



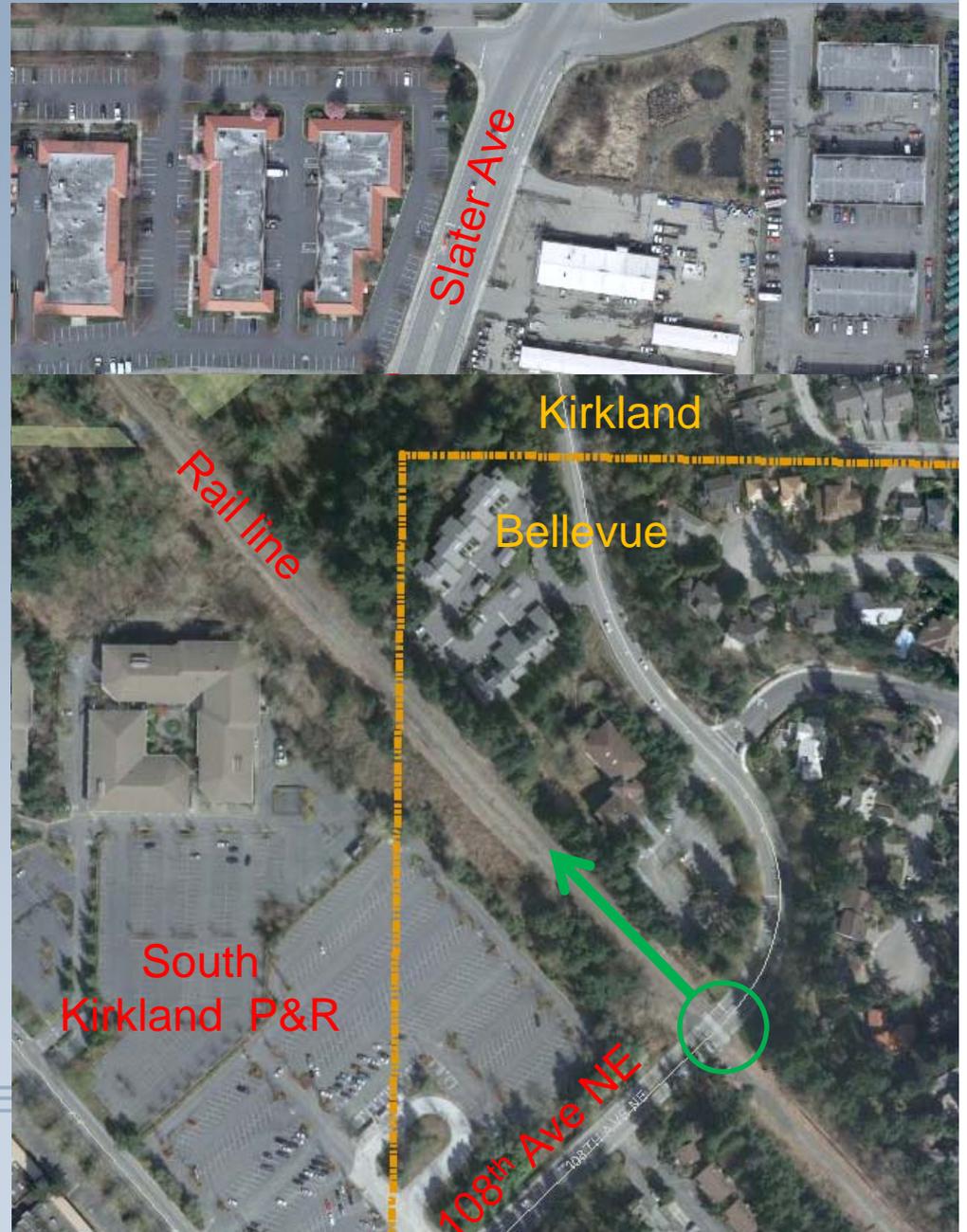
**Connecting Communities: The Cross Kirkland Corridor**

**Eastside Trailways Alliance- June 1, 2013**

**Kurt Triplett, Kirkland City Manager**

# Cross Kirkland Corridor

- 5.75 miles purchased for \$5M by reprioritizing Parks, Streets and Sidewalks CIP projects
- 670 feet in Bellevue
- 100 ft wide throughout, narrowest point is 75 ft.
- 17 trail or street crossings at grade, many informal crossings
- 2 single-track bridges



