



**CITY OF KIRKLAND**  
**Department of Public Works**  
 123 Fifth Avenue, Kirkland, WA 98033 425.587.3800  
 www.kirklandwa.gov

**MEMORANDUM**

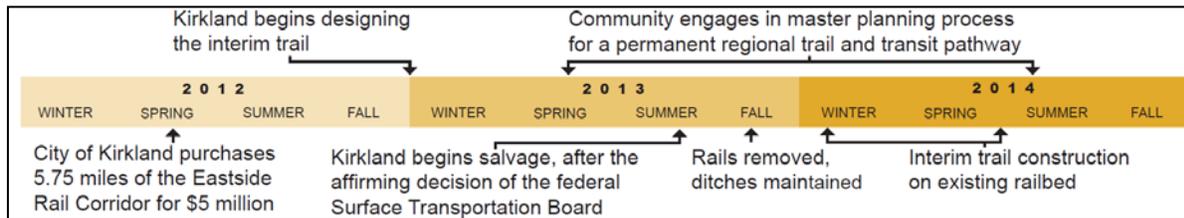
**To:** Kurt Triplett, City Manager  
**From:** David Godfrey, P.E. Transportation Engineering Manager  
 Pam Bissonnette, Interim Public Works Director  
**Date:** September 5, 2013  
**Subject:** Cross Kirkland Corridor Master Plan Update

**RECOMMENDATION:**

It is recommended that City Council receives an update on the progress that is being made on the Cross Kirkland Corridor (CKC) Master Plan. City Council guidance is sought on several issues. Other CKC related activities are also updated in this memo.

**BACKGROUND DISCUSSION:**

Exciting progress is being made on the CKC. In just a little over two years from purchasing the corridor, rails will have been removed, an interim trail design is nearly completed and a Master Plan in progress. Additionally, in that time \$4.8 m in grant funding has been secured. An overall schematic schedule of corridor work is shown below:



The Berger Partnership began as the consultant for the Master Plan in April 2013. The budget for the contract is \$360,000.

A schematic schedule for the Master Plan is shown below:



As shown above, we are currently moving from the initial work of collecting data and developing a framework for the plan into preparing to form alternatives. Detail will be added to the alternatives as we move into 2014 and the elements will be assembled into a plan in spring of 2014.

With respect to the Master Plan, five issues will be covered in the study session:

1. Public Process
2. Understanding the Corridor
3. Vision and Goals
4. Design Guidelines and Principals
5. Advancing the design near the Google Campus

On August 28 the Transportation Commission received a briefing on these elements and direction received from the Commission has been incorporated into the attached materials. Each of the five items is described in more detail below. At the end of the memo, other CKC related topics are discussed.

### 1. Public Process

Prior to and in parallel with tasks associated with the Master Plan, the City has engaged in public outreach efforts including the CKC Interest statement, website, informational/promotional materials, partnering with the Business Roundtable, etc. This memo focuses on work that is directly associated with the Master Plan.

Work began on May 14 by gathering information from the business community at a Business Roundtable event. The team was also present at the Walk and Roll Safety Fair and the Community Planning day, held on June 7 and 8. A summary of these events is provided as Attachment A. Attachment B is the draft Public Involvement Plan which gives an overall sense of how public involvement will be used throughout the Master Plan process. Prior to completion of the Public Involvement Plan, interviews were conducted with stakeholders to further identify themes of interest to the community. The results are included as Attachment E. An information sheet has also been developed, see Attachment C.

### 2. Understanding the Corridor

One of the first tasks of work was to make a reconnaissance of the corridor and understand its physical, historical and cultural context. Understanding the corridor has three component studies;

- Function and Safety
- Environment
- Urban Planning and Culture

Understanding the Corridor <http://www.kirklandwa.gov/Assets/underckc.pdf> is a draft document that describes these studies. One of the most important elements of the Understanding the Corridor study is the designation of the Character Zones (discussion begins on page 27 of the document). Breaking the corridor into segments or zones is helpful in matching the planning of the corridor to the specific aspects of a particular zone.

### 3. Vision and Goals

As with any set of vision and goals, this section of the plan will establish a reference point for not only what is addressed in the plan but how well the plan addresses the items in which City is most interested. It will be particularly helpful to have Council's comments and direction on this part of the Master Plan. The Visioning and Project Goals <http://www.kirklandwa.gov/Assets/VisionGoals.pdf> draft document is laid out with a Vision and 4 supporting goals:

- Connect Kirkland
- Shape a place Unique to Kirkland
- Foster a greener Kirkland
- Activate Kirkland and Evolve with Time

Each goal has sub-goals that amplify that goal.

#### 4. Design Guidelines and Principles

At this point, the design guidelines and principals are less developed than the other three elements described above. The guidelines give physical project parameters based on the overall vision and goals. **Attachment D** shows some typical examples of kind of elements that will be addressed in the Guidelines and Standards.

#### 5. Advancing the design near the Google Campus

The last two pages of **Attachment D** discuss the beginning design of the Buzz Zone, the part of the corridor between the 6th Street S. crossing and Terrace Park. This is home to the Google Campus. Because the corridor between the Google buildings will be developed first as part of the office building construction, it's important to begin design of this part of the corridor. The Berger team has met with the Landscape Architect that is working with the SRM development to coordinate design work.

### **October 19 Planning Day**

On October 19<sup>th</sup> the City will hold a second city planning day. Details for the event relative to the CKC Master Plan are still in flux, but items 2 through 5 will be covered along with some alternative development in the Buzz Zone. This will give people an opportunity to understand how the Vision and Goals work along with the Design Guidelines and Principles to result in an alternative.

### **Update on other issues**

More details on each of the following items will be provided at the September 17th Study Session

#### Rail removal

Rail removal began late in the week of August 22. Crews began work in the north end of the corridor and are proceeding south. Spike removal and rail unbolting has made the most progress, with rail and tie removal following behind. Some rail and ties have already been trucked off the corridor. Work is scheduled to be complete by the end of October.

#### Grounds

Public Works crews are performing brushing to reduce and remove small trees and shrubs that have grown in the rail corridor. This is important work to remove visual barriers from shrubs and tall grass for traffic and pedestrian safety. Some of these locations are at intersections, but brush is also being reduced and removed along the corridor to prevent the spread of invasive and noxious weeds. This work is currently performed by the Street Maintenance Team and is usually performed during the growing seasons. Integrated Pest Management is applied to this work.

### Surface Water

Public Works crews are following the rail removal work and doing maintenance work to improve drainage along the corridor. Significant flooding in November 2012 occurred off the CKC in the Parmac industrial area. Since then, legacy loads of sediment from mini-slides and sediment build up along with illegal debris such as tires along with beaver debris and activity has been identified along the ditch lines. To avoid future flooding this debris must be cleared prior to the next rainy season. The surface water utility is responsible for city-wide ditch maintenance work. They will begin this work in September. Brushing has already begun to help see and survey the ditch lines.

### Interim trail

A 10' wide interim gravel trail to be placed on the existing rail bed is currently under design, with a 60% design having been recently submitted for City review. Design is scheduled to be complete in December with construction beginning as early as January 2014 and completed in spring of 2014.

### Update on action before STB and other legal action

On August 1, the Surface Transportation Board denied a request to enjoin the City from beginning rail removal. A request to allow the corridor to be used for freight is still pending before the Board. Based on the language of the STB's decision on the rail removal injunction, the City has opted to move forward with rail salvage.

On August 27, 2013, the City was served with a lawsuit by Will Knedlik. The lawsuit also names Kurt Triplett, Mayor McBride, and A&K Rail Materials, Inc., the City's rail removal contractor. The lawsuit has not yet been filed with the Court, but the caption indicates that it would be filed with King County Superior Court.

Mr. Knedlik alleges that the City did not comply with SEPA with respect to CKC rail removal. The City's position is that rail removal is exempt from SEPA because the environmental impacts of rail salvage were already considered during the Surface Transportation Board abandonment proceedings for the Eastside Rail Corridor. Mr. Knedlik has not moved for an injunction with respect to rail salvage.

### Eastside Rail Corridor (ERC) Coordination

The CKC is part of the larger Eastside Rail Corridor (ERC) spanning from Renton to north Snohomish County. The section in King County is currently jointly owned by Redmond, Kirkland, Sound Transit and King County, with substantial utility easements by PSE and King County Wastewater. King County enacted a joint ERC planning process to coordinate development of the corridor. The legislation that establishes the Regional Advisory Council (RAC) described several expectations for the groups work, including:

- Coordinate planning and development activities to the extent possible to ensure effective use of the southern portion of the Eastside Rail Corridor (ERC) and the Redmond Spur.
- Oversee the partner planning process including implementing and coordinating the trail, high capacity transit, and utility uses in the ERC.
- Coordinate with affected cities around local planning and development.
- Address both near-term and long-term recommendations.
- Recommend any needed changes to the county's countywide planning policies.

The RAC is comprised of elected or CEO appointed officials from all the owner agencies that has usually met monthly since March, supported by a multi-agency staff group that met on a weekly basis. Workshops were held in the Bellevue, Renton and north county areas with technical experts. Redmond and Kirkland provided input from their own master planning and public processes. The assembly of all this work, and a public hearing, resulted in 35 recommendations contained in their draft Final Report: *Creating Connections: Recommendations on the Eastside Rail Corridor from the Regional Advisory Council* [August, 2013]. A summary of those recommendations, particularly those impacting Kirkland the most, follows.

1. Develop a shared Regional Policy Framework in support of ERC development: Identify policies for *Vision 2040, Transportation 2040, Countywide Planning Policies, and the King County Comprehensive Plan*.
2. Develop a Federal Agenda seeking assistance regarding ERC crossings of interstate highways.
3. Develop a State Agenda regarding ERC and the state highway system.
4. Develop a long-term regional approach for continued planning together, esp. ST3.
5. Develop the corridor's regional legacy in the areas of mobility and connections, economic opportunities, cultural opportunities, natural areas, scenic vistas, historic legacy, public health, public safety equity and sustainability.
6. Begin identification of Shared Corridor Guidelines that include common zoning and development standards and grade separation.
7. Provide guidance on constrained areas and opportunities.
8. Enlist Community Support, including regional branding while respecting the local branding of Redmond (Redmond Central Connector), Kirkland (Cross Kirkland Corridor), and Sound Transit (East Link).

The final recommendation is for a Phase 2 planning process for the Regional Advisory Council. There has been value at the technical level in coordinating planning for the multiple uses in the corridor, and in gaining support for grant applications. King County is recommending that the RAC needs to continue its role and potentially broaden its membership to:

- Adopt policies.
- Advocate with federal and state agencies.
- Enlist community and business support.
- Collaborate on specific planning and development issues.

The RAC last met on September 4<sup>th</sup> to discuss the draft Final Report before final RAC approval in late September and eventual transmittal to the King County Executive and Council.

Attachment A: CKC Master Plan Event Summary  
Attachment B: CKC Public Involvement Plan  
Attachment C: CKC Fact Sheet  
Attachment D: CKC Design Guidelines and Principals  
Attachment E: CKC Final Stakeholder Interview Report



## CITY OF KIRKLAND

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### MEMORANDUM

**To:** Kurt Triplett, City Manager

**From:** Jeremy McMahan, Planning Supervisor  
Paul Stewart, Deputy Planning Director

**Date:** September 5, 2013

**Subject:** Cross Kirkland Corridor – Adjacent Land Use Regulations and Design Guidelines

### **RECOMMENDATION**

It is recommended that City Council indicate their interest in considering an interim ordinance establishing temporary land use regulations for the Cross Kirkland Corridor applying to some or all of the issues and opportunities discussed below.

### **BACKGROUND DISCUSSION**

As planning for the Cross Kirkland Corridor (CKC) begins to transition from a utilitarian rail corridor to a vibrant multi-use corridor, planning for supportive land use regulations is needed to ensure that future development adjoining the Corridor reflects this evolution. It is important to keep in mind that much of the land use planning for properties around the CKC occurred in an era when it was a heavy rail corridor. That legacy exists in the continued industrial nature of non-residential properties along the Corridor and will continue until redevelopment or adaptive reuse occurs.

The timing of the CKC Master Plan is ideal in relation to the City's 2035 Comprehensive Plan update. The Comprehensive Plan update will allow the community to establish a complete vision for how the Corridor enhances adjoining land uses and, reciprocally, how adjoining land uses can enhance the Corridor. In general terms, planning for the Corridor is being sequenced as follows:

- The CKC Master Plan evolves in step with the City's visioning for the Comprehensive Plan
- The final CKC Master Plan informs the development of related land use policies in the draft and final Comprehensive Plan
- The adopted Comprehensive Plan informs the development of implementing amendments to the Zoning Code

Because it will take time for this process to unfold, the question is whether there are immediate threats or opportunities that should be addressed in advance of the complete planning process outlined above. For example:

- Issues - Are there redevelopment scenarios along the Corridor that could be detrimental if they occur under current codes?
- Opportunities - Are there land use opportunities along the Corridor that could contribute to the future of the Corridor now?

Should Council direct staff to proceed with consideration of an interim ordinance, they would need to schedule a date for a public hearing during a regular meeting. Staff would provide notice and the City Council would conduct the hearing on the ordinance on the scheduled date. If adopted, the interim ordinance would remain in effect for a period of up to six months while the City considers more permanent regulations. Staff would report back as the CKC Master Plan and Comprehensive Plan move forward.

### **POTENTIAL TOPICS FOR INTERIM ORDINANCE**

Staff has identified that following topics as potential opportunities and issues. Each topic is followed by a brief analysis and request for Council direction.

#### **1. Opportunity - Expanded Use**

In many cities, one of the most interesting evolutions occurring in transitional industrial areas is the growth of micro breweries, wineries, and distilleries – particularly those with tasting rooms. A visit to the Redhook and Black Raven breweries in Redmond or the 192 Brewery in Kenmore to observe the number of parked bicycles graphically illustrates the potential for such facilities as trail-supportive uses. The manufacturing component of these facilities is currently allowed in the light industrial areas found along the Corridor. However, any retail tasting room component is limited to 20% of the gross floor area. Recent interest in Totem Lake has indicated that this percentage may be too low to support a viable business model.

If considered, staff recommends limiting the expanded tasting rooms to Totem Lake zoned properties within a limited distance of the CKC. Light industrial zones in the Norkirk, Moss Bay, and Everest neighborhoods should not be included. Staff would not recommend allowing brewpubs with restaurant uses under an interim ordinance (those require different State and County licenses). Allowing restaurants in these zones is a more significant shift land use, while limiting to tasting rooms is more in keeping with the underlying manufacturing nature of the use. In other cities, accessory food trucks are allowed outside the brewery.

