



## **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  
Kari Page, Neighborhood Programs Coordinator

**Date:** February 17, 2009

**Subject:** Park Lane Pedestrian Corridor Enhancements – Status Update

#### **RECOMMENDATION:**

City Council receive this status report of the Park Lane Study and provide feedback to Staff prior to the final public open house.

#### **BACKGROUND AND DISCUSSION:**

The development of a comprehensive street plan in order to leverage funding opportunities and redevelopment along Park Lane between Lake Street and the new Transit Center was funded in the 2008-2013 Capital Improvement Program (Attachment A). The Plan is the first step in coordinating needed capital improvements along the corridor while at the same time identifying and attempting to address other objectives of the Community. The Study's goal was to work with the Community to explore and develop a corridor configuration and to assemble funding scenarios that will allow for the completion of the enhancements along Park Lane.

Primary drivers of the Study at this time are the combination of continually failing sidewalks between Lake Street and Main Street where significant mature trees roots are impacting sidewalks, aging infrastructure (pavement, surface water conveyance systems, and lighting), an "island" of inadequate pedestrian facilities between Main Street and Third Street, and a number of redevelopment opportunities along the corridor including the Kirkland Transit Center and potentially the Antique Mall site. This memo is the second update to the City Council on the progress of this Study; the final design recommendation and funding options will be presented to Council later this spring.

Currently staff is preparing for a final community open house where the preferred alternative will be presented, a cost estimate is being developed and various sources of funding are being examined. Due to the outcome of the Study and consensus to date of the recommended configuration, Staff has worked with Sound Transit to incorporate a raised crosswalk across the east end of Park Lane at the new Transit Center. Staff is also continuing to work with the King County Department of Natural Resources on how the new Pump Station being constructed at the intersection of Park Lane and Third Street can be integrated with the proposed Park Lane enhancements.

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February 17, 2009

*Public Involvement:* Last year, SvR Design Company was hired to work with the City, adjacent property owners, business owners and interested citizens throughout the design phase. The City and SvR engaged stakeholders to help create a guiding vision, develop design concepts and assist in the culmination of the community's preferred design.

Community Stakeholders: Park Lane business and property owners, neighborhood representatives, Kirkland Steppers, Kirkland Library, Transit Center, Kirkland Downtown Association, Kirkland Library, and Sound Transit.

Staff Expertise: Storm water Engineer, Arborist, Planning, and Fire

*Guiding Principles:* Stakeholders either participated at the meetings or offered their input through email or phone. Based upon public input, guiding principles were created to help in the development of a consistent vision for the future of Park Lane.

- Develop visual connections along Park Lane (consistent with the long term goal of connecting the Park to the water)
- Enhance Park Lane as a regional destination
- Encourage economic vibrancy and diversity
- Ensure equitable access for all
- Create high performance greenescapes

*Design Concepts:* Three alternative design themes were developed by the stakeholders working together at a three hour design charrette (Attachment B).

- 1) Complete Street – accommodate all vehicle types (most similar to what exists today between Lake Street and Main Street);
- 2) Festival Street – flexible space within roadway (to accommodate both motor vehicles and pedestrian promenade during festivals); and
- 3) Pedestrian Promenade – access by pedestrians and cyclists only – motor vehicle use prohibited between Lake Street and Main Street.

The three design concepts were presented at public events for input. Comments were received from the Wednesday Market booth, online survey, neighborhood meetings, Kirkland Alliance of Neighborhoods, Downtown Parking Advisory Board, Kirkland Downtown Association, and Kirkland Chamber of Commerce. Displays with comment cards were also placed at the Kirkland Library and City Hall for nearly a month.

*Preferred Design Concept:* Following the review of the public comments, coordination with the stakeholders, meeting with various community groups and advisory boards and Kirkland staff, a preferred concept was created by SvR. The preferred concept integrates the most favorable elements from each of the design themes (Attachment C).

Tree Canopy: Increase total number of trees adding trees between Main and 3<sup>rd</sup> Street. Maintain existing healthy tree canopy while removing unhealthy trees. Reduce maintenance conflicts between vegetation, sidewalks and buildings. This master plan

will allow for a coordinated tree replacement program that can be better understood by the Community.

