

FUTURE OF PARK LANE STUDY

Preliminary Report



July 2023

Prepared by:





Image Chris Neir

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INTRODUCTION




Image Chris Nell

CONTEXT


Park Lane is a two-block commercial street in the heart of Kirkland's vibrant downtown, set between Marina Park on the Lake Washington waterfront, Peter Kirk Park, the Library, and the Downtown Transit Center. Park Lane is a pedestrian-oriented curbsless street with decorative pavers that allows slow moving vehicle traffic and parking. It has removable bollards at each end to enable regular closure of the street for community events. Recently, in response to community requests and the COVID-19 pandemic, there were temporary closures of Park Lane to vehicular traffic. The 2019 "Summer Sundays" pilot closed vehicle access to both blocks of Park Lane all day on Sundays from May through September. The 2020-2022 "Evenings on Park Lane" pilot closed only the west block of Park Lane to vehicle access during the evenings with varying start dates and times over the summer months. Building upon the prior Summer Sundays and the Evenings on Park Lane pilots, the Moss Bay Neighborhood Plan (adopted December 2021) and the Active Transportation Plan (adopted June 2022) both identify the need to evaluate Park Lane for temporary or permanent closure to vehicles to repurpose the street space for people.

STUDY PURPOSE


In August 2022, at the expiry of the Evenings on Park Lane program, City staff presented to City Council two options on the future of Park Lane: either 1) an open street with parking, or 2) a street closed seasonally or permanently to vehicle traffic. Council voted to evaluate summer evenings closure, seasonal closure, or full closure of Park Lane and authorized a consultant study of these options. Thus, the purpose of this study is to identify and evaluate the practical implementation challenges and opportunities for three temporary or permanent closure scenarios of the west block of Park Lane to vehicle traffic. This study will identify the infrastructure, operations, parking mitigation, programming, public safety and other investments that would be necessary to potentially close Park Lane to vehicle traffic and successfully activate a pedestrian retail, service, and dining area in the downtown core.



SUMMER EVENINGS
Car-free 4-11pm, May-October



SUMMER SEASON
Car-free 24/7, May-October



YEAR-ROUND
Car-free 24/7, all year

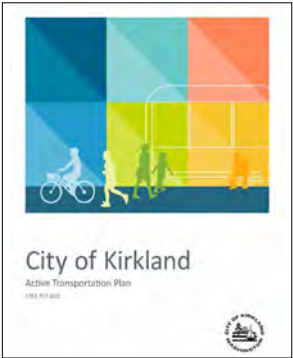
Three closure scenarios were evaluated for this report. City Council also has the option to take no further action, and Park Lane could remain as a flexible street with vehicle access and parking.

GUIDING PRINCIPLES

To guide the development of the three street closure to vehicle scenarios, as well as provide measurable goals to evaluate and compare each scenario and existing conditions, the project team developed five guiding principles.

These principles were based upon the 2010 Park Lane Pedestrian Corridor Enhancement Study; City staff, stakeholder, and Planning and Transportation Commissions’ input; and the vision, goals, policies, and actions of adopted City plans including those listed below.

- Kirkland 2035 Comprehensive Plan
- Moss Bay Neighborhood Plan
- Active Transportation Plan
- Transportation Master Plan
- Roadway Policy G-11: Parking Guidelines for Downtown Kirkland
- Sustainability Master Plan
- Transit Implementation Plan
- Design Guidelines for Pedestrian Oriented Business Districts



The Moss Bay Neighborhood Plan and the Active Transportation Plan respectively identify a policy and a special project to study car-free access on Park Lane.

See the Evaluation Section of this report (page 59) and detailed evaluation in the Appendix where these principles are used to evaluate the three closure to vehicle scenarios and existing conditions.

Future of Park Lane Study Guiding Principles

1. Enhance Park Lane’s function and reputation as a vibrant local and regional destination and community gathering place.
2. Expand economic vitality and support commercial activity.
3. Ensure safe and equitable access for all.
4. Maintain year-round streetscape at high level of service and ensure fiscal sustainability.
5. Incorporate Park Lane as part of a larger non-motorized connection between the lakefront, Kirkland Urban and the NE 85th Street Station Area.

STREETS AS PLACES

Streets facilitate travel from point A to point B, but also offer opportunities for social connections. Streets such as Park Lane are public places where people can meet, shop, dine, and stroll. Access, safety, and functionality are key components of any street; but in considering a temporary or permanent car-free street, added attention is needed to the quality and experience of the street as a place.

Successful public places are safe, comfortable, engaging, and accessible. These fundamental criteria have been researched and codified by urban designers and planners and are evidenced by examining the successes and shortcomings of other model city streets.

The Project for Public Spaces, a non-profit which specializes in the planning, design, and evaluation of public spaces around the world, have found there are four essential qualities for a successful public space: 1) The place is accessible, 2) People are engaged in activities there, 3) The place is comfortable and appealing, and 4) The place inspires socialization.

Gehl is an urban research and design firm founded by Danish architect Jan Gehl and urban designer Helle Lis Søholt. The firm specializes in urban planning with a people focused approach and has developed public life assessments for numerous cities across the globe. This firm developed twelve quality

criteria to evaluate public spaces, broadly categorized into Protection, Comfort, and Enjoyment.

Examining the existing conditions of Park Lane and developing and evaluating the best possible iterations of three closure to vehicle scenarios are grounded by these established urban design criteria. These criteria are integrated into the study guiding principles, and inform the infrastructure, programming, operations, access, and safety suggestions throughout this report.

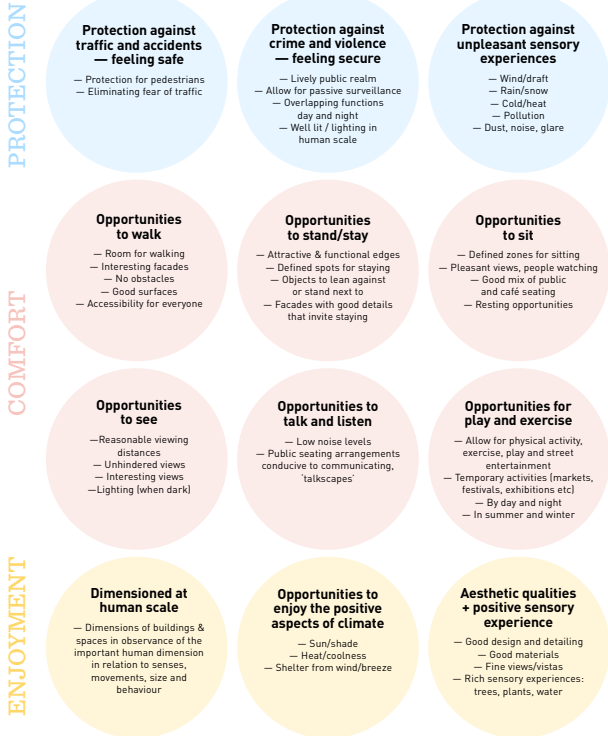
12 QUALITY CRITERIA

What Makes a Great Place?



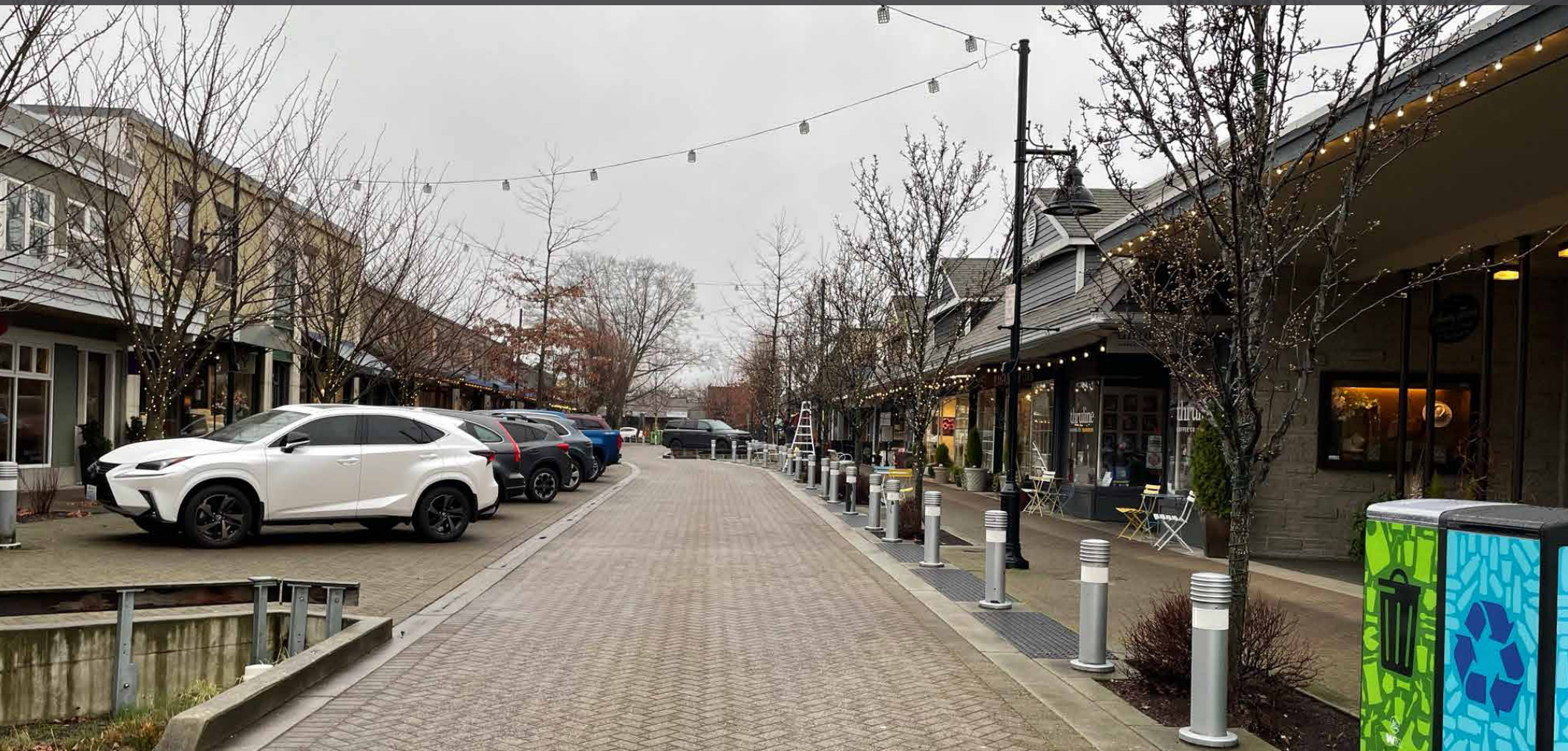
Project
for Public
Spaces

<https://www.pps.org/>



<https://www.gehlpeople.com/>

EXISTING CONDITIONS



OVERVIEW

This section includes an overview of the existing streetscape of the west block of Park Lane between Lake Street and Main Street, including infrastructure, fronting land uses, multi-modal access, operations and safety, and events. The existing streetscape of Park Lane, which was renovated and reopened in 2015 as a pedestrian-friendly “Flexible Street”, provides context for the street closure to vehicle scenarios studied for the project. Street closure scenarios are considered for the western block of Park Lane only (Lake Street to Main Street).

EXISTING CONDITIONS MAP



STREETSCAPE

Park Lane has many successful urban design infrastructure components for a pedestrian priority streetscape, including a curbless configuration for ease of walking and rolling both on the sidewalk and street; decorative paving and meandering alignment for a visual contrast and slower speed environment than other vehicle oriented streets; pedestrian-scale lighting for nighttime comfort; street trees, planters, and rain gardens for shade, visual interest and sustainable treatment of surface water; and rotating public art provides new experiences and opportunities for conversation and engagement.

Key infrastructure elements of the block are shown on the Existing Conditions Map on the previous page.



Bike parking



Fountain with plantings



Rotating public art



Public seating



Sidewalk with landscaping and lighting



Rain garden planter with educational signage

BUSINESSES

Park Lane is a commercial street with 22 storefronts. These are primarily small, local businesses including retail/clothing shops, restaurants/cafes, an art gallery, a gym, and upper story medical offices.

The blocks adjacent to Park Lane have a mix of land uses including restaurants and retail, high-density residential, parks/public spaces, offices, and civic facilities.

Business hours along Park Lane are an important consideration for activation of the street. The diagram below shows typical (Tuesday) weekday business hours for existing businesses with the colored bars representing when and for how long a business is open. See the next page for typical (Saturday) weekend hours. Five businesses have extended weekend hours, two have extended weekday hours. Of the 22 businesses frontages on Park Lane:

- Most businesses open at approximately 10am and close around 6pm.
- Three open in the early mornings (between 5 - 7am): F45, Starbucks, and Thruline
- Four close in the late evening (between 9 - 10pm): Paradiso, Cactus, Feast, and Kokio Chicken

WEEKDAY BUSINESS HOURS





Sweet Serenity



Feast



Thruline Coffee Co.

WEEKEND BUSINESS HOURS



PROGRAMMING

Park Lane has a removable bollard at each end of the block to allow street closures for special events. Special events that have closed Park Lane in the past include the 4th of July parade, the Kirkland Waterfront Car Show, Uncorked, Summerfest, and the Wednesday Market. In recent years, the Wednesday Market has relocated to Marina Park given larger layout space for more vendors and ease of access to water, event power, and restrooms.

Event Policies

The City recently updated the special event policy for downtown venues. At present Park Lane and Marina Park are considered two separate venues, and events hosted by private organizers may be permitted for up to two events per venue per month. Public events hosted by the City are exempt from this limitation.

Sidewalk Cafes

Sidewalk cafes are permitted on Park Lane so long as a 6' clear pedestrian walkway is maintained. Parklets were temporarily permitted under the emergency authorization for COVID-19, but have been discontinued at this time.



2022 Waterfront Car Show



2019 Summerfest

ACCESS AND PARKING

The following provides a brief summary of multi-modal access considerations as it relates to this study.

Pedestrian Circulation

At the center of Downtown Kirkland, Park Lane is walking distance to senior and multifamily housing, shops, restaurants, services, and key civic destinations including Marina Park, the Library, and the Kirkland Performance Center. The west block of Park Lane is approximately 400’ long, or a minute and half walk at average walking speed, and is connected by crosswalks with curb extensions at each end. There are sidewalks on both sides of Park Lane, varying in width from 6’-25’ based on wider areas for public art amenities, or constrained areas adjacent to sidewalk cafes.

Marked crosswalks exist on either end of Park Lane at Lake Street and Main Street, typically with curb extensions. The Lake Street crosswalk is not stop-controlled but has pedestrian flags available. The Main Street intersection is four-way stop controlled.

Bicycle Circulation

On the west end of Park Lane, Lake Street is part of the regional Lake Washington Loop, a signed 48-mile bicycle route used by both

recreational and commuting riders. There are no dedicated bike lanes within a one block radius of Park Lane, but east of 3rd Street both Central Way and Kirkland Avenue, the parallel streets to Park Lane, have striped bicycle lanes. There are bicycle racks located at either end of Park Lane for cyclists to lock their bike and shop or dine at Downtown businesses.

Transit Access

On the east end of Park Lane is the Downtown Kirkland Transit Center, which is served by all day and frequent local and regional bus routes. Routes connect the transit center to the Rose Hill, Totem Lake, Juanita, and Kingsgate neighborhoods; and regionally to Bothell, Woodinville, Redmond, Bellevue, and Seattle.

