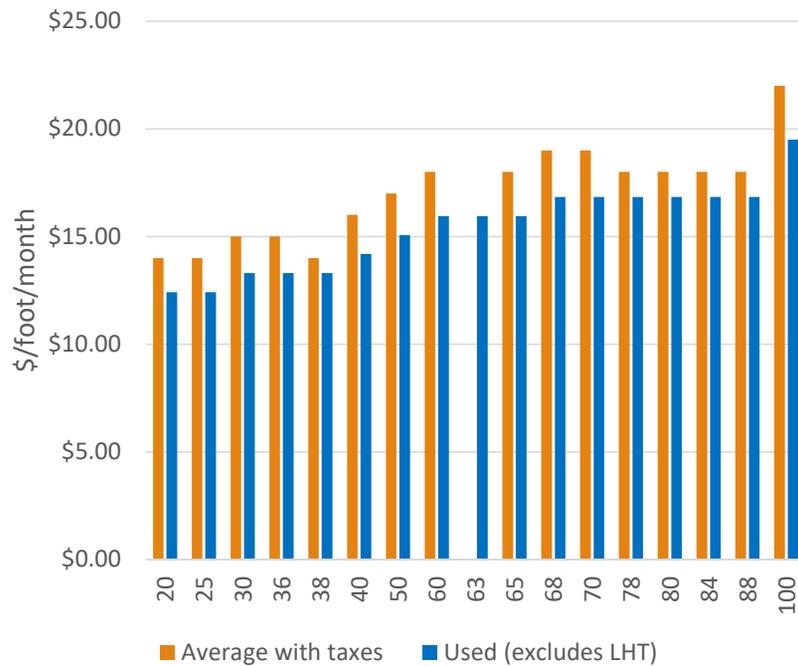
Net Operating Income

- \$102,000 (57% of gross revenues)
- Good relative to other marinas

Capital improvements

- ~\$870,000 over past few years, financed by RCO, City sources

Lake Washington Marinas Permanent Moorage Rates



Rates were obtained from:

- Carillon Point (Kirkland - private)
- Homeport Marina (Kirkland - private)
- Bellevue Marina (City of Bellevue)
- Newport Shores (Bellevue - private)
- Leschi Lakewood (City of Seattle)

The average rates for these marinas in 2018 (including taxes) range from:

- \$13.90 per foot per month at the low end to
- \$22.20 per foot per month at the high end

The rates used in the analysis (excluding taxes) range from:

- \$12.40 per foot per month at the low end to
- \$19.50 per foot per month at the high end

Transient Moorage Rates

Marina/Type	City		
Overnight Marina		Peak Rate Under 50'	Peak Rate 50'-99'
Marina Park	Kirkland	\$0.90	\$0.90
Carillon Point	Kirkland	\$2.00	\$2.00
Harbour Village	Kenmore	\$1.00	\$1.50
Bell Harbor	Seattle	\$1.75	\$2.00
Shilshole Bay	Seattle	\$1.75	\$2.00
Fishermen's Terminal	Seattle	\$1.05	\$1.05
Elliott Bay	Seattle	\$1.50	\$2.00
Edmonds	Edmonds	\$1.45	\$1.45
Average		\$1.50	\$1.71
Used in Analysis		\$1.40	\$1.40
Short Stay		Rate for 30'	Period
Bell Harbor	Seattle	\$30.00	6 hours
Shilshole Bay	Seattle	\$22.50	6 hours
Elliott Bay	Seattle	\$10.00	3 hours
Port of Poulsbo	Poulsbo	\$5.00	4 hours
Used in Analysis		\$5.00	3 hours

Overnight rates:

- Peak rate
 - June to September of May to October average \$1.50 per foot per night for overnight visitors
 - Some marinas charge a premium for weekday visitors year around.
- Off peak rates:
 - Generally \$0.15 to \$0.25/foot less
 - Analysis assumed \$1.40 year around

Short stay rates:

- Several marinas provide a short-term rate from \$5 to \$30 (average for a 30-foot boat).
- Analysis assumed \$5 year around

Typical Marina O&M Expenses (Annual)

Category	Public	Public	Public	Private	Public	Private	Average
Personnel	\$170,000	\$174,000	\$88,000	\$33,000	\$65,000	\$86,000	\$103,000
Utilities	\$10,000	\$67,000	\$15,000	\$18,000	\$72,000	\$128,000	\$52,000
Office/Supplies	NA	\$53,000	\$66,000	\$80,000	\$7,000	\$26,000	\$46,000
Maintenance	\$200,000	NA	\$92,000	\$95,000	\$42,000	\$64,000	\$99,000
Total	\$380,000	\$294,000	\$261,000	\$226,000	\$186,000	\$304,000	\$300,000

Six local marinas were evaluated regarding annual O&M costs.

These marinas ranged in size from 85 slips to 150 slips, comparable to the proposed City of Kirkland design alternatives.

Annual costs ranged from \$186,000 to \$380,000.

Annual O&M cost used in the analysis ranged from \$290,000 to \$326,000 depending on the alternative

Financial Assessment (\$millions)

Option	2018\$	Financial		Impacts
	Cost	IRR	NPV	NPV
Existing Design				
Not rebuilt		NM	\$0.9	\$7.3
Rebuilt	\$10.4	-6%	(\$4.3)	\$16.7
Including guest moorage				
Alt 1-1	\$22.9	-4%	(\$13.0)	\$18.1
Alt 1-1&2	\$25.9	-3%	(\$13.7)	\$17.9
Alt 2-1	\$22.1	-1%	\$5.9	\$18.6
Alt 2-1&2	\$18.2	0%	(\$9.1)	\$18.7
Excluding guest moorage				
Alt 1-1&2	\$25.9	-3%	\$6.2	\$10.1
Alt 2-1&2	\$18.2	2%	\$9.5	\$10.0

Notes

IRR after 30 years

NPV 30 years at 6%

None of the alternatives meet the financial goal of return on investment of ~6%-8%.

Option 2 has a superior financial performance than Option 1

- Lower construction costs

Construction costs impede financial results

- 80% contingencies impede all options
- Cost of restrooms, power not included

Permanent moorage Alt 2 (excluding guest moorage) provides the best financial return at 2%.

The options with guest moorage provide the best economic impact to the City.

Options

1. Continue with existing facility
 - Remaining life of 10 years.
 - Rebuild cost is high (~2/3rds of Alt 2).
2. Build new facility
 - Alt 2 is best option.
 - Development options:
 - City financed and operated
 - City financed, private operation
 - Public/private agreement
3. Recommend City consider public/private agreement
 - Reduce financial risk to City
 - Creative solutions for reducing costs

City of Seattle Leschi & Lakewood Marinas

Cost estimated at ~\$12 to \$14 million for rebuild of marinas

- 315 slips
- 9,600 lineal feet of moorage

Redevelopment using:

- City funds ~\$3.6 million
- RCO grant of \$1 million
- Public/private partnership (Marina Management LLC) responsible for:
 - Remaining financing
 - O&M costs

City receives 3% of gross revenues for rent

Term: 20 years plus 2 ten year options



Questions?

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Anacortes, WA 98221
bstassoc@seanet.com
(425) 486-7722**



CITY OF KIRKLAND
Department of Parks & Community Services
123 Fifth St, Kirkland, WA 98033 425.587.3300
www.kirklandwa.gov

MEMORANDUM

To: Park Board

From: Lynn Zwaagstra, Director, Department of Parks and Community Services
 Mary Gardocki, Park Planning and Development Manager
 Brian Baker, Public Works Capital Project Coordinator

Date: September 12, 2018

Subject: TOTEM LAKE PARK UPDATE – 60% DESIGN

RECOMMENDATION:

Park Board to receive an update on design progress and project estimate for Totem Lake Park Phase One project. Based on updated cost estimates, which, in total, exceed the budget, staff recommended modifying the design to exclude some of the optional features explored in the design process. Staff sought City Council input and received direction on these optional design elements.

BACKGROUND DISCUSSION:

Totem Lake Park Master Plan

In 2013 the City Council directed the Parks and Community Services Department to create a Totem Lake Park Master Plan. Working in conjunction with the property owner, King Conservation District, the goal was to develop an overall plan for future park improvements to the Lake property. The City Council formally adopted the Totem Lake Park Master Plan in December 2013 (Master Plan summary graphic: **Attachment A**).

Totem Lake Park is an overall 20-acre site (still in the midst of acquisition from King Conservation District) located in the heart of the Totem Lake Urban Center. The lake parcel is comprised primarily of wetlands, and the lake itself encompasses about 4 acres of the property. A 1.6 acre upland parcel, formerly the Yuppie Pawn site, now owned by the City, is also part of the park.

The following elements formed the basis for developing the Master Plan for Totem Lake Park:

Revealing the lake and creating a sense of place.

The lake and wetland itself is a gem, but it seems very few people in the surrounding community know it's even there. There is limited access to the site with development and natural barriers walling off the site from all sides. The Master Plan provides an opportunity to develop a strong sense of place that can become a catalyst for a new vision and new development that can revitalize the greater Totem Lake community.

It's not just a place; it's a starting point and a destination.

With its location along the Cross Kirkland Corridor (CKC), the two facilities can leverage each other, with the whole of their benefits being greater than the sum of the parts. When viewed in tandem with the future regional connections provided by the corridor, the park can become a starting point or a destination for those using the CKC.

Enhance the human experience while enhancing ecological performance.

Totem Lake Park is an ecological gem, yet with some obvious impacts from the urban areas that surround it. One of the critical opportunities of the Master Plan is to enhance the human experience of the park, opening it up to become an icon of the community, even as we work to enhance the ecological performance of the lake and wetland.

An economic catalyst.

Although the park itself may not drive economic development strategies, it is a catalyst that can help bring people to the area. Thoughtful development of surrounding properties can enable Totem Lake Park to become a destination that then supports other services. In addition, being adjacent to and developed as a vital portion of the Cross Kirkland Corridor, the site brings a unique opportunity to provide services for CKC users.

Implementing the Master Plan

After the Master Plan was adopted by the City Council in 2013, staff identified the following initial action steps:

- 1) Ensure that future City planning efforts appropriately address Totem Lake Park Master Plan recommendations, including:
 - a. Comprehensive Plan and Totem Lake Neighborhood Plan
 - b. Cross Kirkland Corridor Master Plan
 - c. Transportation Master Plan
 - d. Park, Recreation, and Open Space (PROS) Plan

Status: the Master Plan has been integrated into these various planning documents.
- 2) Pursue acquisition of adjacent upland parcel(s) as recommended by the Plan.

Status: City has acquired the site currently known as the Yuppie Pawn property.
- 3) Pursue acquisition of Totem Lake parcel from the King Conservation District to the City of Kirkland.

Status: Property acquisition is scheduled to be completed in 2018.
- 4) Pursue acquisition of King County-owned parcel adjacent to Lake.

Status: Property acquisition was completed in 2017.
- 5) Integrate Totem Lake Park Master Plan implementation into the Parks CIP and in conjunction with the bi-annual budget process. Pursue project development.

Status: Phase 1 Implementation has been funded at approximately \$7 million.

As with other large-scale park master plans, implementation typically occurs in several phases over a long period of time. Phasing and prioritizing decisions are considered by the City Council as part of the budget and CIP processes. Given the accelerated pace of private development in the Totem Lake area, particularly multi-family residential development, the City Council has given staff direction to expedite implementation of the park Master Plan by developing the 'Upland Parcel', i.e., former Yuppie Pawn site, and the east boardwalk connecting the park's north trail system to the CKC.

The Parks CIP was reprioritized in 2016 to direct funding (\$7.06 million) towards this significant first phase of the Master Plan. Advancing park development of the upland parcel will provide new residents, shoppers, employees, and CKC users with important and much-needed park and recreation amenities, given the lack of such amenities in the neighborhood. Planned improvements include a public restroom, children's play areas, lawn areas, seating, picnicking amenities, and parking.

30% Design Milestone

The project team, led by the landscape architectural firm The Berger Partnership, began working on the design in earnest in 2017 and reached the 30% design milestone in March 2018. The design was reviewed and decisions were made to finalize the project related to project scope, general design direction, use of materials, and choices of furnishings and play equipment, including the 'sprayground' feature. **Attachment B** provides the 30% site plan that was presented at the March 6, 2018, City Council meeting. Design highlights included:

Overall Design Context. Located within the Urban Center and adjacent to both the Village at Totem Lake and CKC, Totem Lake Park is anticipated to be heavily used by shoppers, workers, nearby residents, and trail users as a respite and recreation destination. The design of the upland parcel incorporates a thoughtful balance of greenscape and hardscape, emphasizing a variety of seating options and viewing perspectives. Connectivity and pedestrian circulation are points of emphasis for the designers – to the shopping district, to the park's existing trail system, and to the CKC.

Restroom. The park restroom will be engineered to be open year-round and will incorporate family-style toilet rooms. Building design has been developed at the 60% design milestone.

Boardwalk. A 10' boardwalk connecting to the CKC is currently designed to allow for shared use by both pedestrians and cyclists. The boardwalk will also incorporate wider and strategically-placed rest stations providing viewing opportunities, interpretive features, and seating. Completion of the boardwalk will allow for a nearly 0.6 mile loop around the lake, using a combination of park trails, the CKC, and Totem Lake Boulevard.

Children's Play Area. The design direction for the children's play area emphasizes inclusive play for children of varying ages and abilities, and a variety of equipment engineered to encourage movement, provide challenge, and spark the imagination. A particular goal will be to include a tower-like play structure which can provide views of the lake and surrounding wetlands. Approximately 3,200 square feet is set aside for the play area, on par with the size of playgrounds at parks such as Peter Kirk and Houghton Beach.

Sprayground. This optional feature was not part of the original design concept. The Rotary Club of Kirkland Downtown has expressed interest in helping to fund an active water play feature ('sprayground') for Kirkland's park system. The concept of integrating a sprayground into the Totem Lake Park project was thought to offer an intriguing opportunity to both meet Rotary's project vision and enhance the park design in a unique way. At the City Council meeting of March 6, 2018, staff received direction to incorporate a sprayground area into the 30% design drawings and develop associated construction cost estimates. This includes the water circulation, filtration, and treatment systems, as well as custom-designed spray and water play features.

Initial cost estimates indicated that the sprayground would cost approximately \$1 million, resulting in a total project estimate of \$7,410,000, of which the Rotary Club was planning to fundraise \$350,000 for the project.

With feedback from Council, staff continued working on the project design and included the suggested amenities, such as the sprayground and adding Wi-Fi connectivity throughout the park. The Council also asked the design team to evaluate whether additional parking could be incorporated into the project, as the sprayground in particular was likely to be a popular draw for families.

Park Board Review

The Park Board reviewed the 30% park design at their regular meeting of February 14.

- *Would like to see wildlife considered in the design. Be sure to integrate interpretive and viewing features.*
- *Strong support for sprayground feature. Like the natural sprayground features over typical steel and plastic components.*
- *Consider integrating natural elements around the park that could also be used for imaginative play.*
- *Liked social seating, tables, which could accommodate many people.*
- *Would like to see sprayground be a water feature when not in use or some other function.*
- *Liked the theme of the sprayground being interactive and accessible water feature, in light of the fact that the lake itself is generally "untouchable".*
- *Like integrated seating with long sweeping features.*
- *Strong preference for height, tower, in play features.*
- *Give more consideration for lighting. Since the park will be more urban, would like to see this discussed. Noted there is an issue with introducing light into a natural area.*
- *Evaluate cost/benefit of increasing width of boardwalk from 8-feet to 10-feet in recognition of potentially extensive use by pedestrians and cyclists. Think long-term on how it will be used.*

These suggestions were considered in detail as the project design progressed.

60% Design Milestone

The sprayground feature and other optional amenities such as Wi-Fi were further developed into the design along with construction estimates. **Attachment C** is the 60% design renderings of the overall

site layout with a playground, sprayground, restroom, on-street parking as available, and five (5) ADA on-site parking spaces. It was not possible, given property constraints and environmental regulations to identify additional parking spaces without substantially eliminating recreation space in the park. Design highlights remain the same: a playground, sprayground, boardwalk, asphalt path and restroom building; however, the most recent construction estimate for this design now significantly exceeds the budgeted amount, to be discussed in more detail below.

The 60% design was presented at *Le Tour de Totem Lake* event on July 28, 2018 for further input from the community. Themes included positive feedback on the play structure and sprayground, interest to incorporate educational components about wetlands and their role in the environment, and interest to make the water play feature educational rather than reflecting an “abundance of water.”

Public Art

A committee comprised of Cultural Arts Commission and Park Board members selected Vancouver, Canada artist Jill Anholt (www.jillanholt.ca/) to develop public art for the project. Ms. Anholt worked closely with the design team on art integration concepts. The art committee selected the concept entitled *Trace*. The artist explains the concept as follows:

Trace is inspired by the incredibly rich and diverse range of wildlife that occupies Totem Lake Park. Rarely seen except through lucky timing and extremely careful observation, inhabitants of this urban wetland include: 150 different kinds of birds, deer, beavers, muskrats, raccoons, coyotes, turtles, bullfrogs and a variety of fish, amongst many other species. A series of brightly colored vertical markers located along the new boardwalk extend far above the landscape, highlighting the presence of the Totem Lake Park's wetland and piquing the public's curiosity to explore the area more closely. Each work appears as a kind of whimsical sculptural form on its own, however careful observation from particular vantage points along the new boardwalk allow the viewer to experience a coalescing of sequential art elements into recognizable outlines of bird and animals that occupy the Totem Lake wetland. The appearance of these outlines, like the animals themselves, are fleeting and transitory, requiring careful observation and a particular point of view in order to see them. Trace encourages visitors to pause and look deeper into the landscape, enhancing their understanding and curiosity for Totem Lake Park's ecology. In doing so, there is the hope that visitors will develop a sense of stewardship and care for the preservation of this precious ecosystem. It is also hoped that this unusual experience will become a kind of 'local secret' that more and more people will discover by accident, over time or through shared knowledge or social media, drawing increasingly more attention to this important environmental asset in the future.