*Image used for illustration purposes only.*



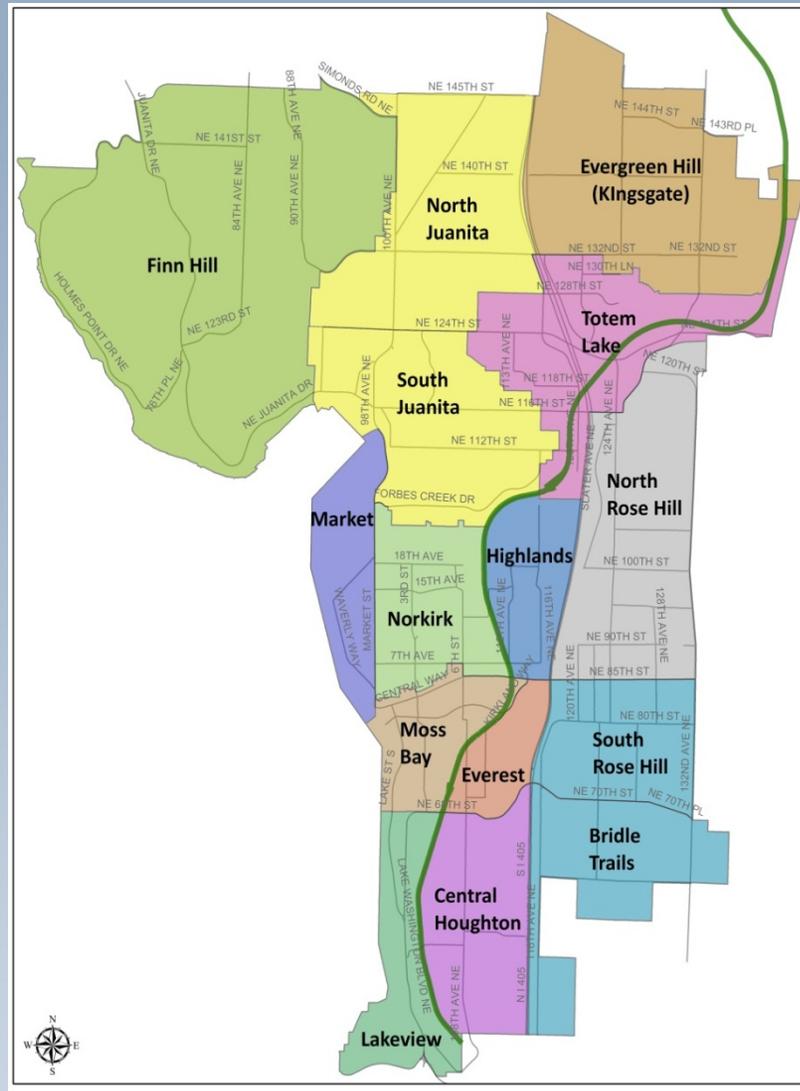
**“Ultimately, the City’s interests would be met by implementing a welcoming, transportation-oriented facility for pedestrians and bicyclists, coupled with a high capacity transit system that connects Kirkland to the region.”**

- Kirkland ERC Interest Statement – Adopted April 19, 2011



## CKC Connects

- Parks
- Schools
- Businesses
- Residents
- Transit
- Region



## History

- 1977 land use plan
- 1994 Cross Kirkland Trail
- 2009 Active Transportation Plan
- 2011 ERC Interests
- 2011 ULI study
- **2011 Purchased CKC**
- 2012 state awards \$2M grant – interim trail
- 2012 PSRC awards \$1M grant – interim trail
- Nov. 2012 Levy (57% approval)

