



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

**To:** Kurt Triplett, City Manager

**From:** Lynn Zwaagstra, Director of Parks and Community Services  
John Lloyd, Deputy Director of Parks and Community Services  
I-Wen Yang, Senior Project Engineer  
Bill Newbold, Deputy Fire Chief  
Diana Hart, Government Affairs Manager

**Date:** January 4, 2024

**Subject:** Houghton Park and Ride Activation Options

## **RECOMMENDATION**

That City Council provide feedback on potential short-term options to activate the Houghton Park and Ride site while long term plans are developed.

## **BACKGROUND DISCUSSION**

The City of Kirkland has been working with the Washington State Department of Transportation (WSDOT) for the acquisition of the Houghton Park and Ride (HPR) site. The two parties are in the final stages of review on the purchase and sale agreement and do not anticipate any issues with its completion. The site was being purchased as a potential location for a recreation and aquatics center. With Kirkland Proposition 1 failing to be approved by voters in November of 2023, the status of the property for such a facility is uncertain. Rather than allow the site to remain vacant while future options are evaluated, staff have developed several preliminary concepts of how the site can be activated to serve the community and the City. Concepts include pickleball courts, a skate park, a pump track, using the site for new/additional recreation programs, hosting Fire Department trainings, and storage/lay-down space for various construction projects. Other ideas that need more time to develop include pop-up business opportunities, food trucks and flea markets and/or farmers markets. A substantial portion of the purchase price came from park impact fees in anticipation of expanded aquatic and recreation opportunities at the HPR site. Therefore, staff have prioritized new interim recreation investments in this memo. Additional details and cost estimates are discussed below.

### **Pickleball Courts**

Kirkland Proposition 1 included three pickleball courts to be built, most likely, at the HPR site. The location is well suited for pickleball because of the dense vegetation between the residential neighbors, and noise from the adjacent freeway would drown out much of the noise generated by pickleball. Additionally, the layout of the site allows for north/south orientation of the courts, which is ideal. The size of a pickleball court is 20 feet by 44 feet, with overall dimensions of 30

feet by 60 feet to accommodate for out of bounds area, as shown in **Appendix 1**. In addition to providing another opportunity for drop-in play, any of these options could be used for recreational programming, including camps, tournaments, or lessons.

When considering pickleball courts at the HPR site, there are several options to consider. Temporary “pop-up” courts can be installed for specific events/tournaments but are not ideal for long term unstructured use. Semi-permanent courts could be constructed with asphalt which would be more suitable for general use by the public. The asphalt courts would be susceptible to cracking from ground movement or tree root intrusions but would be easier to maintain than temporary courts. Permanent courts, which are not being proposed at this time, would be constructed out of concrete and engineered to reduce movement/cracking of the playing surface. For reference, the permanent pickleball courts similar to the design of the courts at Everest Park, that were proposed in the ballot measure, were estimated at \$350,000 for three courts.

Temporary courts would utilize a thin, roll-out, acrylic sheet laid over the existing parking lot surface or a subfloor system. One complete court requires five rolls, which need to be taped together. Because the product is only 2.5mm thick, any existing imperfections, such as cracks or potholes, would transfer through to the playing surface. A modular subfloor system could be purchased to provide a perfectly smooth surface for play. This option is recommended over using just the acrylic sheet. This type of surface was used at the Pickleball for All event held in Seattle in September 2023, shown in the images below. The roll-out surface is best suited for pop-up events, tournaments, or other short-term usage. The topography of the site is not perfectly level, so the courts would also not be level. Even with the modular flooring underneath the roll-out surface, the grading would need to be addressed to truly serve the needs of the pickleball community. The roll-out surface cost is \$8,900 per court (plus tax and freight). The subfloor panels cost \$12,000 per court (plus tax and freight). Portable nets and modular court surround panels would add another \$2,500 per court. Additionally, staffing costs/time to deliver/setup/break down the courts should be considered if this is the desired option. Depending on the level and duration of use, this cost may range from a few hundred dollars to thousands of dollars for daily upkeep/inspection.



