



CITY OF KIRKLAND
Department of Public Works
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MEMORANDUM

To: Kurt Triplett, City Manager
From: David Godfrey, P.E., Transportation Engineering Manager
Marilynne Beard, Interim Public Works Director
Date: June 5, 2014
Subject: CROSS KIRKLAND CORRIDOR MASTER PLAN ADOPTION

RECOMMENDATION:

It is recommended that the City Council approves the attached resolution adopting the Cross Kirkland Corridor Master Plan with any changes to the Plan that are needed as a result of this final review.

BACKGROUND DISCUSSION:

On May 20, the City Council reviewed a final draft Master Plan for the Cross Kirkland Corridor. Council proposed changes in several areas of the Plan. The [final draft Master Plan](#) incorporates those changes and others that were proposed by staff.

At the May 20 meeting staff proposed nine areas that would be addressed in the final plan. This memo is structured around those nine areas:

1. Changes Council recommended at the May 20 Meeting
2. Cover
3. Introduction
4. Acknowledgements
5. Finalized costs
6. Filled out appendices
7. Completed graphics
8. Typos, wording clarifications
9. Final comments from public and Transportation Commission

1. Changes recommended by Council at the May 20 Meeting

A. Buzz Zone name

Council asked that one of the Character Zones (see page 20), the Buzz Zone, be renamed and a number of options for new names were proposed and discussed. The purpose of the name was to capture the essence of the area from Terrace Park through Lakeview Elementary School, the Houghton Shopping Center, Google and up to Nytec. "Innovation Alley" and the "Convergence

Zone” were the names that garnered the most support. In the end, staff went with Convergence Zone to symbolize an area where “everything comes together.” The final version of the plan renames the Buzz Zone to the Convergence Zone. Note that none of these names are intended to be permanent and maybe changed later as the CKC moves into design and construction. Because much of the work in the appendices was done prior to the name change, there are still references to the Buzz Zone in the appendices in documents created earlier in the process. A sentence explaining this difference was added to the paragraph “What’s in a name?” on Page 19.

B. Connections between the Corridor and the street network.

Council asked that language be added to better address how the ends of the CKC will connect with the surrounding road system. The sentence “Access points to the CKC will make safe, logical, well-marked connections to the street network for pedestrians and cyclists.” has been added on page 21 under Access Points.

C. Surface Water

Council commented on the sensitive areas in the Highlands Pass area and suggested that the description of this subject be amplified. In response, the general discussion of Surface Water in Section 4.8 (page 47) has been expanded. In Section 5.0 (pages 58 and 59) notes have been added that suggest existing trails might be connected and used as a side path in the Highlands Pass and this is also noted on page 85 in the Character Zone discussion in Section 6.6.

D. Connections to Downtown

Council asked that the language about connections to downtown early in the plan be strengthened with respect to future transit. In goal 01 on paged 12 and 13, the sentence “Innovative alternative transit between the corridor and downtown Kirkland is another example of a potential connection.” was added. A discussion of transit on Page 26 also includes a direct reference to connections to downtown Kirkland.

2. Cover

As discussed at the May 20 meeting, the Cover of the Plan is a depiction of the corridor at the Houghton Porch area. In response to Council’s request to suggest transit’s place on the corridor, a general facility is shown on the east side of the corridor in the cover illustration. The cover is designed to show a wide variety of people enjoying the corridor in a wide variety of ways.

3. Introduction

In keeping with the conversation during the May 20 Study Session, Councilmembers provided quotes to be included in the Introduction section. The introduction and quotes are now located on pages 7 and 8. The draft introduction is below:

Peter Kirk helped finance the first railroad on the eastside of Lake Washington. More than a hundred years and several owners later, the people of the City to which Peter Kirk gave his name are ready to transform his corridor. This Plan is a guide for that transformation.

The vision for the transformation includes an unmatched path for walking and biking, a stunning linear park, a site for future transit. This means places where people gather, a safe way to travel to a friend's house, a speedy way to get to work, fun places for play and reflective spaces full of stillness. But the Plan is more than a vision, it describes how to achieve the vision.

This plan says execute the vision, complete the transformation, in such a way that people will come to the Cross Kirkland Corridor again and again and continue to be stirred by their experience. They may not be able to put their finger on what stirred them. Maybe it was the art, the way seating was placed or the shape of a particular garden. Was it was the ease with which they found their way to a new place? It might have been the view from the Houghton Porch (the lake looks different every time doesn't it?) where a meal was shared.

The Corridor is about to be turned inside out. Buildings where backdoors opened to rusty tracks are ready to reemerge transformed from the energy of thousands of trail users. Where a powerful barrier once separated people, a hundred connections will re-knit the community fabric. One day transit may move people safely, swiftly and quietly to their destinations. The plan is ready.

Kirkland is a community of remarkable people well suited to plan and carry out the transformation. When they walk the corridor today, though it's still rough and rocky, they see stunning natural beauty bolstered with urban energy and out spills their desire to share their passion for the future with others.