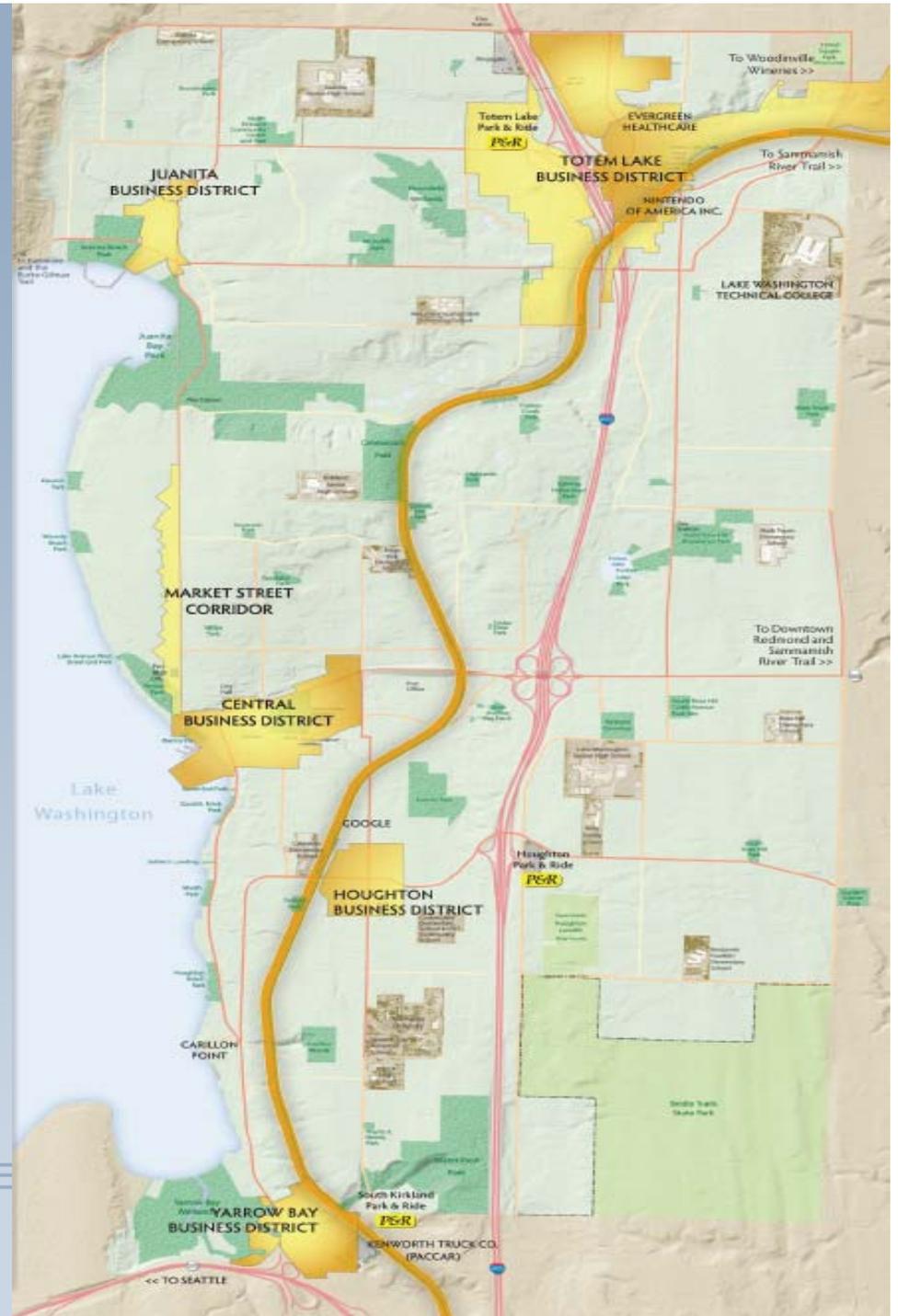


Connecting Kirkland's Past, Present and Future

# Connecting Economic Development Opportunities

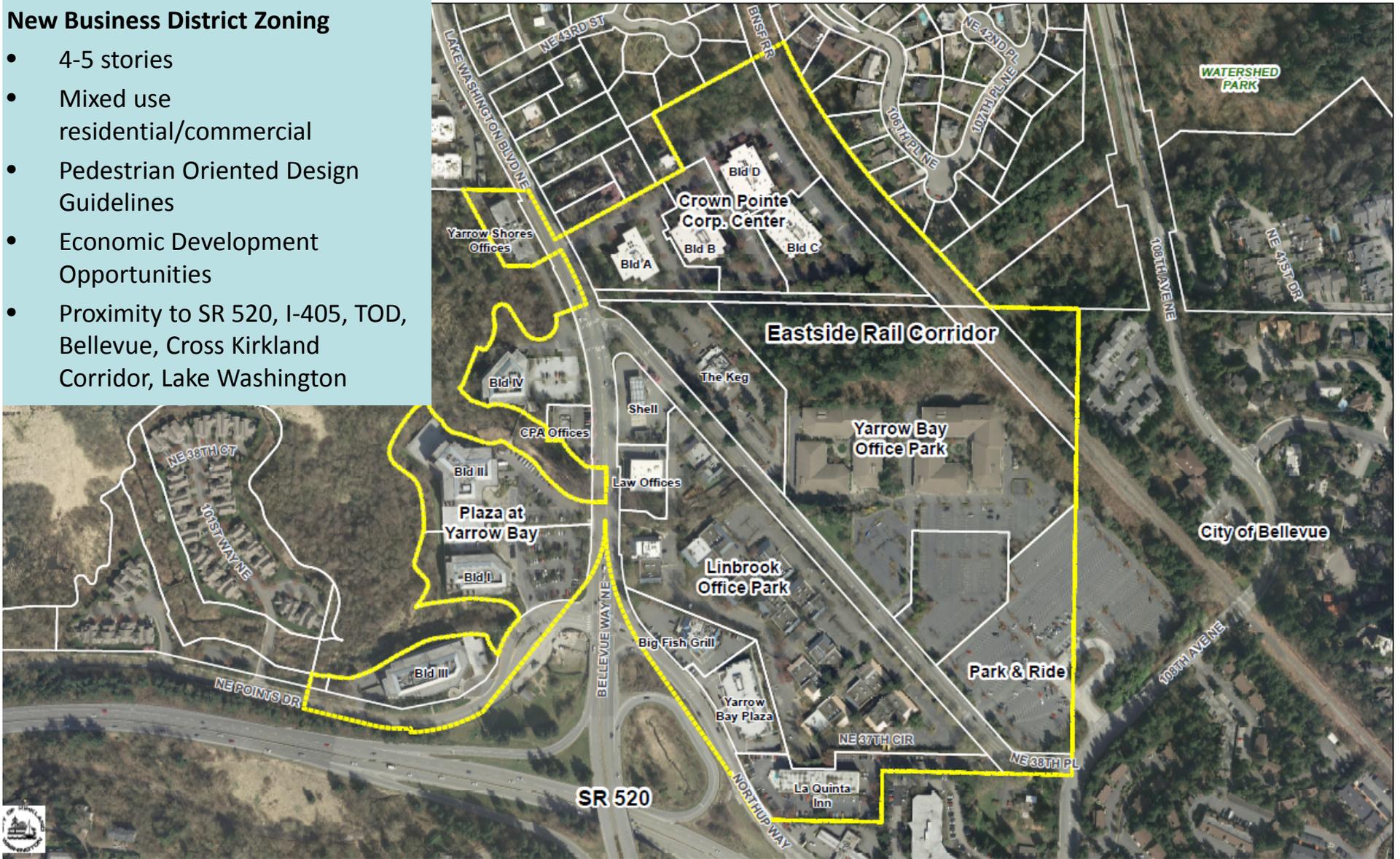
(1,700 businesses and over 10,000 jobs Within 2,000 feet of the Corridor)

