



- 8.1 COSTS
- 8.2 PUBLIC OUTREACH REPORTS
- 8.3 INTERSECTIONS
- 8.4 UNDERSTANDING THE CORRIDOR
- 8.5 VISIONING + PROJECT GOALS
- 8.6 TRANSIT + UTILITY STUDY

8.0 APPENDIX



[NOTE: To access interactive version of the appendix click here](#)





8.1 COSTS

8.0 APPENDIX

Memo



To: Dave Godfrey **Date:** 4.25.14
From: Brad Mcguirt **Page:** 1 of 5
Subject: CKC Master Plan Cost Considerations - DRAFT

A primary function of the master plan is to guide decision makers on how to phase and fund the CKC. The allocation or spending of money is central to the decision making process and is best informed with projections of probable cost for the vision proposed in the master plan. As a result, the document includes Master Plan Cost Considerations (MPCC). It is important to note that these costs are intended to be used as budgeting figures and do not reflect a guaranteed construction cost, as the elements are not yet fully designed to ensure that level of accuracy.

Different phasing strategies may be pursued for the project. The MPCC is structured in a way that allows for the testing of difference phasing scenarios: it is divided by character zone and primary corridor elements are itemized.

General Assumptions

- This estimate has been prepared on the assumption that the project is bid and a general contractor will complete the work.
- Park plans and graphics included in the master plan are intended to convey a long-term vision for the corridor
- Clearing and Grubbing: Clearing zone assumed to be 40% of corridor width.
- Temporary Erosion and Sedimentation Control: TESC costs not included in estimate.
- Rough Grading: Grading calculations are based on a comparison of typical trail profiles for the interim condition and proposed final condition (see Assumed Grading Profile diagram). Assumes balanced cut and fill on site. Does not include import or export costs.
- Primary Trail - 12' wide asphalt: Asphalt paving over crushed rock base. Includes 2' crushed rock shoulders on both sides of trail.
- Increased Width Primary Trail - 16' wide asphalt: Alternate width for primary trail in select areas. Asphalt paving over crushed rock base. Includes 2' crushed rock shoulders on both sides of trail.
- Secondary Trail - 8' wide crushed rock: 1/4" minus crushed rock paving

Memo



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- Safety railing: For zones where edge definition and protection is desired but where a full guardrail is not required.
- Guardrail: Guardrails are primarily used along retaining walls and in areas where there is a vertical difference of 29" or greater from the trail.
- Art: Cost provisions for art are divided by Character Zone as a percentage of zone budgets (5%). Specific art opportunities, when they exist, are identified in the Character Zone Scrapbook.
- Prototypical Mixing Zones: Components of prototypical mixing zones are described at the end of the MPCC.
- Prototypical Seating Eddies: Components of prototypical seating eddies are described at the end of the MPCC.
- Landscape (Baseline): Baseline planting assumes a restoration planting mix applied to 70% of the corridor width to restore construction disturbance. Existing soils will be utilized with no soil amendments. Baseline planting does not include irrigation.
- Intersections: See included Intersection Construction Cost Estimate for more detailed information on intersection costs.
- Buzz Zone: Core Buzz Zone improvements (by SRM/Google) not included in cost estimate. This zone is bounded by the Lakeview Elementary connection in the south to the 7th Ave S connection in the north.
- NE 52nd Stormwater Elements: Stormwater element pricing does not include utility/pipe connections to city system
- 120th Neighborhood Street Connector: Does not include costs of full street build out, only improvements to accommodate the new road at 120th.
- Totem Lake Trailhead: Trailhead improvements for Totem Lake assumed to be part of Totem Lake Master Plan improvements and are not included in this cost estimate.
- Mitigation: Costs estimations for mitigation assume no major wetland impacts or stream relocation.

Memo

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Mark-Up Definitions

Mark-ups are generally required to allocate prime contractor costs beyond those that can be quantified under Direct Costs. Additional post-bid mark-ups may also be included to reflect additional costs to the project beyond those of the general contractor, including sales tax, design fees and administrative costs. A typical percentage assigned to each of these mark-ups is noted below and is typical for similar projects but may vary based upon a variety of factors.

Construction Contract Mark-ups

- **Direct Construction Costs:** The sum of line item costs in the estimate. These are the direct costs to the prime contractor.
- **Design Contingency:** Design contingency is a reflection of the level of design on which the MPCC is based. This contingency is an allowance to reflect unforeseen or non-quantifiable elements of the project that will be incorporated during subsequent design development work. This contingency is higher in the early phases of design and gets lower as the design approaches completion. This is not a bid contingency or an owner construction contingency. For this project, we would recommend a design contingency of 20%.
- **General Conditions:** Direct field costs to the general contractor which cannot be charged to any particular item of work. These items include, but are not limited to: mobilization, job shack, phone and fax, storage shed, temporary work, demobilization, etc. For this project, general conditions are assumed to be 5%.
- **Contractor Overhead:** Home office costs to the general contractor including, but not limited to: accounting, billing, estimating, project management, etc. For this project, Contractor overhead is assumed to be 5%.
- **Contractor Profit:** This fee is a percentage of gross project costs. For this estimate, contractor profit is assumed to be 6%.
- **Escalation:** Escalation is a provision for inflation increasing the cost of labor, materials and equipment over time. Escalation is typically applied from the date of the estimate projecting to the midpoint of future construction. For the purposes of

Memo

To: Dave Godfrey **Date:** 4.25.14
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Subject: CKC Master Plan Cost Considerations - DRAFT

this cost estimate, given no firm timeline, *no escalation has been included*. While a rate of escalation is highly dependent on existing economic conditions, the rate is historically around 3% annually, but can fluctuate greatly.

Design & Administrative Soft Costs

- **Sales Tax:** The local sales tax rate will ultimately be applied to the costs. This MPCC includes 8.8% sales tax.
- **Estimated Design Fees:** Design costs to the consultant team to develop the design, apply for permits, and produce Construction Documents to put the project out to bid. For this estimate, design fees are assumed to be 15% of the total cost of construction.
- **Administrative Costs:** Administrative costs include budgeting of city department staff time in realizing a project. Administrative costs can range widely dependent upon a city's bookkeeping and project management protocols. For this MPCC, we have assumed administrative costs of 10%.
- **Permitting Costs:** Permit costs are generally based on a percentage of the value of the permitted improvement. (To clarify, this does not usually mean the cost of the entire project, but the element being permitted.) These permit fees are difficult to forecast and are not included in this estimate.

MPCC Qualifications

These Master Plan Cost Considerations are prepared as a guide only. The Berger Partnership makes no warranty that actual costs will not vary from the amounts indicated and assumes no liability for such variance.

This MPCC is based on master plan level design.

Fees such as permits, inspections, and utility connections are not included in this MPCC.

End of Memo

CROSS KIRKLAND CORRIDOR MASTER PLAN

Master Plan Cost Considerations
Cross Kirkland Corridor

Date: 6/4/2014

DRAFT

Item Description	Quantity	Unit	Unit Cost	Total	Minimal Elements	
Yarrow Woods						
Site Preparation						
Clearing and Grubbing	187,680	SF	1.00	\$187,680.00	\$187,680.00	
Rough Grading (Typical Profile)	2,583	CY	40.00	\$103,320.00	\$103,320.00	
Rough Grading (at Retaining Walls)	715	CY	50.00	\$35,750.00	\$17,875.00	
Retaining Walls	3,088	FF	80.00	\$247,040.00	\$123,520.00	
Environmental Mitigation Allowance	1	Allow.	523,000.00	\$523,000.00	-	
Site Civil Infrastructure (Not Included in Cost)						
Water	1	Allow.	20,000.00	\$20,000.00	-	
Sewer	1	Allow.	15,000.00	\$15,000.00	-	
Electrical	1	Allow.	10,000.00	\$10,000.00	-	
Site Improvements						
Trail						
Primary Trail - 12' wide asphalt	4,649	LF	60.00	\$278,940.00	\$278,940.00	
Increased Width Primary Trail - 16' wide asphalt	0	LF	75.00	\$0.00	-	
Secondary Trail - 8' wide crushed rock	4,354	LF	20.00	\$87,080.00	-	
Safety railing	1,855	LF	40.00	\$74,200.00	\$74,200.00	
Guardrail	715	LF	50.00	\$35,750.00	\$17,875.00	
Lighting	0.89	/Mile	205,000.00	\$182,450.00	-	
Art	1	Allow.	5.0%	\$195,020.00	-	
Events / Eddies						
South Kirkland Park & Ride Trailhead						
Restroom facility	1	Allow.	500,000.00	\$500,000.00	-	
Plaza paving	3,500	SF	20.00	\$70,000.00	-	
Sealing elements	1	Allow.	9,000.00	\$9,000.00	-	
Informational signage & wayfinding	1	Allow.	7,000.00	\$7,000.00	-	
Accent planting	1	Allow.	30,000.00	\$30,000.00	-	
Bicycle parking	4	EA	1,000.00	\$4,000.00	-	
Accent lighting	1	Allow.	20,000.00	\$20,000.00	-	
Cochran Springs Perch	1	Allow.	80,000.00	\$80,000.00	-	
108th Ave Stormwater Feature						
Stormwater feature elements	1	Allow.	50,000.00	\$50,000.00	-	
Boardwalk crossing	1	Allow.	7,000.00	\$7,000.00	-	
Watershed Park Trail Connection						
1	Allow.	5,000.00	\$5,000.00	-	-	
NE 52nd Rain Garden Feature (South)						
Rain garden elements	1	Allow.	50,000.00	\$50,000.00	-	
Weirs	1	Allow.	7,000.00	\$7,000.00	-	
NE 52nd Stormwater Feature (North)						
Stormwater feature elements	1	Allow.	60,000.00	\$60,000.00	-	
Boardwalk crossing	1	Allow.	7,000.00	\$7,000.00	-	
Prototypical Mixing Zones						
4	EA	33,400.00	\$133,600.00	-	-	
Prototypical Seating Eddies						
7	EA	13,500.00	\$94,500.00	-	-	
Intersections						
108th Ave NE						
Intersection treatments	1	Allow.	272,160.00	\$272,160.00	\$272,160.00	
Prototypical portal element	2	EA	25,400.00	\$50,800.00	-	
NE 52nd St						
Intersection treatments	1	Allow.	222,960.00	\$610,560.00	\$610,560.00	
Prototypical portal element	2	Allow.	25,400.00	\$50,800.00	-	
Landscape (Baseline)						
Restoration Planting	328,440	SF	0.50	\$164,220.00	\$164,220.00	
				Yarrow Woods Subtotal	\$4,277,870.00	\$1,850,350.00
Construction Soft Costs						
Escalation (undetermined %)				\$0.00	\$0.00	
Subtotal				\$4,277,870.00	\$1,850,350.00	
Design Contingency (20%)				\$855,574.00	\$370,070.00	
Subtotal				\$5,133,444.00	\$2,220,420.00	
General Conditions (5%)				\$213,893.50	\$92,517.50	

Subtotal	\$5,347,337.50	\$2,312,937.50
Contractor Overhead (5%)	\$213,893.50	\$92,517.50
Subtotal	\$5,561,231.00	\$2,405,455.00
Contractor Profit (6%)	\$256,672.20	\$111,021.00
Subtotal	\$5,817,903.20	\$2,516,476.00
Total Construction Contract Amount		
	\$5,817,903.20	\$2,516,476.00
Design & Administrative Soft Costs		
Sales Tax (8.8%)	\$511,975.48	\$221,449.89
Subtotal	\$6,329,878.68	\$2,737,925.89
Permitting and Mitigation Fees	N.J.C.	N.J.C.
Subtotal	\$6,329,878.68	\$2,737,925.89
Estimated Design Fees (15% Total Construction Contract Amount)	\$872,685.48	\$377,471.40
Subtotal	\$7,202,564.16	\$3,115,397.29
Administrative Costs (10% Design Fees)	\$87,268.55	\$37,747.14
Subtotal	\$7,289,832.71	\$3,153,144.43
Yarrow Woods Grand Total		
	\$7,289,832.71	\$3,153,144.43

Houghton Porch						
Site Preparation						
Clearing and Grubbing	122,160	SF	1.00	\$122,160.00	\$122,160.00	
Rough Grading (Typical Profile)	1,700	CY	40.00	\$68,000.00	\$68,000.00	
Rough Grading (at Retaining Walls)	350	CY	50.00	\$17,500.00	\$8,750.00	
Retaining Walls	1,148	FF	80.00	\$90,840.00	\$45,920.00	
Environmental Mitigation Allowance	1	Allow.	323,000.00	\$323,000.00	-	
Site Civil Infrastructure (Not Included in Cost)						
Water	1	Allow.	20,000.00	\$20,000.00	-	
Sewer	0	Allow.	15,000.00	\$0.00	-	
Electrical	1	Allow.	10,000.00	\$10,000.00	-	
Site Improvements						
Trail						
Primary Trail - 12' wide asphalt	3,054	LF	60.00	\$183,240.00	\$183,240.00	
Increased Width Primary Trail - 16' wide asphalt	0	LF	75.00	\$0.00	-	
Secondary Trail - 8' wide crushed rock	3,062	LF	20.00	\$61,240.00	-	
Safety railing	1,320	LF	40.00	\$52,800.00	\$52,800.00	
Guardrail	350	LF	60.00	\$21,000.00	\$10,500.00	
Lighting	0.58	/Mile	205,000.00	\$118,900.00	-	
Art	1	Allow.	5.0%	\$67,584.00	-	
Events / Eddies						
Micro Shelters						
4	Ea.	55,000.00	\$220,000.00	-	-	
Prototypical Mixing Zones						
0	EA	33,400.00	\$0.00	-	-	
Prototypical Seating Eddies						
4	EA	13,500.00	\$54,000.00	-	-	
Landscape (Baseline)						
Restoration Planting	213,780	SF	0.50	\$106,890.00	\$106,890.00	
				Houghton Porch Subtotal	\$1,538,154.00	\$598,260.00
Construction Soft Costs						
Escalation (undetermined %)				\$0.00	\$0.00	
Subtotal				\$1,538,154.00	\$598,260.00	
Design Contingency (20%)				\$307,630.80	\$119,652.00	
Subtotal				\$1,845,784.80	\$717,912.00	
General Conditions (5%)				\$76,907.70	\$29,913.00	
Subtotal				\$1,922,692.50	\$747,825.00	
Contractor Overhead (5%)				\$76,907.70	\$29,913.00	
Subtotal				\$1,999,600.20	\$777,738.00	
Contractor Profit (6%)				\$92,289.24	\$35,895.60	
Subtotal				\$2,091,889.44	\$813,633.60	

APPENDIX | COSTS

Total Construction Contract Amount		\$2,091,889.44	\$813,633.60	
Design & Administrative Soft Costs	Sales Tax (8.8%)	\$184,086.27	\$71,599.76	
	Subtotal	\$2,275,975.71	\$885,233.36	
	Permitting and Mitigation Fees	N.I.C.	N.I.C.	
	Subtotal	\$2,275,975.71	\$885,233.36	
	Estimated Design Fees (15% Total Construction Contract Amount)	\$313,783.42	\$122,045.04	
	Subtotal	\$2,589,759.13	\$1,007,278.40	
	Administrative Costs (10% Design Fees)	\$31,378.34	\$12,204.50	
	Subtotal	\$2,621,137.47	\$1,019,482.90	
	Houghton Porch Grand Total		\$2,621,137.47	\$1,019,482.90

Buzz Zone					
Site Preparation					
Clearing and Grubbing	101,080	SF	1.00	\$101,080.00	\$101,080.00
Rough Grading (Typical Profile)	3,650	CY	40.00	\$146,000.00	\$146,000.00
Rough Grading (at Retaining Walls)	350	CY	50.00	\$17,500.00	\$8,750.00
Retaining Walls	2,729	FF	80.00	\$218,320.00	\$109,160.00
Environmental Mitigation Allowance	1	Allow.	755,000.00	\$755,000.00	-
Site Civil Infrastructure (Not Included in Cost)					
Water	1	Allow.	20,000.00	\$20,000.00	-
Sewer	1	Allow.	15,000.00	\$15,000.00	-
Electrical	1	Allow.	10,000.00	\$10,000.00	-
Site Improvements					
Trail					
Primary Trail - 12' wide asphalt	1,702	LF	60.00	\$102,120.00	\$144,060.00
Increased Width Primary Trail - 16' wide asphalt	699	LF	75.00	\$52,425.00	-
Secondary Trail - 8' wide crushed rock	2,109	LF	20.00	\$42,180.00	-
Safety railing	555	LF	40.00	\$22,200.00	\$22,200.00
Guardrail	350	LF	60.00	\$21,000.00	\$10,500.00
Lighting	0.48	/Mile	205,000.00	\$98,400.00	-
Art	1	Allow.	5.0%	\$272,489.00	-
Events / Eddies					
Terrace Park Trailhead & Play Slopes					
Restroom	1	Allow.	500,000.00	\$500,000.00	-
Play slope	1	Allow.	250,000.00	\$250,000.00	-
Amphitheater	1	Allow.	90,000.00	\$90,000.00	-
Paving	4,500	SF	15.00	\$67,500.00	-
Planting	1	Allow.	50,000.00	\$50,000.00	-
Grading	1	Allow.	35,000.00	\$35,000.00	-
Bicycle parking	4	EA	1,000.00	\$4,000.00	-
Accent lighting	1	Allow.	20,000.00	\$20,000.00	-
Houghton Commercial Area Connection					
Paving	3,000	SF	15.00	\$45,000.00	-
Planting	1	Allow.	40,000.00	\$40,000.00	-
Grading	1	Allow.	15,000.00	\$15,000.00	-
5th St S Gardens					
Paving	1	Allow.	40,000.00	\$40,000.00	-
Landscaping	1	Allow.	60,000.00	\$60,000.00	-
Bicycle parking	2	EA	1,000.00	\$2,000.00	-
Accent lighting	1	Allow.	20,000.00	\$20,000.00	-
Prototypical Mixing Zones					
Prototypical Seating Eddies	7	EA	33,400.00	\$233,800.00	-
Prototypical Seating Eddies	0	EA	13,500.00	\$0.00	-
Intersections					
NE 68th Trestle Improvements					
Surfaces and edge improvements	1	Allow.	512,000.00	\$512,000.00	-
Stair connection from trail to NE 68th	1	Allow.	80,000.00	\$80,000.00	-
Accent lighting	1	Allow.	20,000.00	\$20,000.00	-
S P S Wooner/Shared Street					
6th St S	1	Allow.	675,000.00	\$675,000.00	-
Intersection treatments	1	Allow.	1,028,400.00	\$1,028,400.00	\$1,028,400.00
Prototypical portal elements	2	EA	25,400.00	\$50,800.00	-
Landscape (Baseline)					

Restoration Planting	176,900	SF	0.50	\$88,450.00	\$88,450.00
Buzz Zone Subtotal		\$5,820,664.00	\$1,658,600.00		
Construction Soft Costs					
Escalation (undetermined %)				\$0.00	\$0.00
Subtotal				\$5,820,664.00	\$1,658,600.00
Design Contingency (20%)				\$1,164,132.80	\$331,720.00
Subtotal				\$6,984,796.80	\$1,990,320.00
General Conditions (5%)				\$291,033.20	\$82,930.00
Subtotal				\$7,275,830.00	\$2,073,250.00
Contractor Overhead (5%)				\$291,033.20	\$82,930.00
Subtotal				\$7,566,863.20	\$2,156,180.00
Contractor Profit (6%)				\$349,239.84	\$99,516.00
Subtotal				\$7,916,103.04	\$2,255,696.00
Total Construction Contract Amount		\$7,916,103.04	\$2,255,696.00		
Design & Administrative Soft Costs					
Sales Tax (8.8%)				\$696,617.07	\$198,501.25
Subtotal				\$8,612,720.11	\$2,454,197.25
Permitting and Mitigation Fees				N.I.C.	N.I.C.
Subtotal				\$8,612,720.11	\$2,454,197.25
Estimated Design Fees (15% Total Construction Contract Amount)				\$1,187,415.46	\$338,354.40
Subtotal				\$9,800,135.56	\$2,792,551.65
Administrative Costs (10% Design Fees)				\$118,741.55	\$33,835.44
Subtotal				\$9,918,877.11	\$2,826,387.09
Buzz Zone Grand Total		\$9,918,877.11	\$2,826,387.09		

Everest Edge					
Site Preparation					
Clearing and Grubbing	109,560	SF	1.00	\$109,560.00	\$109,560.00
Rough Grading (Typical Profile)	2,520	CY	40.00	\$100,800.00	\$100,800.00
Rough Grading (at Retaining Walls)	1,200	CY	50.00	\$60,000.00	\$30,000.00
Retaining Walls	5,789	FF	80.00	\$463,120.00	\$231,560.00
Environmental Mitigation Allowance	1	Allow.	529,000.00	\$529,000.00	-
Site Civil Infrastructure (Not Included in Cost)					
Water	1	Allow.	20,000.00	\$20,000.00	-
Sewer	0	Allow.	15,000.00	\$0.00	-
Electrical	1	Allow.	10,000.00	\$10,000.00	-
Site Improvements					
Trail					
Primary Trail - 12' wide asphalt	1,198	LF	60.00	\$71,880.00	\$165,780.00
Increased Width Primary Trail - 16' wide asphalt	1,565	LF	75.00	\$117,375.00	-
Secondary Trail - 8' wide crushed rock	1,176	LF	20.00	\$23,520.00	-
Safety railing	480	LF	40.00	\$19,200.00	\$19,200.00
Guardrail	1,200	LF	60.00	\$72,000.00	\$36,000.00
Lighting	0.52	/Mile	205,000.00	\$106,600.00	-
Art	1	Allow.	5.0%	\$136,751.00	-
Events / Eddies					
Everest Creek Daylighting and Crossing					
Earthwork	1	Allow.	50,000	\$50,000.00	-
Planting	1	Allow.	12,000	\$12,000.00	-
Upland stream work	1	Allow.	50,000	\$50,000.00	-
Bridge	1	Allow.	230,000	\$230,000.00	-
NE 85th Undercrossing					
Everest Edge Depot	1	Allow.	120,000	\$120,000.00	-
Prototypical Mixing Zones	3	EA	33,400.00	\$100,200.00	-
Prototypical Seating Eddies	3	EA	13,500.00	\$40,500.00	-
Intersections					
Kirkland Way Trestle Improvements					

CROSS KIRKLAND CORRIDOR MASTER PLAN

Surface and edge improvements	1	Allow.	300,000.00	\$300,000.00	-	
Accent lighting	1	Allow.	20,000.00	\$20,000.00	-	
Landscape (Baseline)						
Restoration Planting	191,730	SF	0.50	\$95,865.00	\$95,865.00	
				Everest Edge Subtotal	\$2,978,371.00	\$788,765.00
Construction Soft Costs						
Escalation (undetermined %)				\$0.00	\$0.00	
Subtotal				\$2,978,371.00	\$788,765.00	
Design Contingency (20%)				\$595,674.20	\$157,753.00	
Subtotal				\$3,574,045.20	\$946,518.00	
General Conditions (5%)				\$148,918.55	\$39,438.25	
Subtotal				\$3,722,963.75	\$985,956.25	
Contractor Overhead (5%)				\$148,918.55	\$39,438.25	
Subtotal				\$3,871,882.30	\$1,025,394.50	
Contractor Profit (6%)				\$178,702.26	\$47,325.90	
Subtotal				\$4,050,584.56	\$1,072,720.40	
				Total Construction Contract Amount	\$4,050,584.56	\$1,072,720.40
Design & Administrative Soft Costs						
Sales Tax (8.8%)				\$356,451.44	\$94,399.40	
Subtotal				\$4,407,036.00	\$1,167,119.80	
Permitting and Mitigation Fees				N.I.C.	N.I.C.	
Subtotal				\$4,407,036.00	\$1,167,119.80	
Estimated Design Fees (15% Total Construction Contract Amount)				\$607,587.68	\$160,908.06	
Subtotal				\$5,014,623.69	\$1,328,027.86	
Administrative Costs (10% Design Fees)				\$60,758.77	\$16,090.81	
Subtotal				\$5,075,382.45	\$1,344,118.66	
				Everest Edge Grand Total	\$5,075,382.45	\$1,344,118.66

Norkirk Edge					
Site Preparation					
Clearing and Grubbing	95,840	SF	1.00	\$95,840.00	\$95,840.00
Rough Grading (Typical Profile)	1,345	CY	40.00	\$53,800.00	\$53,800.00
Rough Grading (at Retaining Walls)	960	CY	50.00	\$48,000.00	\$24,000.00
Retaining Walls	3,678	FF	80.00	\$294,240.00	\$147,120.00
Environmental Mitigation Allowance	1	Allow.	1,110,000.00	\$1,110,000.00	-
Site Civil Infrastructure (Not Included in Cost)					
Water	1	Allow.	20,000.00	\$20,000.00	-
Sewer	0	Allow.	15,000.00	\$0.00	-
Electrical	1	Allow.	10,000.00	\$10,000.00	-
Site Improvements					
Trail					
Primary Trail - 12' wide asphalt	2,417	LF	60.00	\$145,020.00	\$145,020.00
Increased Width Primary Trail - 16' wide asphalt	0	LF	75.00	\$0.00	-
Secondary Trail - 8' wide crushed rock	2,366	LF	20.00	\$47,320.00	-
Safety railing	705	LF	40.00	\$28,200.00	\$28,200.00
Guardrail	960	LF	60.00	\$57,600.00	\$28,800.00
Lighting	0.45	/Mile	205,000.00	\$92,250.00	-
Art	1	Allow.	5.0%	\$171,632.00	-
Events / Eddies					
7th Ave Stormwater Feature	1	Allow.	50,000	\$50,000.00	-
Norkirk Catwalk					
Catwalk element	1	Allow.	220,000.00	\$220,000.00	-
Stormwater feature	1	Allow.	50,000	\$50,000.00	-
Bicycle parking	2	EA	1,000.00	\$2,000.00	-
Accent lighting	1	Allow.	20,000.00	\$20,000.00	-
Prototypical Mixing Zones					
Prototypical Seating Eddies	2	EA	13,500.00	\$27,000.00	-
Intersections					

7th Ave						
Intersection treatments	1	Allow.	576,600.00	\$576,600.00	\$576,600.00	
Prototypical portal elements	2	EA	25,400.00	\$50,800.00	-	
110th Ave NE						
Intersection treatments	1	Allow.	291,360.00	\$291,360.00	\$291,360.00	
Prototypical portal elements	2	EA	25,400.00	\$50,800.00	-	
Landscape (Baseline)						
Restoration Planting	167,720	SF	0.50	\$83,860.00	\$83,860.00	
				Norkirk Edge Subtotal	\$3,696,522.00	\$1,474,600.00
Construction Soft Costs						
Escalation (undetermined %)				\$0.00	\$0.00	
Subtotal				\$3,696,522.00	\$1,474,600.00	
Design Contingency (20%)				\$739,304.40	\$294,920.00	
Subtotal				\$4,435,826.40	\$1,769,520.00	
General Conditions (5%)				\$184,826.10	\$73,730.00	
Subtotal				\$4,620,652.50	\$1,843,250.00	
Contractor Overhead (5%)				\$184,826.10	\$73,730.00	
Subtotal				\$4,805,478.60	\$1,916,980.00	
Contractor Profit (6%)				\$221,791.32	\$88,476.00	
Subtotal				\$5,027,269.92	\$2,005,456.00	
				Total Construction Contract Amount	\$5,027,269.92	\$2,005,456.00
Design & Administrative Soft Costs						
Sales Tax (8.8%)				\$442,399.75	\$176,480.13	
Subtotal				\$5,469,669.67	\$2,181,936.13	
Permitting and Mitigation Fees				N.I.C.	N.I.C.	
Subtotal				\$5,469,669.67	\$2,181,936.13	
Estimated Design Fees (15% Total Construction Contract Amount)				\$754,090.49	\$300,818.40	
Subtotal				\$6,223,760.16	\$2,482,754.53	
Administrative Costs (10% Design Fees)				\$75,409.05	\$30,081.84	
Subtotal				\$6,299,169.21	\$2,512,836.37	
				Norkirk Edge Grand Total	\$6,299,169.21	\$2,512,836.37