**Balance users:** Increase pedestrian use and accessibility, providing seating, use vegetation to provide separation from vehicles, allow flexible use of space for events such as the Wednesday market and other opportunities for outdoor seating.

**Vehicular and Parking:** Maintain existing traffic flow, manage speed, accommodate emergency vehicle access, provide parking, and facilitate flexible use of vehicular space. The preferred alternative will however result in the net loss of four parking stalls.

There was wide support for street closures for fairs, festivals and markets. In addition to cafes and retail space, the public comments reflect a desire to see public pedestrian spaces without curbs and a raised intersection at Main Street and Park Lane for entertainment. Raised crosswalks, especially at the entrances to Park Lane on both the west and east end, rain gardens or other Low Impact treatments, and a healthy tree canopy were all design elements with strong community support.

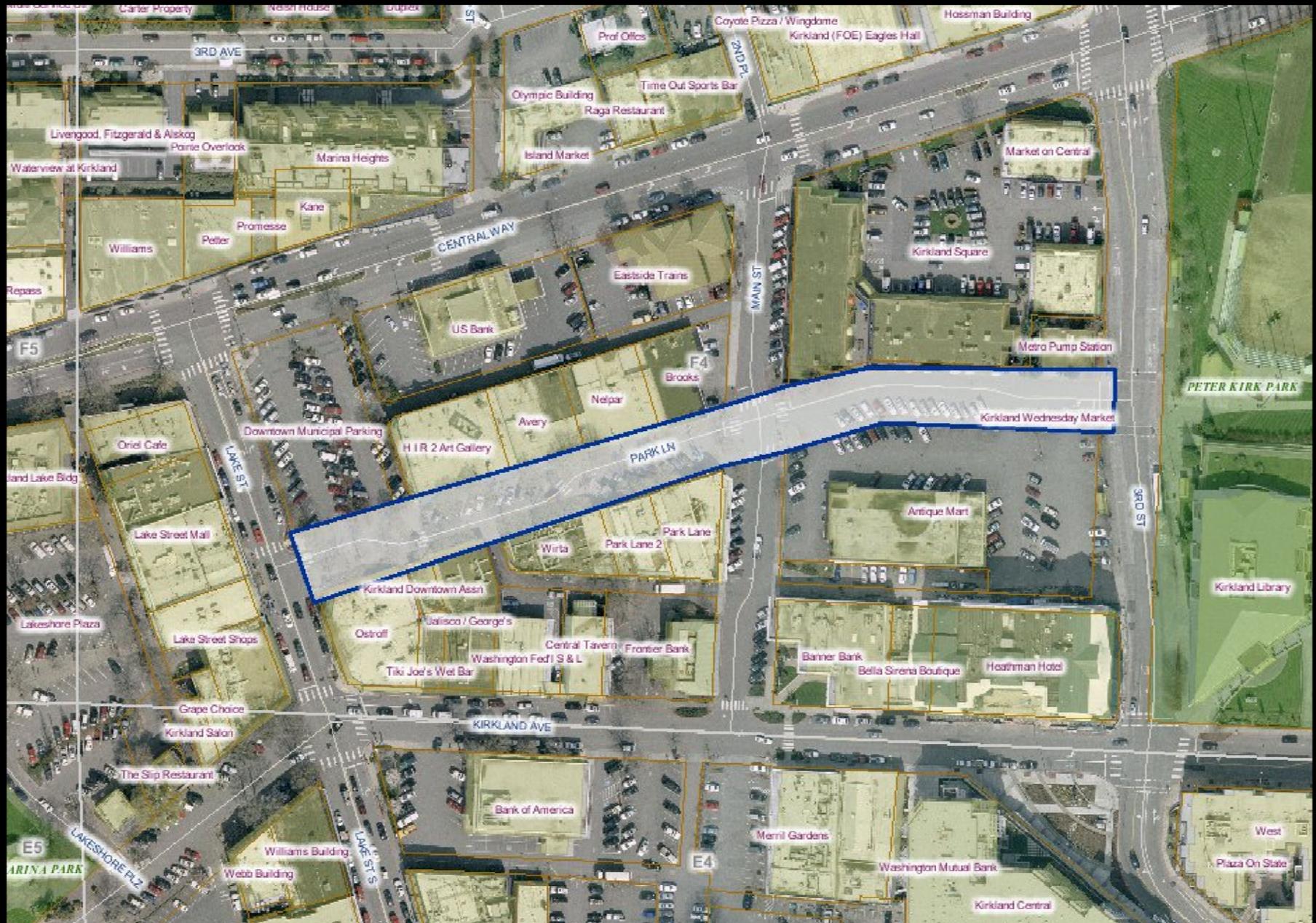
*Capital Funding:* Once complete, this Study will be used to allow cohesive redevelopment along the corridor and will allow funding opportunities to be sought. Grants, public capital improvement & maintenance funding, and private funding through such mechanisms as a local/business improvement district approach are all potential funding sources at this time. Some specific components include:

- Annual Street Preservation Program for pending street overlay (PCI ~ 60)
- Annual maintenance Programs: storm system rehabilitation/upgrades, sidewalk repair program
- Tree replacements
- Transit Center construction (starting 2009)
- Pump Station construction (starting 2010)
- Antique Mall (with redevelopment)

*Next Steps:* The next steps are to continue to circulate the preferred concept to various stakeholders including the Transportation Commission, Planning Commission, Downtown Action Committee, and the Parking Advisory Board prior to the final public open house. A final open house is currently scheduled for February 24, 2009, and then Staff will return to Council with a final design recommendation that will reflect the Community's feedback and comments.

Attachments (3)

# Attachment A: Study Area



# Complete Street - accommodate all vehicle types

## multi modal streets

- equal priority for bikes, pedestrians and cars
- separate lanes add protection for bikers
- define spaces for users



A dedicated bike lane separated from traffic by parking

## roadway narrowing

- reduce lane width
- add diverters and chicanes
- add a planted median
- introduce angled parking
- add bike lanes
- curb extensions



## curb extensions

- curb extends sidewalk into street at crossings
- improves sight-lines for pedestrians
- makes pedestrians more visible to drivers
- added safety of being up on curb



new pedestrian improvements along greenwood avenue near woodland park zoo - curb extensions and signage at a crosswalk

## casual parking

- angled parking creates additional buffer between traffic lanes and pedestrians
- reduces traffic speed



## planted medians

- creates safe waiting areas for pedestrians to cross
- encourages pedestrian activity and crossing by dividing roadway



chicago street planting - a car-stopping perennial and annual mix fills a median planter

## traffic calming

- rounded raised areas of pavement
- frequently accompanied by signage
- often installed in a series



## wider walks / more landscape

- enhanced sidewalk area
- larger planters create a buffer from cars
- plantings add color and interest to the street
- trees and plantings cause drivers to slow



# Festival Street - flexible space within roadway

## bollards

- restricts access
- defines areas



## roads that wind



## roadway narrowing

- reduce lane width
- add diverters and chicanes
- add a planted median
- introduce angled parking
- add bike lanes
- curb extensions



## paving material

- material change identifies different zones
- reduces traffic speed



## pedestrian amenities



greenwood ave. bulb - a protected seating area and rotating art exhibit

## wider walks / more landscape

- enhanced sidewalk area
- larger planters create a buffer from cars
- plantings add color and interest to the street
- trees and plantings cause drivers to slow



greenwood ave. - lane replaced by bulb, cars slow to negotiate turn, ped space defined and enhanced with plants, seating and art

## street furniture / lighting



# Pedestrian Promenade - access by pedestrians and cyclists, motor vehicle use prohibited

## streets closed to cars

- identified delineation between pedestrian area and adjacent roads



## pedestrian amenities

- street furniture for long-term and short-term visits



## creating social spaces

- activities for all ages



## art elements

- encourage interaction with pedestrians



## creating memorable spaces



# PREFERRED CONCEPT | FLEXIBLE FESTIVAL STREET | DESIGN NARRATIVE

## URBAN FOREST

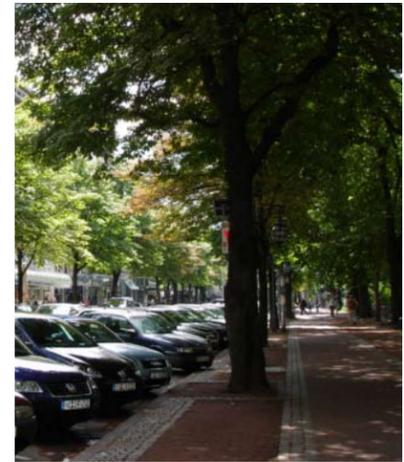


### Tree Canopy

- Increase total number of trees
- Create tree canopy between Main and 3rd
- Maintain existing healthy tree canopy
- Remove unhealthy trees and replace with appropriate tree species and locations
- Reduce maintenance conflicts between vegetation and buildings