- Yarrow Bay Business District
- Light Industrial/Tech Zone
- Totem Lake Business District



## New Business District Zoning

- 4-5 stories
- Mixed use residential/commercial
- Pedestrian Oriented Design Guidelines
- Economic Development Opportunities
- Proximity to SR 520, I-405, TOD, Bellevue, Cross Kirkland Corridor, Lake Washington



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# Yarrow Bay Business District



King County METRO SOUTH KIRKLAND PARK & RIDE TRANSIT-ORIENTED DEVELOPMENT

### King County Metro Park and Ride expansion

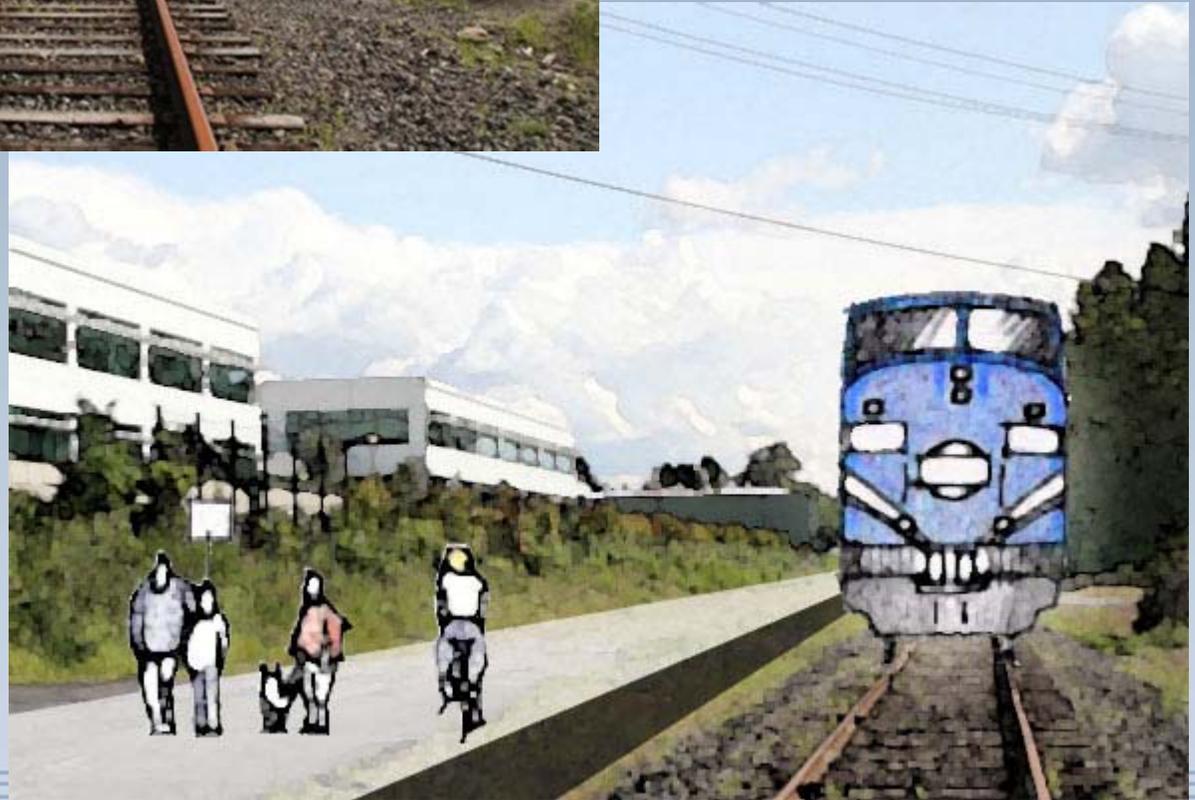
- 530 stall 3 story parking garage for Park and Ride
- Renovation of parking lot and transit loading area
- Opening summer 2013