Vehicle Circulation

Park Lane is classified a neighborhood access street given it only provides local through access for two blocks, and has very low vehicle volumes and speeds. Park Lane is a one-way eastbound street from Lake Street to Main Street, and two-way from Main Street to 3rd Street. Main Street connects north to Central Way and south to Kirkland Avenue, but 3rd Street from the intersection with Park Lane allows southbound only access given the median barrier on 3rd Street. There are alleys

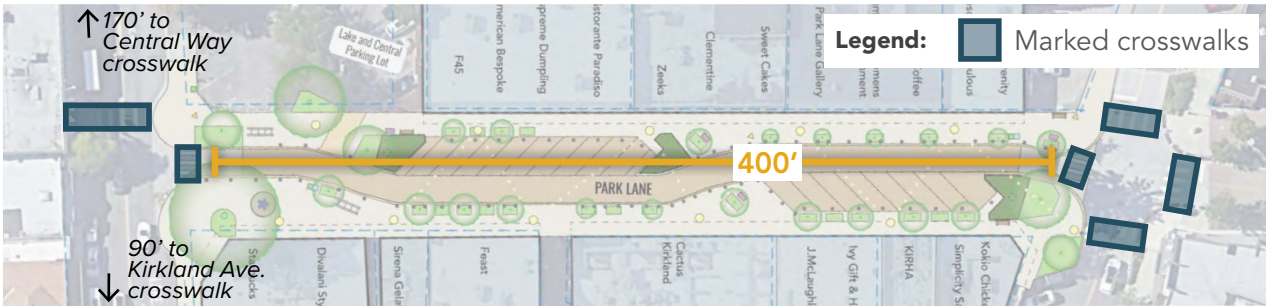
north and south of Park Lane, but they do not provide full through block access and are only used for short term deliveries and dumpster storage for businesses. Additionally, right turns from Park Lane to the south alley are prohibited.

Crash History

From 2018-2022 there have been a total of five reported crashes on Park Lane, three on the east block and two on the west block. No crashes resulted in any injury and no crashes involved pedestrians or bicyclists. Crashes primarily involved parked vehicles, or rear ends from vehicles backing out of parking spaces.

Traffic Counts

Based on a seven-day vehicle count the City conducted in August 2022, the average daily traffic (ADT) on Park Lane was 508 vehicles, the average speed was 8.4mph, and 85% of vehicles traveled at 11mph or slower. At the time this count was conducted, Park Lane was closed in the evening from 6-11 PM. Annual traffic volumes on Park Lane adjacent streets shown in the table below were compiled using the City’s annual average count data (AADT) for 2019 and 2022. Park Lane has the lowest annual average daily vehicle volumes of any Downtown street.



Park Lane crosswalks

Location	Termini	2019 AADT	2022 AADT
Park Lane	E of Lake St	1068	1021
Central Way	E of Lake St	11548	10840
Central Way	W of Lake St	16746	16116
Kirkland Ave	E of Lake St	3266	3350
Kirkland Ave	W of Lake St	1854	1990
Main St	S of Central Way	2150	2054
3rd St	S of Central Way	8636	7761

Parking

Park Lane between Lake Street and Main Street currently has 17 on-street parking spaces:

- Four 15-minute spaces
- One 30-minute space
- One ADA (accessible) space
- Eleven 2-hour spaces

During a street closure, these 17 spaces would be used for programming or seating areas. City code does not require the replacement or offset of these stalls in another location, but overall downtown parking availability is an important consideration for access to businesses. An ongoing Downtown Parking Monitoring project is collecting data to understand parking utilization and turnover rates on public streets and in public parking lots downtown.

As shown on the City's Downtown Parking Guide, there are several nearby public parking options. There is free, 2-hour on-street parking throughout downtown and free 4-hour parking in the Peter Kirk Municipal garage (159 stalls under the library and 63 stalls at surface level). 185 additional stalls in the lower level of the Peter Kirk garage are designated for the free downtown employee parking permit program. Free parking during nights and weekends is also available at City Hall, and the Wester Lot on 3rd Avenue (84 stalls). Low-cost paid public parking (\$1/hr) is available in the nearby Lake & Central Lot (57 stalls), Lakeshore Plaza Lot (115 stalls), and Lakeshore Auxiliary Lot (17 stalls). Note vehicle access to the Lake & Central parking lot from Park Lane would be maintained in any closure to vehicle scenario. Lastly, there are several private parking areas which offer paid public parking at various rates.



Downtown public parking brochure

SAFETY AND OPERATIONS

Emergency Fire Access

Fire access for businesses on Park Lane is from the travel lane. There are three fire hydrants on the block, one on either end and one in the middle. The minimum vertical clearance for fire trucks is 13'-6", the existing overhead string lighting is approximately 18'-20' high.

Park Lane and adjacent buildings are "existing non-conforming" with current fire code requirements (e.g. buildings do not have sprinklers). The vehicle access lane is 13' wide between the concrete band pattern, but there is a 16' horizontal clearance between the bollards or other vertical obstruction. This equates to a 16' clear zone, rather than 20', which is required for new developments. The fire code does not require rectification of these conditions, but new non-conforming uses are not allowed and the code does require adequate emergency access in any street closure.

Pre-Approved Events

The Kirkland Fire Department has pre-approved a layout for special events that satisfies regulations of the fire code in order to help streamline event approvals and arrange tents to avoid backing onto business entrances.

This includes putting up to 37 10'x10' pop-up tents back-to-back down the travel lane of the street. The layout includes the following Fire Department Regulations:

- A 20-foot emergency access lane shall be maintained at all times
- Fire lane emergency access within 150 feet of all buildings
- Hydrants and fire protection connections shall remain clear at all times
- Access and egress shall be maintained at all times
- Minimum separation of tents/canopies from any building shall be 20 feet
- A 12-foot break is required every 700 square feet

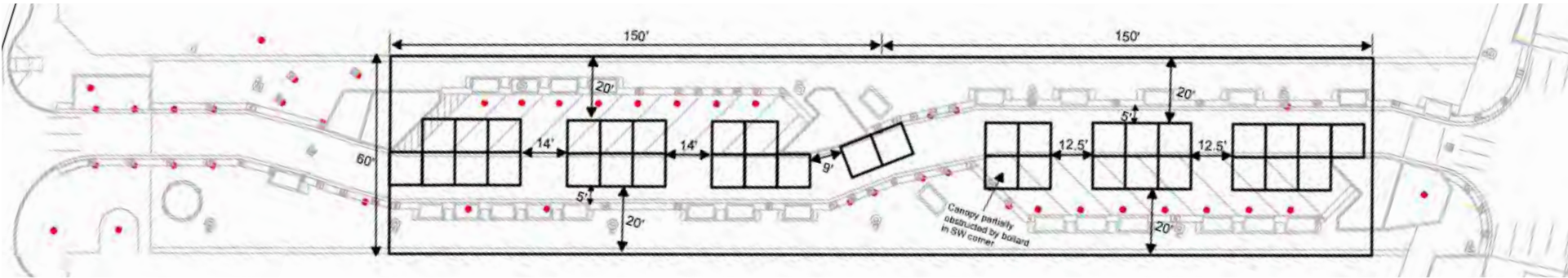
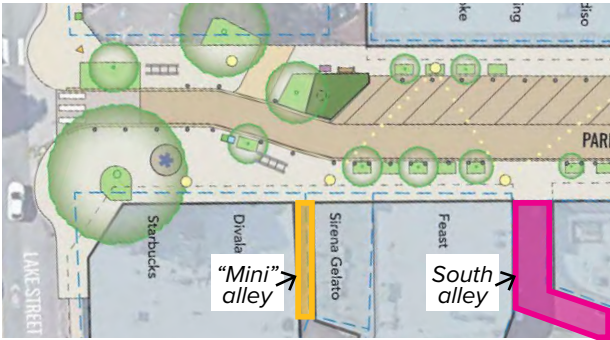
The Fire Department would also consider different event layouts upon review were they to meet fire code requirements.

Maintenance Access

The City Public Works Department regularly accesses Park Lane for street maintenance of planted areas and street trees, street furnishings, pavement repair, street sweeping, sign replacements, streetlight breaker resets, and other utility maintenance and repairs.

Waste Management Access

Garbage trucks empty trash and recycling receptacles on Park Lane and commercial dumpsters from both alleys. Waste Management vehicles access the alley south of Park Lane by entering from Main Street and reversing out. To access the commercial dumpsters in the "mini" alley east of Starbucks, a truck stops on Park Lane and Waste Management employees manually roll out the dumpster to the truck. Waste Management does not drive their trucks on the north-south leg of the south alley between Feast and Cactus. In the summer months, waste receptacles on Park Lane are collected once a day, five days a week. Other times of the year, waste is collected on three days a week on Monday, Wednesday, and Friday.



Park Lane pre-approved special event tent canopy layout

BASELINE IMPROVEMENTS



OVERVIEW

This section identifies baseline improvements that are common to all street closure to vehicle scenarios included in this study and would support the highest and best use of the street in each scenario. These improvements have been identified by City of Kirkland staff, Park Lane stakeholders, community members and the consultant team throughout the study process. **Costs for baseline improvements are incorporated into the cost evaluation for each scenario.** See line item costs in the Appendix (page 65).

Bollards

The number of bollards currently installed is excessive and many have sustained damage from vehicles, which are visually unappealing and result in extensive and ongoing maintenance. In response, City staff removed bollards from the intersection of Park Lane and Main Street. More bollards could potentially be removed while still maintaining a safe pedestrian environment and protecting trees. Replacement of the bollards at gateways in the Summer Evenings and Summer Season scenarios should be considered for a new type that has integrated lighting, art or branding.

Suggested Enhancements:

- Strategically reduce the number of bollards on the street and replace existing bollards at gateways in the Summer Evenings and Summer Season scenarios with an alternative bollard with integrated lighting. Give careful consideration of lighted bollard location and structural capacity to prevent damage from vehicles.
- In the Year-round Scenario, all bollards should be removed.



Existing bollards

Waste Receptacles

There are currently trash and recycling bins at each end of Park Lane. Adding trash and recycling bins mid-block and providing added collection days will help to avoid overflowing receptacles.

Waste Management removes trash and recycling from the on-street receptacles daily on weekdays during summer months, but not on weekends. This causes the trash bins to overflow on the weekends while the street is the busiest. Waste Management does not typically operate on weekends and doing so would require a special contract. It is also currently the responsibility of City maintenance staff, not Waste Management, to clean the exteriors of the bins.

Suggested Enhancements:

- Add a pair of mid-block trash and recycling receptacles.
- Special contract with Waste Management for weekend collection.
- Clean exteriors of waste receptacles regularly.



Existing trash & recycling receptacles

Lighting and Power

Overhead string “festoon” lighting can be expanded in all scenarios and light incorporated into new gateway bollards. The overhead lighting should not be located where Waste Management needs to lift commercial dumpsters at the west entrance to Park Lane, and new lit gateway bollards should be outside of any potential vehicle turning movements. It should be verified whether existing pedestrian light poles can structurally support added festoon lighting.

Street light poles on Park Lane have outlets that provide access to electrical power but are not metered from a separate service from the street lights. A new service is needed so electrical usage for events can be tracked and billed separately from the street lights.

Suggested Enhancements:

- Provide a new event power supply source to service existing outlets.
- Expand lighting.



Existing lighting

Landscaping

Adding hanging planters to the existing light poles (already set up with banner rods) would be aesthetically pleasing and add seasonal interest and identity to Park Lane. Hanging planters also do not need to be moved in any street closure scenario. Design strategies for the existing rain gardens are included within each scenario. Additional planter pots should have a consistent look and feel and be maintained by City staff.

Suggested Enhancements:

- Add hanging planter pots to existing light poles.



Existing planter pot

Irrigation

The irrigation system was not installed with quick-couplers to allow easy access to water for maintenance and watering. Adding these hose connections at each end of Park Lane provides the maintenance team a point of connection to the existing irrigation system to access water street for maintenance.

Suggested Enhancements:

- Provide a quick coupler hook up at each end of the block to provide water access for street maintenance.



Watering of hanging baskets example

Potable Water

There is currently no public access to potable (drinking) water on Park Lane. Adding a water fountain and/or water bottle fill station would serve patrons of Park Lane, especially in the summer, allowing them to stay longer.

Suggested Enhancements:

- Add a water fountain and/or water bottle fill station.



Water bottle fill station example

Dismount Zone

A dismount zone is an area where riding bicycles, skateboards, roller blades, or scooters is not allowed. Users must walk alongside their wheels upon entering the zone. These zones are used to minimize conflicts between people walking and other users traveling at faster speeds. A dismount zone on Park Lane when closed to vehicles would be advisable for this reason. Additionally, ample bike and other micromobility parking (e.g. scooters) should be provided on either end of the street closure to facilitate the dismount zone.

Suggested Enhancements:

- Add signage or pavement markings for a dismount zone in all street closure scenarios.



Dismount zone pavement marking example

Wayfinding Signage

Wayfinding signage should be installed to help people walking, biking and rolling easily navigate between Park Lane and other destinations such as Marina Park, the Downtown Transit Center, nearby public restrooms and public parking options. This signage should build off the City’s recent wayfinding project and may include pavement/sidewalk markings, vertical signage, and directories. Pedestrian wayfinding signage should include the amount of time (e.g. 5 mins.) to walk to a destination.

Suggested Enhancements:

- Conduct a Downtown Pedestrian Wayfinding Plan with special attention to Park Lane.
- Invest in wayfinding infrastructure including signage and pavement markings.
- Create tools for parking wayfinding such an app, interactive map, website content, etc.



Illuminated wayfinding example

Business Directory Signage

Park Lane has one kiosk showing directory signage of local businesses. This signage is out of date and should be updated regularly as tenants change. Updates could be managed by the City, by the KDA, or another organization. Replacement of the sign with a digital version would streamline updates.

Suggested Enhancements:

- Replace sign with digital ‘smart’ sign.
- Integrate destinations and wayfinding into the digital smart sign.



Outdoor directory signage example

Public Art

Prioritizing interactive and illuminated art will help to activate the street, particularly in the evenings, and also contribute to a sense of security. Durable art can be applied on or within existing elements of the street such as the pavers, crosswalks, sidewalks, bollards, and lamp posts. All scenarios should include sculptural art as a part of the gateway experience.

Combustible art should not be allowed under the eaves of buildings as none of the occupancies or eaves are sprinklered.

Suggested Enhancements:

- Supplement the existing rotating art program with art application to existing streetscape elements, interactive installations, and illuminated art.



Public art example

Decorative Pavement Markings

Adjacent to the marked crosswalks on either end of Park Lane, there are concrete pads which are about 6’ wide. These areas provide gateway opportunities to contribute to a sense of arrival at Park Lane through decorative paving markings which incorporate art, branding, and color.

Suggested Enhancements:

- Utilize concrete pads adjacent to crosswalks as gateway opportunities.



Decorative crosswalk example

Restrooms

Many businesses on Park Lane offer restrooms for their patrons. For non-patrons (other visitors to Park Lane), businesses may choose to display window signage indicating if their restrooms are available to the public or not. Nearby to Park Lane, there are public restrooms at Marina Park, Peter Kirk Park, and the Library.

Suggested Enhancements:

- Do not provide public restrooms dedicated to Park Lane.



Public restrooms at Peter Kirk Park

Programming Management

The City should take the lead on programming management and experiment with different activities to find what is popular with the community, works well on the street, and is supported by adjacent businesses. Potential vendors or partners might include adjacent and nearby business owners, private event organizers, community clubs, neighborhood groups, cultural groups, schools, non-profits, volunteer groups, local artists or performers, and more. Programming should also be done by private event organizers with a streamlined permitting process. The City could consider providing support for private programming through a grant program, operational assistance, and other methods.

Suggested Enhancements:

- Provide City funding for programming management and work with private programming operators and other partners to activate the street.
- Consider City support for the formation of a Business Improvement District (BID), Downtown Partnership, or similar entity to run the programming and contribute to maintenance of programming elements.



Public art on closed street example

Vendors & Buskers Management Strategy

Providing designated times and locations for vendors and buskers will help to prevent conflicts with local businesses or other scheduled activities. Providing on-site QR codes and online sign-up sheets with locations, times, permitting information, and regulations for buskers will promote streetscape activation while reducing potential conflicts.

Suggested Enhancements:

- Develop a vendors and buskers management strategy and online portal.



Floral vendor cart example

Communications

Utilizing a combination of the following methods would enable the City to communicate ongoing happenings about Park Lane with the Kirkland community:

- Social media: Utilize platforms like Twitter, Facebook, Instagram, and Tik Tok
- Email newsletters: Regular informational newsletters to residents and businesses
- Website: Regularly updated section dedicated to Park Lane on the City’s official website and events guide on Explore Kirkland
- Digital Signage: Provide permanent digital kiosk signage along Park Lane or adjacent high pedestrian traffic streets to display real-time Park Lane events information
- Printed materials: Distribute printed materials about Park Lane like fliers, posters, and brochures in public spaces like community centers, libraries, and parks.

