



CITY OF KIRKLAND

Department of Public Works

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www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: David Godfrey, P.E., Transportation Engineering Manager
Pam Bissonnette, Interim Public Works Director

Date: March 20, 2014

Subject: Cross Kirkland Corridor Master Plan Update

RECOMMENDATION:

It is recommended that the Council receives an update on the Cross Kirkland Corridor (CKC) Master Plan. The purpose of this update is to brief Council on key additions to the CKC Master Plan since Council's last update on February 4, 2014. It is one of a series of check-ins on the Master Plan.

BACKGROUND DISCUSSION:

General Background

Council last received a CKC briefing during a study session on February 4. Information was presented on a number of foundational elements such as cross-sections, how transit and other utilities may be incorporated in the corridor, divided trails and intersection treatments. Council saw elements of the draft plan that allowed understanding of the planned look and feel as well as the planned content of the document. The concept of the character zone scrapbook and how it works with the trail plan was also presented. Because of its size, the latest version of the Master Plan is posted on line with a viewing program at www.kirklandwa.gov/CKCmasterplan.

Council was very supportive of the material that was presented on February 4, and that material was further developed and presented at a Public Meeting on February 27th. A summary of the meeting is provided as Attachment A.

The focus of the current Council update is:

1. Recap of plan elements and how they work together to provide a basis for design.
2. Examples of "scrapbook elements".
3. Brief update on how corridor access, history and economic development are handled in the CKC Master Plan
4. A first look at implementation priorities

Each of these items is presented briefly below and will be explained more fully at the April 15 Council meeting.

1. Plan elements

The Master Plan has five foundational sections:

Overall corridor considerations (Plan pages 15-20) introduce the idea of character zones and discuss topics that are common to the entire corridor such as access, lighting and treatment of utilities.

Prototypical Corridor elements (Plan pages 21-29) show design practices that are used throughout the corridor. Examples include trail cross sections and profiles along with how utilities and transit will be accommodated.

Corridor experience and Ecology (Plan pages 30-39) this section illustrates experiential palettes in areas such as events, eddies, and art. It also addresses surface water.

Corridor layouts (Plan pages 40-53) show the entire corridor at a 1"=200' scale. This section highlights areas to be emphasized when the corridor is developed with callouts describing main features.

Character Zone Scrapbook (Plan pages 54-77) shows close ups of key locations in each character zone along with graphics and descriptions that provide vision and direction to the designer.

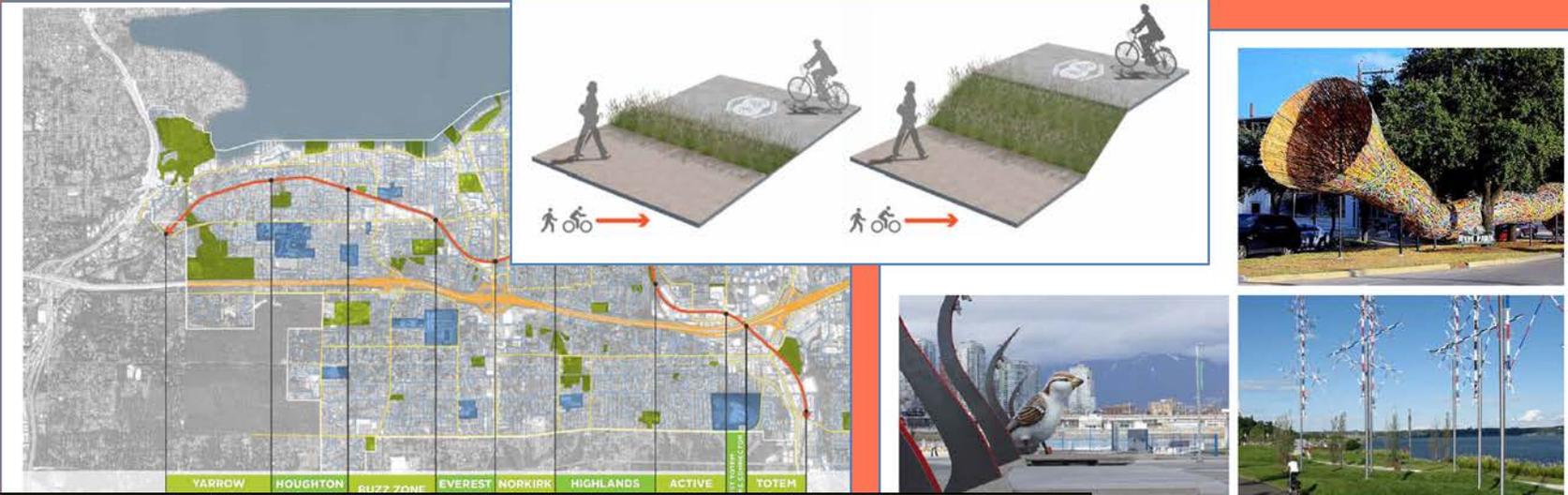
Figure 1 shows examples from the five Plan sections. As a section of the corridor is developed, these elements will be considered by the design team to make sure that the design is in keeping with the Plan. These elements could be put into practice as follows; when a consultant is being selected to design a section of the corridor, a selection factor might be the designer's ability to reflect the Plan elements in their design or their experience implementing elements similar to those shown in the Plan.

