AM No. 10-034 (C3)

MEMO TO: City Council

FROM: John Marchione, Mayor

DATE: March 2, 2010

SUBJECT: Approval of Redmond Bike Park Site and Official Name Selection

I. RECOMMENDED ACTION

Approval of the renovation of the Redmond Bike Park at its current location and approval to officially name the site, "Redmond Bike Park".

II. DEPARTMENT CONTACT PERSONS

Craig Larsen, Parks and Recreation Director
Carolyn Hope, Parks Senior Planner
425-556-2313

III. DESCRIPTION/BACKGROUND

Since the 1990s, unsanctioned dirt jumps have been built by community members on city water utility property outside of Hartman Park. In early spring 2009, some community members contacted city officials expressing concern about the location of the bike park, safety, environmental issues, vandalism and disobeying posted rules.

In an April 2009 public meeting at the bike park site, an overwhelming majority of approximately 70 community members who attended expressed interest in keeping the bike park at the current location; however, if the site had to be moved, supporters of the bike park felt that it should not be moved further away than Hartman Park.

At that time, the City initiated an effort to improve the design of the bike park to adhere to current standards for safety and environmental stewardship. Staff initiated a site selection process to evaluate environmental, safety, and engineering related issues for bike park use. Two locations within Hartman Park were evaluated as alternatives to the current site.

Bike Park Steering Committee

A Steering Committee was developed in 2009 of bike park users and supporters to participate in the design of the park and to lead the construction and ongoing maintenance of the park. This committee consists of approximately four adults and eight youth to date, and interest is growing. This group attended an initial conceptual design meeting in 2009, two field trips to look at alternative designs for bike parks, and participated in a work party at the site last summer. In January, the group met the City's consultants, Hilride, to learn about their experiences designing bike parks, discuss fundraising ideas to help with construction, and consider marketing ideas to identify a solid base of volunteers to help build the park.

Site Selection Process and Naming

On January 28, 2010, the consultant team met with city staff to walk the three sites and discuss a variety of issues pertaining to the site selection checklist, which is included in the Site Selection memo (Attachment A), which recommends the existing site as the preferred site. On January 28, 2010 and February 4, respectively, the Bike Park Steering Committee and Redmond Parks and Trails Commission recommended the current site as the preferred site for the redevelopment of the bike park.

In addition, the Steering Committee recommended that the site officially be called, "Redmond Bike Park". They felt that the name is simple, relates directly to Redmond, and that bike park is becoming the universal name for such facilities. The Redmond Parks and Trails Commission agreed with the Steering Committee's suggested name and recommends it to the City Council.

The site selection memo was presented to the public on February 10, 2010, at Mann Elementary School. Twenty-four people attended the meeting. Using stickers on a map of the three potential sites, 13 people preferred the current site and three people preferred Site B, south of the playground at Hartman Park.

Some community members stated that the memo did not address all of their concerns from previous meetings and correspondence such as how to address vandalism, enforce rules, improve the street frontage, limit parking along NE 100th Street and 171st Ave NE, and ensure that signage directs people to Hartman Park for parking and restrooms. However, staff is confident that many of these issues can be addressed through the design process, which will provide opportunites for public involvement including a design charette. Issues of vandalism and enforcement of rules are expected to improve with more consistent use of the site by bicyclists and people using the trail system in the area and with increased visits by City maintenance crews.

Next Steps

Upon approval of the final site location, the formal design process will begin with a public design charette, design documentation, permit submittal, and a volunteer training, construction, and ongoing maintenance program.

IV. IMPACT

- **A.** <u>Service Delivery:</u> Approval of the site will allow a park use on water utility property. The Parks and Recreation Department will assume maintenance responsibilities for the site.
- **B.** <u>Fiscal</u>: Selecting the recommended site is anticipated to be the least costly site to redevelop for the bike park use.

V. ALTERNATIVES TO STAFF RECOMMENDATION

The City Council could select an alternative site to the recommended site or ask the Parks and Recreation Department to reconsider the site selection process.

VI. TIME CONSTRAINTS

The Parks and Recreation Department has a contract with Hilride Progression Development to design and train staff and community members on construction practices. The current schedule anticipates construction at the end of the summer of 2010. If a new more work is necessary on site selection, this is likely to delay construction and we would likely need to extend Hilride's contract through 2011.