Additionally, the City can have an open line of communications with Park Lane businesses and monitor seasonal/monthly sales tax revenues to track business successes or challenges during a closure period. This information will enable the City to adjust the closure activities and design and respond to business issues.

Suggested Enhancements:

- Conduct regular outreach to the community, business owners, delivery services, and other stakeholders regarding street closure and programming scheduling.
- Communicate openly with businesses, monitor sales tax, and adjust street closure strategies as needed.

Maintenance

All closure scenarios require staff or vendors to handle the day-to-day Park Lane maintenance. Tasks may occur at varying frequencies and include:

- Maintenance or replacement of street pavers, furnishings, signage and lighting
- Emptying and cleaning trash and recycling receptacles
- Street sweeping and pressure washing
- Leaf blowing and collecting
- Landscaping (watering, weeding, planting, mulching)
- Snow removal

Suggested Enhancements:

- Increase staff capacity and funding for City departments in charge of maintenance on Park Lane.



Pressure washing example

Commercial Deliveries and Building Access

Commercial deliveries and pick-ups currently occur in the alleys and on Park Lane. Although alleys are located north and south of Park Lane, the southern alley is “L” shaped and does not abut all buildings. Businesses of all types require deliveries whether of merchandise, food, supplies, or other needs. These frequently arrive in delivery vehicles of a larger scale, such as a box truck, cargo van, or semi-truck. Restaurants need convenient access for food pickups by delivery drivers. These pickups are typically completed by contracted employees in personal vehicles. Buildings also require maintenance access from Park Lane. This should be allowed in any scenario with a commercial maintenance access permit.

Suggested Enhancements:

- Use signage and communications to encourage commercial deliveries and pickups to happen via adjacent alleys and nearby short-term parking spaces.
- Use loading zones with time limits.
- Allow building maintenance access via a permit system during a street closure.



Park Lane northern alley

Alley Configuration

The alley south of Park Lane is an “L” shape and intersects the road perpendicularly. The shorter segment (shown below filled with pink) is not typically used by operations or maintenance vehicles. This space is centrally located and could be re-purposed in any scenario. It still needs to maintain functional access for at least one adjacent restaurant to transport trash to their dumpster and 42” of clearance should be preserved for a firefighter footpath. A few concepts for this space include:

- **Storage** - Convenient storage could be located here for movable furnishings and programming elements. The width of the alley leg is about 15’ 6”, which would likely be too tight to accommodate both dumpster access and a shipping container, but a smaller storage container could be placed here. This would be in addition to storage containers suggested for each scenario in the Lake & Central Parking Lot.
- **Plaza space** - The alley leg could be transformed into a plaza, outdoor living room, or other activated space. This can be done through pedestrian/festive lighting, public art, landscaping, and other furnishings/programming elements.
- **Information kiosk** - To support events and programming, an information kiosk or on-site public liaison may be helpful to have on Park Lane. A kiosk could be located in the alley facing onto Park Lane.



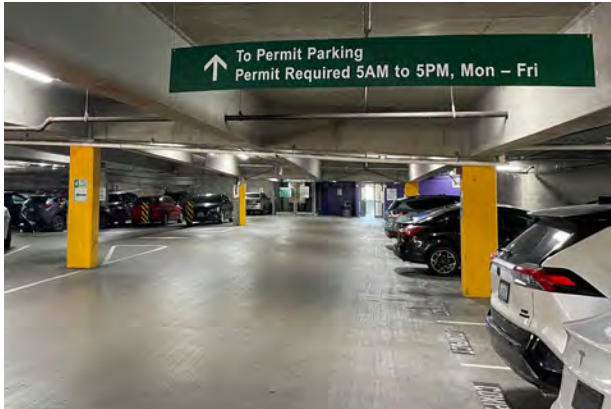
“L”-shaped alley south of Park Lane

Garage Short-Term Parking

Spaces can be dedicated for Park Lane visitors in the Lake & Central Lot and the Peter Kirk Municipal Parking Garage through signage and pavement markings. These spaces should be in the bays closest to Park Lane and on the ground floor of the garage. If the City switches to paid parking in downtown, validation in lieu of garage payment could be provided by Park Lane businesses.

Suggested Enhancements:

- Dedicate spaces in the Peter Kirk Municipal Parking Garage for Park Lane visitors.



Peter Kirk Municipal Garage

Parking Garage Safety & Aesthetics

Improvements to the Peter Kirk Municipal Garage could create a safer, more comfortable parking environment for people visiting Park Lane, especially in the evenings. Improvements may include additional lighting, public art, video surveillance, security staff, internal wayfinding, and electronic availability indicators.

Suggested Enhancements:

- Enhance parking garage security and aesthetics.



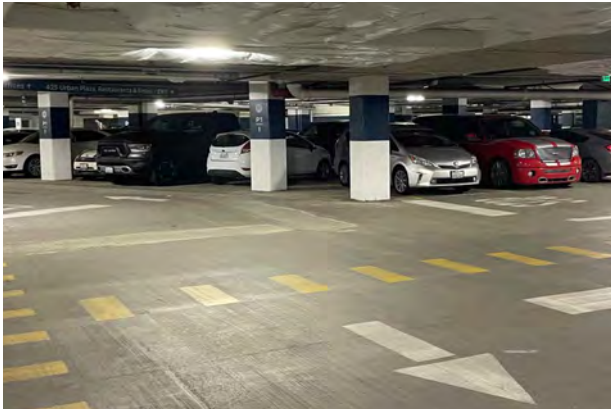
Parking garage lighting and signage example

Additional Off-Street Parking

Some existing private lots and garages are available for public parking for a fee. Additional parking supply might be considered either through additional partnerships with nearby private property owners or by building public structured parking.

Suggested Enhancements:

- Explore expanding the public parking supply through additional partnerships with private parking owners or by building structured parking.



Kirkland Urban Parking Garage

SCENARIO 1: SUMMER EVENINGS



OVERVIEW

The Summer Evenings scenario would be an evolution of the 'Evenings on Park Lane' program developed during summers 2021-2022. It would include extended hours with an earlier start time, additional programming and events, flexible and movable amenities, and balance daily commerce needs with evening activation and a vibrant atmosphere.

Duration	4pm - 11pm daily May - Oct
Initial Cost	\$1.4 - 1.9M
Annual Costs	\$25 - 75K
Annual Staffing	1.6 - 2.0 FTE

INFRASTRUCTURE

- Movable vehicle barriers and signage
- Foldable chairs, tables, and umbrellas requiring nightly storage
- Expanded bike parking
- Rain garden planters partially converted into public seating areas

PROGRAMMING

- Opportunities for weekly recurring programming, after-dark activation, and special events
- Earlier closure times to target the after-school and after-work crowds during happy hour and dinner times
- Temporary art installations

OPERATIONS

- Daily setup and breakdown, extending outside of typical City staff working hours
- Large on-site storage container for convenient overnight storage

ACCESS AND PARKING

- Daytime vehicle access and parking for customers, maintenance and deliveries
- Daily parking enforcement for evening closures
- Two parking spaces on Main Street converted to ADA and 15-minute spaces

PUBLIC SAFETY

- Emergency access from either end of the closed street
- Passive surveillance by “eyes on the street” through more people out during the evenings contribute to perception of safety



Perspective Illustration (view from intersection of Park Lane & Main Street looking west)

For illustrative purposes only



Specific to Scenario 1: Summer Evenings

- 1 Movable branded planter barriers with reflective edges for nighttime visibility
- 2 Lightweight, movable furnishings
- 3 Temporary surface coverings (e.g. red carpet)
- 4 Partial decking with public seating over rain garden planters
- 5 Branded, illuminated street bollards at gateways

Baseline Improvements

- 6 Pavement art acts as a gateway element
- 7 Expanded overhead art or lighting
- 8 Public art gateway element
- 9 Wayfinding signage to nearby destinations and parking

Perspective Illustration (view from mid-block looking east)

For illustrative purposes only



Specific to Scenario 1: Summer Evenings

- 1 Bollard covers communicate daily parking restrictions
- 2 Regular programming and events with happy hour/evening focus
- 3 Business temporarily spill into parking areas
- 4 Movable shade umbrellas

Baseline Improvements

- 5 Branded signage and hanging planters on existing light posts
- 6 Expanded overhead lighting
- 7 Vehicle travel lane and sidewalk provide pedestrian space during street closure

Street Use Zones

While several of the street closure amenities and programming elements are flexible in exact location, suggested locations for select elements are shown on the map below and described on the following pages.

- 1

Expanded bike parking
- 2

Gateway decorative pavement markings
- 3

Storage container for movable furnishings
- 4

Movable vehicle access control
- 5

Vertical gateway art opportunities
- 6

Flexible programming space

Street Capacity

The approximate size and capacity of programmable areas are helpful to understand the person capacity of the street. The two blue Flexible Use Zones total 4,000 square feet and could fit a maximum of about 400 people total. The pink Travel Zone is 5,000 square feet and could fit a maximum of about 500 people. These estimates assume 10 square feet per person, but less area per person may be adequate for performance events like concerts or movies.



INFRASTRUCTURE

Vehicle Access Control

During Summer Evening closures, custom, movable planters with integrated signage should be located at each end of Park Lane to provide vehicle access control, contribute to the identity of Park Lane, and provide seasonal color. These should visually match the downtown aesthetic and branding. The planters should be durable and heavy but capable of being rolled into the sidewalk within the Amenity Zone during non-closure times. Due to the weight, these planters may not need additional security when not in use, or can be locked/secured. Regulatory "Street Closed" signs are required at the west entry and mid-block alley intersection with Park Lane.

Pros:

- + Easily movable
- + Branding and gateway opportunity
- + Support streetscape aesthetic

Cons:

- Daily set up and take down
- Maintenance of plants
- Requires storage space on sidewalks



Movable planters on wheels example

Public Seating and Shelter

Foldable tables and chairs provide places for the public to comfortably rest and socialize. Retractable shade umbrellas provide some protection from sun or rain and are easily set up and stored daily. These furnishings can be placed in the Flexible Use Zone or the Travel/Programming Zone (see page 27). Modular furniture elements should be lightweight and movable and provide flexible configurations for a variety of events. Furnishings should be uniform in appearance and likely purchased by the City for consistency.

Pros:

- + Easily rearranged and stored
- + Accommodates flexible programming

Cons:

- Daily set up and take down
- Requires secure storage space



Foldable chairs, tables, and umbrellas - Philadelphia, PA

Bike Parking

Additional bike racks should be provided on Park Lane to supplement existing bike parking, promote active transportation, and reduce the need for vehicle parking. Bike parking should be located at the entries to Park Lane within the Amenities Zone (see page 27), adjacent to existing bike racks so that people can easily dismount upon arriving at Park Lane and to prevent bike racks from interfering with pedestrian paths of travel. Bike parking must meet City standards.

Pros:

- + Supports active transportation
- + Supports dismount zone
- + Can be used outside of closure times

Cons:

- Requires amenity zone space



Existing bike parking on Park Lane

Rain Garden Planters

The depth of the existing planters are perceived to be too deep and a safety concern. The planters require frequent cleaning to remove garbage and repair of the external railings due to vehicle damage. The planters have not been observed to fill to capacity during large storm events. The soil should be raised 6", plants should be replaced with taller, more aesthetic, shade-tolerant plants, railings that are not located between paved areas and rain garden planters should be removed, and other railings should be replaced with taller railings to remove trip hazards.

Porous decking should be added over a portion of each planter to provide more space for outdoor seating or other programmable space. Decking should be designed to provide maintenance access and daylight into the planters and include a railing where necessary. Lighting internal to the planters and on railings can enhance the ambiance of the planters. The planters on either end of the street can incorporate a vertical gateway while maintaining functionality.

Pros:

- + More amenity and seating area
- + Branding and gateway opportunity
- + Aesthetically pleasing
- + Improved, safer railing design

Cons:

- Custom design and installation
- Maintenance of decking
- Decking may limit plant palette to shade tolerant species in some locations

Landscaping

Expanded landscaping in this scenario would be limited to hanging flower pots on light poles (see page 17) and rolling vehicle access control planters due to daytime storage needs for any City-owned planters. Private businesses may choose to provide additional planters if they have outdoor storage space in front of their businesses which would not impede the sidewalk space and if they are willing to maintain them.



Stormwater planter with decking - Portland, OR

PROGRAMMING

Parklets and Sidewalk Cafes

Parklets (parking spaces used as a seating area or open space) can be used by private businesses, the City and/or other organizations to contribute to streetscape activation. Parklets in this scenario should be temporary and would not include a structural floor, railings, or overhead shelter, but would utilize lightweight, flexible elements that would be moved daily by business owners. Parking spaces to be used as parklets by private businesses should be demarcated with movable physical elements that have a consistent look and feel and reserved for the season via a paid permit system. Sidewalk cafes may also occur in the Amenities Zone and adjacent to businesses outside of the Business Access Zone (see page 27) per the City's existing permit process.

Pros:

- + Contributes to activation
- + Increases outdoor patio space
- + Supports increased sales

Cons:

- Daily set up and take down
- New/revived City permitting process
- May require additional restaurant staff



Temporary parklet example

Outdoor Merchandise Displays

Outdoor retail merchandise displays can help businesses present clothing and products in unique ways to promote seasonal or sale items, as well as providing additional opportunities to draw pedestrians into a store. Providing space in the Flexible Use Zone (see page 27) helps maintain an accessible path of travel for visitors. Outdoor displays in this scenario may be as simple as movable clothing racks, shelving units on wheels, or movable tabletop displays. Retail displays should be moved outside of closure times.

Pros:

- + Contributes to activation
- + Supports increased sales and branding
- + Pop-up vendor opportunities
- + Frequent variation of displays

Cons:

- Daily set up and take down
- City permitting
- May require additional retail staff to monitor



Movable outdoor merchandise display example

Public Art and Lighting

Beyond the suggested baseline enhancements for art, this scenario can also accommodate art overhead and within the Flexible Use and Amenities Zones (see page 27). Art needs to be lightweight, temporary, and easily movable for daily set up and take down. Prioritizing interactive and nighttime/lighted art may help to activate the evenings. Art can also be performance-based or ephemeral within the Travel/Programming Zone.

Pros:

- + Opportunity for temporary or ephemeral art such as performances or nighttime related installations

Cons:

- Daily set up and take down
- Daytime storage required
- Requires coordinating staff



Overhead art/lighting installation - New York City

Activation and Events

A street closure during Summer Evenings allows individuals, groups, and families to enjoy a safe, car-free street after work or school hours. The temporary nature of this scenario requires modular and movable furnishings for pop-up events and activation that can easily move in and out of the space. Summer evenings are a great time for gathering as people take advantage of the summer weather and longer days.

Weekly Recurring Activities

- Each day or a few days a week to provide predictability
- Examples might include markets, sidewalk sales, meetups, and popups

After-dark Events

- Best for weekend nights
- Examples might include movie nights, silent discos, astronomy classes, and scheduled acoustic music events

Special Events

- Can happen once or be part of a series but require increased planning, promotion, and management
- Examples might include farm dinners, evening markets, and race days
- Streamline special events permit process to encourage resident activation of the street and organic, community-supported events

Pros:

- + Nighttime activation provides a reason for businesses to stay open later
- + Opportunities to reach after-school and after-work crowds
- + Take advantage of extended daylight hours

Cons:

- Daily setup/breakdown
- Limited duration of closure
- Secure on-site storage needs
- Nighttime staffing requirements (events coordinator, parking enforcement, etc.)
- More than 1,000 people requires crowd managers (1:250 ratio)



Silent disco example

Sample Event Calendar

SUN.	Farm Dinner <i>Fine dining in the street</i>
MON.	Exercise Class Series <i>No membership needed</i>
TUES.	
WEDS.	Group Trivia Nights <i>Local beer vendor</i>
THURS.	
FRI.	Fashion Fridays <i>Catwalk & clothing sales</i>
SAT.	Silent Disco <i>Choose your own DJ</i>



Farm dinner example

OPERATIONS

Operating Procedures

The Summer Evenings Scenario requires daily set up and breakdown. The following checklist is a guide for operating the street closure.