The artist's design is in **Attachment D** and incorporated in the overall construction estimate.

Project Budget Update

Upon completing the 60% design, The Berger Partnership provided a new construction estimate. If all evaluated elements are included, the project will exceed the adopted budget by an estimated \$1.88 million. The Rotary Club has set a goal of raising \$350,000, which would reduce the gap to \$1.53 million. To provide the City with financial and programmatic options, Berger has delineated the project into a base estimate and itemized optional amenities. The base estimate includes a public restroom,

children’s play area, lawn areas, seating, site amenities, and proposed parking. The itemized optional amenities include the sprayground, an expanded playground area if the sprayground is removed from the design, Wi-Fi, street lighting, and artistic boardwalk railings. Based on these new cost estimates, staff does not recommend moving forward with the options of the sprayground, Wi-Fi, artistic boardwalk railing, or street lighting. Staff sought City Council direction on whether to remove these options from the project at this point, or to identify additional funding for some or all of the optional elements. Staff recommended including an expanded playground at an estimated cost of \$150,000 if the sprayground is eliminated. This recommendation would result in an overall construction estimate of \$7,893,505 and the need to identify an additional \$159,305 for the project.

Table 1 below summarizes project funding and cost estimates for the base project, second playground and itemized amenities for the park.

Table 1: Estimated Expenses and Project Funding

Funding Item: Proposed Budget 2019-2024 CIP	Amount
Secured Funding ('19-'24 CIP)	\$ 7,884,200
Current Estimate: Base Project Expenses by Category	Amount
Design and Engineering	\$ 767,680
Project Management	\$ 321,000
Inspection	\$ 338,000
Permitting	\$ 54,000
Art	\$ 77,625
Construction	\$ 5,759,270
Contingency	\$ 575,930
Estimated Base Project Total	\$ 7,893,505
Secured Funding [from above]	\$ 7,884,200
Difference [secured funding - base]	\$ (9,305)

Current Estimate: Other Optional Itemized Amenities	Amount
Sprayground	\$ 1,492,700
<i>Potential Rotary Club Fundraising for Sprayground</i>	<i>(\$350,000)</i>
Expanded Playground (Sprayground Alternative)	\$ 150,000
Wi-Fi for Park	\$ 201,515
Street Lighting	\$ 143,299
Artistic boardwalk railing	\$ 44,781

Ongoing Maintenance and Operational Costs

Ongoing costs to operate and maintain the new park have yet to be budgeted and will be requested as part of the 2019-2020 budget process. The Department’s estimate of annual maintenance costs for Totem Lake Park is \$85,000 - \$100,000 and includes servicing and maintaining the restrooms, garbage collection, landscaping, and boardwalk and playground maintenance.

Next Steps

Staff sought City Council direction to finalize the features to include in the park design. Based on City Council direction, staff will move forward towards 90% design and permitting with the modified design. Final design and permitting is scheduled to be completed by October with an anticipated bid opening in February and a construction start of spring, 2019. Park opening would occur in spring/summer of 2020.

Sprayground

Based on the cost and complexity revealed at the 60% design stage, staff did not recommend a sprayground at Totem Lake Park. The site is significantly constrained and will not likely have sufficient parking to support its likely popularity. However the staff and Park Board are strongly supportive of a sprayground somewhere in Kirkland. Both the staff and the Board are also very appreciative of the financial commitment and support from the Rotary Club and desire to execute a partnership that results in such an amenity for Kirkland. If the City chooses to invest over a million dollars into a sprayground, it could likely provide a more expansive and effective amenity elsewhere in the City. Council concurred with the proposed Totem Lake Park recommendation and staff will continue to analyze other park sites in the system to locate a sprayground in the near future. Staff will also gather community feedback open the expanded playground area and features to replace the sprayground.

Attachments:

- A – Master Plan Graphic
- B – Phase 1 30% Design Renderings
- C – Phase 1 60% Design Renderings
- D – Artist's Concept – "Trace"



CITY OF KIRKLAND
Department of Parks & Community Services
 123 5th Avenue, Kirkland, WA 98033 425.587.3300
 www.kirklandwa.gov

To: Park Board

From: Lynn Zwaagstra, Director of Parks and Community Services
 Mary Gardocki, Park Planning and Development Manager

Date: September 12, 2018

Subject: DOLA Project Update

RECOMMENDATION:

That the Park Board receive an update on the project plan to explore the concept of designated off-leash areas within Kirkland's parks on a trial basis.

BACKGROUND DISCUSSION:

In February 2015 the Park Board received a proposal for expanding off-leash opportunities in Kirkland parks from a committee comprised of members of the Park Board, Kirkland Dog Off-leash Group (KDOG –now inactive), and staff. The Park Board generally expressed support for the proposal.

Staff presented the proposal to the City Manager and the City Council's Public Works, Parks, And Human Services Committee in 2015. While the Committee and City Manager were intrigued by the concept, they expressed concern about the level of effort and organizational resources necessary to conduct public outreach and institute the pilot program at that time. Staff received direction to prepare a public involvement plan that could be implemented beginning in early 2016.

At the January 2018 City Council Park Board Joint Study Session, the Park Board shared their interest in conducting public outreach for this DOLA concept. City Council responded with the following suggestions:

- Confirm how Portland regulates the enforcement of these sites. We currently struggle to enforce our current leash law; how will we enforce numerous sites? Does Portland have Park Rangers? How do they enforce? (**Attachment A**)
- What is the cost of Jasper's Dog Park throughout the year? (Labor and materials = \$90,000)
- What options are available to perform a statistically-valid survey of the entire community on this topic since funding has not been designated for a survey?
- What is the liability to the City and to the owners for these types of dog areas? (**Attachment B**)
- If Kirkland is the only community in the area with off-leash unfenced areas, will those communities outside of Kirkland be bringing their dogs into our parks for such use?

The Study Session also suggested that the Park Board would return to City Council with answers and a plan before going to the public for outreach. In addition to the development of an outreach plan, a service package funding for 250 hours of a Program Assistant to assist in the outreach was approved for 2018.

Staff would like to move forward with the outreach format known as "scrum"—an internal team-based outreach process which could be completed in a four-month time frame and coordinated through the Assistant City Manager's Office. To prepare for this format, staff drafted the attached outreach plan (**Attachment C**). As part of the plan, staff has prepared two (2) informational boards and a simple survey that could be used as the basis to generate a dialogue with the public about off-leash dog parks in general (**Attachment D**). One board will explain the concept of designated unfenced off-leash areas verses fenced areas and the design guidelines for each. The second board will be a map of Kirkland identifying the two (2) existing fenced dog areas. These will be reviewed and determined if they are appropriate for the "scrum" process.

A complete history of off-leash dog topic is attached as **Attachment E**.

ATTACHMENT A**Portland Parks & Recreation**

Healthy Parks, Healthy Portland

Phone: 503-823-7529 1120 SW Fifth Avenue, Portland, OR 97204

More Contact Info (<http://www.portlandoregon.gov/parks/article/639578>)**Leash and Scoop Law Compliance****MENU****Leash Pets and Scoop Poop to Keep Parks Healthy!**

Portland's parks, natural areas and trails are extensively used for all types of recreation, and dog owners help keep parks safe and healthy for all visitors by obeying leash and scoop laws and rules (<http://www.portlandoregon.gov/parks/39524>).

Leash laws ensure dogs are controlled by their owners at all times, which keeps people and other dogs safe, and protects park land and wildlife. Removal of dog waste prevents spread of disease that waste can carry, and avoids impacts to recreational use, water quality, wildlife, and vegetation.

Leash/Scoop Compliance Program

Portland Parks & Recreation encourages compliance with leash and scoop laws through education, enforcement, and by providing off-leash areas (OLAs) for legal dog-owner recreation. Our efforts include:

Education campaigns, such as Pet Health for Parks, Dogs for the Environment, and Pettiquette for Parks

In-park outreach visits

Developing park signs, presentations, and flyers to increase awareness and understanding of leash/scoop laws

Park Ranger patrols, which use park warnings and citations to increase leash/scoop law compliance

Intensive outreach and enforcement efforts at parks where low compliance impacts park health, safety, or enjoyability

Special events like Flicks with Fido, and participating community and partner events like Doggie Dash and Aarf in the Park

Obeying Leash and Scoop Laws

Leashed dogs are welcome visitors in most Portland parks. Dog owners help keep parks fun and healthy for all visitors by obeying leash and scoop laws, following off-leash area rules of use, and complying with all Multnomah County Laws

(<http://www.portlandoregon.gov/parks/article/91711>) and Park Rules (<http://www.portlandoregon.gov/parks/article/91710>).

By law, dogs must always be on leash when not in a designated off-leash area. No dogs, on or off-leash, are allowed at Tanner Springs Park, Whitaker Ponds Nature Park, Foster Floodplain Natural Area, or the amphitheater at Mt. Tabor Park.

You must carry a leash for each dog in your care, and keep pets leashed on the way to and from off-leash areas. At unfenced off-leash areas, boundary maps are posted. Familiarize yourself with the boundaries, and play with pets within the designated area only.

Law also requires that pet waste must be picked up and disposed of in a trash can. Being in an off-leash area does not exempt owners or handlers from obeying scoop laws. Scoop bags are not supplied, so bring bags with you.

Violation of leash or scoop laws will result in a fine of up to \$150.



RCW 16.08.040
Dog bites — Liability.

(1) The owner of any dog which shall bite any person while such person is in or on a public place or lawfully in or on a private place including the property of the owner of such dog, shall be liable for such damages as may be suffered by the person bitten, regardless of the former viciousness of such dog or the owner's knowledge of such viciousness.

(2) This section does not apply to the lawful application of a police dog, as defined in RCW 4.24.410.

[2012 c 94 § 1; 1941 c 77 § 1; Rem. Supp. 1941 § 3109-1.]

Attachment C.1 - Off Leash Dog Park Community Outreach

Plan Community Interest and Input

September 2018

Purpose: To gauge the community's interest in additional fenced dog parks and/or designated off-leash dog areas and inform the community about the three (3) dog parks design possibilities: fenced area, fenced trail, and unfenced designated off-leash area. Public participation goal should be to work directly with the public to document public thoughts and share with the park Board.

Staff: Program Assistant (If available), Park Planning and Development Manager, Park Operations Manager, Neighborhood Outreach Coordinator

Approach and Timeline:

- 1) Share draft plan with Park Board September 12
- 2) Provide Statistically Valid Survey options from Kurt
- 3) Share draft plan with PK/PW/HS Committee September 21
- 4) Share draft plan with City Council October 2
- 5) If recommended:
 - a. Conduct Statistically Valid Survey (or alternative)
 - b. Informational Boards at "City Hall for All" (October 6, 2018 10-2 pm)
 - i. Creation of two (2) display boards for discussion
 - ii. Board that defines the three (3) types of dog parks (fenced area, fenced trail and DOLA) and the associated design guidelines for each
 - iii. Map of Kirkland: Existing sites (Jasper and Moulton)
 - c. Present at KAN
 - d. Neighborhood meetings as recommended by KAN
 - e. Additional Web survey if needed
 - f. News release
 - g. City webpage
- 6) Park Board presentation of results (January 2018) and recommendation of re: Pilot Program
- 7) Gather feedback based on the questions in the attached survey.
- 8) Present results to Park Board in January 2019

Attachment C.2– Sample Dog Park Survey

1. Do you live in the City of Kirkland?
2. Do you own a dog?
3. Where do you currently take your dog(s) to walk, socialize, exercise?
4. Do you feel there is a need for off leash dog parks in the City of Kirkland?

5. Using a scale from 1 to 5, where 1 means not at all important and 5 means very important, rate the following criteria for a successful off leash dog park.
 - Located within walking distance (for example, walking distance from home).
 - Includes amenities such as benches, water, and shade.
 - Is regularly maintained.
 - Manages dog waste in a sustainable manner (the disposal of dog waste in a manner that minimizes environmental impact).
 - Is designed to minimize environmental impact.
 - Provides opportunities to socialize and strengthen community connections.
 - Provides separate areas for large and small dogs.
 - Is entirely fenced in.
 - Not fenced in - a designated location that is available for other uses or is seasonal.

6. How far would you be willing to drive to take your dog(s) to an off leash park?
 - 0-4 miles
 - 5-9 miles
 - 10-14 miles
 - 15+ miles

7. What time of day would you typically visit a dog park?
 - Mornings
 - Mid-Day
 - Evenings

8. Which of the following parks would you like to see a dog park at most:
 - Brookhaven Park
 - east side parcel located at 116th and 16th
 - OO Denny Park
 - Watershed Park

9. Do you have a suggestion for a location of an off leash dog park?

10. Are there any other comments you would like to make regarding off-leash dog parks in the City of Kirkland?



Jasper's Dog Park

Fenced off leash area (typ.)



Edith Moulton Park

Fenced off leash trail (typ.)



Placement

- Size: generally between 1/2 acre and one acre.
- Buffer from Residential: distances from residences, importance of screening or visual buffers, and having a minimal impact on residences.
- Water Source: drinking water for humans and dogs if possible.
- Parking: accessible, close to the site, sufficient/adequate size, and convenient
- Drainage: Important aspects included flat and have permeable soils that the site be relatively
- Shade: some shade as desirable
- Use Conflict Avoidance: Guidelines include avoiding play areas and other recreational amenities
- Protect Wildlife and Natural Areas
- Geographic Distribution: a one or two mile service area, but most do not state explicitly how the parks should be distributed through their community.

Design

- Fence Height and Material: chain link fences, with a minimum height of 4 feet. Double gated entries
- Surfacing: crusher fines, decomposed granite, grass, or mulch. For the larger areas, grass is used most often
- Layout: Separate Small and Large Dog Areas if space allows
- Site Furniture and Other Amenities
- Trash Cans and Bag Holders
- Signage
- ADA Access



Management

- Staffing: rangers or other park staff monitor dog parks, as well as illegal off-leash activity outside of dog parks
- Fines: warning tickets and/or fines to reduce the number of repeat offenders of illegal off-leash dog activity
- Hours of Operation: Dawn to dusk is common

What is a DOLA? (Designated Off-Leash Area)

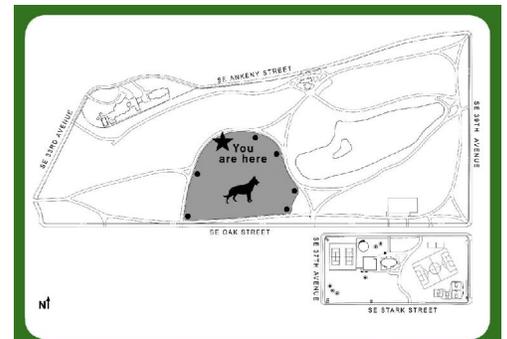
- Designated
- Unfenced
- Controlled
- Shared

Why Consider DOLAs in Kirkland?

- Demand for more off leash opportunities.
- Off-leash activity is widespread already.
- Sanctioned off-leash has benefits.
- Opportunity to increase responsible dog ownership and dog socialization.
- More opportunities for training.
- Less expensive than dedicated dog park.
- Shared use of parks.
- Opportunity for dog owners to meet, share information, and form community bonds.
- Less likely that dogs will be let loose in undesirable areas.
- Lessens pressure on Jasper's and Edith Moulton as the only game in town.