2. Character Zone Scrapbooks

The concept of scrapbooks was introduced to Council at their February 4 meeting and the role of a Scrapbook in the Plan was described further above.

This section of the plan is called a scrapbook because it can contain a variety of means to convey the character of the zone with inspirational photos from other locations, text, historical photos, sketches and more polished illustrations. Figure 2 shows an example treatment at Terrace Park as proposed in the Scrapbook for the Buzz Zone.

For some zones the Scrapbooks also contain optional designs. For example, at the undercrossing of I-405 a street could be added or the undercrossing area could be used for recreation (Plan pages 85-87). Similarly a grade separated crossing of 6th Street S. is an option shown in the Buzz Zone character zone scrapbook.



CHARACTER ZONE SCRAPBOOK

YARROW WOODS

Opportunities and Inspiration

Southern Gateway
 As the CKC's southern gateway, Yarrow Woods is a welcoming portal to Kirkland and the corridor. As a portal there is potential to create iconic landmarks that intuitively provide a sense of arrival and set the tone for the whole CKC. Such iconic landmarks could be larger scale elements of landscape or structure that intuitively demarcate Yarrow Woods and the CKC, signifying arrival to Kirkland and the corridor without extensive signage.

Southern Terminus
 In the likelihood that the CKC is realized before other portions of the Eastside Rail Corridor, Yarrow Woods, in the near term, must also be designed as a southern terminus, thoughtfully directing bikers and pedestrians to safe and appropriate connections before the rest of the trail exists.

Create Connections: Yarrow Woods is the most isolated stretch of the CKC with limited public access points between 108th Avenue NE and NE 52nd Street. Corridor development should leverage the existing access points and seek to build new ones from adjacent commercial or multifamily properties, potentially forging new entry points to the east where access is limited by uninterrupted private properties.

Improve Ecology
 While naturalistic in character, the landscape is not natural; it has been and continues to be altered by human activities. Goals include improving ecological function with humans as part of the ecology, improving the urban forest, planning for improved creek crossings (longer term), and collecting, infiltrating, and possibly treating stormwater captured on the site as it moves toward Lake Washington.

Built on the Zone's Riche
 Site elements, particularly events and eddies, should celebrate the zone's topography, deep ravines, creek crossings and forested edges.

Catalyst for Growth

The CKC is adjacent to the South Kirkland Park and Ride redevelopment, and further redevelopment of the Yarrow Woods commercial center will inevitably occur. The CKC can shape and become a catalyst for this continued reimagining of Yarrow Woods as an increasingly vibrant commercial and residential community connected to the larger Kirkland community to the north and Bellevue and East Link Transit to the south.

Connect to 520
 With the 520 shared use path almost completed, near-term and long-term connections to the CKC should be planned and implemented.

Design Influences

Juxtaposition
 Responds to the naturalistic character and green vegetation with intervention that acknowledges the unnatural realities of the corridor.

Brick colored permanent furnishings punctuate the green backdrop.

Materials
 Consider steel as a companion to the surrounding stands of timber.

Art
 Weave art elements into the rich naturalistic woodlands, through the trees and overhead.