- ✓ Conduct parking enforcement at 3pm
- ✓ Set up closure infrastructure and amenities at 3:30pm
- ✓ Monitor closure periodically during evening hours
- ✓ Breakdown closure infrastructure and amenities at 11pm and load items into the storage unit
- ✓ Record any items damaged and in need of replacement
- ✓ Reopen street to cars at 11:30pm daily
- ✓ Clean up litter debris in evenings and street sweep in mornings

Pros:

- + Maintenance access occurs outside of closure times
- + Consistent schedule

Cons:

- Daily setup/take down of closure devices and amenities
- Additional staffing for parking enforcement
- Extends outside of normal staff hours

Storage Solutions

This scenario needs convenient nearby storage of programming and infrastructure items that need to be stored every day. A dedicated storage unit would provide a safe and secure location for furnishings, signs, and other items.

Shipping containers are one option and provide a sturdy exterior from the elements and for security, and are available with flexible and customizable options that include multiple sizes, multiple openings and exterior art/branding. Locating a 20' x 8.5' shipping container within the Lake & Central Lot and adjacent to the alley (see map on page 27) provides convenient access for City staff and for pickup/delivery of the storage unit while minimizing parking spaces lost. The storage container can be left in place all year or just rented for the summer. Alternative options include smaller or larger shipping containers, storage built into the library garage or prefabricated storage pods.

Pros:

- + Flexibility to rotate items regularly
- + Proximate secure storage

Cons:

- Loss of parking space



Custom shipping container can be painted by local artists

ACCESS AND PARKING

Commercial Deliveries

Commercial deliveries and pickups can continue to occur on Park Lane during the daytime and from the alleys and nearby short-term parking spots and loading zones at any time. Deliveries and pickups should occur outside of the designated street closure times for Park Lane visitor comfort and safety. The City can support businesses by creating commercial delivery/pickup guidelines for Park Lane and distributing those to companies like UPS, FedEx, USPS, food distributors, and food delivery services.

Short-Term Parking

Short-term spaces are used for customer pickup/drop off, ride share, or for a quick trip into a business. Given a Summer Evenings closure to vehicles would restrict nightly access to the short-term parking stalls on Park Lane, additional short-term and ADA spaces should be designated on Main Street to offset the loss on short-term on-street parking and support Park Lane business access. Since Summer Evenings involve a street closure for only part of the year, an offset of less than the total number of short-term/ADA on-street parking spaces may be acceptable.

Offset Short-Term and ADA Parking Spaces: 2

- 1 additional ADA space on Main Street
- 1 additional 15-minute space on Main Street

On-Street Parking Management

Parking spaces could be available until about one hour before the designated closure time. Bollard covers or regulatory signage should be installed and maintained during the summer months to clearly communicate this to Park Lane visitors. If a car has not been moved at the beginning of the closure time, a towing company will need to be on call to tow vehicles to a designated nearby location at the expense of the vehicle owner and a parking citation issued. Contact information should be included on bollard covers for towed vehicle retrieval.

2-4 Hour Parking

See Existing Conditions (page 13) for information about 2-4 hour parking spaces.

Pros:

- + Utilization of parking space on Park Lane for other public-serving uses
- + This street closure scenario has the least impact on parking due to the shortest closure duration and daytime use of parking spaces.
- + Daytime delivery access

Cons:

- Daily parking enforcement

Legend:	Existing Spaces to Remain	Existing Spaces on Park Lane	Newly Marked Spaces
ADA (accessible)	#	-	+
15-minute	#	-	+
30-minute or loading	#	-	+
All others are 2-4 hour			



Existing and recommended ADA and short-term parking spaces

PUBLIC SAFETY

Emergency Access and Circulation

Based on review of the Kirkland Municipal Code and meetings with the City Fire Marshal and Police Traffic Sergeant, a Summer Evenings closure is considered a temporary event because it would close Park Lane for less than 180 days in duration. In this scenario, emergency vehicle access is provided from either end of the closure area, within 150’ of all ground floors. Because of this, movable objects, such as tables and chairs, may be temporarily placed in the travel lane for the closure duration.



- Legend:**
-  Street Closure Point/Length
 -  Alley Closure Point with Fire Access On Foot

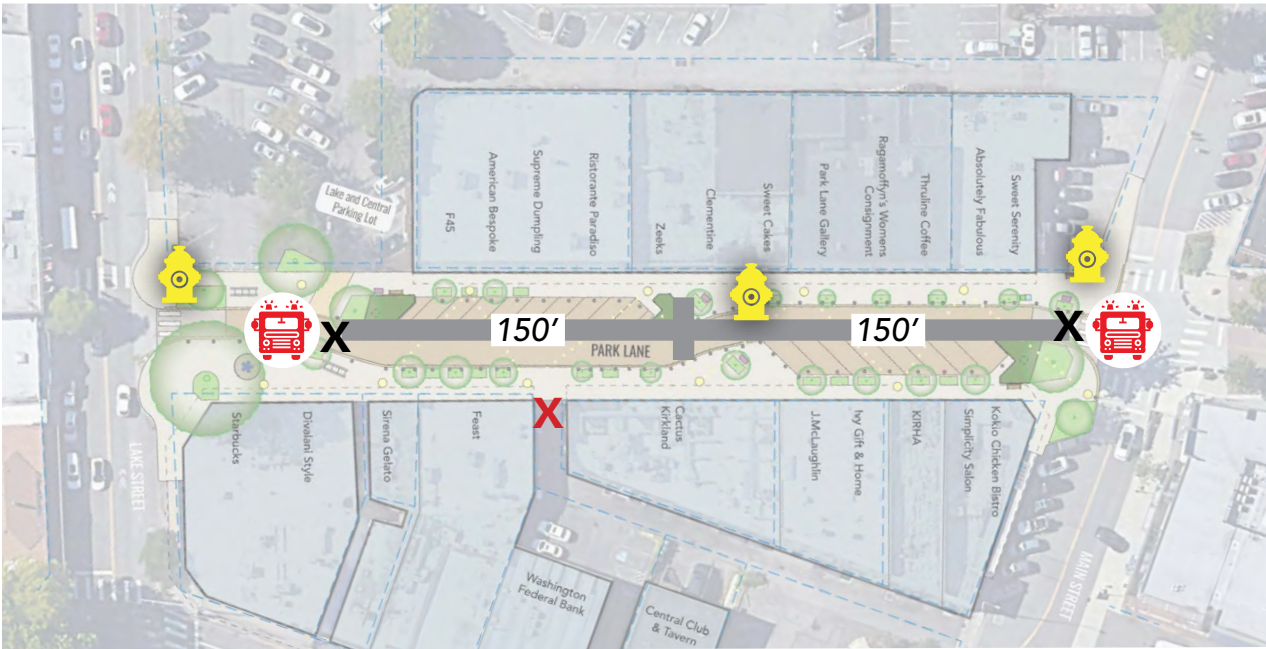
- Pros:**
- + Allows for movable furnishings in the travel lane
 - + Emergency access meets code
- Cons:**
- N/A

Personal Safety/Security

A Summer Evenings closure would likely make Park Lane a safer place. Having more people around in the evenings may make the street feel safer through more activity and “eyes on the street” and eliminates pedestrian/vehicle conflicts during closure times. Nonetheless, the Police Department should monitor Park Lane during street closures. As noted in the baseline improvements, additional festoon and bollard lighting should be provided to increase visibility and safety.

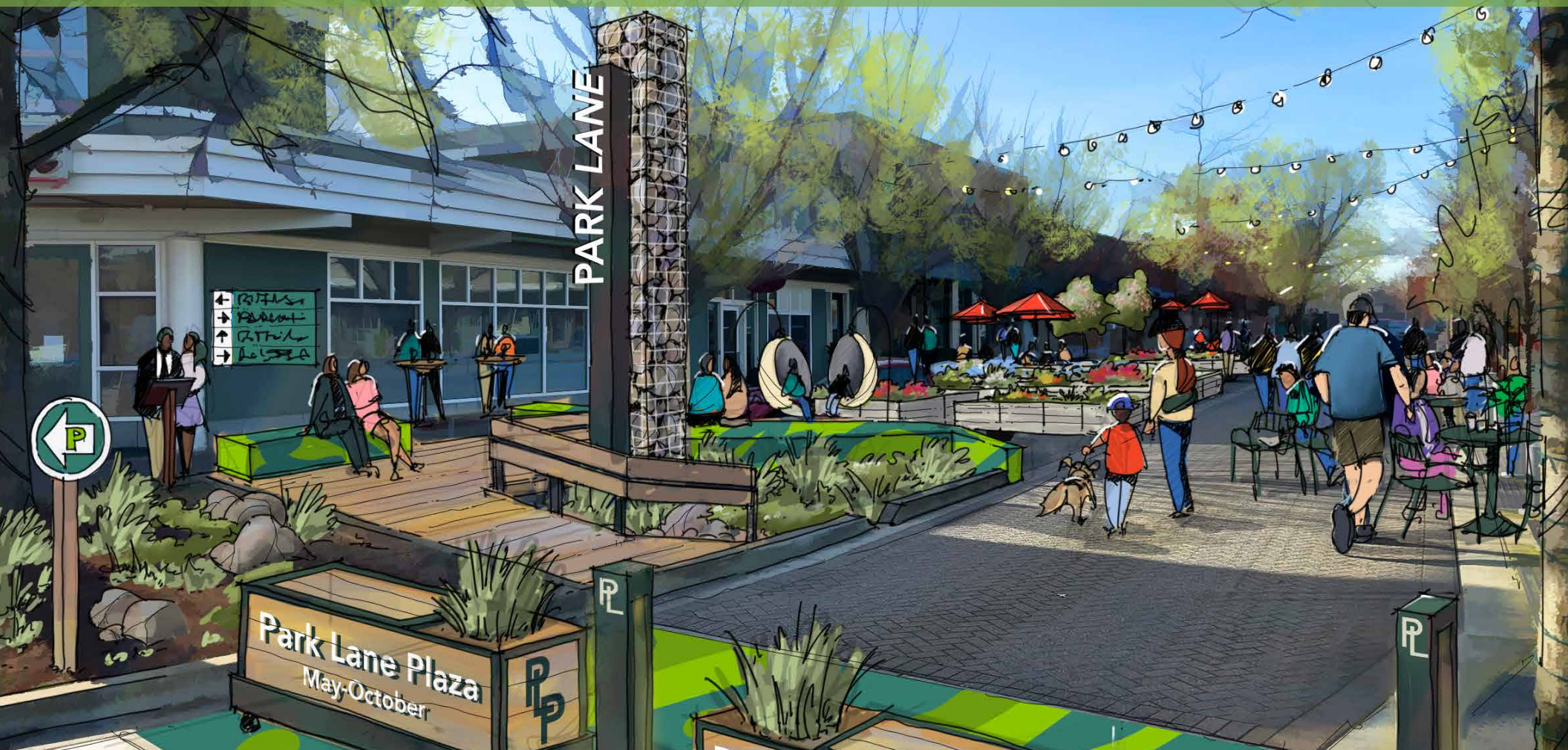
- Pros:**
- + Safety is increased due to having more “eyes on the street” and removing potential vehicle/pedestrian conflicts
- Cons:**
- N/A

-  Emergency Access from Either End of Park Lane within 150’
-  Fire Hydrant



Emergency Access and Circulation

SCENARIO 2: SUMMER SEASON



OVERVIEW

The Summer Season scenario envisions an extended pedestrianization period capitalizing on busy summer months, to bring shoppers and diners to Park Lane at all times of day. It would include semi-permanent installations, expanded landscaping and public art. Rotating programming would enliven the street and provide unique experiences. A summer seasonal closure would increase predictability of street closure times and reduce day-to-day staff setup/breakdown efforts.

Duration	24 hours/day May - Oct
Initial Cost	\$1.9 - 2.5M
Annual Costs	\$50 - 150K
Annual Staffing	2.2 - 2.6 FTE

INFRASTRUCTURE

- Bollards and planters as vehicle barriers
- Foldable and semi-permanent chairs, tables, and shade sails which are uniform in appearance
- Bike corrals
- Rain garden planters partially converted into public seating areas
- Expanded landscaping

PROGRAMMING

- Semi-permanent public art, parklets, and outdoor merchandise displays
- Opportunities for ongoing installations, recurring programming, and special events
- Extended closure means extended programming and staffing

OPERATIONS

- Seasonal setup and breakdown
- Daily management and cleanup
- On-site and/or off-site storage container

ACCESS AND PARKING

- Seasonally reduced parking
- Deliveries via alleys and nearby loading zones/short term parking
- Four parking spaces on Main Street, Lake Street, and in the Lake & Central Lot converted to ADA and 15-minute spaces

PUBLIC SAFETY

- Emergency access from either end of closed area
- Overnight closure requires enhanced security measures



Perspective Illustration (view from intersection of Park Lane & Main Street looking west)

For illustrative purposes only



Specific to Scenario 2: Summer Season

- 1 Bollard with branded planters
- 2 Expanded landscaping
- 3 Lightweight, movable furnishings
- 4 Partial decking with public seating over rain garden planters
- 5 Branded, illuminated street bollards at gateways

Baseline Improvements

- 6 Pavement art acts as a gateway element
- 7 Expanded overhead art or lighting
- 8 Public art gateway element
- 9 Wayfinding signage to nearby destinations and parking

Perspective Illustration (view from mid-block looking east)

For illustrative purposes only



Specific to Scenario 2: Summer Season

- 1 Pop-up public uses in Flexible Use Zone.
- 2 Expanded landscaping
- 3 Business can temporarily spill into the parking area
- 4 Seasonal shade sails

Baseline Improvements

- 5 Branded signage and hanging planters on existing pedestrian street lights
- 6 Expanded overhead lighting
- 7 Vehicle travel lane and sidewalk provide pedestrian space during street closure
- 8 Additional mid-block trash and recycling receptacles

Street Use Zones

While several of the street closure amenities and programming elements are flexible in exact location, suggested locations for select elements are shown on the map below and described on the following pages.

- | | | |
|--|----------------------------------|----------------------------------|
| ① Bike corral | ③ Storage container | ⑤ Vertical gateway opportunities |
| ② Gateway decorative pavement markings | ④ Movable vehicle access control | ⑥ Flexible programming space |

Street Capacity

The approximate size and capacity of programmable areas in this scenario match the Summer Evenings scenario (page 27).



INFRASTRUCTURE

Vehicle Access Control

Custom, movable planters with integrated signage should be used on either end of Park Lane, similar as the Summer Evenings scenario.

Additionally, this scenario includes use of the existing removable bollard and canister that exist on either end of Park Lane. A bollard provides additional protection from vehicles entering Park Lane and can be removed as needed to allow for maintenance or events access.

Pros:

- + Easily movable
- + Branding and gateway opportunity
- + Aesthetically pleasing
- + Ease of operation
- + Extra physical security

Cons:

- Maintenance of plants and bollard



Existing removable bollard

Public Seating

Semi-permanent seating options can be creative in form and placed in the Flexible Use Zone (see page 39). Movable tables and chairs can be placed in the Travel/Programming Zone. These provide a variety of options to comfortably rest and socialize.

Pros:

- + Variety of seating options and semi-permanent installation
- + Opportunity to incorporate public art

Cons:

- Large-scale storage needs in off-season
- Seasonal set up and breakdown



Modular, unique seating example

Shelter

Overhead shade sails and retractable shade umbrellas provide some protection from sun or rain and are stored in the off-season. Height of overhead elements within the travel lane must account for 13'-6" vertical clearance for fire ladders.

Pros:

- + Shade elements contribute to sense of place

Cons:

- Large scale storage needs in off-season
- Seasonal set up and breakdown



Shade sails example

Bike Parking

Bike corrals are designated areas for bike parking with racks and pavement markings. In this scenario, bike corrals would be a temporary, seasonal installation. Bike corrals can be paired with other amenities such as a bike repair station, pump, or e-bike charging. On the west end of the block, a bike corral should be located within the Amenities Zone (see page 39). On the east end of the block, a bike corral should be located within the Flexible Use Zone.

Pros:

- + Accommodates larger volume of bikes and can be paired with amenities
- + Supports active transportation
- + Supports dismount zone
- + Can be used outside of closure times

Cons:

- Requires amenity zone space



Temporary bike corral example

Rain Garden Planters

The treatment of the rain garden planters in the Summer Season scenario is the same as the Summer Evenings scenario (page 29).