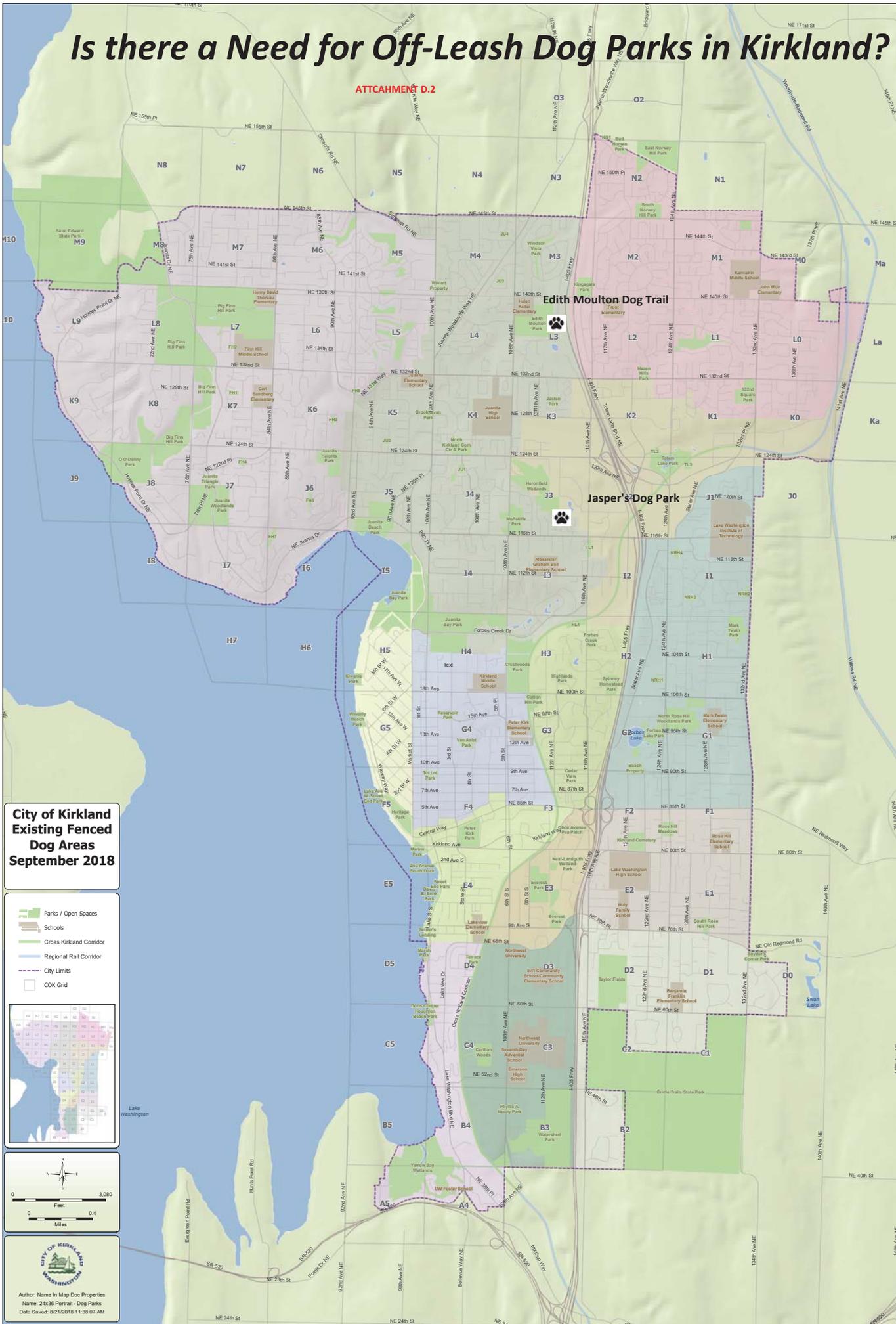
New Concept called D.O.L.A.

Designated Off Leash Area



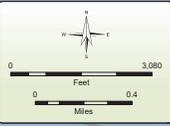
Is there a Need for Off-Leash Dog Parks in Kirkland?

ATTACHMENT D.2



**City of Kirkland
Existing Fenced
Dog Areas
September 2018**

- Parks / Open Spaces
- Schools
- Cross Kirkland Corridor
- Regional Rail Corridor
- City Limits
- COK Grid



Author: Name In Map Doc Properties
Name: 24x36 Portrait - Dog Parks
Date Saved: 8/21/2018 11:38:07 AM

ATTACHMENT E

DOLA (Designated Off-Leash Dog Area) History

DATE	ACTION	Additional Information
April 1, 1998	Public solicits the City requesting permission to make Waverly Park an official off-leash dog area (OLA).	
June 1, 1998	The Parks Department prepares a report and conducts research on best practices for managing OLA's, and presents findings to the Park Board. A committee of staff and community members was formed to do additional research.	
August 1, 2002	Sections of Waverly Park are closed off for turf restoration. This results in a citizen action group (K-DOG) sending letters to the City to request an official OLA.	
May 1, 2003	Dogs and Parks Committee is formed at City Council direction.	Members include: Park Board, K-Dog, LWSD, Audubon, Juanita Bay Ranger Program, Kirkland Am. Little League, citizens at-large
February 1, 2204	Committee presents findings to City Council	
October 1, 2004	Park Board presents finding and recommendations to City Council/	
November 1, 2004	City Council Adopts Resolution 4478 regarding off-leash dog areas.	R-4478
June 30, 2008	KDOG files a request to the State to become an official citizen action group and received a 501(c)3 status in March 2009.	
March 1, 2009	Park Board recommends that City Council direct the Park Board to conduct further study and form another committee. Council meeting minutes reflect that Council agreed that Park Board continue to explore and identify opportunities or alternatives for off-leash areas and return with recommendation at a future meeting.	
March 1, 2010	At the joint meeting of Park Board and City Council the Park Board presents recommendations for an official OLA. Park Board recommends the Schott property located near Heronfield Wetlands, as an area for a fenced OLA. The Park Board also asks for Council approval to explore unfenced OLA's and a revision to Kirkland's existing park regulations to allow off-leash activity within certain areas of a limited number of existing developed parks.	
April 6, 2010	City Council authorizes the Park Board and Park's staff to work with KDOG to investigate the feasibility of utilizing park property south of Heron Wetlands as a designated, fenced off-leash area (OLA)	
August 24, 2010	KDOG raises funding and the wetlands study is completed on the Heronfield property. Staff recommend to the Park Board to proceed with neighborhood outreach and conduct a public hearing.	
October 13, 2010	First Public hearing is conducted.	
October 20, 2010	Parks Staff recommend to City Council to move forward with creating an off-leash Dog Park.	
January 1, 2012	Jasper's Off-Leash Dog Park Opens and the Parks Department enters into an agreement (CON12/11) with KDOG as a community partnership to help maintain the park.	Contract with KDOG
August 1, 2014	KDOG proposes to allow * unfenced designated off-leash dog activities in select parks during specific times of day.	Unfenced Designated Off-Leash Area Pilot Proposal

October 1, 2014	Park Board forms committee to investigate the KDOG proposal and come back with suggestions.	Committee includes Park Board Rep, KDOG Reps, and Staff
February 16 2015	Staff present proposal for moving forward with the KDOG proposal*, with specific parks, and times suggested. Staff work with Council Committee - Public Works, Parks, and Human Services	
May 7, 2015	Park Board receives update from Staff, City Council Committee recommends postponing public outreach until 2016.	There is no record of any discussion of off-leash dog parks in 2016.
April 4, 2017	KDOG disbands and offers remaining funds to the City to support Parks Maintenance of Jasper's Dog Park. Park staff recommend accepting the money, and propose a trial period for operating Jasper's while working with past KDOG members, and the Parks Foundation to explore fundraising.	
March 8, 2017	Park Board recommends that Parks staff move forward with operating Jasper's for the 2017-2018 trial period and pursue funding and fundraising..	
August 2, 2017	City Council passes Ordinance 4593 – Parks Code Amendment Allowing Dogs Off-leash in designated off-leash parks, portions of parks, and for specific hours. Proposal will be reviewed by the Park Board in 2018. Language reflects current practice.	
January 1, 2018	Discussion with City Council regarding public outreach for DOLA. Council submits follow-up requests for a statistically-valid survey.	
July 21, 2018	Edith Moulton Park Opens with a fenced off-leash dog trail area.	



CITY OF KIRKLAND
Department of Parks & Community Services
123 5th Avenue, Kirkland, WA 98033 425.587.3300
www.kirklandwa.gov

To: Park Board

From: Lynn Zwaagstra, Director of Parks and Community Services
Mary Gardocki, Park Planning and Development Manager
Joan Lieberman-Brill, Senior Planner
Janice Coogan, Senior Planner

Date: September 12, 2018

Subject: General Neighborhood Plans Update

RECOMMENDATION:

That the Park Board receive an update on the status of neighborhood plans from the planning department.

BACKGROUND DISCUSSION:

The updates include activity from the past year. Planning staff using this opportunity to keep the boards and commissions apprised of recent activities.



CITY OF KIRKLAND
Planning and Building Department
123 5th Avenue, Kirkland, WA 98033
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MEMORANDUM

To: Park Board

From: Janice Coogan, Senior Planner
Joan Lieberman-Brill, AICP, Senior Planner
Adam Weinstein, AICP, Deputy Planning Director

Date: September 4, 2018

Subject: Draft Rose Hill and Bridle Trails Neighborhood Plans,
File Number CAM18-00082 #7

Staff Recommendation

The Park Board should review and comment on the parks and open space related 1st draft policies and text of the updated Rose Hill and Bridle Trails Neighborhood Plans. Staff will forward your comments to the Planning Commission for consideration with the 2nd draft Neighborhood Plans. The Neighborhood Plans are due to be completed by the end of 2018.

Background

Neighborhood Plans are chapters within the Comprehensive Plan and in combination with the General Elements, set forth policies for the future growth of each neighborhood. Since January, staff have been working with the community and a working group of representatives from each neighborhood association to update the neighborhood plans for the North and South Rose Hill and Bridle Trails.

City Council gave direction to staff to consider combining the North and South Rose Hill Neighborhood Plans and NE 85th Street Subarea Plan into one Rose Hill Neighborhood Plan. So far, there is community support for combining the three plans into one Rose Hill Neighborhood Plan while describing the unique character of each area. With that in mind, the first draft combines the North and South Rose Hill Neighborhood Plans and NE 85th ST Subarea Plan into one Rose Hill Neighborhood Plan. No changes are planned to combine the Neighborhood Associations. The Bridle Trails Neighborhood Plan remains a stand-alone plan.

Public Involvement Process

The planning and public involvement process for both Neighborhoods are being combined. We have conducted a number of public outreach activities throughout the process to engage the residents and businesses in the update process, including through means such as a visioning workshop, survey, open house, neighborhood association briefings, a [Project webpage](#), and email announcements. Public hearings are scheduled in October with the Planning Commission (both plans) and Houghton Community Council (Bridle Trails Plan).

Status of Neighborhood Plan Update Project

First drafts of the neighborhood plans

The first drafts of the Rose Hill and Bridle Trails Neighborhood Plans are enclosed in Attachment 1 and 2 and also available on the [project webpage](#) for public review. For comparison, here are links to the existing neighborhood plans: [North Rose Hill Neighborhood Plan](#), [South Rose Hill Neighborhood Plan](#), [NE 85th ST Subarea Plan](#), [Bridle Trails Neighborhood Plan](#).

Overall, the key policy direction for each neighborhood has not changed dramatically. Vision statements have been updated (or in the case of Bridle Trails a new vision was created). The Plans are more streamlined, eliminating redundant policies in the General Elements of the Comprehensive Plan. We are exploring using a new format that is more graphically and visually oriented.

Probably the biggest change in both Neighborhood Plans are new policies to implement the adopted Housing Strategy Plan by encouraging more accessory dwelling units (ADUs) and compact housing types to be added to low density single family areas. Staff is in the process of researching other city codes for new ideas for code amendments to implement Housing Strategy Plan goals. The detailed code amendments text is in the process of being developed and will be brought forward in the first half of 2019.

Draft Rose Hill Neighborhood Plan (Attachment 1)

Below is a summary of the key differences between the existing and 1st draft Rose Hill Plan

- Revised vision statement and history section.
- New policies have been added to implement the new Housing Strategy Plan (RH-3, RH-4, RH-5, RH-7).
- Revised policy supporting market rate and affordable staff and student housing at the Lake Washington Institute of Technology (RH-50).
- New policies related to the North Rose Hill Business District NRH 5 and NRH 6 zones, to incentivize the redevelopment of car storage areas into mixed use neighborhood uses (RH-21, RH-22)
- New policies discuss the future Sound Transit Station at I-405/NE 85th ST as an opportunity to provide improved freeway access, pedestrian connections to and from the station and transit oriented development around the station. Staff is looking at how this can be achieved including if land use changes or code amendments are needed in the Rose Hill Business District. See Transportation and Land Use Sections (RH-9, RH-33, RH-38, RH-84, RH-85, RH-86, RH-87).
- New policies emphasize bicycle and pedestrian connections to and between the new Greenway in the South and North Rose Hill neighborhoods and Bridle Trails and Sound Transit station at NE 85th ST/I-405 interchange (RH-33, RH-83).
- Park Policies begin on page 15 - Existing policies were carried over into the new draft Plan with minor edits. We eliminated the detailed description of the various parks, recreational opportunities at schools and non-profit organizations because they are shown on maps in the

Plan, or described in the General Park Element or PROS Plan. The park policies advocate for the following key policy directions (summarized below):

- Prioritize acquisition of new neighborhood parkland in the northern portion of North Rose Hill and western portion of the South Rose Hill neighborhood (RH-61)
- Support pedestrian connections or visual access to Forbes Lake at Forbes Lake Park (as abutting development occurs) (RH-62, RH-63)
- Complete sections of the regional Eastside Power line trail within the Seattle City Light Power Line Easement in Kirkland (RH-64).

Draft Bridle Trails Neighborhood Plan (Attachment 2)

Many of the existing Bridle Trails Plan policy statements have been retained with minor revisions. Policies emphasize retaining the equestrian facilities (including designing public improvements to reflect shared use (by equestrians, pedestrians and vehicles) and maintaining the equestrian character of the single family neighborhoods.

Below is a summary of the key differences between the existing and 1st draft Bridle Trails Plan:

- New vision statement and historical section (existing plan does not include a vision statement).
- New policies have been added to implement the new Housing Strategy Plan discussed above (BT-1, BT-2, BT-4, BT-5).
- Revised policy for future redevelopment of the Shopping Center (BT-7). Staff is still studying ways to promote higher quality retail uses at the shopping center and recognize that there would likely need to be some increase in building height.
- Parks Policies begin on page 9:
 - Encourage more signs within the neighborhood directing to Bridle Trails State Park and access points to the Park and (BT-13, BT-22).
 - A new Policy BT-15 includes a goal of introducing interim uses at Snyder's Corner Park such as a community garden, orchard, and dog park until such a time as a park master plan process for the site can be completed.
- Revised Policies BT 17 and BT 24, establishing guiding principles for redevelopment of the King County Transfer Station and Taylor Fields, including desire for the site to be used for recreation and other purposes.
- New Policy BT-22 encourages public access connections between the neighborhood and Bridle Trails State Park and promote the development of new entrance points to the Park.
- New policies emphasize bicycle and pedestrian connections to and between the new Greenway (BT-18, BT-19, BT-21, BT-22, BT-23) in the South and North Rose Hill neighborhoods, the State Park, and the Eastside Power line trail (BT-23).

Next Steps

Land use/rezone/code amendment requests

On September 13, 2018, the Planning Commission will provide direction to staff on which land use/rezone/code amendment requests received from property owners and initiated by staff should move forward to a public hearing on October 25, 2018. The neighborhood plan update [project webpage](#) shows where these nine study areas are located and a description of each proposal.

2nd drafts of Neighborhood Plans

Comments from the Working Group, Boards and Commissions and public comments received to date, will be considered in the 2nd draft of both Neighborhood Plans for the public hearing.

Upcoming Public Meeting Schedule

The following is a schedule for the meetings for the remainder of the year:

- September 13, 2018 - Planning Commission study session on land use/rezone change requests to identify which ones move forward to the public hearing
- September 18, 2018 - City Council briefing on draft plans and land use/rezones
- October 22, 2018 – Houghton Community Council public hearing on Bridle Trails Neighborhood Plan and deliberation
- October 25, 2018 - Planning Commission public hearing and deliberation on both Rose Hill and Bridle Trails Neighborhood Plans and rezone requests
- November date *TBD* - Planning Commission deliberation on recommendation *if needed*
- November 20, 2018 - City Council
- December 18, 2018 - City Council adoption
- January 28, 2019 - Houghton Community Council final action

Questions for Parks Board

- *Do you agree with the preliminary draft park policies in each neighborhood plan?*
- *Do you have suggested edits or changes to the parks policies?*

Attachments:

1. 1st Draft Rose Hill Neighborhood Plan
2. 1st Draft Bridle Trails Neighborhood Plan

cc:

Lynn Zwaagstra, Parks & Community Services

Mary Gardocki, Parks & Community Services

File: CAM18-00082 #7

ROSE HILL NEIGHBORHOOD PLAN DRAFT (7-17-18)

[Note to Reviewer: The next draft of this plan will be supplemented with revised maps to graphically convey the policies listed below.]

Overview

The Rose Hill Neighborhood is located between I-405 and the City of Redmond, and extends north to the Totem Lake Business District and south to the Bridle Trails neighborhood. It contains the neighborhoods of North and South Rose Hill, separated by NE 85th Street. Two commercial centers are located in the Rose Hill Neighborhood; the Rose Hill District and the North Rose Hill District/Neighborhood Center (the neighborhood also contains a portion of the Bridle Trails Neighborhood Center). The Rose Hill District straddles NE 85th Street and connects downtown Kirkland with downtown Redmond. At the north end of Rose Hill, a portion of the North Rose Hill District and the Lake Washington Institute of Technology are within the Totem Lake Urban Center, the major employment, retail and service center in the City. See the Totem Lake Business District Plan for more discussion about the Urban Center.

While land use in the neighborhood is primarily residential, the Rose Hill District is second only to the Totem Lake Business Center in generating the most sales tax revenue for the City.

The NE 85th Street Subarea Plan, North Rose Hill and South Rose Hill Neighborhood Plans were previously standalone plans. The NE 85th Street Subarea Plan included the south portions of North Rose Hill and the north portions of the South Rose Hill Neighborhoods. While both neighborhoods and the subarea were combined into one Rose Hill Neighborhood Plan in 2018, the Plan continues to address issues unique to each neighborhood.

Staff Note: Insert map of Neighborhood that shows the boundaries of North and South Hill.

Vision Statement

Rose Hill is a vibrant, walkable residential neighborhood with an active neighborhood commercial center along NE 85th Street. At the same time, its natural beauty— including mature trees, wildlife habitat, Forbes Lake, wetlands, streams, and open space – has been protected and enhanced, with new opportunities for public access. Parks are within walking distance to all residents and employees and provide a diverse range of recreation options – from hiking and birdwatching to play areas for kids.

