



**CITY OF KIRKLAND
PUBLIC WORKS**

123 Fifth Avenue, Kirkland, WA 98033
425-587-3000

MEMORANDUM

To: Kurt Triplett, City Manager

From: Julie Underwood, Director of Public Works
Lynn Zwaagstra, Director of Parks and Community Services
Rob English, Capital Division Manager
Brian Baker, Capital Projects Supervisor
George Minassian, Capital Projects Supervisor
Maryke Burgess, Parks Events and Services Manager
Mariah Murphy, Parks Planning and Development Manager

Date: February 27, 2026

Subject: **Marina Park Dock and Shoreline Renovation Project Update and Proposed Marina Park Parking Lot Improvement Project**

RECOMMENDATION:

Staff recommends the City Council receives a progress report on the Marina Park Dock and Shoreline Renovation Project and an introduction to the proposed Marina Park Parking Lot Improvement Project.

EXECUTIVE SUMMARY:

Key action items and highlights for the Marina Park Dock and Shoreline Project Update and proposed Marina Park Parking Lot Improvement Project include:

- Staff has received approval from all environmental regulatory permits (e.g. Army Corps Joint Aquatic Resources Permit Application, Hydraulic Project Approval, Shoreline, and State Environmental Policy Act permits).
- Staff continues to advance the project design and anticipates receiving approval for the remaining local regulatory permits (e.g. Building, Electrical, Plumbing) in summer 2026.
- Project remains within Council authorized funding and construction is targeted for July, 2027, following the City's *Celebrate Kirkland* 4th of July Parade event.
- Construction activities will disrupt special events and temporarily reduce associated revenues.
- Staff will launch an extensive outreach program in the upcoming months to educate residents, event holders, businesses, and park users of the pending 2027 construction schedule.

- Introduction of preliminary options for improvements to the Marina Park parking lot, including potential infrastructure upgrades and surface reconstruction that may require temporary parking closures or reduced capacity during construction.
- The parking lot project presents an opportunity to coordinate infrastructure upgrades with surface improvements in order to reduce the need for future closures and disruptions in the downtown waterfront area but the project would be expensive.

BACKGROUND:

MARINA PARK DOCK AND SHORELINE PROJECT UPDATE:

On June 18, 2024,¹ City Council provided feedback on the 60% level design and concurred with advancing the design to better refine estimated construction costs for the work. Additionally, the Park Board received a project update on June 26, 2024.

On August 7, 2024,² the City Council concurred with staff's recommendations to advance the design of dock and shoreline and increased the project funding in 2026 through the adoption of the 2025-2030 Capital Improvement Program (CIP). On February 4, 2025,³ the City Council received an update on environmental permitting progress and refined project scope elements. A summary of the construction improvements is provided below for City Council's convenience.

1. Pier Enhancements

Improvements focused on structural integrity, safety, and long-term durability of the pier infrastructure:

- Replacement of twelve (12) degraded pilings and of electrical power connections and service lines; and
- Installation of additional pier stringers, new fascia boards, composite light-penetrating decking, and new structural bracing.

2. Shoreline Enhancements

Improvements designed to enhance accessibility, shoreline stability, and user safety include:

- Construction of an ADA-accessible ramp providing beach access,
- Installation of sheet pile reinforced shoreline armoring, and
- Replacement of existing beach staircase.

3. Upland Enhancements

Site improvements to support accessibility, functionality, and visitor experience include:

- Construction of ADA-accessible parking and pathways,
- Replacement of picnic tables,
- Expansion of concrete pads to accommodate vendors near the pavilion, and
- Installation of native shrubs and irrigation systems.

¹ https://www.kirklandwa.gov/files/sharedassets/public/v/1/city-council/agenda-documents/2024/june-18-2024/3b_study-session.pdf

² https://www.kirklandwa.gov/files/sharedassets/public/v/1/city-council/agenda-documents/2024/august-7-2024/9e_business.pdf

³ https://www.kirklandwa.gov/files/sharedassets/public/v/2/city-council/agenda-documents/2025/february-4-2025/8h5_other-items-of-business.pdf

DISCUSSION/ANALYSIS:

MARINA PARK DOCK AND SHORELINE PROJECT UPDATE:

Staff have received approval from all environmental regulatory permits (e.g. Army Corps JARPA, HPA, Shoreline, and SEPA permits) needed to construct the project. Staff continue to advance the project design and anticipate receiving approval on the remaining local regulatory permits (e.g. Building, Electrical, Plumbing) in summer 2026 to allow construction to proceed shortly after the July 4th holiday in 2027, which complies with in-water permit requirements. Regulatory agencies allow in-water work to begin on July 16th and be completed by March 15th of the following year. The project budget remains within the authorized funding as shown in Table 1 below.

Table 1: Project Funding and Anticipated Expenses (PKC1560000)

Funding	Total
Cit of Kirkland Local Funds	\$6,304,726
Total Available Funding	\$6,304,726
Estimated Expenses	Total
Design, Admin, Inspection, Testing, Permitting, Mitigation	\$1,696,443
Construction	\$3,782,745
Contingency (13%)	\$500,000
Contingency: Contaminated Soil Remediation (8%)	\$325,538
Total Project Expenses	\$6,304,726
Anticipated Remaining Funds	\$0

Construction Staging Options

Staff have evaluated and identified two potential construction staging options for consideration included as Attachments 2A and 2B, respectively. Both options are designed to maintain public access to key park amenities during construction, including the restroom facilities, boat ramp, pavilion, sections of walking path, and the central portions of the park.