Pros:

- + Public seating space
- + Branding and gateway opportunity
- + Aesthetically pleasing

Cons:

- Custom design and installation
- Maintenance of plants and decking



Stormwater planter with seating example

Landscaping

This scenario provides the opportunity for expanded movable planters in addition to the hanging baskets, existing planter beds, and trees. Landscaping can include a variety of plants and flowers which add seasonal color, beautification, and contribute to Park Lane's unique identity. Native, drought tolerant plants are advisable to reduce the additional maintenance and water that is required. Additional planters will need to be removed in the off-season, requiring annual replanting.

Pros:

- + Aesthetically pleasing
- + Contributes to beautification and identity
- + Opportunity to showcase native/regional plants

Cons:

- Expanded maintenance needs and watering
- Yearly replanting required



Seating with integrated art and landscaping example

PROGRAMMING

Parklets and Sidewalk Cafes

Parklets, parking spaces used as a seating area or open space, can be used by private businesses, the City and/or other organizations to contribute to streetscape activation. Parklets installed by private businesses should be demarcated with movable, semi-permanent physical elements and reserved for the season via a paid permit system. Sidewalk cafes may also occur in the Amenities Zone and adjacent to businesses outside of the Business Access Zone (see page 39) per the City's existing permit process.

Pros:

- + Contributes to activation
- + Increases outdoor patio space with higher quality, semi-permanent elements
- + Supports increased sales

Cons:

- City permitting
- May require additional restaurant staff
- Cost of semi-permanent furnishings for businesses
- Seasonal removal



Parklet seating - Seattle, WA

Outdoor Merchandise Displays

Outdoor retail displays help businesses present clothing and products in unique ways to promote seasonal or sale items, as well as providing additional opportunities to draw pedestrians into a store. Outdoor displays in this scenario should include display cases, racks, and modular shelving units that are able to be closed and secured overnight or moved inside.

Pros:

- + Contributes to activation
- + Supports increased sales and branding
- + Pop-up vendor opportunities

Cons:

- City permitting
- May require additional retail staff to monitor
- Not easily movable
- Business investment in new display furnishings



Retail/art pods example

Public Art and Lighting

Larger and or movable art displays could be included in this scenario. Art can be placed within the Flexible Use Zone and Amenities Zone (see page 39). Lightweight art pieces can also go in the Travel/Programming zone. Prioritizing interactive and day to nighttime transitional/lighted art to may help to activate the evenings. Art can also be performance-based or ephemeral within the Travel/Programming Zone.

Pros:

- + Expanded opportunities for unique art and lighting installations
- + Security/durability for overnight exposure

Cons:

- Potential seasonal storage requirements
- City management and permitting



Tree fabric art example

Activation and Events

With Park Lane closed to vehicles all summer, a broad spectrum of community members and visitors have the opportunity to enjoy a pedestrianized Park Lane during the warmer months. Programming is essential to bring an increased number of people through the space. Increased visits from pedestrians offer increased visibility of business storefronts without parked cars blocking sight lines. A full-day closure allows a larger breadth of events. For example, physical art or event installations could remain in place throughout the summer, even without specific events scheduled. Special events should occur periodically throughout the Summer Season.

Ongoing Installations

- Themed activities installed or extended periods of time
- Provide activities during times outside of recurring or special events
- Examples might include art installations, unique seating, plantings, and games

Recurring Activities

- Reoccur monthly or weekly to provide predictability
- Examples might include a live music series

Special Events

- Can happen once or be part of a series because they require increased planning, promotion, and management
- Examples might include holidays and sports events
- Streamlined special events permit process and broad outreach can support organic, community activation of the space

Pros:

- + Already a naturally busy time and more people visiting
- + Longer closure duration provides more programming opportunities

Cons:

- Secure storage needs for rotating or specialty items
- Longer closure duration means more programming needs
- Extended staffing requirements
- City permitting
- More than 1,000 people requires crowd managers (1:250 ratio)



Hammocks installation example

Sample Event Calendar

MAY	Botanic Growth Series Kirkland Ca\$h Fest
JUNE	Live Music Series Wine Walk & Shop
JULY	Little Library Installation Meet Our Businesses
AUG.	Hammocks Installation 5K Race Beer Garden
SEPT.	Outdoor Art Shows Labor Day Festival
OCT.	Maker's Market Fair Fall Colors Celebration



Live Music Series example

OPERATIONS

Operating Procedures

The Summer Season Scenario requires only semi-annual set up and breakdown but other daily/regular operations. The following checklist is a guide for operating the street closure.

- ✓ Conduct parking management once at the start of Summer Season
- ✓ Set up closure infrastructure and amenities at the start of Summer Season as well as regular setup of rotating items
- ✓ Monitor closure regularly throughout season
- ✓ Record any items damaged and in need of replacement
- ✓ Daily clean up of litter and debris
- ✓ Secure storage unit as items are rotated
- ✓ Open the street as needed for maintenance access (move planters, remove bollard and objects in the travel lane)
- ✓ Occasional morning street sweeping

Pros:

- + Closure procedures are only seasonal and for maintenance access

Cons:

- Daily management and cleanup

Storage Solutions

This scenario has significant needs for storage of items that need to be stored during regular rotations and in the off season. A dedicated storage unit provides a safe and secure location to put these items.

Provide a 10' x 8.5' shipping container within the Lake & Central Street Lot adjacent to the alley (see map on page 39) to provide convenient access for City staff and for pickup/delivery of the storage unit. The storage container can be left in place all year or just rented for the summer. Alternative options include shipping containers of other sizes, storage built into the library garage, or prefabricated storage pods.

Pros:

- + Flexibility to rotate items regularly
- + Some storage can be off-site

Cons:

- Need enough space to fit everything outside of summer months
- Larger items are more difficult to store and transport



Shipping container with custom branding example

PUBLIC SAFETY

Emergency Access and Circulation

Based on review of municipal code and sessions with the City Fire Marshal and police staff, a Summer Season closure (same as Summer Evenings) is considered a temporary event because it would close Park Lane for less than 180 days in duration. In this scenario, emergency vehicle access is provided from either end of the closure area, within 150' of all ground floors. Because of this, movable objects, such as games, tables and chairs, may be placed in the travel lane.

Pros:

- + Allows for movable furnishings in the travel lane
- + Emergency access meets code

Cons:

- None

Personal Safety/Security

A Summer Season street closure has increased activation and programming/"eyes on the street" from the existing conditions, but some potential for personal safety and security issues with the street being closed overnight. Crime, vagrancy, and vandalism are historically frequently cited issues in failed pedestrian malls. The City should have a policy discussion surrounding this topic and consider additional security measures such as more frequent security/police patrol, additional lighting (as noted in the baseline), surveillance/security cameras, emergency call buttons, and/or other interventions to increase personal security.

Pros:

- + Activation of the street
- + Not closed in off-season months

Cons:

- Overnight security considerations

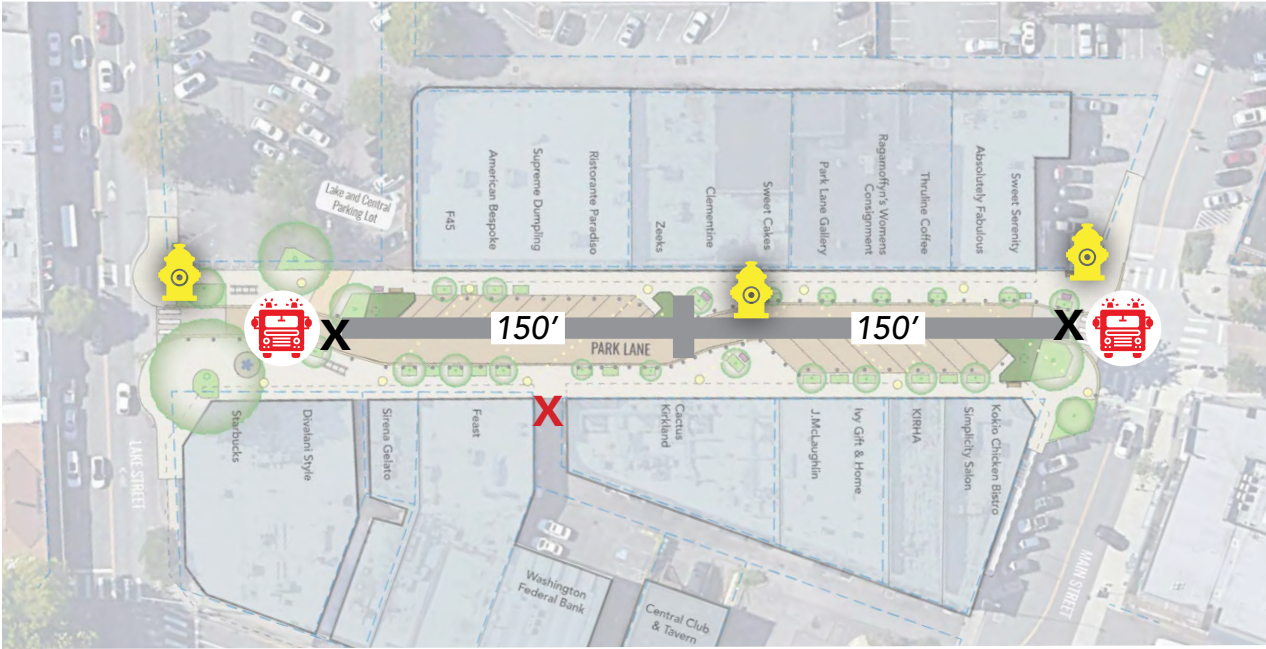
Legend:

 Street Closure Point/Length

 Emergency Access from Either End of Park Lane within 150'

 Alley Closure Point with Fire Access On Foot

 Fire Hydrant



SCENARIO 3: YEAR-ROUND



OVERVIEW

The Year-Round scenario involves a permanent pedestrianization of Park Lane to create a vibrant, programmable, and hallmark public space with thriving businesses in Downtown Kirkland. A mix of permanent and modular furnishings allow for change and flexibility over time while providing a consistent and predictable destination. It would include expanded public art, a focus on year-round activation strategies, and seasonally expanded landscaping.

Duration	24 hours/day All year
Initial Cost	\$2.5 - 3.4M
Annual Costs	\$75 - 225K
Annual Staffing	3.0 - 4.0 FTE

INFRASTRUCTURE

- Automated custom gates with plantings incorporated
- Permanent and modular seating, tables, and shade structures
- Covered bike corrals
- Removal of rain garden planters
- Expanded landscaping

PROGRAMMING

- Permanent and semi-permanent public art, parklets, and outdoor merchandise displays
- Opportunities for ongoing installations, recurring programming, and special events
- Significant staff needs for programming management

OPERATIONS

- Daily management and cleanup including seasonal considerations
- On-site and off-site storage container

ACCESS AND PARKING

- Deliveries via alleys and nearby loading zones/short term parking
- Permanent removal of on-street parking and no parking enforcement needs
- Six parking spaces on Main Street, Lake Street, and in the Lake & Central Lot converted to ADA and 15-minute spaces

PUBLIC SAFETY

- Emergency access from along Park Lane
- Overnight and non-busy season closure requires enhanced security measures



Perspective Illustration (view from intersection of Park Lane & Main Street looking west)

For illustrative purposes only



Specific to Scenario 3: Year-round

- 1 Custom automated gates
- 2 Permanent shade/weather shelters
- 3 Movable outdoor patio heaters
- 4 Additional public art, tree lighting, and overhead gateway elements
- 5 Covered bike corral
- 6 Permanent stage structure to support programming

Baseline Improvements

- 6 Pavement art acts as a gateway element
- 7 Expanded overhead art or lighting
- 8 Wayfinding signage to nearby destinations and parking
- 9 Temporary vendors in travel lane

Perspective Illustration (view from mid-block looking east)

For illustrative purposes only



Specific to Scenario 3: Year-round

- 1 Retail and merchandise displays in a variety of secure and/or movable carts
- 2 Business patios both adjacent to buildings and within parking areas
- 3 Additional/enhanced landscaping and art displays

Baseline Improvements

- 5 Expanded overhead lighting
- 6 Additional mid-block trash/recycling receptacles
- 7 Branded signage and hanging planters on existing lamp posts
- 8 Vehicle travel lane and sidewalk provide pedestrian circulation space during street closure

Street Use Zones

While several of the street closure amenities and programming elements are flexible in exact location, suggested locations for select elements are shown on the map below and described on the following pages.

- | | | |
|------------------------|----------------------------------|------------------------------|
| ① Covered bike corrals | ③ Storage container | ⑤ Flexible programming space |
| ② Gateways | ④ Movable vehicle access control | |

Street Capacity

The approximate size and capacity of programmable areas are helpful to understand the capacity of the street. Programming in a Year-Round closure would occur primarily within the large green Amenities/Programming Zone which totals 15,000 square feet (about 1,500 people). This assumes 10 square feet per person, but 4 square feet per person may be adequate for performance events like concerts and movies.



INFRASTRUCTURE

Vehicle Access Control

A custom, automated gate with integrated planters and signage on the east and west ends of Park Lane will provide vehicle access control and seasonal color while contributing to unique street identity. To provide structural support, the gate should be set on a base with wheels and secured in place to hinge on a post. If possible, a gap should be provided in the center of the gate to allow pedestrians to pass through. Locate the gate so that when open it can fit along the edges of the travel lane and avoid impacts to fire access width. Regulatory “Street Closed” signs are also required at the west entry and south alley.

Pros:

- + Branding and gateway opportunity
- + Support streetscape aesthetic
- + Ease of operation

Cons:

- Maintenance of plants and gate function
- Custom design and installation
- Automation/operation coordination



Gate with planter pots - San Francisco, CA

Public Seating

Placing movable and permanent tables and chairs in the expanded Amenities/Programming Zone (see page 51) provides visitors and businesses with a variety of seating and activity spaces. Modular furniture can be rearranged into flexible configurations allowing for change over time to provide new experiences for visitors to Park Lane.

Pros:

- + Variety of seating options that contribute to cohesive streetscape character of Park Lane
- + Opportunity to incorporate public art

Cons:

- None



Permanent seating - Austin, TX

Shelter

Permanent overhead shade structures can provide protection from the rain and sun and help to extend outdoor comfort during different seasons of the year. Umbrellas and shade sails can also continue to be used.

Pros:

- + Shade structures and sails contribute to sense of place

Cons:

- Structural requirements



Permanent overhead shade example

Bike Parking

Bike corrals are designated areas for bike parking with racks and pavement markings. In this scenario, bike corrals would be a permanent, year-round installation that includes an overhead shelter to support bicycling in inclement weather. Bike corrals can be paired with other amenities such as a bike repair station, pump, or e-bike charging. Covered bike corrals should be located on both ends of the block within the Amenities/Programming Zone (see page 51).

Pros:

- + Accommodates larger volume of bikes and can be paired with amenities
- + Covered bike parking supports active transportation at all times of year
- + Supports dismount zone

Cons:

- Requires amenity zone space



Covered bike corral - University Village, Seattle, WA

Landscaping and Rain Garden Planters

This scenario provides the opportunity for expanded permanent planters and additional trees. Landscaping contributes to beautification of the street and seasonal conditions should be considered in plant choice. Expanded landscaping requires associated expanded maintenance needs.

Rain garden planters that treat runoff from roadway areas are likely no longer required and can be removed or retrofit but stormwater collection infrastructure will need to be provided. Removing the planters provides more permanent space for outdoor seating or programming.

Pros:

- + Expanded landscaping and tree canopy

Cons:

- Demolition and redesign of rain garden planters
- Maintenance of expanded landscaping



Colorful landscaping - Burlington, VT

Heating

Given the additional seasons included in this closure scenario, portable outdoor patio heaters should be provided to help create a comfortable environment for patrons during cooler months. Patio heaters are movable, do not produce an open flame and safely provide heat while the base of the unit stays cool to the touch. Propane or electric patio heaters provide a cost effective and movable heating option used by many other cities.