As underutilized land continues to repurpose, a variety of housing alternatives at strategic locations meet the needs of a diverse population and keep housing costs under control. Apartments, stacked flats, mixed-use buildings, and townhouses along the perimeter of the North Rose Hill and Rose Hill districts, served by rapid transit, create seamless transitions to established residential neighborhoods. Innovative housing for all life stages – including backyard cottages, flats over garages, and duplexes – is integrated with traditional detached styles in lower density areas in North and South Rose Hill. The Lake Washington Institute of Technology has expanded its partnership role in the community, and provides workforce and student housing on its campus. Other under-utilized institutional sites have incorporated housing as opportunities arise for redevelopment.

A thriving Rose Hill District along NE 85th Street provides employment, shopping, services, and transit-accessible housing for Kirkland residents and visitors throughout the region, allowing the community to easily access goods and services on-foot or by bike. Over time, the commercial corridor has become more mixed use and walkable, with apartments and condominiums over neighborhood shops, parking tucked away behind buildings, and pedestrian walkways providing access to the surrounding residential neighborhoods. A walkable, transit-oriented pedestrian village has emerged around the NE 85th Street/ I-405 transit hub, transitioning from more automobile-centric uses to neighborhood-serving shops, offices, and residences. Generally, the west end of the Rose Hill District is more urban and activated, while the

east end is more neighborhood-oriented. At the north end of the neighborhood, development and streetscape improvements along NE 116th St in the North Rose Hill Neighborhood Center are complementary to the Totem Lake Business District and have transformed this gateway into a gathering place for northern Rose Hill.

The street network provides efficient and safe circulation. Arterials have been improved with transit and bike lanes. The NE 75th Street /128th Avenue Greenway, pedestrian crossings over I-405, the Eastside Powerline Trail, and other pedestrian and bike routes link residential areas with Lake Washington High School, elementary schools, transit stops, public facilities, commercial districts, adjacent neighborhoods and regional trails. Regional transit service connects Rose Hill activity centers and the surrounding community while a neighborhood circulator connects residential areas to the activity hubs and regional transit. These linkages increase mobility and encourage community connection.

Historical Context

Rose Hill was envisioned by Kirkland namesake and founder, Peter Kirk, as the site for his Great Western Iron and Steel Mill which would have made Kirkland the "Pittsburgh of the West". The Lake Washington Ship Canal had been approved by Congress in 1888. The canal offered a direct route from Lake Washington to Elliott Bay and promised to open the shores of Lake Washington to industry. Kirk purchased a small lake, known as Little Lake, along with acreage from Dorr Forbes, an earlier settler who had originally purchased the land in hopes of growing cranberries. But beaver activity caused frequent flooding that destroyed the bog, providing an opportunity instead for Peter Kirk. The lake is now known as Forbes Lake after Dorr Forbes.

Peter Kirk's chief engineer and metallurgist, John G. Kellett, lived on Rose Hill in Workington, England, and is credited for naming Kirkland and Rose Hill in 1888.

In 1890, five teams cleared the land surrounding Forbes Lake and the steel mill was built, complete with foundry, smelter, bunkers, cooling ponds and railroad. Then, in 1891, the newly elected congress repealed funding for the Lake Washington Ship Canal and the opening of the mill was halted. Attempts were made over the years to open the mill but by 1908, Kirkland's Foundering Fathers abandoned their plans. Much of the mill had already been salvaged. With the railroad no longer needed, the rails were torn out and the original rail bed became what is now Slater Avenue.

In 1910, real estate partners Edmund Burke and Guy Farrar purchased much of Rose Hill. A large two story school was built across from the mill site in 1911. Known as the Rose Hill School, it burned down in 1921 and was replaced in 1922 with a single story school. John G. Bartsch built the original school as well as the Kirk homes, the original Central School, the Shumway Mansion and many other iconic buildings of the time. The Shumway Mansion is the only known survivor. In 1954, Rose Hill Elementary was built to serve South Rose Hill children and in 1955, Mark Twain Elementary was added for the North Rose Hill families.

During the early Burke & Farrar era, the developers offered free day long excursions from Seattle to Kirkland. During this time, small parcels of land were offered with low monthly payments. Overtime, Rose Hill was developed providing space for chickens, cows, and gardens. It was these small family farms that helped stock local grocery store shelves.

Forbes Lake was a favorite recreation area for Rose Hill and Kirkland families. Transportation was by foot, horse and wagon, automobiles and jitney, which was a form of shuttle service. The ferry dock in Kirkland was the gateway to Seattle. Many Rose Hill residents worked in Seattle.

The Kirkland Cemetery in the South Rose Hill neighborhood was incorporated in 1888 by Peter Kirk and several of Houghton's early settlers.

Rose Hill has steadily transformed from a rural outlying area of King County to a suburban neighborhood in Kirkland. Annexation of portions of the North Rose Hill neighborhood from King County to the City of Kirkland started in 1970, with the annexation of the majority of the neighborhood in 1988. Even before annexation, Rose Hill was always seen as a neighborhood of Kirkland.

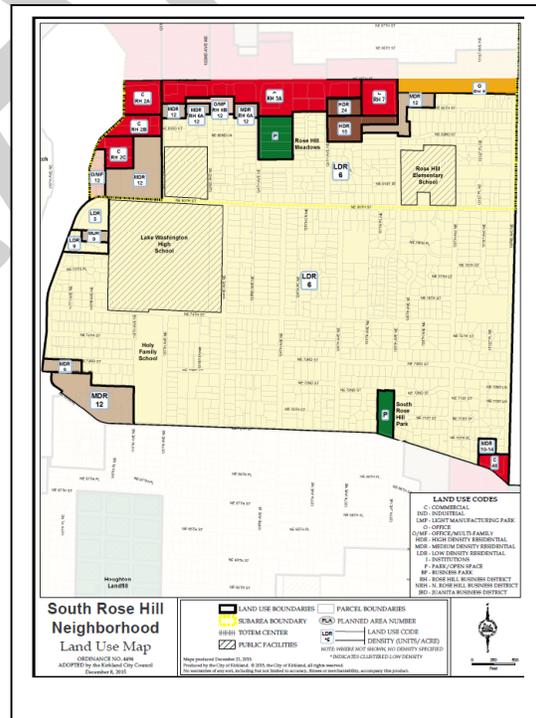
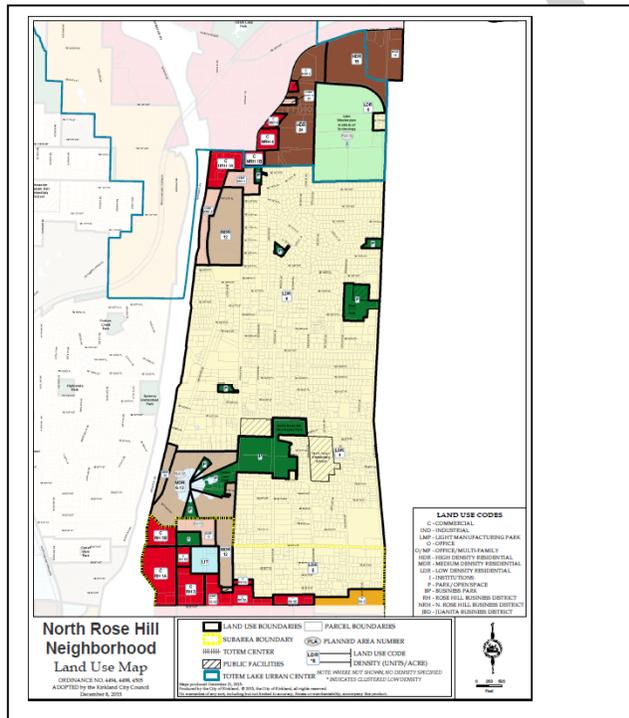
Policy RH 1: Preserve structures, features and locations that reflect the neighborhood's historic heritage.

Policy RH 2: Provide markers and interpretive information at historic sites throughout Rose Hill.

Land Use

A mix of land uses in Rose Hill support the neighborhood and the broader community. Regional and local commercial and mixed use residential/commercial development is focused in the two business districts (not including the portion of the Bridle Trails Neighborhood Center in Rose Hill) and includes stand-alone medium and high density multifamily housing along the perimeters of these areas, where transit is available within a 10 minute walk and residential density supports a range of goods and services serving the region and the neighborhood. Housing densities support the high quality retail uses in the commercial districts, provide housing for Lake Washington Institute of Technology staff and students, and serve residents who wish to live near transit and jobs, while providing a transition to adjacent low density residential areas. Development in lower density areas provides opportunities for housing choice through a broad range of housing and site planning approaches, while protecting the predominantly single family residential neighborhood character.

Staff Note: the following maps will be updated based on outcomes to the land use/zoning change requests:



Residential:

In general, compact and higher-intensity housing is accommodated where there is transit and services to support it, such as around the Rose Hill District, near Totem Lake, at focused locations between the commercial districts, and around Forbes Lake. The intent of the policies below is to accommodate infill housing in a way that is sensitive to the look and feel of existing neighborhoods.

Policy RH 3: Retain the residential character of the neighborhood while accommodating new and innovative compact housing opportunities to serve a diverse population.

The predominant housing style in the neighborhood is the traditional detached single-family home. Innovative housing styles and techniques, such as cottage, carriage and two/three unit homes, accessory dwelling units, clustered and small lot single-family housing are among other appropriate lower density housing types.

Housing prices throughout the City and region require strategies to promote lower cost housing. The provision of housing options for a wide spectrum of income levels, household sizes, and lifestyles are important values to support and encourage.

Policy RH 4: Incentivize the development of ADUs in areas close to neighborhood centers.

Policy RH 5: Incentivize missing middle housing (i.e., multi-unit or clustered housing types compatible in scale with single-family homes that help meet the growing demand for walkable urban living) within areas that are in close proximity to neighborhood centers.

Policy RH 6: Incorporate building height and scale transitions and vegetative buffers between multifamily and detached single family homes to ensure compatibility with existing neighborhood character.

Multifamily standards for building location and design will help address: building placement on the site, clustering, open space preservation, building scale in proportion with the lot and with the surrounding neighborhood, preservation and protection of existing vegetation, wetlands and streams, and integration with more traditional detached single-family homes.

Policy RH 7: Incorporate ADUs into new development in single-family neighborhoods to expand the supply of affordable-by-design housing.

Planned Area 17

Forbes Lake is designated as a Planned Area to address the unique development constraints associated with the lake and surrounding wetland and stream systems. Most property adjoining the lake is privately owned, with the exception of Forbes Lake Park.

Policy RH 8: Locate and design new development to protect and restore the natural areas of Forbes Lake, Forbes Creek, and associated wetlands, while providing opportunities for a variety of housing styles and public access to the Lake.



Commercial:

Besides the two major commercial and mixed use areas in Rose Hill, the North Rose Hill Neighborhood Center and Rose Hill District, there is a small area of limited neighborhood commercial uses located at the south east corner of Rose Hill across the street from the Bridle Trails shopping center. The intent of the policies below is to make these existing commercial centers more vibrant, locally-serving, and walkable, and to connect them better with surrounding residential neighborhoods.

Policy RH 9: Focus commercial and mixed use development in the following locations:

- In established portions of the North Rose Hill Neighborhood Center;
- In the NE 85th Street corridor, close to existing or planned high capacity transit, utilizing both the new Sound Transit I-405 Bus Rapid Transit Station at the NE 85th Street/ I-405 freeway interchange and future business access and transit (BAT) lanes along NE 85th Street as a catalyst for expanded transit oriented development in the Rose Hill District; and
- Within the existing boundaries of the small commercial node that is across the street from the Bridle Trails Shopping Center in South Rose Hill.

Policy RH 10: Provide seamless transitions between commercial districts and lower density areas in Rose Hill, by promoting a hierarchy of commercial uses from larger footprint regional uses, closer to the freeway interchanges, to more local serving neighborhood services near the residential core.

North Rose Hill District /Neighborhood Center

Staff Note: We need to determine which Codes would be effected by changing the term North Rose Hill Business District to either North Rose Hill District or North Rose Hill Neighborhood Center (i.e. zoning text and Design Guideline text).

The boundaries of the North Rose Hill District/Neighborhood Center are shown in (Land Use Map) Figure RH 1. It is situated along the south side of NE 116th Street and serves as the major entranceway to the north end of the Rose Hill Neighborhood and the south end of the Totem Lake Business District. As a result of its proximity to the freeway, more regionally focused goods and services suited to the highway commuter and mixed housing are promoted west of 124th Avenue NE, mirroring redevelopment in the portion of the Totem Lake Business District located to the north across NE 116th street, while the remainder of the district has a local neighborhood commercial focus.

The land use districts in Figure RH 1 (Land Use Map) and corresponding zoning designations describe the appropriate types and intensity of commercial and residential uses, with the most intensive commercial development adjacent to NE 116th Street, west of 124th Avenue NE. Similarly, building height is greatest

along NE 116th Street, and scales down heading north and south along Slater Avenue NE, with increased height allowed as an incentive to develop housing.

Policy RH 11: Actively promote the transition of the North Rose Hill Neighborhood Center into an active, walkable, transit-supportive mixed use environment with a variety of housing types, including student housing.

This policy anticipates transitioning to neighborhood focused mixed uses on currently underutilized sites, especially along the east side of Slater Avenue NE, north of 116th Street, in order to establish a critical mass of local-serving commercial uses.

Policy RH 12: Ensure that the type of commercial uses allowed are compatible with its mixed use residential/commercial focus.

Policy RH 13: Promote increased residential capacity with increased height allowances.

Policy RH 14: Conduct design review for commercial and mixed-use residential and stand-alone multifamily development to create an attractive North Rose Hill Neighborhood Center using the Design Guidelines for Pedestrian-Oriented Business Districts contained in the Kirkland Municipal Code and Design Regulations in the Zoning Code.

Policy RH 15: Ensure that public improvements and private development provide coordinated streetscape improvements along NE 116th Street that contribute to a sense of neighborhood identity and enhanced visual quality.

Policy RH 16: With private development or through public investment, either in combination with private development, through land acquisition, or as part of a street improvement project, install a neighborhood gateway sign and landscaping or other features at the following locations:

- Near the intersection of 124th Avenue NE and NE 116th Street
- Near the intersection of Slater Avenue and NE 120th Street.

Policy RH 17: Address transition impacts and protect nearby residential areas with landscaping, site and building design requirements.

Policy RH 18: Create a regional commercial destination at the I-405 interchange in NRH 1A, complementary to the Totem Lake Business District, serving community-wide or regional markets.

Policy RH 19: Create a walkable mixed use neighborhood destination in NRH 1B providing housing, goods, services, and gathering spaces for neighborhood residents complementary to the multifamily areas to the east and mixed use office residential area to the south.

Policy RH 20: Promote the conversion of existing wholesale and manufacturing businesses to mixed use commercial/multifamily development in NRH 4 by allowing increased height when redeveloped with housing.

Policy RH 21: Promote the conversion of retail uses related to vehicle sales and storage in NRH 5 to mixed use office/ multifamily or high density stand-alone housing by allowing a height increase as an incentive.

Staff Note: Consider changing height limit from 30 to 35 feet as incentive to convert to housing or mixed use office/multifamily.

Policy RH 22: Promote either mixed use office multifamily or high density stand-alone housing in NRH 6 by allowing height equal to that allowed in NRH 5, when redeveloped with housing.

Staff Note: Consider changing height limit from 30 to 35 feet to match NRH 5, if developed with housing or mixed use office/multifamily.

Rose Hill District

Note: The term NE 85th ST Subarea Plan and Rose Hill Business District are synonymous. In the next draft staff needs to determine if we need to keep the term NE 85th ST Subarea because it is referred to in the Zoning Code (unless we want to do many Zoning Code text amendments). Similarly, we need to determine which Codes would be affected by changing the term Rose Hill Business District to Rose Hill District. Amendments to The Design Guidelines may also be necessary.

The boundaries of the existing Subarea should be changed to coincide with the boundaries of the Design District shown with a yellow border on the Zoning Map.

The boundaries of the NE 85th Street Subarea (also known as the Rose Hill District) are shown on (Land Use Map) RH Figure 1 and extend along the NE 85th ST corridor from I-405 on the west to 132nd Avenue NE (the Kirkland City limits and common boundary with the City of Redmond) on the east.

NE 85th Street is recognized as both a commercial area and transportation corridor serving regional and local users. The western portion of the District (nearest I-405) features major regional retail uses, and several automobile dealerships. From I-405 east to the Kirkland city limits, the commercial area generally narrows north to south and generally become less intensively developed. Other land uses in the area include retail stores, offices, and business parks, single-family homes, and multifamily housing.

Visually, the Rose Hill District is characterized by a variety of older strip commercial development, some newer buildings and, particularly at the east end of the Subarea, some former single-family residential structures converted to commercial use. Most of these retail and commercial buildings include little or no landscaping, and little in the way of pedestrian access.

Vision for the District

Over time, the Rose Hill Business District is envisioned to be an attractive, vibrant mixed use commercial area combining housing, regional and local retailers. Large retailers continue to dominate the western half of the business district. Generally, the land uses are more intensive on the west end of the District (near the Bus Rapid Transit station and freeway) and less intensive (more neighborhood oriented) on the east end. The zoning has maintained the line between single-family residential areas, multifamily residential areas, and adjacent office/retail/commercial areas.

NE 85th Street itself continues to serve as a primary transportation link between Kirkland, Redmond, and a reconfigured I-405/NE 85th Street interchange with a Sound Transit station. Modifications to NE 85th Street have improved its ability to be used by pedestrians and transit, while maintaining or slightly increasing its capacity for vehicles. Steps also have been taken to minimize "cut-through" traffic and other traffic impacts in the residential areas north and south of the business district.