Highlands Pass					
Site Preparation					
Clearing and Grubbing	199,720	SF	1.00	\$199,720.00	\$199,720.00
Rough Grading (Typical Profile)	2,790	CY	40.00	\$111,600.00	\$111,600.00
Rough Grading (at Retaining Walls)	2,605	CY	50.00	\$130,250.00	\$65,125.00
Retaining Walls	8,836	FF	80.00	\$706,880.00	\$353,440.00
Environmental Mitigation Allowance	1	Allow.	4,065,000.00	\$4,065,000.00	-
Site Civil Infrastructure (Not Included in Cost)					
Water	1	Allow.	20,000.00	\$20,000.00	-
Sewer	0	Allow.	15,000.00	\$0.00	-
Electrical	1	Allow.	10,000.00	\$10,000.00	-
Site Improvements					
Trail					
Primary Trail - 12' wide asphalt	5,016	LF	60.00	\$300,960.00	\$300,960.00
Increased Width Primary Trail - 16' wide asphalt	0	LF	75.00	\$0.00	-
Secondary Trail - 8' wide crushed rock	4,935	LF	20.00	\$98,700.00	-
Trail Connection to Forbes Creek Drive	1,200	LF	20.00	\$24,000.00	-
Safety railing	805	LF	40.00	\$32,200.00	\$32,200.00
Guardrail	2,605	LF	60.00	\$156,300.00	\$78,150.00
Lighting	0.95	/Mile	205,000.00	\$194,750.00	-
Art	1	Allow.	5.0%	\$316,224.00	-
Events / Eddies					
NE 100th Crossing	1	Allow.	120,000.00	\$120,000.00	-
Prototypical Mixing Zones					
Prototypical Mixing Zones	4	EA	33,400.00	\$133,600.00	-

APPENDIX | COSTS

Prototypical Seating Eddies	3	EA	13,500.00	\$40,500.00	-
Landscape (Baseline)					
Restoration Planting	349,510	SF	0.50	\$174,755.00	\$174,755.00
Highland Pass Subtotal				\$6,835,439.00	\$1,315,950.00
Construction Soft Costs					
Escalation (undetermined %)				\$0.00	\$0.00
Subtotal				\$6,835,439.00	\$1,315,950.00
Design Contingency (20%)				\$1,367,087.80	\$263,190.00
Subtotal				\$8,202,526.80	\$1,579,140.00
General Conditions (5%)				\$341,771.95	\$65,797.50
Subtotal				\$8,544,298.75	\$1,644,937.50
Contractor Overhead (5%)				\$341,771.95	\$65,797.50
Subtotal				\$8,886,070.70	\$1,710,735.00
Contractor Profit (6%)				\$410,126.34	\$78,957.00
Subtotal				\$9,296,197.04	\$1,789,692.00
Total Construction Contract Amount				\$9,296,197.04	\$1,789,692.00
Design & Administrative Soft Costs					
Sales Tax (8.8%)				\$818,065.34	\$157,492.90
Subtotal				\$10,114,262.38	\$1,947,184.90
Permitting and Mitigation Fees				N.I.C.	N.I.C.
Subtotal				\$10,114,262.38	\$1,947,184.90
Estimated Design Fees (15% Total Construction Contract Amount)				\$1,394,429.56	\$268,453.80
Subtotal				\$11,508,691.94	\$2,215,638.70
Administrative Costs (10% Design Fees)				\$139,442.96	\$26,845.38
Subtotal				\$11,648,134.90	\$2,242,484.08
Highland Pass Grand Total				\$11,648,134.90	\$2,242,484.08

Active Zone (includes costs for West Totem Lake Connector)					
Site Preparation					
Clearing and Grubbing	83,520	SF	1.00	\$83,520.00	\$83,520.00
Rough Grading (Typical Profile)	2,726	CY	40.00	\$109,040.00	\$109,040.00
Rough Grading (at Retaining Walls)	835	CY	50.00	\$41,750.00	\$20,875.00
Retaining Walls	3,240	FF	80.00	\$259,200.00	\$129,600.00
Environmental Mitigation Allowance	1	Allow.	962,000.00	\$962,000.00	-
Site Civil Infrastructure (Not Included in Cost)					
Water	1	Allow.	20,000.00	\$20,000.00	-
Sewer	0	Allow.	15,000.00	\$0.00	-
Electrical	1	Allow.	10,000.00	\$10,000.00	-
Site Improvements					
Trail					
Primary Trail - 12' wide asphalt	4,045	LF	60.00	\$242,700.00	\$242,700.00
Increased Width Primary Trail - 16' wide asphalt	0	LF	75.00	\$0.00	-
Secondary Trail - 8' wide crushed rock	3,000	LF	20.00	\$60,000.00	-
Safety railing	360	LF	40.00	\$14,400.00	\$14,400.00
Guardrail	835	LF	60.00	\$50,100.00	\$25,050.00
Lighting	0.40	/Mile	205,000.00	\$82,000.00	-
Art	1	Allow.	5.0%	\$260,990.00	-
Events / Eddies					
Forbes Creek Daylighting and Crossing					
Earthwork	1	Allow.	50,000.00	\$50,000.00	-
Planting	1	Allow.	12,000.00	\$12,000.00	-
Upland stream work	1	Allow.	50,000.00	\$50,000.00	-
Bridge	1	Allow.	250,000.00	\$250,000.00	-
Active Zone Elements					
Paving	14,000	SF	20.00	\$280,000.00	-
Planting	1	Allow.	100,000.00	\$100,000.00	-
Shelters	2	EA	55,000.00	\$110,000.00	-
Seating	1	Allow.	30,000.00	\$30,000.00	-
Signage/Wayfinding elements	1	Allow.	20,000.00	\$20,000.00	-
Integrated Play Element	1	Allow.	60,000.00	\$60,000.00	-

Sports Program	1	Allow.	40,000.00	\$40,000.00	-
Rain garden	1	Allow.	50,000.00	\$50,000.00	-
Bicycle parking	10	EA	1,000.00	\$10,000.00	-
Accent lighting	1	Allow.	50,000.00	\$50,000.00	-
Stair Connection to NE 116th					
	2	EA	60,000.00	\$120,000.00	-
West Totem Lake Portal					
Paving	1,000	SF	20.00	\$20,000.00	-
Planting	1	Allow.	40,000.00	\$40,000.00	-
Accent lighting	1	Allow.	20,000.00	\$20,000.00	-
Skate/Bike Park					
Skate elements	1	Allow.	200,000.00	\$200,000.00	-
Stormwater feature	1	Allow.	50,000.00	\$50,000.00	-
Bicycle parking	4	EA	1,000.00	\$4,000.00	-
Accent lighting	1	Allow.	20,000.00	\$20,000.00	-
Prototypical Mixing Zones					
	8	EA	33,400.00	\$267,200.00	-
Prototypical Seating Eddies					
	0	EA	13,500.00	\$0.00	-
Intersections					
NE 112th St					
Intersection treatments	1	Allow.	182,476.00	\$182,476.00	\$182,476.00
Prototypical portal elements	2	EA	25,400.00	\$50,800.00	-
120th Ave NE					
Intersection treatments	1	Allow.	387,600.00	\$387,600.00	\$387,600.00
Prototypical portal elements	2	EA	25,400.00	\$50,800.00	-
120th Neighborhood Street Connector					
	1	Allow.	1,131,120.00	\$1,131,120.00	-
Landscape (Baseline)					
Restoration Planting	146,160	SF	0.50	\$73,080.00	\$73,080.00
Active Zone Subtotal				\$5,924,776.00	\$1,268,341.00
Construction Soft Costs					
Escalation (undetermined %)				\$0.00	\$0.00
Subtotal				\$5,924,776.00	\$1,268,341.00
Design Contingency (20%)				\$1,184,955.20	\$253,668.20
Subtotal				\$7,109,731.20	\$1,522,009.20
General Conditions (5%)				\$296,238.80	\$63,417.05
Subtotal				\$7,405,970.00	\$1,585,426.25
Contractor Overhead (5%)				\$329,238.80	\$63,417.05
Subtotal				\$7,702,208.80	\$1,648,843.30
Contractor Profit (6%)				\$355,486.56	\$76,100.46
Subtotal				\$8,057,695.36	\$1,724,943.76
Total Construction Contract Amount				\$8,057,695.36	\$1,724,943.76
Design & Administrative Soft Costs					
Sales Tax (8.8%)				\$709,077.19	\$151,795.05
Subtotal				\$8,766,772.55	\$1,876,738.81
Permitting and Mitigation Fees				N.I.C.	N.I.C.
Subtotal				\$8,766,772.55	\$1,876,738.81
Estimated Design Fees (15% Total Construction Contract Amount)				\$1,208,654.30	\$258,741.56
Subtotal				\$9,975,426.86	\$2,135,480.37
Administrative Costs (10% Design Fees)				\$120,865.43	\$25,874.16
Subtotal				\$10,096,292.29	\$2,161,354.53
Active Zone Grand Total				\$10,096,292.29	\$2,161,354.53

Totem Lake					
Site Preparation					
Clearing and Grubbing	163,160	SF	1.00	\$163,160.00	\$163,160.00
Rough Grading (Typical Profile)	2,384	CY	40.00	\$95,360.00	\$95,360.00
Rough Grading (at Retaining Walls)	800	CY	50.00	\$40,000.00	\$20,000.00
Retaining Walls	800	FF	80.00	\$64,000.00	\$32,000.00
Environmental Mitigation Allowance	1	Allow.	2,248,000.00	\$2,248,000.00	-
Site Civil Infrastructure (Not Included in Cost)					
Water	1	Allow.	20,000.00	\$20,000.00	-
Sewer	0	Allow.	15,000.00	\$0.00	-
Electrical	1	Allow.	10,000.00	\$10,000.00	-

CROSS KIRKLAND CORRIDOR MASTER PLAN

Site Improvements					
Trail					
Primary Trail - 12' wide asphalt	4,108	LF	60.00	\$246,480.00	\$246,480.00
Increased Width Primary Trail - 16' wide asphalt	0	LF	75.00	\$0.00	-
Secondary Trail - 8' wide crushed rock	542	LF	20.00	\$10,840.00	-
Safety railing	3,330	LF	40.00	\$133,200.00	\$133,200.00
Guardrail	800	LF	60.00	\$48,000.00	\$24,000.00
Lighting	0.77	/Mile	205,000.00	\$157,850.00	-
Art	1	Allow.	2.0%	\$302,029.00	-
Events / Eddies					
Totem Lake Overlooks	2	Allow.	45,000.00	\$90,000.00	-
Prototypical Mixing Zones	4	EA	33,400.00	\$133,600.00	-
Prototypical Seating Eddies	4	EA	13,500.00	\$54,000.00	-
Intersections					
124th/Totem Lake Blvd Bridge					
	1	Allow.	11,000,000.00	\$11,000,000.00	-
128th Ln NE					
Intersection Treatments	1	Allow.	209,280.00	\$209,280.00	\$209,280.00
Prototypical portal elements	2	EA	25,400.00	\$50,800.00	-
132nd Ave NE					
Intersection Treatments	1	Allow.	291,120.00	\$291,120.00	\$291,120.00
Prototypical portal elements	2	EA	25,400.00	\$50,800.00	-
Landscape (Baseline)					
Restoration Planting	285,530	SF	0.50	\$142,765.00	
Yarrow Woods Subtotal				\$15,561,284.00	\$1,214,600.00
Construction Soft Costs					
Escalation (undetermined %)				\$0.00	\$0.00
Subtotal				\$15,561,284.00	\$1,214,600.00
Design Contingency (20%)				\$3,112,256.80	\$242,920.00
Subtotal				\$18,673,540.80	\$1,457,520.00
General Conditions (5%)				\$778,064.20	\$60,730.00
Subtotal				\$19,451,605.00	\$1,518,250.00
Contractor Overhead (5%)				\$778,064.20	\$60,730.00
Subtotal				\$20,229,669.20	\$1,578,980.00
Contractor Profit (6%)				\$933,677.04	\$72,876.00
Subtotal				\$21,163,346.24	\$1,651,856.00
Total Construction Contract Amount				\$21,163,346.24	\$1,651,856.00
Design & Administrative Soft Costs					
Sales Tax (8.8%)				\$1,862,374.47	\$145,363.33
Subtotal				\$23,025,720.71	\$1,797,219.33
Permitting and Mitigation Fees			N.I.C.	N.I.C.	N.I.C.
Subtotal				\$23,025,720.71	\$1,797,219.33
Estimated Design Fees (15% Total Construction Contract Amount)				\$3,174,501.94	\$247,778.40
Subtotal				\$26,200,222.65	\$2,044,997.73
Administrative Costs (10% Design Fees)				\$317,450.19	\$24,777.84
Subtotal				\$26,517,672.84	\$2,069,775.57
Totem Lake Grand Total				\$26,517,672.84	\$2,069,775.57

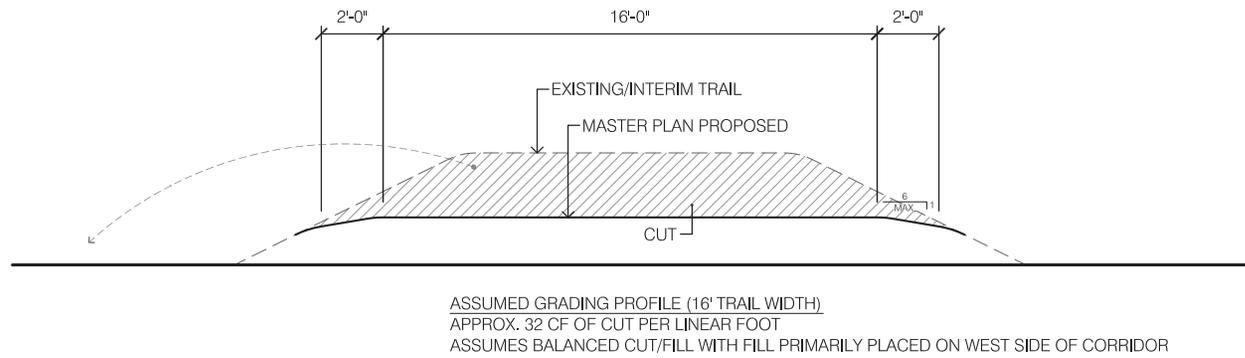
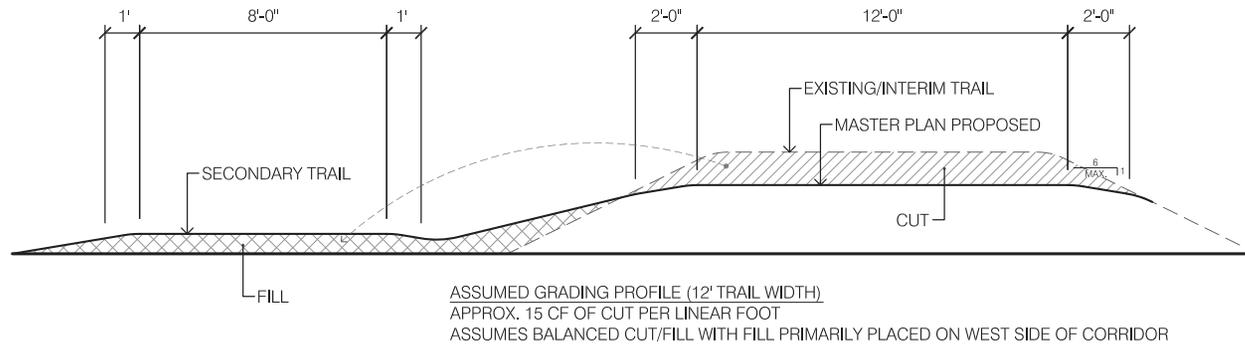
Highland Pass Total	\$11,648,134.89	\$2,242,484.08
Active Zone Total	\$10,096,292.29	\$2,161,354.53
Totem Lake Total	\$26,517,672.84	\$2,069,775.57
Cross Kirkland Corridor Grand Total	\$79,466,498.97	\$17,329,583.62

Prototypical Mixing Zones				
Paving				
CIP concrete banding	200	LF	20.00	\$4,000.00
Precast concrete pavers (sand set)	400	SF	21.00	\$8,400.00
Additional Rough Grading	1	Allow.	-	\$5,000.00
Furnishings	1	Allow.	-	\$8,000.00
Catalog or integral. Primary elements to include seating and trash/recycling receptacles.				
Enhanced Planting	1	Allow.	-	\$8,000.00
Accent planting at mixing zone				
Prototypical Mixing Zone Total				\$33,400.00

Prototypical Seating Eddy				
Paving				
CIP concrete with integral color	150	SF	20.00	\$3,000.00
Additional Rough Grading	1	Allow.	-	\$3,000.00
Furnishings	1	Allow.	-	\$4,500.00
Catalog or integral. Primary elements to include seating, trash/recycling receptacles, and bike parking				
Enhanced Planting	1	Allow.	-	\$3,000.00
Accent planting at mixing zone				
Prototypical Seating Eddy Total				\$13,500.00

Prototypical Portal Element				
Paving				
CIP concrete banding	200	LF	20.00	\$4,000.00
Precast concrete pavers (sand set)	400	SF	21.00	\$8,400.00
Additional Rough Grading	1	Allow.	-	\$3,000.00
Wayfinding	1	Allow.	-	\$2,000.00
Catalog or integral. Primary elements to include seating and trash/recycling receptacles.				
Enhanced Planting	1	Allow.	-	\$8,000.00
Accent planting at mixing zone				
Prototypical Portal Element Total				\$25,400.00

Summary			
Yarrow Woods Total	\$7,289,832.71	\$3,153,144.43	
Houghton Porch Total	\$2,621,137.47	\$1,019,482.90	
Buzz Zone Total	\$9,918,877.11	\$2,825,387.09	
Everest Edge Total	\$5,075,382.45	\$1,344,118.66	
Norkirk Edge Total	\$6,299,169.21	\$2,512,836.37	



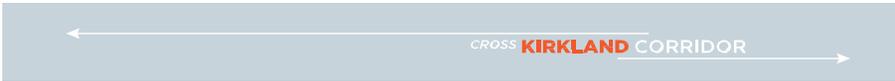
ASSUMED GRADING PROFILES
 FOR ESTIMATING ROUGH GRADING COSTS





8.2 PUBLIC OUTREACH REPORTS

8.0 APPENDIX



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

Contents

Outreach Events – Recap	Page 3 - 4
Results	Page 5 - 10
Appendix I: “Caption the Corridor” comments	Page 11 - 20
Appendix II: “Tag the Map” comments – Friday, June 7	Page 21 - 27
Appendix III: “Tag the Map” comments – Saturday, June 8	Page 28 - 36
Appendix IV: “Tag the Map” comments – Tuesday, May 14	Page 37 - 38

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 engage 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

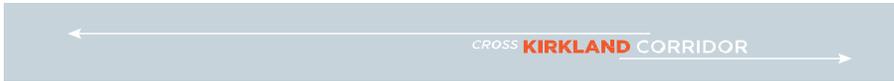
Among the comment forms received at the June 7 and 8 events, a few broad themes emerged. For the purpose of reporting, these themes were used to build a framework for capturing the feedback:

- 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
100th Street overpass ✓	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
Burke-Gilman ✓✓	NE 60th street
Connects to park	NE 68th Street
Downtown via 68th and 70th instead of 405	North Highlands connections and access
Evergreen Hospital ✓	Overpass at Totem Lake
Finn Hill @ Sandberg ✓✓✓	Parking
Juanita Beach ✓✓✓✓	Public Safety Building
Park Place and Downtown	SR 520
Peter Kirk Elementary ✓	Totem Lake Park ✓
Redmond Trail	Wineries
Seattle	
Soccer Fields	
Totem Lake Park ✓✓✓	
Totem Park/Market Street	
Willows Road	
Wineries ✓	

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.

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



	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.

Look & Feel	
"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!



My Favorite Thing About Kirkland is...
The parks along the lake

To Strengthen This, The Cross Kirkland Corridor Can...
Be multi-modal: transit occurs in, freight with a paved trail along side it.

My Greatest Hope For Kirkland is...
Be economically reasonable while being truly green by taking cars 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 & towniness

To Strengthen This, The Cross Kirkland Corridor Can...
Be developed quickly to provide a smooth biking/trunning trail easily accessible to all

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..

Join the Conversation



My Favorite Thing About Kirkland is...
Provide areas off trail to safety 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

My Greatest Hope For Kirkland is...
Roy Lewis (25) our 21st

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

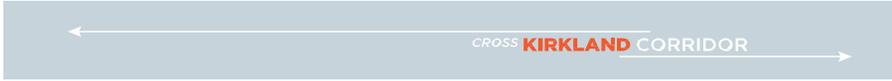
My Favorite Thing About Kirkland is...
Single family housing stock on 7200sqft lots with back yards,

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

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.

Join the Conversation



My Favorite Thing About Kirkland is: "No Granddams want to school here - I coach basketball here"

My Greatest Hope For Kirkland is: "With 21st Century Transit, use Old rail Corridor with existing guid, Master "physical not work" NOT 19th Century light rail"

Join the Conversation

The Cross Kirkland Corridor Can Help Realize This By: "But 21st Century Transit on Rail/Trail & limited competition - No new transit is possible - 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 IN THIS CORRIDOR"

My Greatest Hope For Kirkland is: "To Strengthen The Cross Kirkland Corridor"

Join the Conversation

The Cross Kirkland Corridor Can Help Realize This By: " "



My Favorite Thing About Kirkland is: "Access to water - water is beautiful"

My Greatest Hope For Kirkland is: "Use truly become a 'green valley' in like WA, ~~Seattle~~ - gathering place, young & old - destination"

Join the Conversation

The Cross Kirkland Corridor Can Help Realize This By: "job training: Vet Corps, Green Corps YES (in Seattle) community gardens, Savings opportunities access points to the community town: art attraction (see Kakaia idea)"

My Favorite Thing About Kirkland is: "It is a great place to live with a history of good planning. It has been a paradise for 25 years. Kirkland great place for increased transit."

My Greatest Hope For Kirkland is: "Preserve the railbed and play for true commuter rail by taking from Udonville back through Subland to Ballerme. RT is not practical on the CKC but commuter rail provided by ST can be."

Join the Conversation

The Cross Kirkland Corridor Can Help Realize This By: "The CKC becomes a shared corridor with commuter rail + trail for bikers + hikers. Preserve corridor by allowing freight rail and air service in commuter rail (Sawder)."

My Favorite Thing About Kirkland is: "Developing Totem Lake to add bikepaths and TRDs to support transit on the CKC. Encourage bringing quality all along the CKC to support rail + trail use."



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 local residents and tourists with local trails
- provide local traffic relief for the school route
- provide access to many ballfields (soccer, basketball, tennis, etc.)
- provide recreation facilities (trails, etc.)

Join the Conversation

My Greatest Hope For Kirkland is?

that the CKC makes Kirkland better than it not being there. Examples: bioscience and round-trip commutes on corridor make the water runoff from Kirkland CLEANER than before trail/corridor.

The Cross Kirkland Corridor Can Help Realize This By?

My Favorite Thing About Kirkland is?

Provide Parkways along corridor - BUS - Provide Access Choices (MANY, MANY ALTERNATIVES) - Provide TRAIL (POTENTIALLY THROUGH)

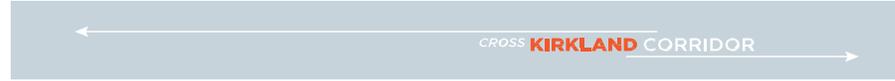
Join the Conversation

My Greatest Hope For Kirkland is?

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

The Cross Kirkland Corridor Can Help Realize This By?

UNDERSTAND THE BUS (CORRIDOR) PARKWAY ROUTES IN THE NEIGHBORHOODS SAFETY & VISIBILITY CORNERS.



My Favorite Thing About Kirkland is?

"DAYS" IN URBAN ENVIRONMENT

To Strengthen This, The Cross Kirkland Corridor Can:

PROVIDE HEALTHY ACCESSIBLE GREENSPACE 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 NEIGHBOURS TO ALL PARTS & PROVIDE SAFE ROUTES TO SCHOOLS.

The Cross Kirkland Corridor Can Help Realize This By?

INTERM TRAIL NETWORK TO HELP TOTEM WAKE RE-DEVELOPMENT AND HCT WHICH RESIDUAL HELPS PAY FOR THE PERSONAL TRAFFIC SOLUTION.

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 walk-and stroll 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 road connections within town and with other areas like Ruckelshaus trail & Woodville

The Cross Kirkland Corridor Can Help Realize This By?

smoothly connecting the train space to bike & walking trails within corridor with Woodville



KIRKLAND 2035 YOUR VOICE YOUR VISION YOUR FUTURE
Share your thoughts
 City of Kirkland Suggestion Form

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

① (Bike) 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: Erka Samir

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

KIRKLAND 2035 YOUR VOICE YOUR VISION YOUR FUTURE
Share your thoughts
 City of Kirkland Suggestion Form

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

Do a statistically 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

KIRKLAND 2035 YOUR VOICE YOUR VISION YOUR FUTURE
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~~ attractions 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

KIRKLAND 2035 YOUR VOICE YOUR VISION YOUR FUTURE
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: RANOVA 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

Connect to Willcox Rd.

Any connection to Parks would be awesome.

wineries all along the trail 2 noted

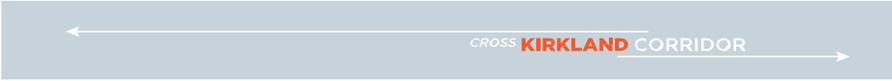
connect to airport, downtown Seattle, downtown Redmond

connect to OVERPASS @ 405

100th St. Bridge

connect to light rail

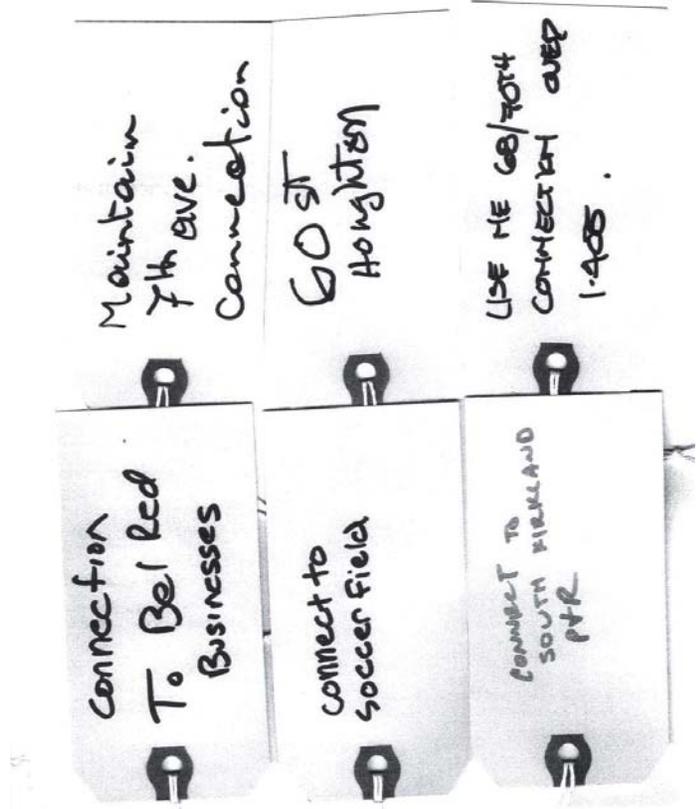
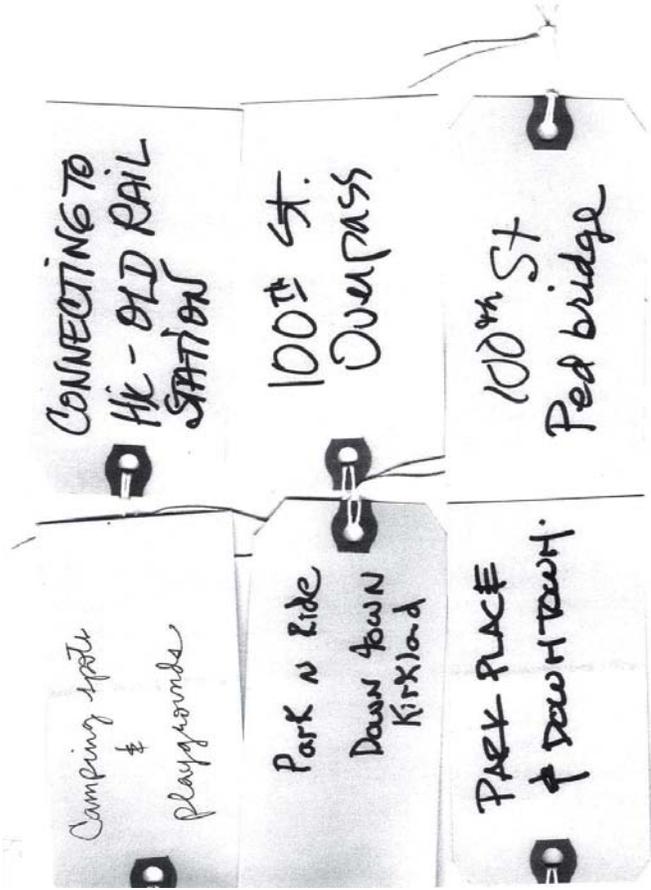
Peter Kirk Elem (PTSA/School Programs)



Connect through new bypass route.	Connection from Juanita Bay Park (Not necessarily 116th)
Juanita Beach ↳ Forbes Creek Area	Access from Top of FIVE Hills (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 Area (throna area)	Connect to Burke Gilman Safety
Totem Lake/ Evergreen Hospital	Connect to • BRIGLIAM • S.E. TRAIL • REDWOOD TRAIL



Crestwood Park

Please pave trail for bicycles!