### “Kirkland Crossing” - Mixed Use

- 185 market rate housing units
- Imagine Housing-58 affordable housing units
- ground floor commercial
- public plaza amenities as gateway to Bellevue and Kirkland
- new public pedestrian connections
- LEED building techniques
- Completion by 2014



WASHINGTON AND



**Light Industrial/Tech: Google, Par Mac in Totem Lake**



## Existing Buildings

800+ employees

1200 capacity

## New Building

1000 employees





**Google/SRM will build first paved section of trail, reserve transit space**





**ULI: Purchase, develop CKC into trail and transit. Trail catalyzes housing, retail.**



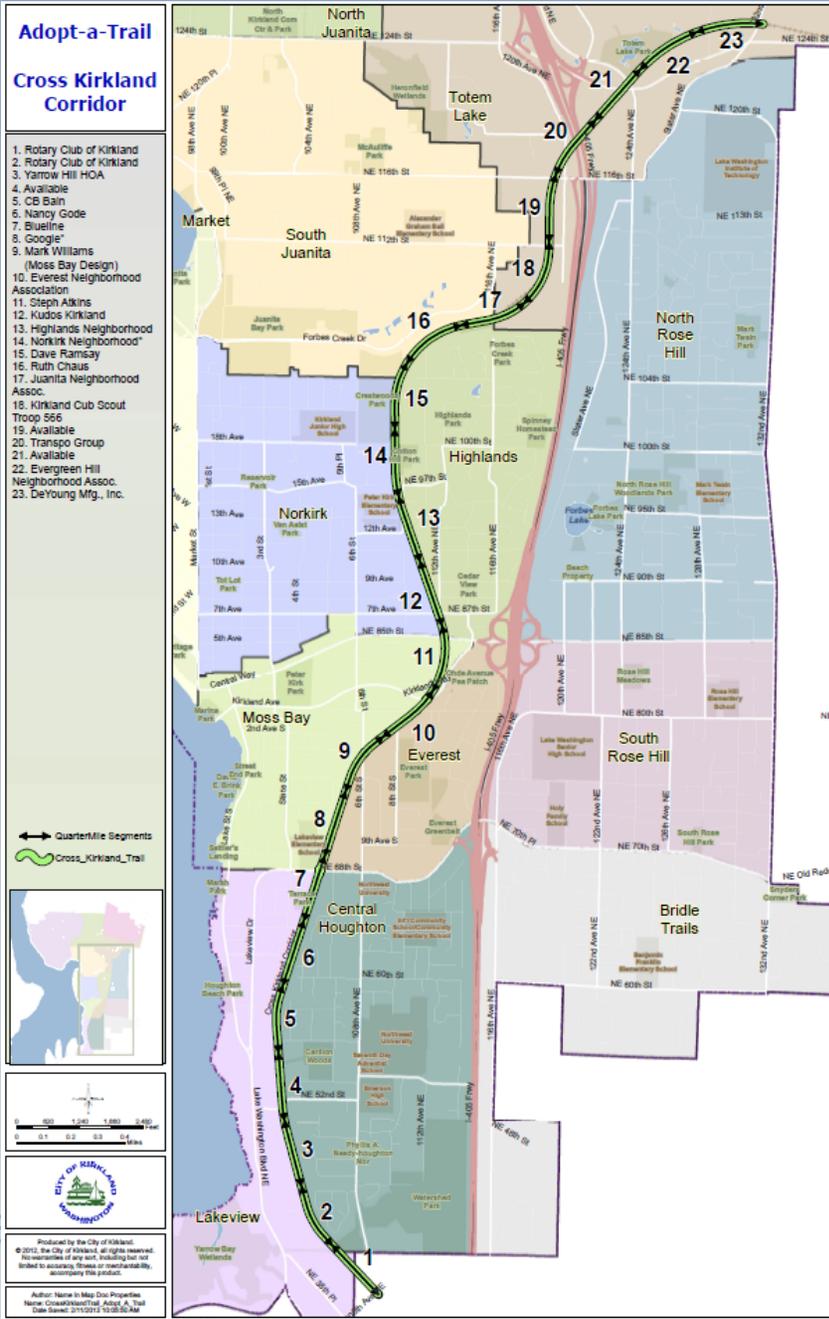
New housing units: 2,787  
New jobs: 7,185