Semi-permanent courts would be constructed of asphalt. In partnership with the Public Works Department, the existing surface would be milled and overlaid with a smooth, level playing surface. Court lines could be painted directly on the asphalt. Alternately, the courts could be painted with an acrylic coating to match existing tennis and pickleball courts. The acrylic coating not only enhances the overall appearance of the courts, but also provides enhanced slip resistance. Rather than using portable nets, fixed nets would be installed. This option would require far less maintenance than the roll-out product because everything is fixed in place. Additionally, the courts could be used year-round. This option would address the topography of

the site, creating smooth, level courts. The asphalt courts could be built on site for approximately \$15,000 each. The nets and modular court surround panels would add another \$2,500 per court. If painting the courts is desired, that would add approximately \$3,750 to the cost.

#### **Summary of Pickleball Options:**

- Modular pop-up court with sub floor system \$23,400 per court plus tax & freight
  - 4 courts: \$93,600 plus tax & freight
- Semi-permanent asphalt court \$17,500 + \$3,750 per court
  - 4 courts: \$70,000 + \$15,000 (optional painting)

Staff recommend installing the semi-permanent option. While it is more permanent than the temporary mat, it will provide a better playing experience and will require less ongoing maintenance as the courts do not risk being blown away/damaged in a storm. It is also less expensive than the temporary option.

#### **Skate Park, Pump Track, and Traffic Garden**

The HPR site could also be used for a skate park and bicycle pump track. Rather than a permanent facility, staff propose installing modular systems which can be relocated in the future. The modular design proposed is made of a heavy-duty, galvanized steel frame with a coated steel skating surface, which comes with a 20-year warranty. The system can be designed and configured to use as much, or as little of the site as desired, and can accommodate other uses of the site concurrently. Most features are heavy enough to remain in place without the need for anchoring, but any rails included will be anchored in concrete. Similar to pickleball, noise may be a concern due to the steel skating surface proposed. As such, the northwest portion of the site is where staff propose to install the skate park features.

To complement the skate park, a modular pump track and/or traffic garden could be installed on site as well. A pump track is a circuit of rolling hills and turns designed to be ridden by pumping your body, rather than pedaling or pushing the bike. Pump tracks were initially designed for mountain bike or BMX style riding, but may also be used by skateboarders, in-line skaters, or people on foot powered scooters. The pump tracks are free standing, requiring no anchoring, and can be assembled in just a few hours and disassembled in half that time. Traffic gardens are miniature streetscapes designed to teach children traffic rules, safe navigation of cities, and how to appropriately interact with other travelers on the roadway; not to mention they are fun!

**Appendix 1** shows the proposed location of the skate park and bicycle amenities. The conceptual designs shown in **Appendix 2** range in price from \$65,000 - \$280,000. These images were not designed for the HPR site but are meant to show what could be included for a variety of price ranges. Pending City Council's feedback, staff would work with the vendor to develop a formal design for the site. Once the order is placed, it would be approximately four to six months for the installation to be completed. The City would be able to take advantage of cooperative purchasing agreements to expedite the procurement process. As with the pickleball courts, these amenities could be used for additional programming opportunities.

#### **Summary of Modular Skate Park and Bicycle Amenity Options**

- Small: \$85,000
- Medium: \$160,000 - \$240,000
- Large: \$280,000
- Bicycle Playground/Traffic Garden: \$75,000

Staff recommend developing a design based on the medium options, with the addition of the bicycle traffic garden. Staff are confident a suitable design could be developed for approximately

\$350,000. Pending Council's direction, staff will work within the allocated funding to best utilize the space available.