Option A proposes restricting public access to the beach area to establish a clear and controlled separation between construction activities and park users. This approach would include installation of fencing across the beach portion of the park to prevent unauthorized entry into the construction zone. Restricting beach access would reduce the likelihood of individuals entering the water, circumventing fencing, and accessing active work areas. As a result, this option may minimize some potential safety risks and may reduce the potential for damage to work in progress.

Option B proposes maintaining public access to portions of the beach while installing fencing along the shoreline to separate park users from the active construction area in the water. This option allows for continued beach use but requires enhanced monitoring and delineation to maintain safety and construction integrity.

Both options seek to balance public access with site safety and construction efficiency for Council consideration.

In collaboration with the Parks and Community Services (PCS) Department, staff recommends Option A. In staff's experience, construction sites can sometimes act as an attractive nuisance and pose a risk of serious injury. Option A better reduces risks involving intentional or unintentional trespassing into the active construction areas.

Construction Impacts and Mitigations for PCS

The Marina Park construction project will temporarily close the park's primary event and rental areas, including the waterfront park, dock areas, and the Al Locke Pavilion, throughout the project construction. Many of the project improvements are required to be completed within the waters of the state. External regulatory agencies permit this work to occur starting after July 16 and be completed by March 15 of the following year. This closure will affect several core PCS programs and services, including permitted special events, private rentals, concessionaire/contractor operations, and moorage activity at the South Pier. The boat launch will remain open.

Key Construction Impacts on PCS

- Suspension or relocation of approximately 15 recurring permitted special events normally held between July 5 and Spring 2027.
- Unavailability of the Al Locke Pavilion and adjacent event areas for private rentals.
- Disruption to contracted dock concessionaire and shoreline vendor operations, including tour dock activity known as "Touch and Go."
- No Marina Park public boat moorage availability at the South Pier during construction.
- Temporary loss of associated revenues, including special event permit fees, pavilion rentals, concessionaire payments, tour dock reservations, and moorage.

The temporary loss of revenue is summarized in Table 2 below and detailed in Attachment 3.

Table 2: Estimated Revenue at Risk

Category	Amount
Special event fees	\$35,877
Pavilion rental revenue	\$7,275
Concessionaire revenue	\$41,672
Touch and Go tour dock reservations	\$9,972
Ventek moorage payments	\$40,417
Total Estimated Revenue at Risk	\$135,213

Mitigation Strategies

PCS will mitigate construction impacts by providing alternative locations, offering guidance on event and vendor placement, and maintaining coordinated communication with organizers and concessionaires throughout the closure. Options are detailed in Attachment 4.

CMO's Economic Development (ED) staff will coordinate with PCS and PW to ensure downtown businesses are informed about potential project impacts that could affect customer traffic. CMO will also partner with the Kirkland Downtown Association (KDA) and Kirkland Chamber of Commerce to support efforts that help mitigate these impacts. In addition, CMO staffs the Tourism Development Committee (TDC), which funds many events held at Marina Park. ED will collaborate with PCS to share options for these events to continue to take place within Kirkland.

Alternative Sites Identified

Primary temporary locations include Heritage Park, Houghton Beach Park, 132nd Square Park, and the north side of Juanita Beach Park as options for displaced events, depending on event size and operational needs. For KDA-related events, the Peter Kirk Plaza and Amphitheater are the most suitable alternatives for concerts, while PCS and CMO will work with KDA to explore options for the Wednesday Market and similar activities. Where feasible, limited space east of the construction fencing within Marina Park and the Lakeshore Plaza Parking Lot also remains an option for certain smaller or scaled-back events. Further site assessment is provided in Attachment 5.

Event Relocation Support

PCS staff will provide alternative location options and help organizers understand key site considerations such as vendor placement, restroom and electrical access, and available amenities. Organizers will be responsible for adjusting their event footprint and scope to fit the selected site, with PCS staff available to answer questions as needed. Timelines for submission will not change.

Private Rental Reassignment

Private pavilion rentals will be redirected to other suitable park sites where feasible.

Concessionaire/Contractor Coordination

PCS will notify concessionaires/contractors early and coordinate with them to review temporary operating options if feasible, or potential alternative locations during the construction period.

Public and Organizer Outreach

PCS will participate in targeted outreach beginning in late March 2026 to inform event organizers and concessionaires about the construction schedule and available relocation options. Additional outreach will be aligned with CIP communications and citywide messaging (see section below on pre-construction communications).

Internal Department Coordination

Ongoing collaboration among PCS, CIP and CMO will support consistent information sharing and coordinated planning across all impacted programs.

Context for PCS Impacts

Construction is a necessary part of maintaining safe and functional public facilities. These upgrades will create temporary yet significant disruptions to PCS programs, and some event organizers may choose to relocate outside Kirkland during the construction window. PCS will continue working to minimize impacts where feasible by offering alternative sites, supporting organizers with key questions, and ensuring the community remains informed throughout the process.

Long-Term Benefits

Upon completion, Marina Park will feature improved safety, upgraded dock infrastructure, and enhanced functionality for community events, festivals, and waterfront programming. These improvements will strengthen Marina Park's role as a regional gathering place for residents, tourists, and visitors, and support long-term event capacity and revenue potential.

Community Outreach Strategy

The Marina Park project will require significant public-facing communication due to Marina Park's importance as a regional waterfront destination and downtown gathering place. Staff will implement a multi-year, proactive communication and outreach strategy to ensure residents, businesses, visitors, and park users are informed well in advance of upcoming construction and throughout project delivery. The objectives and desired outcomes include:

- Ensuring consistent and accessible public information throughout the project timeline.
- Supporting downtown businesses, vendors, and event partners with timely updates.
- Maintaining strong community trust through transparency and clear expectations.
- Providing opportunities for public questions and engagement before and during construction.