The appearance of the district, as it has evolved, has benefited from a coordinated effort by the City, business owners and property owners to improve the image of the area. As properties redevelop architectural and landscape design standards for new or remodeled retail, commercial and multifamily residential buildings have improved the appearance of the district. These standards require ample landscaping or other techniques to ease the transition between different adjacent land uses. These standards also generally require new commercial or mixed-use buildings to be oriented to the sidewalks (with parking behind or to the side), and encourage the aggregation of smaller properties into larger, more coordinated developments with coordinated signage and less of a "strip mall" feel.

Land Use

Residential

Along the north and south boundaries of the NE 85th Street commercial core, are areas designated for, and developed as, residential use. There are several areas designated for multifamily residential (medium-density, up to 12 units per acre, and high density, between 12 and 24 units per acre) development south of NE 85th Street, and one area to the north. (See Figure NE85-1, NE 85th Subarea Land Use.)

With the exception of these multifamily areas (most of which have already been developed with multifamily housing), and the Kirkland Cemetery and Rose Hill Elementary School, all of the areas north of the NE 85th Street commercial area and east of 124th Avenue NE, and south of the commercial area and east of 120th Avenue NE, are designated for and developed in single-family (low density residential) use. Although there are a few older single-family homes (such as in the area south of NE 85th Street between 122nd and 126th Avenues NE) there also are several areas of newly constructed homes.

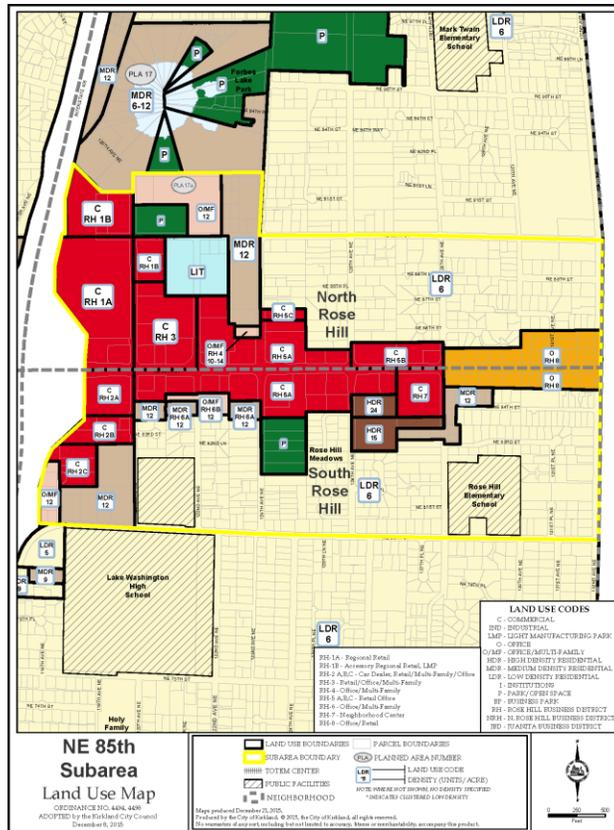
Policy RH 23: Maintain low-density detached residential housing as the primary land use in the areas north of the NE 85th Street commercial area, east of 124th Avenue NE, south of the commercial area and east of 120th Avenue NE.

Policy RH 24: Encourage the efficient use of larger lots north and south of the NE 85th ST corridor at the maximum densities allowed by the underlying zoning.

Policy RH 25: Conduct Design Review for medium-and high density residential development. See Rose Hill Business District Design Guidelines and Chapter 92 KZC, Design Regulations.

Commercial

Much of the NE 85th Street Subarea/Rose Hill District including all the land along NE 85th Street itself, currently is designated for commercial (retail, office, and service), office, light industry/office area, or mixed commercial and multifamily uses (see Figure __). The west end of the District (nearest I-405) includes several large freeway-oriented businesses with community-wide or regional markets, and several automobile dealerships. A light industry/office area includes technology, manufacturing and wholesale enterprises. The central and east end of the District also includes smaller retail stores and services with more local markets. In addition to the car dealers, there are a number of auto-oriented stores and services (gas stations, car washes, tire stores, etc.). The District includes a small but growing amount of office space, particularly in the blocks between 120th and 124th Avenues NE.



Staff Note: *Revise map to change subarea boundary to Design District Boundary*

The following policies recognize the economic significance to the City of the major regional retail uses located in the Rose Hill District and enhance the area’s commercial viability while minimizing impacts on adjacent residential neighborhoods to the north, south and east. The land use districts in Figure 1 and corresponding zoning designations describe the appropriate types and intensities of commercial uses, with the most intensive development adjacent to the NE 85th Street/I-405 interchange, and a scaling down of development to the north, south and east.

Policies and zoning regulations encourage smaller-footprint neighborhood-serving businesses. New and remodeled commercial development is subject to appropriate architectural and site design standards, in order to improve the appearance of the commercial area, and to assure appropriate transition and buffering between the commercial area and adjacent residential areas. Commercial development should not be permitted to spread beyond the existing NE 85th Street commercial area into adjacent residential areas.

Policy RH 26: *Enhance the commercial viability of the Rose Hill Business District, while minimizing impacts on adjacent residential neighborhoods to the north, south and east.*

Policy RH 27: *Recognize the economic significance to the City of the major retail uses located in the Rose Hill Business District, and cooperate with these business owners to help assure their continued viability, consistent with the other goals and policies of this District.*

Policy RH 28: *Except for RH 1a, RH 2 located north and south of the I-405/NE 85th ST Interchange, prohibit individual retail or wholesale uses that occupy more than 65,000 gross square feet.*

Policy RH 29: Through the Design Review Process, administer the Rose Hill Business District Design Guidelines and Design Regulations to all new, expanded, or remodeled commercial and multifamily buildings in the District, with the objectives of creating a more attractive District, enhancing pedestrian orientation, and creating effective buffers and transitions between the commercial and multifamily uses and the established residential neighborhoods to the north and south.

Policy RH 30: Utilize zoning incentives or other techniques to encourage commercial redevelopment in the District.

Policy RH 31: Upgrade public infrastructure to support commercial redevelopment in the District.

Policy RH 32: Expand on already-completed streetscape improvements throughout the Business District that enable pedestrians, drivers, bicyclists, and other users to have a safe, pleasant experience.

Policy RH 33: Coordinate with King County, Sound Transit and WSDOT to provide additional pedestrian amenities at transit stops.

Policy RH 34: Install a neighborhood sign and landscape entry feature on NE 85th Street, just west of 132nd Avenue NE.

Policy RH 35: Continue to work closely with business and property owners in the Rose Hill District, and business groups which represent them, to improve and upgrade the appearance of the District.

Policy RH 36: To the extent authorized by law, require the removal of billboards.

Policy RH 37: Underground the remainder of overhead utility lines along the NE 85th Street frontage with redevelopment, to improve public views to the west and the attractiveness of the commercial district.

Policy RH 38: Through public investments such as the Bus Rapid Transit Station, provide new opportunities for public views of Lake Washington, the Seattle skyline, and the Olympic Mountains from NE 85th Street.

Policy RH 39: In the regional center area of the District near the I-405/NE 85th ST Interchange, south of NE 85th ST, require retail uses (including car dealer), and permit office and/or residential uses. Require retail use to be the predominant ground level use. Encourage consolidation of properties into a coordinated site design however, discourage large, singular retail or wholesale uses through establishment of a size limitation that, in recognition of convenient access to I-405, may be greater than in the rest of the District.

Other site design considerations include the following:

- Allow a range of building height four to five stories if offices above retail or a maximum of six stories if residential above retail. Additional height may be allowed for a sloping roof form and roof top appurtenances. Step back upper stories from NE 85th Street. Three stories on the south of NE 85th ST is appropriate where buildings are adjacent to existing residences.
- Provide openness by limiting the total floor area, separating the buildings and including ample building modulation.
- Allow vehicular access to NE 85th Street and 120th Avenue NE and emergency vehicles only to access from 118th Avenue NE. Allow office and residential uses to access from 118th Avenue NE.
- Encourage underground or structured parking (discourage large ground level parking lots).
- Limit the impacts of new signs for residents across 120th Avenue NE.

Policy RH 40: In the core portion of the Rose Hill District, allow general commercial uses subject to district-wide design guidelines including the following standards:

- Limit the number of driveways on NE 85th Street, and encourage existing development to consolidate driveways and curb cuts. In addition, observe the following transition standards:
- Set vehicular access points located on north-south side streets back from adjacent residential properties as much as possible without creating problems for traffic turning to and from NE 85th Street. Allow only one driveway for access to commercial property on the east side of 124th Avenue NE.
- Locate a heavily landscaped buffer strip along any boundary with residential properties or along streets separating commercial development from residential properties.
- Retain existing significant trees and vegetation within the buffer. Preclude this landscaped area from further development by the creation of a greenbelt protective easement.
- Keep sources of noise and light to a minimum and directed away from adjacent residential properties.

Staff Note: this policy is the connection to the Zoning Code lighting and noise regulations. Keep for now during the first draft.

Policy RH 41: In the east end of the Rose Hill District allow a range of less intensive office, neighborhood retail, and neighborhood service uses on both sides of NE 85th Street from 128th Avenue NE to 132nd Avenue NE with the following types of businesses and site design considerations:

- Limit permitted uses to those that generate limited noise, light and glare, odor, and traffic impacts. Examples of uses that would be appropriate in this area include medical/dental offices, insurance offices, dry cleaners, and coffee shops. Examples of uses that would not be appropriate in this location include gas stations, car washes, uses with drive-through windows, and uses with extended hours of operation.
- Encourage property owners to aggregate their properties to allow more efficient redevelopment with fewer access points onto NE 85th Street, by providing incentives including increased building heights up to three stories with decreased front setbacks.
- Encourage new buildings to be located at the front of the lots, with parking underneath, at the rear of buildings, or between adjacent buildings. Encourage mixed-use buildings to have residential units on upper levels. Discourage single-story retail buildings.
- In addition to above, on the north side of NE 85th Street between 132nd Avenue NE and the properties abutting 131st Avenue NE on lots that do not abut NE 85th Street or are not consolidated with lots abutting NE 85th Street, development should be limited to low density residential, except if isolated by commercial or mixed use commercial and multifamily development.
- To minimize curb cuts on 131st and 132nd Avenues NE, combined access to provide a connection between 131st and 132nd Avenues NE should be required when properties abutting NE 85th Street are aggregated with lots not abutting NE 85th Street.
- Limit height of commercial or mixed use commercial and multifamily development to a maximum of 30 feet next to low density residential development.

Policy RH 42: On the north and south boundaries of the Rose Hill District, allow multifamily residential uses at a density of 12 units per acre. Allow a greater density if affordable housing is a component of the development.

Northern Periphery of Bridle Trails Neighborhood Center

The northwest corner of NE 70th Street and 132nd Avenue NE contains a small-scale neighborhood commercial development across the street from the Bridle Trails Neighborhood Center. Residential densities in this area should be supportive of high-quality retail uses in the shopping center.

Policy RH 43: Commercial development should be complementary to the Bridle Trails Neighborhood Center and should not extend into the surrounding low-density residential area.

Policy RH 44: Attractive neighborhood oriented shops and services should be substantially buffered from nearby low-density residential uses, while allowing for good pedestrian connections.

Policy RH 45: Conduct design review for commercial and mixed-use residential and stand-alone multifamily development using the Design Guidelines for Pedestrian-Oriented Business Districts contained in the Kirkland Municipal Code and Design Regulations in the Zoning Code.

Policy RH 46: Install a neighborhood gateway sign and landscaping or other features that provide a positive first impression of the neighborhood near the intersection of NE 70th Street and 132nd Avenue NE.

Staff Note: Staff is confirming whether the gateway sign has been installed and if so, whether replacement/improvement is warranted.

Institutions

Lake Washington High School, Rose Hill and Mark Twain Elementary Schools, Lake Washington Institute of Technology, and various religious institutions, are located in Rose Hill.

Public – Planned Area 14 Lake Washington Institute of Technology

LWIT is a major public higher education institution serving the region. Located on about 55 acres, the institute is surrounded on by residential development. The west side of the site is a heavily wooded steep slope area that provides a visual buffer separating the institute and the remainder of the Totem Lake Urban Center located in Rose Hill. Protected with a greenbelt easement, the hillside also contains a watercourse and functions as a wildlife corridor in an area experiencing residential infill development.

Policy RH 47: Recognize and promote the role the Institute of Technology plays in the Rose Hill neighborhood, the wider Kirkland community and in the region.

Policy RH 48: Seek partnership opportunities between LWIT and the City on educational, technical, recreational, and social service initiatives.

Policy RH 49: Encourage LWIT to continue to provide community meeting facilities for the neighborhood and the City.

Policy RH 50 Actively promote the expansion of the LWIT into an active, walkable, transit-supportive campus environment with student/staff housing.

Policy RH 51: Ensure that any Institute of Technology expansion is compatible with the surrounding residential neighborhood and protects the natural greenbelt easement on the western slope.

Policy RH 52: Provide public review of major expansion of the institute. Expansion should utilize the redevelopment potential of existing surface parking areas. Mitigation may be required for impacts of the proposed expansion and, where feasible, the existing use, including correcting parking lot design and landscaping deficiencies.

Policy RH 53: Encourage LWIT to provide bike and pedestrian connections between the surrounding residential areas and the campus. Connect 132nd Avenue NE on the east side of the campus to Slater Avenue NE to the west, and connect the campus to NE 113th Place at the southwest corner. See Figure NRH-6

Policy RH 54: Allow no additional driveway access to 132nd Avenue NE to maintain traffic flow and safety on the arterial.

Private – Churchome Church

This approximately 10 acre site is surrounded by single family housing. Upon redevelopment an opportunity exists to redesign the parking lot covering the majority of the property to improve the appearance of the site.

Policy RH 55: Ensure that any future church expansion or redevelopment of the site is compatible with the surrounding residential community.

Policy RH 56: Provide public review of redevelopment or expansion of the church. Mitigate impacts from the proposed expansion and, where feasible, the existing use. Correct parking lot design and landscaping deficiencies.

Policy RH 57: Encourage housing with an emphasis on affordable housing, as a part of any future church redevelopment at this site.

Environment

The Rose Hill Neighborhood contains significant wetland areas, Forbes Lake, and tributaries and the headwaters of Forbes Creek that eventually feed into Lake Washington. Together these critical areas constitute a valuable natural drainage system that is an integral part of managing the City's surface water by storing and conveying storm and flood water. These natural features also help maintain water quality, recharge groundwater, provide wildlife and fish habitat, and provide open space and aesthetic enjoyment.

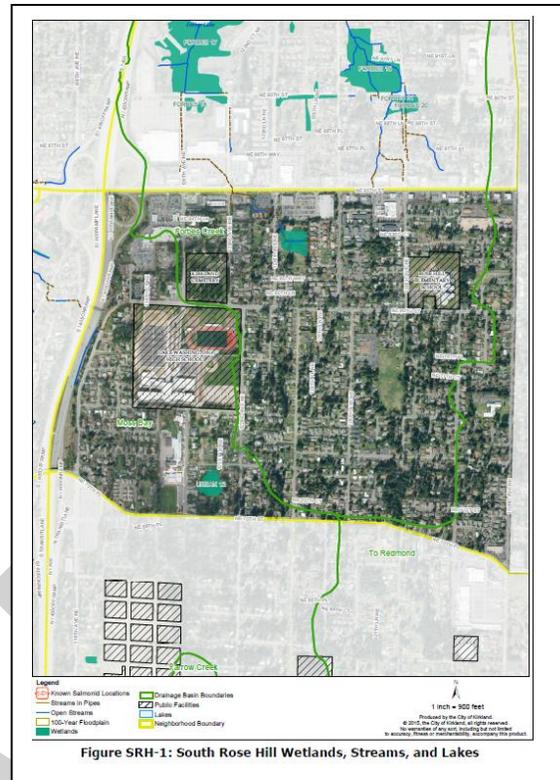
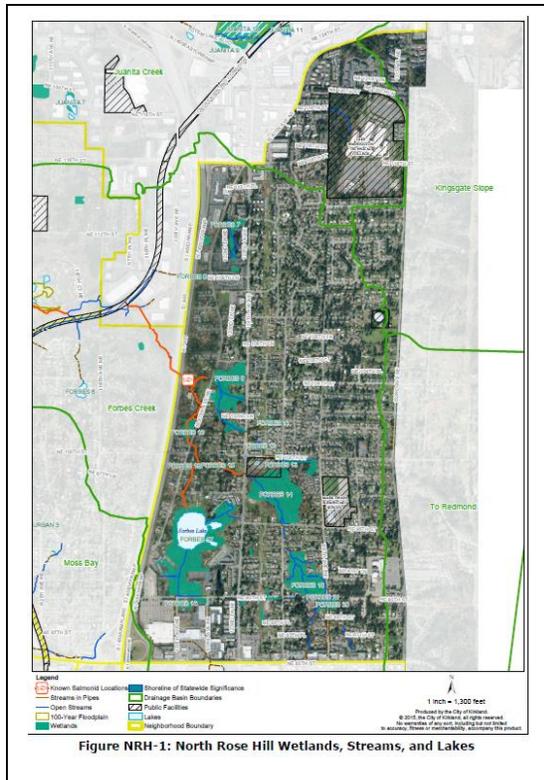
Several areas of high and moderate landslide susceptibility and areas prone to liquefaction in a seismic event are located in the neighborhood, which require a geotechnical study with development.

