



CITY OF KIRKLAND

Department of Public Works

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MEMORANDUM

To: David Ramsay, City Manager

From: Daryl Grigsby, Public Works Director
Ray Steiger, P.E., Capital Projects Manager

Date: March 4, 2008

Subject: NE 85th STREET CORRIDOR IMPROVEMENTS – UPDATE

RECOMMENDATION:

Council receive this update on current activities related to business outreach for the NE 85th Street Corridor Improvements.

BACKGROUND AND DISCUSSION:

Design

The NE 85th Street Corridor Improvements (the Project) include a combination of measures which were identified by Sound Transit to enhance ridership of their Route 540 (now King County/METRO Route 248) bus, the NE 85th Street Subarea Plan adopted in the Kirkland Comprehensive Plan, and Kirkland's Capital Improvement Plan (see Attachment A for a vicinity map).

In general, the goals within the various plans include increasing transit speed, reliability and ridership through the corridor, providing for compatibility of the corridor with both of the adjacent North and South Rose Hill neighborhoods, balancing opportunities for various transportation modes, and to provide coordinated streetscape improvements. Other specific objectives are to enhance overall pedestrian safety, improve aesthetics, and support the economic revitalization of the corridor. Balancing the often at odds goals is a part of the current and developing design process. Specific descriptions of the ongoing CIP projects are included in Attachment B.

One example of a balance of competing goals is that of improving pedestrian safety along the corridor while at the same time improving economic revitalization. Maintaining existing driveways and multiple access points for businesses is often expressed as their key to continued success and operations. However, pedestrian safety is much improved by the removal of duplicate and often unsafe ingress and egress points such as a wide parking lot. These points of conflict between pedestrians and cars can be significantly reduced through the construction of sidewalks where there currently are none. Removing redundant driveways (for parcels with multiple driveways) and consolidating driveways where possible has been a fundamental design basis for the corridor to this point.

A similar challenge in the design is the provision of median islands where possible and the application of traffic channelization improvements (c-curbing) that respectively support the aesthetic and vehicular safety goals of the Project while attempting to minimize impacts to existing business access. Resolution of this challenge is of such importance to the City, that the NE 85th Street Subarea Plan envisions the final decision on traffic control measures being made by the City Council by ordinance or resolution. The proposed configuration is now being reviewed by the Kirkland

Transportation Commission and feedback is anticipated soon. As outlined following, the proposed median island and traffic control measures are then anticipated to be presented to Council for their approval later this summer.

Currently, the Project is approximately 60% designed; minor modifications and refinements to the design are still anticipated. Sidewalks and planter strips have been located, proposed driveways, center medians and c-curbings has been identified, underground and above ground utility vaults, storm drainage, pedestrian and street lighting is located, and retaining walls and handrail locations are established. From these elements, impacts to individual properties have been identified and individual packages for right-of-way and easement acquisition are being assembled and distributed to property owners. The magnitude of work and the number of properties involved in this project has continued to evolve (recall that the underground utility conversion was incorporated into the Project as recently as fall 2006), and the scope of the consultant design services required to complete the design is significantly more complex than originally anticipated.

As a result of the increased complexity, and in consideration of reoccurring issues with the pace of production and its quality, Staff recently eliminated many of the work tasks associated with the base contract for the Prime Consultant on the Project. Staff is now actively working with a new Prime Consultant to undertake the completion of the design and community outreach. While the initial impacts of this decision will slow project momentum, Staff is convinced that this change was a proactive approach to the complex design effort and will prevent potentially costly setbacks later in design and during construction.

Outreach

Of key interest to business, residential and project stakeholders has been the provision of property information packets to individual property owners. With approximately 95 parcels now directly affected by the Project, property information packets have been segregated by priority of impact to the Project design and construction. Those with higher complexity or construction impact have been sent out first. Staff has confirmed that 27 parcels (mainly fronting on NE 85th Street) have received their information packets. Staff remains engaged with them to discuss project specifics and answer questions. Remaining packets are to be sent out to the remainder of 85th Street parcels in March, and then property owners on 124th Avenue NE and 132nd Avenue NE who will be impacted by the Project will receive information in April. Right-of-way negotiations to acquire new right-of-way and easements will continue over the next several months.

Outreach to date has included open house meetings, meetings with neighborhood associations and the NE 85th Street Action Team, as well as business coffee group meetings through the Chamber of Commerce, and direct flyers, mailers, letters. The Project web page provides relevant, current information and email list-serve announcements are broadcast to those who've signed up for updates.