Keep the trail connected to nature (avoid parking lots!)

Connect to Forbes Creek then to Juanita wetlands

I want public transportation on the 409 corridor.

I want to ride light rail along 405 corridor.

Appendix III – “Tag the Map” comments

Community Planning Day – Saturday, June 8

Integrate with Totem Lake Park

access & parking are critical

The real value of the corridor is in its extent not in benches and signs. Connect with wineries and Woodinville & the Left Pipeline trail row.

over bridges @ Totem Lake area?

Need good connections to the office park + Spal Trailhead + Wayfinding!!

Future bike use - COMMUTATION!
MORE PAIS/TRANSIT TO ONE SIDE LEAVES A LOT OF ROOM FOR TRAIL ON THE OTHER!



Connect to trail around the bike at Totem Lake

Add the rest of the corridor that is in Kirkland

Connections to new Public Safety Building
- signage? bike/walk
- encourage 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 eyes to know hourly

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!

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.

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

Blow up the Bridge across Kirkland way. Rebuild a high speed Longly bridge & pedestrian

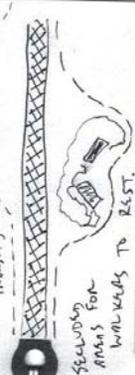
Pollinator pathways
on some of the
"hubs" connecting
to the CKC "spine"
PollinatorPathway.com

Mile markers
to 1/2 mile
trail connections
was!

DENSITY = TRANSIT
GROWTH MANAGEMENT
PLAN = TRANSIT
STATIONS & HIGHER
DENSITY HOUSING NEARBY

Provide good signage
in neighborhoods priority
directions to trail
access

AMENITIES AT EDGE
OF CORRIDOR
(i.e. bike racks, bike
repair)



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

NEED GOOD ACCESS
FRONTAL TO GBTK
SO PEOPLE CAN
GET TO STOPPING
DISTRICT FOR COFFEE,
RESTROOMS, ETC.

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

Bike Share!
Bike Access
Paved Trail!

Provide facilities
"rest" facilities (keep
restroom/trash/recycle to U
recycle. Clean
& maintain firmly)

Restrooms
NO SANDALS
Trash containers
Review for homes
Next to tracks

Improve walkway -
formally concrete,
now broken.
C-60th East of RR
Track



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

High fences & walls along road corridors that would block views & cut trail off from environment

Avoid

Safety issue?
 Google eir may not want to use overhead walking light w/ by bikers

Sustainable walking surface!
 Recycled glass.
 -Artistic & green

OLD FOR MILCARK
 REST ROOMS



Access needed to 520 trail -

In general - all trails needed is to pull up the tracks / ties + Pauc. Gravel OK for mtb bikes, but not for road bikes (commuters).

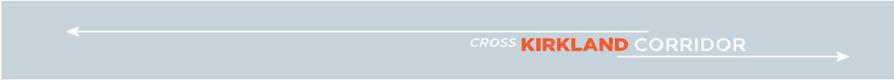
PEDESTRIAN SAFETY

Bike share @ South Kirkland P+R
 • Kala Kala

Historic EIR

Commuter Rail / Trail

All future high volume transportation should be concentrated / isolated on or next to hwy. - Do not add cost up to anyone residential area w/ noise pollution



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 to 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

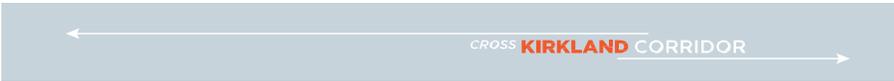
Since the 1990s, the City of Kirkland had envisioned a Cross Kirkland Trail, a facility for bicycle and pedestrian transportation that would be parallel to Eastside Rail Corridor’s active rail line. That vision soon became a possibility through the 2008 sale of the Woodinville subdivision from the Burlington 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?



**CROSS KIRKLAND CORRIDOR
Public Involvement Report
Community Planning Day – Saturday, October 19, 2013**



**Prepared by:
Stepherson & Associates Communications
November 2013**





Community Planning Day

OVERVIEW

On Saturday, October 19, 2013, the City of Kirkland hosted a city-wide event to showcase a number of projects related to the Vision 2035 planning process in a way that demonstrates the interconnected nature of the overall vision for the city's next two decades.

"Community Planning Day" was held at the Peter Kirk Community Center and Kirkland Teen Union Building (KTUB) from 10 a.m. to 2 p.m. Informational booths were set up throughout the building and were staffed by city personnel and project teams. Visitors passed through the hallways, visited with project representatives, and participated in interactive activities designed to increase awareness and understanding of oftentimes technical and complex project information. In addition to the Cross Kirkland Corridor Master Plan, 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, and the 2035 Comprehensive Plan.

CROSS KIRKLAND CORRIDOR PRESENCE

The Cross Kirkland Corridor (CKC) project was set up in the auditorium of KTUB. The project team arranged three interactive stations around the stage and presentation area, offering passersbys and attendees the opportunity to engage, ask questions, and share their site-specific input with the project team.

Presentation

More than 150 people attended the October 19 event, and a majority spent time at the CKC activity stations, talking with project staff, and providing input on maps of the corridor before or after attending a presentation by Guy Michaelsen of the design consultant, Berger Partnership.

Two identical 30-minute presentations were made during the course of the day. The presentation reviewed the project's vision, goals, and timeline, as well as the corridor's key elements, and included a virtual walk-through of the corridor itself, with a detailed look at each of the project's Character Zones.

The presentation can be found on the CKC website at:
<http://www.kirklandwa.gov/Assets/CMO/CMO+Images/Cross+Kirkland+Corridor/CKC+Oct+19+Slide+Show.pdf>



Stations

Three identical stations were set up and staffed by project team members throughout the day. The stations were designed to spark meaningful dialogue and to capture feedback.

Large, comprehensive base maps were provided at each station. The base maps identified area



schools, parks, street crossings, and other characteristics that will influence the master plan. The base maps were divided into Character Zones, each defined by neighborhood character, culture, topography, and landmarks. Character Zones are listed below, from north to south:

Yarrow Woods

Stretches from 108th Ave NE to around Carillon Point

Houghton Porch

North from Yarrow Woods, extends to NE 65th

Buzz Zone

Extends north to the corridor intersection with 6th Street S

Everest Edge

Bounded by 6th Street S and NE 85th Street to the north

Norkirk Edge

Reaches north to the corridor crossing of 110th Ave NE

Highland Pass

Continues north to approximately 116th Ave NE

Active Zone

A rebranding of ParMac; extends north to 120th Ave NE

West Totem Lake Connector

Active Zone ends but Totem Lake is yet to begin

Totem Lake

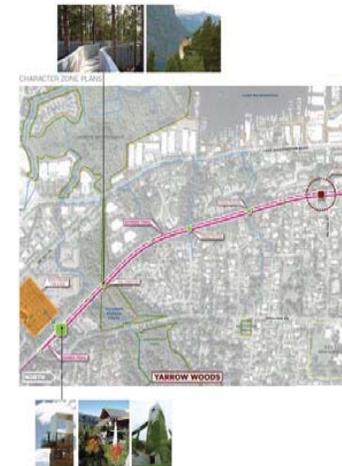
East side of I-405 to the city limits

Feedback

Feedback received from the event was captured on the large maps. The three maps' feedback was combined and is summarized on the following pages, by site.



YARROW WOODS



- How can bikes bypass the Park-and-Ride to connect to 520?
- Like daylighting of creeks
- Keep it simple: bike and walk only!
- Make trail development modular so that we can begin immediate usage, rather than having to wait for funding all these costly ideas
- Pave ASAP
- Where is link to 520 bike trail? [arrow points to south end point of CKC]
- Yes [to 520 bike trail comment]
- Safety?? [CKC intersection at Cochran Springs]
- More traffic control – at intersection of NE 52nd and street crossing
- Connection to Bellevue? [south end of CKC]
- Who will maintain the trail over the long term?
- Does the state have money available for the connection to the Park-and-Ride?
- Pea-Patches where you have SUN!
- Wayfinding signs? Ex. "1 mile to NW University, Google," "Turn here for 68th," etc.
- How will private property along CKC access the corridor? Management of illegal access? Hot tub encroachments?
- 520 connections TODAY!
- Regional connections – 520
- Train in residential areas is a concern
- Provide parking opportunities at trailheads

HOUGHTON PORCH



- Great view [at NE 62nd ST]
- Too residential for trains
- Bike and walk!
- Not too residential for trains. Need trains to connect to other transit systems.
- Lakeview Elementary contact: Luke Johnson (teacher)
- Connection to East of 108th Ave NE?
- Parking impact on neighborhood

BUZZ ZONE



- Concern: Views [arrow to condos across from Terrace Park]
- Future Transit-Oriented Development?
- Connect to Lakeview [trail crossing near Lakeview Elementary]
- Would like access to Met Market, etc. [at "school connection"]
- Me too [re: Met Market comment]
- Very Fun [arrow to renderings of parks and open spaces]
- Quietest way to downtown [via State Street]
- Beach!
- Start downtown and work your way out [from Everest Park]
- Current informal path [east of Lakeview Elementary]
- Pedestrians along buzz edge [at Google]
- School kids' connection [at Lakeview]
- Alternative transit mode elements focused in developing zone
- Focus lighting in developed/active zone

EVEREST EDGE



- Rest stop at Everest Creek
- Future TOD Station – How will land use change with the trail?
- Connection to park place and downtown
- Beautiful trail to commerce
- Remember Depot history [arrow to Pedestrian Crossing connection]
- Yes, incorporate this somehow [picture of historic building beneath Everest Edge map]
- No sidewalks, increases traffic [at Everest Creek crossing]
- Kirkland Depot gateway opportunity

NORKIRK EDGE



- Connect with Crestwoods and KMS Park and schools
- Lighted street crossings with blinking crosswalks [at NE 87th Street]
- Maps/signs to local cafes (e.g., Deru) [at NE 87th Street]
- Like daylighting
- Remove invasive species
- Electric bike charging at commute locations
- Hope recycling receptacles are all along trail. Compost too?

HIGHLANDS PASS



- Boardwalk and bikes: safe surface [CKC along Crestwoods Park edge]
- Artwork to be more natural in Highlands
- "Green" divider
- Want separated trails for safety's sake [at Crestwoods Park edge]
- Add "woods trails" and connect to existing trails [at Founders Creek Park]
- Artwork to be more natural in highlands
- Trail first, then the rest?
- Regional connection? [along Founders Creek]

ACTIVE ZONE



- Open up the underpass
- Upgrade and include historical markers ALL along trail. I know there's one out there now.
- Yes! [to historical markers comment]
- Pea Patches at Hopelink?
- Educate people on rules [of the trail]
- Possible artisan zone? [at NE 112th St]
- Public Safety building connection to CKC
- Supply driverless vehicles on corridor

TOTEM LAKE



- Think about connecting to Burke-Gilman Trail
- Connection to Woodinville? Wineries? When?
- Start with Totem Lake enhancements with the idea that these enhancements would be a catalyst in attracting development there that we need! Also—in tandem—start at S. Kirkland P&R section and get that connection going!
- Consider safety rail barriers between sidewalk and roads with directional signs and arrows for crossing NE 124th and Totem Lake Blvd.
- Need to separate trail from road
- Totem Lake is currently hidden

Comment Forms

The Cross Kirkland Corridor provided comment forms with three specific questions as an additional method for visitors to share feedback. The questions are listed below along with a bulleted summary of comments received. Full comments are appended on pages 18-22.

1. What are your favorite spaces and activities proposed for the corridor? What other ideas do you have for elements along the corridor?

- Community gardens and edible landscaping
- Community service opportunities
- Streams—keep it natural
- Views
- Dislike intrusive art pieces
- Forbes Creek/Juanita Bay trail as a bike route to Juanita Road and 100th Ave/Simonds Road for regional connectivity to Bothell, Kenmore, Finn Hill, etc.
- Ephemeral art
- Trail bridges to pass over heavy traffic cross points
- Boardwalks
- Split trail
- Historical features
- Pet-friendly stations
- Recycling stations

2. Share your thoughts on trail layout, trail treatments and different trail profiles along the whole of the corridor.

- What happens at the trail terminus?
- Access for all users
- Continuous study of users and needs over the lifetime of the trail
- Like diversity of opportunities/amenities among the Character Zones
- Don't forget about rainy, icy and sometimes snowy winter conditions and impact of winter drivers on corridor users
- Historic cannery preservation

3. Share your thoughts on how we are planning for the corridor's ongoing evolution, including growth along the corridor and possible future transit.

- User education and cyclist education programming for trail etiquette and safe use
- Like that the landscape architecture firm is local
- Transit option is desirable if the transit is quiet and doesn't pollute the air

Key themes

A few key themes emerged from the feedback received.

- **Equitable planning** for all types of users
 - Pedestrians
 - Recreationalists
 - Cyclists
 - School children
 - Families
 - Neighbors
 - Slow- vs. fast-moving traffic

- **Connections** to destinations of interest
 - Park-and-Ride
 - Shopping
 - Schools
 - Transit-oriented development
 - 520
 - Cyclist connections and bikeways
 - Woodinville and wineries

- **Look and Feel**
 - Beauty and aesthetics
 - Nature
 - Preserving viewpoints
 - Invasive species control
 - Separated lanes of travel
 - Neighborhood access trails

- **Amenities**
 - Recycling/trash receptacles
 - Lighting
 - Crosswalks and safe crossings
 - Signage—directional, milestones, landmarks and wayfinding
 - Artwork



APPENDIX

- I. Roll Plot Maps
- II. Comment Forms

Appendix Roll Plot Maps



Appendix Roll Plot Maps



Appendix Comment Forms

What are your favorite spaces and activities proposed for the corridor?
What other ideas do you have for elements along the corridor?

Love viewpoints, opening
underground creeks, eddies,
art.
Like idea of split trail
for wheeled + foot traffic

Share your thoughts on trail layout, trail treatments and
different trail profiles along the whole of the corridor.

So glad to hear Cannery
mentioned. Hope it will be
protected, saved + used!

Share your thoughts on how we are planning for the corridor's ongoing
evolution, including growth along the corridor and possible future transit.

Really like future transit
opportunity.

Cross Kirkland Corridor Master Plan - 19 October 2013

Appendix Comment Forms

What are your favorite spaces and activities proposed for the corridor?
What other ideas do you have for elements along the corridor?

Ephemeral Art
Trail bridges to fly over the heavy
traffic Cross points
Boardwalks
Historical Features, Modern features
Pet friendly Poop Stations

Share your thoughts on trail layout, trail treatments and
different trail profiles along the whole of the corridor.

Don't forget about winter -
Dark, Rain, ice, snow (maybe)
Design low impact lighting, pervious
surfaces that drain well.
Snow/Ice causes gridlock to cars but
this trail is a great asset to travel through
the city when the roads are locked up.
Light the trail, texture the trail
for non-slip heavy loads.

Share your thoughts on how we are planning for the corridor's ongoing
evolution, including growth along the corridor and possible future transit.

Need to design mixing points with
greenways all around Kirkland to
facilitate non-auto means to access the
Corridor

Cross Kirkland Corridor Master Plan - 19 October 2013

What are your favorite spaces and activities proposed for the corridor?
What other ideas do you have for elements along the corridor?

Emphasize potential for Forbes Creek / Juanita Bay Trail to eventually also be a bike connection to the

Share your thoughts on trail layout, trail treatments and different trail profiles along the whole of the corridor.

Juanita Drive Corridor and 100th Ave / Simonds Road Corridors for bike commuting to/from Bothell, Kenmore, Firin Hill, and points beyond.

Share your thoughts on how we are planning for the corridor's ongoing evolution, including growth along the corridor and possible future transit.

What are your favorite spaces and activities proposed for the corridor?
What other ideas do you have for elements along the corridor?

Spaces: love that streams set free!
love naturalistic in urban surrounding
activities: quiet seating ~~with~~ with view
my views ~~of~~ of lake not to have intrusive
art pieces - the lake view is so rewarding by
itself.

Share your thoughts on trail layout, trail treatments and different trail profiles along the whole of the corridor.

like that there are 8 sections to
satisfy many different ideas of urban
living. Quiet, contemplative +
busy, art-filled, or play.

Share your thoughts on how we are planning for the corridor's ongoing evolution, including growth along the corridor and possible future transit.

Appreciate "Burger" in local Co. by
local mean Pacific NW.
Want to plan for transit - ONLY if that
transit is QUIET + not emitting toxic
gumes.

Appendix Comment Forms

What are your favorite spaces and activities proposed for the corridor?
What other ideas do you have for elements along the corridor?

Include community gardens and edible landscaping in the plan—maintained by volunteers and

Share your thoughts on trail layout, trail treatments and different trail profiles along the whole of the corridor.

harvested to help the poor and needy through Hopelink etc. Focus these uses in areas with close parking because people will be carrying tools + produce.

Share your thoughts on how we are planning for the corridor's ongoing evolution, including growth along the corridor and possible future transit.

Cross Kirkland Corridor Master Plan - 19 October 2013

Appendix Comment Forms

What are your favorite spaces and activities proposed for the corridor?
What other ideas do you have for elements along the corridor?

Share your thoughts on trail layout, trail treatments and different trail profiles along the whole of the corridor.

What happens at the terminus of this trail?
Is there a plan for access for all users?
Will there be a user reeducation when the trail is fully developed?

Share your thoughts on how we are planning for the corridor's ongoing evolution, including growth along the corridor and possible future transit.

Educate the users of the trail. There are rules for cyclist sharing a trail, but walkers and dog owners are clueless!

Cross Kirkland Corridor Master Plan - 19 October 2013



CROSS KIRKLAND CORRIDOR

Public Involvement Report

Community Forum – Thursday, February 27, 2014



Community Forum

OVERVIEW

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

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

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

Prepared by
Stepherson & Associates Communications
March 2014



Presentation

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

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

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

Slides from the presentation are included in the appendix of this report (page 9). The full presentation can be found on the CKC website: <http://www.kirklandwa.gov/Assets/Cross+Kirkland+Corridor/CKC+Master+Plan+Slideshow+Feb+27+Forum.pdf>



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

Community members asked questions and provided comments on the presentation

Display Boards

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

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



Project staff discuss the overall vision for the CKC with attendees

Attendees view the project area maps and preliminary trail alignment plans

Details on the interim trail plan were discussed

Project staff answer questions regarding the corridor's Character Zones



Feedback

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

Presentation 1 (5 p.m.)

- Comment: Residential access looks like it is being phased out; this seems short sighted and prescriptive. It would be better to figure out how to manage this type of access
- Comment: I think we should allow individual access points and ensure that these access points are sufficiently managed
- Question: It seems like in plan you are taking all 100 ft. of the corridor width.
Response: We are for now, but planning for what it could look like in 20 years as well. We want to fully utilize the space while it's available because we don't know for sure if Sound Transit will use the corridor, and if they do it I s along way out. It makes sense to fully use the space while it is available.
- Question: What are your construction plans for the interim trail?
Response: The interim trail will be 10' wide, with finer-grade gravel. We will also construct safety improvements at street crossings.
- Comment: Access to downtown seems to be missing. This should be part of the vision.
Response: We don't have direct access to downtown but envision wayfinding and visual cues will help to make that connection.
- Question: What was envisioned as the users' motive for going down corridor? Is the trail planned to be a place for entertainment or reflection? Which is the intended purpose: entertainment or reflection?
Response: The idea is to design for both. To look at each section of the corridor—it's unique characteristics and adjacent amenities—and plan each section with these things in mind. Some places are better suited for entertainment, while others are best suited for reflection and taking in the views. Sometimes the design adds to a place, while other times it seeks to offer users and visitors an enhanced opportunity to enjoy what's already there.
- Comment: I like having activities along trail. It will bring out more people, and with more eyes on the ground, it will also make the trail safer.



- Question: Will the city begin building this plan right away? Will they start by paving the trail?
Response: That's part of the reason we are here tonight; to get feedback on whether see should build a "baseline" trail of fully build out a section at a time. Some of it will depend on funding.
- Question: What about the historic elements of the trail?
Response: There is a section of the Master Plan that includes funding for developing innovative and enriching experiences with the trail's history—beyond informational plaques—that will inspire and educate even the most frequent users of the trail.
- Questions: Do we have the money for grading trail?
Response: Yes. Funding is set aside for the trail grading and upgrading street crossings along the corridor. Contact Kari Page, Interim Trail Manager with additional questions: kpage@kirklandwa.gov

Presentation 2 (6 p.m.)

- Question: How will this project be funded? Will taxpayers foot the bill?
Response: There will be a mix of funding sources and that mix will include grants. There will also likely be a voter approved levy to help pay for the project's construction.
- Question: Were any studies conducted to determine if the corridor is/was a wildlife corridor?
Response: There weren't any specific studies but we know habitat on the corridor is used by a number of animals.
- Comment: There is a place for historical plaques and markers and they should be part of the program to interpret the corridor's history. I prefer them to less direct interpretations of history.
- Comment: I like keeping Highlands natural.
- Comment: I believe Woodinville is doing something similar with their trail.
- Comment: I'm so excited about this. These are amazing plans.
- Question: There are some amazing images that exemplify what our corridor could be. Could you make these images available online, and could you provide photo credits for them?





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

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

Notification

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



APPENDIX

- I. Display Boards
- II. Presentation Slides

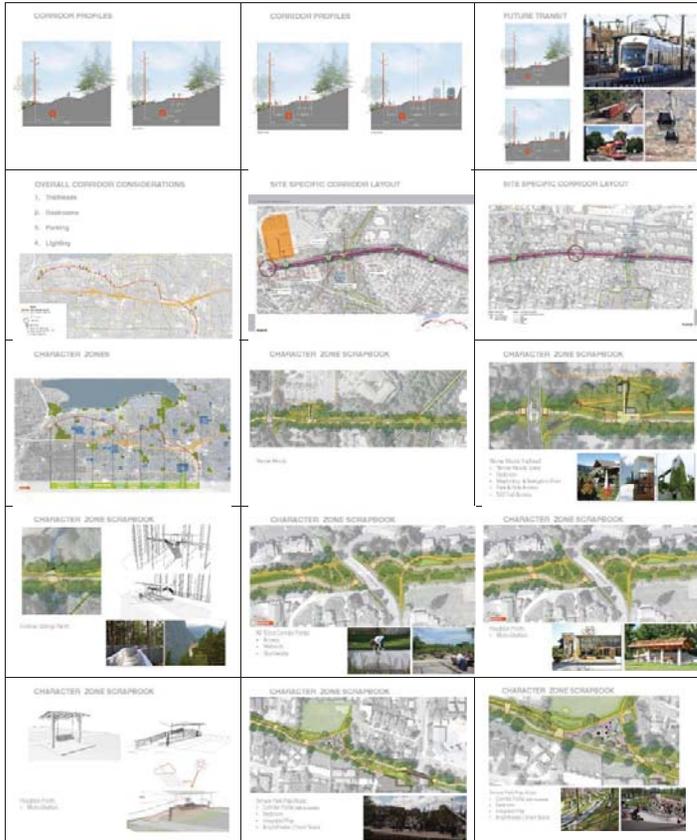


Display Boards (Appendix I)



Presentation Slides (Appendix II)





<p>IMPLEMENTATION & PHASING</p> <p>Priority - Road & Signs</p> <ul style="list-style-type: none"> • Build less busy over longer distance "get it done" • Build more busy over shorter distance "get it done" 	<p>IMPLEMENTATION & PHASING</p> <p>Priority - Elements</p> <ul style="list-style-type: none"> • Green Corridor • Storm • Power • Sewer • Water • Street Infrastructure <p>• Major Intersections</p> <ul style="list-style-type: none"> • 120th St • 160th St 	<p>IMPLEMENTATION & PHASING</p> <p>Priority - Other Elements</p> <ul style="list-style-type: none"> • Major Activity Nodes / High Traffic Areas • No Construction on Other Public Projects • Wilson Lane Park • Heritage Park • South Kirkland Park and Plaza <p>• In Collaboration w/ Adjacent Public Projects</p> <ul style="list-style-type: none"> • Capital • Major Lane Redevelopment • Major Street Redevelopment • Highways Commercial District
<p>IMPLEMENTATION & PHASING</p> <p>Funding - Overall Opportunities</p> <ul style="list-style-type: none"> • Grant Opportunities • Federal Transportation Infrastructure • State • Municipal • Private 	<p>IMPLEMENTATION & PHASING</p> <p>What are your Priorities?</p> 	 <p>CROSS KIRKLAND CORRIDOR MASTER PLAN</p>





8.3 INTERSECTIONS

8.0 APPENDIX

INTERSECTIONS

INTRODUCTION

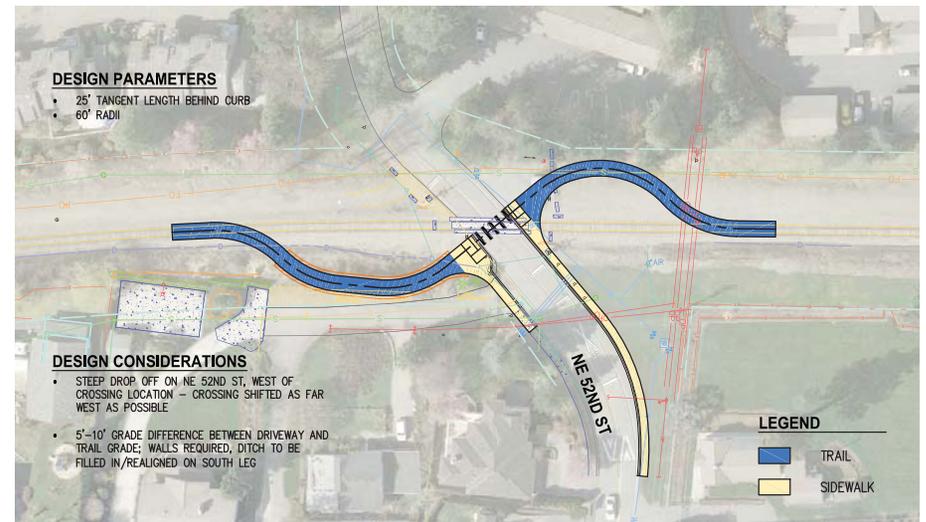
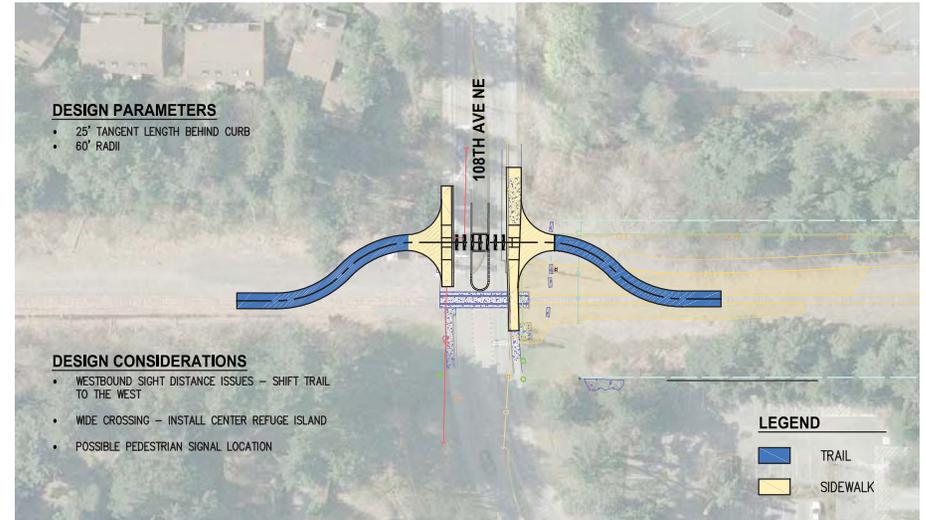
A key feature of the CKC is the treatment of pedestrian and vehicular intersections along the corridor. The roadway/trail crossings have been surveyed and thoroughly examined for the interim trail project; therefore intersection considerations documented in this master plan are based on a level of research and information beyond the typical master plan level. Additional Schematic intersection drawings and considerations may be forthcoming as the design progresses.

108th Avenue NE

- + Shift crossing west for sight distance, use center median, Rapid Flash Beacon (RFB).
- + If future traffic volumes warrant, a signalized crossing could be considered.

NE 52nd Street

- + Very low traffic volumes suggest an RFB will be appropriate for near and long term.
- + Corridor and stormwater development will allow the crossing to be perpendicular.
- + Steep drop off to south.
- + Crosswalk shifted as far south as possible.
- + Sight distance is ok but not great.
- + Maybe an additional RFB at bottom of hill? Could be triggered by pressure like a bike loop.