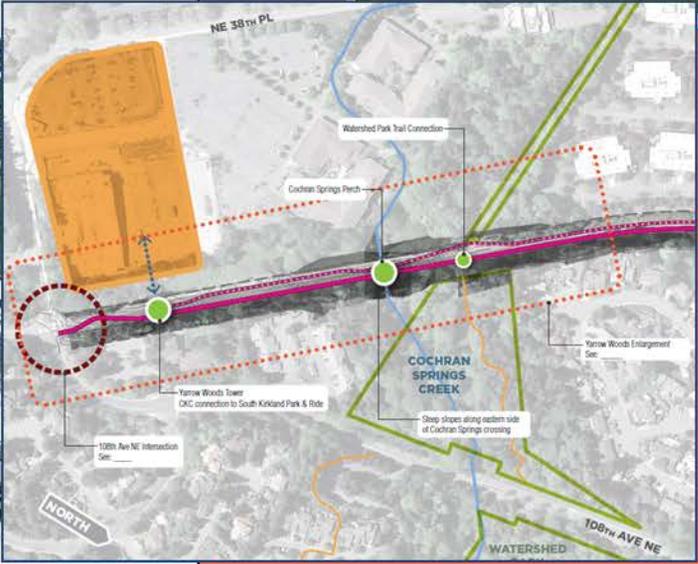
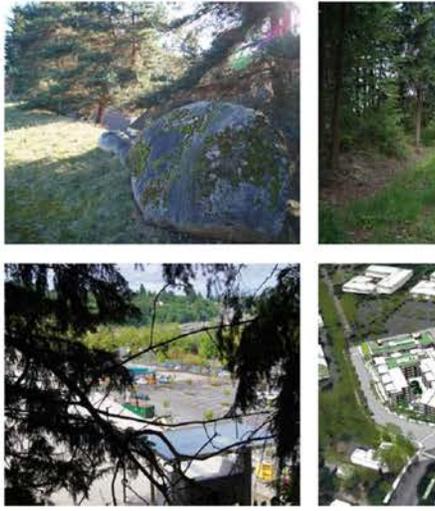


Figure 1 Major Master Plan element examples clockwise from upper left: Corridor wide character zones, prototypical sections, art experience, corridor layout, scrapbook text and graphics. These elements are used in combination to inform corridor design, the next step after planning.

6.0 | CHARACTER ZONE SCRAPBOOK



Figure 2 Scrapbook example showing treatment and character photos for Terrace Park.

3. Update on corridor access, history and economic development

At the February 27 outreach meeting we heard from the public on several issues. One citizen addressed corridor access and a desire to allow access from single family residences. The Plan currently calls for a phase out of single family access as the corridor is developed. Based on the comments we are considering modifying this to allow access that meets certain standards and under certain conditions. For example, access may be considered in areas that were open to the public or that are located in an area of the corridor where other access is not readily available. On the other hand, recent conversations with Sound Transit indicate that if high capacity transit were to come to the corridor they would require closure of access points for safety reasons. In any event, details of an access policy would be set outside the Master Plan. It would be particularly helpful to have Council's comments on this direction.

Additionally, the Plan will include language that suggests any road crossings of the CKC should be granted only in exceptional cases, would require explicit Council approval, and that the benefits of grade-separation should be examined in the consideration of such crossings.

Because the corridor was first developed over 100 years ago as a railroad corridor, it has a rich history. On February 27, the treatment of this history was the subject of several comments from the public. One of the audience members supported specific plaque-style treatments that gave specific references to particular locations, events or themes. The Consultant team is planning to meet with representatives from the Kirkland Heritage Society and local railroad historians. History will be one of the subjects covered in the Overall Corridor Considerations section of the plan.

One of the goals of the plan is to *Activate Kirkland and Evolve with Time*. This includes the ability to activate surrounding land use to promote economic development. Additional emphasis will be added around economic development with language similar to that used in the City's "Connecting it all: Cross Kirkland Corridor" brochure as shown below in Figure 3. This material

will be in the introduction section of the plan where the goals are explained.

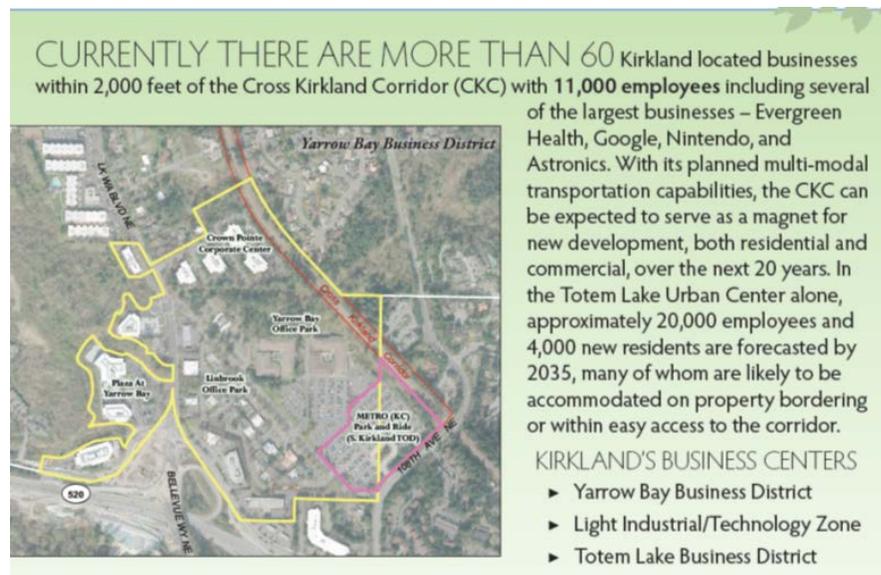


Figure 3. Sample economic development text

4. *Implementation priorities*

One of the elements of the Plan currently under development is a planning level cost estimate for each character zone and for simply paving the entire trail. This will be part of the Plan's implementation section. Another part of the implementation plan will be implementation priorities. It would be very helpful for development of these priorities if Council wished to offer guidance on their interests in priorities for development.