VII. LIST OF ATTACHMENTS

Attachment A: Site Selection Memo

/s/	02/22/10		
Craig Larsen, Parks and Recreation Director	Date		
Approved for Council Agenda: /s/	02/23/10		
John Marchione, Mayor	Date		

Introduction

This memo reviews the findings for three alternative site locations for a formal bike park facility in the area of Hartman Park in the Education Hill neighborhood in the City of Redmond, Washington. This memo was prepared by Nat and Rachael Lopes, bike park design specialists from Hilride Progression Development Group with consultation from:

- · Carolyn Hope, Senior Park Planner, City of Redmond
- · Teresa Kluver, Park Operations Supervisor, City of Redmond
- David Almond, Engineering Manager, City of Redmond
- Thara Johnson, Associate Planner, City of Redmond
- · Lisa Rigg, Senior Engineer, City of Redmond
- · Chris Kovack, Civil Engineer, Dowl KHM, and the
- Redmond Bike Park Steering Committee.

Project Background

Since the 1990s, unsanctioned dirt jumps have been built by community members on city water utility property outside of Hartman Park. The City is working on an approach to legitimize the current use and more formally design the jumps and bike park to adhere to current standards for risk management and bike park design. A Steering Committee was developed in 2009 of bike park users and supporters to participate in the design of the park and to assist in construction and ongoing maintenance of the park.

In the early spring of 2009, some community members contacted city officials expressing concern about bike park and prefer that the activity be moved to a different location due to safety and environmental concerns. In an April 2009 public meeting at the bike park site, an overwhelming majority of approximately 70 community members who attended expressed interest in keeping the bike park at the current location, because:

- The site is convenient for neighbors and the youth who use the site after school, many of whom come directly from nearby Redmond High School and Redmond Junior High School,
- The site is already developed,
- There aren't many competing uses nearby, which limits bicycle and pedestrian conflicts, and
- The site has significant tree cover, making the site more usable during rainy days and hot summer days.

However, if the site had to be moved, supporters of the bike park felt that it should not be moved further away than Hartman Park. Therefore, two locations within Hartman Park were evaluated.



Three site locations were evaluated for their potential to accommodate a formal bike park facility on Education Hill including the current site and two sites within Hartman Park. Upon approval of the final site location, the formal design process will begin with a public design charette, design documentation, permit submittal, and a volunteer training, construction, and ongoing maintenance program.

Site Descriptions

The current location, Option C, is owned by the water utility, which is located south of the Hartman Park parking lot next to sports fields 5 and 6. The current bike park uses approximately 17,000 square feet of the west side of the parcel. Option A is located north of sports fields 5 and 6 and south of the restrooms. This site could provide approximately 25,000 square feet of bike park space. Option B is located in the clearing east of the restrooms and west of the tennis courts, just south of the playground. This site could provide approximately 11,500 square feet of bike park space. The following exhibit shows the location of each option.



Exhibit 1 – Site Location Options

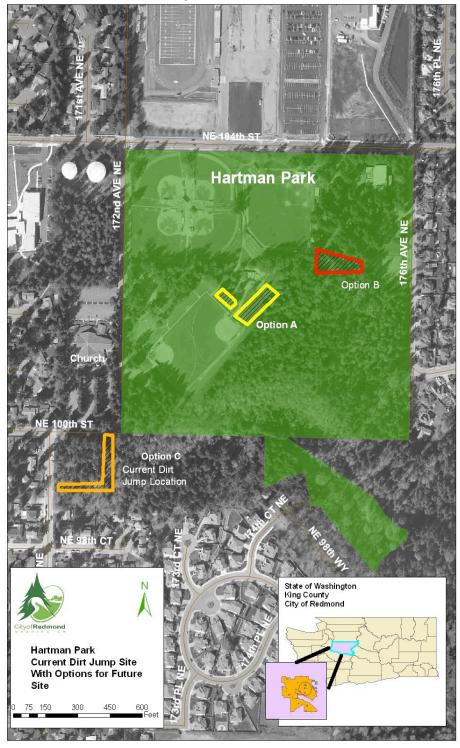






Exhibit 2 - Site Location Photos



Option A – North of Fields 5 & 6 at Hartman Park



Option B – South of Playground at Hartman Park



Exhibit 2 – Site Location Photos (Continued)



Option C – Current Site (north-south strip)



Option C – Current Site (east-west strip)



Site Evaluations

These three sites were evaluated based on the following criteria and a comprehensive checklist of 51 additional qualifying criteria, which is provided in Attachment A. Each of the criteria is scored using a ranking system. The site with the highest score is the most desirable. The criteria are divided into the following categories:

- Location Suitable for a Bike Park
- Bike Park Specific Criteria
- Environmental Factors
- Risk Management, Security, Safety
- Traffic, Parking and Accessibility
- Community Support, Public Opinion
- Development Status

Location Suitable for a Bike Park

The following criteria were used to evaluate the location of the proposed project at each of the three alternative locations in order to determine which site would be the most suitable for a bike park.

