



## CITY OF KIRKLAND

Department of Public Works

123 Fifth Avenue, Kirkland, WA 98033 425.587.3800

www.kirklandwa.gov

### MEMORANDUM

**To:** Kurt Triplett, City Manager

**From:** Dave Snider, P.E., Capital Projects Manager  
Pam Bissonnette, Interim Public Works Director

**Date:** December 19, 2013

**Subject:** Park Lane Pedestrian Enhancements – Project Update

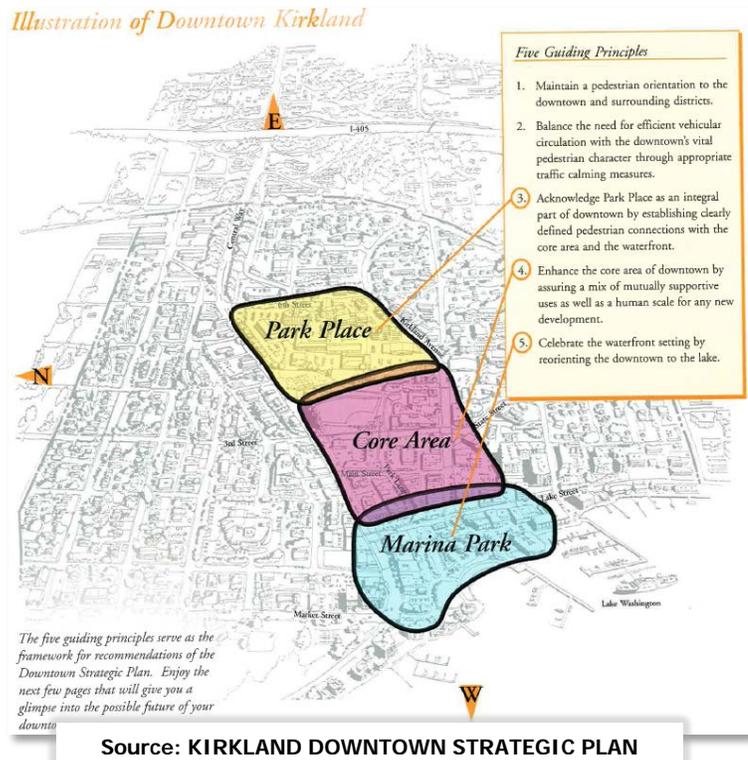
### RECOMMENDATION:

It is recommended that City Council:

- Receives a status update for the Park Lane Project, including the successful results of the recent Transportation Alternatives Program (TAP) grant selection process, and
- Approves the staff recommended funding for completing the flexible street concept for the project.

### BACKGROUND DISCUSSION:

In June of 2001, Kirkland City Council adopted the *Kirkland Downtown Strategic Plan (DSP)*, as developed by the Downtown Action Team. The five guiding principles contained within the *Strategic Plan* are: 1) Maintain a pedestrian orientation to the Downtown and surrounding districts; 2) Balance the need for efficient vehicular circulation with the downtown's vital pedestrian character through appropriate traffic calming measures; 3) Acknowledge Park Place as an integral part of the downtown by establishing a clearly defined pedestrian connection with the core area and the waterfront; 4) Enhance the core area of downtown by assuring a mix of mutually supportive uses as well as a human scale for any development; and 5) Celebrate the waterfront setting by reorienting the downtown to Lake Washington.<sup>1</sup>



<sup>1</sup>Kirkland Downtown Strategic Plan 2001

As defined in the DSP, Park Lane is at the center of the "Core Area" of Downtown Kirkland with its many positive pedestrian features. However, there are many pedestrian opportunities unrealized. For example, the strong pedestrian features of Park Lane are compromised by the lack of a consistent linkage between the core area, the Kirkland Transit Center, Peter Kirk Park, and Park Place. In addition, Park Lane is aged and not in good condition<sup>1</sup>.

In response to the DSP in 2008, City Council approved funds for a study to establish a vision for Park Lane Corridor between Lake Street and 3<sup>rd</sup> Street. In addition to the DSP, a secondary driver for the Park Lane Study (Study) was the condition of the existing infrastructure along Park Lane with aging pavement, failed concrete curbs and sidewalks, existing tree and tree root issues, an inefficient street lighting system, and an aged surface water conveyance system reaching the end of its life expectancy. The significant mature trees and root structures were (and continue) lifting sidewalk panels creating hazardous walking conditions that require a high degree of maintenance efforts to correct. A final driver for the Study was the redevelopment of the Kirkland Transit Center, the replacement of King County Wastewater Treatment Division sanitary sewer lift station at 3rd Street and Park Lane, and an eventual redevelopment of the Antique Mall property. These provided added incentive to pursue an updated vision for the Park Lane Corridor where reconstruction efforts would meet the City's strategic vision.

A key goal of the Study was to explore and develop a community embraced concept for enhancements along Park Lane. A secondary goal was to identify various funding alternatives to accomplish the vision for the Park Lane Corridor. After an extensive 18-month public involvement process, including the participation of many stakeholders represented by Park Lane business and property owners, neighborhood association representatives and other interested parties, the Study was completed in January, 2010. At their regular meeting of February 2, 2010, City Council adopted the public preferred "Flexible Street" concept for Park Lane (Attachment A).

With the adopted vision in hand, staff submitted a grant application to the Washington State Department of Ecology (DOE) under its Storm Water Retrofit and LID Grant Program in 2010. On May 10, 2012 (two years later), the City received notice that the Park Lane project had been selected as a \$739,000 grant recipient through a legislative provision on the 2012 Supplemental Capital Budget. Staff provided City Council an update at their regular meeting of August 7, 2012 (Attachment B), and Council authorized staff to move forward with additional public outreach to notify Park Lane business and property owners of the City's eligibility for the DOE grant funding and how the community could best be involved moving forward.