Pros:

- + Winter comfort promotes non-summer activation

Cons:

- Trade-off considerations for fuel sources
- Maintenance needs



Heaters - Arvada, CO

PROGRAMMING

Parklets and Sidewalk Cafes

Parklets, parking spaces used as a seating area or open space, can be used by private businesses, the City and/or other organizations. In this scenario, parklets should be provided by the City for rent by businesses. This ensures design cohesion and allows for flexible uses in case of business turnover. Some parklets should have overhead shelter for sun and rain protection while some should be more open to allow for variety in the streetscape. Furnishings within parklets are the responsibilities of businesses and can be flexible/modular or semi-permanent. Sidewalk cafes may also occur in the Amenities/Programming Zone and adjacent to businesses outside of the Business Access Zone (see page 51) per the City's existing permit process.

Pros:

- + Contributes to activation
- + Increases outdoor patio space
- + Visual consistency with City managed guidelines

Cons:

- City management of parklet structures and rental permitting
- May require additional restaurant staff
- Less flexibility



Covered parklet - Seattle, WA

Outdoor Merchandise Displays

Outdoor retail displays in this scenario are similar to the Summer Season scenario but may also include more permanent outdoor displays and pop up shops. Outdoor displays can help businesses present clothing and products in unique ways to promote seasonal or sale items, as well as providing additional opportunities to draw pedestrians into a store. Outdoor displays in this scenario should include display cases, racks, and modular shelving units that are able to be closed and secured overnight.

Pros:

- + Contributes to activation
- + Supports increased sales and branding
- + Pop-up vendor opportunities

Cons:

- City permitting and management of design
- May require additional retail staff to monitor
- Business investment in new display furnishings



Pop-up shop example

Public Art and Lighting

Art in this scenario can be placed within the Amenities/Programming Zone (see page 51). Larger, more permanent art installations should be pursued to contribute to placemaking at the pedestrian scale. Prioritizing interactive and nighttime/lighted art may help to activate the evenings and less busy months. Additional art can be included on the roadway surface in this scenario due to minimal vehicle traffic wearing it down. Art can also be performance-based (non-fixed) within the Travel Zone.

Pros:

- + Expanded opportunities for large interactive art and lighting installations
- + Balancing permanent art with rotating installations

Cons:

- City management and permitting
- Security/durability for overnight and inclement weather exposure



Light and art incorporated into seating - Sunderland, UK

Activation and Events

Creating an opportunity for activation, programming, and events all year long could provide Kirkland residents and visitors with a Year-Round place to gather, play, and support local business. During the winter, many people do not see outdoor space as desirable due to the weather. Creating winter-specific programming such as an ice sculpture festival, holiday markets, donation events, and others could motivate the community to bundle up to celebrate the winter months. Providing varied year-long programming would also help solidify the placemaking and identity of Park Lane. The extended closure also provides endless opportunities for community partnerships and relationship building.

Ongoing Installations

- Themed activities installed in the street for extended periods of time
- Provide activities during times outside of recurring or special events
- Examples might include little library, interactive art, or ice sculptures

Recurring Activities

- Reoccur monthly or seasonally to provide predictability
- Examples might include seasonal maker's markets, donation pop-ups, and art walks

Special Events

- Can happen once or be part of a series because they require increased planning, promotion, and management
- Examples might include festivals and gear/product demos
- Streamline special events permit process to encourage resident activation of the street and organic, community-supported events

Pros:

- + Longer closure duration provides more programming opportunities and community building year-round
- + Mix of permanent and temporary activities and installations
- + Rotating events to provide new experiences

Cons:

- Less people out in winter months
- Secure storage needs for rotating or specialty items
- Durability of items for inclement weather
- Longer closure duration means more programming needs
- Extended staffing requirements
- City permitting



Donation pop-up event example

Sample Event Calendar

WINTER	Holiday Market Ice Sculpture Festival
SPRING	Flower Festival Workout Classes
SUMMER	Gear/Product Demos Pop-up Beer Garden
FALL	Art Walks Donation/Non-Profit Events



Ice sculpture festival example

OPERATIONS

Operating Procedures

The Year-Round Scenario requires only one-time set up but other daily/regular operations. The following checklist is a guide for operating the street closure.

- ✓ Regular setup/take down of rotating amenities
- ✓ Monitor closure regularly throughout year but especially at night and in winter
- ✓ Record any items damaged and in need of replacement
- ✓ Daily clean up of litter and debris
- ✓ Secure storage unit as accessed
- ✓ Occasional morning street sweeping
- ✓ Seasonal maintenance (e.g. snow, leaves)

Pros:

- + Maintenance and emergency access can occur without any closure procedures

Cons:

- Daily management and cleanup
- Seasonal maintenance

Storage Solutions

This scenario needs storage for items that occasionally rotate. A dedicated storage unit provides a safe and secure location for furnishings, signs and other closure items/amenities.

Locating a 10' x 8.5' shipping container within the Lake & Central Street Lot adjacent to the alley (see map on page 51) provides convenient access for City staff and for pickup/delivery of the storage unit and items therein while minimizing parking spaces lost. The storage container can be purchased by the City and left in place all year. Alternative options include different sized shipping containers, storage built into the library garage or prefabricated storage pods.

Pros:

- + Flexibility to rotate items regularly

Cons:

- Need enough space to fit seasonal rotations
- Larger items are more difficult to store and transport



Artistic storage container - New York City

ACCESS AND PARKING

Commercial Deliveries

Commercial deliveries and pickups currently occur from the alleys and on-street. In the event of a Year-Round closure to vehicles, commercial deliveries and pickups can occur from the alleys or nearby short-term parking spaces. The City can support businesses by creating commercial delivery/pickup guidelines for Park Lane and distributing those to companies like UPS, FedEx, USPS, food distributors, and food delivery services. Since the travel lane is kept clear in this scenario, allowance of commercial deliveries on weekday mornings could be considered, but will require planning and standardization for management, automated gate access, and coordination with adjacent business owners/delivery companies. This should be considered after implementing this scenario and testing deliveries only.

Short-Term Parking

Short-term spaces are used for customer pickup/drop off, ride share, or for a quick trip into a business. Offsetting the loss of short-term on-street parking is an important

Offset Short-Term and ADA Parking Spaces: 6 (100%)

- 1 additional ADA space on Main Street
- 4 additional 15-minute spaces on Lake and Main Streets and in the Lake/Central Lot
- 1 additional 30-minute or loading spot



consideration to support on-street businesses and accessibility for all. Additional short-term and ADA spaces should be prioritized as close to Park Lane as possible. Since this scenario involves a permanent, Year-Round street closure, a complete offset of short-term and ADA on-street spaces should be considered.

2-4 Hour Parking

See Existing Conditions (page 13) for information about longer term (2-4 hour) parking spaces.

Pros:

- + Utilization of parking space on Park Lane for other public-serving uses
- + Potential flexibility for changing delivery access due to unobstructed travel lane

Cons:

- Reduces parking supply by 17 spaces

Legend:	Existing Spaces to Remain	Existing Spaces on Park Lane	Newly Marked Spaces
ADA (accessible)	#	-	+
15-minute	#	-	+
30-minute or loading	#	-	+
All others are 2-4 hour			



Existing and recommended ADA and short-term parking spaces

PUBLIC SAFETY

Emergency Access and Circulation

Based on review of municipal code and meetings with the City Fire Marshal and police staff, a Year-Round closure is considered a permanent "event" because it would close Park Lane for more than 180 days in duration. In this scenario, emergency vehicle access is provided from along the existing travel lane. Because of this, movable objects, such as games or tables and chairs, may not be placed in the travel lane as a fire lane.

Pros:

- + Emergency access is maintained with a fire lane

Cons:

- Does not allow for movable furnishings in the travel lane

Personal Safety/Security

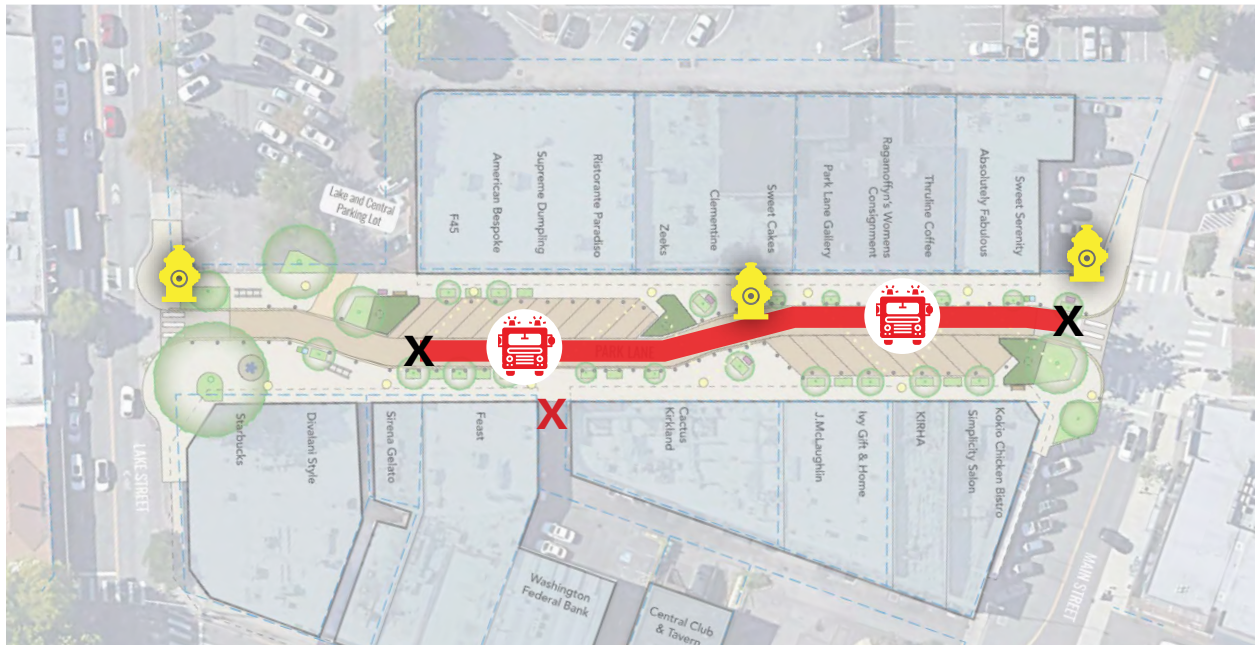
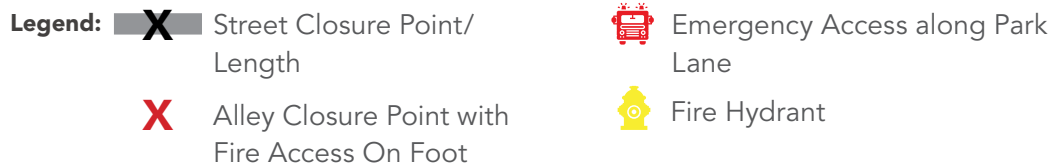
A Year-Round street closure requires ample activation, programming/"eyes on the street", lighting, and other security considerations because it has the highest potential for personal safety and security issues. This becomes a very important consideration due to the street being closed overnight and in seasons with more frequent inclement weather when the street can be less active. Crime, vagrancy, and vandalism are historically frequently cited issues in failed pedestrian malls. As noted previously, programming and activating the street year-round is very important and will help create a safer and more active environment. The City should have a policy discussion surrounding this topic and likely pursue additional security measures such as more frequent security/police patrol, additional lighting (as noted in the baseline), surveillance/security cameras, emergency call buttons, and/or other interventions.

Pros:

- + Potential for the street to become safer than it is today with appropriate activation and security measures

Cons:

- Safety can become a significant concern overnight and during less busy seasons/inclement weather



EVALUATION



OVERVIEW

This section evaluates the three street closure to vehicle scenarios and existing conditions in terms of qualitative alignment with the project's guiding principles. A planning-level cost estimate has also been developed to identify the range in capital and operational investments that are anticipated to successfully implement and sustain each street closure scenario.

GUIDING PRINCIPLES EVALUATION

Five guiding principles were established at the beginning of this study to guide the development of street closure to vehicle scenarios (see page 4) and to provide a basis for qualitatively rating the performance of each street closure scenario and existing conditions based on desired outcomes. Each guiding principle has been evaluated based on several applicable goals, as listed on this page. “High” ratings reflect high achievement of goals. **The guiding principles are considered here equally, but the City may choose to prioritize one over another when making a decision regarding a Park Lane street closure.** See more detail in the appendix.

1: Enhance Park Lane’s function and reputation as a vibrant local and regional destination and community gathering place.

- 1.1. Adequate special event infrastructure and capacity
- 1.2. Opportunities for a variety of context-appropriate programming
- 1.3. Programming and infrastructure inclusive for all ages and abilities
- 1.4. Attractive streetscape with enhanced landscaping
- 1.5. Opportunities for engaging public art
- 1.6. Flexibility to change the street function and appearance over time

2: Expand economic vitality and support commercial activity.

- 2.1. Clear storefront visibility for spontaneous shopping and dining
- 2.2. Convenient business access for pick up/drop off, deliveries, and maintenance
- 2.3. Space for businesses to expand into the public right-of-way
- 2.4. Space for temporary vendors, buskers, and entertainers
- 2.5. Programming designed to support commercial activity

3: Ensure safe and equitable access for all.

- 3.1. ADA accessibility and proximate ADA parking
- 3.2. Pedestrian safety and intuitive spaces
- 3.3. Personal security
- 3.4. Convenient access to transit
- 3.5. Convenient nearby bicycle parking
- 3.6. Convenient nearby vehicle parking and parking wayfinding
- 3.7. Clear vehicle circulation and access management to reduce potential conflicts

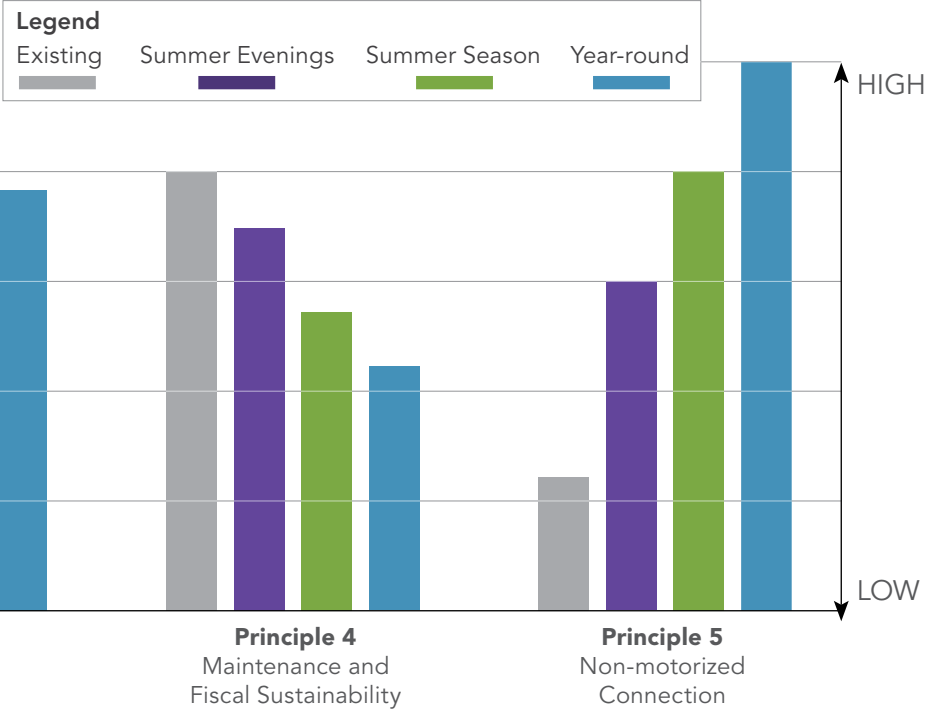
4: Maintain year-round streetscape at high level of service and ensure fiscal sustainability.

- 4.1. Functional stormwater system
- 4.2. Sufficient, dedicated resources for consistent maintenance
- 4.3. Sufficient, dedicated staffing for infrastructure and closure requirements
- 4.4. Access for City maintenance, waste management and emergency services

5: Incorporate Park Lane as part of a larger non-motorized connection between the lakefront, Kirkland Urban and the NE 85th Street Station Area.

- 5.1. Prioritized pedestrian access and comfort over other transportation modes
- 5.2. Expanded space where walking is safe, comfortable, and intuitive
- 5.3. Supportive infrastructure for walking such as shelters, seating, lighting
- 5.4. Opportunities for visual connections and wayfinding

Guiding Principles Evaluation Summary



PLANNING-LEVEL EVALUATION FOR BUDGET DEVELOPMENT

A planning level cost evaluation was completed to identify the range in capital and operational investment that may be needed to implement each street closure scenario.