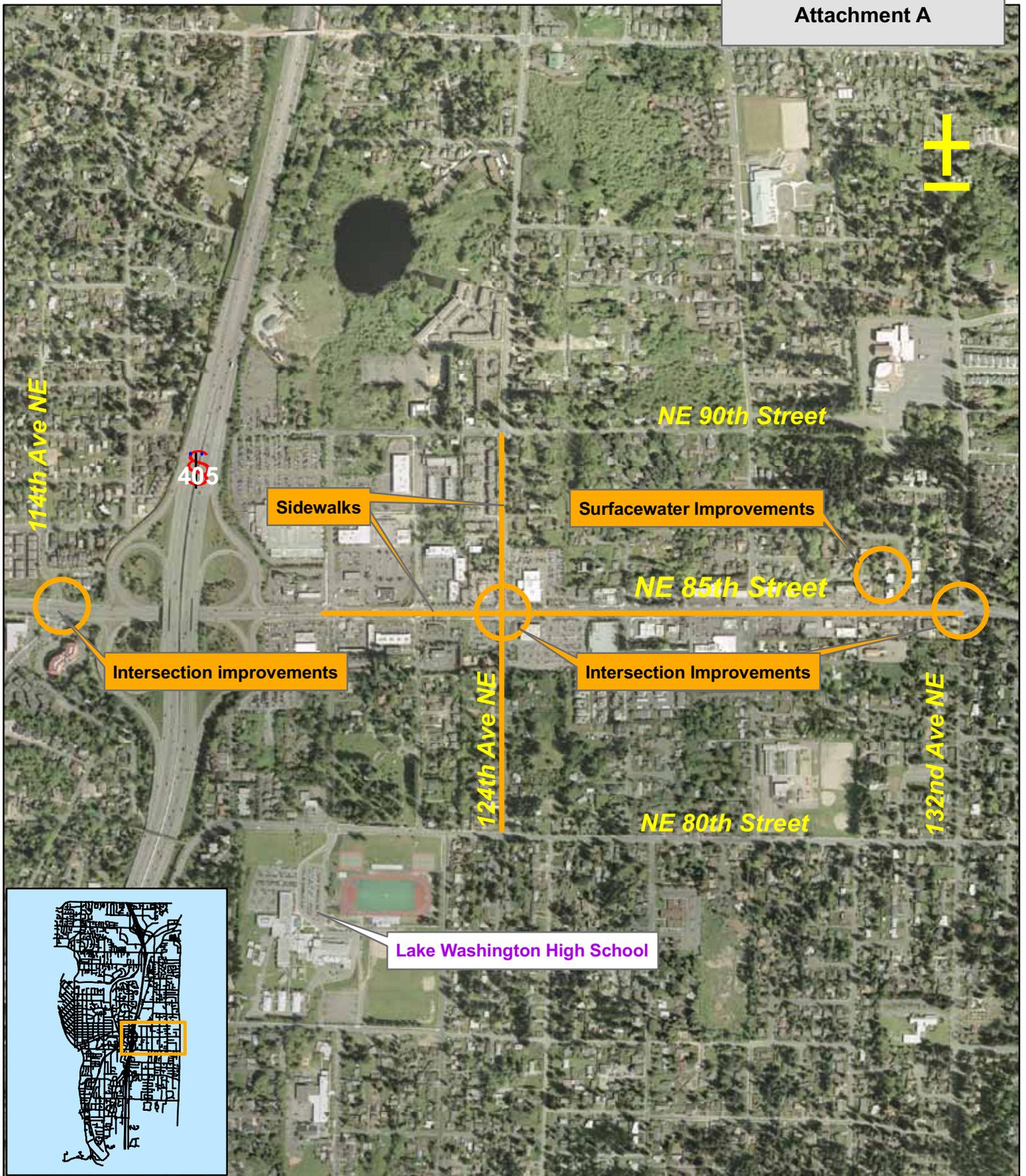
Staff has met with or contacted 27 parcels who've confirmed receipt of property information packets. Staff is working with them to answer questions, hear comments and concerns, and to facilitate the city's right-of-way consultant moving forward with those owners. The majority of comments coming back from property owners and businesses are related to driveway locations & access, the Project's impacts on parking (where applicable) and business operations. To the extent possible, design change directives are being noted to alter improvements where possible in response to property owner concerns. Staff is also utilizing the City's Economic Development Manager's office and the business retention specialist to assist in problem-solving with businesses where an easy reconfiguration does not present itself. In all cases, Staff is working to accommodate requests where possible while endeavoring to maintain the goals of the Project.