#### *Park Lane Feedback*

There are approximately 23 businesses on Park Lane between Lake Street and Main Street, and in late August, 2012, staff began conducting small group meetings with the businesses. Staff also met with the Executive Director of the Kirkland Chamber of Commerce and Kirkland Downtown Association. At these meetings the 2010 Flexible Street concept was reintroduced, and preliminary construction methodology was presented. Of the 23 business owners along Park Lane, staff directly communicated with a total of 19. In addition, a flyer (Attachment C) was mailed to 12 remote Park Lane property owners from Lake Street to Third Street inviting their input and feedback.

<sup>1</sup>Kirkland Downtown Strategic Plan 2001

In general, business owners expressed concern over the potential direct construction impacts (e.g. reduction of customers and income during construction, equipment noise levels, limited access to store fronts, etc.) and the follow-up issues related to the adopted vision of Park Lane. Some expressed a concern that various community events such as the Wednesday Market have had a negative impact on individual sales of their front-line businesses – they oppose additional focus on events that the Flexible Street could facilitate.

Of the 19 businesses contacted, representative feedback can be divided into three categories, as shown below:

**Summary of business owner outreach and level of project support**

	<b>No:</b> Do not move forward with project at this time	<b>Maybe:</b> Move forward with project if conditions are met	<b>Yes:</b> Move forward with project at this time
<b>Number of Businesses</b>	4 (21.1%)* *1 of the 4 businesses has multiple owners	13 (68.4%)	2 (10.5%)
<b>Level of Support for Park Lane Improvements</b>	Reject the concept of a "Festival" street. Do not want Park Lane construction unless strictly necessary – do not see any necessity at this time.  Only address tripping hazards and health of the trees. Leave the street with its current charm.	Support the implementation of Park Lane improvements under certain operational and construction conditions listed below.	Support the implementation of Park Lane improvements knowing construction comes with impacts.
<b>Direction to move forward:</b>	Keep Park Lane as is.  Increase Park Lane ongoing maintenance.  Fix tree/sidewalk problems one at a time as needed.	City of Kirkland to explore construction and operational conditions listed below.	Proceed with project.
<b>Reasons not to move forward:</b>	Do not like Festival Street. Revisit Project scope when times are better.	NA	NA

Multiple attempts to communicate with the 12 remote property owners along Park Lane have occurred since the inception of the visioning process in 2008. To date, approximately half of those business owners have actively participated by attending meetings, providing input or communicating in writing over the past five years.

The majority of the on-site business owners that were interviewed are willing to entertain the adopted pedestrian and street improvements for Park Lane provided that the following measures are incorporated into the Project:

*Regarding Construction:*

1. Businesses can remain open at all times.
2. Construction occurs during winter season. January was a popular month. One month construction duration was thought as the maximum acceptable duration for the western end of the corridor (between Lake Street and Main Street).
3. Other construction specific conditions include:
  - Construction is completed within the timeframe agreed to by City and business owners.
  - Construction contract language involves heavy penalties should the contractor go beyond contract days.
  - Limit impacts by being open to round the clock construction (day and night). Business owners were concerned that construction delays would put them out of business.
  - Bids should be based not only on price but also schedule. The contractor must be qualified to meet construction conditions.
  - Establish a platform that supports open communication between contractor and business owners so that mitigation measures happen swiftly and efficiently.
  - Modify parking enforcement in the vicinity of Park Lane during construction to make it easier for customers to visit Park Lane.

The planned establishment of a Construction Advisory Group (CAG) with local business owners, residents, and other interested persons will help to set realistic goals and expectations for the physical construction of the project. As an example, the expressed desire of the business owners for a "one-month" construction and a "round-the-clock (day and night)" project schedule will be resolved through the CAG since these issues may be in conflict with the interests of residents who live in the downtown area. The CAG will review the above measures and serve to work through specific construction related issues as they come up during that phase.

*Regarding the Festival Street Concept:*

- Park Lane business owners want the ability to approve the type of festivals and nature of visiting vendors.
- Business owners want to ensure that festival activities on Park Lane:
  - i. promote their businesses and support their customer base; and
  - ii. do not prohibit or inhibit their customers from accessing their businesses.
- Flexible Street final design includes elements that enhance Park Lane businesses (i.e. patio spacing at key locations for outdoor dining or sidewalk sales).
- Regular Park Lane street maintenance after construction and prompt clean up after festivals and markets.
- Have a big celebration after construction is complete. High level marketing and advertising that attracts Kirkland residents and visitors from the greater Puget Sound region.

At their meeting of December 10, 2013, City Council adopted amendments to the Kirkland Municipal Code relating to special events. Concurrent with those amendments, all festivals or special events held on Park Lane will comply with the new ordinance.

*Estimated Project Costs and Funding Strategies*

The overall total Park Lane Corridor Enhancements Project costs for all Phases is currently estimated to be \$2,990,000, and includes four separate elements: 1) the previously complete Phase I project, 2) the King County Wastewater Treatment improvements adjacent to their lift station, 3) the replacement of the aging City water main, and 4) the Phase II surface and stormwater improvements between the King County lift station and Lake Street.

At their regular meeting of April 2, 2013, City Council formally accepted the DOE grant and was informed of another grant opportunity with the City's submittal of an application for \$1,000,000 in a State Capital Budget allocation. Unfortunately, the City was not selected for receipt of those additional funds and staff set out looking for other external funding opportunities.