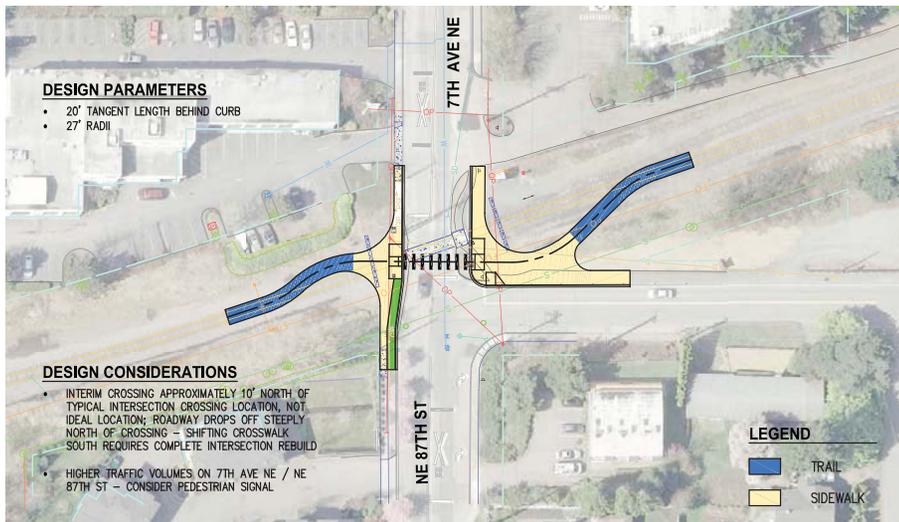
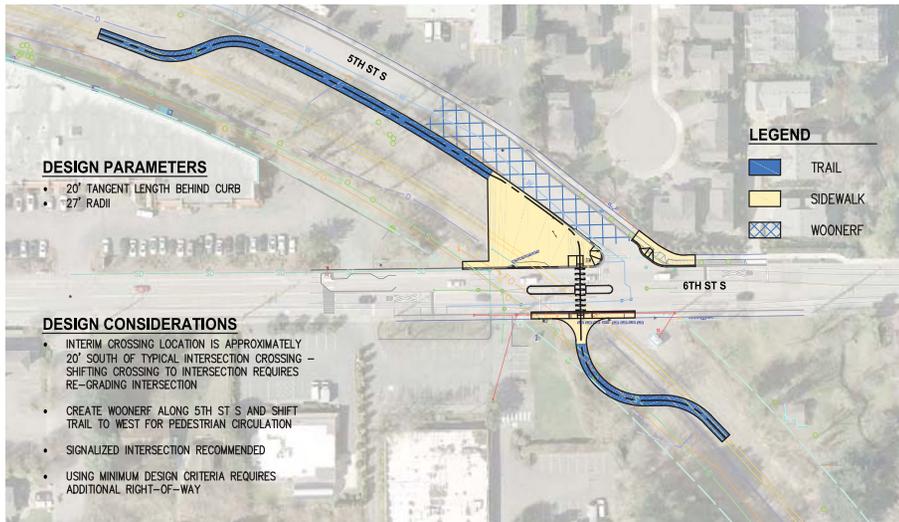
APPENDIX | INTERSECTIONS

5th/6th Street

- + A signalized crossing, shift crossing north 5-10 feet to intersection, re-grade intersection.
- + An alternative for a grade separated crossing leading to an elevated canopy walk.

7th Avenue

- + A signalized crossing at a rebuilt intersection is assumed, shift crossing east



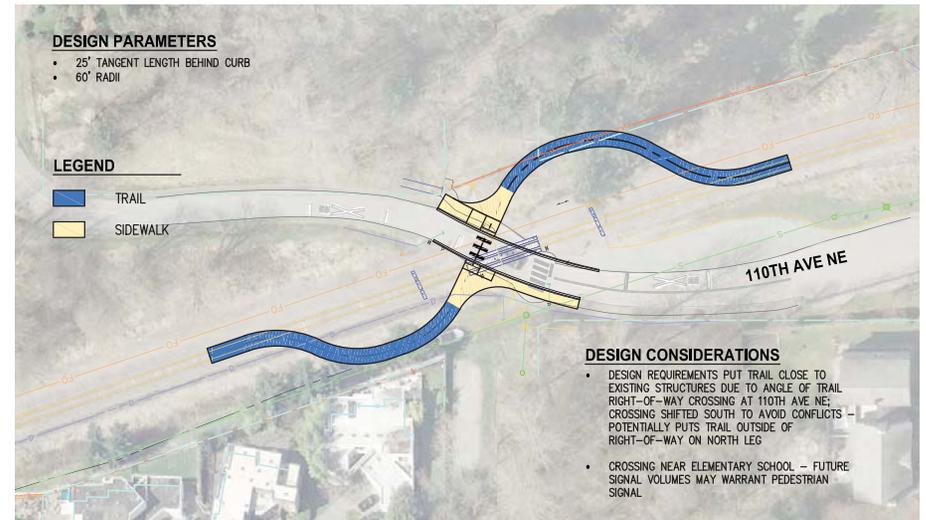
INTERSECTIONS

110th Avenue NE

- + Very low traffic volumes suggest an RFB will be appropriate for near and long term.
- + Make crossing perpendicular

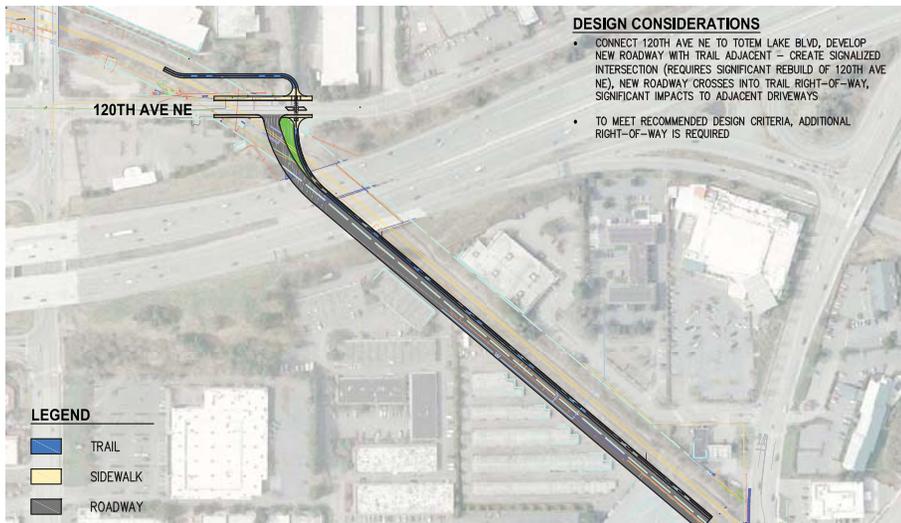
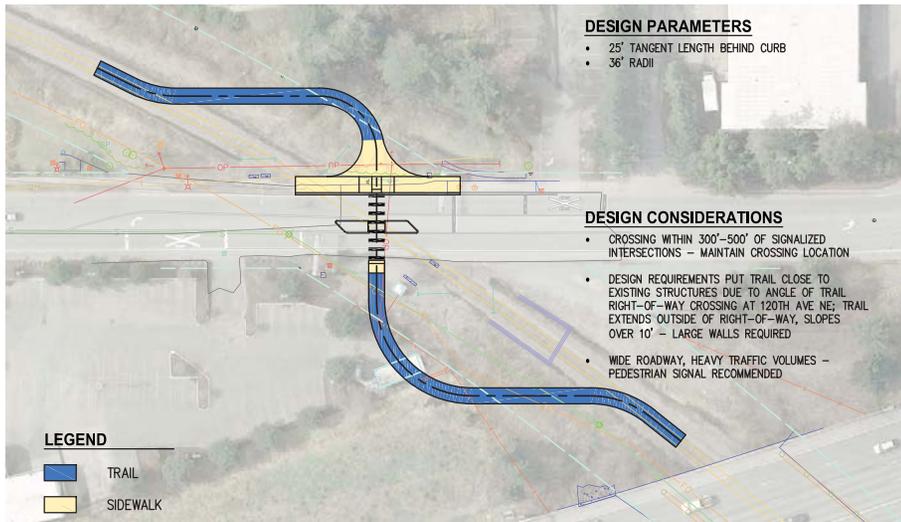
NE 112th Street

- + Rapid Flash Beacon (RFB). If future traffic volumes warrant, a signalized crossing could be considered.



120th Avenue NE and I-405

- + Among the most challenging crossings, a series of three alternatives are being developed.
- + RFB at existing street; this will require substantial walls and likely some ROW from adjacent property owners.
- + Signalized intersection completed in conjunction with development of a local road under the existing I-405 crossing.
- + Raised road: Development of an elevated crossover over the CKC.



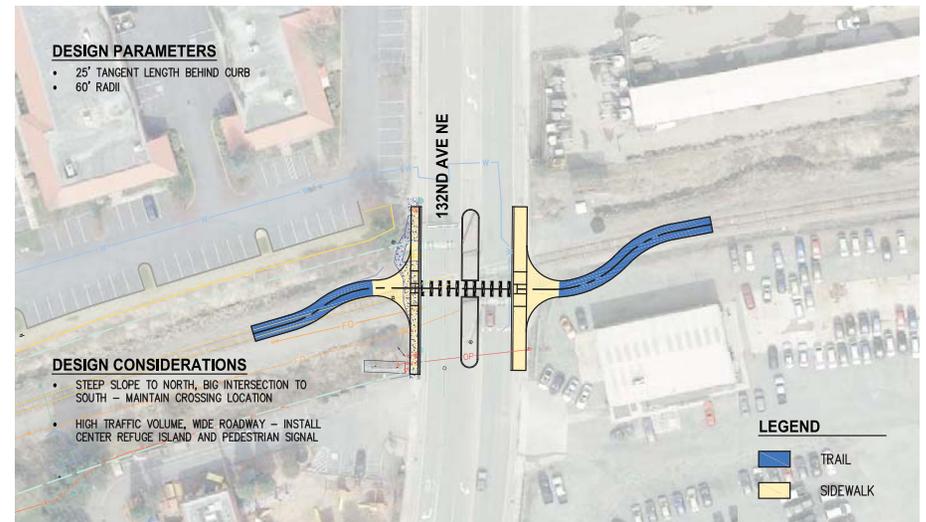
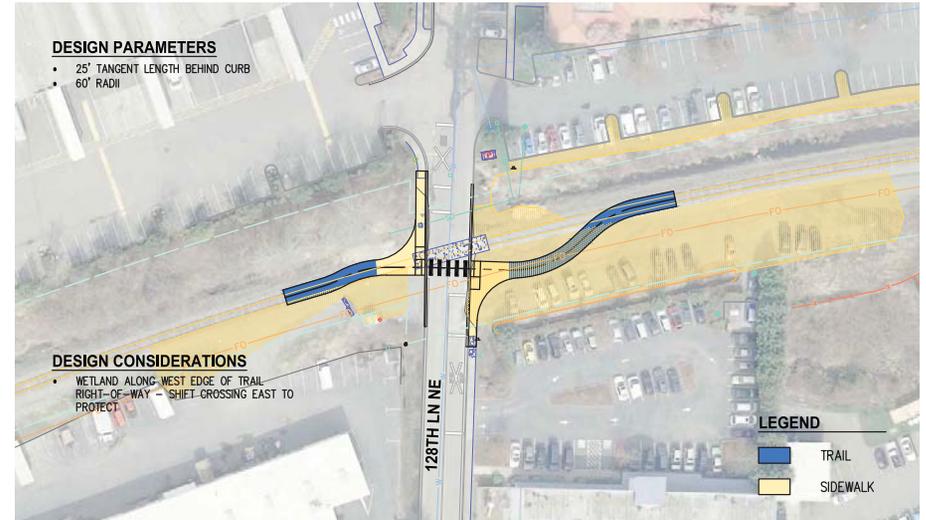
INTERSECTIONS

128th Lane NE

- + Very low traffic volumes suggest an RFB will be appropriate for near and long term. Provide perpendicular crossing.

132nd Avenue NE

- + Rapid Flash Beacon (RFB).
- + If future traffic volumes warrant, a signalized crossing could be considered. Provide center median for crossing.

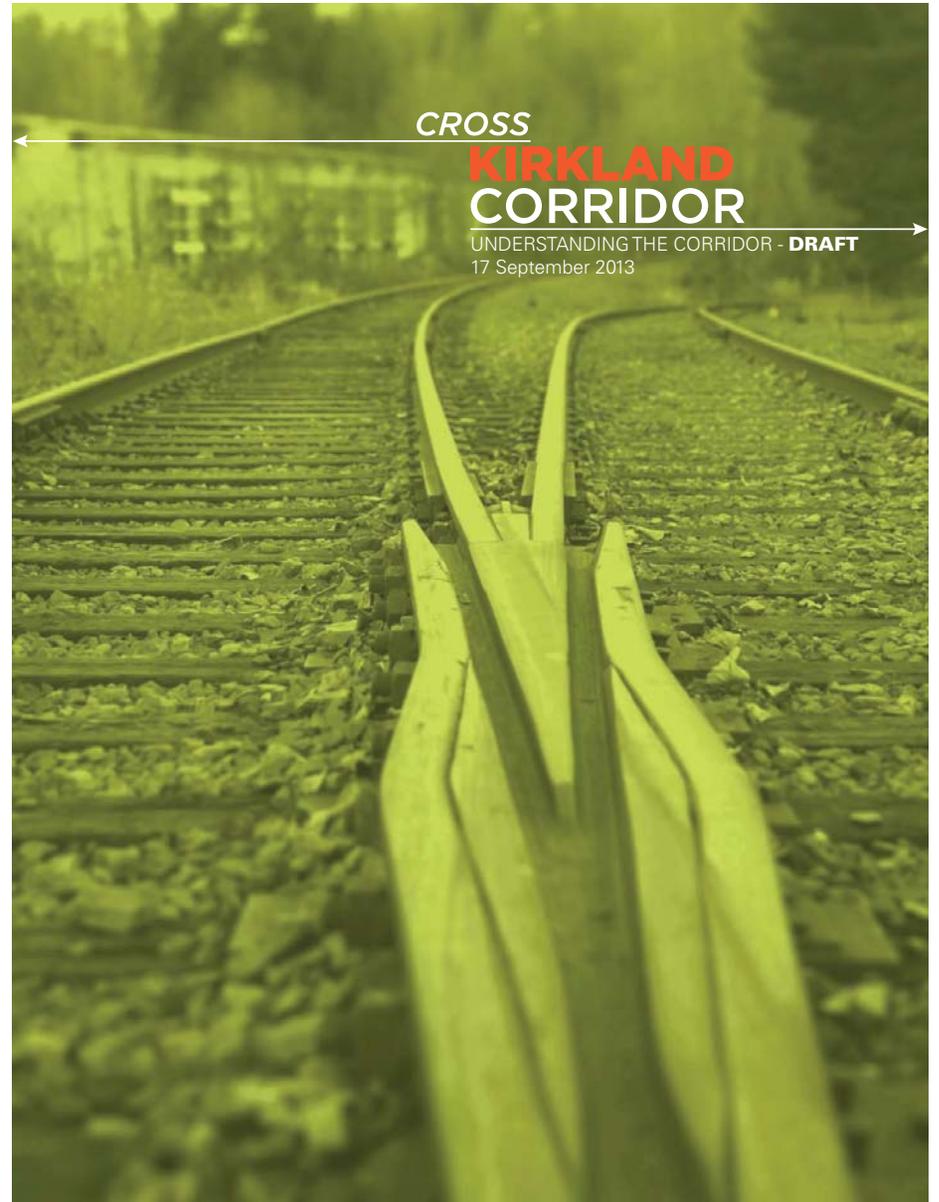






8.4 UNDERSTANDING THE CORRIDOR
8.5 VISIONING + PROJECT GOALS
8.6 TRANSIT + UTILITY STUDY

8.0 APPENDIX



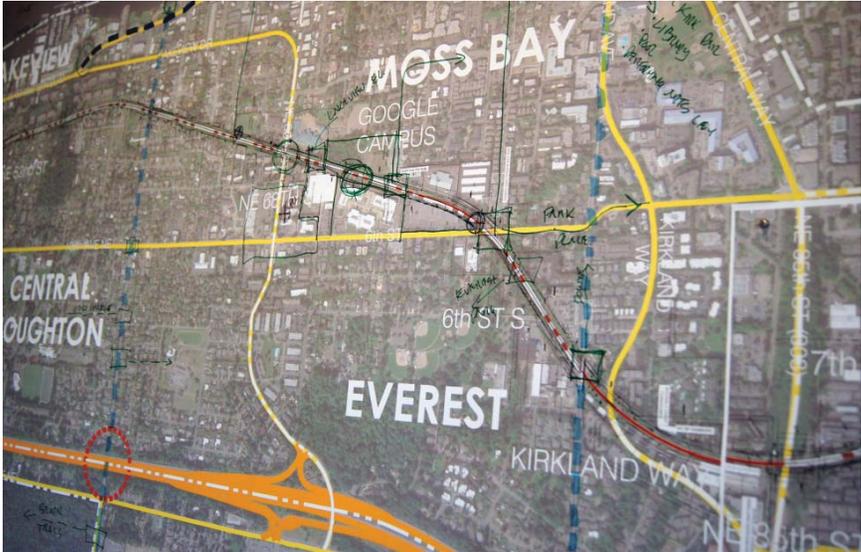
**CROSS KIRKLAND CORRIDOR
UNDERSTANDING THE CORRIDOR**

The critical first step in developing the plan for the future of the Cross Kirkland Corridor is building a firm understanding of the corridor's present as well as its past. From this informed context, appropriate decisions can be made to develop the corridor into an integral element of Kirkland's transportation infrastructure. In order to establish this understanding, the design team has worked to collect and analyze a wealth of data from historical and cultural documents to engineering and utility drawings. The research efforts and subsequent findings are separated into three main studies:

1. Functional and Safety Study
2. Environmental Study
3. Urban Planning and Cultural Study

The findings presented here are supported by analysis graphics, which were formatted from a comprehensive base map that the design team developed to visually assess the many forces that will shape the master plan.

Project Timeline



UNDERSTANDING THE CORRIDOR FUNCTIONAL & SAFETY STUDY

The Functional and Safety Study identifies the critical elements that impact safety and engineering for the Cross Kirkland Corridor. These elements will shape both the development of the corridor for bikes and pedestrians as well as the potential incorporation of high capacity transit.

Intersection Crossings and Access

A key feature of this analysis is the treatment of pedestrian and vehicular intersections along the corridor. These intersections are identified below and discussed in order from south to north. The city has expressed a desire to consider grade separation at most street intersections. This desire for grade separated crossings should be balanced with the desire for convenient access at each location. Several crossings at street intersections will receive treatments in 2014 (signing, marking, flashing beacons) as part of the interim trail project. These improvements will be reused where possible in future development. Any future interventions will be guided by ADA and AASHTO shared use path standards.

108th Avenue NE

- Three lanes, 30 mph speed limit.
- High volume street with higher vehicular speeds (relative to other neighborhood streets).
- Downhill curve on approach from the north with limited visibility.
- Should consider signalized crossing or trail crossing warning signs on 108th.
- Visibility for sight distance could possibly be increased by selectively clearing vegetation or modifying the existing medians.
- This intersection has the potential to serve as a major gateway for both the Cross Kirkland Corridor and the City of Kirkland.
- There is great potential for transit connections at this location: trail, bus stops, and the South Kirkland Park and Ride facility. In June the City of Kirkland received a grant to help develop a connection between the corridor and the Park and Ride.
- Given that this intersection represents the southern terminus of the corridor (i.e., there is no formal trail connection to the south across 108th Ave. NE), one option is to steer demand away from this intersection until such time that Bellevue/King County develops the trail to the south. In the interim, the southern end of the trail could be directed to the South Kirkland Park and Ride facility.
- The ultimate connection south to Bellevue (the "Missing Mile")—specifically connecting to the burgeoning BelRed district and Sound Transit's East Link rail line—should be considered.

NE 52nd Street

- Two lanes, 25 mph speed limit.
- Adjacent vegetation limits sight triangles of both road and trail. Visibility for sight distance could possibly be increased by selectively clearing vegetation.
- Steeply sloped crossing limits views of trail for traffic approaching from west (uphill approach).
- The trail crosses the roadway at a non-perpendicular angle, which impacts visibility and lengthens crossing distance.
- NE 52nd Street has relatively low volume and speed humps on both sides of the intersection.

NE 68th Street

- Existing grade separated crossing (above roadway), assumed to be structurally viable for active transportation.
- Connection down to NE 68th Street has a high volume of foot traffic as evidenced by 'goat trails' or pedestrian desire lines.
- Steep grades from trail down to road, along with limited space, make for challenging connections.
- Elevated roadway crossing offers an interesting change of perspective along the trail and provides interesting views westward and eastward.
- The existing narrow bridge section represents a potential 'pinch point' for trail traffic. As the circulation space is compressed, bikes and pedestrians commingle.
- Important link to adjacent school (Lakeview Elementary) and Terrace Park for school children using trail. Due to the elevated crossing, the actual connection would most likely occur at either end of the NE 68th intersection.

Google Campus Crossing

- Planned crossing.
- Controlled parking access limits Average Daily Traffic (ADT).
- Should establish clear ROW priority for trail users.
- Offers opportunity for a seamless and unique blend of safe crossing with adjacent uses.
- Potential to develop pedestrian link south to 6th Street.



108th Ave NE



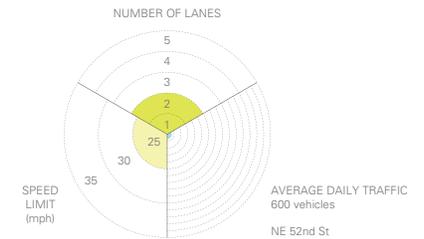
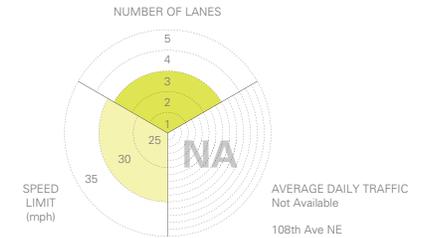
NE 52nd St



NE 68th St



Google Campus



**UNDERSTANDING THE CORRIDOR
FUNCTIONAL & SAFETY STUDY**

6th Street

- Two to three lanes, 25 mph speed limit.
- Proximity of crossing to 5th Place S creates challenges.
- Higher volume/skewed crossing.
- Opportunity for key transit connection point: trail with bus lines and bike lanes along 6th St.
- 5th Place S ROW may be opportunity for optimal crossing resolution as well as a significant access point for the corridor.
- Proximity to downtown Kirkland offers opportunity for connections.
- Candidate for grade separated crossing.

Kirkland Way

- Existing grade separated crossing (above roadway), assumed to be structurally viable.
- Non-standard vehicle widths and clearances for roadway below.
- Currently, no desire lines from trail to street, which has no sidewalks and relatively high speed traffic.
- Near trail that leads to downtown Kirkland.
- Vegetation and steep grades present accessibility challenges.
- Elevated roadway crossing offers an interesting change of perspective along the trail and provides interesting views.
- The narrow crossing section represents a potential 'pinch point' for trail traffic. As the circulation space is compressed, bikes and pedestrians may have to comingle.
- Close proximity to Kirkland Ave. that links to pedestrian crossing of I-405 at NE 80th Street.

NE 85th Street

- Trail crosses underneath roadway.
- Short crossing length helps mitigate safety concerns.
- Off-trail east/west connections are just south of overpass and eventually connect to NE 85th St.

7th Avenue

- Two lanes, 25 mph speed limit.
- Relatively good visibility and minimal crossing width (two travel lanes).
- Potential conflict with intersection of 112th Ave. NE that is immediately adjacent to trail crossing.
- Potential to combine intersections.
- Medium volume, speed. Crossing on grade heading down to the west.

110th Avenue NE

- Two lanes, 25 mph speed limit.
- Relatively good visibility and minimal crossing width (two travel lanes).
- Relatively low vehicular speed and low traffic volume.
- Important link to Peter Kirk Elementary.



6th St



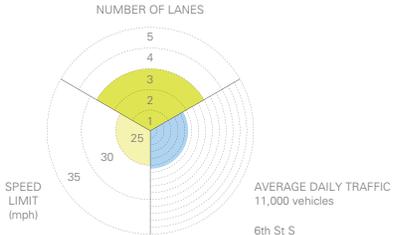
Kirkland Way



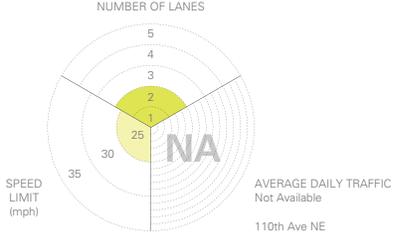
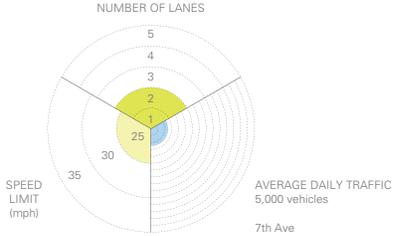
7th Ave



110th Ave NE



NE 85th St



**UNDERSTANDING THE CORRIDOR
FUNCTIONAL & SAFETY STUDY**

NE 112th Street

- Two to three lanes, 25 mph speed limit.
- Good visibility and perpendicular angle of intersection.
- Relatively high vehicular speeds.
- Opportunity for median.

NE 116th Street

- Three lanes, 35 mph speed limit.
- Trail crosses underneath roadway.
- Short crossing length and high bridge height help mitigate safety concerns.

120th Avenue NE

- Three lanes, 35 mph speed limit.
- May be one of the more challenging crossings due to limited visibility, topographic 'dip' and its location between two controlled intersections.
- Candidate for a grade separated crossing.
- High volume, higher speed roadway on skew.

I-405

- Long undercrossing length due to road width of I-405 above.
- Length of undercrossing and low light levels have negative implications for the perception of safety.
- If a grade separated crossing were to be implemented at 120th Ave. NE, that could transition onto a fill prism or elevated trail condition that would extend through the I-405 underpass and promote thru-circulation of the space (not conducive to lingering).



NE 112th St



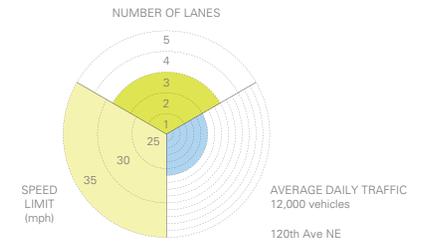
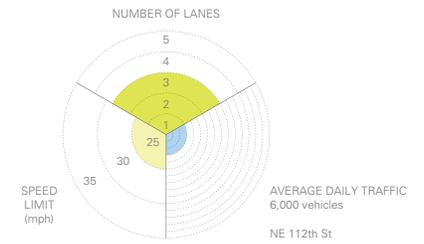
NE 116th St



120th Ave NE



I-405



**UNDERSTANDING THE CORRIDOR
FUNCTIONAL & SAFETY STUDY**

NE 124th Street/Totem Lake Blvd.

- Five lanes/four lanes, 35 mph speed limit.
- High volume streets with high vehicular speeds.
- Signalized surface crossing could be accommodated (with some land acquisition possible). Long signal wait times will invite misuse as a trail crossing, particularly by cyclists transitioning to road riding in order to avoid wait times.
- Candidate for grade separated crossing. Elevated crossing must be developed with consideration of required clearances from Seattle City Light (SCL) power lines above.
- Trail design should coordinate with planned PSE 115kv line.

128th Lane NE

- Two lanes, 25 mph speed limit.
- Low traffic volume and vehicular speed.
- Good visibility and angle of intersection.

132nd Avenue NE

- Five lanes, 35 mph speed limit.
- Wide crossing with higher traffic volume.
- Grade to north can result in increased vehicular speed (downhill approach to crossing)
- Good visibility and angle of intersection.
- Potential to develop existing median.