(10,000 housing units and 36,000 new jobs current zoning capacity)



## **Totem Lake Business District: Par Mac, Mall, Hospital**

# Connecting Neighbors



## Adopt-a-Trail/Parks Levy

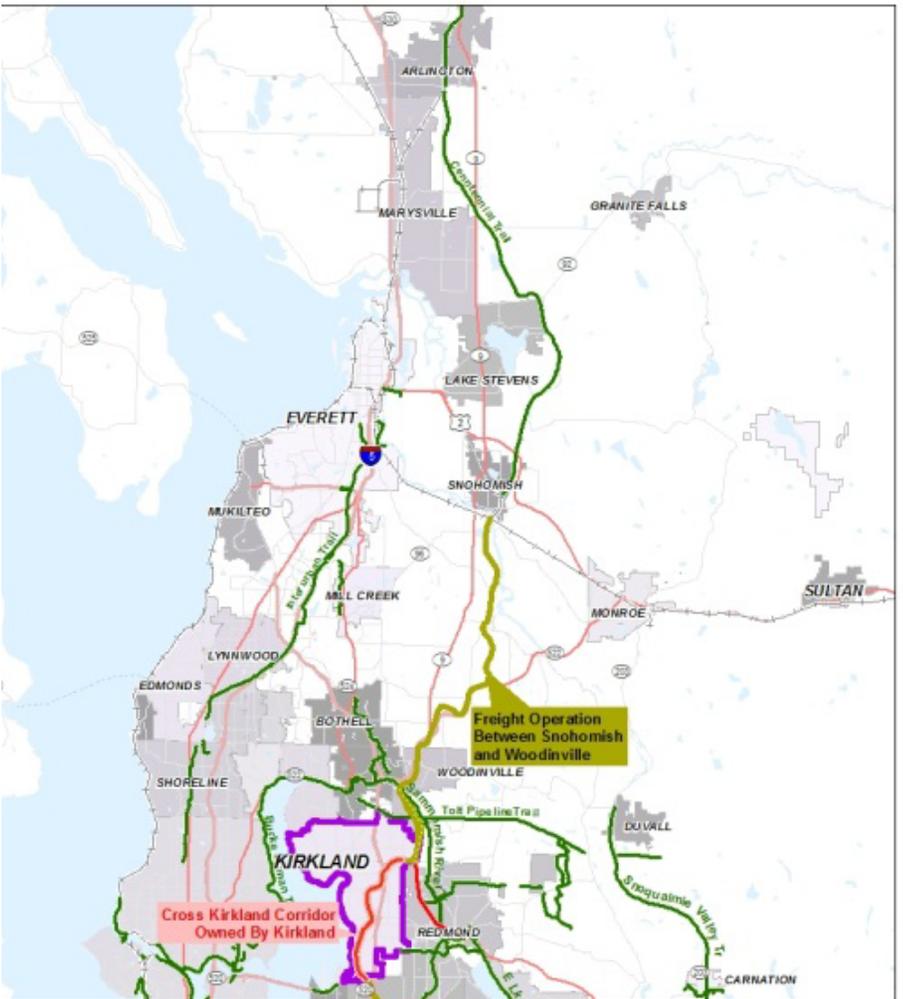


Photo credit: Kirkland views

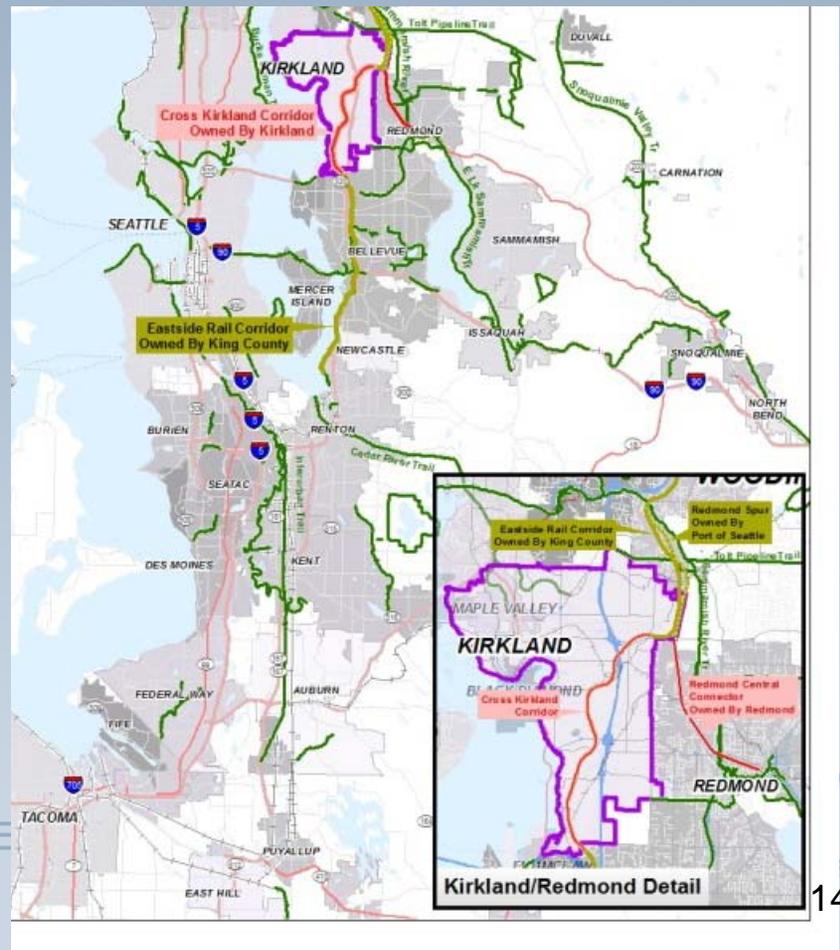


# Connecting Trails

(Kirkland has no paved regional trail)



Regional trails ———



*Image used for illustration purposes only.*



## SMART FACTS

- .25% sales tax approved in 2008
- \$44.5 million annually
- \$541 million capital budget
- \$19 million annual operating budget
- 2006-2016 for Phase I

## SMART USERS

- 5,000-6,000 daily train trips
- 7,000-10,000 daily trail trips





# Interim Use: Guided by Interest Statement

“Planning or implementing one mode must not foreclose future corridor use by another mode.”

- Actively use the corridor in the near future
- Maintain the corridor in good condition
- Serve transportation needs of pedestrians and bicyclists
- Connect Totem Lake
- Protect neighborhood feel

City of Kirkland  
Eastside Rail Corridor Interest Statement

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*Adopted by the Kirkland City Council April 19, 2011*

**Introduction**

In December 2009, the Port of Seattle purchased the Woodinville subdivision from the BNSF Railroad. The Eastside Rail Corridor, stretching between Snohomish and Renton via Kirkland, thereby became a publicly-owned corridor. The City of Kirkland has long been interested in the corridor as a potential facility for bicycle and pedestrian transportation, having identified the Cross Kirkland Trail<sup>1</sup> project more than 15 years ago.

With the corridor coming into public ownership, the City Council directed the Transportation Commission to conduct public outreach, then identify and document the City's interests in the corridor. This Interest Statement is the product of that work.