In August, 2013, staff submitted a new application to the Puget Sound Regional Council (PSRC) on its Transportation Alternatives Program (TAP), seeking an amount of \$857,479, as the calculated maximum amount of grant eligible Project costs, with a needed City match set at \$160,000; the "flexible" street concept is more in alignment with the goals of TAP when compared to a more common street and sidewalk design approach resulting in more grant eligible expenses. The City was notified in October that the Project had made the short list of grant finalists and on December 5, 2013, the Executive Board for PSRC did vote to award the City a grant amount of "up to" \$857,479 with the caveat that Kirkland staff must work closely with our Local Programs Office of the Washington State Department of Transportation to ensure that all Project elements are ultimately grant eligible. If during the design process it is determined that there are elements that are not reflective of "Transportation Alternatives" the grant award may be diminished. To that end, staff has already met with our Local Programs Engineer to establish an early dialog and will continue to do so during the entire design process.

To date, the City has invested \$434,000 of capital improvement funds for scoping, planning and design development, sidewalk and lighting repairs, and the replacement of two trees along the Corridor (Phase I construction), and for the extensive community outreach to develop the overall vision for Park Lane. Engineering deliverables included a 30% design for the above ground improvements and a 100% design for the surface water system. The Phase I construction, completed in 2010, included removal and replacement of damaged concrete sidewalk with temporary rubber sidewalk material at various locations and two new trees in Silva Cell™ tree well units were also installed. The Silva Cell™ units support vigorous tree development and a downward tree root growth while also providing immediate point-source water quality. The downward root growth results in less future root-caused sidewalk damage.

The City's current funding for the project is \$1,720,000 and includes the money spent for the completed Phase I elements (\$434,000), the DOE grant (\$739,000), the King County Lift Station segment (\$175,000), the City's share for the King County lift station segment (\$75,000), and replacement of the new water main (\$297,000). With the receipt of a maximum of \$857,000 in TAP funds, the resultant funding shortfall is estimated to be \$413,000 to a

maximum of \$770,000, based on the ultimate determination of TAP grant eligible costs, as discussed above.

*Funding Need*

**PARK LANE PEDESTRIAN ENHANCEMENTS**

Element	Flexible Street	Fund Source (available)
<b>TOTAL COST</b>	<b>\$ 2,990,000</b>	
1) Phase I	(\$ 434,000)	Surface Water (SW)/REET (2010)
2) KCDNR	(\$ 75,000)	City Surface Water funds (Current CIP)
	(\$ 175,000)	King County DNR funds (2013/14)
3) Water main	(\$ 297,000)	City Water Utility (Current CIP)
4) Phase II	(\$ 739,000)	State DOE (2014/15)*
	(\$857,000 to \$500,000*)	TAP (Federal)
<b>SHORTFALL</b>	<b>\$413,000 to \$770,000</b>	

\* Estimated – to be determined through the design process

*Fund Sources to Meet Shortfall*

Fund Source	TAP @ \$857,000	TAP @ \$500,000
Annual Street Preservation (TAP grant match)	\$100,000	\$190,000
Annual Sidewalk Maintenance (TAP grant match)	\$ 60,000	\$100,000
Surface Water Const. Reserve (DOE grant match)	\$253,000#	\$480,000
<b>TOTAL</b>	<b>\$413,000</b>	<b>\$770,000</b>

# Presently accounted for within the current CIP

*Conclusion*

The Flexible Street option best reflects the studies and public outreach that have been a vital part of this important project, and best meets the eligibility requirements of both grants. Given that and the significant amount of external funding available, staff recommends that City Council authorizes the City Manager to sign the TAP grant funding agreement once it is ready for execution. It is also recommended that City Council approves the use of the identified funding sources in order to have general government funds available as the city's contribution for the TAP grant match on the transportation elements, including:

- A contribution from the Annual Street Preservation Program (ST 0006) for the new roadway surface (\$100,000) -- the 2013 Street Preservation Project is substantially complete and will have remaining (non-levy) funds available to contribute to the repaving of Park Lane.
- Funds from the Annual Sidewalk Maintenance Project (NM 0057) for use on replacing the existing sidewalks on Park lane (\$60,000) -- the Annual Sidewalk Maintenance Program has a recurring budget of \$200,000, and the available funding remaining in the 2013 Project is adequate to fund this recommendation.

As the design phase progresses over the coming year, staff will keep City Council informed on its negotiations with Local Programs. In addition, as the design advances, the engineer's estimate for completing the improvements will also likely change and staff will return to Council with current funding updates.

With City Council approval at the January 7 meeting, the project will move into the final design stage including a robust public outreach process and the formation of the Construction Advisory Group involving staff and the design team, local businesses and interested downtown residents. This next phase of the project will last a minimum of 12-months with construction intended to start in early 2015 followed by construction completion in spring, 2015.

Attachment A: Flex Street

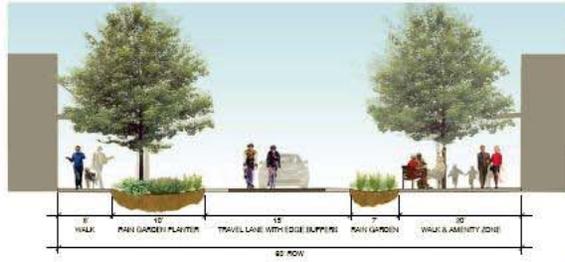
Attachment B: Council Memo Aug 2012

Attachment C: Park Lane Property Owner Flyer

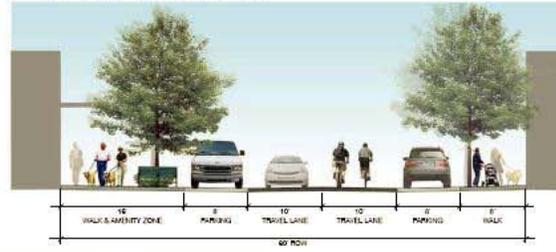
# Flexible Street Concept

## PREFERRED CONCEPT | FLEXIBLE FESTIVAL STREET | PLAN AND SECTIONS

SECTION A-A: WEST BLOCK (NOT TO SCALE)