*Discussion question: Does Council wish to consider an interim ordinance to increase the size of allowed tasting rooms in Totem Lake zones from 20% to 50% and allow accessory food trucks?*

#### **2. Issue – Retail Storage Use**

The City has four retail storage facilities adjoining the CKC. The most recent addition is the Kirkland Way Storage facility completed at 12000 Kirkland Way in the past year (see photo below). Because of the light industrial legacy of the Corridor, there is significant

older building stock that could easily be converted to retail storage use. Among the issues with retail storage uses as a use adjoining a multimodal corridor are that:

- The use has no reciprocal relationship with the uses that will occur within the Corridor. They present blank walls and generate no nonmotorized traffic.
- There is significant and growing demand for retail storage uses. That means that once they are established they may be the highest and best use of the property for a significant period of time. A [recent Wall Street Journal article](#) highlights how competitive the use has become in the commercial real estate sector. This is in contrast with other adaptive reuse of older building stock for uses like indoor recreation, which will be displaced by office and high tech redevelopment over time.



*Discussion question: Does Council wish to consider an interim ordinance to prohibit any new retail storage services on properties fronting the CKC?*

### 3. Issue – 0' Setbacks

There are 22 different zones along the CKC. A number of the commercial, office, and industrial zones have 0' required setbacks from the Corridor (see photo above). Again, this is a legacy of frontage along a heavy rail corridor. It may be that upcoming land use planning along the CKC may reveal situations where a 0' setback is appropriate for uses that orient to the Corridor. However, until that planning occurs, establishing some setback from the Corridor should be considered. Staff is recommending consideration of a minimum 10' setback. Ten feet is chosen because it has been used along pedestrian streets in Kirkland where a 0' setback restricts the ability to incorporate adequate pedestrian-oriented spaces and 20' is too wide because it encourages parking and drive lanes in the space.

*Discussion question: Does Council wish to consider an interim ordinance to establish a 10' setback from the CKC in adjoining commercial, office & industrial zones?*

### 4. Issue – PSE Utility Setbacks

PSE plans to run the [Sammamish-Juanita 115 kV transmission line](#) within their existing easement over the Cross Kirkland Corridor through the Totem Lake area. The existing PSE easement gives them broad flexibility on placement of the line within the Corridor. The City's interest is obviously to hold the transmission line to the edge of the Corridor to preserve maximum flexibility for planning within the multimodal corridor. Where the placement issue may come to a head is around the required "blowout" area for the transmission lines. The proposed high voltage lines typically require between 20' and 25' of clear space as measured on either side of the pole and any adjoining structures. This area accommodates movement in the lines due to wind forces ("blowout") and

ensures that industry standards are maintained between high voltage lines and any structures. PSE engineers are exploring designs through this area, including closer pole spacing and tighter lines, to minimize the potential blowout areas. Other than minimizing the extent of the blowout area, the solutions are to set the poles away from the edge of the corridor by the necessary blowout distance, acquire easements from adjoining property owners for the blowout area, or establish setbacks wide enough to accommodate the blowout area. PSE has informed staff that, as part of their outreach on project alignment, they have already heard from property owners in the Totem Lake area that they will not be willing to grant easements for the project.

*Discussion question: Does Council wish to consider an interim ordinance to establish setbacks on properties adjoining the PSE line in the CKC in order to accommodate PSE's required blowout design?*

## 5. Issue - Design Standards

The Totem Lake area is the only area on the CKC subject to design review. Existing design guidelines and regulations were written prior to acquisition of the Corridor and don't contain any guidance on site and building design fronting the Corridor. Even before the CKC Master Plan is fully developed, it may be appropriate to provide general design review authority to ensure that both site and building design does not turn its back on this important public space. Because the Design Guidelines for the Totem Lake Neighborhood are adopted by resolution following consultation with the Planning Commission, guidelines could be adopted fairly quickly without requiring an interim ordinance.

*Discussion question: Does Council wish to proceed with amendments to the design guidelines and regulations for Totem Lake to ensure that site and building design respond to the CKC?*

*Discussion question: Does Council wish to consider design guidelines or design review for other sections of the CKC?*

## **REGULATORY EXAMPLES**

By way of example, the following provides a summary of regulations and design guidelines Redmond has adopted relative to the Redmond Central Connector for their urban center zones. It should be noted that these provisions are written for their downtown area, which has different land use patterns than most parts of the Cross Kirkland Corridor.

- Regulations: 14' setback from corridor
- Design Standards:
  - Buildings should orient to the corridor and street with storefronts and entrances
  - Development should complement corridor with landscaping, plazas and pedestrian features
  - Development should structure parking. Parking garages should not have blank walls

- All sides of buildings should be attractive
- Ground floor should have at least 10' in height. Parking garages converted to commercial in future should be exempt from parking requirements

Because Kirkland already has many regulations in place to create and protect pedestrian-oriented environments, we find ourselves ahead of the game on a number of regulatory issues. For example:

- Existing regulations for nonmotorized connections will ensure that adequate pedestrian connections to the Corridor are provided with new development
- Existing regulations for public through-block pedestrian connections will ensure that public connections from adjoining streets to and across the Corridor are provided at key locations when new development occurs
- Existing standards for placement and screening of garbage, recycling, loading, and service areas will ensure that these areas are not oriented to the Corridor and will be adequately screened from view.

*Discussion question: Does the Council have any other concerns or opportunities they wish staff to explore for inclusion in an interim ordinance or design guidelines?*

Cc: Pam Bissonnette  
David Godfrey

# CROSS KIRKLAND CORRIDOR

## Public Involvement Report

Community Planning Day – Saturday, June 8

Walk and Roll – Friday, June 7

Business Roundtable – Tuesday, May 14



Prepared by:  
Stepherson & Associates Communications  
June 25, 2013

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## Outreach Events - Recap

On the first weekend in June, the City of Kirkland hosted city-wide events to kick-off “Vision 2035”, Kirkland’s two-year comprehensive planning process.



“Community Planning Day”—the main event—was held on Saturday, June 8, at City Hall, and was open to the public from 10 a.m. to 2 p.m. The doors were wide open at City Hall, and informational booths were set up throughout the building. Staffed by city personnel and project teams, booths included interactive activities that were designed to increase participation in the many city projects currently underway. The following projects were in attendance: Capital Improvement Program/Capital Facilities Plan, Juanita Drive Corridor Study, Totem Lake Park Master Plan, Transportation Master Plan, Parks, Recreation and Open Space (PROS) Plan, Surface Water Master Plan, Cross Kirkland Corridor Master Plan, and the 2035 Comprehensive Plan. The Cross Kirkland

Corridor set up a booth in the main hallway on the ground floor of City Hall, which was very visible to attendees arriving from the building’s main entrance.

A second public outreach effort took place during the Juanita Friday Market on June 7 when the city Public Works Department hosted a “Walk and Roll” Safety Fair from 3 to 7 p.m. A Cross Kirkland Corridor booth was set-up, with project information and interactive activities.



A third public outreach effort took place at the Kirkland Business Roundtable meeting on Tuesday, May 14. At this event, a Cross Kirkland Corridor booth was set-up, with project information and interactive activities. A presentation that described the goals and schedule for the master plan was also given.

## Information Stations

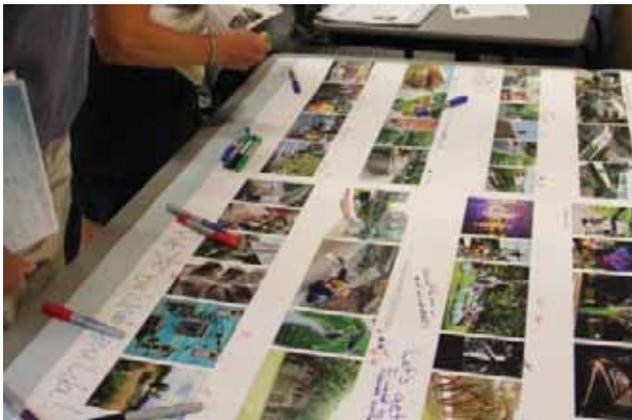
At the June 8 event, the project team arranged three interactive stations along the main hallway, offering passersby a variety of ways to engaged with the project, and share their input with the project team.

*“What Do You Like” station*

The first station included a board of photographs from other corridors, open space and parks. Attendees were encouraged to draw a star near the photographs they’d like to see implemented on the Cross Kirkland Corridor. The photographs were organized by category, including: Environmental Opportunities, Opportunities for Art, Variety of Connections (transportation options), and Places to Eat, Drink, and Play.

*“Tag the Map” station*

The second station consisted of a large map of the corridor. A series of prompts were provided to get people thinking about what they wanted in the corridor. Attendees were asked to write location-specific feedback on a tag, and place it with a push pin on a map of the corridor.



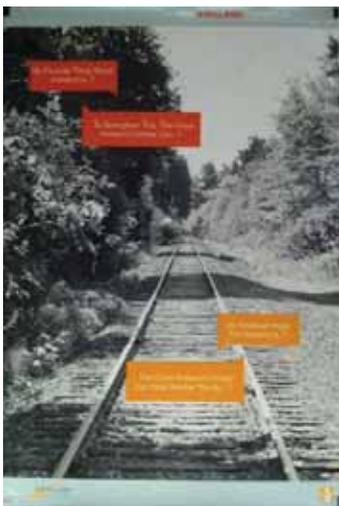
“What Do You Like” station



“Tag the Map” station

*“Caption the Corridor” station*

The third station asked participants to give feedback to a series of prompts: “My favorite thing about Kirkland is...”, “To Strengthen this, CKC can...”, “My greatest hope for Kirkland is...” and “The CKC can realize this by...” Participants provide their feedback in caption comment forms.



“Caption the Corridor” station and comment forms

## Results

Over 200 people attended the June 8 event, and a majority of them spent time at the CKC booth, talking with project staff, and providing their input. The event was successful because of the turnout, but also because of the amount of written feedback received. We received 50 tags with comments on “Tag the Map”, and 16 comment forms from the “Caption the Corridor” station. On Friday’s Walk and Roll event, we received 38 tags, and 4 comment forms. In sum, we received 108 comments over the course of the two days of outreach activities.

At the May 14 event, we received 34 “Tag the Map” comments from participants who responded to the prompts “I see the Corridor as an opportunity for my business to...”, “The CKC can be a catalyst for Kirkland by..”, and “ I’m most excited for the Cross Kirkland Corridor to...”. Emerging themes from the comments at this event included interest in:

- Connections to neighborhoods, shopping, businesses, other trails, other communities, and the region
- Providing a walk/bike to work option for numerous businesses
- A catalyst for economic development
- Amenities such as art, lighting, lookout and gathering points, and places to hold events

A complete list of all comments from all three events is provided in this report’s appendix.

### “Tag the Map” tags

Among the comment forms received at the June 7 and 8 events, a few broad themes emerged. For the purpose of reporting, these themes were used to build a framework for capturing the feedback:

- Connections and access
- Amenities
- Look and Feel

Listed in the tables below, terms are in **bold** when referenced more than once, and are followed by a check mark (✓) for each additional mention. The left hand column provides results from the Walk and Roll event and the right hand column provides results from the Community Planning Day event.

**Connections and Access** references locales at which the corridor and trail should branch out to connect with the existing, nearby and/or adjacent residential areas, business districts, parks, and other areas of interest.

## Connections & Access

"Walk and Roll" event	"Community Planning Day" event
<b>100th Street overpass</b> ✓	Access at North Highlands
60th and Houghton	Access from trail to shopping
7th Ave	Connection to Business Park
Airport	Connections are like "Ribs" connecting to the "spine"
Bel-Red Businesses	Lakeview Elementary via Google
<b>Burke-Gilman</b> ✓✓	NE 60th street
Connects to park	NE 68th Street
Downtown via 68th and 70th instead of 405	North Highlands connections and access
<b>Evergreen Hospital</b> ✓	Overpass at Totem Lake
<b>Finn Hill @ Sandberg</b> ✓✓✓	Parking
<b>Juanita Beach</b> ✓✓✓✓	Public Safety Building
Park Place and Downtown	SR 520
<b>Peter Kirk Elementary</b> ✓	<b>Totem Lake Park</b> ✓
Redmond Trail	Wineries
Seattle	
Soccer Fields	
<b>Totem Lake Park</b> ✓✓✓	
Totem Park/Market Street	
Willows Road	
<b>Wineries</b> ✓	

**Amenities** were identified at the "What do you Like" station. Many respondents enjoyed the process of imagining the possibilities for such notable things as bathrooms and rest areas, signage, and dog parks along the new, public corridor.

<b>Amenities</b>	
"Walk and Roll" event	"Community Planning Day" event
Camping	Areas to rest
Playground	Art
Paved trail for bikes	Art around industrial area
	<b>Bathrooms</b> ✓✓
	Not portable bathrooms
	Consider using an old railcar for rest stations
	Bike-friendly
	<b>Bike share</b> ✓✓
	Bike share at Kirkland Park and Ride
	Breweries
	Cafés
	Dog park
	Historic markers
	Lighting (solar)
	<b>Mile Markers</b> ✓
	<b>Pedestrian-friendly and safety (especially when interacting with cyclists)</b> ✓✓

	Picnic Tables
	Signage ✓✓
	Trash cans ✓

**Look and Feel** This category refers to other comments received on how Kirkland residents see this corridor as a part of their new landscape.

<b>Look &amp; Feel</b>	
"Walk and Roll" event	"Community Planning Day" event
	Keep it rustic and wild ✓✓
	Don't block views ✓✓
	Make it safe ✓
	No high fences or walls
	Paved /gravel trail
	Sustainable walking surface
Manage growth and plan for density appropriately	Manage growth and plan for density appropriately

**"Caption the Corridor" Comment Forms**

At this station, project representatives were instructed to ask a series of questions to elicit big picture ideas and hopes for the corridor: What do you love most about Kirkland and how can that reflected in the CKC? What's your one greatest hope for the CKC? What one thing should we be sure the master plan addresses? Whether or not attendees were engaged in conversation, this was an opportunity to provide a prompted, but open-ended comment to the project on a comment form.

Feedback received from this mechanism is organized by a cause-and-effect relationship. The feedback is listed below in descending order, from comments with the highest number of occurrences to the least. Note that the information received below is combined from both Friday and Saturday's outreach events.

**Comment Card # 1**

Favorite thing about Kirkland
To strengthen this, CKC can...

Results...

Access to water, views ✓✓✓✓✓✓
Create gathering places
Exercise options
Connect business and residential communities ✓✓
Access options

Encourage businesses to beautify their backyard
Dog-walkers amenities
Bike and running trail
Low-development
Preserve rail-bed for multi-use trail

Nature access from neighborhoods ✓✓✓
Keep all transportation options open ✓✓

Family-friendly oriented culture ✓✓✓
Parking on corridor

Pedestrian amenities - benches
Connect with other neighborhoods to reduce need for cars and transit

Grandsons are in school here, coaching basketball
Quiet transit

History of good land-use and transportation planning
Yes to commuter rail

Single-family housing with backyards
No to light rail

**Comment Card # 2**

My greatest hope for Kirkland
The CKC can realize this by...