At their February meeting, the Transportation Commission considered a set of priorities for corridor development. Realizing that there is overlap between some items on the list, they ranked their highest priorities in the following rough order:

1. **Follow funding opportunities.** High priority should be given to constructing projects for which outside funding can be secured.
2. **Connect to regional trails/transit.** Make the CKC available to more destinations and more users.
3. **Fulfill the vision.** This suggests building more fully over shorter distance as opposed to making longer sections of less developed improvements. There was concern that once a section is partially completed it will be difficult to get funding to improve it more fully at a later time.
4. **Focus on connections** where major corridor usage exists today or is anticipated. Examples may include areas near streets, schools, parks, commercial land use and transit. As described above, access policy may enter into considerations of connections.
5. **Safety:** This would suggest pursuing improvements at intersections such as 120th Avenue NE, and the NE 124 Street/124th Avenue NE intersections.
6. **Surface water treatments** and natural areas stream crossings: These areas have the ability to attract outside funding, to be landmarks on the corridor, and to solve surface water issues.
7. **Support development of Totem Lake/Totem Lake Park and other commercial areas.** The Urban Land Institute report on Totem Lake completed in 2011 described development of the Corridor and Totem Lake Park as a high priority for catalyzing economic growth in Totem Lake. The corridor can also help development in other areas (i.e. 6th Street S.).

We received some comments on the subject of cost and implementation at the February 27 public meeting. Some comments expressed support for the full vision of the plan. Other people were concerned about timing and funding of the next stages of the project. In other public outreach we've heard from individuals that are interested in seeing a more minimal trail paved over a greater distance and paved as soon as possible.

Schedule

The following key dates show events scheduled for review and adoption of the CKC Master Plan:

April 26	Community Future Day
May 20	City Council final Check-in/Update at Study Session
June 17	City Council Adoption at regular meeting

In addition Transportation Commission meetings will be held on April 23 and May 28.

Attachment A – February 27, 2014 CKC Public Involvement Report

◀CROSSKIRKLAND▶ CORRIDOR

CROSS KIRKLAND CORRIDOR

Public Involvement Report

Community Forum – Thursday, February 27, 2014



Prepared by
Stepherson & Associates Communications
March 2014



Community Forum

OVERVIEW

The vision for the future of the Cross Kirkland Corridor (CKC) is coming into focus. The City of Kirkland hosted a community forum from 4:30 to 7:30 p.m. on February 27, 2014 to present and get feedback on the draft CKC Master Plan. The forum, held at the Peter Kirk Community Center, was attended by approximately 50 people.

The Draft Master Plan includes goals and visions for the Corridor and gives guidance on intersection treatments, trail location, trail width, and locations where pedestrian, bicycle and other connections should be developed.

The project team arranged a gallery of project information boards near the stage and presentation area, offering attendees the opportunity to engage, ask questions, and share their site-specific input with the project team.

Presentation

At 5 and at 6 p.m., 30-minute presentations were delivered by Guy Michaelsen of the design consultant Berger Partnership. Guy introduced the project by reviewing the project’s vision, goals, timeline, and the role of the Master Plan. Delving further into the details of the Master Plan, he showed some options for potential trail profiles and corridor profiles with a brief overview of a long-term vision for incorporating transit.

He also discussed the Character Zones, which are divisions of the trail that take current surroundings and land uses into account when considering future uses, developing place-making themes, and design opportunities along the alignment.

Lastly, Guy discussed implementation strategy, project phasing, funding and grant opportunities, and coordination with other public and private projects.

Slides from the presentation are included in the appendix of this report (page 9). The full presentation can be found on the CKC website:

<http://www.kirklandwa.gov/Assets/Cross+Kirkland+Corridor/CKC+Master+Plan+Slideshow+Feb+27+Forum.pdf>



Project managers present the overall vision for the CKC Master Plan with visitors



Community members asked questions and provided comments on the presentation

Display Boards

A gallery of display boards were set up and staffed by project team members. The display boards included comprehensive base maps with superimposed layers of potential Master Plan elements, and a scrapbook of ideas that are being considered within each Character Zone. The boards were designed to breakdown complex project information from the Master Plan and spark meaningful dialogue.