SECTION B-B: EAST BLOCK (NOT TO SCALE)





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### MEMORANDUM

**To:** Kurt Triplett, City Manager

**From:** Dave Snider, P.E., Capital Projects Manager  
Ray Steiger, P.E., Public Works Director

**Date:** July 26, 2012

**Subject:** PARK LANE CORRIDOR ENHANCEMENTS – PROJECT UPDATE

### **RECOMMENDATION:**

It is recommended that City Council receives an update on the Park Lane Corridor Enhancements Project, including a recent notification of an award of grant funding. It is also recommended that City Council authorize staff to renew public outreach efforts.

### **BACKGROUND DISCUSSION:**

A study to establish the scope of Park Lane enhancements was first funded in 2008 as a part of the 2008-2013 Capital Improvement Program (CIP). The Study was the initial step in developing an overall strategy for addressing various issues along the Park Lane corridor, between Lake Street and 3<sup>rd</sup> Street South.

The primary drivers for the Study were the condition of the existing sidewalks along Park Lane, where significant mature tree roots were lifting sidewalk panels, together with other aging and deteriorating infrastructure such as pavement, curbs, lighting, and the surface water conveyance systems that are all reaching the end of their respective design lives. Additionally, the redevelopment of the Kirkland Transit Center, the replacement of King County Department of Natural Resources' (KCDNR) sanitary sewer lift station at 3<sup>rd</sup> Street South and Park Lane, and the anticipated redevelopment of the Antique Mall property provided an incentive to pursue an updated vision for the Park Lane corridor.

A key goal of the Study was to explore and develop a community embraced concept for enhancements along Park Lane (Attachment A); another goal was to identify various funding alternatives to accomplish the vision for the Corridor. Both goals were achieved and City Council adopted the preferred "Festival Street" concept for Park Lane at their regular meeting of February 2, 2010.

#### *Study Chronology*

The Park Lane Project was the subject of an extensive and robust public outreach process starting in the summer of 2008. A complete history of the public process and video of the public tour is available from the City Website at the following link: [Park Lane Enhancements Project](#). A general overview of the public process and timeframe is as follows:

### **Early Summer 2008**

City hired a design consultant to assist staff in working with adjacent property owners, businesses, and interested citizens in creating a community vision for the future of Park Lane.

### **August 2008**

A survey was mailed to all property and business owners along Park Lane and to other key stakeholders to obtain baseline information regarding attitudes and perceptions of Park Lane, as it looked at the time and what various aspirations were for what it could become in the future.

### **September 2008**

Stakeholders convened to discuss the new Downtown Transit Center and to create a shared vision for the Corridor. Stakeholders participated in a design charrette to learn how Park Lane was first created through a Local Improvement District in 1974 followed by the development of concepts that could then be circulated for public comment. Three design concepts emerged from the stakeholders' long term vision for Park Lane. Concurrent with the development of the design concepts a detailed tree inventory of all trees along Park Lane was prepared.

### **October/November 2008**

The stakeholders' three design concepts were presented to the public in a number of public meetings and venues. The information was put online along with forms for public comment. Over one hundred comments regarding the concepts were collected with the preferred concept being that of a "Festival Street". Under this design concept, the pedestrian, parking and roadway surfaces are all at the same level with pedestrian-only areas delineated through the use of textures, colors and/or physical objects such as decorative pavement, bollards and rain gardens. As a festival street, Park Lane, when closed for special events, would become a large pedestrian friendly plaza while still functioning as a through street and parking area at all other times.

### **February 2009**

The City Council reviewed and endorsed the stakeholders' recommendation of the festival street concept (Attachment B). Design elements of the festival street concept were incorporated into the Kirkland Transit Center, as well as the roadway frontage restoration plans for the reconstruction of KCDNR's Downtown Kirkland Sewer Lift Station.

### **July 2009**

A consultant arborist, the City's Urban Forester, the design consultant and staff met at Park Lane to re-assess trees and refine the festival street concept.

### **October 2009**

The Tree 'report cards' were prepared and attached to 41 trees along Park Lane (see sample as Attachment C). The report cards were part of the ongoing community outreach plan to inform and engage stakeholders and other Park Lane users about the City's design process. The report cards included a "grade" and tree specific information such as species, diameter, comments on vigor, structure, health, and long term viability. On October 27, Stakeholders were invited to tour Park Lane with the City's Urban Forester, the consultant and City staff. During the tour, the tree report cards were explained and trees were compared among each other for purposes

of educating the stakeholders on tree health/structure/vigor. Trees with diseases were identified and signs of the disease were explained in detail by the City's Urban Forester.

The tour also provided the opportunity to discuss and explain the process of sidewalk buckling due to tree roots. Further, the proposed locations for surface water run-off collection and treatment using a new product known as Silva Cell (Attachment D) were shown on the tour. At the conclusion of the tour, stakeholders, consultants, and staff reconvened to review the preferred design option and discuss the proposed Phase I (discussed below) implementation plan.

### January 2010

Staff presented a summary of the *Park Lane Study* to the Parking Advisory Board and to the Transportation Commission. Both groups supported the implementation of Phase I and the Festival Street concept. The Transportation Commission, however, recommended that the design development consider, among other issues, looking carefully at the amount of rain gardens being proposed and their correlation with parking operations, outdoor seating, and pedestrian movements along Park Lane.