Results...

More walkable and bikeable ✓✓✓
Regional connections (Woodinville and Burke-Gilman) ✓✓

Pedestrian Safety ✓✓✓
Visibility of the trail

Equitable development ✓✓
Trail to Totem Lake re-development ✓
High Capacity Transit ✓

Reduce traffic congestion ✓✓
No light rail ✓

Use Burke Gilman as an example of economic development and crime reduction ✓✓
Restrooms along the trail ✓
Provide access points ✓

Become a landmark young and old destination on Lake Washington
Job training
Signage
Green stormwater infrastructure
Community gardens
Fish-passable, salmon corridors
Plan for tourism
Access options

Safe routes to school
Trail to Totem Lake re-development

Dialogue that informs decision-making

Dog-walking amenities.

Private and public access options

Access at every three to four blocks

Not become urbanized "another Seattle"
Keep it rustic and wild
Park-like
Plan for managing loitering and
Graffiti

Environmental education with streams, wetlands

Be truly "green"
Keep cars and trucks off the trail

Make CKC a shared corridor with commuter and freight rail
Develop Totem Lake
Encourage development along CKC

### Other feedback

Many respondents chose to follow the prompts; however, some comments received on these cards provided useful feedback not necessarily related to the prompts. The following pieces of unclassified feedback were also received on the comment forms:

- Golf cart transportation for seniors and disabled. Example: Central Florida
- Educate the public that the rail will be restored (rail removal being confused with no light rail)
- Use Burke Gilman as an example of economic development and crime reduction
- Signage and acknowledgement for donors
- Take middle ground: preserve train right of way
- Remain rustic
- Provide a place to relax and exercise
- Connect to restaurants and shops
- Trail for dog-walking, biking
- Safety and views
- Reasoned dialog, reasoned decision-making
- CKC makes Kirkland better
- Transit will grow and meet citizens wants and needs
- Thank you!

Appendix I – "Caption the Corridor" comment forms

Community Planning Day – Saturday, June 8

Walk and Roll – Friday, June 7

My Favorite Thing About Kirkland Is: ?  
Educate general population & opposition that rail will be restored "in the future" when Sound Transit (or others) are ready. Diffuse the opposition with education.

Roy Lewis (425) 216-2152

Join the Conversation

Examples of increase in property value along the Burke-Gilman Trail. And, "reduction" in crime.

Provide good access points, parking and restrooms along the corridor.

My Favorite Thing About Kirkland Is: ?  
Provide a smooth, multi-purpose trail + adjoining gravel trail.

To Strengthen This, The Cross Kirkland Corridor Can: ?  
Dog walkers will love this. Provide for them.  
Roy Lewis (425) 216-2152

Join the Conversation

My Greatest Hope For Kirkland Is: ?  
Embrace the streams & wetlands. Educate and improve.

The Cross Kirkland Corridor Can Help Realize This By: ?  
Provide opportunity to acknowledge those that have donated to the Corridor.

My Favorite Thing About Kirkland Is...?

To Strengthen This, The Cross Kirkland Corridor Can...?

Join the Conversation

My Greatest Hope For Kirkland Is...?

trail for dog-walking + biking.  
Safety & views are my priority.

The Cross Kirkland Corridor Can Help Realize This By...?

Thank you for your work!

My Favorite Thing About Kirkland Is...?

Water, parks & neighborhoods

To Strengthen This, The Cross Kirkland Corridor Can...?

meet the needs of all transportation  
rail + non-motorized

Join the Conversation

My Greatest Hope For Kirkland Is...?

reasoned dialogue  
reasoned decision making

The Cross Kirkland Corridor Can Help Realize This By...?

Taking a middle ground → preserve the rail right of way

My Favorite Thing About Kirkland Is. ?

The parks along the lake

To Strengthen This, The Cross Kirkland Corridor Can. ?

Be multi-modal: transit, excursion, freight with a paved trail alongside it.

Join the Conversation

My Greatest Hope For Kirkland Is. ?

Be economically reasonable while being truly green by taking cars & trucks off the road

The Cross Kirkland Corridor Can Help Realize This By. ?

Connecting to other communities. We are part of a big region.

My Favorite Thing About Kirkland Is. ?

All of the people out walking, jogging, biking, enjoying the lake, mountains & loveliness

To Strengthen This, The Cross Kirkland Corridor Can. ?

Be developed quickly to provide a smooth biking/running trail easily accessible to all

Join the Conversation

My Greatest Hope For Kirkland Is. ?

that it will grow in its ability to serve its residents daily wants & needs

The Cross Kirkland Corridor Can Help Realize This By. ?

providing a wonderful place to relax & exercise & an easy connection to restaurants, shops, etc.

My Favorite Thing About Kirkland Is ?  
Provide areas, off trail,  
to safely pause & relax.  
Some excellent views.

To Strengthen This, The Cross Kirkland Corridor Can ?  
Blend with adjoining  
businesses. Encourage  
them to embrace the  
corridor and improve  
their back yards.

Join the Conversation  
My Greatest Hope For Kirkland Is ?  
Roy Lewis (425) 216-2152

The Cross Kirkland Corridor Can Help Realize This By ?  
Lots more!!!!

My Favorite Thing About Kirkland Is ?  
Single family housing stock on  
7200sq-ft lots with back yards,

To Strengthen This, The Cross Kirkland Corridor Can ?  
"Improve" it as little as possible.

Join the Conversation  
My Greatest Hope For Kirkland Is ?  
Not become another Seattle.

The Cross Kirkland Corridor Can Help Realize This By ?  
Remaining rustic and wild, without  
park-like improvements and  
associated graffiti and littering.

My Favorite Thing About Kirkland Is. ?  
Two Grandsons went to school here - I coached basketball

To Strengthen This, The Cross Kirkland Corridor Can ?  
With 21st Century Transit use old rail corridor with overhead, quiet, Maslov, "physical network"  
NOT 19th Century light rail

My Greatest Hope For Kirkland Is. ?  
21st Century Transit on Rail/Tram & eliminate congestion -

The Cross Kirkland Corridor Can Help Realize This By ?  
Be sure transit is profitable -  
**No Light Rail!!!**

My Favorite Thing About Kirkland Is. ?  
CONSIDER THE ABILITY TO SUPPORT GOLF CART TYPE TRANSPORTATION FOR SENIOR/DISABLED. ie - "The Villages" IN CENTRAL FLORIDA. IS A CITY BASED ON THIS CONCEPT?

To Strengthen This, The Cross Kirkland Corridor Can ?

My Greatest Hope For Kirkland Is. ?

The Cross Kirkland Corridor Can Help Realize This By ?

My Favorite Thing About Kirkland Is. ?

It is a great place to live with a history of good planning. I have been a resident for 25 years. Kirkland must plan for increased transit.

To Strengthen This, The Cross Kirkland Corridor Can. ?

Preserve the railbed and plan for future commuter rail extending from Woodinville south through Kirkland to Bellevue. LRT is not practical on the CKC, but commuter rail provided by ST can be.

Join the Conversation

My Greatest Hope For Kirkland Is. ?

The CKC becomes a shared corridor with commuter rail + trail for bikes + peds. Preserve corridor by allowing freight rail and an excursion train stop, then add commuter rail (Sounder).

The Cross Kirkland Corridor Can Help Realize This By. ?

Developing Totem Lake to add businesses and TODs to support transit on the CKC. Encourage business growth all along the CKC to support rail + trail use.

My Favorite Thing About Kirkland Is. ?

Access to water - views of water

To Strengthen This, The Cross Kirkland Corridor Can. ?

Gathering places

Join the Conversation

My Greatest Hope For Kirkland Is. ?

We truly become a "crown jewel" in Lake Win ~~State~~ - gathering places, young + old - destination

The Cross Kirkland Corridor Can Help Realize This By. ?

\* Reopen salmon corridors across the river for herring, Westward, Canton PI.

- job training: Vet Corps, Green Corps YES (in Seattle)
- community gardens
- signage and numerous access points to the community
- tourist attraction (see Kalakala idea)

My Favorite Thing About Kirkland Is.?

My Favorite Thing About Kirkland Is.?

the family/residential nature with easy access to the outdoors, with parks and hiking and other trails.

To Strengthen This, The Cross Kirkland Corridor Can.?

→ Provide Parking along corridor  
- BUT - Provide Access Choices (many, many alternatives) - provide to public (potentially through easements)

To Strengthen This, The Cross Kirkland Corridor Can.?

- tie business communities to the public, local residents and tourists  
- provide local traffic relief for <sup>Kid</sup> Safe School Route  
- use to go to many ballfields (Everett Terrace Cresta) and recreation facilities (TOPS, NW Aerobics, Sky High) etc

Join the Conversation

Join the Conversation

My Greatest Hope For Kirkland Is.?

- WITHIN 1/4 MILE - I CAN ACCESS THE CORRIDOR - THIS INTERVAL IS COMFORT & SAFETY.  
(3/4 BLOCKS) FOR MAXIMUM ACCESS POINT INTERVAL

My Greatest Hope For Kirkland Is.?

that the CKC makes Kirkland better than it not being there. Example: bioswale and runoff treatments on corridor make the water runoff from Kirkland CLEANER than before trail/corridor.

The Cross Kirkland Corridor Can Help Realize This By.?

→ UNDERSTAND THE BUS (255) PARKING/ROUTES IN THE NEIGHBORHOODS  
→ SAFETY & VISIBILITY @ CORNERS

The Cross Kirkland Corridor Can Help Realize This By.?

My Favorite Thing About Kirkland Is. ?

that it is a neighborhood type of town with a friendly soul

To Strengthen This, The Cross Kirkland Corridor Can ?

connect Kirkland smoothly with other neighborhoods so less people need to use cars & buses

Join the Conversation

My Greatest Hope For Kirkland Is. ?

more walkable & bikeable access to and connections within town and with other areas like Burke Gilman trail & Woodinville

The Cross Kirkland Corridor Can Help Realize This By ?

smoothly converting the train space to bike & walking trails which connect ~~diff~~ Kirkland with neighborhoods

My Favorite Thing About Kirkland Is. ?

"OASIS" IN URBAN ENVIRONMENT

To Strengthen This, The Cross Kirkland Corridor Can ?

PROVIDE HEALTHY ACCESSIBLE EXERCISE THAT EVERYONE (ALL AGES ABILITIES, ECONOMIC STATUS) CAN USE

Join the Conversation

My Greatest Hope For Kirkland Is. ?

CITY PLANS FOR ALL ITS CITIZENS (NOT JUST THOSE WHO CAN AFFORD IT) - CKC CAN CONNECT MOST NEIGHBORS TO ALL PARKS & PROVIDE SAFE ROUTES TO SCHOOLS.

The Cross Kirkland Corridor Can Help Realize This By ?

INTERM TRAIL NOW TO HELP TOTEM LAKE RE-DEVELOPMENT — ADD HCT WHEN REGION HELPS PAY FOR THE REGIONAL TRAFFIC SOLUTION.



# Share your thoughts

City of Kirkland Suggestion Form



Suggestion - Comment - Idea for Cross Kirkland Corridor Master Plan:

- ① (Bike + Ped) Access to corridor for Lakeview + Peter Kirk elementary schools, ② garbage cans + dog waste bags at access points.
- ③ Sculpture in parks along corridor - interactive please seating, climbing, etc.
- ④ Upgrade road crossings for safety - ped bridges, tunnels, etc.



How would you like staff to follow-up with you? (Please check box and provide contact information.)

Your name: Erika Somvir

- Mail (Please provide address): \_\_\_\_\_
- E-mail (Please provide e-mail): \_\_\_\_\_
- Phone (Please provide phone number): \_\_\_\_\_
- Not necessary for staff to follow up



# Share your thoughts

City of Kirkland Suggestion Form



Suggestion - Comment - Idea for Cross Kirkland Corridor Master Plan:

Do a scientifically valid random sample survey rather than just these public forums.



How would you like staff to follow-up with you? (Please check box and provide contact information.)

Your name: \_\_\_\_\_

- Mail (Please provide address): \_\_\_\_\_
- E-mail (Please provide e-mail): \_\_\_\_\_
- Phone (Please provide phone number): \_\_\_\_\_
- Not necessary for staff to follow up



## Share your thoughts

City of Kirkland Suggestion Form



**Suggestion - Comment - Idea for Cross Kirkland Corridor Master Plan:**

Think this as a whole region not just Kirkland,  
 Also allow ~~at~~ the public to review all aspects of the  
 rail not just trail & light rail. There is nothing  
 here ~~of~~ reactions to use of heavy rail.



How would you like staff to follow-up with you? (Please check box and provide contact information.)

Your name: \_\_\_\_\_

- Mail (Please provide address): \_\_\_\_\_
- E-mail (Please provide e-mail): \_\_\_\_\_
- Phone (Please provide phone number): \_\_\_\_\_
- Not necessary for staff to follow up



## Share your thoughts

City of Kirkland Suggestion Form



**Suggestion - Comment - Idea for Cross Kirkland Corridor Master Plan:**

Separation of Bicycle trail & pedestrian  
 trail — safety of pedestrian.  
 I refuse to spend my taxpayer \$ on  
 a single trail that housed both.