Criteria:

- Acreage
- Maintenance Accessibility
- Permanency of Location
- Facility Expandability
- Proximity to Residences
- Shared Boundaries with Residences
- Access to Transportation
- Proximity to Schools
- Connectivity
- Current Use
- Anticipated Use
- User Capacity
- Compatibility With Other Park Users
- Congestion
- Relation to Other Park Facilities
- · Land Ownership/Management
- Compatibility with Land Use Plan



Summary: The current site ranked significantly higher than options A and B primarily due to the current use, which has set a precedent for the activity in the area. Hartman Park has very little open space available and is scheduled to be master planned in the next six years to re-evaluate the site plan. The current site has minimal impacts to ongoing operations and activities within Hartman Park, where there is more potential for user conflicts, especially in peak seasons.

Scores:

Option A – Criteria Checklist Score: 50
Option B – Criteria Checklist Score: 55

Option C/Current Site - Criteria Checklist Score: 75

Bike Park Specific Criteria

The following criteria were used to evaluate specific bike park criteria of the proposed project at each of the three alternative locations.

Criteria:

- Topography
- Terrain
- Elevation
- Shade
- Vegetation
- Drainage
- Grading Required For Site
- Water Access for Construction/Maintenance
- Drinking Fountain
- Bike Racks and Tool Station
- Maintenance Equipment and Tool Storage
- Trash/Recycling
- Restroom(s)
- Fencing

Summary: The current site ranked significantly higher due to the dynamic vegetation, terrain and topography of the site, which create a very high quality user experience with natural shade and more protection from the wind and rain that reduces the potential for erosion and dust. In addition, the current site would require less fencing, grading, and stormwater infrastructure, which would reduce project costs. Each of the three sites has very equal supporting amenities such as trash receptables and access to restrooms and water fountains. New



amenities such as tool storage and bike racks can be easily added to any of the three sites.

Scores:

Option A – Criteria Checklist Score: 31 pointsOption B – Criteria Checklist Score: 42 points

Option C/Current Site - Criteria Checklist Score: 60 Points

Environmental Factors

The following criteria were used to evaluate the potential environmental impacts of the proposed project at each of the three alternative locations.

- Aesthetics and visual impact
- Biological Resources (Fish and Wildlife Habitat)
- Wetlands and buffers
- Other Critical Areas
- Tree Removal Required
- Vegetation Removal Required

Summary: None of the sites will adversely effect critical areas or significantly decrease the quality of other environmental factors. A wetland delineation of the current site shows that it is outside of the wetland and wetland buffer areas. Selective tree removal could be proposed at Options A and C, which is one of the reasons Options B scored higher.

Scores:

Option A – Criteria Checklist Score: 23
Option B – Criteria Checklist Score: 26

Option C/Current Site - Criteria Checklist Score: 22

Risk Management, Security, and Safety

The following criteria were used to evaluate the risk management, security and safety of the proposed project at each of the three alternative locations.

- · Proximity to emergency medical facilities.
- Security patrol access.
- Security visibility.

Summary: Options A and B ranked slightly higher than the current site primarily because they are more visible from the parking areas inside Hartman Park and would be easier to patrol without getting out of a patrol vehicle. All sites allow



easy access by emergency vehicles. The safety of the bike park structures will be addressed in the design and during training of volunteer builders.

Scores:

Option A – Criteria Checklist Score: 13
Option B – Criteria Checklist Score: 13

Option C/Current Site - Criteria Checklist Score: 11

Traffic and Parking Accessibility

The following criteria were used to evaluate the traffic and parking of the proposed project at each of the three alternative locations.