NE 124th St



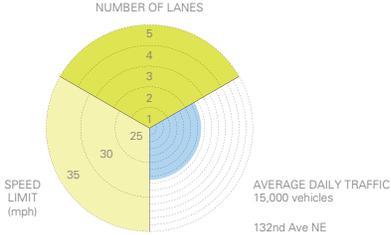
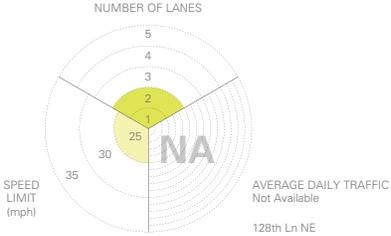
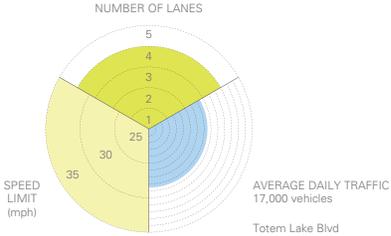
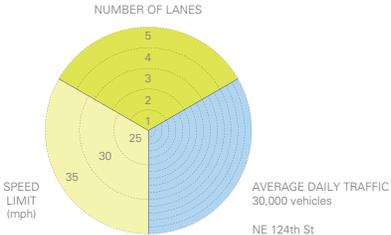
Totem Lake Blvd



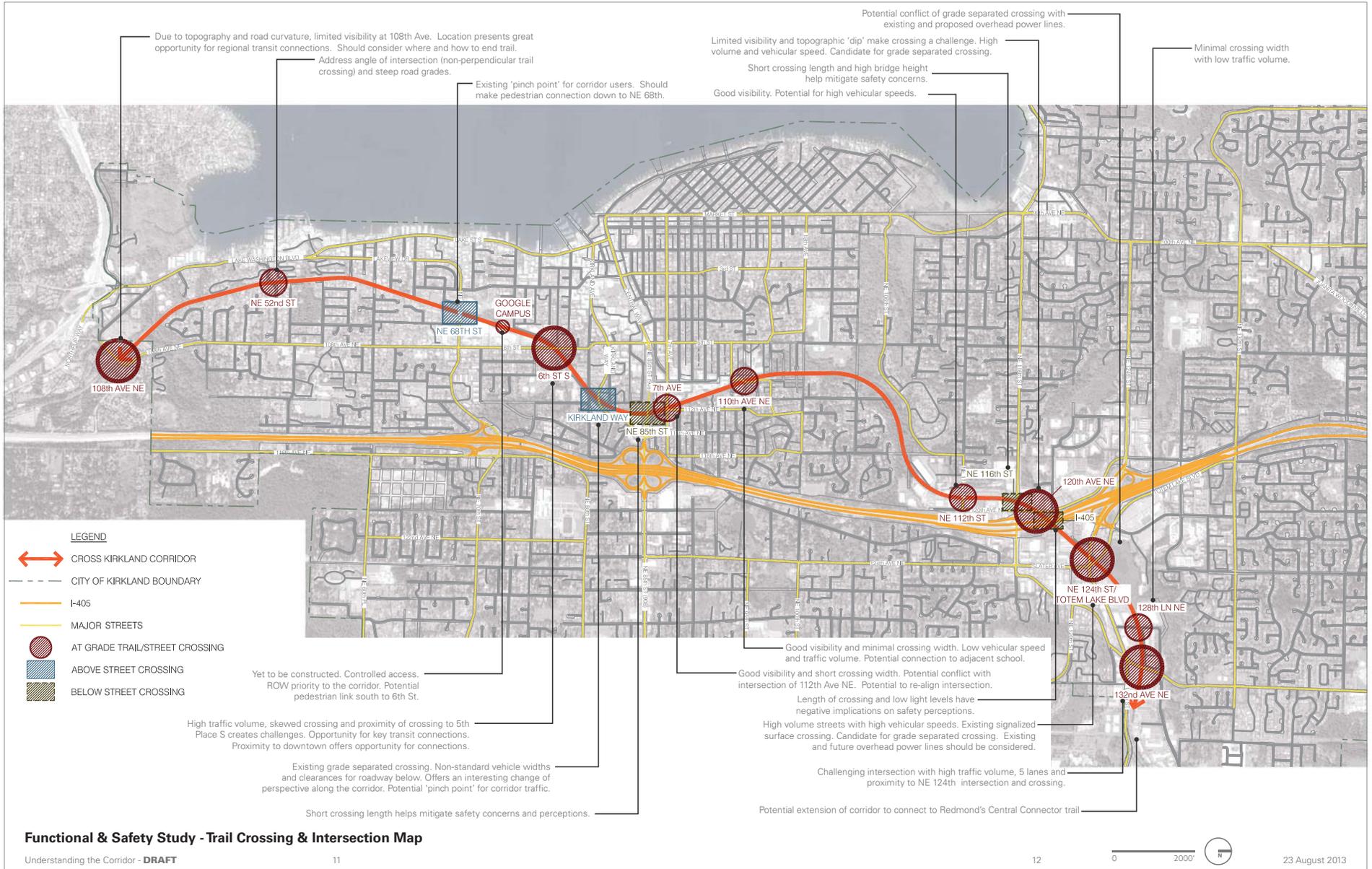
128th Ln NE



132nd Ave NE



CROSS KIRKLAND CORRIDOR MASTER PLAN



**UNDERSTANDING THE CORRIDOR
FUNCTIONAL & SAFETY STUDY**

Major Non-Vehicular Crossings

There are several notable pedestrian-only trail crossings, as well as one-sided "feeder" pedestrian access points that should also be considered.

NE 60th Street

- Major east/west crossing connecting to Lake Washington and waterfront parks.
- Represents a 'pinch point' on the trail (verify legal boundaries).
- Historic connection from Lake Washington to east.
- Leads to I-405 pedestrian bridge.

Kirkland Ave. (to Railroad Ave.)

- A strong pedestrian connection.
- Historically important link from ferry landing to railroad depot.
- Close proximity to I-405 pedestrian crossing.

18th Ave. to NE 100th Street

- A significant east/west link crossing the corridor connecting Market Street eastward (indirectly in places) to Willows Road, the Redmond Central Connector (Phase 2), and the PSE trail.
- Connects to Kirkland Middle School via Crestwoods Park.
- Leads to I-405 pedestrian bridge.



NE 60th St.



Kirkland Ave to Railroad Ave



18th Ave to NE 100th St.

**UNDERSTANDING THE CORRIDOR
FUNCTIONAL & SAFETY STUDY**

Corridor Bridge Analysis

Existing bridges, while varying in age and structure, were designed to take significant loads associated with freight railroad, which they served until recently. Using these bridges as part of the corridor will require some retrofitting to provide required surfacing, possible widening to desired widths, and the opportunity for each to become a unique icon and experience along the CKC. By reusing the bridges for a shared-use corridor (with its greatest loads likely associated with comparatively light loads of emergency vehicles and lightweight maintenance vehicles) structural loads applied to the bridge will be greatly reduced from their railroad-designed loads. For the purposes of this master plan all bridges are assumed to be in adequate condition to be repurposed as part of the shared-use corridor, though ongoing maintenance and cosmetic work will inevitably be required in addition to applying new decking/surfacing. During the design phase of corridor improvements a more detailed analysis of the structures should be performed.

Beyond the bridges' function providing a crossing for the CKC corridor, they also allow vehicular connections below. In some instances the road undercrossings are undersized and do not meet current clearance guidelines. This master plan does not assess or propose remedies to address shortcomings of vehicular undercrossings beneath the bridges.

Safety and Perception of Safety

The majority of the corridor feels safe and provides adequate ingress and egress locations to be safe, with a few notable sections.

- The stretch of the corridor from 108th Ave. NE to NE 52nd Street is the longest stretch without formal ingress or egress points due to topography and adjacent residents that "back" onto the corridor.
- Both the NE 85th Street undercrossing and the NE 116th undercrossing are high enough and short enough over the corridor not to raise safety concerns; however, the abutments of the bridge, particularly to the west, are a target for graffiti and could be attractive spots for loitering and camping.
- The I-405 undercrossing is very long with walls between columns obscuring views throughout the undercrossing and creating a perception of an unsafe place.



NE 85th St



Kirkland Way

**UNDERSTANDING THE CORRIDOR
FUNCTIONAL & SAFETY STUDY**

Utilities

There are several existing and planned utilities that share the CKC corridor and will affect how the corridor can be developed. These include:

Metro Trunk Sewer Line

A large metro sewer line follows a significant portion of the corridor at varying depths. In places it's more than adequately deep so as not to limit the corridor's design except to maintaining required access. However, there are places where its shallow depths (in some instances higher than the railroad trackway under an earthen berm) will limit how the corridor can be used. In all instances any improvements built over the corridor must be mindful of the sewer line. The line is on an easement owned by King County.

Fiber Optic

A parallel line along a majority of the corridor at varying depths which could limit grading. (Note: Research to be completed identifying easement agreement and limitations and responsibilities associated with moving the line.)

SCL Transmission Line

An existing transmission line paralleling 124th Ave. NE and crossing over Totem Lake and the CKC's intersection with 124th Street and Totem Lake Boulevard, possibly affecting the corridor's crossing of this intersection due to required aerial clearances.

PSE Transmission Line

A new aerial PSE transmission line is planned along the northern portion of the CKC connecting the Juanita transmission station with Willows Road. Design is underway and may be shaped by the CKC master plan process.

Other Utilities

Other utilities cross or are adjacent to the corridor including water facilities and power lines (multiple locations). PSE owns an easement along the length of the corridor for its facilities and has plans for new overhead lines.

Sound Transit Easement

Sound Transit (ST) has an easement to use the corridor for future transit development. The master plan assumes that any ST alignment would not require the entire width of the corridor. Alignment of the ST route has not been developed.



UNDERSTANDING THE CORRIDOR ENVIRONMENTAL STUDY

The environmental study focuses on the major environmental elements, both physical and regulatory, shaping the corridor's development. The analysis goes further in seeking out opportunities to augment or connect these elements for the benefit of the corridor.

Corridor Hydrology

The corridor contains a rich and extensive hydrologic network of streams, ditches and wetlands. There are approximately 27 instances where streams meet or cross the corridor. In addition to the streams, a significant portion of the corridor is paralleled by a system of ditches that collect and convey stormwater runoff. Several wetlands are also found within the corridor and its adjacent areas.

Understanding the corridor's stormwater functions will be a critical step in the master plan development. Streams and wetlands should be protected and enhanced while the ditches should be evaluated for stormwater capture and treatment opportunities.

Due to the unique engineering requirements of railroad construction, notably that it be relatively level, the BNSF tracks altered the flow of stormwater and natural drainage. Many drainages, creeks and watersheds that once naturally flowed to Lake Washington now take different paths. The master plan should identify natural drainage and water quality stormwater opportunities that both enhance and restore existing and severely altered watersheds.

The City of Kirkland is currently preparing a Surface Water Master Plan that will further explore the role of the corridor in managing surface water.

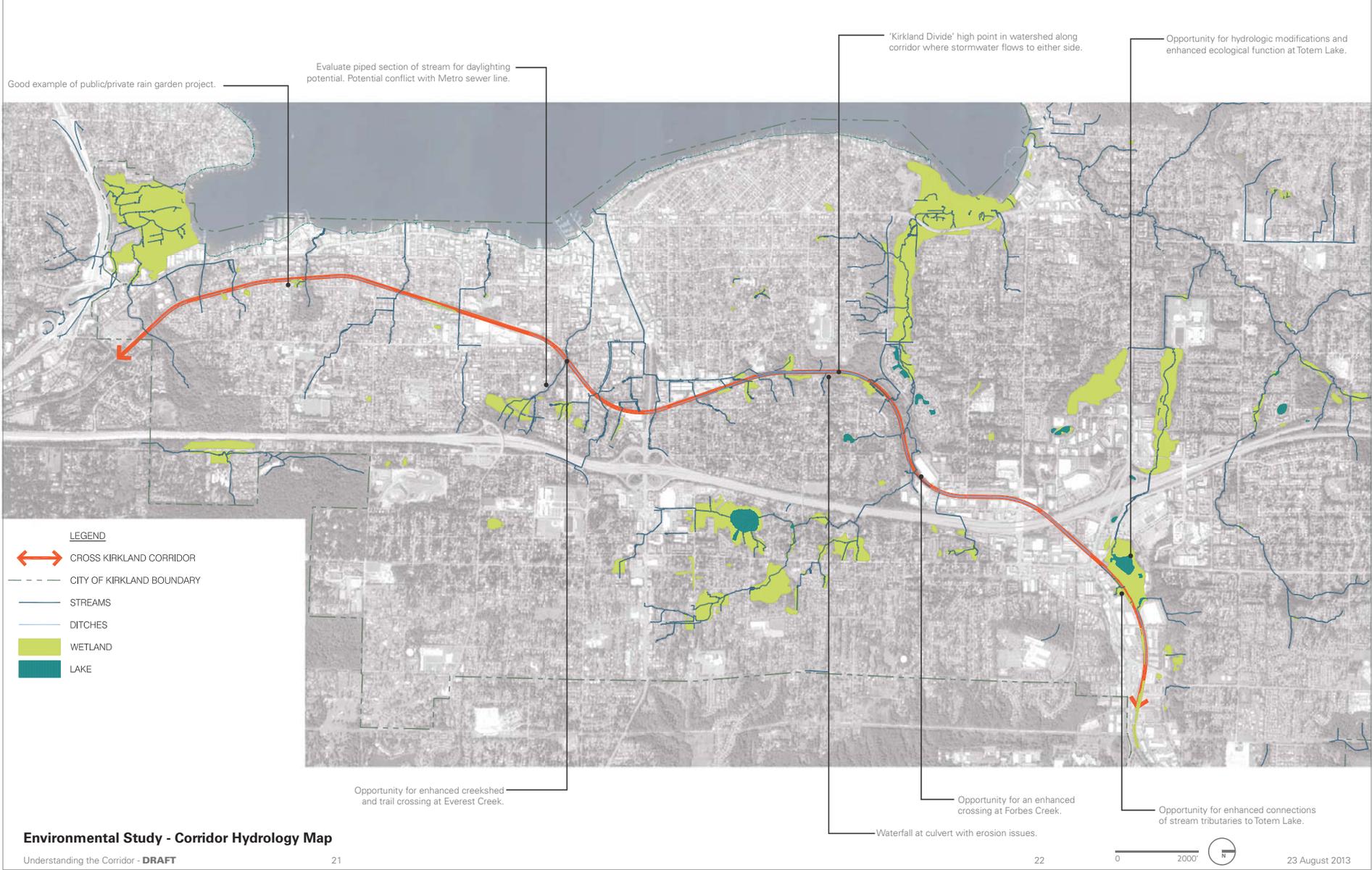
Corridor Topography

The length of the corridor contains a diverse range of topographic conditions. Of particular concern to the master plan are steep slope areas. Much of the rail bed is either perched upon a fill prism of earth or sharply cut into a hillside or ravine. The resultant steep slopes limit corridor access, safety perceptions and view sheds while increasing stormwater runoff and erosion. They have been identified in the working base map and should be considered in master plan development.

The existing topography suggests the opportunity to develop a trail along the existing railroad trackway as well as the addition of a second parallel trail along much of the corridor with minimal grading to the trackway prism. However, there is potential to trigger environmental regulation and permitting associated with steep slopes and the wetlands located along the base of the prism.

Beyond the design of the trail corridor, topography will significantly influence how the corridor grows and evolves over time when additional corridors (including transit) are integrated. Widening the corridor to accommodate multiple transportation paths may include both cutting and filling of existing slopes and may also include structural solutions to increase usable ROW width or mitigate or improve environmental conditions by removing fill within natural ravines.





Environmental Study - Corridor Hydrology Map



UNDERSTANDING THE CORRIDOR ENVIRONMENTAL STUDY

Viewsheds

The topographic conditions along the corridor frequently make for stunning viewsheds or areas with significant views beyond the corridor's boundaries.

In several locations views to Lake Washington, Seattle and the Olympic mountains are possible. These viewpoints will prove to be significant spots along the corridor and will lend a great deal of identity to the corridor experience. Particular care should be given to these locations while considering grading and planting strategies to complement the views.

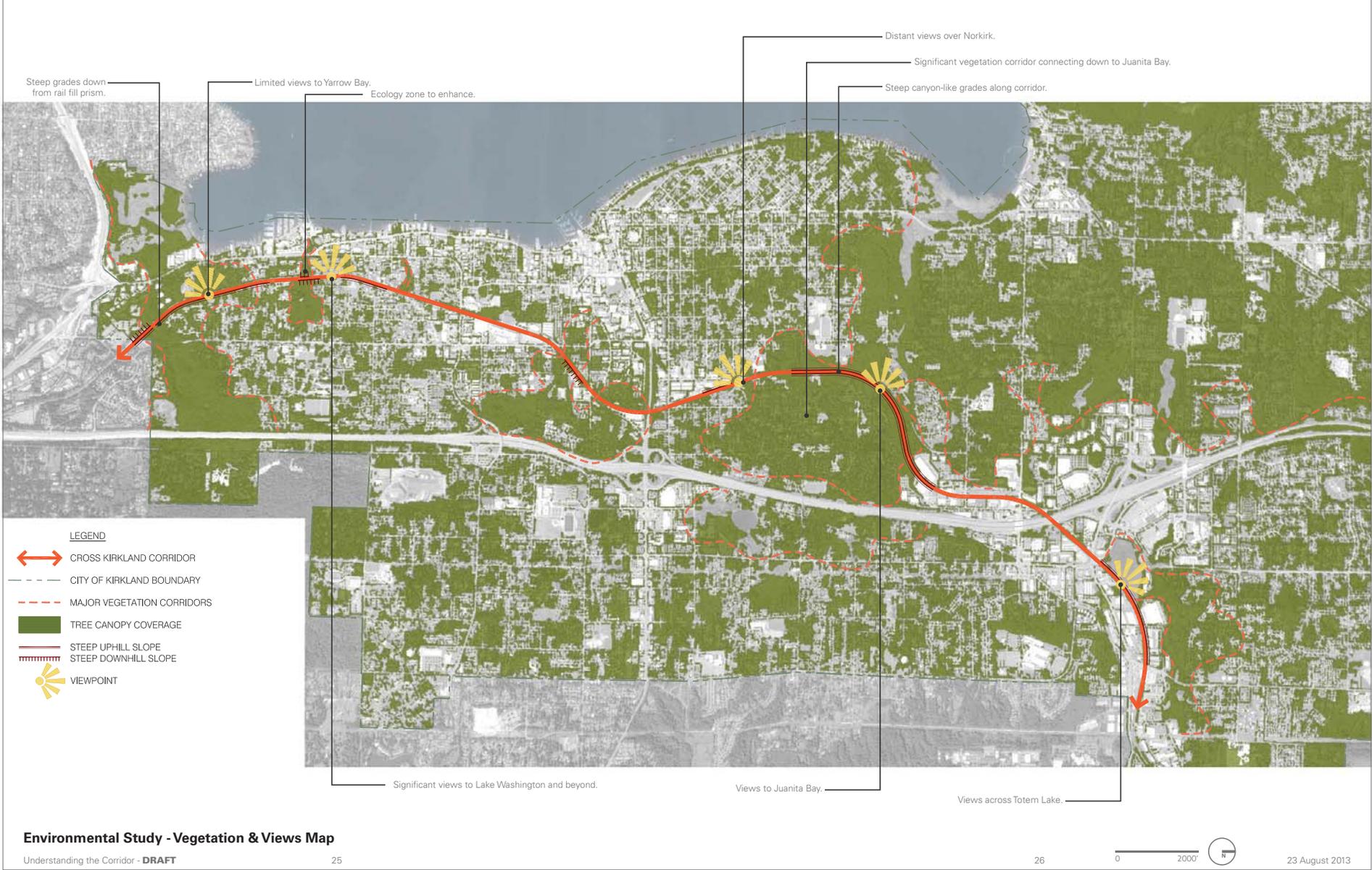
Along the corridor there are also opportunities for stunning territorial views of the surrounding landscape. These include eastward views from any of the existing railroad trestles, the surprisingly rural Forbes Creek ecological corridor to Juanita Bay, and the greenbelt backdrop to Totem Lake, among others.

Ecological Corridors

As the corridor is intended to be a regional trail with broad pedestrian and neighborhood connections, so too should it be considered for its regional ecological connections. At close to six miles in length, the corridor encompasses a wide range of vegetation communities. It also intersects—and contributes toward—significant contiguous tree canopy and vegetation coverage. It is important to note that this significant vegetation is on public properties owned by multiple entities and agencies and a large number of private owners. Yet the ecological function is blind to legal boundaries, and whatever the ownership, the enhanced connections between these properties can enhance ecological function with thoughtful design interventions and management over time. The contiguous tree canopy and vegetation are critical elements of regional ecology. They provide wildlife habitat and places for wildlife movement as well as a host of other ecological services that include a reduction in the urban heat island effect, maintaining biodiversity, and stormwater mitigation.

Beyond the ground plane it is important to recognize the value and critical ecological function of connecting tree canopies together, even as more intensive land use and human activities occur at the ground level.





**UNDERSTANDING THE CORRIDOR
URBAN PLANNING & CULTURAL STUDY**

The Urban Planning and Cultural Study looks at Kirkland as a unified whole as well as its constituent neighborhoods and zones (both existing and future).

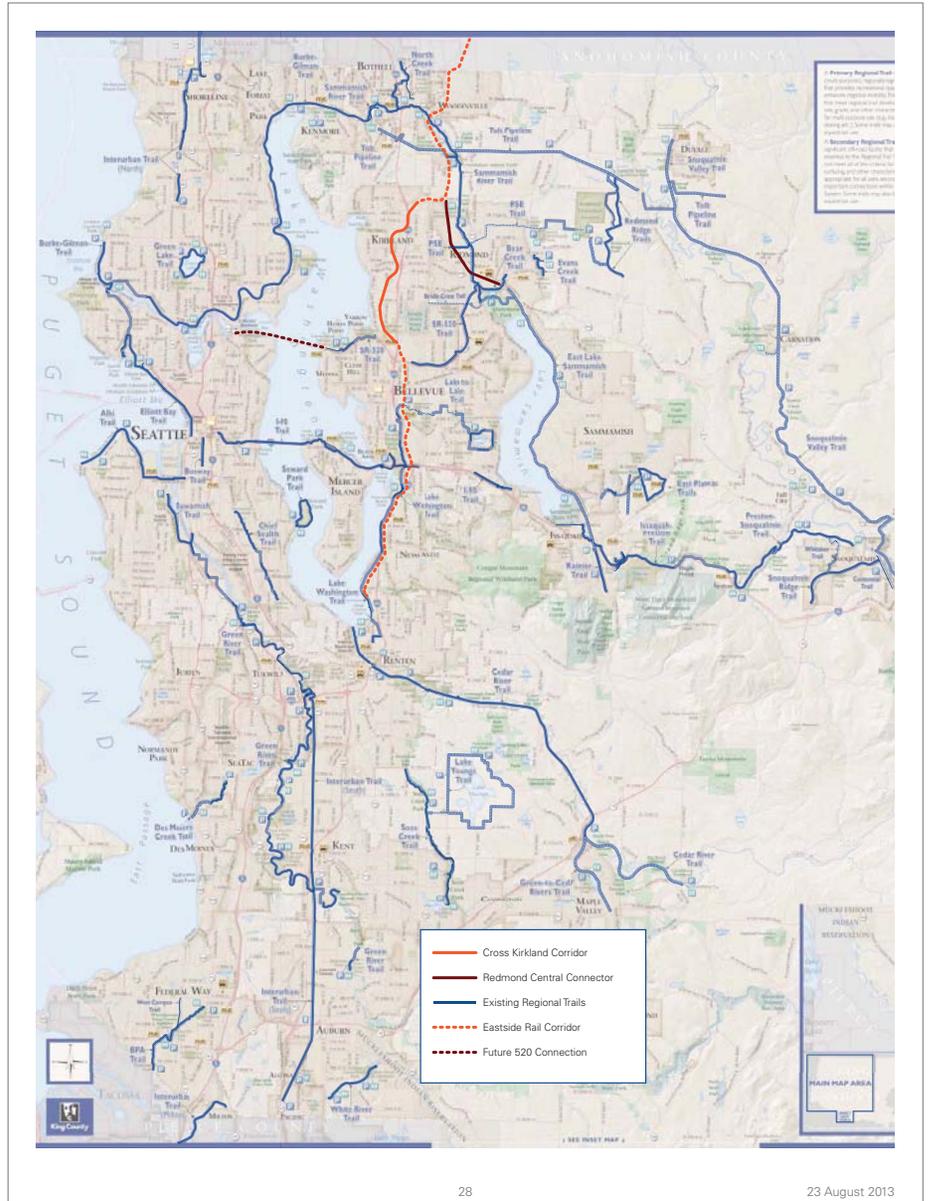
Neighborhoods

Kirkland is decidedly a city of neighborhoods, neighborhoods rich in history with their own unique identities. Interestingly, several of these neighborhood boundaries were formed by the BNSF railway. With the Cross Kirkland Corridor, the city has the unique opportunity to connect these vibrant neighborhoods along a single corridor.

City/Region

While the corridor directly borders or passes through eight neighborhoods, it is also viewed as a regional connector that serves both the city and the broader region beyond. King County is served by several regional trails, several of which fall within the vicinity of Kirkland. The Cross Kirkland Corridor is a significant opportunity to expand and connect this system to provide regional travel opportunities for the residents of Kirkland.

Regional trails of King County with Cross Kirkland Corridor highlighted in orange. Source map: www.kingcounty.gov/parks



UNDERSTANDING THE CORRIDOR
URBAN PLANNING & CULTURAL STUDY

Character Zones

The corridor has its own areas of distinct character or physical conditions that should be considered. They are listed below in order from south to north.

Yarrow Woods

Stretches from 108th Ave. NE to around Carillon Point. This zone is characterized by dramatic topography (steep slopes down to and away from the corridor) and a forested edge with occasional breaks for views to the west. This stretch has the fewest formal access points (108th Street and NE 52nd Street) due to topography and the many houses that “back” onto the corridor with no public access points. However, there are numerous informal connections. Watershed Park has a network of informal trails that can more deliberately form connections from the CKC to the surrounding neighborhood.

Houghton Porch

Heading north from Yarrow Woods, this zone extends to NE 65th and is primarily characterized by open views to Lake Washington to the west. The westward focus of this zone is structured by the topography which rises up from the corridor moving east but falls from it heading west. There are several opportunities to improve or shape new connections from the existing street grid to the corridor. The one-time presence of the Lake Washington shipyards historically shaped this portion of the corridor and could be a source of inspiration as this section is developed.

Buzz Zone

Extends north to the corridor intersection with 6th Street S. It is titled ‘Buzz Zone’ due to the existing commercial and business character and near-term development potential, including further development of the Google campus. While Google is a wonderful part of the Buzz Zone and provides opportunities for a creative workforce, it is only part of what builds the zone’s character, as this section is envisioned as a broader collection of elements, commerce, services and businesses to bring diversity and vitality.

Everest Edge

Bounded by 6th Street S and NE 85th Street to the north, this zone is characterized by relatively level terrain that transitions to Kirkland Ave., Railroad Ave. and Kirkland Way. This stretch has a greenbelt-like quality with Everest Creek crossing the corridor and the ability to forge a strong connection with Everest Park.

Norkirk Edge

Reaches north to the corridor crossing of 110th Ave. NE. This section is primarily identified by the properties along the west (Norkirk) side, with the potential of a vital commercial or mixed-use district activating the corridor’s edge.

Highland Pass

Continues north to approximately 116th Ave. NE. This zone is characterized by dense vegetation and an extensive forest canopy above. The corridor’s strong sense of enclosure is reinforced by the canyon-like topography. The “pass” has a unique high point from which the abundant water in ditches adjacent to the corridor separates into north and south flows at a “Kirkland Divide” that is a subtle yet interesting element on the corridor. As the corridor moves northward it transitions from a canyon to a narrow shelf perched high above Forbes Creek valley with a connection to Juanita Bay Park and powerful territorial views. While it would be easy to describe this stretch as natural it is important to note it is home to many invasive and non-native species.

Active Zone

The Active Zone is a rebranding of the ParMac area and extends north to 120th Ave. NE. The name honors the recreation related activities now occupying the transitional industrial area. It also sets the tone for the evolving area and provides an opportunity for the corridor to foster activity.