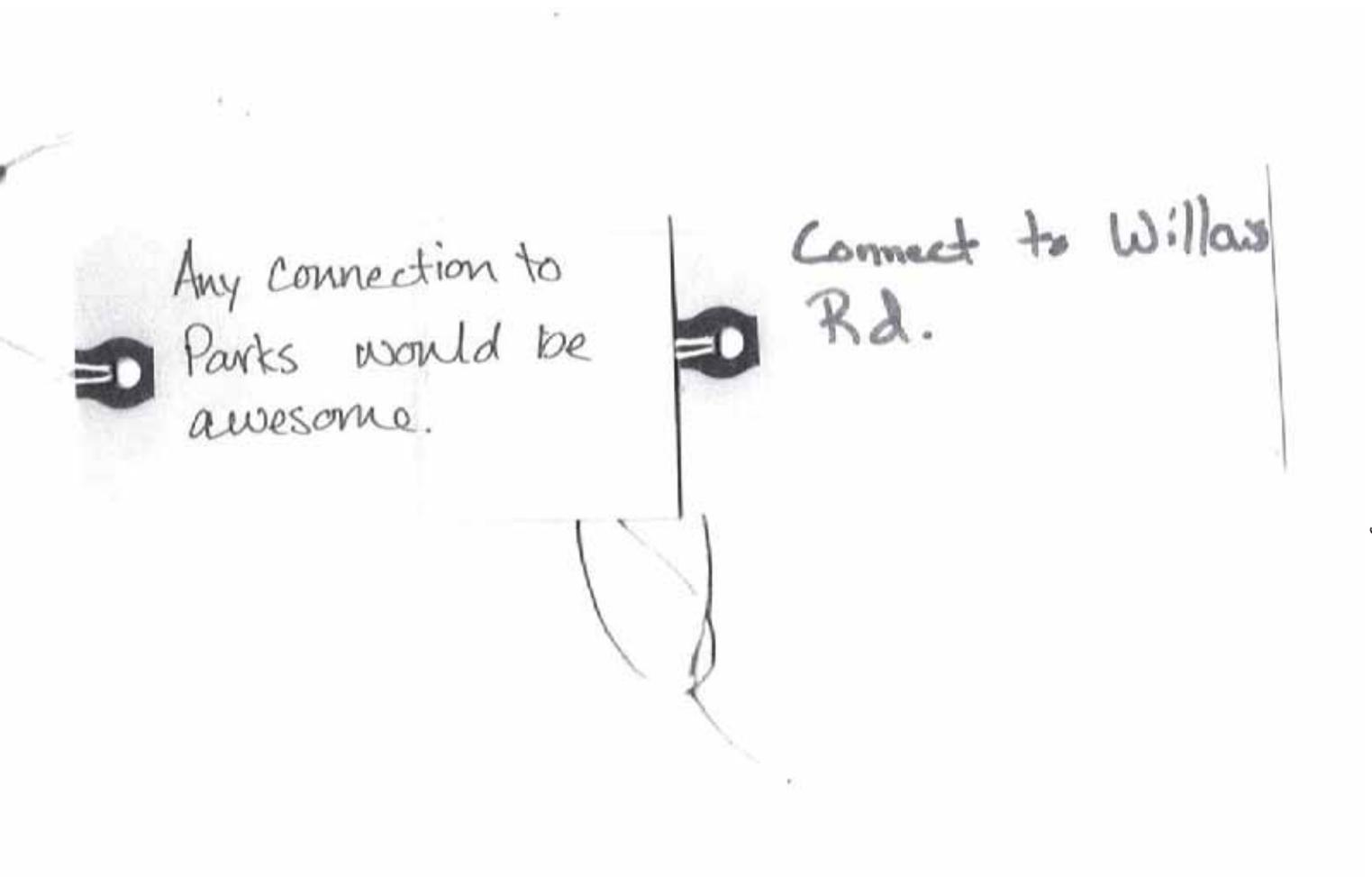
How would you like staff to follow-up with you? (Please check box and provide contact information.)

Your name: RANOLA LEWIS

- Mail (Please provide address): \_\_\_\_\_
- E-mail (Please provide e-mail): \_\_\_\_\_
- Phone (Please provide phone number): 425-629-3397
- Not necessary for staff to follow up

## Appendix II – “Tag the Map” comments

Walk and Roll – Friday, June 7



100<sup>th</sup> St.  
Bridge

wineries all  
along the trail  
2<sup>nd</sup> ed

connect to  
light rail

connect to  
airport, downtown  
Seattle, downtown Bellevue  
downtown Redmond

Peter Kirk Elem  
(PTSA/School  
Programs)

connect to  
OVERPASS  
@ 405

Connect through  
new bypass  
work.

Connection  
from  
Juanita Bay Park  
(Not necessarily  
116th)

Juanita Beach  
≡  
Forbes Creek Area

Access from  
Top of FINN  
Hill  
(close to Sandberg)

Connect to  
Juanita Bay  
Area

GO THRU TRAILS  
@ TURTLE PARK  
BOTTOM OF MARKET  
ST.

Ditto  
Sandberg

connect to  
TOTEM LAKE

Sandberg/Throna  
~~Connect to Park Area~~  
(~~from map to ed~~)

Connect to  
Burke Gilman  
safely

Totem Lake /  
Evergreen Hospital

CONNECT TO  
• BRGILMAN  
• S.E. TRAIL  
• REDHOLD  
TRAIL

Camping spots  
&  
playgrounds

CONNECTING TO  
HK - OLD RAIL  
STATION

Park n Ride  
Down town  
Kirkland

100<sup>th</sup> St.  
Overpass

PARK PLACE  
↑ DOWN TOWN.

100<sup>th</sup> St  
Ped bridge

connection  
To Bel Red  
Businesses

Maintain  
7th ave.  
connection

connect to  
soccer field

60<sup>th</sup>  
Houghton

CONNECT TO  
SOUTH KIRKLAND  
PTR

USE THE 68/70TH  
CONNECTION OVER  
1-405.

CRESTWOOD PARK

Connect to  
Forbes Creek  
Then to Juanita  
Wetlands

Please pave  
trail for  
bicycles!

I want  
public transport  
ation on the  
405 corridor.

Keep  
THE TRAIL  
CONNECTED  
TO NATURE  
(Avoid parking  
LOTS! :))

I want to ride light  
rail along 405 corridor.

Appendix III - "Tag the Map" comments

Community Planning Day - Saturday, June 8

<p>Integrate with Totem Lake Park</p>	<p>over bridge(s) @ Totem Lake area?</p>
<p>access &amp; parking are critical</p>	<p>Need good connections to the office park + <u>Shel</u> trail head + wayfinding!!</p>
<p>The real value of the corridor is in its <u>extent</u> not in benches and signs. Connect with wineries and Woodinville &amp; the Tolt Pipeline trail now.</p>	<p>FUTURE DUAL USE — URBAN LAND INSTITUTE / COMMUNICATION / MOVE RAILS/TRANSIT TO ONE SIDE LEAVING A LOT OF ROOM FOR TRAIL ON THE OTHER!</p>

Connect to trail around  
the lake at Totem Lake

Add the rest of the  
corridor that is in Kirkland.

Connections to new  
Public Safety Building

- signage?
- encourage bike/walk  
connections

Industrial Area  
good place for  
art - picnic tables

- currently wetland area

And a dog off-  
leash area along,  
or connecting to,  
the corridor  
= nirvana!

City should buy  
many more  
traffic counting  
devices to know  
count per lane

Access to path from  
here should be reviewed.  
it is the closest point  
for much of North Highlands  
now it takes jumping the  
ditch.

Yes, keep it rustic  
for walking & biking  
and if there is a way  
to incorporate larger  
park spaces along trail,  
nirvana!

Please, no high  
speed train  
along the Cross  
Kirkland trail!

Blow up the  
Bridge across  
Kirkland way!  
Rebuild a highway  
longer bridge safer  
for cars & pedestrians

Provide paved/gravel  
access from community  
to the trail

Get the rails &  
ties up so we  
can walk!

Would love to see cafes,  
bakeries, maybe even a small  
brewery around here. It  
makes a destination for bikers.  
Area is already industrial  
(non-residential) in this pocket.

Provide good signage  
in neighborhoods providing  
directions to trail  
ACCESS

AMENITIES AT EDGE  
OF CORRIDOR  
(in case of future  
TRANSIT)

BATHROOMS,  
AIR NOSE, Picnic

SECLUDED  
AREAS FOR  
WALKERS TO REST.

Keep it wild & rustic!  
We don't need another  
Park like boulevard.  
We have plenty of those  
right now.

Pollinator pathways  
on some of the  
"hubs" connecting  
to the CKC "spine"  
[PollinatorPathway.com](http://PollinatorPathway.com)

Mile markers  
to 1/2 mile

Trail connections  
VRS!

DENSITY = TRANSIT

GROWTH MANAGEMENT  
PLAN = TRANSIT  
STATIONS & HIGHER  
DENSITY HOUSING NEARBY

NEED GOOD ACCESS  
FROM TRAIL TO 68th  
SO PEOPLE CAN  
GET TO SHOPPING  
DISTRICT FOR COFFEE,  
RESTROOM USE, ETC.

Google needs to step up  
and provide access for  
kids to get to CKC  
so they can get to  
Lakerview Elementary

Bike Share/  
Bike Access  
Paved Trail

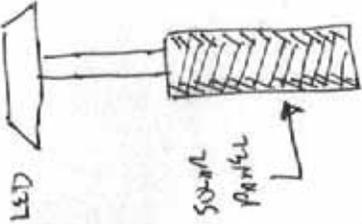
Provide  
"rest" facilities  
(restroom/trash/recycle  
receptacles) to  
it. clean to  
& neighbor friendly

Restrooms  
No Sand cans  
Trash Containers  
Privacy for homes  
Next to tracks

improve walkway -  
formerly concrete,  
now broken  
C60th East of RR  
tracks

Safety issue?  
Google ee's may  
not want to use  
overhead walkway  
↓ get hit by bikes

Avoid  
high fences &  
walls along the  
corridor that would  
block views & cut trail  
off from environment



- SOLAR LIGHTING:
- ① NO NEED TO RUN ELECTRICAL WIRE.
  - ② INSTALL AS NEEDED, ONE AT A TIME.
  - ③ AVAILABLE TODAY!

# SkyTran



Alleviating Congestion  
Reducing Pollution  
Delivering High Speed  
Low Cost  
Transportation Solutions  
415-867-9605

RAIL CAR FOR  
REST ROOMS

Sustainable walkway surface!  
Recycled glass.  
- Artists + green

HISTORIC  
MARKERS

PEDESTRIAN  
SAFETY

Commuter Rail /  
Trail

- Bike share @  
South Kirkland P+R
- Kala Kala

All future high volume  
transportation should be  
concentrated/isolated on or  
next to 405. - Do not add  
(cut up) any residential areas  
w/ noise & pollution

Access needed to 520  
trail - ←

In general - all that's needed  
is to pull up the tracks/ties +  
Pave. Gravel OK for mtn Bikes but  
not for road bikes (commuters).

- concerns about privacy
- will there be <sup>frequent</sup> restrooms?
- what about garbage receptacles?

KEEP TRAIL CONNECTIONS  
OFF OF MAJOR ROADS,  
SO THEY ARE SAFER!

AND YOU CAN BUILD MORE  
OF THEM INTO NEIGHBORHOODS

Monorail  
for corridor  
connect @ TOV  
→ Totem Pole

Bikes to  
rent!!

Good interconnect  
with 520 Bike  
lane.

Improve connections  
to bike corridors to  
down town Bellevue

What  
Bellevue  
do in?



## Appendix IV – “Tag the Map” comments

Business Roundtable Meeting – Tuesday, May 14



### DRAFT Meeting Notes

<b>Project:</b>	Cross Kirkland Corridor	<b>Date:</b>	5/14/03
<b>Location:</b>	Kirkland Tennis Club	<b>Page:</b>	37 of 38
<b>Time:</b>	9:30 - 11:00 am		

---

**Present:** City of Kirkland Staff, Business and Founders Club associated with trail, Berger Partnership

**Purpose:** Business Stakeholder’s Outreach Event

**Discussion:** **See Below**

South to North

1. Vision of trail as a shopping/strolling/fitness destination is compelling. 60 feet of two-track rail is not compatible with that vision.
2. Opt for my 3:2 to live, work, play, all in my backyard
3. Imagine Housing – a corridor connecting diversity and providing access
4. Northwest University – Make the trail a great place for fitness!
5. Pedestrian walkway at 60<sup>th</sup> allows more access for walkers.
6. Kirkland watershown smearl – opportunities and constraints
7. Craig Gaudry & Associates, Windermere Real Estate, 826 6<sup>th</sup> Street South
8. Nyrec, Inc. We’re excited about creating an inviting place for the community to get on board the trail
9. I’m excited to see the CKC become an engaging and artful experience.
10. Talk to LWSD re: Peter Kirk Elementary reorientation to CKC
11. Moss Bay Web – Let’s get a bridge over the 6<sup>th</sup> Street South crossing!!!
12. Offer employees and tenants a better opportunity to bike to work. Most excited about connecting to regional bike trails.
13. KITH [www.kithcares.org](http://www.kithcares.org) – Development of affordable housing close to trail access points. Creating healthy community.
14. Moss Bay Web – Let’s daylight Everest Creek (in a culvert now)
15. The Heathman Hotel – Outdoor amenity for our guests—jogging trail, dog walk, nature walk, bicycles

16. Kirkland Bicycle – We get a lot of tourists renting bikes and there is nowhere currently in Kirkland to send them other than the streets. They usually drive to other cities nearby to access bike-specific trails. We would also love to open a second location on the trail to serve cyclists on the CKC. Thank you – Josh Harris
17. Ask Police & Fire for special infrastructure add-ons to help them patrol and reduce crime. Ask hi-tech & energy companies if corridor can help them access more people and businesses. Solar or wind energy generating stations?
18. Get people out of cars and experience the city and allow people without cars (children especially) to participate in city life.
19. Keller Williams Realty Eastside, 11109 Slater Ave NE, Kirkland – Railway and foot/bike traffic don't mix...monorail-type system? Love the gondola idea. – Suzi Luke, Real Estate Broker
20. I am excited for the CKC to build community, bring visitors, develop businesses, and create joy for all those who use it. I love the idea of an art walk, lit path, and a gondola/lookout points for scenery. Golds Gym
21. Brenda Nunes, Keller Williams Eastside – Connectivity/people
22. I am most excited to see the great artwork and place for people to meet and exercise. The features such as lighting, water amenity and art will be great to see in the community. Alyssa St. Germain – Odabra Software
23. Forbes Creek – Sawmill, former dam and mill pond, run logs to Juanita – Aschsoft Consultants, George Bradshaw
24. Tennis Center – Connect to the trail and Totem Lake
25. Water park!
26. Continuous grade route for        wheelchairs from Market Street to NE 112<sup>th</sup> St.
27. Walks and runs on trail! Events
28. Old dinner train: sound – romance, food. Green Hills – Color Seasons, George Braslaw. Bring the experience of the train to the trail permantly.
29. Connect with the rest of the city and region. Transpo Group
30. Draw more opportunities to share business ideas. Excited to be part fo the business community. Bring more business to community. Dual Data Storage
31. Wellness & education stations with creative health/fitness opportunities
32. Connection to Sammamish River Trail (&BGT)
33. Transportation is our big concern and vision for corridor – Jon Pederson, Nintendo of America
34. Potential site for Chainline Brewing Company

### **Meeting Adjourned**

The preceding is assumed to be a complete and correct record of the significant items and actions agreed upon at the above meeting. Please advise the author immediately of any additions or corrections to the minutes. Work is proceeding on the basis of this record.

Prepared by: **Berger Partnership PS**

# Public Involvement Plan CROSS-KIRKLAND CORRIDOR

September 4, 2013



Prepared for:  
City of Kirkland



Prepared by:  
Stepherson & Associates Communications



## Introduction

The Public Involvement Plan (PIP) for the Cross-Kirkland Corridor (CKC) will work hand-in-hand with the development of a Master Plan, providing a framework for how outreach will be conducted. The PIP lays out how the City of Kirkland and the consultant team will communicate project benefits, provide a variety of opportunities for engagement, and receive valuable input from businesses, residents, other stakeholders, and the general public in order to mobilize the citizens' vision for the corridor. It includes a description of what has been done to date with regard to public involvement and outlines what will be done over the remainder of the master planning process.