Pre-Construction Communications (Spring 2026–Summer 2027)

Objective: Build awareness early, provide ongoing visibility, and prepare the community for upcoming impacts.

Planned Activities:

- Install early project notification signage at Marina Park.
- Publish project information in future editions of the Kirklander and additional City channels.
- Conduct community presentations to civic organizations, business groups (Chamber), downtown stakeholders (e.g., KDA, Kirkland Main Street), and other groups as identified.
- Implement robust social media outreach featuring aerial imagery, video content, and project visuals to clearly communicate the upcoming project and benefits.

Construction Communications (Spring 2027–Spring 2028)

Objective: Maintain predictable, accessible, and up-to-date information throughout construction.

Planned Activities:

- Update construction signage as needed to reflect major updates and schedule changes.
- Distribute mailed Project Update to nearby residents and businesses.
- Provide weekly project updates on the City website, including progress and look-ahead schedules. Include project links in monthly Business E-News communication.
- Continue social media communications to reinforce schedule changes, milestones, and community impacts.
- Clearly identify Marina Park amenities that are open and accessible throughout.

PROPOSED FUTURE MARINA PARK PARKING LOT IMPROVEMENT PROJECT:

Project Introduction and Purpose

Initially, the Marina Park Parking Lot Project included a limited scope of providing a grind and overlay of the surface parking lot, but as scoping began, staff questioned if the scope should be expanded to address the aging infrastructure and ongoing maintenance issues of this area.

At this time, the project is a separate project in the early concept stage and not intended to be tied to the Marina Dock and Shoreline improvement project described above. Staff are seeking Council feedback on potential approaches before advancing further design or funding work.

Because the Marina Park parking lot serves as the primary public parking resource for the downtown waterfront and Marina Park, any future improvements will require careful consideration of construction impacts and parking availability.

Location and Site Description

The parking lot sits east of Marina Park, with access provided from Market Street to the north and Kirkland Avenue to the south. Commercial buildings are located along the north, east and south sides of the lot. A parking lot site map is provided as Attachment 6.

The Marina parking lot contains a total of 116 parking stalls with parking sensors, including four EV charging spaces and five ADA-accessible stalls. There are over 30 existing trees within the parking lot and existing lighting is located around the perimeter and on the islands between parking rows.

Existing Pavement and Sidewalk Conditions

Overall, the pavement is in fair condition; however, cracking is present in the drive aisles and parking areas, primarily due to tree root intrusion. Similar root-related conflicts are also evident in several sections of the adjacent sidewalks. These conditions have resulted in uneven pavement surfaces that require ongoing maintenance. Photos depicting these conditions are provided in Attachment 7.

Underground Infrastructure

The parking lot also functions as a corridor for multiple underground utility systems that serve both public facilities and adjacent private properties. Existing utilities include stormwater, water, sewer and Puget Sound Energy (PSE) electrical infrastructure. Sewer and stormwater mains run beneath the parking lot, while a water main is located beneath the sidewalk to the east. The condition of the stormwater infrastructure varies and warrants further assessment, while the existing sewer mains have been found to be in generally good condition. A City sewer lift station is situated along the southern boundary near the south parking lot entrance.

In addition, multiple private shared sewer laterals are located beneath the sidewalk east of the parking lot adjacent to nearby businesses. These laterals have experienced blockages in the past and have required intermittent maintenance by the owners whose sewer service is connected to the lateral. Puget Sound Energy maintains several power vaults within the parking lot and may need to coordinate replacement of one or more vaults with future work in the area.

Because these utility systems are located beneath the parking lot, future repair or replacement activities would require excavation within the parking area. Reconstruction of the parking lot therefore presents a practical opportunity to evaluate and address infrastructure needs in a coordinated manner, reducing the likelihood of repeated disruptions that would occur if utility work and surface improvements were completed separately.

Site Constraints and Additional Considerations

In addition to the infrastructure and maintenance considerations described above, several site-specific conditions may influence the complexity and cost of any future parking lot improvements.

The parking lot is constructed on fill placed over silty sand deposits, with shallow groundwater conditions that increase susceptibility to liquefaction. Excavation activities in this area may encounter contaminated soil. These conditions increase construction complexity and reinforce the importance of planning improvements in a coordinated and efficient manner if work is undertaken.

The Plaza of Champions is also located within the sidewalk area. Established in 1988, the memorial honors individuals and groups who have made significant contributions to the Kirkland community. Any future parking lot improvements would consider how to preserve and enhance this important community feature.

Summary of Existing Conditions and Rationale

In summary, while the parking lot continues to function and there is no immediate infrastructure failure requiring urgent action, staff believes this area is appropriate to consider for planning and investment due to:

- The presence of critical underground infrastructure,
- Ongoing pavement and sidewalk maintenance issues,
- Known drainage deficiencies in portions of the parking lot, and
- The importance and visibility of the facility to downtown access and Marina Park operations.

Potential Construction Impacts

Depending on the scope ultimately selected by Council, improvements could involve reconstruction of pavement and utilities and may require temporary reduction of parking capacity or closure of portions of the lot during construction. Staff will evaluate strategies to minimize impacts to downtown access and waterfront activities if the project proceeds.

MARINA PARK PARKING LOT IMPROVEMENT PROJECT OPTIONS:

Staff have outlined the following preliminary options for repairing the Marina Park Parking lot and possibly expanding the scope of work to redesign and modernize the entire parking area. Each of these options would begin in the Fall of 2027, after completion of the Marina Dock project.