Images of the display boards are included in the appendix of this report (page 12).



Project staff discuss the overall vision for the CKC with attendees



Attendees view the project area maps and preliminary trail alignment plans



Details on the interim trail plan were discussed



Project staff answer questions regarding the corridor's Character Zones

Feedback

The input we heard from attendees during informal conversation at the display boards and after the presentation was largely supportive of the Draft Master Plan. Attendees were excited about the future vision for the corridor and look forward to making it a reality. Specific comments and questions received after the presentations were captured on flip charts. The following documents what was said during the feedback period:

Presentation 1 (5 p.m.)

Comment: Residential access looks like it is being phased out; this seems short sighted and prescriptive. It would be better to figure out how to manage this type of access

Comment: I think we should allow individual access points and ensure that these access points are sufficiently managed

Question: It seems like in plan you are taking all 100 ft. of the corridor width.

Response: We are for now, but planning for what it could look like in 20 years as well. We want to fully utilize the space while it's available because we don't know for sure if Sound Transit will use the corridor, and if they do it is along way out. It makes sense to fully use the space while it is available.

Question: What are your construction plans for the interim trail?

Response: The interim trail will be 10' wide, with finer-grade gravel. We will also construct safety improvements at street crossings.

Comment: Access to downtown seems to be missing. This should be part of the vision.

Response: We don't have direct access to downtown but envision wayfinding and visual cues will help to make that connection.

Question: What was envisioned as the users' motive for going down corridor? Is the trail planned to be a place for entertainment or reflection? Which is the intended purpose: entertainment or reflection?

Response: The idea is to design for both. To look at each section of the corridor—it's unique characteristics and adjacent amenities—and plan each section with these things in mind. Some places are better suited for entertainment, while others are best suited for reflection and taking in the views. Sometimes the design adds to a place, while other times it seeks to offer users and visitors an enhanced opportunity to enjoy what's already there.

Comment: I like having activities along trail. It will bring out more people, and with more eyes on the ground, it will also make the trail safer.

Question: Will the city begin building this plan right away? Will they start by paving the trail?

Response: That's part of the reason we are here tonight; to get feedback on whether we should build a "baseline" trail or fully build out a section at a time. Some of it will depend on funding.

Question: What about the historic elements of the trail?

Response: There is a section of the Master Plan that includes funding for developing innovative and enriching experiences with the trail's history—beyond informational plaques—that will inspire and educate even the most frequent users of the trail.

Questions: Do we have the money for grading trail?

Response: Yes. Funding is set aside for the trail grading and upgrading street crossings along the corridor. Contact Kari Page, Interim Trail Manager with additional questions: kpage@kirklandwa.gov

Presentation 2 (6 p.m.)

Question: How will this project be funded? Will taxpayers foot the bill?

Response: There will be a mix of funding sources and that mix will include grants. There will also likely be a voter approved levy to help pay for the project's construction.

Question: Were any studies conducted to determine if the corridor is/was a wildlife corridor?

Response: There weren't any specific studies but we know habitat on the corridor is used by a number of animals.

Comment: There is a place for historical plaques and markers and they should be part of the program to interpret the corridor's history. I prefer them to less direct interpretations of history.

Comment: I like keeping Highlands natural.

Comment: I believe Woodinville is doing something similar with their trail.

Comment: I'm so excited about this. These are amazing plans.

Question: There are some amazing images that exemplify what our corridor could be. Could you make these images available online, and could you provide photo credits for them?

Response: The presentation will be online. Specific requests for photo credits will be responded to. You can also email the project manager: David Godfrey at dgodfrey@kirklandwa.gov.

Comment: We are very interested in incorporating art into corridor.