### PROJECT BACKGROUND

Since the 1970s, the City of Kirkland has envisioned a Cross-Kirkland Trail, a facility for bicycle and pedestrian transportation that would be parallel to Eastside Rail Corridor's active rail line. That vision became a possibility through the 2009 sale of the Woodinville subdivision from the Burlington Northern Santa Fe Railroad to the Port of Seattle, placing the Eastside Rail Corridor (between Snohomish and Renton via Kirkland) into public ownership. The Kirkland City Council and Transportation Commission moved quickly to identify and articulate citizens' interests and priorities for the rail corridor, issuing an "Interest Statement" based on an extensive public involvement effort. On April 13, 2012, the City of Kirkland closed a five million dollar purchase from the Port of Seattle for a 5.75 mile portion of the line. Today, the opportunity of a lifetime exists for the City of Kirkland to implement the citizens' vision for a welcoming, transportation-oriented facility for pedestrians and bicyclists, coupled with a high-capacity transit system that connects Kirkland to the region.

### PROJECT DESCRIPTION

The Cross-Kirkland Corridor Master Plan process and resulting plan will provide an engaging common vision that builds excitement for the corridor. The Master Plan document will provide a summary of the planning process, guidelines for future development, and an overall concept plan based on Kirkland's public, private, and civic stakeholders. The Master Plan process will provide the city with a tool to pursue future funding and development of the corridor from its first phase of implementation to successive phases and many years of evolution.

## Public Involvement Approach

The public involvement approach will build on the public outreach conducted in previous project phases and acknowledge the public's contribution to the project to date. In addition we will cast an even wider net to ensure that as many Kirkland residents and businesses as possible have the opportunity to participate in the master planning process. Because this is an exciting once-in-a-lifetime project for the City, we will create fun and interactive avenues for participation, beyond what is considered typical for public meetings.

While input is welcomed at all times, The PIP is designed to facilitate and encourage input at three major milestones:

1. **Aspirational:** Generating excitement and imagining what the corridor could be; all ideas and opportunities welcome (Completed, Summer 2013).
2. **Shaping:** Taking what we've heard and forming alternatives for review and input; what ideas and opportunities resonate (Fall 2013).
3. **Refining:** Bringing together the best ideas and taking advantage of opportunities to create one great plan for the corridor (Winter 2013/2014).

At this point in time we are nearing the end of the *aspirational* phase and will be moving into the *shaping* phase. We have conducted a number of activities (described below) to generate excitement and seek big ideas and

opportunities. As we move forward into the fall, we will focus on further developing ideas into conceptual alternatives and getting feedback on those.

## Goals, Objectives, and Key Messages

### GOALS FOR PUBLIC OUTREACH

#### **GOAL 1 Identify the needs and concerns of the full cross-section of corridor**

**interests.** (neighborhoods, businesses, adjacent property owners, user groups, advocacy groups, etc.)

Provide the City of Kirkland, the consultant team, and decision makers with a broad and deep understanding of public opinion, so that they are fully aware of the public's values, needs, interests, and perspectives that must be represented throughout the CKC Master Plan.

#### **GOAL 2 Learn from the community's knowledge of the corridors unique characteristics and the city's unique qualities.**

The residents of the many neighborhoods on or near the corridor bring an understating of the landscape and the culture of the city built up over many years that can be an asset to the design team in shaping a Cross Kirkland Corridor unique to the city. Beyond needs, concerns and priorities associated with the corridors development, we look to the public to add to our knowledge of the corridor and the city itself to shape the character of the corridor.

#### **GOAL 3 Create ample opportunities for public engagement through the life of the project.**

Involve stakeholders who live or work along the corridor or have interest in the CKC. Stakeholders and the public will have ample opportunities to learn about the project, provide their input at key milestones (visioning, alternative development, and alternative selection), and will have a clear understanding of what they are being asked to weigh in on and how their input is being used.

#### **GOAL 4 Ensure that the City of Kirkland is successful in gaining public trust through early, transparent, timely, and objective communications.**

Provide the public with balanced and objective information to assist them in understanding the challenges and opportunities that come with the CKC. Build on the existing contact list, and use it as a vehicle to inform the public.

#### **GOAL 5 Build enthusiasm and excitement for the project.**

Conduct the public process in a way that generates enthusiasm for the project by providing fun and engaging opportunities to learn about and provide input to the master planning process.

### OBJECTIVES

The following objectives will support the goals described as they are incorporated in all public involvement activities throughout the CKC planning process:

- Provide accurate and timely information to the public and stakeholders.
- Commit to reporting back to the public on what was heard from them and how it was used in the decision-making process.
- Communicate the Master Plan schedule and next steps at each phase of the project.

- Engage in constructive dialogue on the issues and trade-offs.
- Provide decision makers with a comprehensive understanding of stakeholder and public perspectives and priorities.
- Use the “full toolbox” of public involvement methods to inform and engage stakeholders and the public.
- Conduct events that promote participation that is engaging, interactive, and fun.

## KEY MESSAGES

The City of Kirkland and its consultant team will regularly interact with the public and stakeholders. The following key messages will be communicated through these interactions such that the City and its consultant team speak with one clear and consistent voice.

- **It’s more than a trail:** The corridor plan and design will result in more than a trail; it will stitch the community together by making new connections to parks, schools, businesses and downtown, providing new places to enjoy, and integrating art and culture.
- **The corridor will have many benefits:** The corridor will be a local and regional amenity that connects neighborhoods and businesses, promotes economic vitality and provides transportation options.
- **The corridor will be developed over time:** It’s an ambitious and community changing project and it will take time to plan and build. The corridor will “work” without light rail, but we will plan for it in our designs to make sure the trail and light rail fit together in the event that light rail comes to the corridor.
- **We will have an open, interactive and fun process:** The public will be informed and will play an important role throughout the project. We will use outreach methods that engage the entire community and that maximize the creativity and talent within the community and ensure that the design reflects the community.

## Public Involvement Team

The public involvement strategized in this Public Involvement Plan is a list of opportunities to be completed by members of the public involvement team that includes both the consultant team and the city management team. This approach gives a broad menu of opportunities to be considered as outreach opportunities, allowing the opportunity for outreach events to evolve as needed. While many outreach strategies are listed, it is not anticipated that all will be completed (or that all are necessary). Therefore, all the outreach opportunities are not necessarily within the project scope of the consultant, but both scope evolution as well as city led outreach efforts assure that the right balance of these events can occur to achieve project goals and objectives.

## Public Involvement Activities

In coordination with the City and the consultant team, Stepherson and Associates (S&A) will plan and conduct public involvement activities with the belief that public involvement in shaping the Cross-Kirkland Corridor truly matters. We will ensure an informed and engaged public throughout the remainder of the planning process.

**Note:** a number of public involvement activities were conducted prior to finalizing this plan. These activities include an asterisk “\*” in the heading. The project fact sheet and summaries of the completed meeting, events, and stakeholder interviews can be found on the project website:

[http://www.kirklandwa.gov/Community/Cross\\_Kirkland\\_Corridor.htm](http://www.kirklandwa.gov/Community/Cross_Kirkland_Corridor.htm).



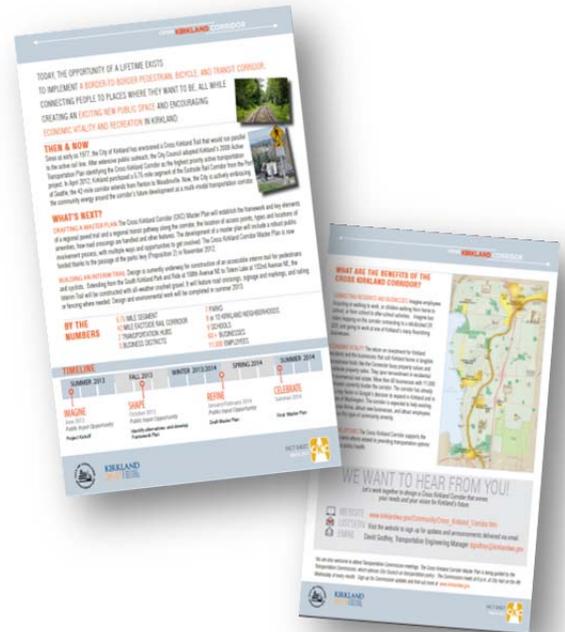
### Community Planning Day\*

On June 8, the City of Kirkland hosted a city-wide event to kick off “Vision 2035,” Kirkland’s two-year comprehensive planning process. The Community Planning Day was held at City Hall from 10 a.m. to 2 p.m. Informational booths for a number of projects and planning efforts were set up throughout the building. Staffed by city personnel and project teams, booths included interactive activities that were designed to increase participation in the many city projects currently underway. The Cross-Kirkland Corridor booth was in the main hallway on the ground floor of City Hall and included three different stations that provided multiple opportunities to learn about the project and make comments. We received over 65 comments from event attendees.



### Fact Sheet\*

We prepared a fact sheet that provides basic information about the Master Plan, its schedule, and ways to get involved. The fact sheet also discusses the project’s history and background and the benefits that could be realized by implementing the Master Plan. The fact sheet was distributed at the Community Planning Day and other events and is posted on the Master Plan website. New fact sheets will be developed as the Plan process continues.



### Stakeholder Interviews\*

Prior to finalizing the PIP we conducted 11 in-person interviews to identify the ideas, needs and concerns of the full cross-section of corridor interests (neighborhoods, businesses, adjacent property owners, user groups, advocacy groups, Parks Board, etc.). A topic guide was used with all interviewees to keep discussions focused and to ensure all interviewees were asked the same questions. Interviews were conducted between late June and mid-July, 2013.

### Google Cross Kirkland Corridor Planning Open House\*

On July 18, Google hosted the City of Kirkland in an open house event to welcome input on the development of the corridor that runs between their campus buildings. Google employees were invited to place pins on the map of where they plan to connect to and shared their ideas and priorities for the corridor.

### Community Engagement Events

Two additional large scale public events (similar to the June 8 Community Planning Day) will be held to provide project information, identify community concerns and questions, and to gather input. The CKC Project will be one of a number of projects at these events.

#### SHAPING

The first of these events is scheduled for October 19, 2013, and will provide the opportunity for the CKC team to share work done to date and to begin to seek input on up to three draft alternatives. This event will be designed to promote the shaping, or further development, of the alternatives. After this event, the team will have a better understanding of the ideas, opportunities, designs, etc. that resonate with the community.

#### REFINING

The second event, planned for early 2014, will present a preferred alternative and provide opportunities for input on that alternative. The team will present an alternative that combines the “best” of the draft alternatives and will seek input on ways that alternative can be refined in order to improve it further.

Both events will be highly interactive and will be conducted in a creative manner to maximize participation and excitement about the project. Meeting materials will include displays, handouts, and comment forms.

**ONGOING METHODS**

We will use a number of methods on an ongoing basis; these methods will ensure we inform and engage the community throughout the entire planning process.

**Community Contact List**

The existing contact list that is being used to communicate with the public will be built upon throughout the life of the project. We will collect email addresses in a variety of ways, including community meetings, events, fairs, and the website. The city will continue to collect addresses of those who sign up to the list via the website. The consultant team will collect contact information at events and provide it to City staff, who will maintain and update the list throughout the project. Emails will be sent to the contact list at key milestones and prior to community engagement events.

**Graphic Identity**

The CKC graphic identity the team has created elicits excitement for the project, plays on the project’s key theme of “connections,” and unifies the project’s disparate constituencies (agencies, businesses, neighborhoods)—private and public space. The graphic identity will continue to be used on all materials, including fact sheets, displays, reports, and presentations.

**Media Outreach**

The following list of media outlets will be notified prior to community meetings and events and at key project milestones. Outreach will take the form of press releases to the Kirkland Reporter and short “blurbs” of information about the meetings to the City’s internal resources and the listservs and blogs. Paid advertisements will also be placed with the Kirkland Reporter prior to each community meeting. Media outreach content will be designed to be packed for use and distributed to a variety of media.

**Media List - Electronic**

City of Kirkland Website	“What’s New” announcement	Calendar and homepage
	Project Webpage	Calendar and homepage
TV/Video	Currently Kirkland (KGOV)	Weekly news desk format, Comcast channel 21
	Kirkland Life (Klife)	Comcast channel 75
Intranet	KirkNet	Internal: City of Kirkland
ListServ	Neighborhood News	City of Kirkland
	Kirkland Developers Partnership Forum	City of Kirkland
	Green E-Updates/Green Kirkland	City of Kirkland
Blogs	KirklandViews.com	Editorial
	Kirkland.patch.com	Editorial

**Media List - Print Publications**

Kirkland Reporter, City Update, Reuse-Recycle-Conserve

**Fairs, Festivals, and Events**

Fairs, festivals, and community events are great opportunities for one-on-one interaction with the public and can provide a meaningful connection with the project. Community fairs and festivals will supplement, not replace,

public events hosted by the project. City staff has attended a number of these events and City Staff and/or the team will continue to do so as the project progresses.

Some examples of Fairs and Festivals could include:

- Farmer’s markets (Kirkland Wednesday Market, Juanita Friday Market, etc.)
- Summer Concert Series
- Oktoberfest

**Outreach Materials**

Printed and online materials will help to heighten community awareness and interest, inform the public and encourage participation at upcoming public involvement opportunities. Many of these materials will be used as collateral at meetings and will be shared with the community via email or displayed in public places.

Type	Item	Distribution
Print	<b>Postcard/Mailer</b>	All residents
	<b>Advertising</b>	Kirkland Reporter
	<b>Press Release</b>	Kirkland Reporter, Kirkland Views Blog, and Kirkland Patch News, Seattle Times
	<b>Posters</b>	Public locations and in businesses and organizations
	<b>Fact Sheet</b>	Collateral material at events
	<b>Display Boards</b>	For display at events and public meetings
	<b>Outdoor Signs</b>	Along the corridor and on city property in highly visible locations ( <i>the concept for the signs are described below</i> )
Digital	<b>Website</b>	<a href="#">project website</a>
	<b>Project Library</b>	

**Outdoor Signs**

A collection of outdoor signs may be placed in targeted locations around the city to showcase the city’s *accomplishment thus far* (rich history of identifying, prioritizing and acquiring the corridor), and would help the thousands of passerby understand *what’s to come* (visioning, design, Master Plan, outreach opportunities). Locations will be selected both on and off the corridor, where the people with whom the project is most likely to resonate can best be reached. Examples of such locations include: Lakeview Elementary, Houghton Center plaza, South Kirkland Park and Ride, Crestwoods Park, Totem Lake.

In addition to displaying information, these may also serve as a method to receive feedback from the public. New and creative uses for receiving feedback at these temporary structures will be experimented with while outreach is underway.

### Ideas Forum

A digital forum that promotes discussion will be a key compliment to the project website. Features of this online tool range from a quick and easy idea generator (“Ideas”), to a city-generated idea for public comment (“Forums”), to a detailed conversation about a particular issue and sub-topics (“Discussions”). A “Projects” feature allows the use of forums and discussions as well as a survey.