Option 1: Repair Failing Infrastructure with Targeted Improvements

This option would provide a more limited scope of work, which includes removing select trees due to disease or root damage, targeting and repairing failing infrastructure, and grinding/repaving the existing parking lot. Targeted failing infrastructure would include:

- Replace approximately 6 existing trees that are diseased or damaging existing sidewalks and pavement within the parking area.
- Remove and replace damaged sidewalk.
- Remove and replace stormwater pipes and catch basins and identify opportunities to reduce known ponding and flooding problems.

Other existing infrastructure such as streetlights, EV charging stations, and plantings would remain.

Option 2: Modernize Parking Area with Focus on Maintaining Existing Uses and Space

This option would revitalize the parking area and build new infrastructure with the goal to maintain current uses in their corresponding area and location. The entire parking lot and buried utilities in poor condition would be reconstructed or rehabilitated. Opportunities to improve parking and pedestrian circulation would be evaluated with the goal to maintain the current number of parking stalls and optimize both uses within the existing footprint. New lighting, trees, landscaping, and furniture would be added to keep a similar look and experience that exists today.

Community outreach would focus on the selection of streetscape designs and adding amenities within the pedestrian walking areas.

Option 3: Comprehensive Outreach and Redesign of Parking and Public Space

This option would provide a comprehensive study to develop a community vision by evaluating alternatives to reconfigure the parking layout and circulation, reallocate uses and community space, add amenities, repair failing infrastructure and modernize the entire site.

Community Vision:

A comprehensive outreach effort would occur to seek input from residents, businesses, and stakeholders to develop a shared community vision for redesigning the Marina Parking area. This effort would establish a blueprint for how the parking area is evaluated and redesigned for parking and public space.

Reallocation of Uses:

With public outreach and input, the existing parking area could be redesigned to maximize the balance between parking, public community space, adjoining business needs, public infrastructure and green infrastructure. Areas could be expanded for community space, bike parking, scooters, lockers, and EV charging stations.

Parking Layout and Circulation:

This option will provide an opportunity to redesign the existing parking lot and vehicle circulation to improve safety and optimize parking spaces and drive aisles.

Public Community Space:

The study could identify opportunities to add public community space and amenities with the goal to provide more multi-function space for the farmers market, community events, café/bistro dining and outdoor gathering/seating areas. Lighting, trees, landscaping, and furniture could be enhanced within the area. For example, the Plaza of Champions could be repositioned, relocated or rebuilt to modernize the space and draw more focus to the plaza and community history.

Regardless of which option is selected, a robust public outreach campaign will be needed to communicate and address impacts during construction. The City will ensure all businesses in the Marina Park area and throughout downtown are informed about the project scope, timeline, and impacts. Economic Development will lead efforts to develop mitigation solutions for parking and access.

Conceptual Cost Estimates:

A rough order of magnitude cost would range from approximately \$2 million to \$6.2 million. Conservatively, Option 3 is estimated to exceed \$6.2 million, but more scope development would be required as part of an alternatives study before an estimate is prepared.

Preliminary Schedule:

The following table outlines preliminary schedules and the earliest construction dates for each option. There is not an urgent need or potential failing infrastructure that poses an immediate risk. However, there are uneven surfaces that have required patching due to tree roots and buckling sidewalk sections.

Options	Alternatives Study & Outreach	Design	Construction Start
Option 1		Fall 27-Fall 28	Spring 29
Option 2		Fall 27-Fall 28	Spring 29
Option 3	Fall 27-Spring 28	Summer 28-Fall 29	Spring 30

NEXT STEPS:

MARINA PARK DOCK AND SHORELINE PROJECT UPDATE:

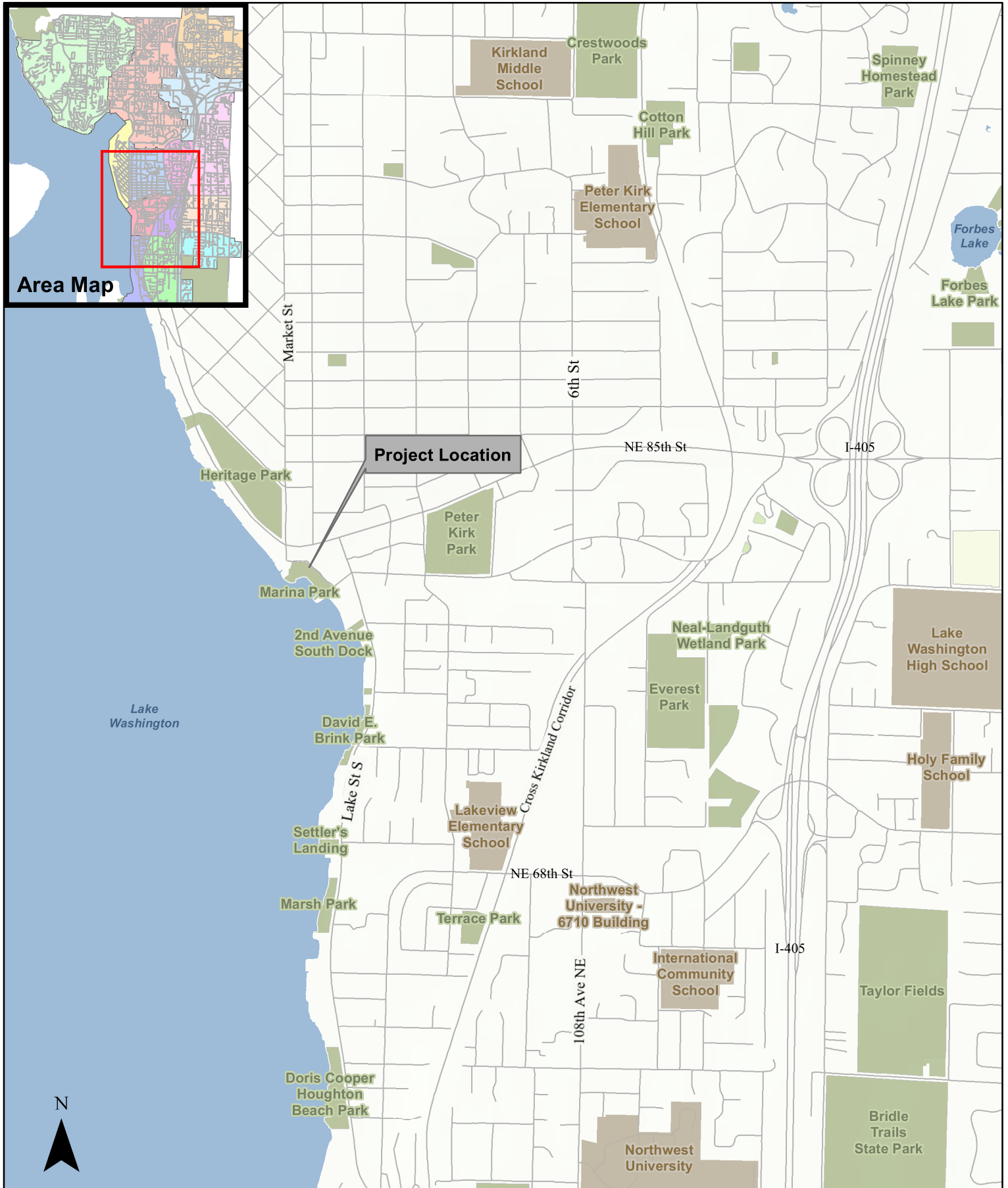
Staff will continue to advance the design and spearhead local regulatory permit review, which is anticipated to be completed in summer 2026. In addition, staff will launch an extensive outreach program in the upcoming months to educate residents, event holders, and park users of the pending 2027 construction schedule. It would be helpful to hear if Council objects to full closure of the park.

PROPOSED FUTURE MARINA PARK PARKING LOT IMPROVEMENT PROJECT:

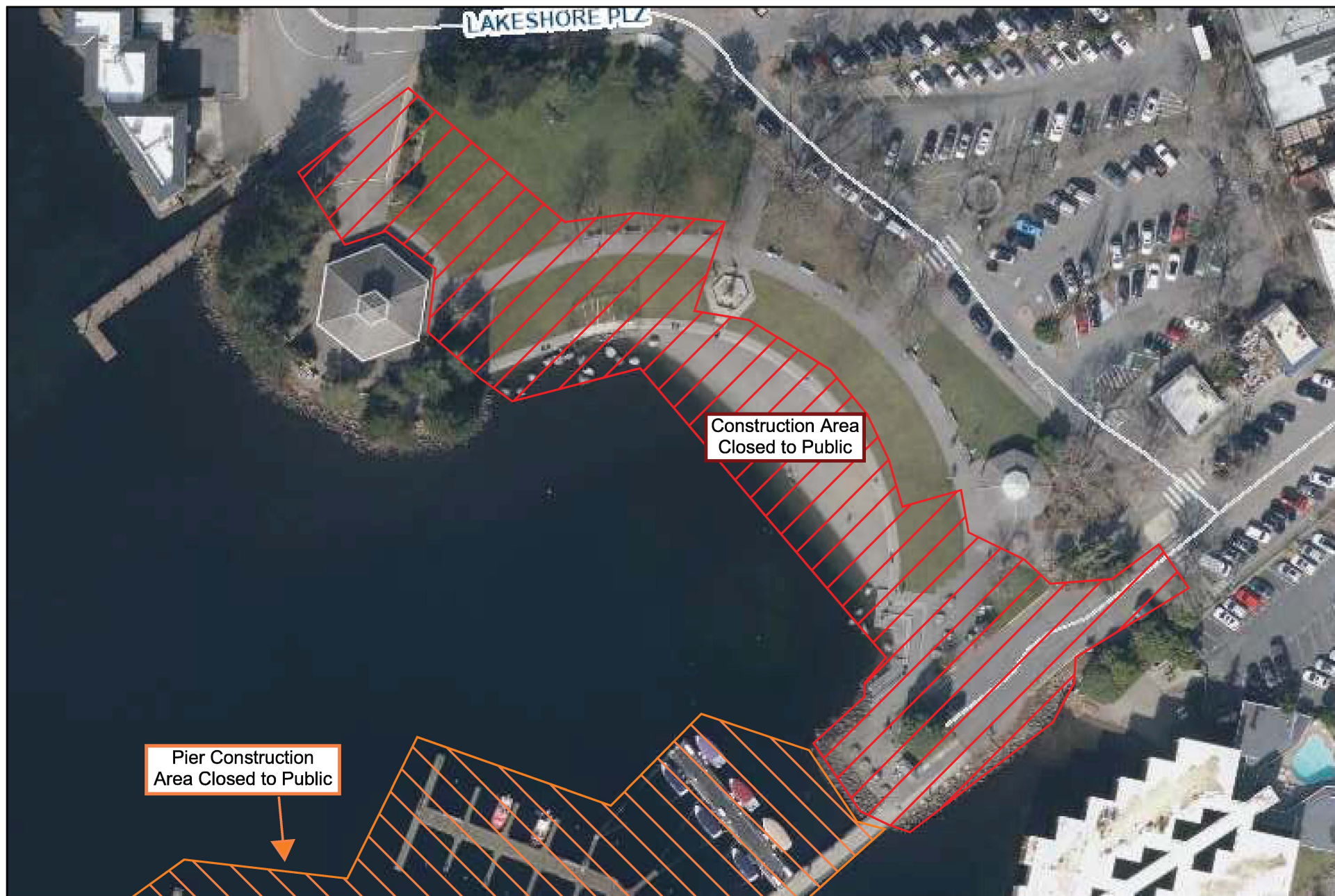
This is an introduction and first review of preliminary options for the Marina Parking Lot scope of work. Staff is requesting feedback on the three options and will use this information to help guide the next presentation, which will be scheduled in May/June. The next presentation will include information about possible funding sources and request direction from City Council on which option (or modified option) to proceed with. Upon receiving direction, staff will complete the consultant selection process and move forward with preliminary design work.