### *Phase I*

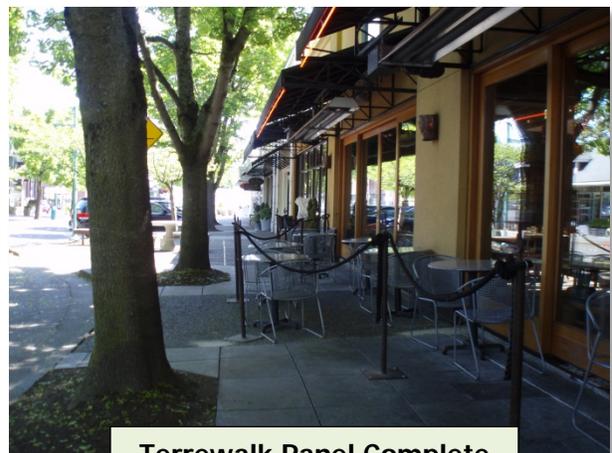
The Phase I improvements were complete in May of 2012 and included the installation of approximately 4,000 sf of Terrewalk panels (sidewalk panels made of recycled rubber and plastic) at various locations along the Corridor where the existing concrete sidewalk had buckled due to tree root uplifting.

Phase I also included the removal and replacement of two trees together with the installation of Silva Cell units to help prevent future sidewalk buckling. Silva Cell units are subterranean reinforced plastic frames that are filled with special soils to promote tree root growth. The frames fully support surface loads above while requiring less compaction efforts than conventional tree wells. This allows tree roots to go out and deeper as opposed to coming up towards the surface and adversely impacting sidewalks. This pilot use of Silva Cells for the City has been monitored and appears to be working well for its intended application; additional Silva Cell units will be incorporated into any future Park Lane improvements.

Concurrent with the implementation of Phase I, the City's consultant continued with the



Terrewalk Panel Install



Terrewalk Panel Complete

design of the Park Lane Festival Street concept to a 30% completion stage. The design efforts also brought the design of Park Lane storm system improvements to a 100% complete level, as well as to a 100% complete stage for the street frontage improvements being completed with the on-going KCDNR lift station project.

### *Funding/Grant Application*

The visible attributes of the festival street concept along Park Lane include a barrier-free pedestrian amenity that is intended to support seasonal and annual events in Downtown. As conceived, the improvements will allow multi-modal access for businesses and customers at other times. In addition, the proposed improvements will provide significant surface water improvements in the Central Downtown core.

These proposed surface water improvements include many low impact development stormwater management elements such as tree canopy retention, the use of Silva Cells to support root growth and stormwater treatment, bioretention stormwater gardens, porous pavement, and rain gardens. Currently, there is no stormwater treatment along Park Lane and contamination from hydrocarbon compounds associated with motor vehicles is always present. Through the inclusion of significant stormwater management elements along Park Lane, improvements to water quality immediately upstream of Lake Washington will be accomplished.

To help fund these significant storm water quality/run-off improvements, staff submitted an August 31, 2010 grant application for the Washington State Department of Ecology's (DOE) Storm Water Retrofit and LID Grant Program. In order to ensure that funds are applied to the highest priority needs in the State, DOE staff evaluated and scored all of the project proposals. With all scores compiled a statewide priority list was developed and the Park Lane Pedestrian Enhancements Project application was selected as a top candidate. On May 10, 2012, the City received notice that the Park Lane Project had been selected as a grant recipient through a legislative provision in the 2012 Supplemental Capital Budget.

In order to advance the Grant to the next level, negotiations and a DOE funding agreement is required to be completed by the City before November 1, 2012. To accomplish this, DOE staff is requesting a confirmation letter from the City with a brief project status update and an indication that the City is still interested in moving forward with the Project.

### *Estimated Project Costs*

A Funding Strategy for the Park Lane Corridor Enhancements Project was first presented to City Council at their meeting of February 2, 2010. At that time the Project was estimated to be \$2.2M in total costs, including the Phase I work previously completed (\$370K) plus the portion that will be built as a part of the KCDNR Lift Station project (\$170K); the second phase of the Project is currently listed as "Unfunded" within the Transportation element of the 2011-2016 CIP. In support of the DOE grant application, an updated engineer's estimate was produced along with an updated Funding Strategy Plan placing the current total project cost at closer to \$2.4M, including the same Phase I and KCDNR elements listed above.

With the possible receipt of \$739K in DOE grant funds, the Project balance remaining to be funded is nearly \$1.1M and, as per the current Funding Strategy, staff has identified possible

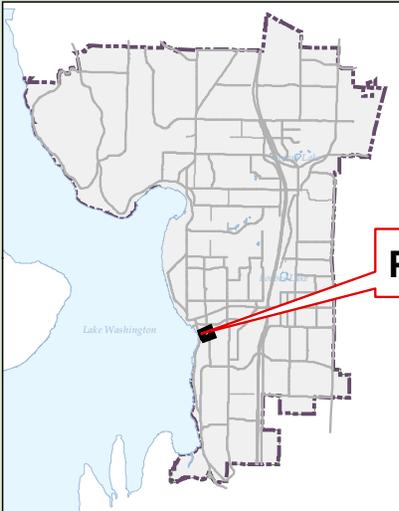
City matching fund sources such as the Annual Overlay Program, surface water reserves, the Annual Sidewalk Program, together with other miscellaneous sources (Attachment E). As a continued part of the Funding Strategy Plan, staff is pursuing other grant opportunities through the Transportation Improvement Board and the 2012 Pedestrian and Bicycle Safety Grant Program.