### Other Recreation Programming Opportunities

The HPR site could also be used for various recreation programs. Historically drive-in movies have been hosted in the parking lot at Juanita Beach Park. The HPR site could be used to host additional movies, or the current offerings could be relocated. The parking area is larger than Juanita Beach, so more people could be accommodated; although, space is not a limiting factor at this time. To accommodate movies, the trees located in the parking islands may need to be removed. Each drive-in movie costs approximately \$1,000, which covers the licensing fees and staffing. Additionally, the site would be a great location to host flea markets or community yard sales. Adding two to three flea markets per year could be accomplished with current staffing levels. Registration fees or sponsorships could offset the costs of hosting this type of activity. Finally, the site could be used for a chalk art festival, trunk-or-treating, or a winter/holiday market. Staff recommend revisiting the space available for drive-in movies once the full amenities and uses have been selected to determine suitability for this use. Staff also recommend activating the site with various markets given this use can easily be scaled in size, shape and site conditions.

Another consideration regarding the use of the site is ongoing maintenance, including restroom service. If the site is made available for public use, staff will provide regular services, including picking up trash, routine inspections, and maintaining the restroom. There is a small restroom on site which is currently used by several agencies, including King County Metro, Sound Transit, Washington State Patrol, and the Sheriff's Office. Staff estimate providing routine maintenance for the site, including the restroom, would cost approximately \$35,000 per year. Alternately, the cost could be reduced to approximately \$25,000 per year if a portable restroom is used, rather than the existing restroom. Several other parks rely on the use of a portable restroom, including the north side of Juanita Beach Park, North Rose Hill Woodlands Park and Rose Hill Meadows.

Staff recommend utilizing the existing restroom on site, rather than a portable restroom. The cost difference is relatively small, and staff will already be visiting the site regularly for other maintenance on site. Additionally, people generally do not prefer portable restrooms.

#### **Summary of Parks and Community Services Use**

- Pickleball Courts: \$100,000 (one-time)
- Skate Park and Bike amenities: \$350,000 (one-time)
- Construction Contingency: \$50,000 (one-time)
  - Fencing, other site amenities, unexpected expenses, etc.
- Maintenance: \$35,000 (ongoing)

### Other Potential Use

Beyond the park amenities and recreational opportunities discussed above, the site could be utilized by other City departments, or in support of major construction activities.

The Fire Department indicated interest in using the site for various training activities including, but not limited to the following:

- Apparatus driver training; Emergency Vehicle Incident Prevention (EVIP)
- Ladder truck maneuvering and positioning

- Multiple engines conducting fire suppression training together; pumping exercises, hose lays, etc.
- Car accident scenarios; approach, mitigation, and patient care
- Other scenarios as developed by the training division.

Additionally, the unpaved triangular portion of the property to the East of the parking area could be used as a potential trench rescue training site. This training is a regional training event with multiple King County fire agencies. The frequency and duration of these trainings would vary throughout the year, with several trainings in some months, and other months having no trainings. EVIP trainings could be hosted as many as six times over a two-week period, two to three times per year, with other trainings happening intermittently throughout the year. Any training offered would be part of the current funding; no additional dollars are needed.

The WSDOT contractor building the I-405/85th interchange, Graham, has expressed interest in using the site for a construction staging area for the duration of the project. Graham has expressed an interest in taking as much space as the City is willing to give. Currently, the construction is projected to be completed by the end of 2026. Parks and Community Services has leased space to contractors for this type of activity in the past. The lease rate would need to be negotiated based on how much space the City were to make available. Recently, PCS offered space to a contractor for similar purposes for \$3/day per parking stall at Everest Park. Similarly, other parking lots used for park and ride locations for Amazon, Microsoft, etc, are leased for \$75/month per parking stall (~\$2.50/day). For reference, the southern half of the site has approximately 263 parking stalls.

The City could consider leasing approximately 50 to 75 parking spaces on the southern part of the parking lot which would generate approximately \$164,250 to \$246,375 in revenue for a 3-year period (based on \$3/day per stall). This revenue can be used to offset the costs of the amenities (i.e., pickleball, skate park, pump track, bike traffic garden) being considered for the site.