ATTACHMENTS:

- Attachment 1 – Vicinity and Area Map Marina Park
- Attachment 2A – Contractor Proposed Staging Option A
- Attachment 2B – Contractor Proposed Staging Option B
- Attachment 3 – Revenue Impact Summary
- Attachment 4 – Permitted Events List
- Attachment 5 – Alternative Sites Overview
- Attachment 6 – Marina Park Parking Lot Site Map
- Attachment 7 – Photos of Marina Park Parking Lot



Vicinity and Area Map
Marina Park Dock and Shoreline Renovations





Option B

I. Revenue Impact Summary

Private Rental Revenue			
Dates	# of External Paid Reservations	# of Hours of External Paid Reservations	Revenue from Paid Reservation
7/5/24-3/1/25	29	139 hours	\$7,275
7/5/25-3/1/26	30	120 hours and 30 minutes	\$5,845
7/5/26-3/1/27	3	19 hours	\$1,440
Special Events Revenue			
Dates	# Events	Events Utilizing Lakeshore Lot	Revenue from Special Event Fees
7/5/24-3/1/25			
7/5/25-3/1/26	11	2	\$21,677
7/5/26-3/1/27	13	4	\$35,877
7/5/27-3/1/28	TBD	TBD	TBD
Vendor Revenue at Marina Park (Contractors # 1 & # 2 *)			
Dates	Contractor # 1 Revenue	Contractor # 2* Revenue	Total Revenue
7/5/24-3/1/25	\$14,680	\$26,992.45	\$41, 672.45
7/5/25-3/1/26**	\$15,086	\$24,242.01	\$39,328.01
*Contractor # 2 revenue is for both Marina Park and Juanita Beach Park locations, not exclusive to Marina Park.			
**March 2026 payment (\$1400) by Contractor # 1 not included in total above.			
Touch & Go Tour Dock Reservations			
Dates	# of Reservations	Total Revenue	
7/5/24-3/1/25	27	\$5,955	
7/5/25-3/1/26	37	\$9,972.50	
Ventek Marina Dock Moorage Payments			
Dates	Total Revenue		
7/5/24-3/1/25	\$40,417.40		
7/5/25-3/1/26***	\$36,291		
*** Data through 2/13/26 only			

Higher dollar amounts were used for the estimate as noted in the Council Memo.

Permitted Events List

Attachment 4

Marina Park Permitted Events (July 5–March 1)		
2025	2026	Potential Alt. Venue (7/2027 – 3/2028)
Kirkland Wednesday Market ** June – September \$700 (Application & Permit Fees) \$565 (Lakeshore Plaza Auxiliary Lot)	Kirkland Wednesday Market ** June – September \$900 (Application & Permit Fees) \$565 (Lakeshore Plaza Auxiliary Lot)	TBD
Evening Summer Concert Series July 10 – August 28 \$700 (Application & Permit Fees)	Evening Summer Concert Series July 9 – September 3 \$900 (Application & Permit Fees)	Peter Kirk Plaza Juanita Beach
Kirkland Downtown Summer Concert ** July 17 \$1,437 (Application, Permit, Park Use)	Kirkland Downtown Summer Concert ** July 16 \$1,587 (Application, Permit, Park Use)	Peter Kirk Plaza Juanita Beach
Kirkland Uncorked ** July 18-20 \$6,450 (Application, Permit, Park Use) \$100 (Lakeshore Lot Fee)	Kirkland Uncorked ** July 17-19 \$6,650 (Application, Permit, Park Use) \$100 (Lakeshore Lot Fee)	TBD
	Moss Bay Summerfest ** July 24-26 \$6,650 (Application, Permit, Park Use) \$100 (Lakeshore Lot Fee)	TBD
Lammas Festival ** August 3 \$2,200 (Application, Permit, Park Use)		N/A
Obliteride ** August 9 \$1,725 (Application, Permit, Park Use)	Obliteride ** August 8 \$1,875 (Application, Permit, Park Use)	LWSD Property (previous location) Course reroute
	Eastside Salsa Marina August 15 \$1,250 (Application, Permit, Park Use)	N/A – wants open-air pavilion
	Pride Across the Bridge ** September 5 \$2,400 (Application, Permit, Park Use)	Juanita Beach
Mabon Festival ** September 14 \$2,200 (Application, Permit, Park Use)	Mabon Festival ** September 13 \$2,400 (Application, Permit, Park Use)	Juanita Beach
	Moss Bay Oktoberfest ** October 2-4 \$6,650 (Application, Permit, Park Use) \$100 (Lakeshore Lot Fee)	Juanita Beach
Lake Washington Half Marathon ** October 18 \$0	Lake Washington Half Marathon ** October 17 \$0	Course reroute
Samhain Celebration ** October 26 \$2,200 (Application, Permit, Park Use)		N/A
12Ks of Christmas ** December 14 \$2,200 (Application, Permit, Park Use)	12Ks of Christmas ** December 13 \$2,400 (Application, Permit, Park Use)	Juanita Beach Course Reroute
Grand Menorah Lighting December 14 \$1,200 (Application, Permit, Park Use)	Grand Menorah Lighting December 4 \$1,350 (Application, Permit, Park Use)	Peter Kirk Plaza