- Proximity to parking
- Parking capacity
- ADA accessibility or potential for accessibility
- Bike accessibility or potential for accessibility
- Transit accessibility

Summary: The current site ranked slightly higher because of its relative proximity to parking at less than 50 yards. Options A and B are within 200 yards of parking. The current park is small enough in scale that most users are from within the neighborhood. Therefore, parking is not much of a concern with this facility, because nearly all users come via bicycle. There are some users who drive to the site and the revised park design could attract a more users from out of the neighborhood. However, the site will remain small enough in scale, that this is not anticipated to create a regional draw, like nearby Colonnade and Duthie Hill bike parks.

Scores:

Option A – Criteria Checklist Score: 19
Option B – Criteria Checklist Score: 19

Option C/Current Site - Criteria Checklist Score: 20

Public Opinion

The following criteria were used to evaluate the public opinion of the proposed project at each of the three alternative locations.

- General Community Support
- Bike Park Steering Committee Support
- Parks and Trails Commission Support



Summary: The current site ranked higher due to the measured local community support, and strong support from the bike park Steering Committee, and a recommendation by the Redmond Parks and Trails Commission to select the current site to City Council for approval. The current site provides many opportunities to improve the environmental conditions in the area, reduce the negative uses in the area, create higher quality multi-use trail access, and improve access to Hartman Park.

Scores:

Option A – Criteria Checklist Score: 9
Option B – Criteria Checklist Score: 10

Option C/Current Site - Criteria Checklist Score: 15

Development Status

The following criteria were used to evaluate the development status of the proposed project at each of the three alternative locations.

- Development Complexities
- Development Timeframe

Summary: The current site ranked highest due primarily because the site can be easily accessed for construction during the summer and fall, which is peak season for use of the sports fields, courts, and playground within Hartman Park. In addition, the current option and option B have less infrastructure requirements, which should require less time and resources to construct.

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Scores:

Option A - Criteria Checklist Score: 3

Option B - Criteria Checklist Score: 8

Option C/Current Site - Criteria Checklist Score: 9

Summary of Findings

Of the three alternative sites that were evaluated, the current site was clearly determined to be the most feasible. The site selection criteria checklist used to evaluate each site awarded points for each of the selection criteria; the maximum number of points possible was 255. The cumulative scores for each site were; 212 points for the current site, 173 points for option B, 148 points for option A.

The current site location was ranked the highest primarily for the following reasons:



Location- The location attributes of the current site; including useable acreage and maintenance accessibility are much better than the other two sites. The current site also provides many opportunities to improve the environmental conditions in the area, reduce the negative uses in the area, create higher quality multi-use trail access, and improve access to Hartman Park.

Bike Park Specific Criteria- The current site ranked significantly higher due to the dynamic vegetation, terrain and topography of the site, which create a very high quality user experience with natural shade and protection from the wind and rain which reducing the amount of erosion, dust resulting from usage and maintenance of the park.

Public Opinion- The level of support from the local parks community is estimated to be highest for the current site and has the strongest support from the bike park Steering Committee and the Redmond Parks and Trails Committee.

Development Status- The current site ranked significantly higher due primarily because the site will require less engineering infrastructure, is expected to cost less to construct, and would have the least amount of construction impacts during peak season use.