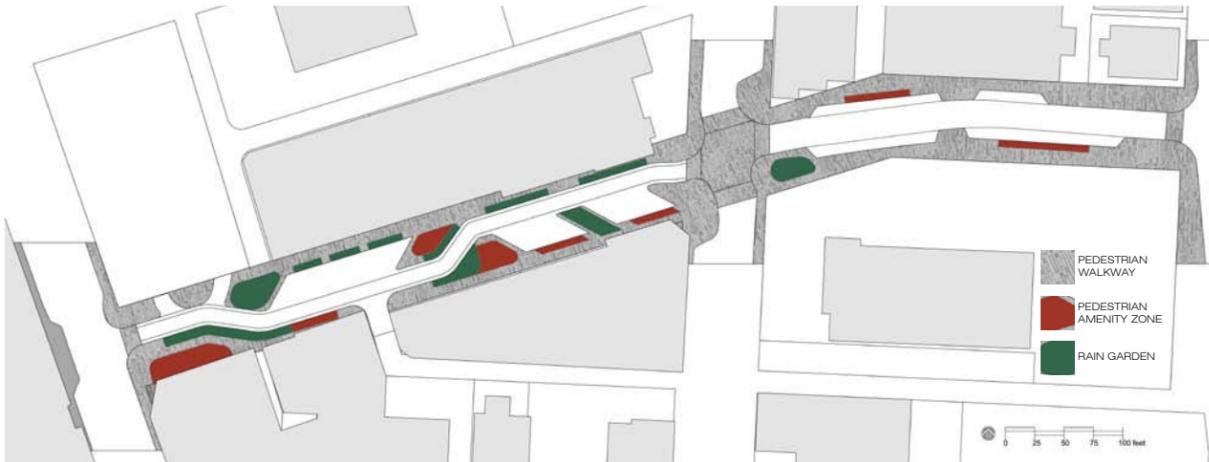


TREE CANOPY ENHANCES RETAIL SPACE



MATURE URBAN FOREST

## PEOPLE PLACES



### Balance of Users

- Increase pedestrian use and accessibility
- Maintain public space for sidewalk cafes and retail displays
- Provide public seating along corridor
- Incorporate public art
- Use vegetation to provide horizontal separation from vehicles
- Allow for flexible uses when the street is closed to vehicles