Capital Costs – the range in capital costs is based on an itemization and cost allowance for each element included with the street closure scenario and includes allowances for soft costs (e.g. design, permitting, management), contingencies, and tax.

Operational Costs – the range in operational costs includes staff time for management and coordination of programming activities and operations of street closures. The range in operational costs identified in this evaluation does not include existing proactive and reactive maintenance the City has currently budgeted to maintain and operate the existing Park Lane streetscape, which includes an estimated 740 annual hours (0.3 FTE) across Public Works Divisions (Streets and Grounds, Transportation, and Surface Water).

A detailed breakdown of the elements, cost allowances, and assumptions used to identify the capital and operational cost ranges for each street closure is included as an appendix to this report. Note, operational costs for staffing are presented in terms of full-time equivalent (FTE) staff based on the City’s standard of 2040 hours/year.

	Summer Evenings	Summer Season	Year Round
Capital Costs <ul style="list-style-type: none"> Street closure and utility infrastructure improvements Gateways, signage, and lighting enhancements Parking modifications Streetscape amenities and storage 	\$1.4M-\$1.9M	\$1.9M-\$2.5M	\$2.5M-\$3.4M
Annual (Recurring) Capital Costs <ul style="list-style-type: none"> Allowance for miscellaneous recurring capital costs such as plantings, planters, umbrellas and seating replacement, public art, etc. 	\$25K-\$75K	\$50K-\$150K	\$75K-\$225K
Annual Operational Costs - Coordination and Management <ul style="list-style-type: none"> Management and coordination of private patios/displays, public art, vendors, and events. Communication with businesses and the public. Programming planning and management for weekly events by others and special events by the City. 	0.8-1.0 FTE	1.0-1.2 FTE	1.5-2.0 FTE
Annual Operational Costs - Installation and Maintenance <ul style="list-style-type: none"> Recurring maintenance for setup, breakdown, cleanup, etc. Enhanced maintenance and beautification services. Installation and removal time, e.g. for art installations and special public events. 	0.8-1.0 FTE	1.2-1.4 FTE	1.5-2.0 FTE

APPENDIX

CONTENTS

1. EVALUATION DETAIL
2. POTENTIAL POLICY CHANGES
3. VEHICLE ACCESS CONTROL
4. PROGRAMMING AND ACTIVATION IDEAS

1. EVALUATION DETAIL

Guiding Principles Evaluation Matrix

This matrix is intended to provide additional detail and background to the Guiding Principles Evaluation on page 60.

		Existing Condition		Scenario 1: Summer Evenings		Scenario 2: Summer Season		Scenario 3: Year-round	
		Rating	Notes	Rating	Notes	Rating	Notes	Rating	Notes
1. Enhance Park Lane's function and reputation as a vibrant local and regional destination and community gathering place.									
1.1	Adequate special event infrastructure and capacity	1	Lacking event infrastructure	2	Short duration and limited gathering infrastructure but new utility infrastructure	4	6-months with semi-permanent infrastructure and new utility infrastructure	5	12-months, more space with removal of stormwater planters and new utility infrastructure
1.2	Opportunities for a variety of context-appropriate programming	1	Limited opportunities	2	Limited closure time	4	Variety with time of day	5	Variety seasonally and time of day
1.3	Programming and infrastructure inclusive for all ages and abilities	4	Similar for all scenarios	4	Similar for all scenarios	4	Similar for all scenarios	4	Similar for all scenarios
1.4	Attractive streetscape with enhanced landscaping	2	Attractive streetscape but fewer beautification opportunities	3	Modest enhancements and potential irregularly and wear/tear due to daily setup/breakdown	5	Weather, landscaping beautification and uniform furnishing design	4	Permanent furnishings with uniform design but seasonality impacts and risk of disrepair
1.5	Opportunities for engaging public art	1	Limited opportunities	2	Short duration and limited space	4	Semi-permanence increases space and opportunity for installations and performances	5	Permanence increases opportunities for large, permanent installations in parking area and temporary performances in travel lane
1.6	Flexibility to change the street function and appearance over time	2	Flexible streetscape but City doesn't currently supply flexible furnishings	3	Can small-scale test and iterate on different improvements	4	Can change year to year and intermittently within a summer season, splits time between vehicles and pedestrianization	1	Removal of planters, bollards, fixed furnishings
Average Rating		1.8		2.7		4.2		4.0	
2. Expand economic vitality and support commercial activity.									
2.1	Clear storefront visibility for spontaneous shopping and dining	4	Visibility from cars and peds	4	Visibility from cars and peds similar to existing	3	Limited visibility from cars but more destination appeal	3	No visibility from cars, overhead shade shelters, but regional destination
2.2	Convenient business access for pick up/drop off, deliveries, and maintenance	4	On-street loading/unloading but parking is often at capacity	4	Similar to existing assuming most deliveries occur in the mornings	3	Deliveries limited to alley and nearby short-term parking seasonally	3	Deliveries limited to alley and nearby short-term parking year-round but clear travel lane could accommodate deliveries with management if needed
2.3	Space for businesses to expand into the public right-of-way	1	Limited space outside of pedestrian clear zone	2	Daily setup, can expand into travel lane	5	Semi-permanent parklets and can expand into travel lane	4	Permanent parklets, limited to parking zone, weather considerations
2.4	Space for temporary vendors, buskers, and entertainers	1	Limited opportunities	2	Access to new infrastructure but short duration	4	Flexible space seasonally	5	Flexible space year-round
2.5	Programming designed to support commercial activity	1	Minimal programming	3	Increased programming opportunities	4	Increased programming opportunities	5	Increased programming opportunities
Average Rating		2.2		3.0		3.8		4.0	

		Existing Condition		Scenario 1: Summer Evenings		Scenario 2: Summer Season		Scenario 3: Year-round	
		Rating	Notes	Rating	Notes	Rating	Notes	Rating	Notes
3. Ensure safe and equitable access for all.									
3.1	ADA accessibility and proximate ADA parking	4	ADA parking on-street, curbless street is accessible but narrow sidewalk with obstacles	4	Generally similar to existing but no ADA parking on Park Lane and wider obstacle-free pedestrian space	4	ADA parking on-street is only seasonal but wider obstacle-free pedestrian space	4	No ADA parking on-street but wider obstacle-free pedestrian space
3.2	Pedestrian safety and intuitive spaces	3	More potential for vehicle/pedestrian conflicts	3	Daily changes may lead to unpredictability, more potential for vehicle/pedestrian conflicts	4	Predictable arrangement seasonally, seasonal closures reduces vehicle/pedestrian conflicts	5	Predictable arrangement, minimal vehicle/pedestrian conflicts
3.3	Personal security	3	Fewer eyes on the street	5	More programming/activation	4	Programming/activation during peak times but overnight closure security considerations	3	Programming/activation during peak times but overnight and off-season closure security considerations
3.4	Convenient access to transit	4	Similar for all scenarios	4	Similar for all scenarios	4	Similar for all scenarios	4	Similar for all scenarios
3.5	Convenient nearby bicycle parking	2	Bike racks exist	3	Expanded bike parking	4	Bike corrals	5	Covered bike corrals
3.6	Convenient nearby vehicle parking and parking wayfinding	5	On-street parking	4	Minimal parking impact + 2 redesignated short term/ADA stalls nearby	3	Seasonal parking impact + 4 redesignated short term/ADA stalls nearby	2	Permanent parking impact + 6 redesignated short term/ADA stalls nearby
3.7	Clear vehicle circulation and access management to reduce potential conflicts	4	One-way street but cars mix with people	2	4pm closure is a daily impact	3	Predictable circulation besides two transition periods	4	Predictable circulation
Average Rating		3.6		3.6		3.7		3.9	
4. Maintain year-round streetscape at high level of service and ensure fiscal sustainability.									
4.1	Functional stormwater system	4	Similar for all scenarios	4	Similar for all scenarios	4	Similar for all scenarios	4	Similar for all scenarios
4.2	Sufficient, dedicated resources for consistent maintenance (based on current staff/resources)	4	Recent hires and recovery from COVID shortages	3	Minimal additional plantings and furnishings	2	Landscaping and seasonal furnishings are expanded requiring additional annual maintenance	1	Landscaping, furnishings and shelters are maximized and require additional maintenance
4.3	Sufficient, dedicated staffing for infrastructure and closure procedures (based on current staff/resources)	3	Occasional special events closures only	3	Need for dedicated staff, daily closure but limited infrastructure	2	Need for dedicated staff, biannual closure and monthly rotations	1	Need for dedicated staff and seasonal rotations
4.4	Access for City maintenance, waste management and emergency services	5	Normally open to cars	4	Objects in travel lane but open to cars seasonally/daily	3	Objects in travel lane but limited/seasonal car access	3	No objects in travel lane but limited car access
Average Rating		4		3.5		2.8		2.3	
5. Incorporate Park Lane as part of a larger non-motorized connection between the lakefront, Kirkland Urban and the NE 85th Street Station Area.									
5.1	Prioritized pedestrian access and comfort over other transportation modes	2	Limited pedestrianization time	3	Longer pedestrianization time than existing	4	Seasonal pedestrianization	5	Full pedestrianization
5.2	Expanded space where walking is safe, comfortable, and intuitive	1	Pedestrians have minimal space	2	Longer closure time than existing	4	Same space but longer duration	5	Same space but longer duration
5.3	Supportive infrastructure for walking such as shelters, seating, lighting	1	Minimal public furnishings	3	Temporary furnishings and modifications to stormwater planters increase seating opportunities	4	Seasonal additional furnishings and modifications to stormwater planters increase seating opportunities	5	Permanent additional furnishings
5.4	Opportunities for visual connections and wayfinding	1	No pedestrian wayfinding	4	Monument signage, updated directory, wayfinding opportunities	4	Monument signage, updated directory, wayfinding opportunities	5	Same improvements but overhead gateway element is highly visible
Average Rating		1.25		3.0		4.0		5.0	

Cost Evaluation Detail

This matrix is intended to provide additional detail and background to the Planning-Level Evaluation for Budget Development on page 61.

		Summer Evening				Summer Seasonal				Year-Round			
Topic	Item	Qty	Unit	Unit Cost	Cost	Qty	Unit	Unit Cost	Cost	Qty	Unit	Unit Cost	Cost
Capital Costs													
Street closure													
	Moveable planters for street closure	4	Each	\$2,500	\$10,000	4	Each	\$2,500	\$10,000	If no cost is shown this element is not applicable to the scenario (typical throughout spreadsheet)			
	Bollard removal (identified in City bollard removal plan)	47	Each	\$750	\$35,250	47	Each	\$750	\$35,250	47	Each	\$750	\$35,250
	Thermoplastic/painting of pavement at gateways	2	Allow	\$20,000	\$40,000	2	Allow	\$20,000	\$40,000	2	Allow	\$20,000	\$40,000
	New removable bollard					2	Each	\$1,500	\$3,000				
	Automated gate with planters and integrated street closure sign									2	Allow	\$23,000	\$46,000
Utilities													
	Drinking fountain (water service, area drain and side sewer connection)	1	Allow	\$25,000	\$25,000	1	Allow	\$25,000	\$25,000	1	Allow	\$25,000	\$25,000
	Modifications to stormwater planters	3	Allow	\$11,000	\$33,000	3	Allow	\$11,000	\$33,000	3	Allow	\$11,000	\$33,000
	Quick coupler hookup to existing irrigation system	2	Each	\$1,500	\$3,000	2	Each	\$1,500	\$3,000	2	Each	\$1,500	\$3,000
	New service cabinet and rewire outlets for event use/metering	1	Allow	\$30,000	\$30,000	1	Allow	\$30,000	\$30,000	1	Allow	\$30,000	\$30,000
	Additional waste receptacle for middle of block	1	Each	\$12,000	\$12,000	1	Each	\$12,000	\$12,000	1	Each	\$12,000	\$12,000
Lighting													
	New overhead string lighting	1	Allow	\$3,600	\$3,600	1	Allow	\$3,600	\$3,600	1	Allow	\$3,600	\$3,600
	Electrical service to gateway	1	Allow	\$20,000	\$20,000	1	Allow	\$20,000	\$20,000	1	Allow	\$20,000	\$20,000
	Lighting for gateway monument in stormwater planter	2	Allow	\$3,000	\$6,000	2	Allow	\$3,000	\$6,000	2	Allow	\$3,000	\$6,000
	Illuminated gateway bollards at entries with art and branding	4	Each	\$7,500	\$30,000	4	Each	\$7,500	\$30,000				
	New string lighting for street trees	22	Each	\$1,200	\$26,400	22	Each	\$1,200	\$26,400	22	Each	\$1,200	\$26,400
Parking													
	Parking signage sleeves for bollards	17	Each	\$150	\$2,550								
	New street ADA parking stall, access aisle, and curb ramp (Assume regrading paving of parking location for ADA in R/W is not required)	1	Allow	\$15,000	\$15,000	1	Allow	\$15,000	\$15,000	1	Allow	\$15,000	\$15,000
	Short term parking signage for new spot designations on Main or Lake	2	Each	\$500	\$1,000	4	Each	\$500	\$2,000	6	Each	\$500	\$3,000
	Bike racks	4	Each	\$1,500	\$6,000								
	Bike corrals					2	Allow	\$16,000	\$32,000	2	Allow	\$16,000	\$32,000
	Shelter for bike corrals									2	Allow	\$15,000	\$30,000
	Parking garage improvements (lighting and aesthetics)	1	Allow	\$50,000	\$50,000	1	Allow	\$50,000	\$50,000	1	Allow	\$50,000	\$50,000
Signage													
	Street closure sign	3	Each	\$1,000	\$3,000	3	Each	\$1,000	\$3,000	1	Each	\$1,000	\$1,000
	Digital smart sign (kiosk) for businesses	1	Allow	\$30,000	\$30,000	1	Allow	\$30,000	\$30,000	1	Allow	\$30,000	\$30,000
	Dismount entry signs	2	Each	\$1,000	\$2,000	2	Each	\$1,000	\$2,000	2	Each	\$1,000	\$2,000
	Monument entry signs	2	Each	\$10,000	\$20,000	2	Each	\$10,000	\$20,000				
	Gateway over street entry									2	Each	\$50,000	\$100,000

		Summer Evening				Summer Seasonal				Year-Round			
Topic	Item	Qty	Unit	Unit Cost	Cost	Qty	Unit	Unit Cost	Cost	Qty	Unit	Unit Cost	Cost
Storage													
	On-site storage container - large (8.5'x20')	1	Each	\$20,000	\$20,000								
	On-site storage container - small (8.5'x10')									1	Each	\$10,000	\$10,000
	Off-site storage - large (8.5'x20')					1	Each	\$20,000	\$20,000				
Seating and Gathering Areas													
	Stormwater planter modifications	3	Each	\$15,000	\$45,000	3	Each	\$25,000	\$75,000	3	Each	\$50,000	\$150,000
	Shelters with built in seating					2	Allow	\$40,000	\$80,000	2	Allow	\$75,000	\$150,000
	Specialty chairs/Modular furniture	16	Each	\$2,500	\$40,000	16	Each	\$2,500	\$40,000	20	Each	\$2,500	\$50,000
	Café tables	20	Each	\$1,500	\$30,000	20	Each	\$1,500	\$30,000	16	Each	\$1,500	\$24,000
	Café chairs	60	Each	\$1,000	\$60,000	60	Each	\$1,000	\$60,000	48	Each	\$1,000	\$48,000
	Umbrellas for café tables	10	Each	\$1,000	\$10,000	10	Each	\$1,000	\$10,000	8	Each	\$1,000	\$8,000
	Shade canopies for gathering areas					2	Allow	\$25,000	\$50,000	2	Allow	\$25,000	\$50,000
	Patio heaters									13	Each	\$1,000	\$13,000
	Planters					4	Each	\$2,500	\$10,000	8	Each	\$2,500	\$20,000
Total Capital Costs													
Subtotal A (Total of project elements noted above)													
	Mobilization, Survey, Traffic Control (15%)												
	Overhead and Profit for Construction (12%)												
Subtotal B (A + Mob/Survey/Traffic Control + OH and Profit)													
	Design, Management, Administration, Permitting (52%)												
	Design and Construction Contingencies (40%)												
	Washington State Sales Tax (10.2%)												
Total Opinion of Probable Project Costs													
Planning Level Low Range (90% of total cost)													
Planning Level High Range (120% of total cost)													