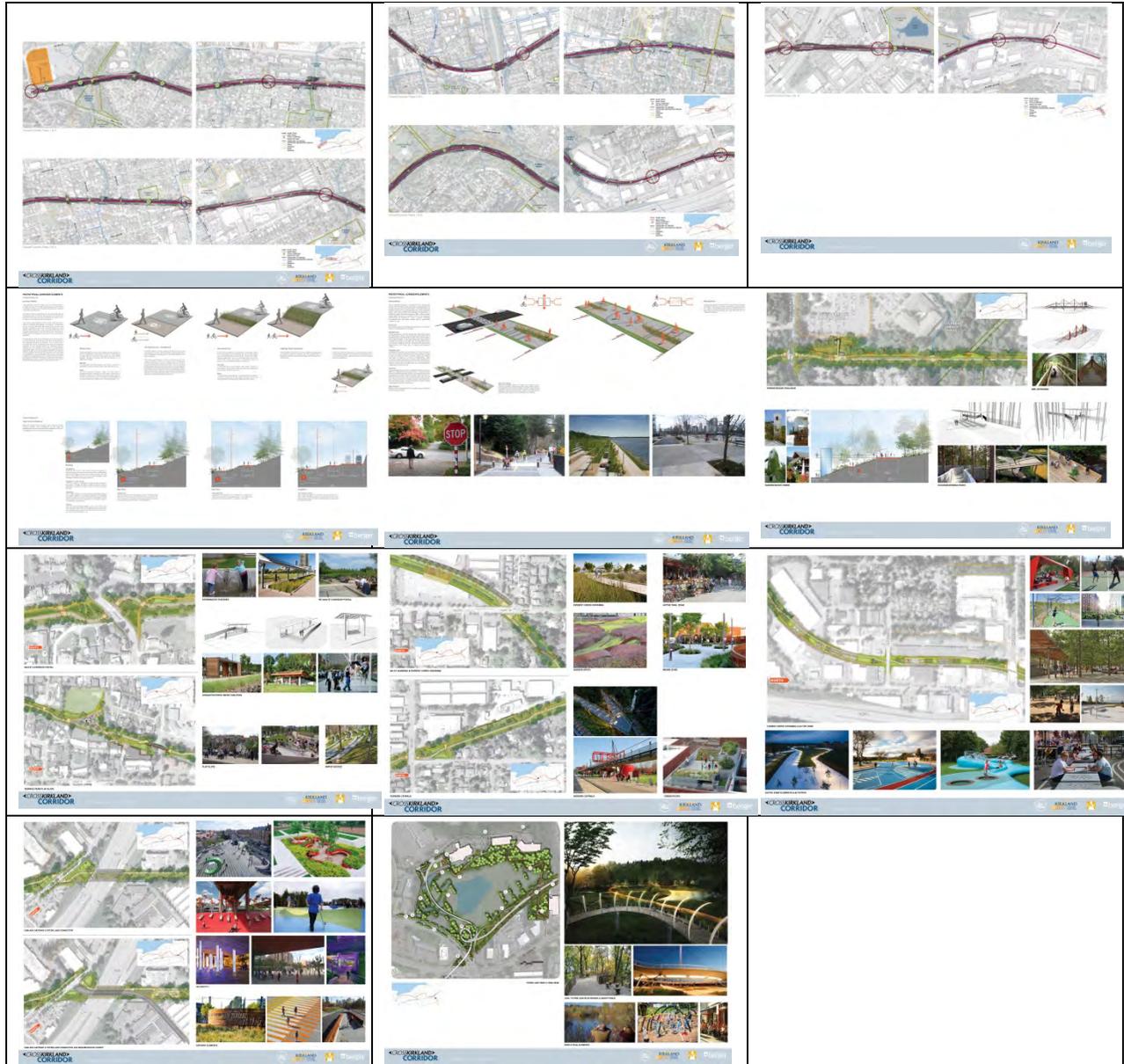
Notification

The City of Kirkland managed outreach and notification activities leading up to the event. Their efforts included issuing a press release, purchasing advertising space in the Kirkland Reporter, a Facebook campaign, flyers, and email blast to listserv subscribers, and an advertisement for the meeting on the outdoor signs along the corridor.

APPENDIX

- I. Display Boards
- II. Presentation Slides

Display Boards (Appendix I)



Presentation Slides (Appendix II)



CROSS KIRKLAND CORRIDOR
MASTER PLAN



CROSS KIRKLAND CORRIDOR
MASTER PLAN

<CROSSKIRKLAND>
CORRIDOR

Everett is a city whose history and development stem from a *distinct quality of life*.
The story is ours. For it leads to *evolve, grow*
and *strengthen* the quality of life.

The Cross Kirkland Corridor is a **community destination**,
a transportation connection and an **icon**
serving as a **catalyst for the entire city**.

The success of the Cross Kirkland Corridor will strengthen Kirkland as a **modal community** for its residents,
and an **inspiration** for others to visit, experience and enjoy it!