The site could also be used to host local businesses through pop-up, seasonal, or regular markets. Leveraging activation of the property with recreational activities, daytime or weekend makers markets and food trucks could both increase the use of the space and generate opportunities for new and micro businesses to thrive in Kirkland. Depending on the amount of space available on the site and whether City staff or an external organization are utilized to run the events, a market could generate some revenue to offset costs of running the market or potentially cover some of the costs of the recreational investments.

### **Next Steps**

Once Council has provided feedback about the types of amenities and uses to pursue, final design and costing will be completed, funding identified, and a fiscal note will be brought back at a future meeting. With the approved funding, staff will immediately begin the process of amenity acquisition and installation, as well as collaboration with Public Works and Fire as appropriate.

**Appendix 1** – Proposed Pickleball Court and Skate Park Locations

**Appendix 2** – Skate Park and Bicycle Amenity Design Concepts



## Appendix 1 – Proposed Pickleball Court and Skate Park Locations

The large blue polygon is the proposed area for the skate park, pump track, and traffic garden. The overall size is approximately 28,000 square feet. The cross hatched area is approximately 15,000 square feet, which is the size of the two tennis courts at Peter Kirk Park. This is shown to provide some scale.

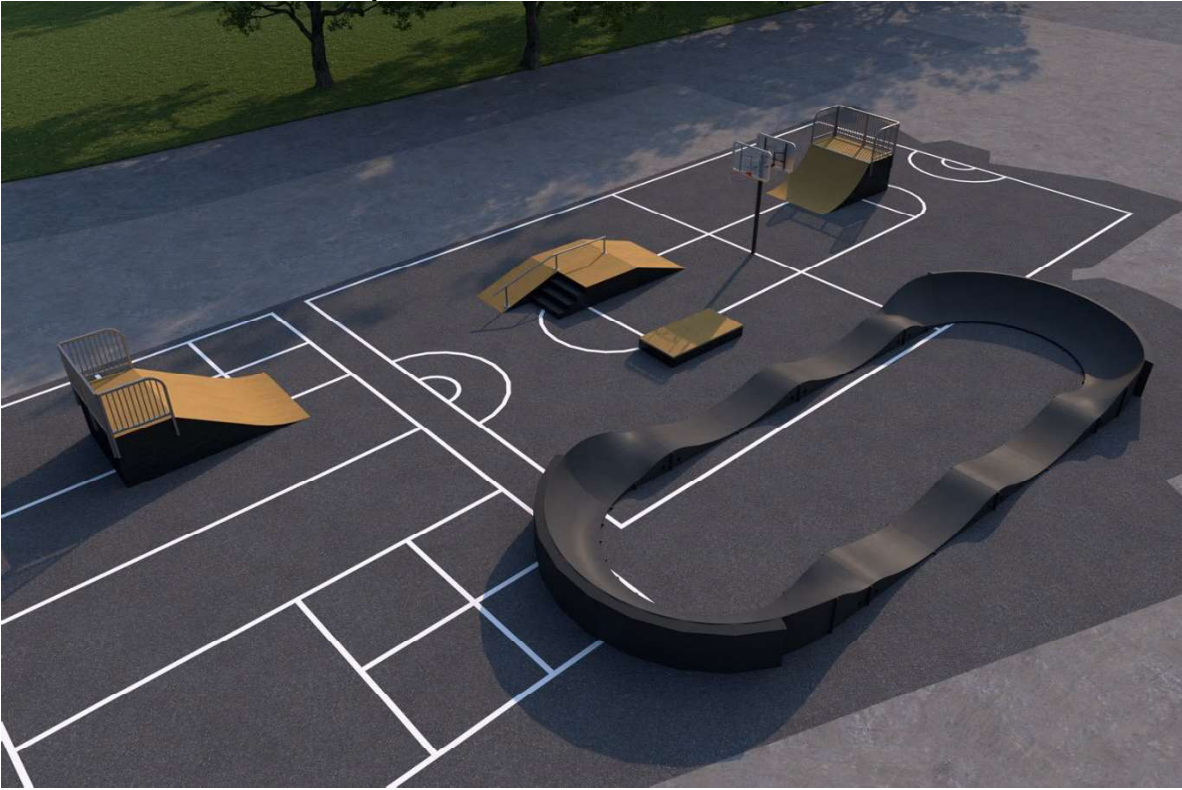
The yellow boxes are the proposed location of the pickleball courts. Each box is approximately 30' x 60'. The remaining space in the north half of the HPR would be made available for public parking.