The Digital Forum will be monitored and updated with questions that prompt conversation among users, and follow the release of public information in line with the project schedule. Questions will be posted by the project team under the “Discussions” tab. This table outlines the themes that will be used to shape discussion questions:

Timeline	Theme	Possible “Discussion” topics	Deliverables
Summer 2013 (underway)	<b>IMAGINE</b> <i>Understand, Design</i>	Sharing your vision, aspirations, ideas, opinions	Compile Vision & Goals Outreach Compile information with opportunity & constraint mapping Vision & Goals Statement & Green Corridor Framework Plan Draft Guiding Principles & Preliminary Design Guideline Final Design Guidelines & Framework Document Conceptual Alternatives for community input
Fall 2013	<b>SHAPE</b> <i>Expand, Analyze, Develop</i>	Validating the public comment Did we hear you? What works for you? What doesn't?	Identify preferred Alternatives & Framework Plan Selection process of Preferred Alternatives “Greenest Corridor” Planning and Art Integration Impacts of selected alternative on schedule, budget and constructability Draft Implementation Plan and funding alternatives Draft Master Plan
Winter 2013/2014	<b>REFINE</b> Complete, Celebrate	Continuing to engage and inform on funding and phasing decisions	Capture and Document Draft Master Plan Community Input Final implementation plan, final design guidelines, Art Plan and Identify “First Win” project site and funding sources Final Master Plan May 2014

### ADDITIONAL ACTIVITIES

Based on what we heard during the stakeholder interviews and our own analysis we are proposing additional activities that are intended to make the public process more robust, immediate, and accessible, and to reflect the fact that the CKC is a major, ongoing, and dynamic project for the City.

### Social Media

Working hand-in-hand with the outreach goals for the Master Plan development, a social media presence will provide yet another way to encourage public involvement with the Cross-Kirkland Corridor. It will educate, inform, and mobilize targeted stakeholder groups and the general public. There are many social media platforms to choose from; we recommend establishing a Facebook page and Instagram account for the Cross-Kirkland Corridor. While Facebook is truly the industry standard for an organizational social media presence, we also propose launching an Instagram account as a tool to stimulate conversation through the sharing and exchanging of creative photography. The City currently uses a Twitter account which could be used to supplement or substitute for the Facebook or Instagram account.

**Content Management**

**Facebook**

Our content can help inspire social media users to envision possibilities for the future corridor. Our content development process generally follows a rule of thirds: 1/3 *Our Work*, 1/3 *Sharing* and 1/3 *Connecting*.

Our Work = project information

*Examples: key milestones, design timelines, project media coverage and commentary*

Sharing = inspiration

*Examples: local news, initiatives and other transportation and public space projects on a local, regional, and global scale*

Connecting = a personal touch

*Examples: Profile local businesses, organizations, and neighborhoods; share photos, fun facts, “Photo Friday,” historic photos and stories, and other tangential information.*

Sample Posts	
Join us for a discussion on Pedestrian Access and Mobility! This Friday, at <a href="#">Google Campus</a> , imagine how the future CKC can be a safe and fun trail for all!	
Grab a fresh deli sandwich from <a href="#">PCC Natural Markets – Kirkland</a> and take it to go! PCC on 68 <sup>th</sup> is just around the corner from the future CKC!	
A historic, multi-modal corridor! 7th Avenue in Kirkland, circa 1910s, was then called Piccadilly Avenue. Central School and a planked sidewalk are visible on the left side of the road. <a href="http://www.kirklandviews.com/archives/24483/">http://www.kirklandviews.com/archives/24483/</a>	

**Instagram**

Instagram is a tool for creating and sharing creative photography. We will post four to five original photos per month on Instagram and monitor for interactions and discussions on a weekly basis.

**Engagement Protocol**

Social media is a living project that requires maintenance in order to grow. Growth of a digital following can be achieved by identifying and responding to interactions in a time-sensitive manner. Generally, engagement and response are warranted when:

1. Project information can be conveyed
2. Project-related commentary requires a response, as determined by the project team
3. A question about the project can be answered

**“Like” and “Follow”: Building digital relationships**

During account set-up, we will build a social network by identifying groups we choose to “Like” on Facebook and “Follow” on Instagram. By linking to other groups’ projects, we increase our reach and exposure to include the users who follow those groups.

**Proposed organizations to “Like”**

Organizations	Categories
City of Kirkland departments	Environment, Planning, Public Works
Local Businesses	Technology, Healthcare, Restaurants, Grocery Stores, Small Businesses

Neighborhood/Community Groups	TBD
Schools, Colleges, Academic Institutions	Kirkland Public and Private Schools, State and Private Colleges
Special Interest Groups	Commerce, Tourism, Labor, Urban Design, Parks and Open Space, Arts and Culture, Outdoor Recreation, Historic Preservation, Conservation, Youth, Seniors, Disabilities, PTAs
Transportation/Advocacy	Pedestrian Mobility, Bicycle, and Transit

**Social Media Roles and Responsibilities**

For Facebook and Instagram, content will be created, posted, and monitored by Stepherson & Associates. All content will be submitted to the project team for approval a week prior to posting. Content suggestions from all members of the project team are encouraged, as collaboration is essential to creating engaging and impactful content.

Role	Action Items	Responsibility
Account Administration	- Set up and administer accounts	<b>Stepherson &amp; Associates</b>
Content Development, Review and Approval	- Develop original content - Research content to share <i>Including text, images, links, video</i>	<b>Stepherson &amp; Associates – Primary</b> <b>City of Kirkland</b> <b>Berger Partnership – Collaborate, Review, Approve</b>
Account Monitoring	Monitor and manage engagement/interactions	<b>Stepherson &amp; Associates</b> in consultation with: - <b>City of Kirkland</b> - <b>Berger Partnership</b>
Reporting	- Submit monthly report	<b>Stepherson &amp; Associates</b>

**Community Forums**

As the City of Kirkland begins to look anew at the CKC, stakeholders and the general public must come together, bringing diverse opinions and ideas to the table and working alongside project representatives toward a collective vision for the future of this unique public space.

We heard from stakeholder interviewees that people want the opportunity to share and discuss ideas with one another. To facilitate this community conversation, we propose that the City of Kirkland host a series of small-scale, interactive, theme-based community forums. We will employ traditional notification methods to promote these events while also reaching out to local organizations and institutions to ask for their help with publicity, spreading the word to potential attendees via multiple avenues. This will not only broaden our reach but enable us to develop productive partnerships with key organizations.

Each community forum will include a presentation about opportunities and challenges relevant to each theme as well as hands-on activities and informal or facilitated discussion. Taking a theme-based approach will allow us to identify and activate niche interest groups, maximizing the quantity and quality of feedback received on particular aspects of the project. Community forum themes could include:

Access and Transportation	<i>How do we make the corridor friendly to all users - kids, families, cyclists, pedestrians, commuters, recreationists, and people with limited mobility?</i>
Environment and Ecology	<i>Can it help us learn and think creatively about restoring watersheds, fish passages, and innovative use of green stormwater infrastructure? Can the corridor be used as an educational tool?</i>
Arts and Culture	<i>How can the CKC engage Kirkland's own arts, culture and creative community? How do we create a sense of place along the CKC with permanent and temporary art installations, cultural activities and entertainment?</i>
Keepin' it Kirkland	<i>How can we make this space true to the history and spirit of Kirkland?</i>
Green and Clean in Kirkland	<i>What do we mean by "world-class" sustainability objectives?</i>



### Additional Interviews

During the stakeholder interviews, we heard a number of recommendations for additional groups to reach out to during the master planning process. These include:

- Kirkland Heritage Society
- PTA's
- King County Conservation Voters
- Community Centers and Teen Center(to engage those under 18)

At a minimum, these organizations should be contacted to see if they are interested in an interview. However, we see greater value in reaching out to them and including them in the Community Forums described above as they are likely to be interested in specific themes and in sharing their ideas with other members of the community.

### Endorsements and Pitches

The CKC aspires to be a world-class and world-famous public project, and will likely pique the interest of civic luminaries who are well enough recognized that their making a pitch for feedback would resonate well with stakeholders and the general public. The CKC outreach team would help capture and broadcast these testimonials by leveraging local and national media opportunities including:

- Interviews
- Op-Eds
- Appearances at events
- Public Service Announcements

Highly visible and well-known public figures will be selected based on their awareness, appeal, and relevance to the CKC project. Some examples of such targeted individuals include:

- Lou Whittaker
- Jeff Renner
- Rick Steves

Other individuals to target:

- Prominent citizens
- Well-known special interest advocates (environment/sustainability, green building, cyclist community)

### **Broadcasting**

With these endorsements as collateral, pitching reporters and media outlets will generate project awareness and buzz. Some examples of these media outlets include:

#### Local

- Seattle Times
- Seattle P.I.
- The Stranger
- Seattle Weekly
- Great City
- Puget Sound Business Journal
- Grist

#### National

- Atlantic Cities
- NY Times
- Fast Company
- YES! Magazine
- Daily Journal of Commerce
- Huffington Post

### **Events**

Beyond soliciting Input and creating awareness and understanding of the project, we see the opportunity for events on the corridor itself to help the community getting to better know the corridor and take an increased pride and stewardship of the corridor, as it stands today, as the interim trial, and as the eventually realized Cross Kirkland Connector. In addition to engaging residents, these events have the great ability to generate media anticipation and buzz.

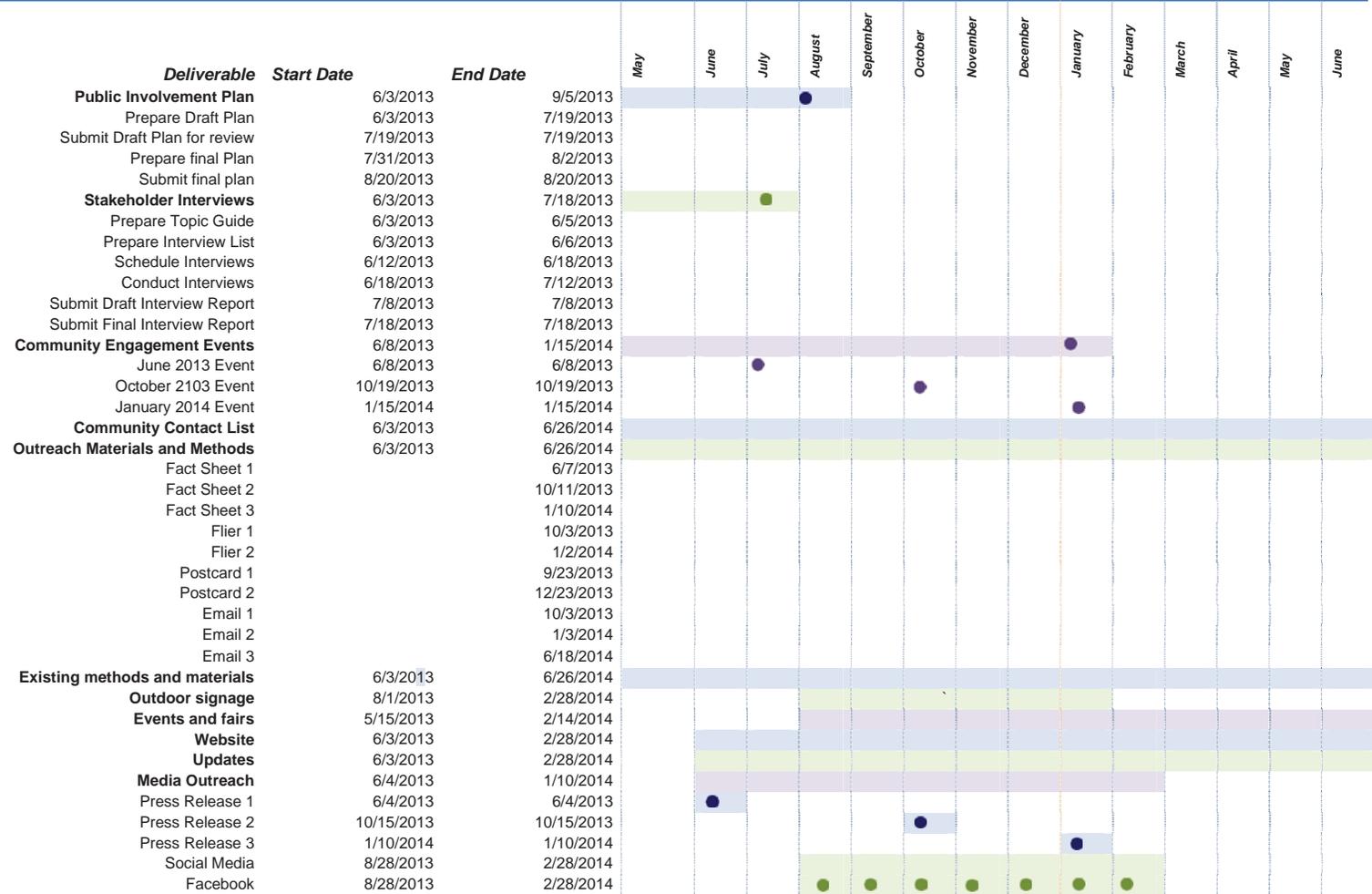
Events could include:

- Hike the corridor – A series of 2-3 hikes with the design team and city staff to share thoughts of the corridor as it exists today and what it can become.
- Bike the corridor - an event to “be the first to bike the cross Kirkland Corridor” (that would likely be on a mountain bike) that can engage the broader regional bike community and be a linear festival with vendor booths etc.
- Eat (on) the Corridor – Have a mobile food truck rodeo on a section of the corridor or a city sponsored BBQ on the corridor!
- Dogs on parade - a dog walk and fashion show on the corridor (on leash of course) to engage the very active contingent of dog owners in the city!