** Requires use of Lakeshore Plaza Parking Lot

Alternative Sites Overview

July 5, 2027 – March 1, 2028, Alternative to Marina Park during Park Construction

Site Name	Amenities Available	Pros	Cons	Best Use
Lakeshore Plaza Parking Lot & East Marina Park	- Flat paved surface, adjacent to Marina Park - Restrooms nearby - Portion of East Marina Park could be used	- Close to original location - Familiarity of location for vendors and attendees - Public restroom, flat surface	- Smaller footprint, not a ton of park side access (stay East of fencing), parking lot use mainly - No use of pavilion - Not a lot of electrical access	- Vendor markets, small festivals, check-in zones and staging areas - Previously larger events with scaled-back footprint
132nd Square Park	Good for small events	- Can close parking lot for more space - Restrooms - Some vendor spaces along sidewalks and parking lot if closed.	- Far from downtown - Segmented areas, not a lot of area that is “together” its mostly separated - Grass areas are mostly sloped. Limits vendor options. - Small parking lot. - No parking lot if used by vendors.	Small events, kid events, fitness classes
Heritage Park	- Open green space, - Walking paths, some parking. - Near Marina Park and downtown.	- Central location, scenic views - Street parking good 50- amp electrical w/ability to place spider box for additional electrical. - Flat grass; ability to host many vendors.	- Limited parking - Reduced boat trailer parking - Possibly affecting Heritage Hall rentals - Need to rent portable toilets	Medium sized festivals, cultural events and vendor fairs
Houghton Beach Park	- Waterfront - Beach access - Restrooms - Street parking	- Vendors ok if used at specific flat areas along sidewalks - Potential use of parking lot to increase space	- Small footprint, likely need to close parking lot - Limited restroom capacity. Needs portable toilets if larger event - North side of park used for lifeguarded swimming, and concessionaire vendor.	Small community gatherings and events.

			• Very limited electrical (electrical only at restroom bldg., not enough for vendors)	
Juanita Beach Park (North Side)	• Open grass area • Electrical for entertainment available from Forbes House. • Populated area	• Good for vendor and entertainment space • Participants can walk around and enjoy vendors. • Ability to accommodate many vendors, established event map example (Harvest Festival) • Mostly flat surfaces	• Attendee parking challenges • North side – vendor vehicles will need to find a place to park or go offsite. • Limited electrical to entertainment groups only. Vendors need generators. Water Side cons: • Not ideal for south waterside events and conflict with Juanita Friday Market. Use North side only. • Would have to spread vendors out all over the park. Too segmented.	• Larger festival alternative, food vendors, craft vendors, north side only.



Marina Park Parking Lot

Attachment 6



Legend

- Streams
 - Open
 - Pipe
- City Limits
- Regional Rail Corridor
- Cross Kirkland Corridor
- Streets
- Parcels
- Place Names
- Buildings
- Lakes
- Schools

1: 600



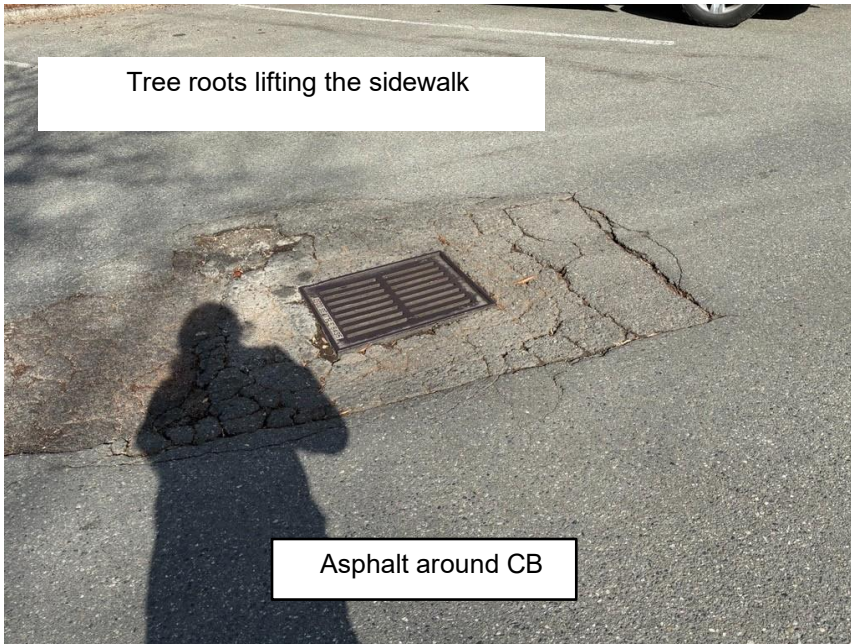
Notes

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Tree roots lifting the sidewalk