The existing restroom building is circled in the lower left side of the image.

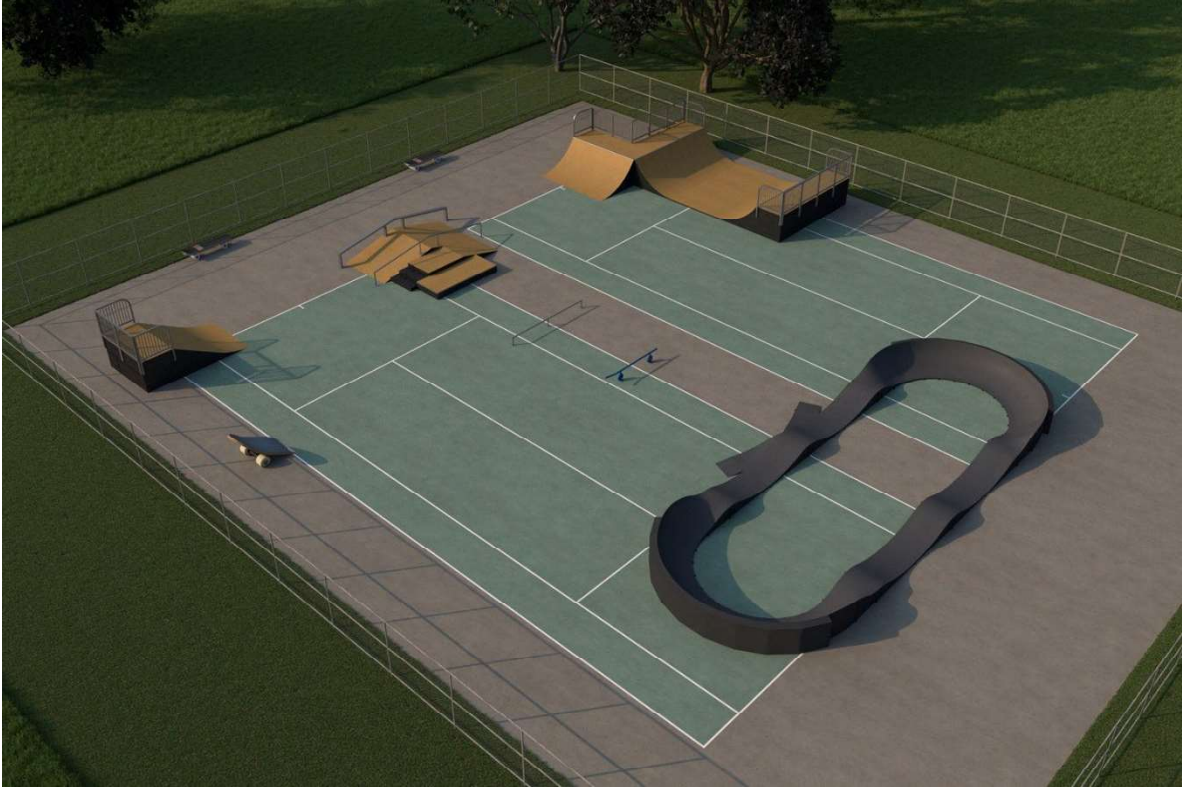


**Appendix 2 – Skate Park and Bicycle Amenity Design Concepts**

**Small Skate Park and Pump Track: \$85,000**



**Medium Skate Park and Pump Track (Option 1): \$160,000**





**Medium Skate Park and Pump Track (Option 2): \$240,000**



**Large Skate Park and Pump Track: \$280,000**





**Bike Playground/Traffic Garden: \$75,000**