Planned future outreach will include continued public meetings with the neighborhood associations, the NE 85th Street Action Team, the Chamber group, after all property information packets have been provided to individual property owners. A separate flyer will be provided to business tenants informing them as to details of the Project and to contact their landlord for impacts to property. Once all initial meetings have been held and modifications to the traffic control

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measures are identified, and the Transportation Commission has had an opportunity to weigh in on the configuration, Staff will return to the City Council with a recommendation for final approval; it is anticipated that this approval will be sought this summer with construction beginning in 2009.

Attachment A – Vicinity Map of Improvements
Attachment B – Project Specifics
Attachment C – Outreach



NE 85th Street Corridor Improvements

City of Kirkland



ATTACHMENT B
PROJECT DETAILS

CIP No.	Description
CNM 0051	Rose Hill Business District Sidewalks
CST 0075	NE 85 th Street underground conversion
CTR 0078	NE 85 th Street / 132 nd Avenue NE Intersection Improvements
CTR 0079	NE 85 th Street / 114 th Avenue NE Intersection Improvements
CTR 0080	NE 85 th Street / 124 th Avenue NE Intersection Improvements
CSD 0025	NE 85 th Street Detention/Sediment Control

Primary Design Features

The NE 85th Street Corridor project includes the following elements:

- Installation of sidewalks, landscape strips with street trees and/or street trees in grates, pedestrian and enhanced street lighting along both sides of NE 85th Street between 120th Avenue NE and 132nd Avenue NE;
- Completion of sidewalks on both sides of 124th Avenue NE between NE 80th Street and NE 90th Street;
- A landscaping palate of street trees, ground covers and ornamental shrubs has been determined by our landscape architect consultant;
- Conversion to underground utilities between I-405 and approximately 128th Ave NE (CST 0075); the portion from 128th Ave to 132nd Ave will have conduit available for conversion with adjacent property redevelopment;
- Intersection improvements along NE 85th Street at 114th Avenue NE, 124th Avenue NE, and 132nd Avenue NE;
- One new bus stop in the vicinity of NE 85th Street and 132nd Avenue NE;
- Drainage facilities associated with intersection improvements include detention vaults, water quality vaults and new conveyance pipes; the surface water project SD 0025 provides water quality improvement above the project's treatment requirements;
- Three landscaped center median islands are proposed on NE 85th Street;
- To reduce the number of vehicle ingress and egress points on 85th Street, and to reduce the potential vehicle-pedestrian conflict points, where possible driveways are proposed to be consolidated;
- \$60,000 has been included by Sound Transit for artistic enhancement along the corridor. A committee was formed and some pre-planning, artist selection and art concept presentation has occurred. The determination of any location of a real artistic feature was postponed until the engineering design had proceeded far along enough to provide options for locations. This community decision-making process may now continue as we approach 90% design.

ATTACHMENT C
OUTREACH

Public Outreach Events to Date:

Nov 2004	City of Kirkland initiates public outreach with properties and business owners impacted by the project with individual meetings with property owners
Dec 2004	Public open house, Sound Transit completes Environmental Process of original 30% design; negotiations for Interlocal Agreement between Kirkland/Sound Transit
July 2004	Newsletter mailed
Sept 2004	Newsletter mailed
Oct 2004	Letters to Property Owners (update and meeting schedule) Letter to Business Owners (update and meeting schedule)
Sept 2005	Newsletter was mailed
Nov 2005	85 th Action Team Meeting (ROW Process); Updates for Highlands NA, NRNHA & SRNHA
March 2006	Newsletter was mailed
June – Sept 2006	Art Committee Process for Art Determination
July 2006	SEPA Addendum Process Complete, Public Notice Letters Sent
Oct 2006	Electronic Newsletter to List-Serv on Council Decision to Underground
May 2007	Newsletter was mailed
Dec 2007	Electronic Newsletter to List-Serv on Water Main project

Ongoing & Future Public Outreach Efforts:

Jan - March 2008	Property Information Packets sent
Jan 2008 through Spring 2008, or as needed	Individual Meetings with Property Owners
Spring 2008	Open House for all interested parties Presentations of Current Design to: NE 85 th Street Action Team, NRHNA, SRHNA, Highlands NA
Spring 2008	Meetings with Business Chamber groups as needed
Ongoing	Ongoing information through web page, email list-servs and direct contact