West Totem Lake Connector

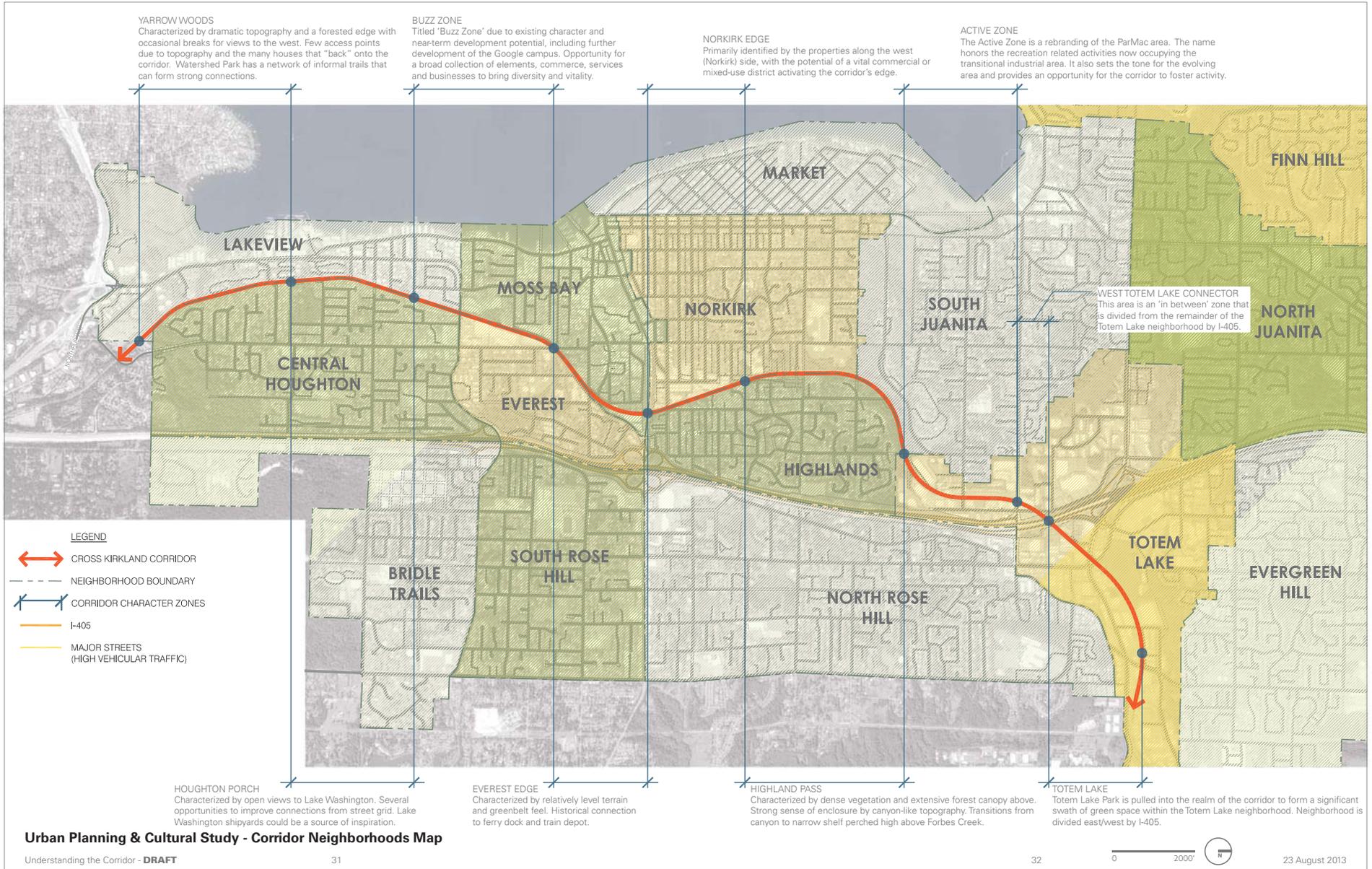
This is an area where the Active Zone has ended but the next zone, Totem Lake, has yet to formally begin. It marks the potential overcrossing of 120th Ave. NE and undercrossing of I-405. Unlike other areas on the corridor, this is a zone where the corridor is a crossing element. It is dedicated to moving through a space rather than a catalyst to development on either side of the corridor. Additionally, this stretch of the corridor is unique in that it does not come with a sense of community ownership in its existing state.

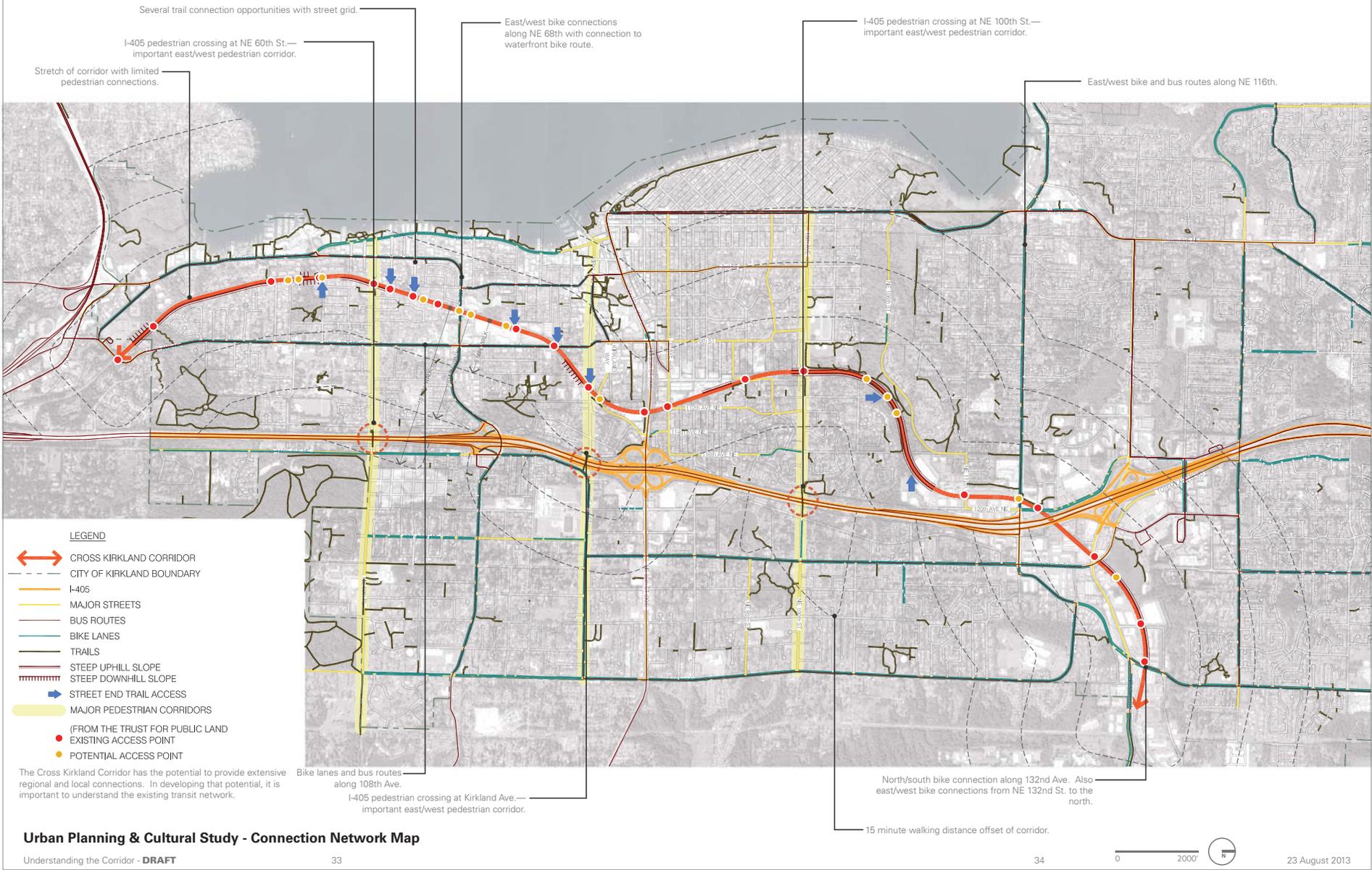
Totem Lake

The Totem Lake zone begins at the undercrossing on the east side of I-405 and continues east to the city limits. Totem Lake Park is pulled into the realm of the corridor to form a significant swath of green space within the Totem Lake neighborhood. Totem Lake, as delineated by the city, spans east and west of I-405, yet the two sides feel very disconnected, with most east/west connections as bridges and underpasses that serve as I-405 access points or major transit facilities.

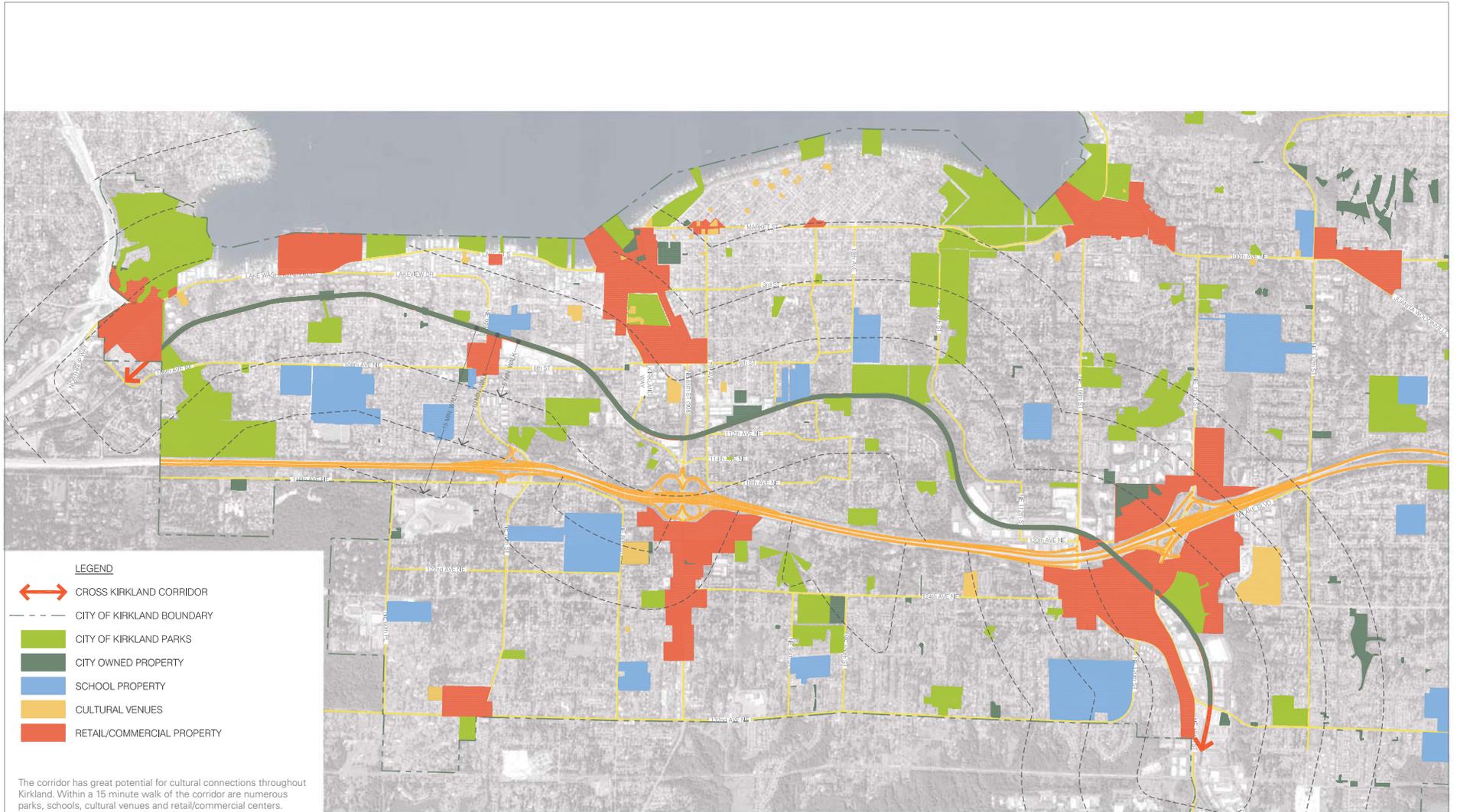


CROSS KIRKLAND CORRIDOR MASTER PLAN





Urban Planning & Cultural Study - Connection Network Map



187

Urban Planning & Cultural Study - Cultural Connections Map

UNDERSTANDING THE CORRIDOR
URBAN PLANNING & CULTURAL STUDY

Opportunity Zones

In evaluating planning, density and development opportunities along the Cross Kirkland Corridor, there are several zones with greater near-term potential for growth and development that can influence and be influenced by the corridor's development. In some instances these opportunity zones are part of a character zone, and in some instances they are the character zone. The five such zones are listed and evaluated below.

South Kirkland Park and Ride (Yarrow Woods)

As the southern terminus of the CKC and at the southern end of the Yarrow Woods character zone, this area is an exceptional opportunity for change and growth, already exemplified with the new South Kirkland Park and Ride improvements.

- Great potential as a Transit Oriented Development (TOD) with connections to diverse transit options.
- Connections to the new SR 520 and its shared use path connecting to Seattle and the University of Washington.
- Existing commercial and office land use patterns, yet significant opportunity for increased density, with extensive surface parking allowing potential development space.
- A loosely structured street network could be regularized to create enhanced "in neighborhood" car, bike and pedestrian connections.

Google Campus/Light Industrial Zone (Buzz Zone)

With the existing (and expanding) Google campus, significant office/professional services present along 6th and a strong commercial/services district, the buzz zone is a unique change in character along the corridor. It presents the opportunity to be a catalyst for the corridor while the corridor also serves as a catalyst for desired growth.

- With the development of the Google campus, this zone has already begun a significant transformation with high energy potential.
- Currently, retail and services provide vitality to the neighborhood, but are primarily accessed by car.
- There is opportunity, but no direct connection, between the CKC and the business district.
- There is the opportunity for significantly more office and commercial development while still protecting and buffering surrounding residential development.

The Norkirk Commercial Area (Norkirk Edge)

The existing commercial and civic development along the corridor suggests the opportunity that redevelopment may occur, particularly along the CKC edge, benefiting from corridor traffic and providing the corridor with an active edge.

- The Norkirk edge allows territorial views to downtown Kirkland and fairly direct connections, making it a gateway to downtown for those traveling from the north.
- The existing public works facility provides additional public realm (and an oddly cool utilitarian edge) to the corridor.
- The cannery building is a community jewel that could have increased community use and opportunity.

The New ParMac (Active Zone)

This existing light industrial area has a unique character, largely shaped by its limited accessibility and the changing uses occupying warehouses once served by the railroad. This emerging land use, with many recreational amenities or services, provides the opportunity to charge the corridor with a unique "attitude" now and into the future, even as it evolves.

- With very poor and hard to find vehicular access from the rest of the city, the CKC will greatly improve access to the area.
- The near-term CKC users on bike and on foot will tend to be the very "recreation minded" population that already uses the area, increasing the likelihood of the CKC as a true transportation connection.
- Existing tenants can open up to the corridor to provide new storefronts that reorient development energy along the corridor.

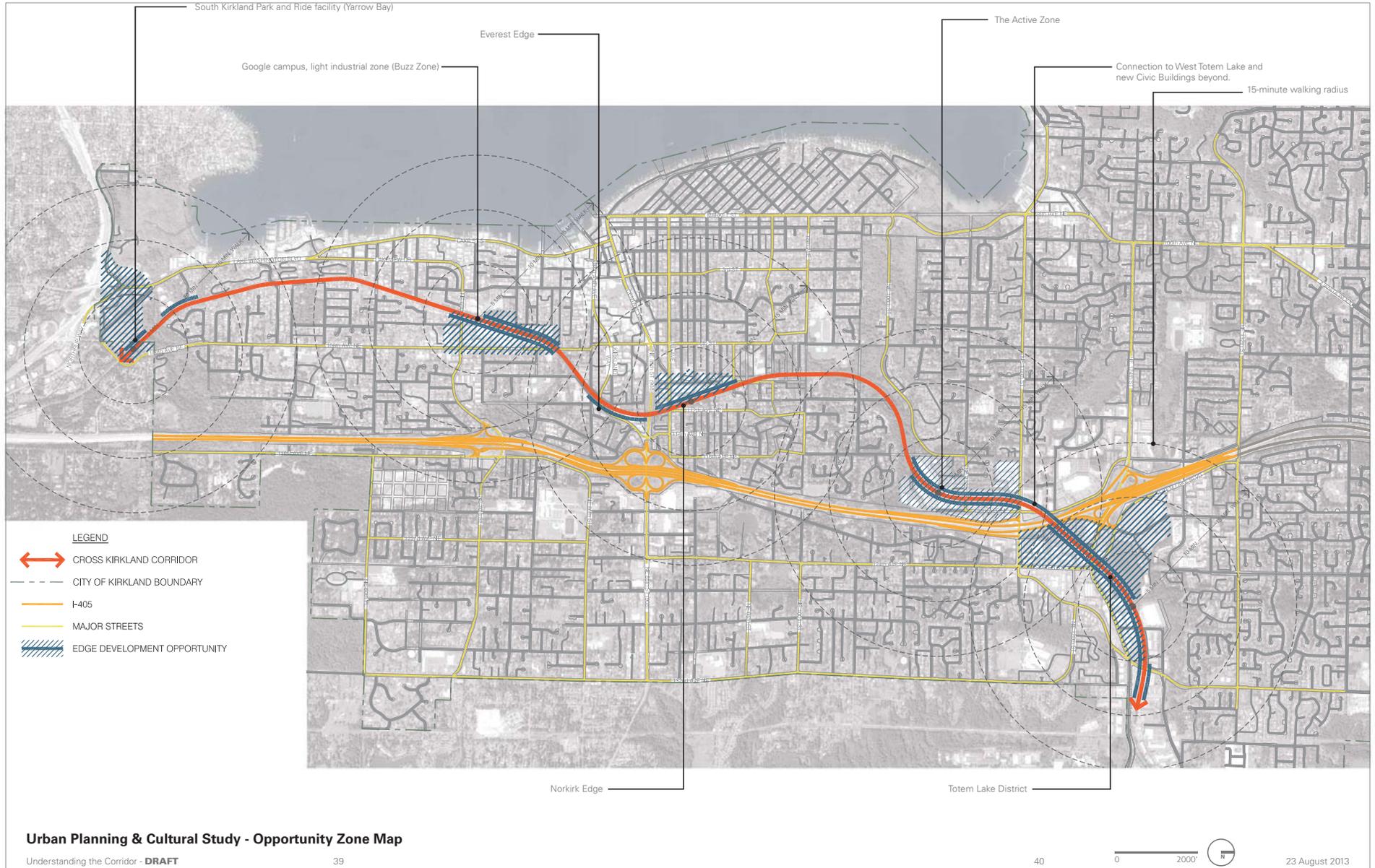
Totem Lake

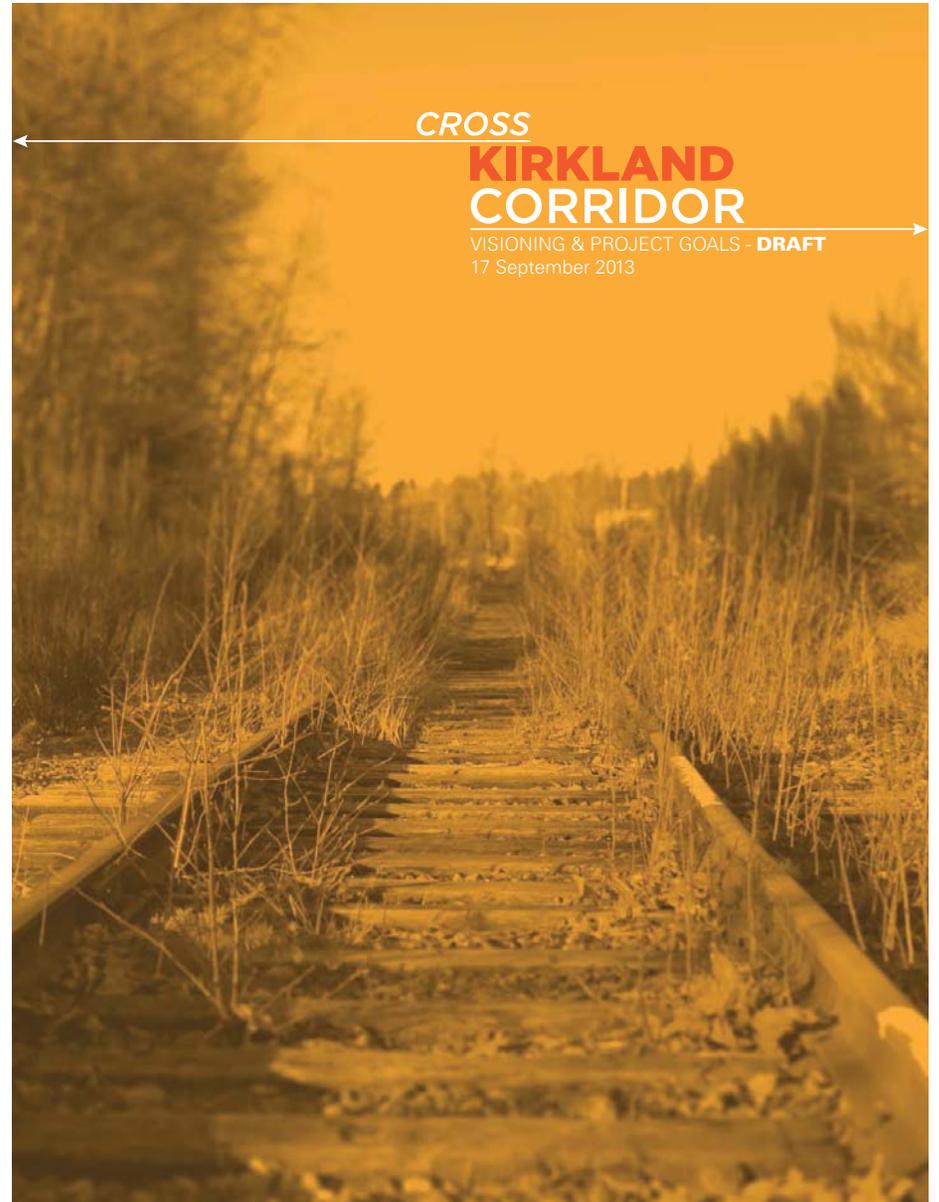
The east side of I-405 presents the opportunity to create a cohesive urban district built around the true Totem Lake. The development of a new vision for Totem Lake, one in which the CKC becomes a green transportation spine that connects to the rest of the city and region beyond, could be the catalyst to move the long-stalled reimagining of Totem Lake forward. While planning maps show Totem Lake spanning I-405 to the west, the divide of I-405 makes it challenging to perceive both sides as a single neighborhood.

- The confluence of the corridor with two major roads (124th and Totem Lake Boulevard) will allow what is today a crowded intersection to be seen as an icon and counterpoint of a revitalized community.
- The proximity of major employers and the large-scale opportunities for development (and more major employers) make Totem Lake a critical link along the CKC.
- The public investment in the CKC and Totem Lake Park can become a catalyst for the desired types of growth.



CROSS KIRKLAND CORRIDOR MASTER PLAN





CROSS KIRKLAND CORRIDOR VISIONING & PROJECT GOALS

The Vision

The Cross Kirkland Corridor is poised to become one of the city's foremost civic icons. Formerly a boundary and an underutilized space, the corridor is to be reimagined as a central spine and destination that unites Kirkland's neighborhoods. The corridor will serve a broad range of users providing a wide range of uses including recreation, transportation, the preservation and creation of wildlife habitat, and activating business development and investment. The Cross Kirkland Corridor is to be a unique reflection of the city it serves.

What makes Kirkland great? Kirkland is a city of distinct and vibrant neighborhoods, some of which were once towns in their own right, with each contributing to the city's collective history and unique character that will be reflected in the corridor. These neighborhoods have long provided a wonderful quality of life: an idyllic balance of room to breathe, abundant green space and a vibrant downtown with active community spaces and events. While other communities east of Lake Washington might traditionally have been labeled "suburban," this label does not apply to Kirkland, whose history and ongoing development have allowed the city to carve out its own, distinct quality of life. Kirkland today is a tightly knit community that unites the best of urban and suburban life in a unique lifestyle.

Yet there is room for Kirkland to evolve, grow and strengthen its quality of life. As the many distinct neighborhoods have grown together, physical boundaries remained that interrupt the overall connectivity of the city. Isolated pockets of development and differing street grids lack adequate transportation connections, yet these quiet neighborhood pockets also provide a valued sense of escape and neighborhood identity and must be recognized as important assets of the city. Getting around Kirkland, from neighborhood to neighborhood for the daily activities of work and play can be trying and challenges the otherwise idyllic lifestyle that pervades the city.

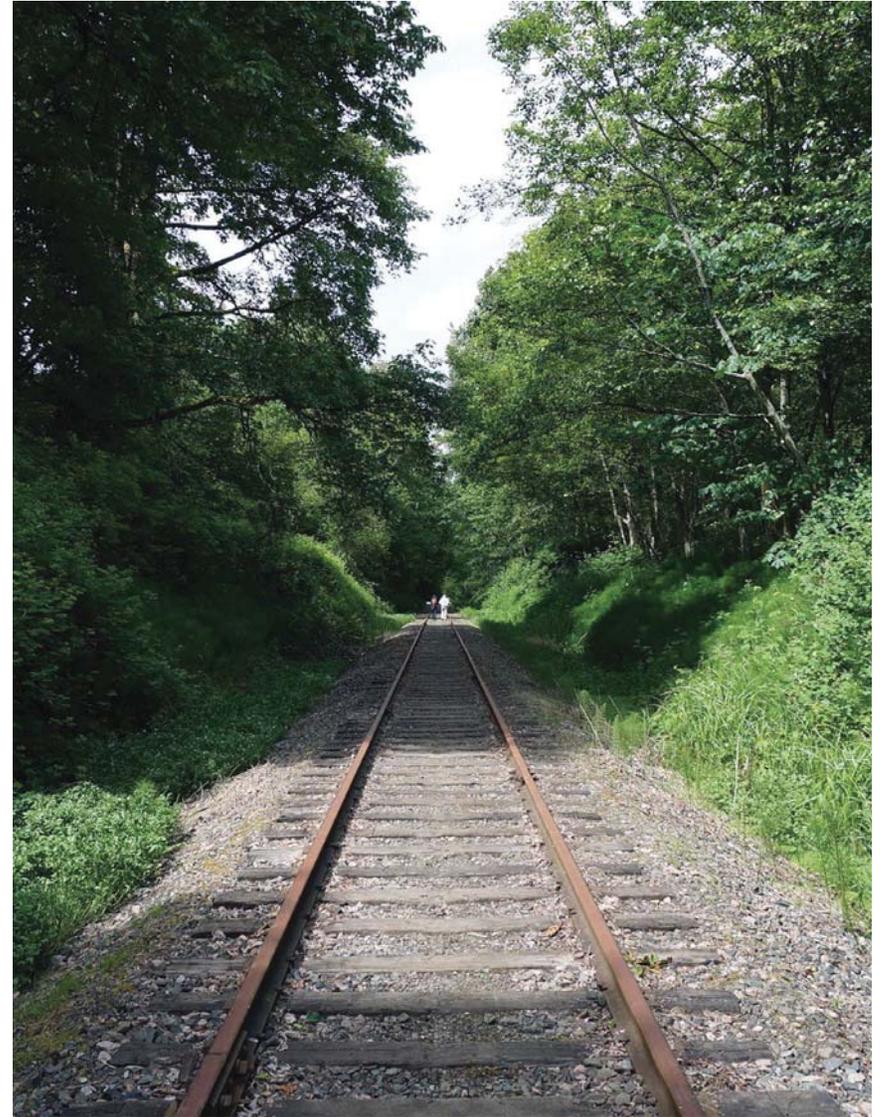
Kirkland has the opportunity to define itself as a model community for its residents to enjoy and an inspiration for others to visit, appreciate and emulate. The bold vision for the Cross Kirkland Corridor has the potential to reach far beyond its own boundary to serve as a catalyst for the entire city.

***Imagine** a Kirkland where kids can walk or bike to school and a friend's house on a network of trails and greenways that separate and protect them from the inherent conflicts with cars.*

***Imagine** an employer choosing to stay in Kirkland or move to Kirkland because of the incredible quality of life for employees to live, work and play in a single city that is connected by active transportation and transit systems.*

***Imagine** Kirkland residents not driving for days at a time, not out of sacrifice, but without need due to the unified connections of the Cross Kirkland Corridor and enhanced transit connections.*

***Imagine** a visitor to the region who comes to Kirkland just to see and experience firsthand the renowned natural and built attractions along the corridor that make it both a destination as well as a connection.*



**VISIONING & PROJECT GOALS
PUBLIC INVOLVEMENT**

A Vision Shaped by the City and the Public

The vision for the Cross Kirkland Corridor is the result of years of planning, hard work and investment of the city and its residents, who boldly saw and seized the opportunity to purchase and control the 5.7 miles of the corridor. Based on extensive planning by the city and discussion and input from the residents of Kirkland, the master plan gives form to what the city's vision can become.

What should the CKC connect to?

BURKE-GILMAN
EVERGREEN HOSPITAL LAKEVIEW ELEMENTARY
JUANITA BEACH
FINN HILL @ SANDBERG WINERIES
TOTEM LAKE PARK 100TH ST OVERPASS
PETER KIRK ELEMENTARY

What amenities should the CKC include?

BIKE FACILITIES SEATING
 TRAILS CAFES
RESTROOMS
 SIGNAGE / WAYFINDING ART

The CKC can strengthen Kirkland by...?

EXERCISE OPTIONS
ACCESS TO WATER
CONNECT HOMES/BUSINESSES
 GATHERING SPACES CONNECT SCHOOLS
ACCESS TO NATURE
TRAIL FOR ALL AGES & ABILITIES
 TRANSPORTATION ALTERNATIVES



VISIONING & PROJECT GOALS GOALS

Connect Kirkland

The Cross Kirkland Corridor is fundamentally about making connections: connecting to the city via the corridor but also connecting the city back to the corridor. The corridor will connect to existing transit, future transit and potentially become home to high capacity transit. The corridor connects people: neighbors, kids and schools, businesses, their employees and customers in a new model for contemporary communities.