<CROSSKIRKLAND>
CORRIDOR

PROJECT TIMELINE

SELECTION
INITIATION
LISTEN
DESIGN
LISTEN
ANALYSIS
DEVELOP
DESIGN
LISTEN
CONSTRUCTION
CELEBRATE

CROSS KIRKLAND CORRIDOR
February 27th, 2014

1. Near Term Trail
2. Role of The Masterplan
3. Trail Profiles
4. Corridor Profiles
5. Future Transit
6. Overall Corridor Considerations
7. Site Specific Corridor Layout
8. Character Zone Scrapbook
9. Implementation & Phasing Priorities

NEAR TERM TRAIL

1. Refined Surfacing
2. Improved Intersection Crossings



ROLE OF THE MASTERPLAN

1. Vision / Strategies / Costs / Funding



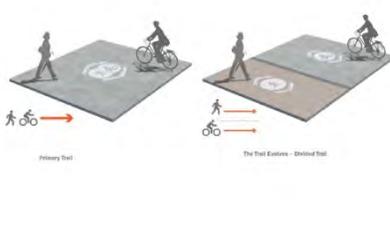
ROLE OF THE MASTERPLAN

1. Vision / Strategies / Costs / Funding

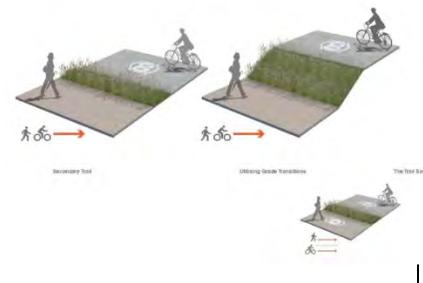


Master Plan Phase 1
2012 Phase 1 Reality

TRAIL PROFILES



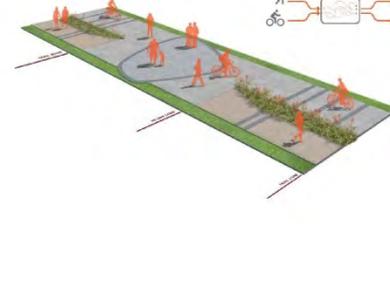
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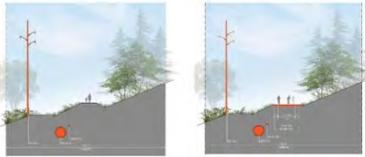
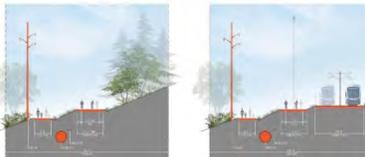
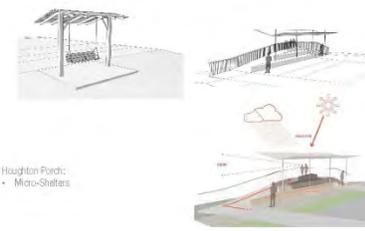


INTERSECTIONS



MIXING ZONES



<p>CORRIDOR PROFILES</p> 	<p>CORRIDOR PROFILES</p> 	<p>FUTURE TRANSIT</p> 
<p>OVERALL CORRIDOR CONSIDERATIONS</p> <ol style="list-style-type: none"> 1. Trailheads 2. Restrooms 3. Parking 4. Lighting 	<p>SITE SPECIFIC CORRIDOR LAYOUT</p>  <p>PLAN 0</p>	<p>SITE SPECIFIC CORRIDOR LAYOUT</p>  <p>PLAN 0</p>
<p>CHARACTER ZONES</p> 	<p>CHARACTER ZONE SCRAPBOOK</p> <p>Yarrow Woods</p> 	<p>CHARACTER ZONE SCRAPBOOK</p> <p>Yarrow Woods Trailhead:</p> <ul style="list-style-type: none"> • Yarrow Woods Tower • Restroom • Wayfinding & Navigation Point • Park & Ride Access • 620 Trail Access 
<p>CHARACTER ZONE SCRAPBOOK</p> <p>Cochran Springs Perch:</p> 	<p>CHARACTER ZONE SCRAPBOOK</p> <p>NE 52nd Corridor Portal:</p> <ul style="list-style-type: none"> • Access • Wetlands • Stormwater 	<p>CHARACTER ZONE SCRAPBOOK</p> <p>Houghton Perch:</p> <ul style="list-style-type: none"> • Micro-Shelters 
<p>CHARACTER ZONE SCRAPBOOK</p> <p>Houghton Perch:</p> <ul style="list-style-type: none"> • Micro-Shelters 	<p>CHARACTER ZONE SCRAPBOOK</p> <p>Terrace Park Play-Site:</p> <ul style="list-style-type: none"> • Corridor Portal (park access) • Restroom • Integrated Play • Amphitheater / Event Space 	<p>CHARACTER ZONE SCRAPBOOK</p> <p>Terrace Park Play-Site:</p> <ul style="list-style-type: none"> • Corridor Portal (park access) • Restroom • Integrated Play • Amphitheater / Event Space 