The significant stands of native trees and native vegetation on hillsides, along stream banks and in wetland areas in Rose Hill provide opportunities for wildlife corridors and will help meet the City's urban forest goal to provide an overall 40% tree canopy coverage.

Environmental policies in Rose Hill strive to protect and enhance natural environmental quality and natural amenity and function, to avoid potential environmental hazards, and to utilize sustainable management practices.

The following maps show critical areas within the Rose Hill Neighborhood. See the Natural Environment Element for more information on wetlands, streams, and associated buffers as well as landslide and seismic hazard areas, trees and wildlife. The Kirkland Zoning Code regulates tree removal and development in critical areas.

Staff Note: Staff will insert new Geologic Hazard Maps (Landslide Susceptibility and Liquefaction Potential Maps) and revise NRH and SRH Wetlands Lakes and Streams Maps.



Policy RH 58: Investigate water quality and Forbes Lake flooding/levels and develop projects and programs and provide funding to address identified problems.

Property owners adjoining Forbes Lake are concerned that lake level fluctuations contribute to infiltration of drain fields and basement flooding. Lake level fluctuations may be caused by both the timing and amount of water entering the lake, or by blockages in the channel downstream of the lake. Ongoing monitoring by community volunteers and by the City quantify lake level fluctuations and test water quality. Current development practices reduce the potential for flooding by restricting placement of new improvements within sensitive area buffers, requiring that development projects meeting certain thresholds to control the quantity and quality of storm water flows, and eliminating septic system failures by requiring connection to the sanitary sewer system. If lake level fluctuations are being caused by inflows to the lake, consider opportunities to reduce flows through storm water detention. Such projects would be prioritized based on identified need in the Surface Water Master Plan. Much of the downstream channel is on private property – the community may wish to communicate with downstream property owners about the impacts of channel blockages on the lake, and to encourage owners to permit and implement projects to clear the channel of debris and beaver dams.

Policy RH 59: Protect notable trees and groves of trees.

While a municipal heritage or notable tree program is not currently in place, the neighborhood supports voluntary efforts to encourage preservation of heritage trees and significant groves. Heritage trees are set apart from other trees by specific criteria such as outstanding age, size, and unique species, being one of a kind or very rare, an association with or contribution to a historical structure or district, or association with a noted person or historical event.

Policy RH 60: Encourage creation of backyard sanctuaries for wildlife habitat in upland areas.

People living in the neighborhood have opportunities to attract wildlife and improve wildlife habitat on their private property. These areas provide food, water, shelter, and space for wildlife. The City, the State of Washington Department of Fish and Wildlife, and other organizations and agencies experienced in wildlife habitat restoration can provide assistance and help organize volunteer projects.

Parks/Open Space

Rose Hill contains a number of public parks and open space areas - Forbes Lake Park, North Rose Hill Woodlands Park, and Mark Twain Park in North Rose Hill, and South Rose Hill Park and Rose Hill Meadows in South Rose Hill. Maintaining and improving existing parks and open space, acquiring new parkland where deficiencies exist, seeking opportunities to improve connectivity to parks, and developing off street trails for recreational use that connect activity nodes and neighborhoods will further improve the quality of life in the neighborhood.

The land use map shows parks within the Rose Hill Neighborhood. See the Park and Open Space Element for more information on Parks and Open Space.

Policy RH 61: Prioritize acquisition of new neighborhood parkland in the northern portion of the North Rose Hill neighborhood and in the western portion of the South Rose Hill neighborhood where park level of service is deficient as noted in the Park, Recreation and Open Space (PROS) Plan in order to provide parks within one-quarter mile of all residents..

Policy RH 62: Improve public pedestrian or visual access to Forbes Lake at Forbes Lake Park.

Policy RH 63: Provide public pedestrian access easements across properties abutting Forbes Lake Park when development, redevelopment, or platting occurs to improve access to the park.

Policy RH 64: Complete the regional Eastside Powerline trail, connecting to the Bridle Trails and Totem Lake Business District within the Seattle City Light Power Line Easement.

Transportation

The original circulation pattern in Rose Hill was a grid. The goal of the transportation system is to maintain and enhance the existing street network for all modes of transportation within and through Rose Hill, and to safely and equitably distribute traffic on neighborhood streets to support neighborhood mobility utilizing the original grid circulation pattern as a foundation.

New and improved bike facilities, the NE 70th Street/128th Avenue SE greenway, the Eastside Powerline trail and off-street trails connecting to activity centers, parks, business districts and schools will allow residents to leave their cars at home and reduce reliance on vehicle trips to meet daily local needs.

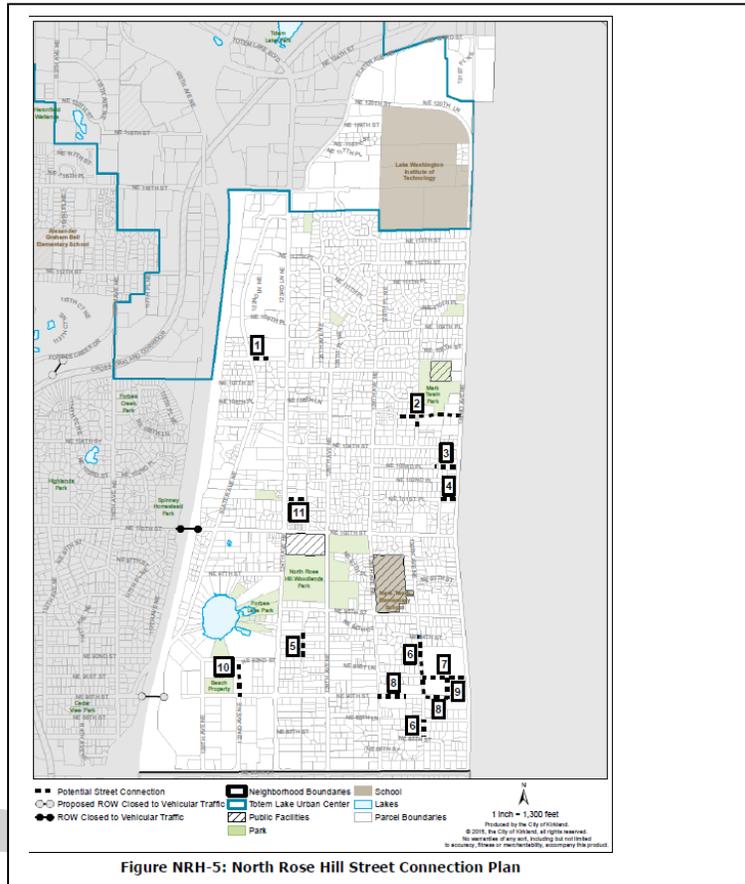
Streets

Policy RH 65: Manage traffic within the neighborhood to enhance neighborhood mobility and provide for more equitable distribution of traffic on neighborhood streets.

Policy RH 66: When warranted by redevelopment of neighborhood centers and increasing neighborhood residential densities, explore the creation of a circulator bus within the residential portions of the neighborhood, connecting to business districts and transit routes on arterial streets.

Policy RH 67: Map where anticipated street connection locations could be considered in North Rose Hill with future infill development in order to provide predictability in the development process and for the neighborhood.

While the North Rose Hill Street Connection Plan Map (Figure NRH-5 and Table NRH-1) indicates and describes the potential locations of street connections for future infill development, the exact location will be determined at the time of development. The development permit process should ultimately determine these locations. When new street connections are not required or not feasible, pedestrian and bicycle connections should still be pursued.



Staff Note: Staff will update the map and list to reflect completion status.

Table NRH-1: North Rose Hill Street Connection Plan Description List

1. NE 108th ST between Slater Ave NE and 123rd Ave NE
2. Portions of NE 105th PI between 129th Ave NE and 132nd Ave NE
3. NE 103rd PI between 132nd Ave NE and existing cul de sac end
4. NE 101ST P. between 131st PI and 132nd Ave NE
5. 125TH Ave NE between NE 94th ST and NE 95th ST
6. 130TH Ave NE between NE 87th ST and NE 94th ST
7. NE 91ST ST between 130th Ave NE and 132nd Ave NE
8. Portions of NE 90th ST between 128th Ave NE and 132nd Ave NE

9. 131ST Ave NE between NE 90th ST and NE 91st ST
10. 122ND Ave NE between NE 90th ST and NE 92nd ST
11. NE 101ST PI between 124th Ave NE and 125th Ave NE

Policy RH 68: Identify where anticipated street connection locations could be considered in South Rose Hill with future infill development in order to provide predictability in the development process and for the neighborhood.

Staff Note: Staff is currently working to identify potential street connection locations in South Rose Hill.

Policy RH 69: Discourage direct access to 124th and 132nd Avenues NE with new development to enhance safety and efficiency of circulation.

Staff Note: Staff is evaluating whether Public Works street standards already cover this policy, to determine if it can be eliminated.

- If driveways to 124th or 132nd Avenues NE must be provided, separation of at least 300 feet between driveways should be required. New driveways should be located so that future development can meet this standard and/or use a shared driveway.
- Access easements to allow for shared access to 124th Avenue NE and/or interior connections to side streets should be provided.
- As access to side streets becomes available, driveways to 124th Avenue NE should be closed.

Policy RH 70: Improve the following specific unimproved rights-of-way impacted by sensitive areas with less intrusive bike and pedestrian connections rather than street improvements:

Staff Note: Map these connections

- **126th Avenue NE, south of NE 100th Street.** This segment of 126th Avenue NE bisects the North Rose Hill Woodlands Park and fire station. It is also within a wetland area, and should remain closed to vehicular traffic.
- **120th Avenue NE, from NE 92nd Street to NE 90th Street.** Improvement of this street would connect Slater Avenue NE to NE 85th Street corridor. Due to environmental constraints in the vicinity of this right-of-way, this should remain closed to vehicular traffic. Additionally, if improved, this connection could increase traffic on Slater Avenue NE, and cause greater congestion at the intersection of NE 85th Street and 120th Avenue NE.
- **NE 92nd Street, west of 122nd Avenue NE.** Due to environmental constraints in the vicinity of this right-of-way, this should remain closed to vehicular traffic.

Policy RH 71: Enhance the street network with the following improvements:

124th Avenue NE, north of NE 85th Street.

- Provide 80 feet of right-of-way width the length of 124th Avenue NE. Dedication of an additional 10-foot minimum of right-of-way from each side of the street is necessary when development occurs.

The right-of-way dedication is necessary to accommodate a center turn lane and landscaped median islands, one through lane in each direction, one bike lane in each direction, intersection queue bypass lanes for transit, and a wide landscape strip and sidewalk on both sides of the street.

- Provide sidewalks, curbs, gutters, landscape strips, and bike facilities along the entire length of 124th Avenue NE.

This street provides direct access to both the Woodland Park and the Boys and Girls Club. Completion of sidewalks to improve pedestrian safety, especially between public facilities, is a high priority.

- Provide crosswalk improvements, such as pedestrian signage, safety refuge islands, and signals, at existing and emerging activity centers.

Crosswalk improvements at key locations that serve activity centers should be installed as warranted.

- Prioritize traffic flow for transit by providing queue bypass lanes or signal preemption.

Queue bypass lanes at locations where traffic queuing at intersections would otherwise slow buses will help to encourage transit use.

- Improve the appearance of and function of 124th Avenue NE with the installation of landscape medians.

Pedestrian safety will be paramount in the design of the landscape medians with consideration for pedestrian visibility. The design of the median must also consider emergency vehicular access. Additionally, minimize locations where medians interfere with driveway access when evaluating the appropriateness of either intermittent or continuous landscape medians.

132nd Avenue NE

- Coordinate improvements to 132nd Avenue NE with the City of Redmond.

While Kirkland's City limits extend to the east side of 132nd Avenue NE this street is a mutual concern to both Kirkland and Redmond. Both jurisdictions should coordinate planning facilities that address common issues of concern.

- Provide sidewalks, curbs, gutters, landscape strips, and bike facilities along the entire length of 132nd Avenue NE.

This street provides direct access to both Mark Twain Park and the Lake Washington Institute of Technology. Completion of sidewalks to improve pedestrian safety, especially between public facilities, is a high priority.

- Provide a traffic signal and signalized crosswalk when engineering signal warrants are met at NE 100th Street.

Crosswalk improvements at other key locations that serve activity centers should also be installed as warranted.

- Prioritize traffic flow for transit by providing queue bypass lanes or signal preemption.

Queue bypass at locations where traffic queuing at intersections would otherwise slow buses will help to encourage transit use.

- Improve the appearance of and function of 132nd Avenue NE with the installation of landscape medians.

Pedestrian safety will be paramount in the design of the landscape medians with consideration for pedestrian visibility. The design of the median must also consider emergency vehicular access.

NE 116th Street

- Install sidewalks, bike facilities, planter strips and consider other improvements such as landscape medians, high occupancy vehicle treatments, and on-street parking west of 124th Avenue NE.

These improvements are necessary to provide street definition, pedestrian safety, and access in support of the mixed-use residential/commercial development that is encouraged here.

116th Avenue NE

- Install a sidewalk along the east side of 116th Avenue NE connecting the Houghton Park and ride with the Lake Washington high school to increase safety.

NE 70th Street

- Preserve public views of Lake Washington, the Seattle skyline, and the Olympic Mountains.

Pedestrian/Bicycle Circulation

Staff Note: Pedestrian and Bike system maps will be revised





Policy RH 72: Encourage the use of nonmotorized transportation by providing appropriate facilities and infrastructure for pedestrians and bicyclists throughout the Rose Hill neighborhood either when private development occurs or in some instances with public funding:

- Along school walk routes – highest priority.
- Between bus stops and residential development.
- Connecting to the South Rose Hill Northeast 75th Street greenway and North Rose Hill 128th Avenue Northeast greenway
- Connecting to activity areas, including parks, the Boys and Girls Club, Lake Washington Institute of Technology and Lake Washington High School.
- Connecting dead end streets to adjacent streets wherever new street connections are not required or feasible.
- Around a limited portion of Forbes Lake on City-owned park property and where appropriate, across private property connecting to the Park.
- Various links between the Lake Washington Institute of Technology and surrounding residential development to the west between 132nd Avenue NE and Slater Avenue NE, and to the south.
- Under the Seattle City Light transmission line in cooperation with the utility and adjacent property owners. Public pedestrian and bicycle easements should be provided across private properties within the Seattle City Light easement, when development, redevelopment or platting occurs to complete the designated Eastside Powerline trail. See the PROS Plan for further details. This off-

street north/south trail provides a safe pedestrian and bicycle link for the most part separated from the street system. Eventually this trail could link up to trail systems in adjoining jurisdictions.

- Connecting to the Eastside Powerline Trail.
- In NRH 3, between the City open space to the east and 124th Avenue NE with redevelopment of the intervening private property.

Rose Hill District

NE 85th Street is an important transportation and transit link to Redmond, and between both communities and I-405. In addition, NE 85th Street serves the residents of the adjoining neighborhoods to the north and south. Sound Transit provides transit facilities to the NE 85th Street/I-405 interchange. The City of Kirkland should cooperate with the various agencies to identify and implement the various improvements to NE 85th Street that are needed to serve a more balanced mix of transportation modes, including bicycles, transit, carpools, and pedestrians.

[Note: The following policies may be consolidated in the neighborhood-wide Transportation section.]

Policy RH 73: Transform NE 85th Street from a transportation system dominated by the use of automobiles to a system having a balance among the transportation modes.

Policy RH 74: Encourage the use of nonmotorized transportation modes by providing adequate facilities for pedestrians and bicyclists throughout the NE 85th Street Subarea.

Policy RH 75: Develop a transportation system network that adequately supports the existing and planned land uses in the Subarea.

Policy RH 76: Encourage transit use by providing well-designed transit facilities in the corridor.

Policy RH 77: Place neighborhood traffic control devices at appropriate locations, to discourage bypass traffic through the residential neighborhoods north and south of the corridor.

Policy RH 78: Make transportation system improvements to maintain vehicular capacity on NE 85th Street, and to minimize traffic bottlenecks and delays.

Policy RH 79: Minimize multiple driveways on NE 85th Street when properties redevelop and encourage properties on NE 85th Street to consolidate their existing driveways and provide reciprocal shared vehicular access easements.

Policy RH 80: Improve pedestrian safety and enhance the pedestrian environment throughout the Business District, with particular attention to NE 85th Street itself.

Policy RH 81: Install pedestrian improvements at appropriate locations, including sidewalks on the north/south streets leading to NE 85th Street.

Policy RH 82: Add east-west pedestrian pathways in the Rose Hill District as redevelopment occurs. When developing these pathways, retain existing significant trees where possible.

Policy RH 83: Develop a new bicycle connection between Slater Avenue in the North Rose Hill Neighborhood and NE 80th Street. The route would connect to the existing NE 80th Street overpass which leads to downtown Kirkland, with the exact route to be determined in the context of the City's Transportation Master Plan.

Staff Note: *Revise this policy in the next draft to describe new Bicycle Greenway.*

Policy RH 84: Work with Sound Transit and King County to provide transit facilities that would improve the speed and reliability of bus operation on NE 85th Street. Provide preferential treatments for buses and possibly carpools at congested intersections. Install transit improvements and consider carpool improvements at appropriate locations.

Policy RH 85: Seek funding support from Sound Transit for facility improvements that would enhance the regional express operation on NE 85th Street.

Policy RH 86: Work with Sound Transit and King County to develop solutions to public transportation issues.

Policy RH 87: Coordinate with WSDOT to ensure effective improvements to the NE 85th Street/I-405 interchange. Encourage WSDOT to thoroughly evaluate access to the commercial properties in the northeast quadrant of the interchange during the course of the I-405 corridor study.