Shape a Place Unique to Kirkland

More than a corridor that connects, the Cross Kirkland Corridor is a place, a destination, and an attraction. Kirkland is a city of diverse interests, and the corridor will welcome and serve citizens and visitors of all ages and abilities. The corridor will also capture the unique qualities that make Kirkland special—both in its design and in the events it supports.

Foster a Greener Kirkland

The Cross Kirkland Corridor master plan will shape the development of an ecologically and environmentally enhanced corridor even as it becomes an intensively used and integral part of Kirkland city life. The corridor's greatest contribution to sustainability extends beyond its own project limits to offer the opportunity for all of Kirkland to become more sustainable. By providing sustainable and regional amenities, the corridor makes Kirkland 'greener'.

Activate Kirkland and Evolve with Time

The corridor will lead the whole city forward to achieving existing and new goals. It will adapt and evolve over time to meet the needs of a growing city. The corridor will offer balanced transportation solutions that today might include improved connections to transit and future possibilities for high capacity transit. The corridor is envisioned as a catalyst for change and growth in the underutilized areas of the city to increasingly become home to new businesses and residents.



**VISIONING & PROJECT GOALS
CONNECT KIRKLAND**

Enhance and create connections

The CKC will both enhance and forge new connections between the neighborhoods along its route. These connections will extend far beyond the corridor itself, utilizing streets, parks and other public spaces to create a network of trails, streetscapes, bike lanes, cycle tracks, and greenways that will tie the city to the corridor.

More than one type of trail

Along its nearly six miles, trail alternatives may take on differing profiles. Sections of the trail with generous widths may allow parallel, separate trails, whereas in other areas the space and trail widths may be constrained to a single-wide facility. Parts of the corridor will be subject to intense urban traffic pressures including numerous traffic crossings and high pedestrian volumes while other sections may be more "rural" in character. The trail design will respond to this and influence the speed of biking and pedestrian flows to intuitively manage conflicts.

Shape intuitive, inherently safe connections on the corridor

The CKC will be heavily used for both recreation and commuter transportation. That usage will only grow with the success of the trail and the completion of regional links and transportation networks. The master plan will develop a strategy for how and where the many different users of the corridor will be safely mixed or separated, as well as how these strategies will evolve over time as traffic increases. Whether users are mixed or separated, the corridor's engineering and urban design elements should intuitively invite right-minded use patterns.

Shape intuitive, inherently safe connections to the corridor

Building a network of trails, streetscapes and greenways to and from the corridor will take time. These connections will provide adequate separation from motorized transportation to provide safety for the broadest range of corridor users, including those who are less physically able.

Safe crossing

While there are relatively few street crossings along the 5.7 miles of the corridor, their design is critical to the corridor's success. The master plan will develop crossing strategies unique for each crossing, yet of a similar vocabulary to intuitively guide corridor users and motorists alike to make safe crossings. The use of the corridor for high capacity transit will also require an additional layer of consideration for inevitable crossing of the transit ways.

Navigation and wayfinding

The CKC, and the network of connections that feeds to and from it, will be developed with a logical, intuitive wayfinding and navigation system which communicates to visitors where they are, how to get to their destination, and how to move to and from the corridor into the broader Kirkland community.

Reach beyond the city!

The CKC is a critical link in a regional system. Even as the city shapes the future of its portion of the corridor, the need to connect the trail into a functional regional trail system is becoming increasingly apparent. At the south end, portions of the corridor in Bellevue must be developed to connect the CKC to BelRed, future Sound Transit Light Rail, and beyond. At the north end there is the opportunity to accelerate the CKC's connection to the Redmond Central Connector, which in turn connects to the Sammamish River Trail, Bear Creek Trail, and the East Lake Sammamish Trail. The east side rail corridor itself will also connect to Woodinville and beyond. To the south, the 520 Trail and South Kirkland Park & Ride will be important connections.

Connect to transit today!

Even as the master plan is developed to welcome future high capacity transit, the CKC can improve transit now, connecting to existing transit routes and stops to serve and be served from the corridor and trail network.



VISIONING & PROJECT GOALS
SHAPE A PLACE UNIQUE TO KIRKLAND

Celebrate the unique characters of the all the neighborhoods the corridor touches

Each neighborhood the corridor touches is unique and will infuse its own unique character on the adjacent stretch of the corridor.

Honor history

Because of Kirkland's age as an independent city, it is blessed with a great history, including industry, transportation and the railroad that once shaped the very corridor now being reimagined. This history will be celebrated in wonderful places and discoveries up and down the corridor.

Embrace the landscape

The corridor will embrace its rich setting with an amazing diversity of experience, from naturalistic forest and dramatic tunnels of trees to wide open views and regional landmarks to the Olympics and beyond.

More than a trail, a destination

Maximize the opportunity to develop the corridor as more than a linear, extruded transportation element. Even as it is an artery connecting across the city, it is also an attraction bringing people together in a common place and reflecting the culture and character of the surrounding city.

A place for all!

Beyond recreational and commuting bicyclists, the corridor will welcome a broad range of users including less skilled bicyclists, those less physically mobile, the very young to the anything but young, picnicking families with kids, to hipsters on their way to a downtown restaurant. The corridor welcomes all!

Create contrast and surprise

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.

Emphasize multi-use

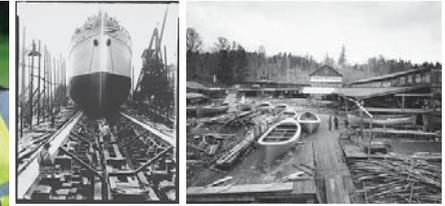
With the demand for space and activities along what is ultimately a narrow corridor, multi-use activities that serve broad user groups will be emphasized. Single use activities that limit use and access of portions of the corridor to a limited group will be minimized.

Embrace art

Include art on the corridor as an evolving signature of the city's cultural values. Art can be incorporated in many forms, but can be most powerful at engaging and returning people to the corridor if there is regular change, less a static display but more a curated exhibit. The corridor will welcome artists regularly up and down its length for ephemeral interventions of a limited duration that allow for artistic experimentation and create buzz and interest in the corridor and the broader city itself.

Energize with programming

While the completed corridor will teem with passive activities on sunny evenings and weekends, it can also be programmed with events and activities that attract ever broader groups of people, extending periods of peak activity throughout the year.



**VISIONING & PROJECT GOALS
FOSTER A GREENER KIRKLAND**

A three-layer approach

In shaping the CKC into the nation's greenest corridor, the focus is on three layers of opportunity:

- **Outcome:** The city will change in response to realizing the CKC vision. As increasing numbers of the population use the corridor as part of their daily lives it will shape Kirkland into a more sustainable community.
- **What we build:** The corridor will be developed to improve both the community value and the ecology of the landscape.
- **How we build it:** The design and construction of corridor elements will reduce the impacts of construction itself and heal and restore damaged landscapes.

Enhance Kirkland's active lifestyle

The corridor and its network of connections will affect Kirkland by changing how residents live and interact as a community. When disconnected areas of the city connect, biking and walking for local trips, such as work, school, shopping and services, become a legitimate means of transportation. The CKC should reduce motorized vehicle trips in the city not out of sacrifice, but by providing a better, more desirable alternative for many.

Enhance ecology

Even as we are inviting ever more people onto the CKC, we will also enhance the corridor's ecology and the ecology of the city as a whole. These efforts can include enhancing and connecting green spaces, green stormwater strategies, and restoring impacted creeksheds.

Construct with care

Even as the corridor is developed, in some stretches intensively so, this development will occur with the most forward looking design and construction practices, including careful sourcing of materials, minimizing unnecessary site work, and minimizing export of materials from the site.

Build stewardship (residents don't just own it, they care for it!)

The CKC will engage Kirkland's residents and encourage community members to take ownership of elements along the corridor that can be shaped and maintained by community groups. In doing so, the corridor's character will be enhanced as it builds community and further solidifies support for environmental stewardship and the ongoing care of Kirkland's public spaces.



VISIONING & PROJECT GOALS
ACTIVATE KIRKLAND AND EVOLVE WITH TIME

Growing around and out from the corridor

For decades the city has developed circulation and development patterns around modern transportation arteries like I-405 and other high capacity streets. New planning strategies (Trail Oriented Development, or TrOD) and growth opportunities will shape a new pattern of new development over time, congregating new residents, workplaces and services around the Cross Kirkland Corridor as a new transportation artery and civic amenity.

Activate the edges

Since construction of the railroad corridor a century ago, adjacent properties have turned their backs to the utilitarian trackway and its noise and activity. Reimagined as the Cross Kirkland Corridor with its increasing activity and users, this trend should reverse. The back will become the front, as properties seek to connect and benefit from being on or near an emerging new civic feature and transportation spine of the city.

Strengthen business and development

Planning initiatives emboldened by the corridor's development will increase Kirkland's residents, job retention and job growth, allowing more people who work in the city to also call it home.

Connect to transit today, home to transit in the future

The Cross Kirkland Corridor originated as a significant transportation corridor and it is to continue in that capacity, albeit with modernized modes of transit. The cargo trains of before are to be replaced by non-motorized transportation (walking, biking, etc.) connecting to transit today. The corridor will also be planned to welcome potential future light rail or other high capacity transit service.

Welcome infrastructure

The corridor is already home to infrastructure, including power, communications and sewer. The value of the CKC to connect infrastructure as well as people and ecology will be welcomed. This may include engineered utilities subtly and seamlessly integrated into the corridor as well as "green" utilities such as stormwater management elements which can be integrated as amenities and attractions on the corridor.

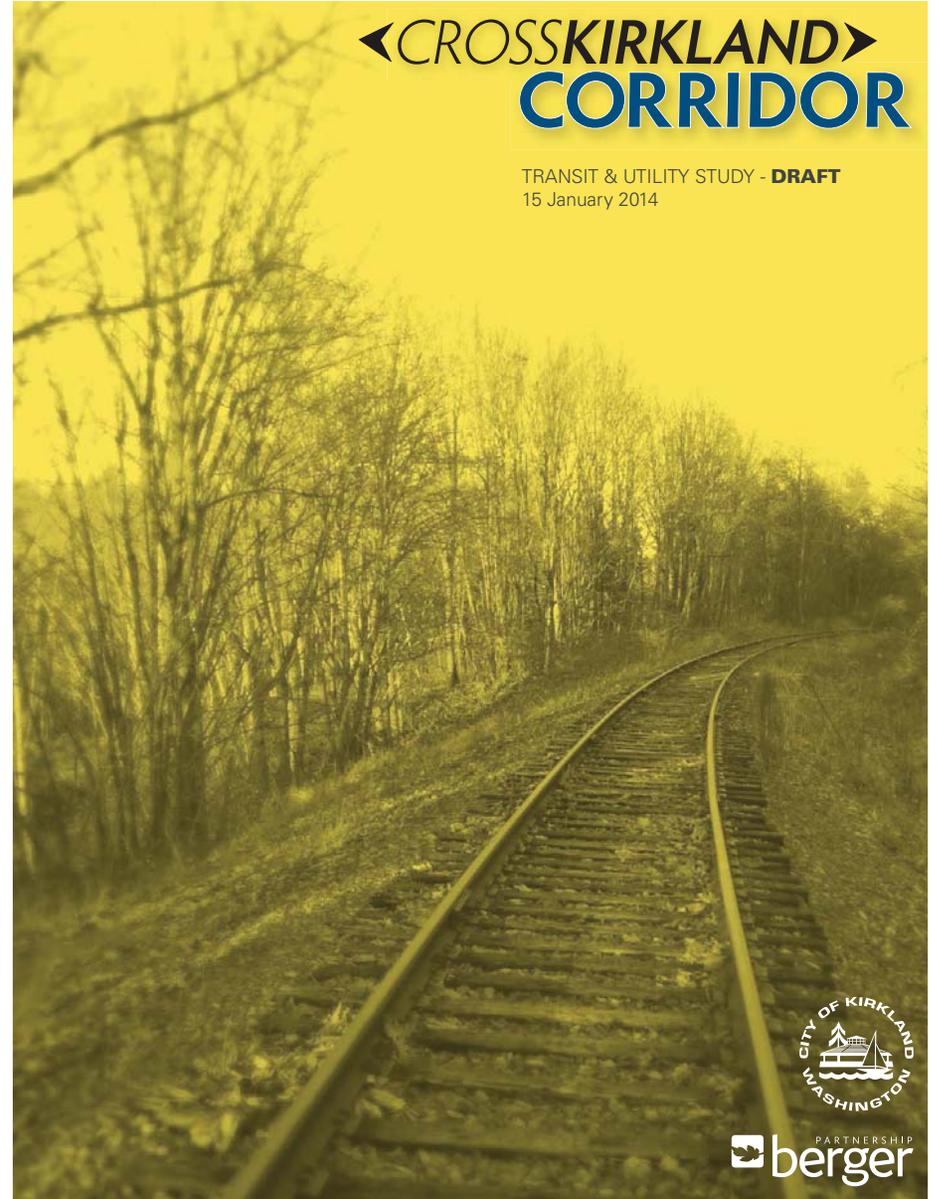
Designed to evolve

While the master plan will show a near-term and long-term vision for the corridor, it is recognized the future cannot be predicted and the vision becomes less detailed the further the master plan reaches into the future. The master plan will guide future decision makers in the design and development of the corridor, yet also have the flexibility to evolve with undefinable yet inevitable change in both the corridor and the city over time.



◀CROSSKIRKLAND▶ CORRIDOR

TRANSIT & UTILITY STUDY - **DRAFT**
15 January 2014



CROSS KIRKLAND CORRIDOR TRANSIT & UTILITY STUDY

Introduction

One of the primary goals of the CKC Master Plan (*Activate Kirkland and Evolve with Time*) is empowering the corridor to adapt and evolve over time to meet the needs of a growing city. A key tenet of the plan is a corridor that may one day include high capacity transit and how the near-term improvements we design today can be implemented in a way that will welcome transit service tomorrow. The corridor master plan has been developed with an understanding of existing utilities on the corridor, the possibility of future utilities, and how all elements - utilities, transit, transportation and recreation - can seamlessly coexist together today and in the future.

With the many variables shaping transit and utility planning, it is impossible to predict exactly what will be engineered into the corridor. Our approach to this transit and utility study is to provide guidance, show that transit and utilities can fit into the corridor in the future, and shape a reality for that to happen.

Key considerations in our study, particularly how we are identifying locations for a future transit envelope, are as follows:

Include Additional Infrastructure

The corridor is already home to infrastructure, including power, water, communications and sewer. Transit integration considerations are mindful of these existing utilities and other utilities that might be integrated into the corridor in the future.

Minimize Fragmentation

There is room through the majority of the corridor for an exceptional trail with infrastructure; however, these elements must be thoughtfully integrated into a fully functioning whole to avoid overly constricting the corridor, which could negatively impact the recreational experience. A key principle of transit integration is avoiding over-fragmentation of the corridor into smaller, disconnected pieces. The transit envelope identified in this study does so by shifting its footprint to one side of the corridor (typically to the east), allowing the remainder of the corridor to be free for trails and other infrastructure.

Transit Way Barriers As Buffers And Amenities, Not Dividers

With parallel trails and trackway, a separation is required that will likely include some structural element; the visual perception of the element should be minimized and integrated into a landscape buffer, or celebrated and become a functional amenity. Both strategies can create the perception of an integrated (not fragmented) corridor experience.

Calculated Crossings

As trackway and trail become buffered and the corridor divided, inevitable desire lines across the corridor will remain or grow. In addition to discouraging unintended crossing points, special care must be taken to plan, demarcate and intuitively lead trail users to safe crossings across the trackway.

Maintain Corridor Continuity

The fundamental tenet of rails to trails projects is to ensure the corridor remains for future rail capacity. Within maintaining that corridor, however, there is flexibility to manipulate the corridor including manipulating the existing trackway and structures along the route, including bridges, abutments and street crossings.

Design To Protect Investments

The master plan seeks to locate and place improvements to allow future evolution of the corridor to occur while minimizing impacts on existing corridor elements. In addition to avoiding spatial conflicts, the implementation of master plan elements should be designed to evolve, including use of materials that lend themselves to salvage, relocation and reuse or easy recycling.



**CROSS KIRKLAND CORRIDOR
TRANSIT & UTILITY STUDY**

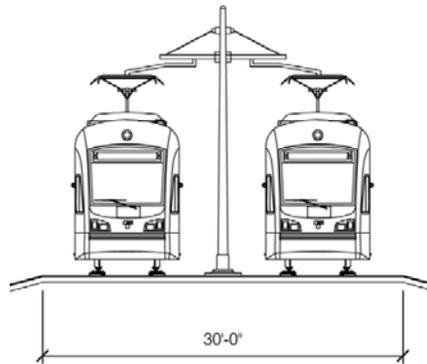
Future Transit Strategies

Given the lengthy time frame of corridor development, the master plan maintains high flexibility on the systems it accommodates. A prime example of this approach is the treatment of future transit strategies.

The initial and primary transit modes of the corridor will be walking/jogging and bicycling, but as development progresses additional modes of transit may be considered. These additional modes may include bus rapid transit, trams, modern streetcar, or light rail. Within each of these modes lies a multitude of further choices—electric powered, natural gas powered, human operator, driverless technology, just to name a few. This master plan does not attempt to guess which transit solutions might evolve on the corridor, but rather conservatively assumes what the maximum transit footprint might be.

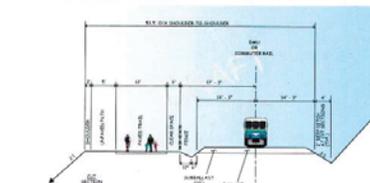
A key to any transit on the corridor will be determining an operator of transit elements because the City of Kirkland, an owner of the corridor, is not a transit agency. In light of this operator and transit mode uncertainty, this master plan assumes the major regional transit agency, Sound Transit (ST), would be the operator, as they are the state mandated agency for regional transportation, have an easement on the corridor for future transit use, and are in the early stages of studying future transit expansion opportunities. Sound Transit is in the midst of numerous corridor studies, including the Cross Kirkland Corridor, that will likely result in defining ST3, a future transit expansion package. If a transit proposal emerged for the CKC, the timeline for improvements would likely be 2031 or later (assuming a vote in 2016 and a 15-year implementation schedule). The design and use of the corridor in the near term in a way that welcomes evolving to allow transition in the future is consistent with other stretches of the Eastside Rail Corridor, notably improvements completed and underway on the Redmond Spur.

Building on the assumption of ST as operator, the master plan assumes as a base condition ST's most intensive mode of transit (both in corridor footprint and passenger capacity) Link light rail, with a 30-foot-wide transit corridor and additional 5-foot buffers on either side. This combined 40-foot envelope for transit and site amenities accommodates the assumed ST transit envelopes in the current corridor study. Should other, lower capacity transit alternatives be considered, they would likely have a reduced footprint on the corridor, making the above assumptions a conservative approach to transit planning.

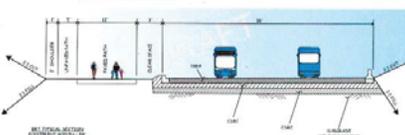


Typical Sound Transit Trackway Width

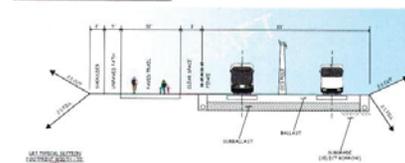
Sounder Commuter Rail Sample Cross Section



Bus Rapid Transit Sample Cross Section



Light Rail Transit Sample Cross Section



**CROSS KIRKLAND CORRIDOR
TRANSIT & UTILITY STUDY**

Transit Stations

Future station locations will also impact the allocation of space within the corridor. While the City of Kirkland has identified five general areas where current or future population centers may justify stations, it is not currently feasible to accurately locate transit stops. However, some discussion may be given to the types of probable stations and their implications on corridor design. There are two main types of stations currently used by Sound Transit: Centered Station and Side Station.

The Centered Station

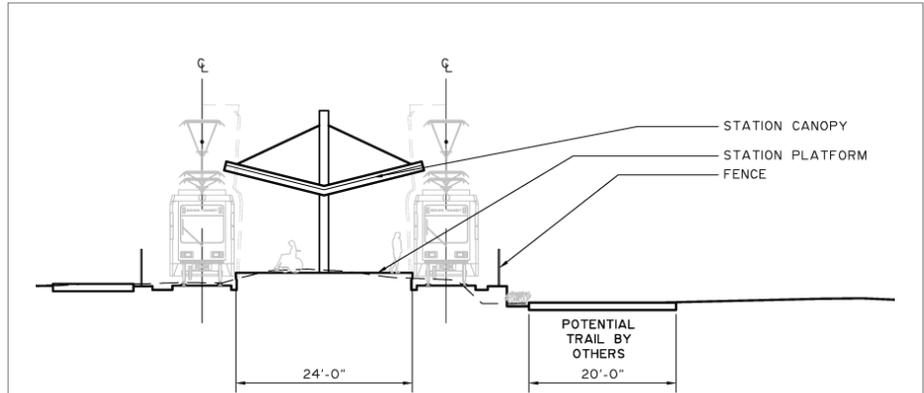
Serves both directions of transit travel from a central position between the tracks. This approach has a high degree of efficiency from an infrastructure and operations perspective by eliminating rider confusion associated with dual platforms and reducing dangerous track crossing by riders. However, It does require crossing the transit tracks to reach the central platform. While the combined width of the platform and trackway may be the same or narrower than a side station, the overall footprint of a centered station is much greater since the trackway flares for several hundred feet approaching the station area in order to create space for the centered platform.

The Side Station

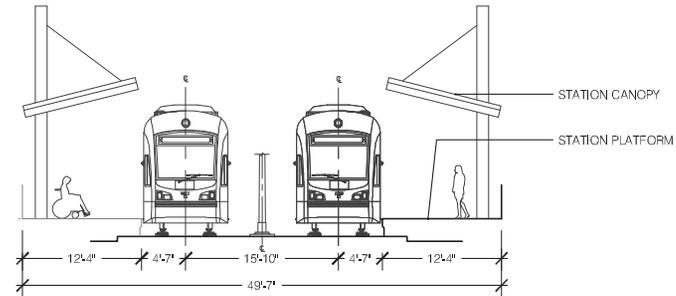
Employs separated platforms and structures and only one direction of transit travel can be accessed from the platform. This approach has inefficiencies, as many operational elements must be duplicated (such as ticket machines, canopies, etc.). It can also create rider confusion with selecting the appropriate platform. The side station can have a greatly reduced overall footprint, as compared to centered, since the trackway remains unchanged in width as it approaches and exits the station.

Additional Light Rail Infrastructure

In addition to the stations, there are other significant required elements to operate a light rail line, including transformers, crossing tracks, siding tracks, and more. However, these elements are limited in their location, increasing the light rail footprint in very limited areas. This master plan makes no attempt to quantify and locate these elements in this study. Additional transit support facilities, such as park and rides and transit transfer stations, would likely be integrated at key transportation nodes, but again are not quantified or located in this master plan study.



Centered Station Graphic



Side Station Graphic

**CROSS KIRKLAND CORRIDOR
TRANSIT & UTILITY STUDY**

Transit and Utility Study - Assumptions

Metro Sewer Line: Assumed Dimension and Clearances

The Metro sewer line (84" dia.) is shown with a 10-foot easement on either side of the centerline of the pipe for a total sewer envelope of 20 feet. In developing transit location scenarios, it is assumed the 10 foot clearance from the centerline of the pipe is adequate for trackway and associated infrastructure. Future transit development would confirm if clearances are adequate or if additional engineering is required to protect the sewer line from impacts as well as to protect maintenance access to the sewer line.

PSE Electrical Transmission Lines

A new transmission line is in the planning stages for a portion of the corridor, and future transmission lines could expand to other areas of the corridor. Transmission lines have required clearances from corridor limits and adjacent structures. Future transmission lines must be located to avoid conflicts with other existing utilities and avoid precluding future utilities. Special consideration should be given to the view impacts of the transmission lines for corridor users, suggesting throughout much of the corridor, with its westward views, an eastern alignment may be preferred as a baseline assumption.

Reclaimed Water (Purple Pipe)

With the eastside rail corridor's proximity to the Brightwater Treatment Plant, the corridor is a likely route for future reclaimed water lines. Future water lines should be located to avoid conflicts with other existing utilities and avoid precluding future utilities.

Stormwater

While stormwater lines running longitudinally down the corridor are not currently anticipated, there are numerous green stormwater infrastructure (GSI) opportunities that could be integrated into the corridor and could necessitate additional piping and drainage structures to convey water to and from the corridor.

Communications

There is an existing fiber optic line running the length of the corridor, and future communication lines are planned (fiber optic).

Trails: Assumed Dimensions and Clearances

The primary trail is assumed to have a minimum width of 12 feet with 2 foot vertical clearance on both sides for a total of 16 feet of width. The secondary trail is assumed to have a minimum width of 8 feet with 1 foot vertical clearance on both sides for a combined dimension of 10 feet. Trail alignment shown in the transit integration study is prototypical trail assumptions. Actual trail location and placement is further detailed in the full master plan.

Property Pinch Points

The corridor has many apparent pinch points that could impact future transit alignment. This study shows instances where, with impact to other elements in the corridor, pinch points may be avoided. However, typically on infrastructure projects of a large scale such as transit corridors, acquisition of property pinch points is typical to avoid excessive shifting in transit alignments.

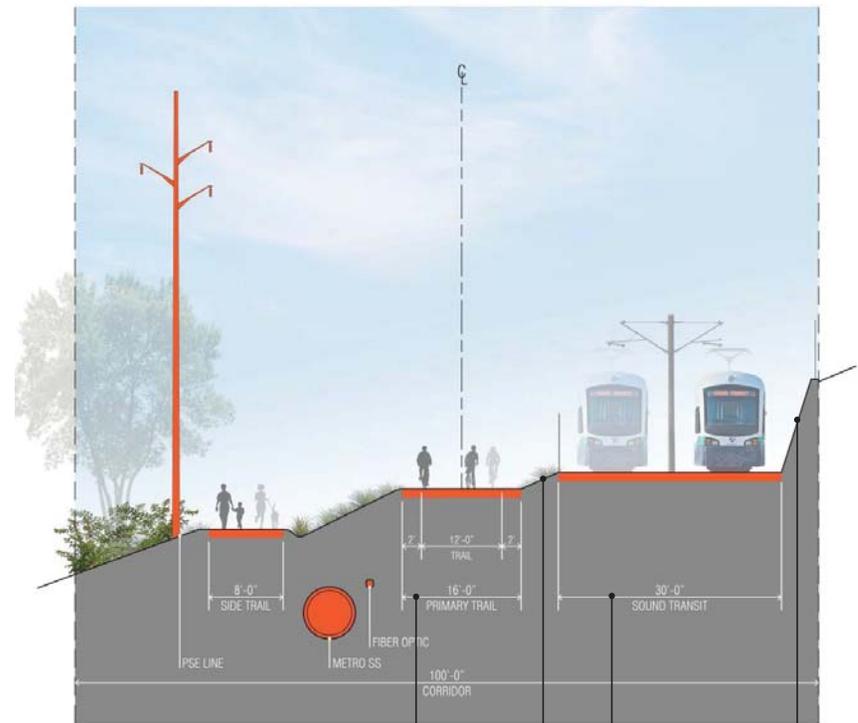
Commuter Rail

While the transit alignment study assumes Link light rail as a conservative footprint for future transit, if commuter rail were to emerge as the preferred method of the transit corridor, it could be located on the existing trackway alignment (the proposed location of the primary trail). However, the design and construction of a commuter rail line to contemporary conditions would likely require new alignment due to issues with train operations, geotechnical and environmental considerations.

Future Utility and Transit Construction

Future infrastructure construction on the corridor could have impacts on trail facilities and amenities built in the near term. The goal of this masterplan is to identify future envelopes for transit and other potential utilities so that future construction can avoid unnecessary impacts to earlier investments on the corridor. However, the construction impacts of much infrastructure (particularly light rail) will have a footprint much greater than the ultimate facility footprint. Construction of those facilities will likely have impacts to improvements, despite the masterplan's attempt to avoid them. The construction of large scale infrastructure projects is distant in time and readily justifies the near term investment of corridor recreation facilities as an appropriate civic investment that will serve the community for years.

Prototypical Corridor Alignment: with assumed utilities and future transit envelope



The primary trail is assumed to be centered on the historic trackway, typically located in the center of the corridor.

Commuter rail alternate: If commuter rail were constructed on the existing trackway alignment, the primary trail would be shifted (typically westward) off the trackway centerline and likely eliminate the parallel secondary trail.

A 5-foot minimum landscape buffer is assumed between the trackway and primary trail. This buffer is not a requirement and could be replaced by more robust barriers to mitigate reduced clearances. Such barriers should have a high level of design to enhance the corridor experience as well as enhance corridor safety (real and perceived).

A 30-foot trackway envelope is located to favor one side of the corridor to avoid over fragmentation. This envelope is typically assumed to favor the eastern side of the corridor to allow trail users to occupy the more desirable western side.