<p>CHARACTER ZONE SCRAPBOOK</p>  <p>Houghton Connection :</p> <ul style="list-style-type: none"> • Corridor Portal (see Overview) • Activated Edge • Community Connection • Commerce Connection 	<p>CHARACTER ZONE SCRAPBOOK</p>  <p>Houghton Connection :</p> <ul style="list-style-type: none"> • Lakeview Vista 	<p>CHARACTER ZONE SCRAPBOOK</p>  <p>Buzz Zone Connection :</p> <ul style="list-style-type: none"> • Corridor Portal (see Overview) • Lakeview Elementary • Integrated Play • Activated Edge • Community Connection 
<p>CHARACTER ZONE SCRAPBOOK</p>  <p>6th Street Gardens & Everest Creek Crossing:</p>	<p>CHARACTER ZONE SCRAPBOOK</p>  <p>6th Street Gardens :</p> <ul style="list-style-type: none"> • Garden Spots • Rain Gardens • Mixing Zones • Activated Edge 	<p>CHARACTER ZONE SCRAPBOOK</p>  <p>Everest Creek Crossing :</p> <ul style="list-style-type: none"> • Day Lighted Creek • Everest Park Connection • Wetland Enhancement 
<p>CHARACTER ZONE SCRAPBOOK</p>  <p>Everest Creek Canopy Walk :</p> <ul style="list-style-type: none"> • Grate Separated Crossing of 6th • New Crossing of Kirkland Way • Enhanced Tree Canopy 	<p>CHARACTER ZONE SCRAPBOOK</p>  <p>Norfolk Catholic :</p> <ul style="list-style-type: none"> • 7th Ave. Portal Park • Gathering Lawn • Stormwater Feature • Cabaret Deck • Refurbished Pier 	<p>CHARACTER ZONE SCRAPBOOK</p>  <p>Forbes Creek Crossing & Active zone:</p> 
<p>CHARACTER ZONE SCRAPBOOK</p>  <p>Forbes Creek Crossing & Active zone:</p> <ul style="list-style-type: none"> • Forbes Creek Canyon • Integrated Play • Shelter • Bocce • Pickle ball 	<p>CHARACTER ZONE SCRAPBOOK</p>  <p>Active zone:</p> <ul style="list-style-type: none"> • Basketball • Integrated Play • Shelter • Horseshoes • Play Lawns 	<p>CHARACTER ZONE SCRAPBOOK</p>  <p>120th West Totem Lake Portal:</p> <ul style="list-style-type: none"> • Portal PickNet • Stormwater Features • Underworld Skate n' Play 
<p>CHARACTER ZONE SCRAPBOOK</p>  <p>120th Totem Lake Connector:</p> <ul style="list-style-type: none"> • Neighborhood Street • Stormwater Features • Skate n' Play 	<p>CHARACTER ZONE SCRAPBOOK</p>  <p>Totem Lake Gateway Bridge:</p> 	<p>CHARACTER ZONE SCRAPBOOK</p>  <p>Totem Lake Gateway Park & Trailhead:</p> <ul style="list-style-type: none"> • Ecology Overlook • Restroom • Activated Edge 

<p>IMPLEMENTATION & PHASING</p> <p>Priorities – Scale & Scope</p> <ul style="list-style-type: none"> • Build less fully over longer distance “get it paved” • Build more fully over shorter distance “fulfill the vision” 	<p>IMPLEMENTATION & PHASING</p> <p>Priorities – Elements</p> <ul style="list-style-type: none"> • Focus On Connections <ul style="list-style-type: none"> • Transit • Streets • Schools • Parks • Commercial • Trails • Bike Infrastructure • Major Intersection Safety <ul style="list-style-type: none"> • 120th NE • 124/124 	<p>IMPLEMENTATION & PHASING</p> <p>Priorities – Other Catalysts</p> <ul style="list-style-type: none"> • Major Activity Points / High Traffic Areas • In Combination w/ Other Public Projects: <ul style="list-style-type: none"> • Tatum Lake Park • Terrace Park • South Kirkland Park And Ride • In Combination w/ Adjacent Private Projects: <ul style="list-style-type: none"> • Google • Njytec • Tatum Lake Redevelopment • Multi-family Residential • Houghton Commercial District
<p>IMPLEMENTATION & PHASING</p> <p>Funding – Grant Opportunities</p> <ul style="list-style-type: none"> • Green Stormwater Infrastructure (GSI) <ul style="list-style-type: none"> • Habitat Improvement/Enhancement <ul style="list-style-type: none"> • Stream Crossings • Wetland Enhancement • Multimodal Transportation Solutions <ul style="list-style-type: none"> • Bridges/Grade Separation • Recreation / Health & Wellness • Pilot Projects • Private Philanthropy 	<p>IMPLEMENTATION & PHASING</p> <p>What are your Priorities?</p> 	 <p></p> <p>CROSS KIRKLAND CORRIDOR MASTER PLAN</p>