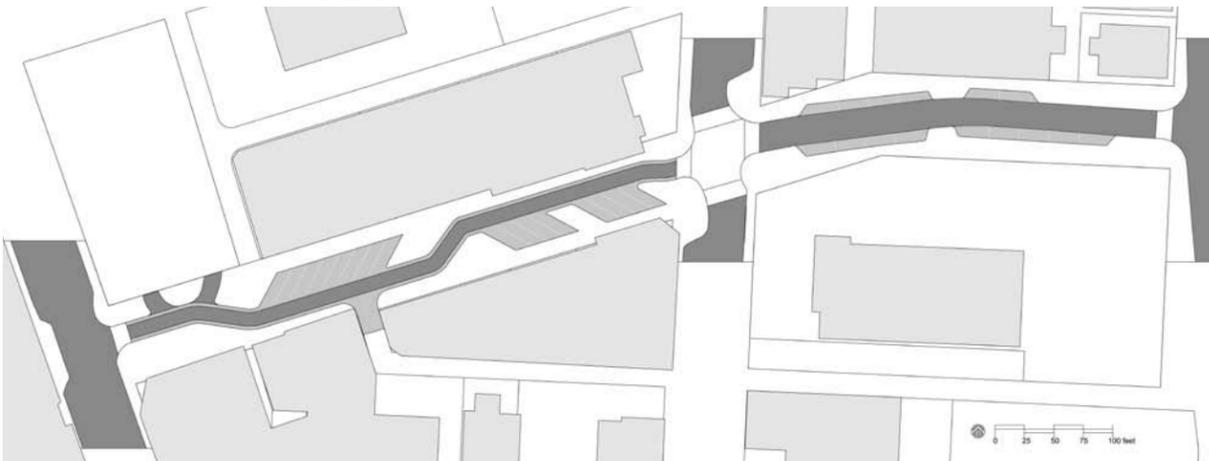


STREET USE TRANSFORMATION



PUBLIC ART AND PEDESTRIAN AMENITIES

## RIGHT-OF-WAY GEOMETRY

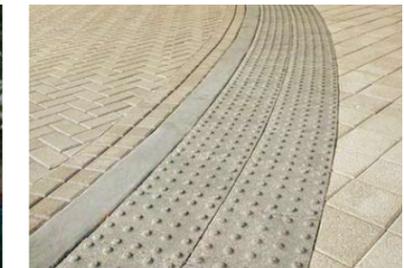


### Vehicle Access and Parking

- Maintain existing traffic flow to allow one-way travel down west block, two-way travel down east block
- Manage speed with 10' vehicle travel lanes
- Accommodate emergency vehicle access and maintain 15' minimum clearance
- Provide parking  
EXISTING: 35 SPACES  
PROPOSED: 31 SPACES
- Facilitate flexible use of vehicular space with curbless design, especially during markets, fairs & other events



EUROPEAN CURBLESS SHARED STREET

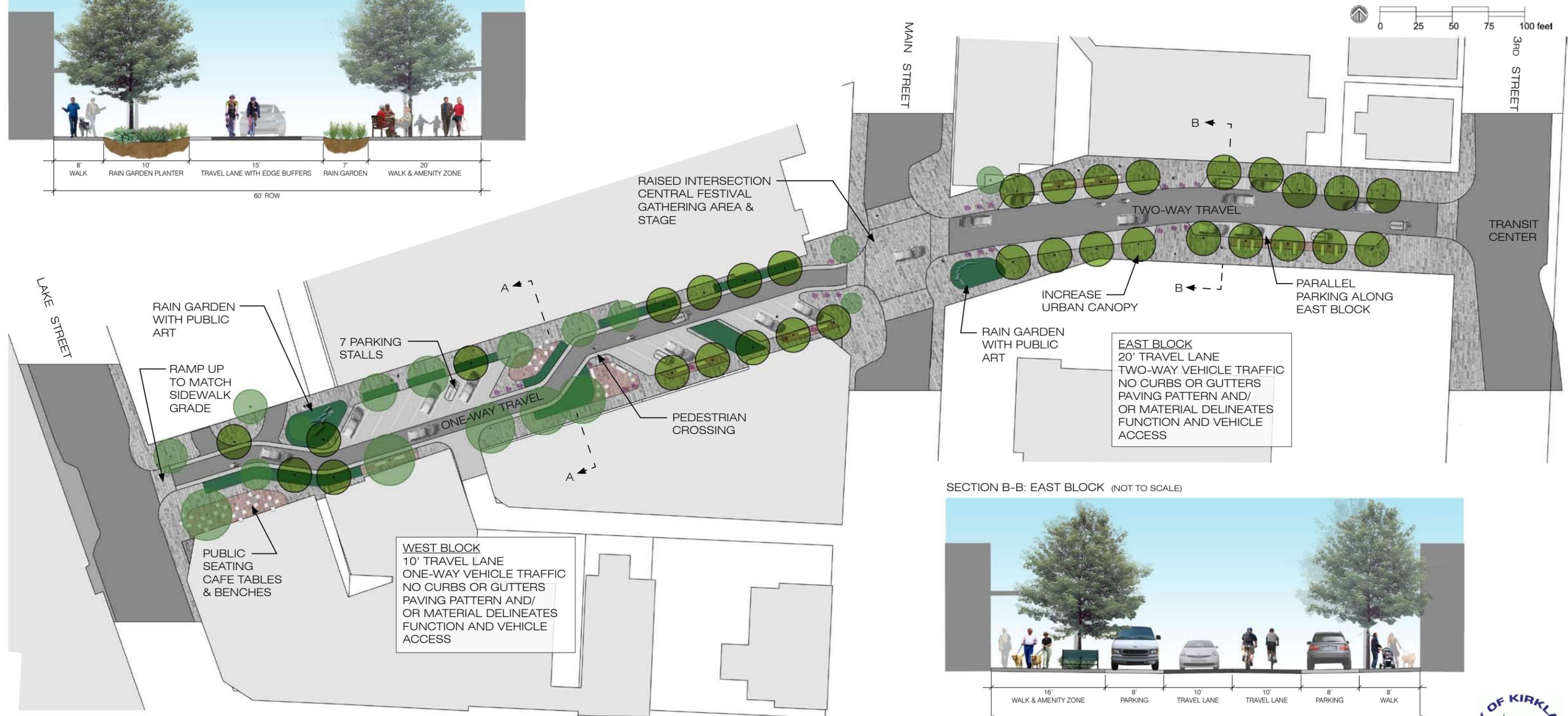
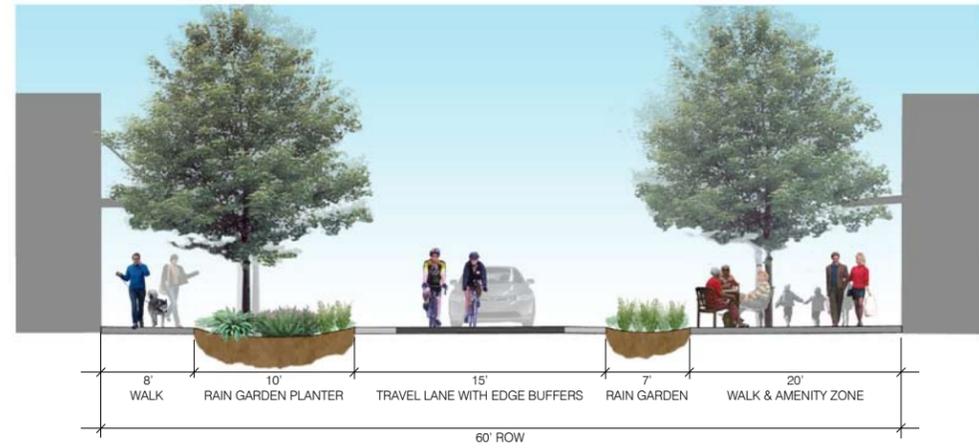