		Summer Evening				Summer Seasonal				Year-Round			
Topic	Item	Qty	Unit	Unit Cost	Cost	Qty	Unit	Unit Cost	Cost	Qty	Unit	Unit Cost	Cost
Operational Costs													
		Summer Evening				Summer Seasonal				Year-Round			
	Duration	26 weeks	= 6 months (May -Oct)			26 weeks	= 6 months (May -Oct)			52 weeks	= 12 months (Jan-Dec)		
Topic	Item	Qty	Unit			Qty	Unit			Qty	Unit		
Coordination and Management (annual estimate of hours)													
	Coordination - private parklets/patios/displays (installation by others)	52	hrs			50	hrs			104	hrs		
	Coordination - public art display	184	hrs			368	hrs			736	hrs		
	Coordination - vendors and buskers (installation by others)	104	hrs			104	hrs			208	hrs		
	Coordination - weekly events (installation by others)	832	hrs			832	hrs			1664	hrs		
	Coordination - special events (installation by others)	416	hrs			416	hrs			384	hrs		
	Communications	208	hrs			208	hrs			416	hrs		
Subtotal of Coordination and Management Hours		1796	hrs			1978	hrs			3512	hrs		
		0.88	FTE			0.97	FTE			1.72	FTE		
Installation and Maintenance (annual estimate of hours)													
	Setup/breakdown	728	hrs			320	hrs			512	hrs		
	Daily cleanup	included in above				728	hrs			1456	hrs		
	Hanging basket watering	156	hrs			156	hrs			156	hrs		
	Street closure planters watering/trimming/replacements	156	hrs										
	Misc. weekly maintenance (beyond that incl. by city such as more frequent trash	not included/applicable				642	hrs			642	hrs		
	Installation - public art	32	hrs			64	hrs			128	hrs		
	Installation - special events (setup/breakdown)	416	hrs			416	hrs			768	hrs		
Subtotal of Installation and Maintenance Hours		1488	hrs			2326	hrs			3662	hrs		
		0.73	FTE			1.14	FTE			1.80	FTE		
Recurring Capital Costs													
Communication collateral													
	Printing postcards, posters, flyers, etc.	1	Allow	\$20,000	\$20,000	1	Allow	\$20,000	\$20,000	1	Allow	\$40,000	\$40,000
Gathering areas													
	Parklet/Patio/Outdoor Display - Annual Maintenance	not included/applicable				1	Allow	\$20,000	\$20,000	1	Allow	\$30,000	\$30,000
Planting													
	Hanging baskets	12	Each	\$100		12	Each	\$100		12	Each	\$100	
	Replant street closure planters	4	Each	\$500	\$2,000	4	Each	\$500	\$2,000	4	Each	\$500	\$2,000
	Replant planters	not included/applicable				4	Each	\$500	\$2,000	4	Each	\$500	\$2,000
Total Recurring Costs													
Subtotal		\$22,000				\$44,000				\$74,000			
Planning Level High Range (300% of total cost)		\$70,000				\$140,000				\$230,000			

2. POTENTIAL POLICY CHANGES

Some City policies may be considered for change in the event of a street closure or just to better accommodate activation and events on Park Lane in the future.

Event Frequency Limits

City policy limits events by private organizers to two events per location per month. The limitation does not apply to City-hosted events. While this has not been a constrain in the past, allowing more events (or redefining an “event”) should be considered to allow more activation of Park Lane.

Parking

City Policy G-11 (Parking Guidelines for Downtown Kirkland) does not require on-street spaces be replaced/mitigated elsewhere if removed from Park Lane. A separate City work program beyond the scope of this study is focused on parking management for Downtown and may lead to updates to this policy.

The City refers to PROWAG (Public Right of Way Accessibility Guidelines) for on-street ADA parking requirements. PROWAG requires a minimum of one accessible parking space for blocks where the total number of marked or metered parking spaces on the block perimeter is less than 25. Given this, when the street is closed to cars, the blocks connected to Park Lane (between Central, Lake, Kirkland, and Main) only require one ADA space each. Currently this exists – one on Kirkland and one on Park Lane. The one on Park Lane would be unavailable during a street closure to vehicles but could be mitigated by designating a stall in the Lake and Central lot, or on Main Street.

Permitting for Outdoor Cafes and Parklets

Two different permitting systems were previously used on Park Lane for Sidewalk Cafes and Parklets. These are defined as:

- Sidewalk cafes, amidst other requirements, are defined as being within the portion of the sidewalk immediately adjacent to the occupied business frontage and ensuring a minimum 6’ pedestrian clear space (sidewalk).
- Parklets occur within adjacent public parking stalls and are generally limited to one space per business. The permit application also states that during a street closure to cars, “the parklet applicant is allowed to use portions of the public sidewalk abutting the establishment as table area.”

Parklets were allowed during the pandemic but the program has since expired. Reintroducing parklet permits should be considered for Park Lane, in order to allow activation and use of the street in the event of a closure to vehicles.

Both permit applications state that no product displays shall be placed within the permit/ service area, which could be reconsidered to encourage additional non-restaurant uses of the right-of-way and contribute to activation of the street.

These permits are handled by the same City staff and could be streamlined into one permit, with specific requirements between different types of uses listed therein. This would be helpful in minimizing confusion from the public and reducing staff time.

Open Consumption Area

Washington State regulates open containers of alcohol in public space so that “no person shall open the package container liquor or consume liquor in a public space, every person who violates any provision of this section shall be guilty of a class III civil infraction under chapter 7.80” (RCW 66.44.100).

This regulation allows for flexibility with a permit that allows the service and consumption of liquor at a private, invitation-only banquet or gathering held in a public place. This Banquet Permit costs \$10 a day and can be obtained online at <https://lcb.wa.gov/licensing/banquet-permits>. Programming on Park Lane may benefit from the establishment of an open consumption area on Park Lane. This privilege in this space would create an opportunity for increased adult visitation and would support the nearby businesses.

In addition to a Banquet Permit, the introduction of a Festival and Event Permit (for gatherings without an invitation) could allow for more flexibility and opportunity for Park Lane to benefit from an open consumption area. Businesses would have the opportunity to collaborate with the City of Kirkland to ensure and uphold standards of safety and cleanliness in the space while promoting responsible social alcohol consumption during a street closure.

Security

Further policy conversations should be had be the City to determine an approach to maintaining safety on the street, in particular overnight and in non-summer months.

3. CLOSURE DEVICE OPTIONS

In the past, Park Lane street closures have used volunteers or City staff placed temporary signage and/or a removable bollard at each end of the street to prevent vehicle access. Rather than relying on volunteers, additional City staffing is needed to close and open the street. Several mechanisms can be used to easily close the street to cars while creating a welcoming gateway for people walking. Vehicle access control devices are specified for each scenario. There are pros and cons to different closure devices, including:

- **Signage** – needed for any type of street closure, regulatory requirements vary
- **Planters** – aesthetically pleasing, can be movable if small in size with casters/wheels that are lockable to prevent the planter rolling out of position, can be incorporated into other types of closure devices
- **Concrete Islands** – can be tall and provide seating or short and provide vehicle clearance, can incorporate bollards and/or art
- **Gates** – easy to operate, manual gates are relatively inexpensive, automated gates are more expensive but can be operated quickly by emergency personnel, closed gates should have gap in center to allow bike/pedestrian access, can incorporate seating/art/plantings with structural support
- **Bollards** – bollards allow people to walk/ bike in between them, manual removable bollards are relatively inexpensive and easy to operate, manual or automated retractable bollards can be recessed into ground but are expensive and can require additional maintenance to operate
- **Art Pieces/Statues** – are aesthetically pleasing but heavy and expensive,

automation for opening/closure may be challenging

- **Chain** – manual and automated options are available, can be hung between bollards or planters, not aesthetically pleasing, can block bike/pedestrian traffic
- **Cones** - easily movable and visible to cars, inexpensive to replace, but not aesthetically pleasing
- **Fencing** – can be lightweight or heavy, easy to incorporate custom signage, should have gap in center to allow bike/pedestrian access



Artistic street closure elements - Newport Beach, CA

4. PROGRAMMING AND ACTIVATION IDEAS

The events and activation strategies in this appendix are conceptual, intended to inspire and help visualize how the street could be programmed. To help fill in the gaps between events and create unique experiences, the City should consider special installations and activities that can be ongoing and rotated every few weeks or months. Some ideas in this appendix may be appropriate for more than one scenario/street closure type. Further efforts should be conducted to refine the event types, best practice frequency, and staff/funding capacity to put on these types of programming.

Group Workouts

Group workout classes in the closed street could occur in the street regularly and provide an opportunity for exercise, community gathering, and connection with local businesses. Multiple businesses in close vicinity to Park Lane would have the opportunity to host fitness classes in the space, including F45, Orangetheory, Club Pilates, GO Yoga, and Sasquatch Strength. This activity would take place in Summer Evenings, implying that the street closure would only begin in the late afternoon.



Sidewalk Sales/Fashion Show

Sidewalk sales and a fashion show could provide an opportunity for local businesses along Park Lane to showcase their products. Clothing stores such as Seattle Thread Company, Ragamoffyn's, J.McLaughlin, Champagne Taste, and Absolutely Fabulous could have the opportunity to bring racks and clothes out of their stores and onto the sidewalk during these evening events for community members to shop. This provides a more public and social way for these businesses to showcase their items. There is a strong presence of second-hand and consignment stores, which also provides an opportunity for creative styling to be featured through a fashion show during this event. This type of event would include a pop-up stage and surrounding seating. The fashion show event could feature existing consignment clothing that is styled creatively, new clothing inventory, and clothing geared towards all ages, sizes, and genders.



Movie Nights

A movie night along Park Lane provides an opportunity for Kirkland Parks and Community Services to extend or expand the current offerings of their Outdoor Summer Movie Series. This family-friendly event would offer an LED movie screen and event-goers have the opportunity to bring their own blankets and chairs for the viewing and would be encouraged to patronize adjacent businesses through approaches like promotions and specials. In Kirkland and many other parts of the Pacific Northwest, the sun may not set until much later at night. The LED screen used by Kirkland Parks and Community Services offers a visible screen even during these lighter evening hours.



Farm Dinners

Farm dinner events could showcase local restaurants and local farm produce and products through large sit-down dinners. These dining experiences could take part as a series repeated once weekly throughout the summer months. Attendance would be ticketed and likely require advance registration. The long, shared table often used in these events provides an opportunity for socializing and new community connections.



Meetup Series

A few regular meetups held throughout the Summer Evenings in Kirkland could have the potential to connect the community even further. Potential "meetup" events could include speed dating, professional networking based on industry, pet meetups, or others. These would be themed and partner with a coordinating organization based on the style of the event such as the Chamber of Commerce, a dating app or local matchmaker, or nearby doggie daycares or groomers.

Evening Astronomy

An evening astronomy event could bring awareness to the astronomy field, promote the importance of dark skies, and increase promote the sciences. These events, for older children and adults, would be held later at night starting around 9 pm as the sky gets darker and would provide an opportunity for stargazing and star education. For younger children, an earlier educational event before the 9 pm event could be held with crafts and activities about planets and stars. The Seattle Astronomical Society could be a potential partner.



Game Nights

Farm dinner events could showcase local restaurants and local farm produce and products through large sit-down dinners. These dining experiences could take part as a series repeated once weekly throughout the summer months. Attendance would be ticketed and likely require advance registration. The long, shared table often used in these events provides an opportunity for socializing and new community connections.



Chalk Art Festival

A chalk art festival could provide local and nearby artists a public space to showcase their work. This would be a family-friendly event that occur on part of the street during a portion of the summer. Given the lack of vehicle traffic, this becomes a viable option for the Summer Seasonal street closure. The artists could draw throughout the duration of the multi-day festival, and food, drinks, and games could be involved for event-goers. This also provides a space for local businesses to sponsor artists and gain advertising/exposure to event-goers. The Kirkland Arts Center could be a potential local partner.



Juneteenth Celebration

A Juneteenth celebration taking place on June 19th or surrounding days each year could provide an opportunity for education and celebration in Kirkland. The festival would commemorate the day the Emancipation Proclamation was read to slaves in Galveston, Texas on June 19th, 1865. The event could include food, drinks, speeches, dancing, music, education, and a space to feature local black-owned businesses.



Growth Series

A plant and greenery-themed “Growth Series” could provide different opportunities throughout the summer to engage with plants in an educational or recreational way. Different events could include a botanic installation with the Bellevue Botanical Garden, Center for Urban Horticulture, or other local community gardens as potential partners. Other events within the Growth Series could include garden parties, plant sales, and educational sessions about indoor or outdoor plants, gardening, children’s potting and gardening. Ongoing installations might include mini gardens/planted areas with passive seating and garden games. Sweet Serenity could be a potential local partnership opportunity for these events.



Live Music Series

A Park Lane live music series could take place in conjunction with the Kirkland Downtown Association’s Summer Concert Series. These small concerts could include summer evening shows as well as kids’ concerts for sing-alongs and dancing. Event-goers could arrive with their own blankets and chairs and would be encouraged to patronize adjacent businesses through approaches like promotions and specials. These concerts will be smaller in comparison to the Kirkland Downtown Association’s Summer Concert Series, and will complement them by providing a performance area for smaller local bands and performances.



Seasonal Maker's Markets & Celebrations

This monthly market could be available all twelve months of the year. It complements the nearby Farmer's Market by showcasing items made by creative locals and artisans. The Maker's Market would be themed depending on the time of year but should avoid being tied to religious holidays. Example themes might include fall foliage, winter gifts and lights, Oktoberfest, summer splash, April showers, spring flowers, etc. These markets would also provide opportunity for food, drink, and live music.



Friday Art Walks

Friday Art Walks could take place throughout the year each Friday and would be an evening event. Art galleries along Park Lane such as Park Lane Gallery, Art by Dakota Dean, and Sobia's Art could use the event as an open gallery night to showcase their current offerings. Retailers can also participate by displaying artistic goods and home wares. The nearby CANVAS! Paint and Sip could also use this opportunity to host outdoor events in the street. Local artists or art organizations could also use this opportunity to showcase rotating public art along Park Lane.



Donation/Non Profit Pop-Up

Donation or charity pop-ups could occur throughout the year, where Kirkland residents and visitors could have the opportunity to both donate items or services to non-profit organizations or receive free or discounted items or services. Nearby partner organizations could include the GFWC Kirkland Woman's Club, the Kirkland Downtown Association, or the Applied Hope Foundation. Additionally, if a space becomes vacant on Park Lane, the City can pursue supporting a temporary non-profit "storefront" pop-up to benefit the organization and help activate the street.



Winter Ice Sculpture Festival

The Winter Ice Sculpture Festival would take a similar form as a Chalk Art Festival, but gives residents and visitors the opportunity to celebrate art and come together even in colder weather. Artists, potentially from around the country, would be able to participate in ice carving throughout the week of the festival for display. Event-goers would be able to see the sculptures evolve over time and eat and drink from local restaurants or pop-ups. The carving portion of the festival could be involved in a competition with a prize.



Little Libraries

Small pop-up “little libraries” for passive and private reading and relaxation, children’s events, or larger-scale adult education classes or lectures can be hosted on the street. These rooms can be modeled as larger concepts of “Little Libraries” and could include books and learning materials for all ages. Community-members have the opportunity to share their expertise through a TED Talk-style speaker series that could be held in these pop-up spaces. The nearby Kirkland Library would be an idea partner for this type of recurring event.



Gear/Product Demos

There are no outdoor gear stores on Park Lane, so pop-ups could be hosted by outdoor gear companies to fill that gap and provide residents and visitors an opportunity to try new products and promote physical activity. These pop-ups could also include outdoor gear repair and maintenance such as ski tuning, bike repair, or the Patagonia Worn Wear truck. Retailers on the street could also use this opportunity for small pop-up tents and racks of their own products for display, similar to the Sidewalk Sale idea.