## Matrix of Outreach Activities

Activity/Method	Purpose	Goals	Coordination	Production	Timing
Community Planning Day #2	To share and receive information of draft alternatives	1, 2, 3, 4 and 5	City plans Consultant supports	City	October 19, 2013
Community Planning Day #3	To share and get feedback on the preferred alternative	1, 2, 3, 4 and 5	City plans Consultant supports	City	Early 2014
Contact List	To keep and update an email list of interested parties; to send project updates and inform about community planning days.	4	City manages	City	Ongoing; At key milestone and prior to community planning days
Graphic identity	To promote the project's brand and create awareness	5	Consultant leads	Consultant	Ongoing
Fact sheet	To provide basic project information and updates at key milestones	4	Consultant leads City supports	Consultant	Prior to community planning days
Postcard	To promote community planning days	4 and 5	City leads Consultant supports	City	Prior to community planning days
Posters	To promote community planning days	4 and 5	Consultant leads City supports	Consultant	Prior to community planning days
Media Outreach	To provide project updates and promote community planning days	4	City leads Consultant supports	City	Prior to community planning days
Advertisements	To provide notice about community planning days	4	City leads Consultant supports	City	Prior to community planning days
Display boards	To create a vibrant online community that educates, informs and motivates	1, 3, and 5	Consultant leads City supports	Consultant	At community planning days
Website/digital forum	To provide information and opportunities to comment	1, 2, 3, 4 and 5	City leads Consultant supports	City and Consultant	Ongoing
Events and Fairs	To reach beyond typical project meetings and inform and engage	2, 3, 4 and 5	City leads Consultant supports	City and Consultant	Ongoing
Outdoor signs	To create a tangible project presence in the community and to provide community planning day notice	4 and 5	Consultant leads City supports	Consultant	Ongoing

Public Involvement Schedule



TODAY, THE OPPORTUNITY OF A LIFETIME EXISTS TO IMPLEMENT **A BORDER-TO-BORDER PEDESTRIAN, BICYCLE, AND TRANSIT CORRIDOR**, CONNECTING PEOPLE TO PLACES WHERE THEY WANT TO BE, ALL WHILE CREATING AN **EXCITING NEW PUBLIC SPACE** AND ENCOURAGING **ECONOMIC VITALITY AND RECREATION** IN KIRKLAND.



## THEN & NOW

Since as early as 1977, the City of Kirkland has envisioned a Cross Kirkland Trail that would run parallel to the active rail line. After extensive public outreach, the City Council adopted Kirkland's 2009 Active Transportation Plan identifying the Cross Kirkland Corridor as the highest priority active transportation project. In April 2012, Kirkland purchased a 5.75 mile segment of the Eastside Rail Corridor from the Port of Seattle; the 44-mile corridor extends from Renton to Woodinville. Now, the City is actively embracing the community energy around the corridor's future development as a multi-modal transportation corridor.

## WHAT'S NEXT?

**DRAFTING A MASTER PLAN** The Cross Kirkland Corridor (CKC) Master Plan will establish the framework and key elements of a regional paved trail and a regional transit pathway along the corridor, the location of access points, types and locations of amenities, how road crossings are handled and other features. The development of a master plan will include a robust public involvement process, with multiple ways and opportunities to get involved. The Cross Kirkland Corridor Master Plan is now funded thanks to the passage of the parks levy (Proposition 2) in November 2012.

**BUILDING AN INTERIM TRAIL** Design is currently underway for construction of an accessible interim trail for pedestrians and cyclists. Extending from the South Kirkland Park and Ride at 108th Avenue NE to Totem Lake at 132nd Avenue NE, the Interim Trail will be constructed with all-weather crushed gravel. It will feature road crossings, signage and markings, and railing or fencing where needed. Design and environmental work will be completed in summer 2013.

## BY THE NUMBERS

- 5.75 MILE SEGMENT
- 44 MILE EASTSIDE RAIL CORRIDOR
- 2 TRANSPORTATION HUBS
- 3 BUSINESS DISTRICTS
- 7 PARKS
- 8 OF 13 KIRKLAND NEIGHBORHOODS
- 9 SCHOOLS
- 60+ BUSINESSES
- 10,000+ EMPLOYEES

## TIMELINE

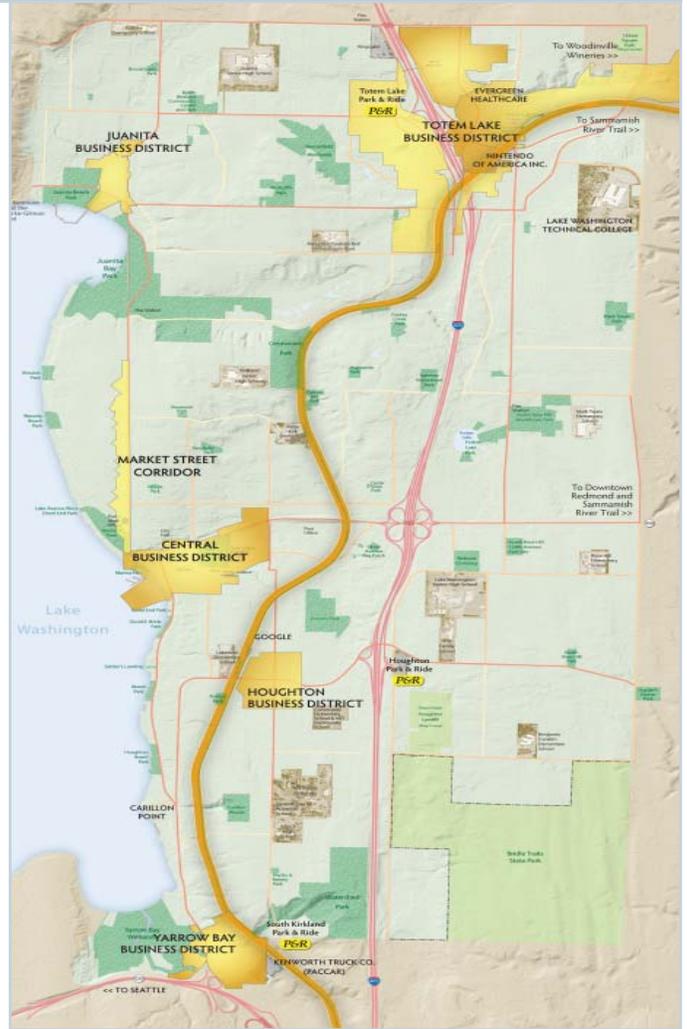


## WHAT ARE THE BENEFITS OF THE CROSS KIRKLAND CORRIDOR?

**CONNECTING RESIDENTS AND BUSINESSES** Imagine employees bicycling or walking to work, or children walking from home to school, or from school to after-school activities. Imagine bus riders hopping on the corridor connecting to a refurbished SR 520, and going to work at one of Kirkland's many flourishing businesses.

**ECONOMIC VITALITY** The return on investment for Kirkland residents and the businesses that call Kirkland home is tangible. Recreational trails like the Connector buoy property values and accelerate property sales. They spur reinvestment in residential and commercial real estate. More than 60 businesses with over 10,000 employees currently border the corridor. The corridor has already been a key factor in Google's decision to expand in Kirkland and in the state of Washington. The corridor is expected to help existing businesses thrive, attract new businesses, and attract employees who value this type of community amenity.

**PROVIDING OPTIONS** The Cross Kirkland Corridor supports the City's long-term efforts related to providing transportation options that promote public health.



# WE WANT TO HEAR FROM YOU!

*Let's work together to design a Cross Kirkland Corridor that serves your needs and your vision for Kirkland's future.*



**WEBSITE** [www.kirklandwa.gov/Community/Cross\\_Kirkland\\_Corridor.htm](http://www.kirklandwa.gov/Community/Cross_Kirkland_Corridor.htm)



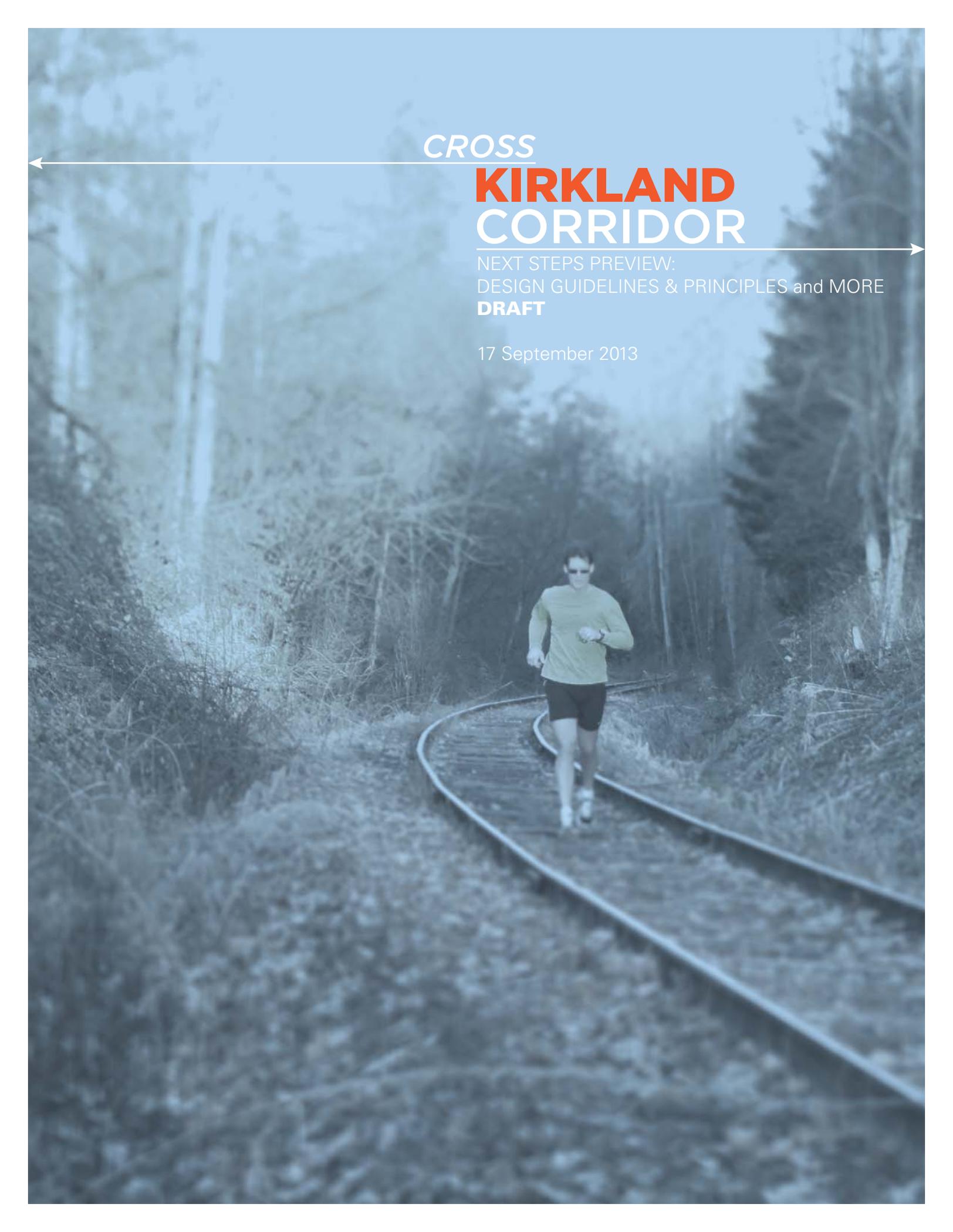
**LISTSERV** Visit the website to sign up for updates and announcements delivered via email.



**EMAIL** David Godfrey, Transportation Engineering Manager [dgodfrey@kirklandwa.gov](mailto:dgodfrey@kirklandwa.gov)

*You are also welcome to attend Transportation Commission meetings. The Cross Kirkland Corridor Master Plan is being guided by the Transportation Commission, which advises City Council on transportation policy. The Commission meets at 6 p.m. at City Hall on the 4th Wednesday of every month. Sign up for Commission updates and find out more at [www.kirklandwa.gov](http://www.kirklandwa.gov)*





CROSS

**KIRKLAND**  
CORRIDOR

NEXT STEPS PREVIEW:  
DESIGN GUIDELINES & PRINCIPLES and MORE  
**DRAFT**

17 September 2013

## NEXT STEPS PREVIEW DESIGN GUIDELINES & PRINCIPLES

As the next steps of master plan development we will prepare design guidelines that will establish physical project parameters based on the overall vision and goals adopted for the corridor. This work will run through mid-October parallel to Task 6.0 - Conceptual/ Development Plan Alternative. This document is an outline of what the guidelines and principles will address as well as a preview of some of the work underway. Preface: This is very much an in-process document and work is subject to change!



### Trail Guidelines and Standards:

We will be summarizing standards to be used on the corridor, acknowledging existing standards (city, county, AASHTO, NACTO) and noting our site-specific approaches to different areas.

#### *(In progress:)*

#### **Trail Crossings: Best management practices to assure safe crossings as well as a vibrant cultural trail.**

##### **For trail crossings (of roads):**

Perpendicular crossings to minimize exposure to vehicles.

- 20-foot minimum clearance straight sections approaching crossings (chicanes are not encouraged).
- Sight distance: Optimize views of approaching traffic from trail.
- Provide clear edge definition at the point which a trail user enters a roadway and should be on high alert.
- Bike/pedestrian mixing/separations: Crossing may be designed to keep bikes and pedestrians separate but parallel, or create crossings as a mixing zone. This decision is influenced by adjacent conditions (if bikes and pedestrians are already separated). Preliminary reaction of the team is to mix bikes and pedestrians in intersections because trying to provide safe vehicular crossing while separating bikes and pedestrians would create too many movements to manage successfully.
- Use material colors and textures to create friction and alert trail users of intersections.
- Consider vertical and overhead elements to create visual friction and alert trail users of intersections.
- Consider grade separation scenarios as an alternative.

##### **For trail access points (pedestrian):**

- Improve access point to corridor from adjacent public realm (predominately ROW).
- Develop private corridor access approach, particularly for larger populations along the corridor, notably office parks.

##### **For motorists:**

- Sight distance: Use signage and vegetation management (pruning or removal) to warn motorists ahead of trail.
- Vehicle speed: Use traffic calming strategies near or approaching trail; consider center median and other elements that create friction and intuitively slow traffic.
- Use MUTCD guidelines and ADT to determine appropriate trail crossing strategies.

## **Typical Corridor Cross-Sectional Studies/ Typologies**

The team will develop typical sections reflective of most corridor conditions (pinch points, cross slopes, etc.) to display different transportation uses, near term and long term. This may include light rail, bus rapid transit, bike and pedestrian users as well as existing and future utilities. These sections will be developed with and be reflective of alternative options.

### **Written and graphic guidelines will be developed for different typologies**

The team will develop different narrative and/or graphic vignettes conveying approach to trail crossings and intersections; trail access points from adjacent right-of-way; trail access for adjacent properties; trailhead locations; typical trail material(s) and signage characteristics; approaches to lighting; typical fencing and railing needs; seating, parking, and public art and integration.

#### ***(In progress)***

#### **Parking: As we are developing a strategy for parking associated with the corridor, we are asking:**

- How much parking, if any, do we want to address as part of the CKC project?
- What opportunities exist for shared parking reservoirs?
- Where might we want to consider parking?

#### **Adjacent Development**

We will make recommendations, at a conceptual level, on how adjacent development in near and long term can activate and address the corridor edge, possibly including architecture massing, setbacks and activation.

## **Beyond Guidelines and Principles**

In addition to the work in Guidelines and Principles, we are beginning to generate a written narrative and guidance to shape the experience and aesthetic of the master plan as we move toward developing Task 6.0 - Conceptual/ Development Plan Alternatives.