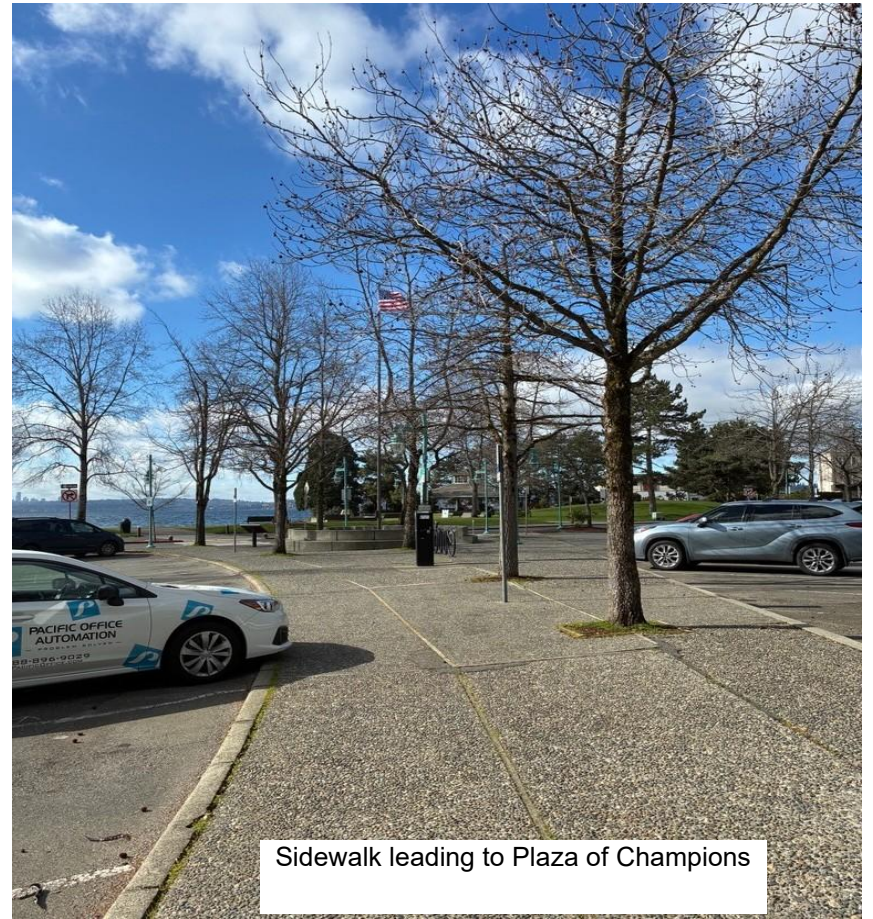
Asphalt around CB



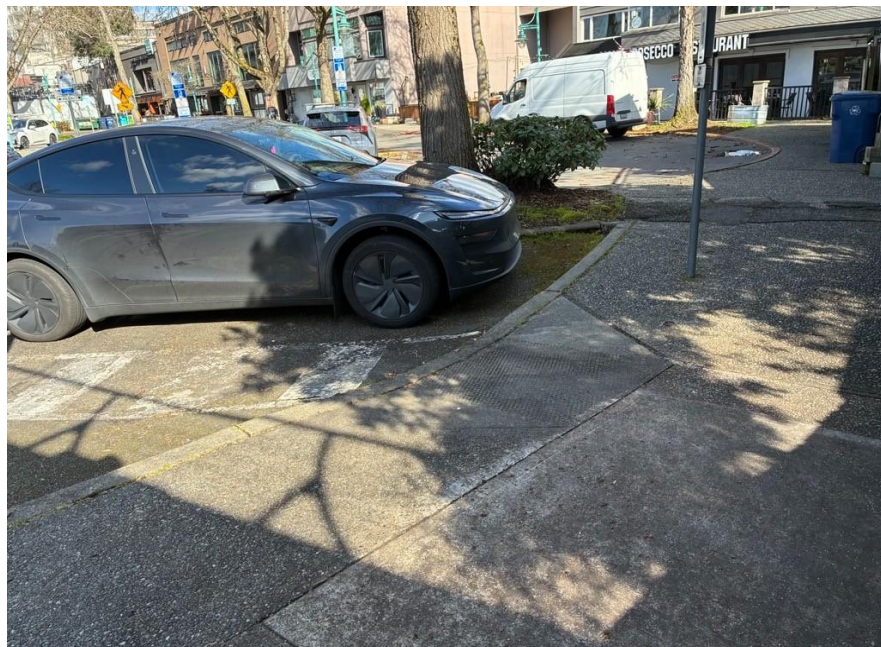
Tree roots lifting the sidewalk



Asphalt patch on lifted sidewalk panel



Sidewalk leading to Plaza of Champions



ADA Ramp



Damaged Sidewalk



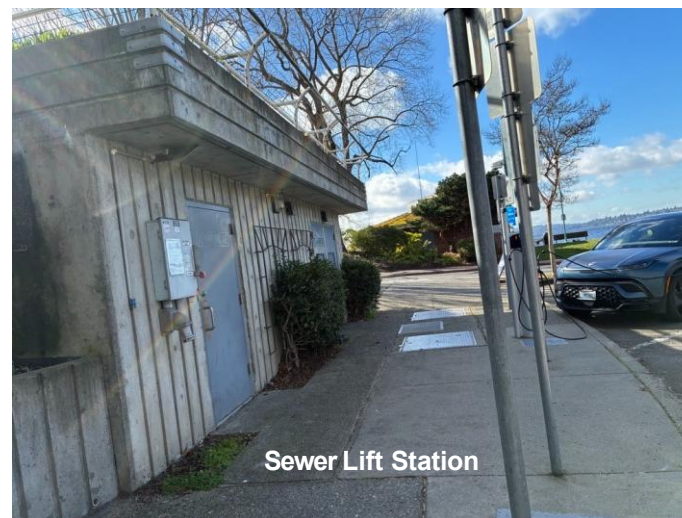
Tree roots lifting pavement



Vent for the Sewer Lift Station



Tree roots lifting pavement
and sidewalk



Sewer Lift Station