DETECTABLE WARNING PAVERS MAY SEPARATE USES

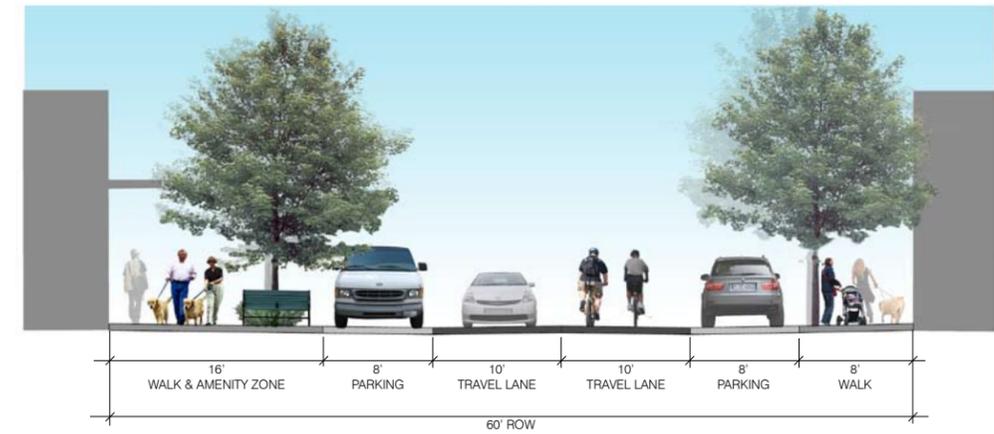


# PREFERRED CONCEPT | FLEXIBLE FESTIVAL STREET | PLAN AND SECTIONS

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



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



**LEGEND**

- EXISTING TREE
- PROPOSED TREE
- RAIN GARDEN
- PEDESTRIAN AMENITY ZONE
- ROADWAY
- PEDESTRIAN WALKWAY
- PARKING BAND