### **Character zones**

The corridor has several unique character zones (see Task 2.0 - Understanding the Corridor) as it passes through the city. These zones are not strictly bound by neighborhood and planning boundaries, but their characters provide a framework to build corridor character and identity.

For the purposes of this document we are submitting a very early framework for the "Buzz Zone" that has been accelerated in order to collaborate with the Google Development team:

### **Buzz Zone *(In progress)***

#### **Buzz Zone influences:**

- Uniquely located between the naturalistic sections of the Houghton Porch and Everest Edge, it is a contrast charged with both commercial and business activity.
- Enhance and create connections: The CKC will both enhance and forge new connections between the neighborhoods along its route. These connections will create a network of trails, streetscapes, and greenways that will tie the city to the corridor.
- Attitude: Home to Kirkland's industry, what was always an industrially inspired town is again home to the new industries shaping our world.
- Embrace contrast: In creating a corridor that will surprise and inspire people, it is important to embrace contrasts. With the many rich character zones along the corridor, the design will not simply seek to replicate a character, but seek opportunities to introduce contrasting elements. In doing so, the design will highlight the unique qualities of the space and create unexpected yet welcomed surprises along the corridor.
- Catalyst for commerce

## NEXT STEPS PREVIEW

### DESIGN GUIDELINES & PRINCIPLES

#### Character inspirations

- Cut orthogonal stone
- Complex wood product assemblies
- Mathematic formulas
- Code
- Contrast – crafted
- NOT tomorrow land!

#### Program

##### Art

- Ephemeral
- Integrated and permanent
- Limited stand-alone pieces

##### A place to create

- I leave something behind...ephemeral
- Engage...magnetic
- New media

##### Play (not playground)

- Integrated
- Limited structure interwoven into whole

##### Recreate/compete (shared space with Google)

- Bocce
- Climbing wall
- Ropes course (appropriate)
- Court

##### Escape

- Open space
- Eddies

##### Gateway

- To Buzz Zone
- Under, to Houghton, Everest, Moss Bay and Lakeview

##### Cross connection

- Through the campus

##### Commercial activation

- Edge condition: Engage the corridor
- CBD connector/integrator

#### Light!

- The active nature of this portion of the corridor suggests it is a unique opportunity for significant lighting as an attraction and for function; keep this section of the corridor vibrant and attractive well into evenings, year round.

#### Corridor ecology

- In the context of the whole corridor the Buzz Zone is a contrast to more naturalistic areas, with an emphasis on human activity. While ecology will be part of the buzz zone, it is not a dominant characteristic.

#### Trail Profiles at Buzz Zone:

##### Minimal trail conditions

- Primary trail: Shared-use trail (multi-use trail) – 16-foot total width (12+2+2), 12-foot minimum paved, greater at friction zones.
- Secondary trail: Adjacent – 8-foot minimum width, soft ADA trail or paved as appropriate.
- Fire lane: 20-foot minimum width with appropriate geometries. Achieved in tandem with either primary or secondary trail; variable surface as required to meet loading needs.

### A Corridor of Deep Green

We will be expanding on opportunities to make the CKC the “the Greenest Corridor,” including:

- Identify sustainability metrics by which the corridor can be measured.
- Integrate stormwater management strategies and elements (identify opportunities).





# CROSS KIRKLAND CORRIDOR

## Final Stakeholder Interview Report

Prepared by:  
**Stepherson & Associates Communications**  
July 18, 2013



## Introduction

The project team conducted 11 interviews with a cross-section of stakeholders to identify the ideas, opportunities, needs, and concerns related to the Cross-Kirkland Corridor (CKC). Interviews were conducted early in the master planning process to ensure the team was aware of and understood stakeholder views and opinions prior to developing any concepts or alternatives for the CKC.

Interview results will be used by the project team to inform the master plan and to ensure that the public involvement plan reflects the community's needs and effectively engages all stakeholders and the public.

## Topic Guide

An interview topic guide was developed to ensure all desired topics were covered and that interviewees were asked the same questions. The topic guide asked questions to better understand stakeholders' familiarity with and interest in the corridor, their perceptions about opportunities within the corridor, and about the best ways to keep them and the community involved in the master planning process. While the topic guide was intended to structure stakeholder discussions, interviewees offered other comments as well. A copy of the topic guide is provided in Appendix A of this report.

## Interviewees

A list of potential interviewees was developed to ensure that a representative cross-section of corridor interests were included in the interviews. Representatives, from neighborhood associations, businesses, advocacy groups, educational institutions, and government were invited to participate in an interview. The following organizations were invited to participate in an interview:

- Central Houghton Neighborhood
- Everest Neighborhood
- Highlands Neighborhood
- Astronics
- Evergreen Hospital
- The Heathman Hotel
- NYTEC
- CamWest
- Eastside Trail Advocates
- Kirkland Greenways
- Lake Washington Institute of Technology
- Lake Washington School District
- Kirkland Planning Commission
- Kirkland Park Board
- Muckleshoot Indian Tribe

## Results

Eleven of the 15 organization contacted agreed to participate in the interviews. Interviews were conducted between June 18 and July 9, 2013. Interviews were conducted in person by Chris Hoffman of Stepherson & Associates and typically lasted between thirty minutes and an hour. Interviews were conducted in person with the exception of one phone interview. A summary of the interviews, which identifies common themes and key results, is provided below. The **bold type** corresponds to the specific questions that were asked during the interviews.

### About the Interviewees

All interviewees were **familiar with the Cross Kirkland Corridor**, and a majority of them were very familiar with it. Their familiarity stemmed from participating on the City of Kirkland Business Roundtable, adopting segments of the corridor, using the corridor, and being involved in previous planning stages.

Interviewees had a range of expectation for the master plan, including that it:

- Will help to promote Kirkland and set the stage for a new amenity for Kirkland
- Will set a clear framework for the short-, mid-, and long-term development, operation, and maintenance of the corridor
- Recognize the corridor as a transportation option, and not just a recreational opportunity
- Be user-friendly but have data and analysis for those who are interested
- Be integrated into the City's transportation and economic development plans
- Have a vision and steps necessary to achieve it, with recommended priorities
- Be clear about light rail/transit

Interviewees had a variety of responses about **how the results of master plan will affect their organizations**. Key among them were that it will:

- Have a positive impact to our organization
- Provide transportation and recreational benefits, and access to all of Kirkland
- Provide connections to other key parts of the community (beaches, parks, businesses, schools) and gathering opportunities
- Address all road crossing and ensure they are safe and pedestrian-friendly
- Remove barriers to children getting to school by active transportation

### About the Master Plan

This section summarizes interviewee responses to a number of questions about the master plan.

Interviewees identified a number of **interests regarding the corridor**. The primary interest among all interviewees was the trail. Interviewees made a number of comments about the trail, which included:

- The trail should be well-marked and easy to find for residents and out of town visitors alike
- The trail should be a place that the whole family can safely enjoy

- Providing connections to neighborhoods and businesses
- Separating bikes from pedestrians and fast bikers from slow bikers
- Making the trail safe (call boxes)

Other common themes for interests included:

- Making it a multi-modal corridor
- Transit and light rail
- Rezoning to encourage trail-oriented development
- Provide economic benefits to the Totem Lake Mall.

When asked about a **future vision for the corridor** the most common responses given by interviewees were:

- A trail with easy access
- A safe walking path with connections to the community
- A corridor that can be used for events and parades and that helps give Kirkland its identity
- A multi-modal transportation resource
- The community's spine that provide connections within the City
- Local pockets of interest
- Maximizing the entire corridor – more than a trail
- Looking beyond Kirkland's portion of the corridor -- connecting to Bellevue, Woodinville, and other communities in the region

When asked what they thought what was the **biggest opportunity presented by the corridor**, interviewee responses highlighted the following:

- An urban wilderness and connections to nature
- A linear garden
- Attract businesses and spur economic development
- Creating a new north-south transportation corridor
- Make it unique (Kalakala Ferry superstructure as a gateway)
- Inspire interest and use by making small places of interest
- Outdoor recreation
- Transit
- Access and connections

Interviewees were asked if the corridor should incorporate particular themes or concepts. The most common responses included:

- A native northwest forest in more natural sections
- Views and a wide open feeling
- Don't try to fit into what exists today; think about tomorrow and go with a strong vision

- Adopt personalities of different sections
- Different activities: gardens, beach volleyball, plantings, resting areas, access to commercial areas
- Reflect the corridor's (and Kirkland's) history

Interviewees identified a number of **other corridors they have seen or visited that they view as successful** or worthy examples. These included:

- The Burke Gilman Trail (goes through interesting places; would want separated bike and pedestrian trails)
- The Detroit Greenway, Detroit, MI (fast and slow lanes for bikes)
- UC Davis Greenbelt, Davis, CA (lots of connections)
- The Camino De Santiago, in Northern Spain (branding)
- The Sammamish River Trail (connections to businesses)
- Wissahickon Valley Park Trail (Forbidden Drive), Philadelphia, PA
- The Highline New York, NY (you can have open space anywhere)
- Sunriver, OR (network of bike trails separated from traffic)

The most prevalent responses to the question, **what are the most important issues to be addressed by the master plan**, were:

- The long-term maintenance and operational costs of the corridor
- Use technology to create interest and interpret history of the corridor and Kirkland
- Serving the competing interests; address controversies head on
- Road crossings (safety)
- Totem Lake area
- Consider connections to all of Kirkland, including I-405 crossings (need to improve these as they are not adequate or ADA compliant)
- The current legal hurdle
- Funding: consider forming a special district to help fund improvements (property owners whose values increase as a result of the trail need to help fund it)

Interviewees identified **other factors that may affect the outcome of the master plan**. The most common factors identified were:

- Budget and funding, specifically the State Transportation Budget
- Sound Transit, and ST3
- The high standard for safety that must be obtained in the public domain
- Litigation
- Development that could take place in the interim and that may not be consistent with the vision for the corridor
- Making sure we inform people, so there aren't surprises at the end of the process
- Corridor abutters, who may not want increased use, specifically transit

## About Staying Involved

This section summarizes interviewee responses to questions about staying involved in the master planning process.

Interviewees identified a number of ways to **best keep them informed and involved** during the master planning process. These included:

- Listservs (but need to consolidate lists and use it more regularly and strategically)
- Local media
- Neighborhood associations and the Kirkland Alliance of Neighborhoods
- Large events
- Events on the corridor with entertainment and food trucks
- Business Roundtable
- Website
- Large outdoor signage
- Youtube videos
- Booths at events and festivals
- Chamber of Commerce

All interviewees said **they plan on being involved through the planning process**. When asked if there are **other organizations that should be involved**, interviewees made the following suggestions:

- Commercial and residential developers
- Teen Centers; schools
- Kirkland Heritage Society
- Bicycle coalitions
- PTA's
- King County Conservation Voters

When asked **how public input should influence decisions** related the master plan, interviewees said the following:

- Listen to all input but make decisions based on the greater good; don't give in to the loudest voices
- Don't try to make everyone happy
- Embrace everything that is said but you will have to make choices; explain why and why not you address input
- Involve people early and then provide options for the public to react to
- Look for general trends in what you hear, show what it could look like and explain why decisions were made

Interviewees made the following observations when asked if there was **anything else we should consider in the planning process**:

- Communicate the schedule
- Ask kids “what is missing in their lives?”
- Don’t passively “decorate” the corridor
- Consider how it fits in the 2035 plan and how it influences that picture
- Be thoughtful and careful with concepts and how they might influence surroundings, especially in neighborhoods
- Provide regular updates
- Consider a bikeshare program
- Keep it simple and affordable; we don’t want something we can’t afford
- Through rezoning, encourage businesses and property owners to reorient building towards the corridor

Interviewee responses to an inquiry if they had **any questions they’d like to ask** included:

- Will there be a version of the plan that does not include transit?
- How will construction be funded? Will there be another levy?

## Appendix A – Interview Topic Guide

### Cross Kirkland Corridor Master Plan Interview Topic Guide

#### Introduction

Since the 1990s, the City of Kirkland had envisioned a Cross Kirkland Trail, a facility for bicycle and pedestrian transportation that would be parallel to Eastside Rail Corridor’s active rail line. That vision soon became a possibility through the 2008 sale of the Woodinville subdivision from the Burlington Northern Santa Fe Railroad to the Port of Seattle, placing the Eastside Rail Corridor (between Snohomish and Renton via Kirkland) into public ownership. The Kirkland City Council and Transportation Commission moved quickly to identify and articulate the citizen’s interests and priorities for the rail corridor, by issuing an “Interest Statement” based on an extensive public involvement effort. On April 13, 2012, the City of Kirkland closed a five million dollar purchase from the Port of Seattle for a 5.75 mile portion of the line. Today, the opportunity of a lifetime exists for the City of Kirkland to implement the citizens’ vision for a welcoming, transportation-oriented facility for pedestrians and bicyclists, coupled with a high-capacity transit system that connects Kirkland to the region. The Cross Kirkland Corridor Master Plan process and resulting plan will provide an engaging common vision that builds excitement for the corridor.

We are beginning the planning process by conducting a series of interviews with a broad spectrum of corridor interests in order to fully understand those interests and to incorporate and address the ideas, questions, and concerns into the corridor plan and design – specifically how the corridor will look, function, and feel.

#### Questions

##### About you

1. Name of stakeholder:
2. Do you represent an organization as you provide input on the Cross Kirkland Corridor Project? If so, what organization?
3. What is your history and relationship to the Cross Kirkland Corridor?
4. How familiar are you with the Cross Kirkland Corridor?
5. What are your expectations for the master plan?

6. How will the results of the master plan affect you/your organization?

### **About the Project**

7. What are your main interests with regard to the corridor (trail, bicycling, walking, arts, open space, transit, tourism, etc.)?
8. Do you have a future vision for the Cross Kirkland Corridor? How should it serve Kirkland residents and/or the region into the future?
9. What is the biggest opportunity presented by the corridor? Is there one big idea that should be captured in the master plan?
10. Are there particular themes or concepts that should be incorporated into the corridor's design? Are there different themes or concepts to consider for different sections of the corridor?
11. Is there an example of your idea anywhere in the world that you have seen or visited that you dream of this corridor resembling? What specific features, character elements, or experiences are special about it that you would like to include in this corridor?
12. In your opinion, what is/are the most important issue(s) to be addressed by the master plan? What is your/your organization's level of concern with this/these issue(s) (Low, Moderate, High)?
13. What other factors are you aware of that may affect the outcomes of the Master Plan (i.e. funding constraints, other City priorities, etc.)?

### **About staying involved**

14. What are the best ways to keep you informed and involved during the master plan? Are there particular ways to effectively involve the community?
15. Do you plan on being involved throughout this process?
16. Are there other people/organizations you think we should talk to at this point in the planning process?
17. In your opinion, how should public input influence any decisions related to the Cross Kirkland Corridor Master Plan?
18. Is there anything else you think we should consider in the planning process?
19. Do you have any questions you'd like to ask us?