Outreach elements included gathering comments at the Wednesday Market, fielding three on-line surveys, meeting with Boards, Commissions and neighborhood groups, walking the corridor, and receiving testimony at Transportation Commission meetings. The 2009 Final Eastside Commuter Rail Feasibility Study<sup>2</sup> prepared by Sound Transit and PSRC also served as a reference.

This Interest Statement is not a proposal or a recommendation per se. Rather, it is intended to guide evaluation of proposals for corridor development. Proposals that satisfy more of the interests would rank more highly than proposals that satisfy fewer of the interests. The conclusions at the end of this document describe the type of corridor development that is likely to be practical and meet the City's interests given current information.

**Interests**

**Serve Transportation needs of Kirkland**

Transportation on the corridor should be integrated with and support the City's transportation goals<sup>3</sup> to provide travel options within Kirkland and to points outside Kirkland. This implies an interest in how and when the corridor is developed in other cities as well.

**Keep the corridor in public ownership**

The region has determined<sup>4</sup> that the public interest is served by public ownership of the corridor, and the City of Kirkland supports this position. Keeping the corridor in public ownership may require the City to purchase its portion of the right-of-way, and Kirkland's ownership may help the City meet other interests as well.

The Eastside Rail Corridor (black line) touches many neighborhoods and parks in Kirkland



A section of the right-of-way in the Highlands neighborhood



Source: City of Kirkland

**Council Goal concerning Balanced Transportation:**

*Kirkland values an integrated multi-modal system of transportation choices.*

**Council Goal: To reduce reliance on single occupancy vehicles. (September 2009)**

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# Cross Kirkland Corridor Evolution