DRAFT

BRIDLE TRAILS NEIGHBORHOOD PLAN- Preliminary Draft 7-17-2018

[Note to Reviewer: The next draft of this plan will be supplemented with new maps to graphically convey the policies listed below.]

Overview

The Bridle Trails neighborhood has a rural pastoral feel with large forested areas and an equestrian community character within an urban environment bordering Bridle Trails State Park. The Bridle Trails shopping center provides a mix of neighborhood oriented commercial services to surrounding residents and is an active focal point for the neighborhood. Access to the City's new greenway in South Rose Hill, good transit service, and vehicular access to I-405 make the neighborhood a convenient location to access the rest of the region and major job centers.

Vision Statement

The Bridle Trails Neighborhood is a unique, forested, equestrian oriented community with small-scale housing, trails, and open space amenities that support keeping horses and protect the quiet, wooded nature of the community. Bridle Trails State Park is a focal point for the neighborhood, providing equestrian and pedestrian connections to and from the neighborhood. Equestrian and pedestrian trails connect to the surrounding neighborhood. The private and commercial equestrian uses in the neighborhood have been preserved. Where consistent with the equestrian character of the neighborhood, backyard cottages and other compact housing types have been integrated into parts of the residential neighborhood to provide housing opportunities for multiple generations, and allow for aging in place, additional homeowner income, and provide an affordable place to live for returning college students, and empty nesters.

The Bridle Trails commercial area has been transformed into an active, attractive, mixed use residential and commercial village with neighborhood oriented businesses and gathering places. A residential village surrounding the shopping center provides a built-in customer base to support high-quality retail establishments, allowing people to walk to shops and services without getting in their cars. Nearby Snyder's Corner provides a visual open space amenity for the nearby mixed use neighborhood center.

A bicycle greenway provides an alternative to using cars to travel from one part of Kirkland to another, and to the Cross Kirkland Corridor and regional bike trails. The Houghton Park and Ride and its close proximity to the I-405 NE 70th Street interchange provides residents with easy transit access to numerous destinations throughout the region. This area has been activated with transit-accessible housing designed to accommodate population growth without associated traffic.

The future use of the King County Transfer Station property is unknown at this time; however, the neighborhood vision is for the transfer station to close and see the property redeveloped for a variety of park, recreational, and possibly other uses.

Historical Context

The Bridle Trails area began to be settled in the 1860s. Some of those early settlers in the neighborhood were: Nils P. Andrews, Eric Botsford, William C. Hamley, Miles Bigelow, and John Jehli.

Bridle Trails State Park was part of the original land grant to Washington State in 1889, and its timber sales were managed to support public schools. Equestrian communities formed around the state park in the early 1900s, and it was these communities that lobbied for the public land to become a state park where residents could ride their horses. In the early 1930's the Commissioner of Public Lands set aside the area of the current park for park use. The state park was a focal point for the neighborhood, and most homes near the park had a barn and paddock to keep horses. Washington State Parks began leasing the land for park use in 1962 from the Department of Natural Resources, then purchased the park over the period 1972- 1992.

The residential areas that comprise the Bridle Trails neighborhood are relatively recent annexations to Kirkland. The Houghton consolidation (including Sablewood) was annexed in 1968. Bridlewood Circle was annexed in 1969, the Central Park (now the Hunt Club) and Flying Horseshoe areas in 1986, Silver Spurs and land north of NE 60th ST in 1988, land south of Sablewood in 1989, and Bridleview in 2009.

Land Use

The Houghton Community Council has jurisdiction over land use decisions in the west half of the Bridle Trails neighborhood.

Figure BT-1 shows the existing and proposed land use districts. The policies below describe the housing types, equestrian, commercial and public facility uses allowed for each area shown on the map.

Figure BT-1 Existing Land Use Map

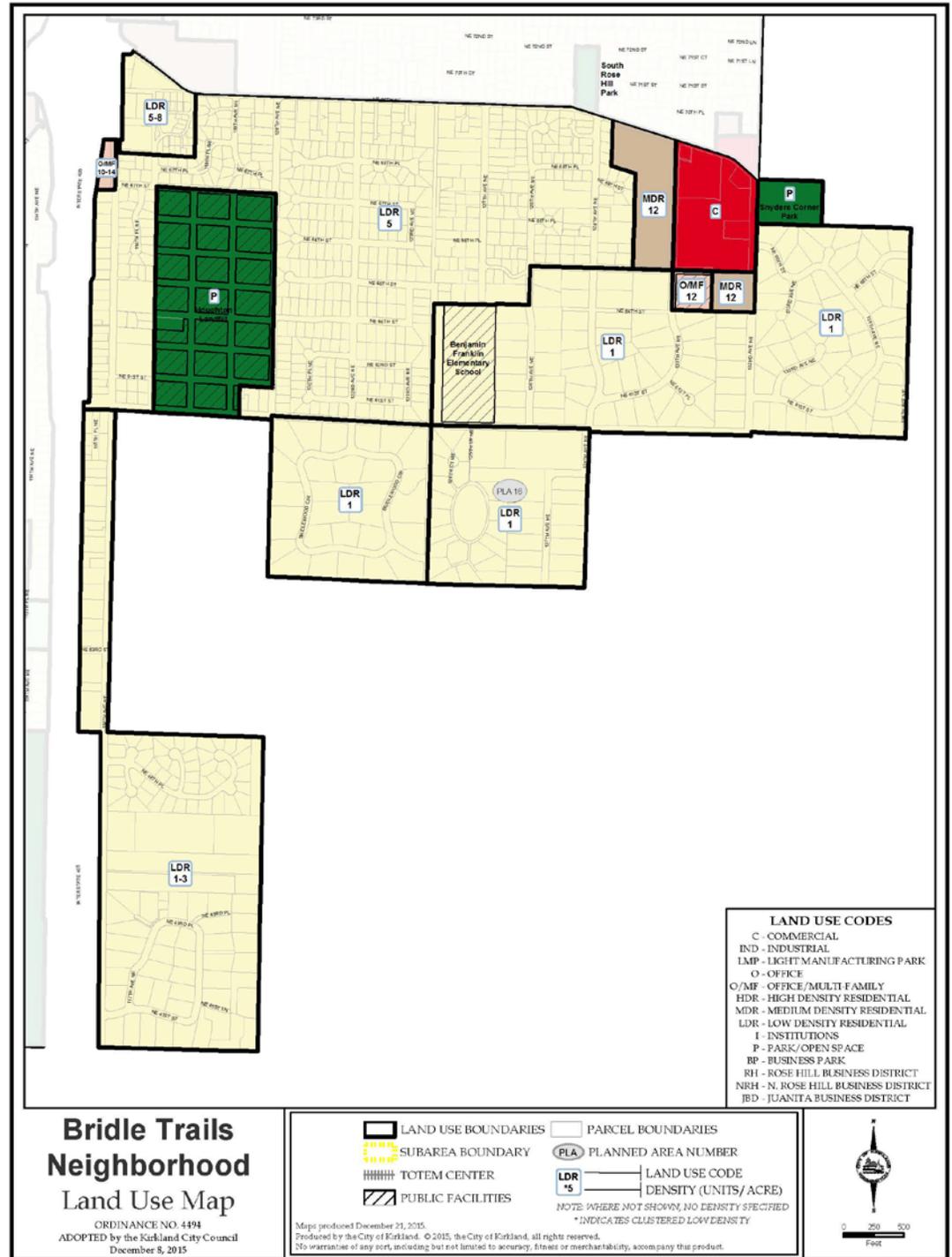


Figure Proposed Land Use Map (to be inserted later)

Residential

The intent of the following policies is to promote a range of housing types in the Bridle Trails neighborhood that contribute to the livability of the neighborhood – including a rejuvenated Bridle Trails Shopping Center and a sustainable pattern of open space – and provide living opportunities for multiple generations.

Policy BT 1: Retain and preserve the low density residential and equestrian character of the neighborhood while accommodating compact new housing opportunities where consistent with equestrian use.

Policy BT 2: Generally south of NE 65th ST surrounding Bridle Trails State Park and east of 132nd Ave NE, maintain lower density, larger lots at one dwelling units per acre capable of keeping horses, while integrating clustered cottages and other compact housing types that retain the existing pattern of equestrian-oriented open space.

A key goal of the Bridle Trails neighborhood is to preserve a portion of larger lots as open space in order to keep horses and other large animals and maintain the equestrian nature of the area. The Zoning Code has minimum requirements for keeping large animals (such as outdoor paddock size). Where shared paddocks or other outdoor requirements for large animals can be met allow compact housing and or Accessory Dwelling Units to be incorporated into the property. Covenants may need to be recorded in order to ensure the paddock or protected open space areas are maintained for the original purpose.

Policy BT 3: In Planned Area 16, maintain a mix of low-density development and commercial equestrian and recreation facilities.

Planned Area 16 is designated as a planned area because of its approved master plan that incorporates a mix of equestrian, residential, and tennis club uses. The master plan allows one dwelling unit per acre in the eastern portion and two dwelling units per acre in the western portion of area, with ancillary private stables and pastures and retention of the existing commercial equestrian facility. The commercial tennis club on NE 60th ST is compatible with the surrounding residential and equestrian uses. Development in this area should not be permitted to adversely affect the unique equestrian and natural environment of the State Park and its uses by the general public.

Policy BT 4: Incorporate accessory dwelling units (ADUs) into new development in single-family neighborhoods to expand the supply of affordable-by-design housing, where consistent with keeping horses and there is adequate sanitary sewer infrastructure.

Policy BT 5: Incentivize missing middle housing (i.e., multi-unit or clustered housing types compatible in scale with single-family homes that help meet the growing demand for walkable urban living) within areas that are in close proximity to the Bridle Trails Shopping Center while protecting the area's equestrian character.

Policy BT 6: Medium density residential and office uses west and south of Bridle Trails shopping center should support the high quality retail uses at the center while providing a transition between adjacent low density residential areas and the commercial center.

Commercial

In order to sustain vibrant neighborhood centers, neighborhood oriented commercial and office uses are appropriate south of NE 70th ST in the vicinity of the Bridle Trails Shopping Center and south of NE 70th ST along 116th Ave NE as shown on the land use map Figure ___.

Policy BT 7: Actively promote the redevelopment of the Bridle Trails shopping center into an active, walkable, transit-supportive mixed use neighborhood center, including affordable housing.

Development regulations and a master plan should be created that encourage future redevelopment of the commercial center into a village center that serves local residents. The master plan should be based on input from all the center's property owners and surrounding neighborhood residents. The master plan should include accommodating substantial neighborhood oriented commercial uses on the ground floor of buildings, including a grocery store with residential above retail. Changes to the boundaries of the commercial area should be made if needed to support high quality, local-serving commercial uses.

(Note: the BCX zone currently does not require that 10% of residential units must be affordable housing. If building height is increased, a percent of the total units will be required to be affordable housing).

The master plan should include the following design elements:

- Allow an increase in building height that ranges from 2-6 stories (height should be modulated); *Note: final building height to be determined with neighborhood planning process in order to provide a customer base within walking distance that can support high-quality retail uses.*
- Commercial uses oriented to adjacent arterials and pedestrian pathways connect uses on site and with adjacent properties.
- Building modulation is used to reduce the scale and massing of buildings compatible with surrounding existing residential and commercial architecture.
- Pedestrian oriented design elements are incorporated into the development including pedestrian plazas and wide sidewalks adjacent to the shopping center.
- Buffers are provided in areas that adjoin residential neighborhoods, but good connections are designed between these neighborhoods and the shopping center to encourage foot traffic and a walkable, local-serving commercial center.
- Consolidate driveways to minimize impacts on surrounding streets, adjacent residential uses and foster a pedestrian oriented site design.
- Parking areas are aggregated, landscaped, or placed underground to promote a pedestrian-centric neighborhood center.
- A comprehensive sign program should be implemented to reduce the number and size of signs to avoid a cluttered, intensive commercial appearance and ensure compatibility with surrounding residential uses.
- Gateway feature is provided with redevelopment.

Policy BT 8: Promote transit-supportive office and residential uses southwest of the I-405 interchange with NE 70th Street in order to expand future neighborhood transit access.

Policy BT 9: At the Houghton Park and Ride, encourage future redevelopment of transit-supportive housing and commercial uses in conjunction with transit services (transit oriented development (TOD)).

If the Houghton Park and Ride is redeveloped, engage the surrounding neighborhood in the site planning design process.

Policy BT 10: Foster equestrian and other recreation commercial facilities within the neighborhood.

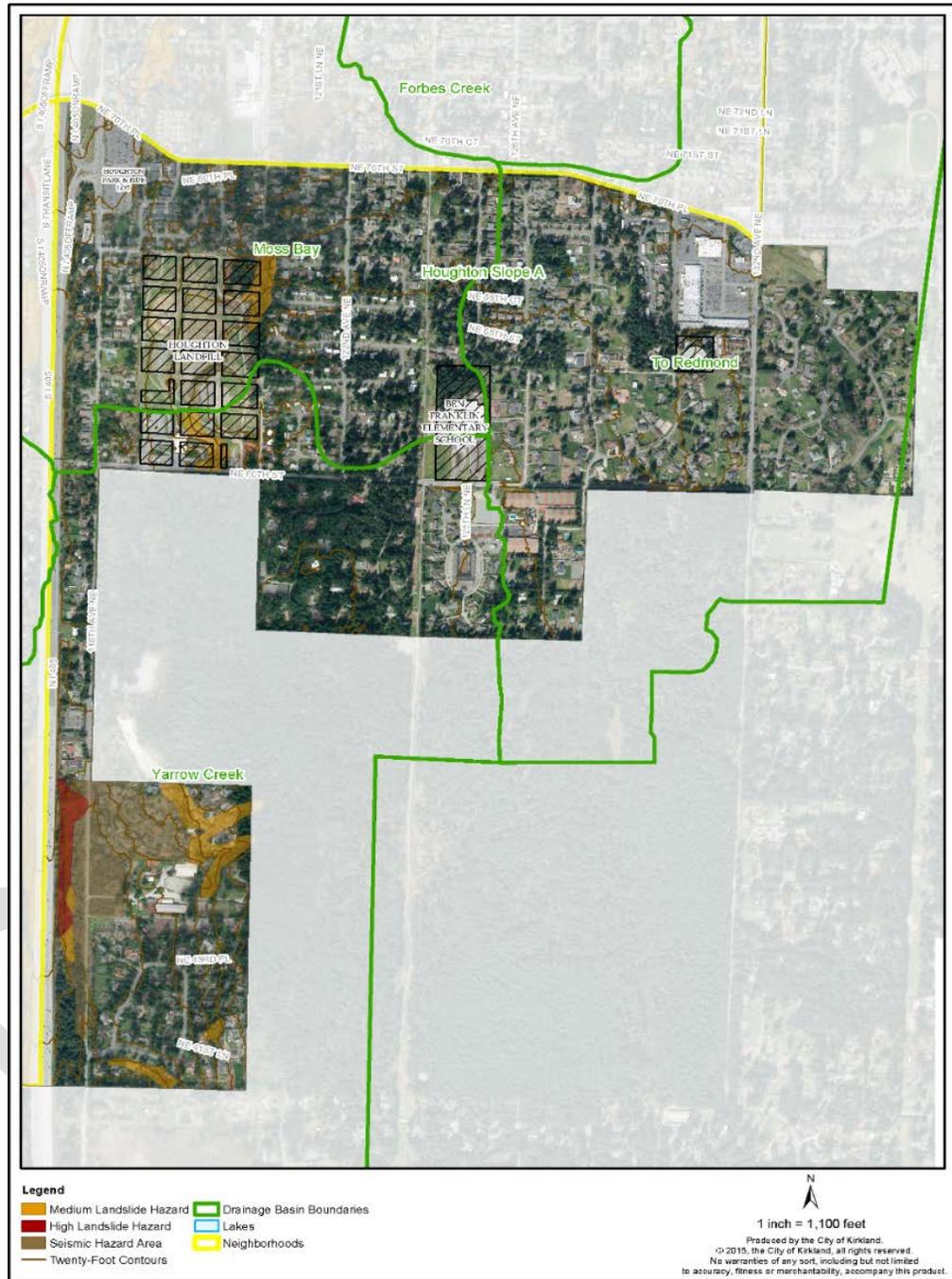
Commercial equestrian stables and tennis courts are located south of NE 60th Street between the Bridle Trails State Park and the Bridlewood Circle area. Other commercial equestrian stables are located along 116th Avenue NE. These uses are encouraged to remain.