Attachment A: Redmond Bike Park Site Selection Criteria Checklist

CRITERIA	SCORE	Option A	Option B	Option C / Current Location
Location				
A	Small=1 Medium=3, Large=5 (relative to		0	
Acreage	each other)	4	3	4
Maintenance Accessiblity	Poor Access=1, Good Access=5 Temp <2 Years=1, Temp Location <5	5	5	5
Permanenancy of Location	years=2, Temp <7=3 Temp Location <10=4			
Termanonancy of Location	years, Permanent Location=5	4	4	4
Facility Expandability		1	1	5
y p y	Shared Boundary (0 feet)=1, Street		•	
Proximity to Residences	Separation (<50-feet)=3 Open Space(>50-			
-	feet)=5	4	3	3
Shared Boundary with Residences	100% Shared Boundaries=1, 75%=2,	_	_	
•	50%=3, 25%=4 No shared Boundaries=5	5	5	4
Access to Transportation	Poor Access=1, Good Access=5	5	5	5
Proximity to Schools		3	3	3
Connectivity	Poor Connectivity=1, Good Connectivity=5	5	5	5
Current Hea	No Use=1, Current Activity Specific Illegal	_		_
Current Use	Use=5 Large increase in use=1, Some increase in	1	1	5
Anticipated Use	use=3,No increase in use=5	1	1	4
User Capacity	Low Capacity=1, High Capacity=5	1	3	5
Compatibility with other park users	Not Compatible=1, Very Compatible=5	1	3	5
Conjestion	Definite Impacts=1, Unknown= 3, None=5	1	2	4
Relation to other park facilities	Not Compatible=1, Very Compatible=5	1	3	5
rielation to other park racilities	Privately Owned=1, Partner Agency=3,		3	<u> </u>
Land Ownership and Management	Agency=5	5	5	4
Compatibility of use with Land Use Plan	Not Compatible= 1, Compatible=5	3	3	5
Subtotal	, ,	50.0	55.0	75.0
Bike Park Specific Criteria				
Topography		1	2	5
Terrain		1	2	5
Elevation		1	1	5
Shade		1	3	5
Vegetation		1	1	5
Drainage		1	5	5
Grading Required for Site	Extensive Grading=1, Minimal Grading=5	1	4	4
Water main/meter/hookup for	l		-	-
Construction / Maintenance	No Infrastructure=1, Minimal=3, Existing=5	5	5	5
Drinking Fountain	No Infrastructure=1, Minimal=3, Existing=5	5	5	5
Bike Racks	No Infrastructure=1, Minimal=3, Existing=5	1	1	1
Bike Tool Station	No Infrastructure=1, Minimal=3, Existing=5	1	1	1
Maintenance, Equipment and Tool				
Storage	No Infrastructure=1, Minimal=3, Existing=5	1	1	1
Trash/Recycling	No Infrastructure=1, Minimal=3, Existing=5	5	5	5
Restroom	No Infrastructure=1, Minimal=3, Existing=5	5	5	5
	Would Require Substancial Fencing=1,			
Fencing	Partial Fencing=3, No Fencing Required=5	1	1	3
Subtotal		31.0	42.0	60.0

Attachment A: Redmond Bike Park Site Selection Criteria Checklist

CRITERIA	SCORE	Option A	Option B	Option C / Current Location
Environmental Factors				
	Definite Impacts 4 Halmania O None C	4	0	4
Aesthetics and visual impact Biological Resources	Definite Impacts=1, Unknown= 3, None=5	4	3	4
•	Definite Impacts=1, Unknown= 3, None=5	3	5	4
Wetlands and wetland buffers	Definite Impacts=1, Unknown= 3, None=5	4	5	4
Other Critical Areas	Definite Impacts=1, Unknown= 3, None=5	5	5	4
Tree Removal Required	Numerous Large Trees Needing Removal=1, None Required=5	3	4	3
Vegetation Removal Required	Heavy Vegetation Removal=1, None Required=5	4	4	3
Subtotal		23.0	26.0	22.0
Risk Management, Security, Safety				
Proximity to Emergency Medical Facility	Far=1 (>50-miles), Close=5 (w/in 0.5 mile)	5	5	5
Security Patrol Access	No Accessibility=1, Highly Accessible=5	4	4	3
Security Visibility	Low Visibility=1, High Visibility=5	4	4	3
Subtotal		13.0	13.0	11.0
		70.0	7070	7 110
Traffic, Parking and Accessibility				
Proximity to Parking		3	3	5
Parking Capacity		5	5	4
ADA Accessiblity/ Potential for	Less Feasible=1, Highly Feasible=3,	<u> </u>	<u> </u>	T
Accessibility	Existing=5	5	5	5
Bike Accessibility / Potential for	Less Feasible=1, Highly Feasible=3,		J	
Accessibility	Existing=5	5	5	5
Transit Accessibility	Poor Access=1, Good Access=5	1	1	1
Subtotal	,	19.0	19.0	20.0
Community Support, Public Opinion	Opposition=1, Neutral=3, Favorable=5			
General Community Support		3	3	5
Bicycle Community Support (Bike Park				_
Steering Committee)		3	4	5
Parks and Trails Commission Support		3	3	5
Subtotal		9.0	10.0	15.0
Development Status				
Development Complexities	High Compleity=1, Low Complexity=5	1	4	4
Development Timeframe	Long Term=1, Mid-Term=3, Short Term=5	2	4	5
Subtotal		3.0	8.0	9.0
		0.0	0.0	0.0
TOTAL SCORE	Total Points Possible = 255	148.0	173.0	212.0
Percentage of Total Score		58%	68%	83%