**\$20 M  
per mile  
\$115 M**



Source: Marin County Bicycle Coalition

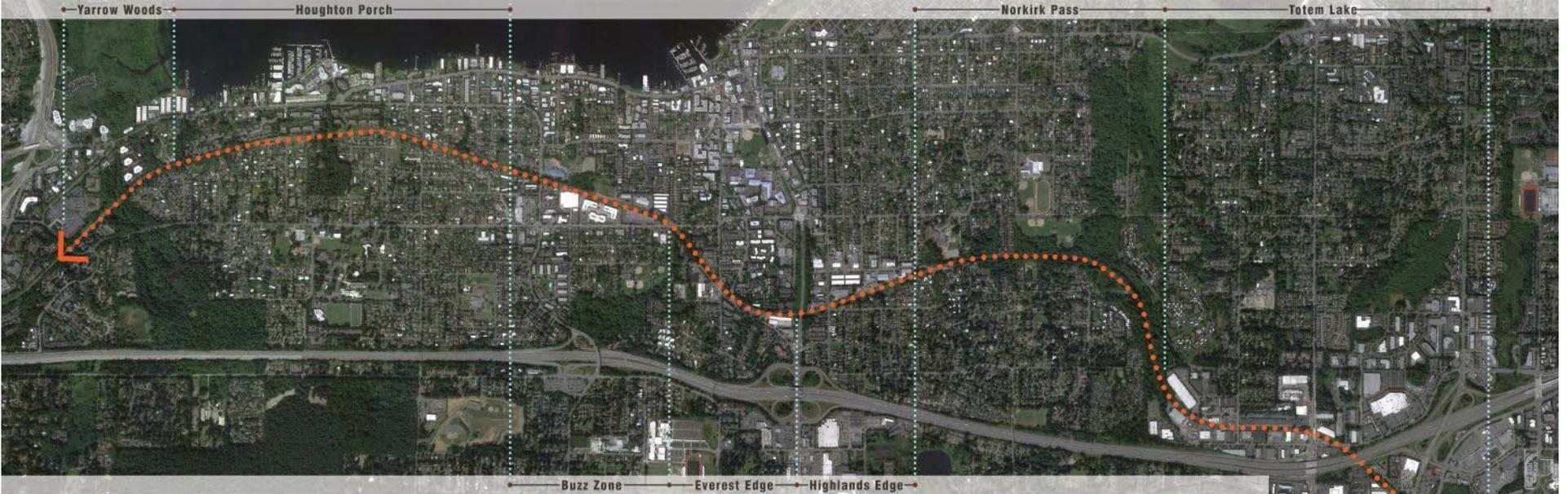
# Interim Trail – Rail bed remains



# Interim Trail: \$3.6M Fully Funded



- Width of the ties: 8 to 10 feet
- Rail bed and ballast remain
- Crushed gravel trail on existing bed
- Flexible, rail can be restored with regional plan and regional funding



**\$500,000 CKC Master Plan launched**



# CKC - World Class Trail and Transit



# Get more information

The screenshot shows the City of Kirkland website. At the top left is the City of Kirkland logo and the URL [kirklandwa.gov](http://kirklandwa.gov). To the right are links for Home, News Room, SiteMap, and Help. Below this is a Site Search bar powered by Google. A navigation menu includes Community, Business, Visitors, Government, Departments, Services A-Z, Contact Us, and City Jobs. The main banner features a large image of a park with the text "CROSS KIRKLAND CORRIDOR" overlaid. Below the banner is a navigation menu with links for HOME, ABOUT, BUSINESS CONNECTIONS, NEIGHBORHOOD CONNECTIONS, GET INVOLVED, and LIBRARY. The breadcrumb trail reads: > Home Page > Community > Cross Kirkland Corridor. The main content area has a paragraph: "Connectivity to schools, parks, businesses and neighborhoods. Multi-modal transportation opportunities. A recreation and business corridor that reflects Kirkland's commitment to balanced transportation, economic development, and parks, open spaces and recreational services. The City's vision for the [Cross Kirkland Corridor](#) is fast becoming a reality." Below this are two blue buttons: "Corridor Master Plan" and "Interim Trail". A map of the corridor is shown at the bottom right of the content area. The footer of the page contains the text: "The [Cross Kirkland Corridor](#) is a 5.75 mile segment of the Eastside Rail Corridor and is owned by the City of Kirkland. The other portions of the entire 44-mile corridor are owned by the [Port of Seattle](#). The Port of Seattle purchased the entire corridor from [Burlington Northern Santa Fe Railway](#)."

- [www.kirklandwa.gov/Community/Cross\\_Kirkland\\_Corridor](http://www.kirklandwa.gov/Community/Cross_Kirkland_Corridor)
  - ✓ Sign up for CKC email alerts
  - ✓ Get involved in the Corridor Master Plan Process
  - ✓ Learn about the Interim Trail
  - ✓ Participate in the Adopt-a-Corridor Program
- [www.kingcounty.gov/operations/erc-advisory-council.aspx](http://www.kingcounty.gov/operations/erc-advisory-council.aspx)