Natural Environment/Parks/Open Space

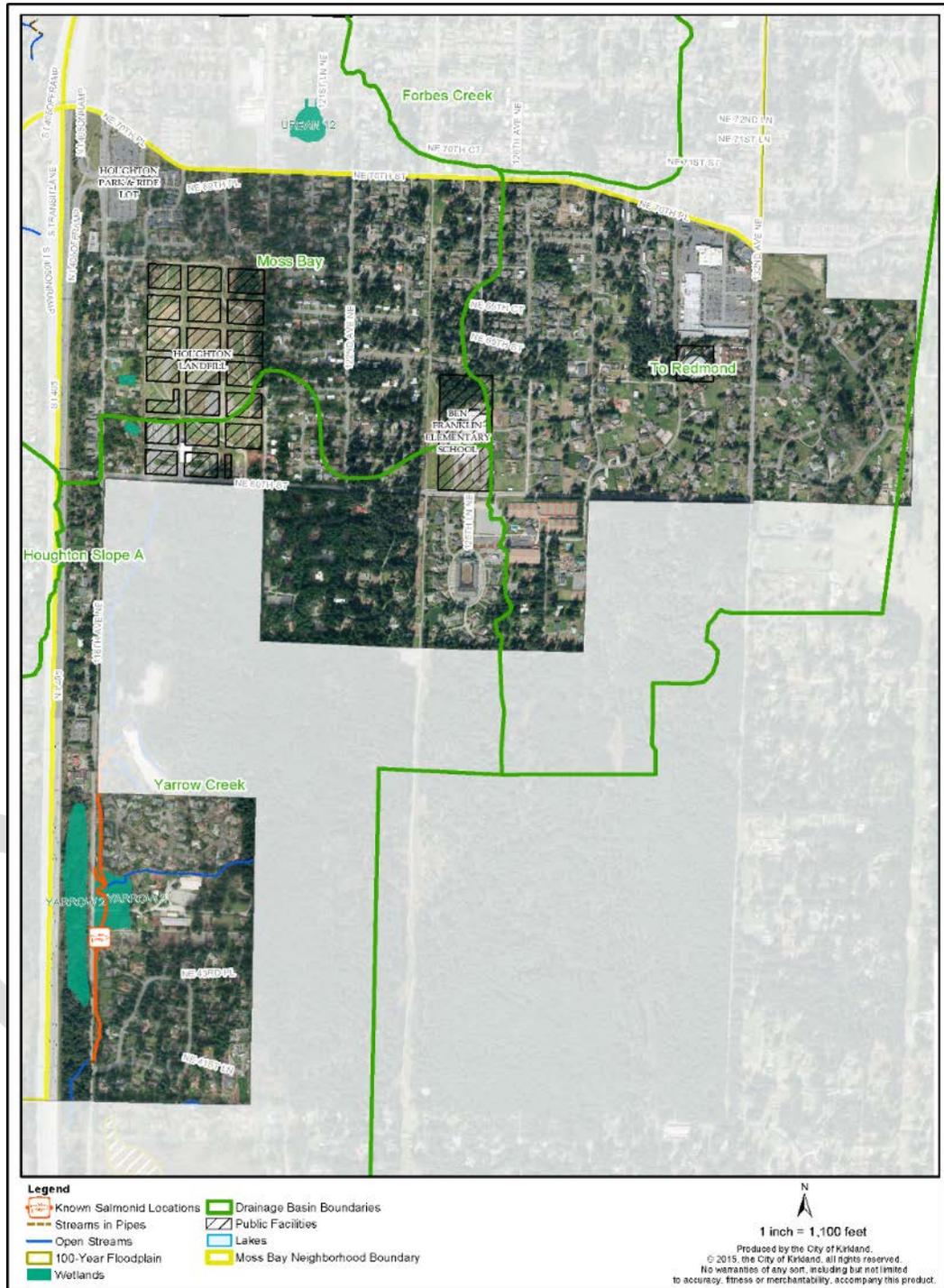
Figures __ and __ show the geologically hazardous areas, drainage basins and known streams and wetlands in the neighborhood. Yarrow Creek is a salmonid stream. These natural resources provide surface water, wildlife benefits and open space amenities for neighborhood and therefore should be maintained or restored to their natural state.

DRAFT

Existing Geologically Hazardous Map- *Insert revised maps*



Streams, Wetlands Map



Policy BT 11: Enhance and restore Yarrow Creek and wetlands in the area shown on Figure __.

Parks

Figure 1 Land Use map shows the location of existing parks and open spaces in the Bridle Trails Neighborhood. The citywide Parks and Open Space Plan describes the future plans for parks throughout the city. Prior to development of each park, a master plan process is conducted to allow for community input. The objectives of the following policies include promoting enhanced utilization of existing park and open space facilities, and improving facilities within existing open space resources.

Policy BT 12: Enhance parks and open space with a wide range of amenities for a diverse population (including kids, families, and the elderly) consistent with the Parks and Open Space Plan (PROS).

Policy BT 13: Support Bridle Trails State Park as a local and regional open space, park and equestrian facility. Maintain and enhance public access easements to ensure connections to the Park. Provide directional signs to the Park and use park iconography to establish a sense of place in the Bridle Trails neighborhood.

Policy BT 14: In the future, the City should consider a joint agreement if the State seeks to share management of the Bridle Trails State Park.

Policy BT 15: Introduce new uses to Snyder's Corner Park to make it more useful to the neighborhood and encourage environmental functions as interim uses in advance of a formal park master plan process. New uses could include a community garden, orchard, wetland feature, dog park and managed woodland.

Policy BT 16: Promote the use of Ben Franklin Elementary School and playfield as an open space, recreational facility and community amenity that is shared with the neighborhood.

The City of Kirkland has contributed towards recreational and interpretive trail improvements at Ben Franklin Elementary School and has a joint use agreement with the School District to allow use of the amenities for community use during non-school hours, including evenings, weekends, and summer months. Neighborhood use of the school site should be continued to help meet the recreation needs of the neighborhood.

Policy BT 17: Impacts from the King County Transfer Station and sports fields should be minimized.

Most of the approximately 25 acres encompassing the King County Transfer Station were once used as a landfill. The sports fields located to the north of the transfer station are self-contained with separate access roads and on-site parking. The traffic for the transfer station and sports fields should be managed to minimize impacts on the surrounding neighborhoods. The northeast area of the site contains a wooded undeveloped area appropriate for passive recreational use, such as a community garden and off-leash dog park.

Transportation

The major east - west streets in Bridle Trails include NE 70th ST, which connects the west to east part of Kirkland and NE 60th ST. Other important elements of the transportation system include the pedestrian/bicycle overpass over I-405, links to the County trail system that connect to Seattle and Marymoor Park in Redmond, the Cross Kirkland Corridor, and the Houghton shopping district. 116th Avenue NE and 132nd Avenue connects to Bellevue. The policies below are intended to promote

mobility, provide people with options to access goods and services without a car, and promote equestrian movement throughout the community.

Policy BT 18: Improve vehicle, pedestrian, bicycle and equestrian mobility throughout the neighborhood, to other City and regional destinations.

Pedestrian and Bicycle System

Desired major pedestrian and bicycle pathways in the Bridle Trails Neighborhood are designated in Figures BT_ and BT_. The new Greenways in progress and planned shown on Figure __ will help add to the citywide and regional pedestrian and bicycle system.

DRAFT

Existing Pedestrian Circulation System Map

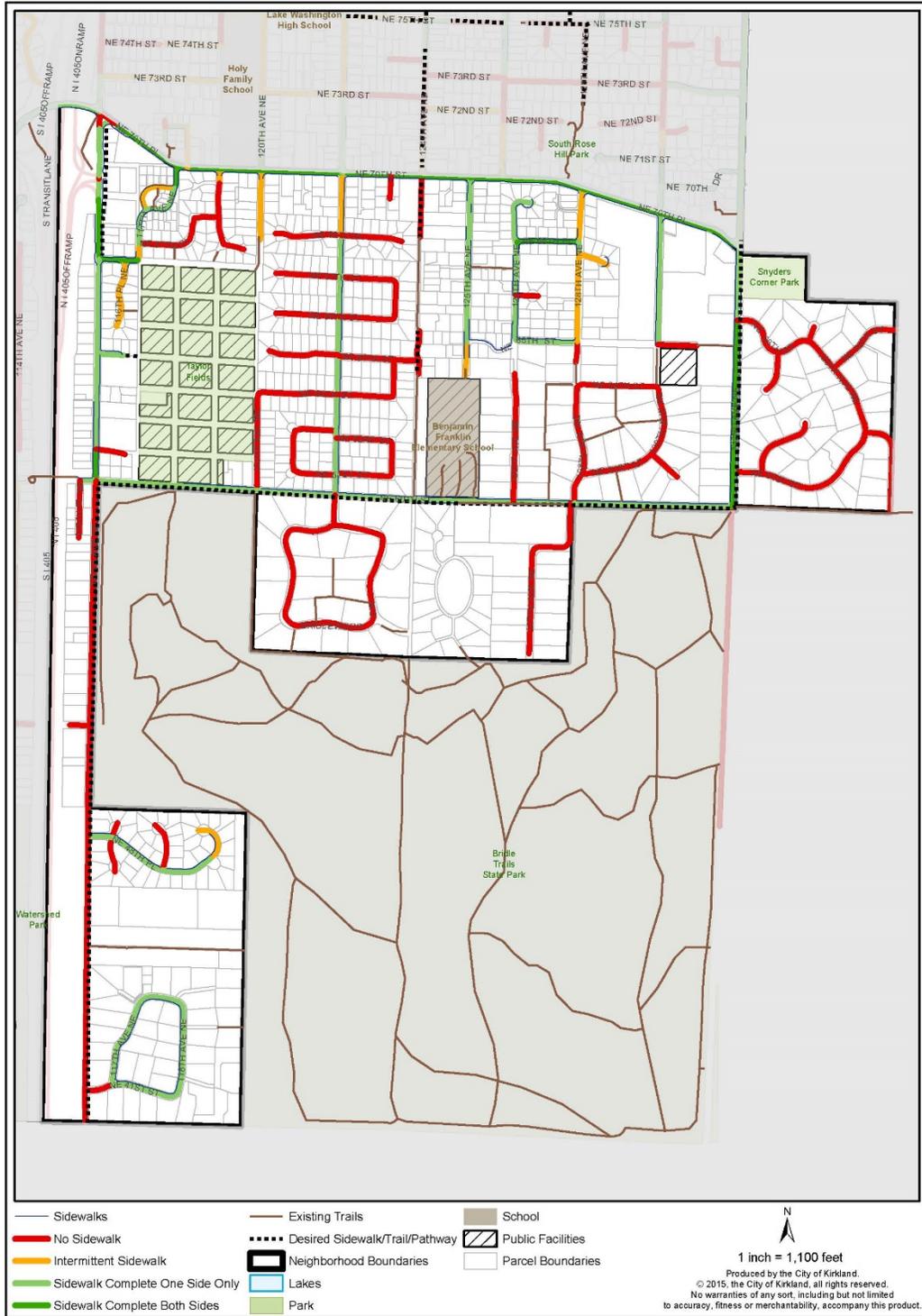


Figure BT:5 Bridle Trails Pedestrian System

Existing Pedestrian Circulation System Map

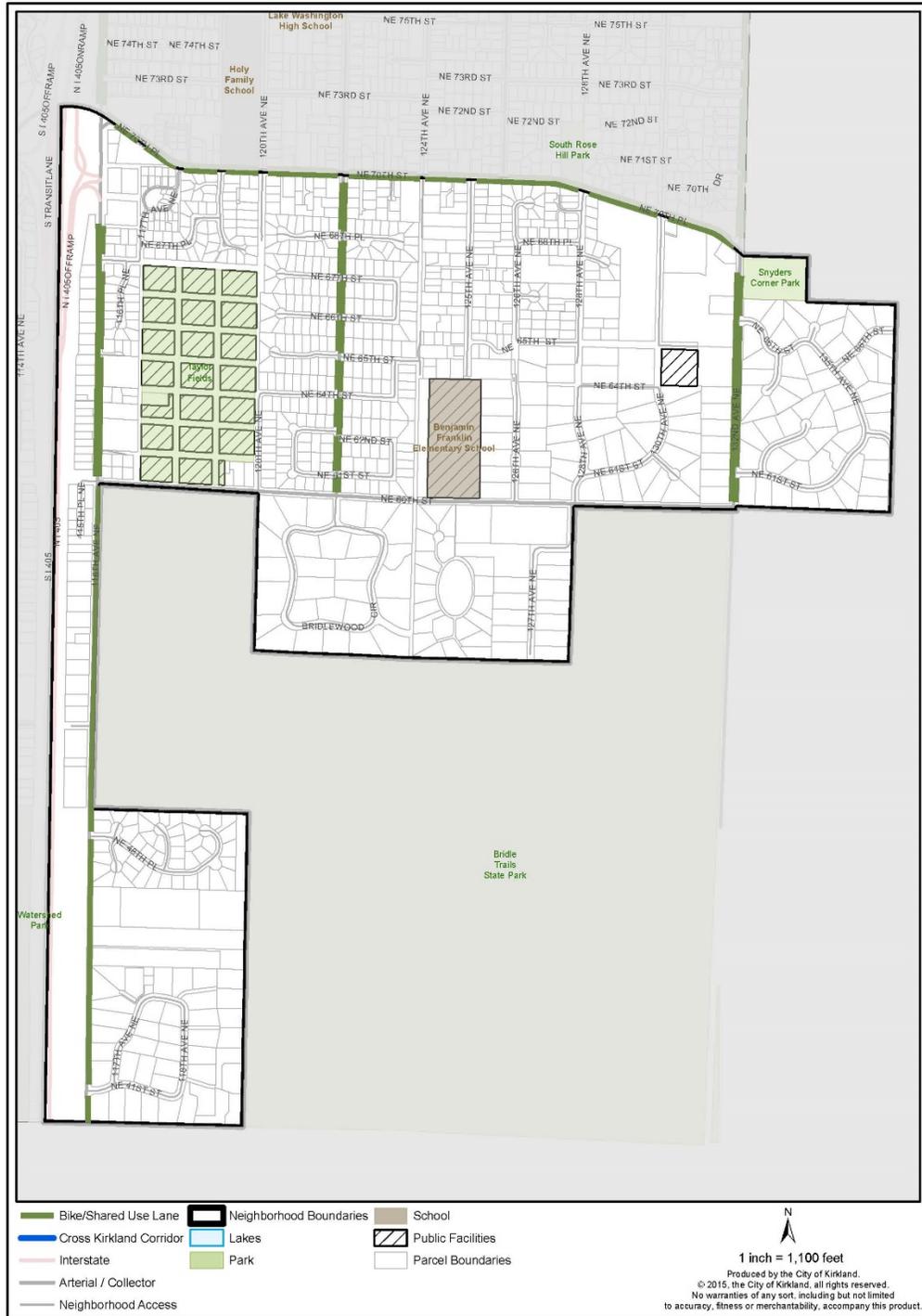


Figure BT:6 Bridle Trails Bicycle System

Proposed Bicycle Circulation System Map – (Insert revised map showing Greenways)

Policy BT 19: Plan for a future bicycle and pedestrian Greenway along NE 60th ST and 130th Avenue NE to connect to the Greenway north of NE 70th Place and to the South and North Rose Hill Neighborhoods.

Policy BT 20: Design trails and streets to minimize conflicts between horses and vehicles while promoting equestrian, pedestrian and bike access.

Policy BT 21: In equestrian areas, design public improvements to reflect shared equestrian and pedestrian use of paths, sidewalks, roadway improvements, transit connections and signage to reflect the equestrian uses in the neighborhood.

- Where possible, some separation of equestrians from bicyclists and motorists is desirable.
- Equestrian paths should not be paved. Paths should be constructed with a specially designed, stabilized hoof grid mix to provide appropriate footing and to retain integrity in Puget Sound's wet climate.
- Paths should be designed to accommodate horses and riders. Paths should be wide enough to support two-way equestrian travel and have enough vertical clearance for a horse and rider.

*Policy BT 22: Preserve and enhance equestrian, pedestrian and bike access to Bridle Trails State Park from the surrounding neighborhood, although bikes are not allowed in the park.
(Staff Note: show access points to the Park on map?)*

Policy BT 23: Require private development projects to complete unimproved portions of the regional Eastside Powerline trail located in Bridle Trails within the Seattle City Light Power Line Easement or explore ways to use public funds to make improvements to trail. Where private development has already occurred, consider completing sections through the City's Capital Improvement Program.

Public pedestrian and bicycle improvements should be provided under the Seattle City Light power line easement when development, redevelopment or platting occurs to complete the trail system. Public funding should also be considered. See PROS Plan for further details. This off-street north/south trail through the neighborhood serves the recreational needs of the community by providing a safe pedestrian and bicycle link separated from the street system. This will provide a more pedestrian friendly option to the street system. Eventually this trail could link up to the South Rose Hill neighborhood and trail systems in adjoining jurisdictions. The trail should be enhanced with signage and wayfinding features, providing landscaping improvements that are consistent with the rural nature of the area.

Public Facilities

Public facilities in the neighborhood include the King County Transfer Station, City water tower and Ben Franklin Elementary School. North of the King County Transfer Station site is the old Houghton Landfill and now Taylor Fields sports fields. The King County Solid Waste Division continually monitors the groundwater and methane gas at the Houghton landfill to ensure it complies with Seattle-King County Department of Public Health requirements. Any permanent use for the landfill will need soil remediation. There are many homes in the neighborhood still on septic systems because of lack of sanitary sewer infrastructure. As new development occurs the sewer mains and connections should be extended to meet current standards.

Policy BT 24: Establish guiding principles for the redevelopment of the King County Transfer Station facility if it is closed:

- Public-serving open space uses should be the primary focus of any redevelopment.
- Open space should include active (e.g., sports field) and passive (walking trails, dog park) uses, along with other recreational uses (e.g., aquatic center), and should establish ecological/wildlife and pedestrian connections between the former transfer station and Bridle Trails State Park.
- Non-open space/park uses may be considered, but should be compatible with the open space character of the site.
- Any soil contamination should be remediated prior to reuse.

Policy BT 25: Upgrade sanitary sewer mains and connections before new infill development can occur.

Policy BT 26: The City's water tower is an important public facility and open space amenity for the neighborhood. Maintain the public pedestrian and bicycle pathway along the west side of the property.

(Staff Note: map where the path is located/desired)

Policy BT 27: Noise impacts adjacent to the Interstate 405 should be minimized with new development with the use of sound walls, berms or other mitigation measures.