*Conclusion and Recommendation*

It is recommended that City Council authorize staff to begin a process to re-introduce the Park Lane Festival Street concept to the public, especially to the Park Lane business and property owners, in order to better gauge the level of support for Project implementation. A number of years have passed since the Park Lane Community Visioning process was concluded. As a result, there will be new Park Lane stakeholders who may not be fully up-to-date on the Project and the process that lead to the current design concept. The [Park Lane Visioning](#) website has remained active since 2008 with the Project currently listed as "unfunded" in the current CIP. With City Council's approval, staff will begin a new dialogue with the most immediately impacted stakeholders (Park Lane business and property owners) to identify current issues and to determine options for mitigating any future construction impacts. Staff will return to Council in October with results of the renewed public outreach and make a recommendation for completing grant negotiations with the DOE and funding strategies for the remaining \$1.1M gap. Staff will also provide the notice of grant information to the Kirkland Transportation Commission, as well as continue to pursue additional grant opportunities and funding options for City Council's future consideration.

Attachments (5)

# Attachment A



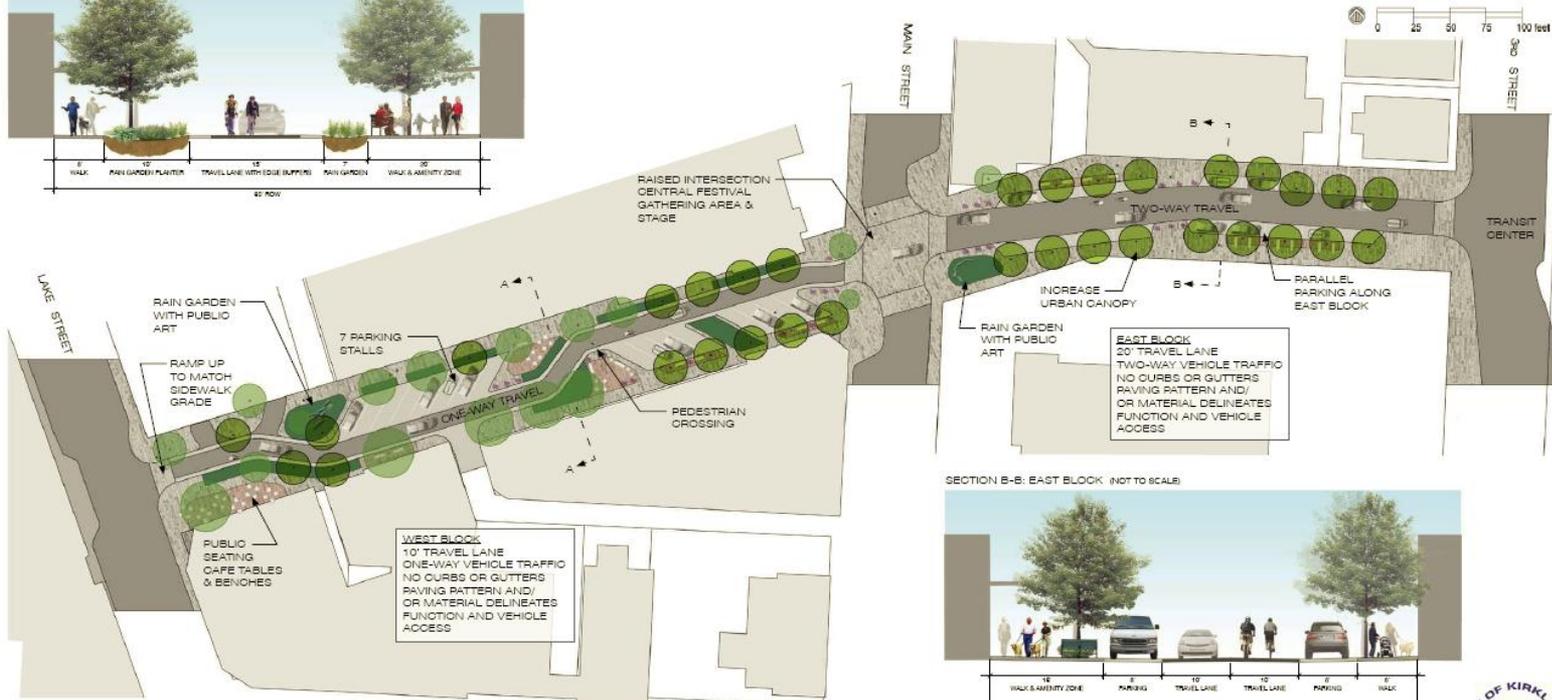
**Project Area**



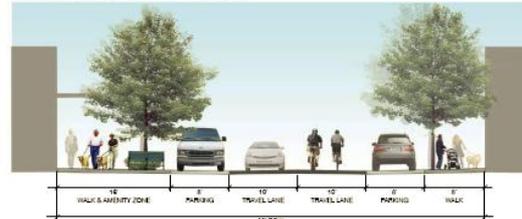
# Flexible Festival Street Concept

## PREFERRED CONCEPT | FLEXIBLE FESTIVAL STREET | PLAN AND SECTIONS

SECTION A-A: WEST BLOCK (NOT TO SCALE)



SECTION B-B: EAST BLOCK (NOT TO SCALE)



# PARK LANE TREE INVENTORY

## TREE REPORT CARD

Tree Number: 427  
Species: Armstrong Red Maple  
Diameter: 8.4"

# A

Grade Definition:

A(Retain) B(Retain/Monitor) C(Monitor) F(Remove/Replace)