On June 17, 2014 the Kirkland City Council approved this plan and began a singular and wonderful transformation.

4. Acknowledgements

Acknowledgements are located on page 101. This material was not reviewed at the May 20 Study Session.

5. Finalized costs

Costs have been adjusted slightly since the May 20 meeting. Revised costs are shown on page 98 of the Plan. A paragraph on Impact Fees was added on page 97.

6. Filled out appendices

All appendices have now been populated. Cost data in Appendix 8.1 was not available at the May 20 meeting.

7. Completed graphics

Placeholder graphics in the May version of the Plan have been replaced with photographs and drawings and other graphics have been changed or adjusted. Example locations include pages 23, 26, 51 and 100 as well as throughout Sections 4, and 6.

8. Edits, wording clarifications

Staff had a number of small changes, clarifications and edits to the May version of Plan and they have been incorporated in the final plan.

9. Final comments from the Public and the Transportation Commission.

At their May 28 meeting, the Transportation Commission offered several comments. These included the need to work with partners to complete the corridor, particularly to the south (see page 24). One Commissioner was also concerned about parking impacts. Given previous discussions with Council, the discussion on parking (page 21) was not modified.

The final plan will be circulated in connection with the Council Agenda Packet. A hard copy has been placed in the Council office. Any final comments from the public will be brought to the June 17 meeting for Council consideration.

After Council concludes its final review and discussion, staff recommends that the Council approves the attached Resolution formally adopting the Master Plan.

RESOLUTION R-5061

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND ADOPTING THE CROSS KIRKLAND CORRIDOR MASTER PLAN.

WHEREAS, the concept of a trail and transportation connection through Kirkland along the former Burlington Northern Santa Fe (BNSF) Railroad was formally identified by the City of Kirkland in the 1977 Land Use Policies Plan; and

WHEREAS, creating a "Cross Kirkland Trail" as part of a shared use transportation facility along the BNSF railroad right-of-way, also called the Eastside Rail Corridor, was identified as the top priority of the City's 2009 Active Transportation Plan; and

WHEREAS, following the 2009 purchase of the Eastside Rail Corridor by the Port of Seattle which brought the Corridor into public ownership, in 2011 the Kirkland City Council adopted an interest statement for corridor development that promoted a multi-modal trail and transportation facility that should be activated as quickly as possible; and

WHEREAS, in 2011 the Urban Land Institute identified the purchase and development of the Eastside Rail Corridor in Kirkland as the best action the City could take to spur economic development and revitalization of the Totem Lake Business District, which is Kirkland's designated Urban Center; and

WHEREAS, on December 12, 2011, the Kirkland City Council, recognizing a once-in-a-lifetime opportunity to secure an unparalleled facility for economic development, transportation and recreation, unanimously approved a purchase and sale agreement that acquired 5.7 miles of the Eastside Rail Corridor within the city boundaries from the Port of Seattle; and

WHEREAS, on April 14, 2012, the City of Kirkland took ownership of the purchased portion of the Eastside Rail Corridor and renamed the segment the "Cross Kirkland Corridor"; and

WHEREAS, in November of 2012, the residents of Kirkland voted to approve a Kirkland Parks Levy to provide ongoing funding for park maintenance and improvements, including for the Cross Kirkland Corridor; and

WHEREAS, a portion of Kirkland Parks Levy funds have been expended to develop a Master Plan for the Cross Kirkland Corridor; and

WHEREAS, the purpose of the Master Plan is to serve as a visionary document that will guide future design for a regional

active transportation facility for pedestrians and bicycles as well as a regional transit facility along the Corridor; and

WHEREAS, hundreds of people who live, work and play in Kirkland have imparted their vision for the Cross Kirkland Corridor through their comments, participation in numerous community meetings and by joining walking tours of the Cross Kirkland Corridor; and

WHEREAS, the Kirkland Transportation Commission has, at the direction of the City Council, provided valuable input and overseen development of the Master Plan; and

WHEREAS, the Cross Kirkland Corridor Master Plan identifies four goals: 1) connect Kirkland; 2) foster a greener Kirkland; 3) shape a place unique to Kirkland; and 4) activate Kirkland and evolve over time; and

WHEREAS, at multiple meetings, including at a Study Session on May 20, 2014, where City staff and project Consultants presented the Plan's final draft, the City Council has made a detailed review of the Plan; and

WHEREAS, the Council has determined the Cross Kirkland Corridor Master Plan should be adopted in the interest of the health, safety and welfare of the residents of the City of Kirkland and also to guide development of a multi-modal facility of unequalled beauty and function for generations to come.

NOW, THEREFORE, be it resolved by the City Council of the City of Kirkland as follows:

Section 1. The Cross Kirkland Corridor Master Plan is adopted.

Passed by majority vote of the Kirkland City Council in open meeting this ____ day of _____, 2014.

Signed in authentication thereof this ____ day of _____, 2014.

MAYOR

Attest:

City Clerk