Tree Criteria:

- Vigor: Good
- Structure: Good
- Health : Very Good
- Impact on other trees/infrastructure: sidewalk/curb
- Long term viability: Very Good
- Notes: 4x4 cutout

Working to restore, enhance and protect the City of Kirkland's Tree Assets

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### **Tour of Park Lane Trees with City Urban Forester**

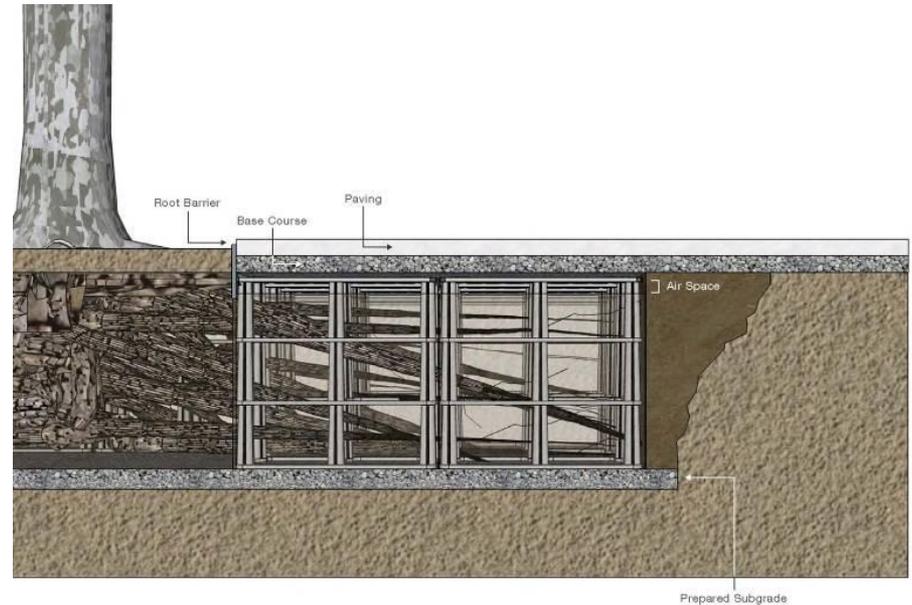
Tuesday October 27<sup>th</sup> (8:30 am – 9:15 am); Meet at Park Lane and Lake Street

### **Phase I Implementation Plan**

9:15 am – 10:15 am; Zeek's Pizza (124 Park Lane)

For more information, contact Kari Page 425-587-3011 [kpage@ci.kirkland.wa.us](mailto:kpage@ci.kirkland.wa.us)

# Phase 1 – Silva Cell Units



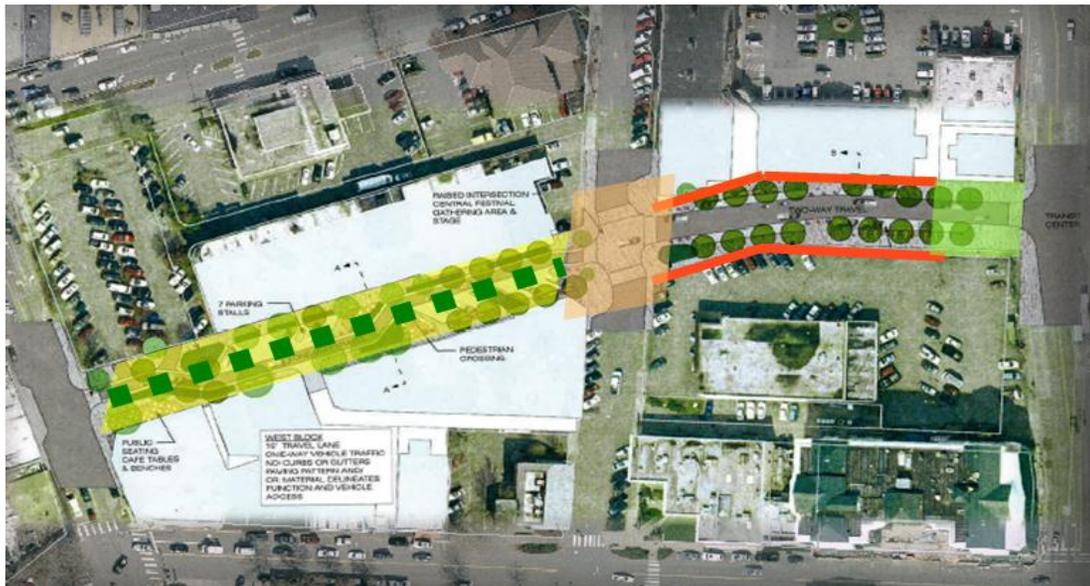
Silva cell units act as “suspended pavement”. The soil within the units requires less compaction, providing more void space for roots to grow.

# Proposed Park Lane Pedestrian Corridor Funding Strategy

# ATTACHMENT E

7/26/2012

PHASE	DESCRIPTION	Frontage (linear feet)	Total Estimate (2009)	Design (**)	Construction	Funding source
1	Replacement of damaged infrastructure (Terwalk rubber walkway panels, Silva Cell units, root pruning, conduit)	various	\$ 370,000	2009	2010 (Complete)	\$312K Transportation CIP \$58K Surface Water
2	King County DNR pump station street frontage Improvements	150	\$ 170,000	2009	2012 (ongoing)	Design funding is included in Phase 1. Construction will be completed by KCDNR; Park Lane crosswalk along west side of 3rd Street was constructed with Downtown Transit Center.
3	Festival Street Implementation: Installation of porous concrete sidewalks, new roadway, street furniture, patterned concrete, storm drainage and rain gardens.	800	\$ 1,106,746	2010 (30%)	TBD	\$739,000 DOE Grant Overlay Program Sidewalk Program Surface Water Program Centennial Program \$16K donated benches 2012 Pedestrian and Bicycle Safety Grant (Submitted July 2012) TIB (To be submitted August 2012)
4	Festival Street Implementation: Raised intersection at Main Street and Park Lane.	100	\$ 140,400	TBD	TBD	\$739,000 DOE Grant Overlay Program Sidewalk Program Surface Water Program Centennial Program \$16K donated benches 2012 Pedestrian and Bicycle Safety Grant (Submitted July 2012) TIB (To be submitted August 2012)
5 S	Antique Mall Redevelopment right of way improvements per Festival Street Concept	275	\$ 313,775	TBD	TBD	Same as above with redevelopment participation a possibility
5 N	Kirkland Square Redevelopment right of way improvements per Festival Street Concept	275	\$ 313,775	TBD	TBD	Same as above with redevelopment participation a possibility
<b>TOTAL</b>		<b>1600</b>	<b>\$ 2,414,696</b>			





# Park Lane: Festival Street

August 30, 2012



Planning

Design

Construction

Complete

- **Create a lively public square in the heart of downtown**
- **Offer parking and vehicular access**
- **Promote festivals, outdoor concerts, street fairs, and markets**
- **Build a unique regional destination**

*Thank you in advance for helping us make a good and informed decision about the future of Park Lane.*

Dear Park Lane Property Owner:

Kirkland was awarded a State Department of Ecology (DOE) grant to help bring the community vision for Park Lane into reality. The grant does not cover all of the costs of construction, leaving over a million dollar gap to fully fund the project. The City is seeking additional grants from other state and federal agencies to fill the gap. However, by late this year, the City Council has a decision to make; whether to proceed with the DOE grant under the assumption that other grants will be awarded or come up with the remaining funds itself; or to decline the grant money from the State and push off the project indefinitely. If they accept the DOE grant, Kirkland will have until late 2014 to construct the project.



Example of a festival street

The DOE grant amount is \$739,000 with approximately \$1.1M remaining to fund. Before starting a larger process to gain public input on this decision, the Council wants to know what the business and property owners of Park Lane recommend. As everyone knows, no matter how desirable the improvements are, with improvements come construction impacts. We would greatly appreciate you taking a few minutes to meet with us so we can: 1) provide an overview of the Festival Street Vision, 2) answer questions about the construction timeline/impacts, and 3) hear your input on how the Council should proceed.

Questions we will be asking include:

1. What do you like or dislike about moving forward with the DOE grant and Park Lane improvements?
2. If we do not move forward, when do you think the City should start actively pursuing funding for Park Lane improvements?
3. Should certain conditions be met before moving forward?
4. If we do move forward, what mitigation measures should be considered for construction? In the end, we will be asking if you support moving forward at this time.

Please give us a call if you would like to provide input to the Council on this decision. Contact Kari Page, Neighborhood Outreach Coordinator, [KPage@kirklandwa.gov](mailto:KPage@kirklandwa.gov) (425) 587-3011 or Gina Hortillosa, Project Engineer, [GHortillosa@kirklandwa.gov](mailto:GHortillosa@kirklandwa.gov) (425) 587-3828.

#### For More Information:

24-hour project information hotline/ Para más información\*, 425-587-3838

Alternative formats available/711 (TTY Relay).

Gina Hortillosa, Project Engineer, [GHortillosa@kirklandwa.gov](mailto:GHortillosa@kirklandwa.gov), or 425-587-3828

Kari Page, Neighborhood Outreach Coordinator, [KPage@kirklandwa.gov](mailto:KPage@kirklandwa.gov), or 425-587-3011

Web: [www.kirklandwa.gov](http://www.kirklandwa.gov) (search Park Lane).

(\*Señale su idioma y llamaremos a un intérprete. El servicio es gratuito.)

**City of Kirkland Department of Public Works • 123 Fifth Avenue • Kirkland, WA 98033**



# Park Lane: Festival Street

August 30, 2012

The Festival Street vision for Park Lane was created by the community through an extensive public process involving Park Lane business and property owners as well as the broader Kirkland community. The process began in August 2008 with the formal community recommendation being accepted by the City Council in February of 2009.

*The vision is a street designed like a public square but would be open to traffic and provides parking.*

*It would encourage pedestrian use and create a more lively urban space where people want to shop, dine and relax.*

*It would promote flexibility for festivals, outdoor concerts, street fairs and markets.*

*There would be no curbs or gutters, no white lane dividers or sidewalks, and cars would be separate from pedestrians with street furniture, planters and rain gardens.*



Example of a festival street

*Traffic would meander through a tree lined plaza from Lake Street all the way to Third Street (Transit Center/Peter Kirk Park).*

*At the intersection of Main and Park Lane, the road would rise to create a raised intersection for central festival gatherings or a stage. Park Lane would become a vital shopping district and unique regional destination.*



Example of a plaza rain garden



Example of pavement marking

Thank you for taking the time to help us make a good and informed decision about the future of Park Lane.

**For More Information:**

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Andrea Swisstack, Project Engineer, [ASwisstack@kirklandwa.gov](mailto:ASwisstack@kirklandwa.gov), or 425-587-3827

Kari Page, Neighborhood Outreach Coordinator, [KPage@kirklandwa.gov](mailto:KPage@kirklandwa.gov), or 425-587-3011

Web: [www.kirklandwa.gov](http://www.kirklandwa.gov) (search street preservation).

(\*Señale su idioma y llamaremos a un intérprete. El servicio es gratuito.)