A 5-foot grade transition zone is assumed between the trackway and corridor to allow for grade transition, particular cut/fill retaining structures.

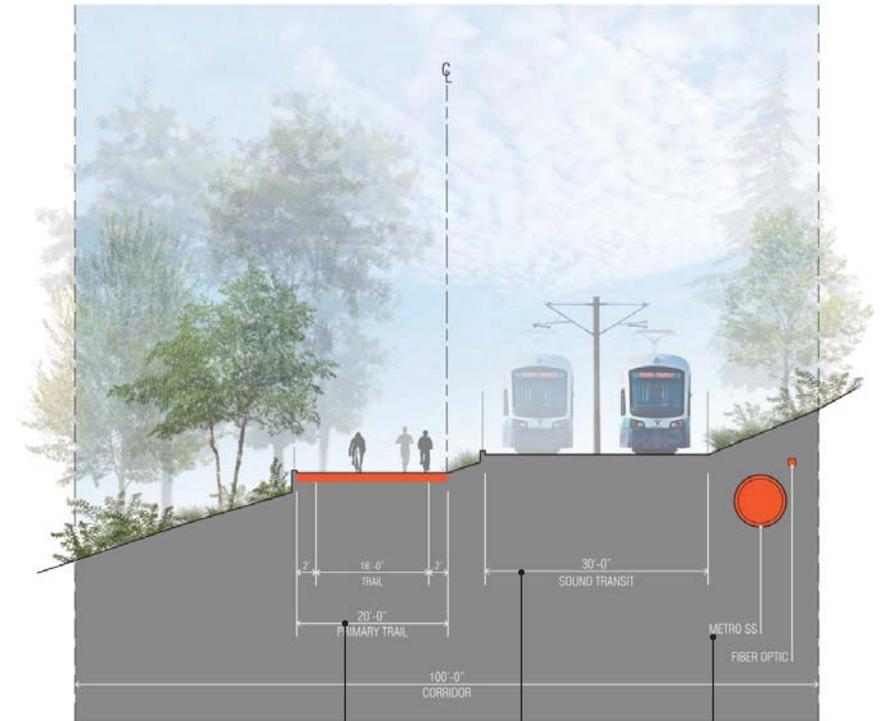
**CROSS KIRKLAND CORRIDOR
TRANSIT & UTILITY STUDY**

Transit and Utility Study - Assumptions

Exceptions to the Prototypical Alignment

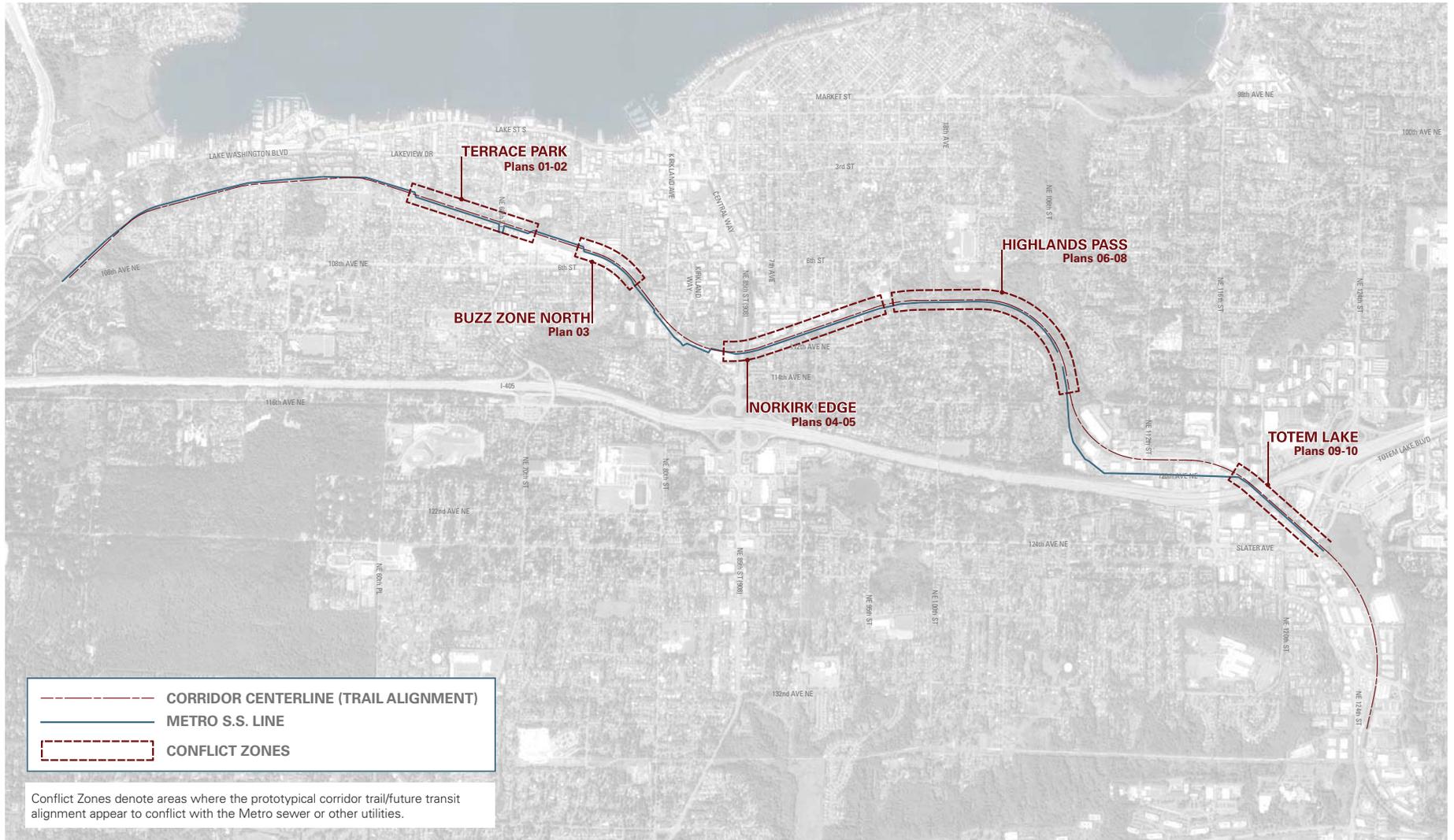
The prototypical alignment is suitable for the majority of the corridor. However, there are zones of conflict where the standard alignment (pg. 8) should be modified. Reasons for the conflict include changes in the corridor ROW, shifting of the metro sewer line to the east of the corridor, as well as structures (i.e. overpass piers) that occur within the transit alignment. These conflicts are outlined in the following plans - a key plan of conflict zones can be found on pgs. 11-12. Zone specific modifications are discussed in more detail with diagrams in the following pages.

Alternate Corridor Alignment: due to clearance conflicts with the prototypical alignment



The shifting of the trail from trackway centerline westward is assumed to be completed in conjunction with the development of the transit corridor

At various locations along the corridor, the Metro line shifts to the east



Transit & Utility Conflict Zone Diagram

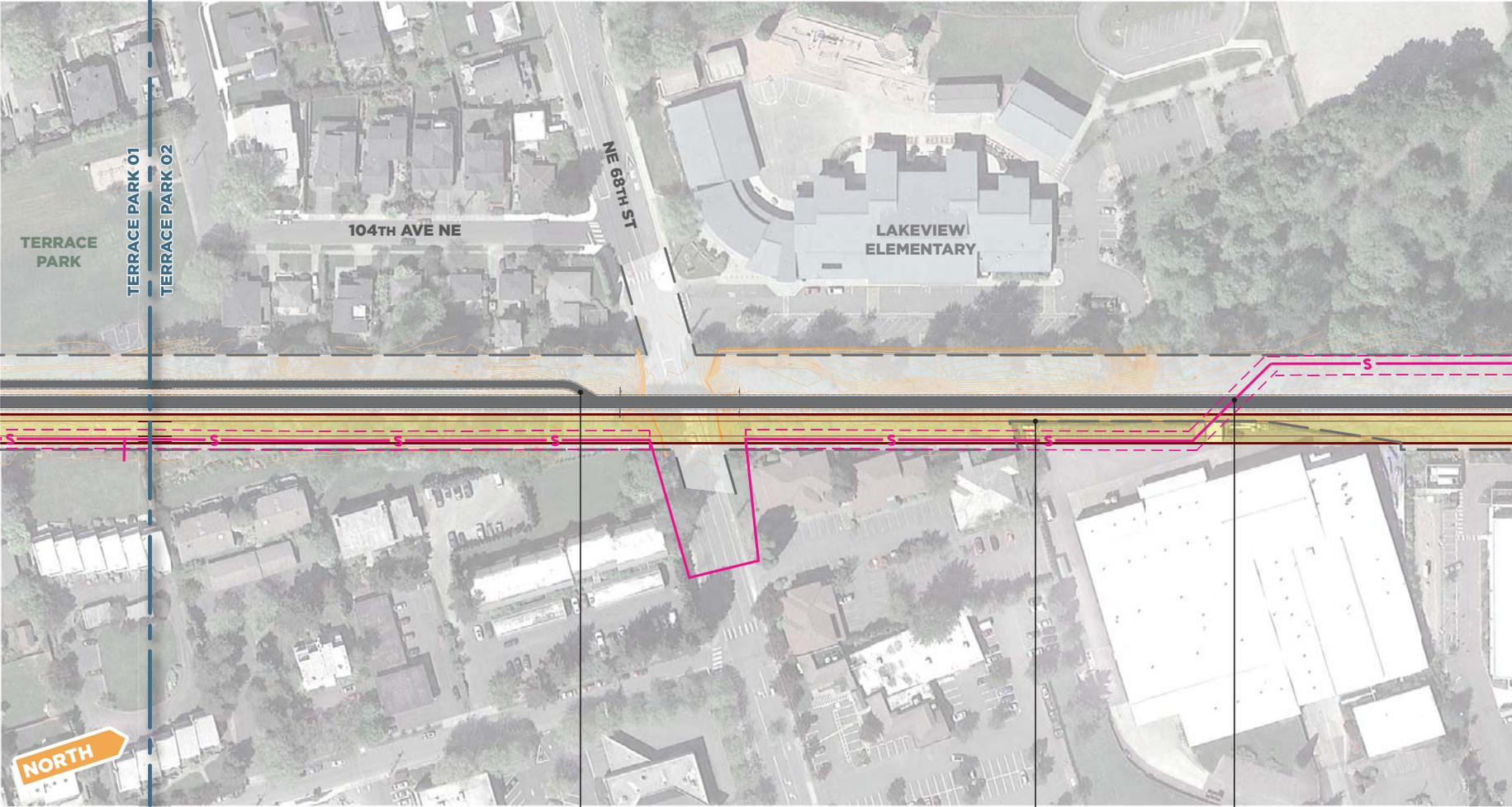


Adjacent property pinch point _____

Metro Sewer line shifts from west to east _____

01_Transit & Utility Conflict Zone Plan -TERRACE PARK 01

205

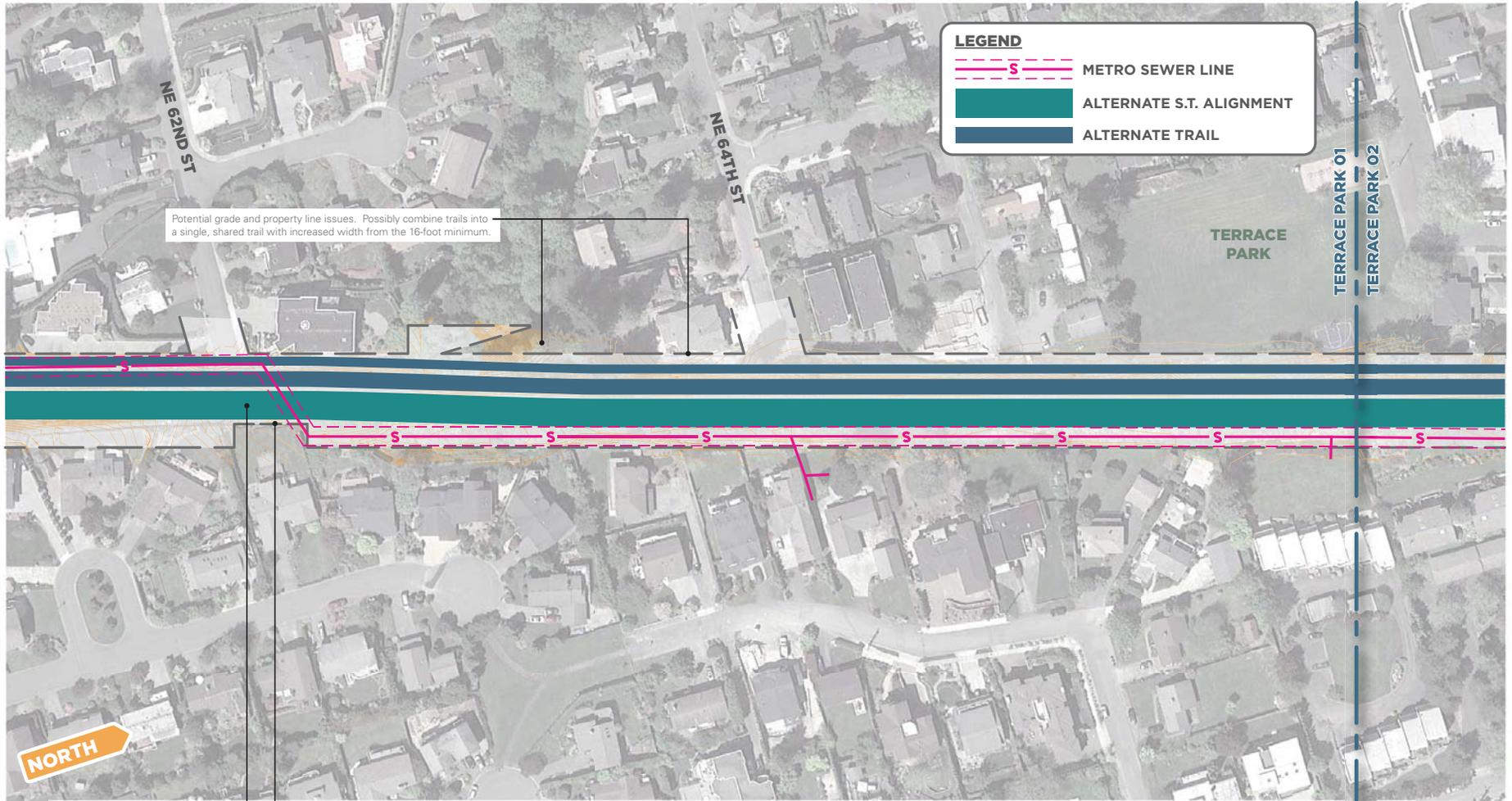


Approximate limit of separated primary/secondary trails,
 transition to shared trail - width of shared trail subject to increase

Adjacent property pinch point

Metro Sewer line shifts from east to west

02_Transit & Utility Conflict Zone Plan - TERRACE PARK 02



LEGEND

-  METRO SEWER LINE
-  ALTERNATE S.T. ALIGNMENT
-  ALTERNATE TRAIL

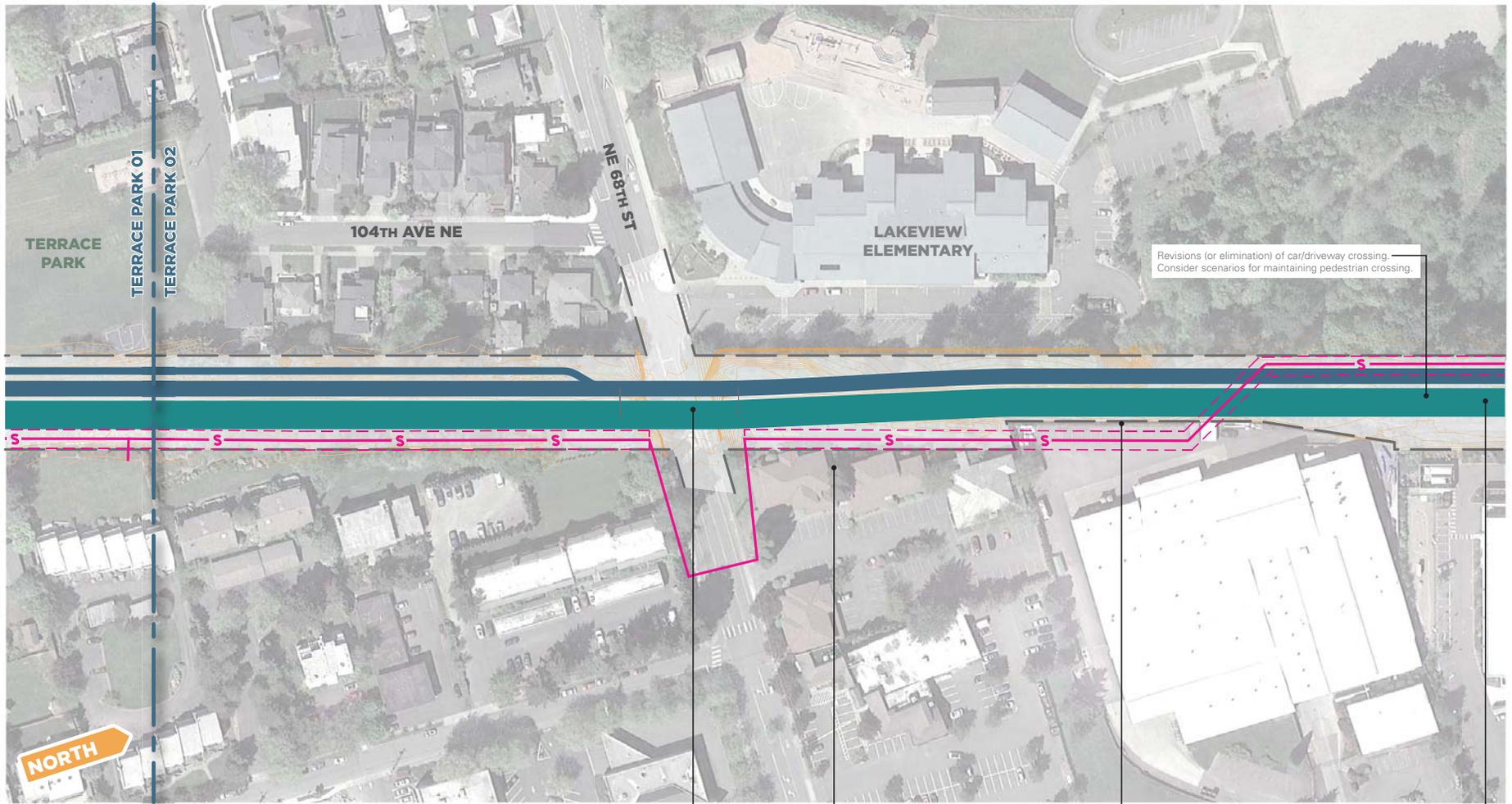
Potential grade and property line issues. Possibly combine trails into a single, shared trail with increased width from the 16-foot minimum.

Possibly shift transitway to eliminate property pinch point. Transit shift could be significantly reduced with property acquisition.

Alignment Transition Zone: Realignment of trails includes a transition zone (beyond that shown on this plan) assumed to be up to 400 feet.

01B_Transit & Utility Conflict Zone Plan - TERRACE PARK 01 ALTERNATE

Proposed Alignment Revisions: The trackway is shifted westward to avoid conflict with the Metro sewer line and to avoid the existing property pinch point. Correspondingly, the trails are shifted westward, which could entail significant grading issues to the west. As an alternative, the trails may be combined into a single shared trail, possibly increased from the 16' minimum trail envelope width.



Revisions (or elimination) of car/driveway crossing. Consider scenarios for maintaining pedestrian crossing.

Assumes a fully rebuilt NE 68th bridge for both trail and transit.

Possibly shift transitway to eliminate property pinch point.

Consider bike and pedestrian access from trail (west of transit) to business districts east of transit.

Alignment Transition Zone: Realignment of trails includes a transition zone (beyond that shown on this plan) assumed to be up to 400 feet.

02B_Transit & Utility Conflict Zone Plan - TERRACE PARK 02 ALTERNATE

Proposed Alignment Revisions: The trackway is shifted westward to avoid conflict with the Metro sewer line and to avoid the existing property pinch point. Correspondingly, the trails are shifted westward, which could entail significant grading issues to the west. As an alternative, the trails may be combined into a single shared trail, possibly increased from the 16' minimum trail envelope width.



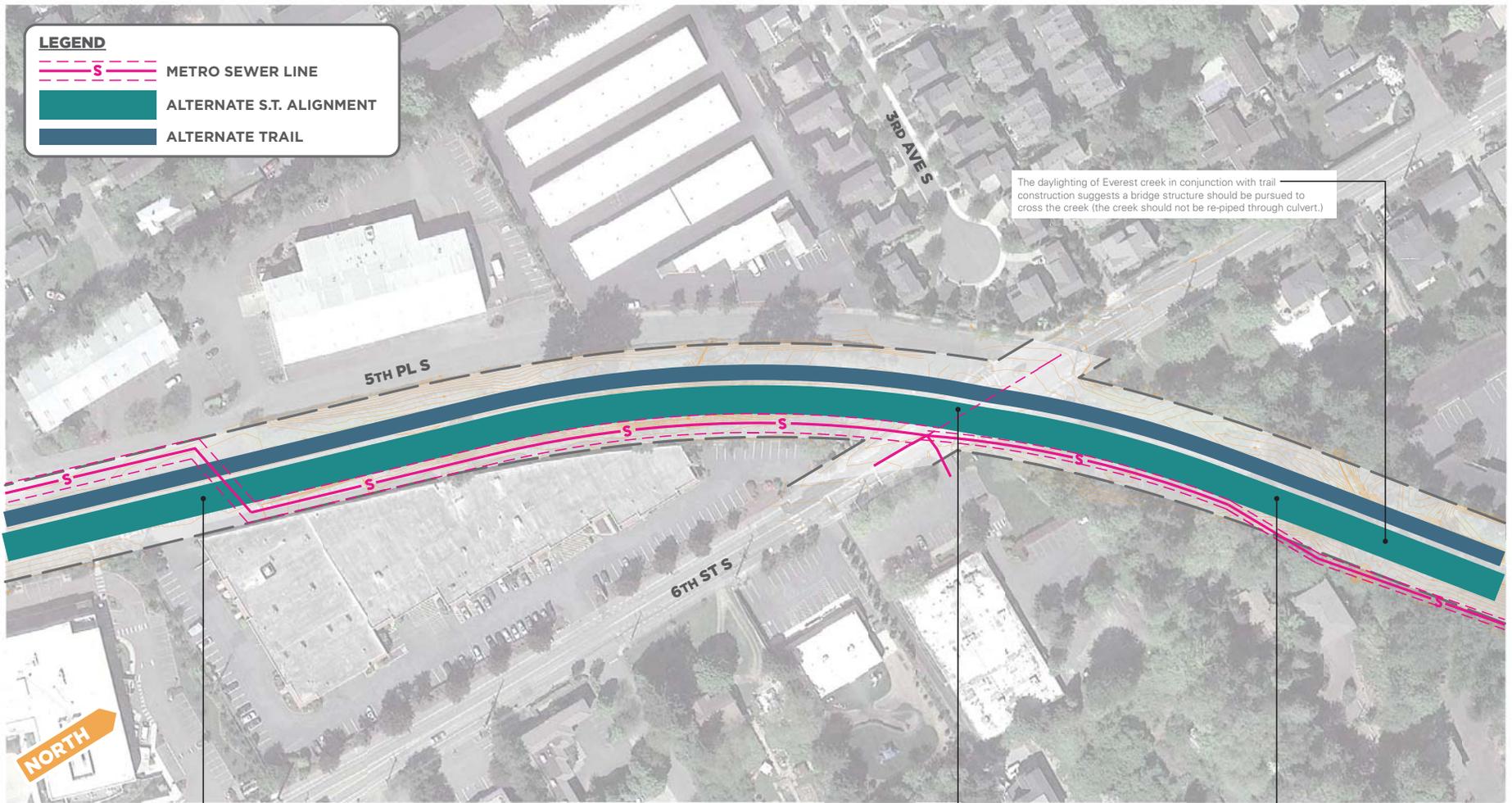
Trail through this section is proposed as a shared trail (width of shared trail subject to increase from the 16-foot minimum).

Metro Sewer line shifts from west to east

Metro Sewer line shifts farther west and out of conflict zone

03_Transit & Utility Conflict Zone Plan - BUZZ ZONE NORTH

209



The daylighting of Everest creek in conjunction with trail construction suggests a bridge structure should be pursued to cross the creek (the creek should not be re-piped through culvert.)

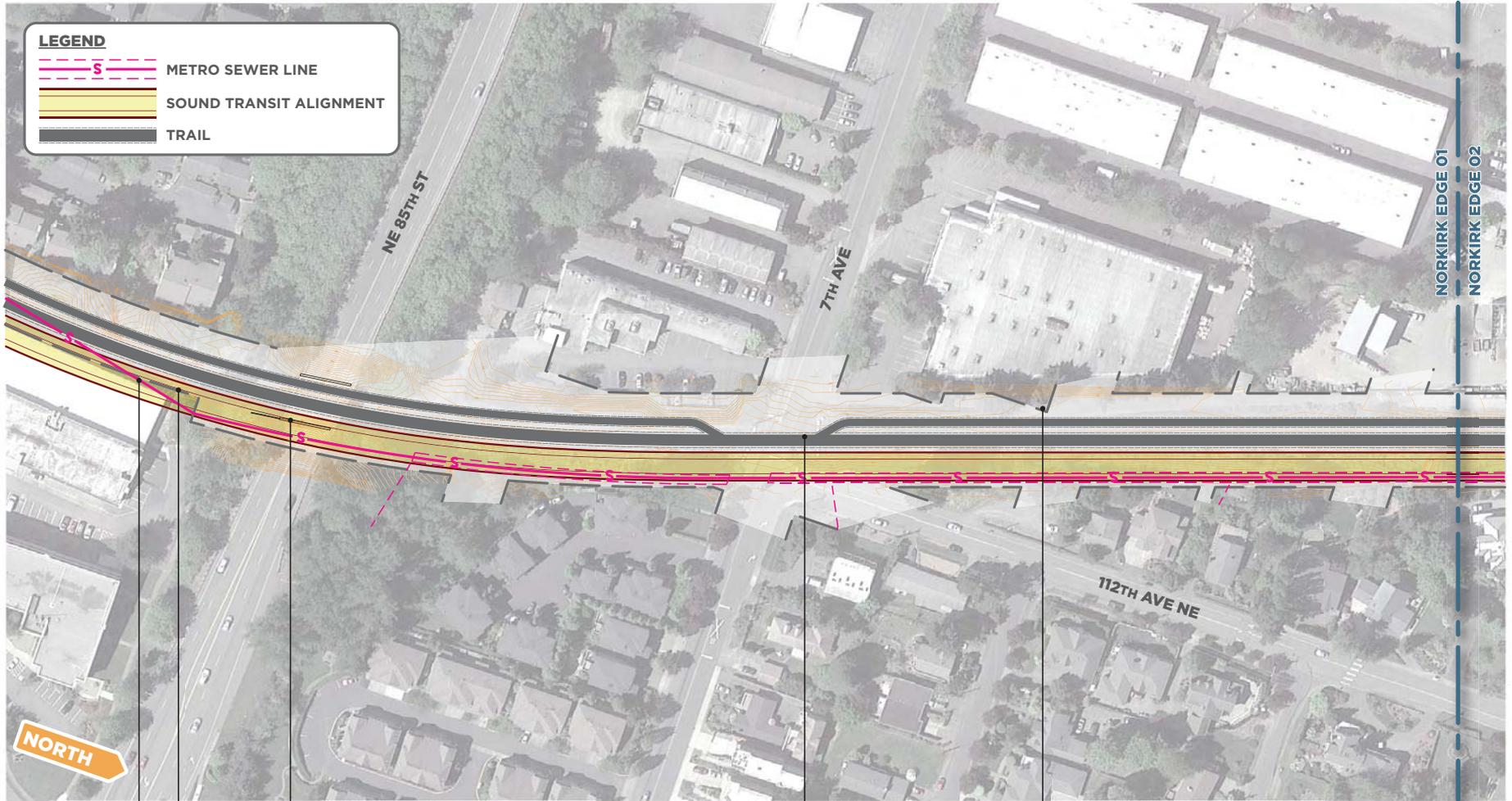
Alignment Transition Zone: Realignment of trails includes a transition zone (beyond that shown on this plan) assumed to be up to 400 feet.

Assumes a fully rebuilt intersection for both trail and transit.

Alignment Transition Zone: Realignment of trails includes a transition zone (beyond that shown on this plan) assumed to be up to 400 feet.

03B_Transit & Utility Conflict Zone Plan - BUZZ ZONE NORTH ALTERNATE

Proposed Alignment Revisions: The trackway is shifted westward to avoid conflict with the Metro sewer line. Correspondingly, the trails are shifted westward.



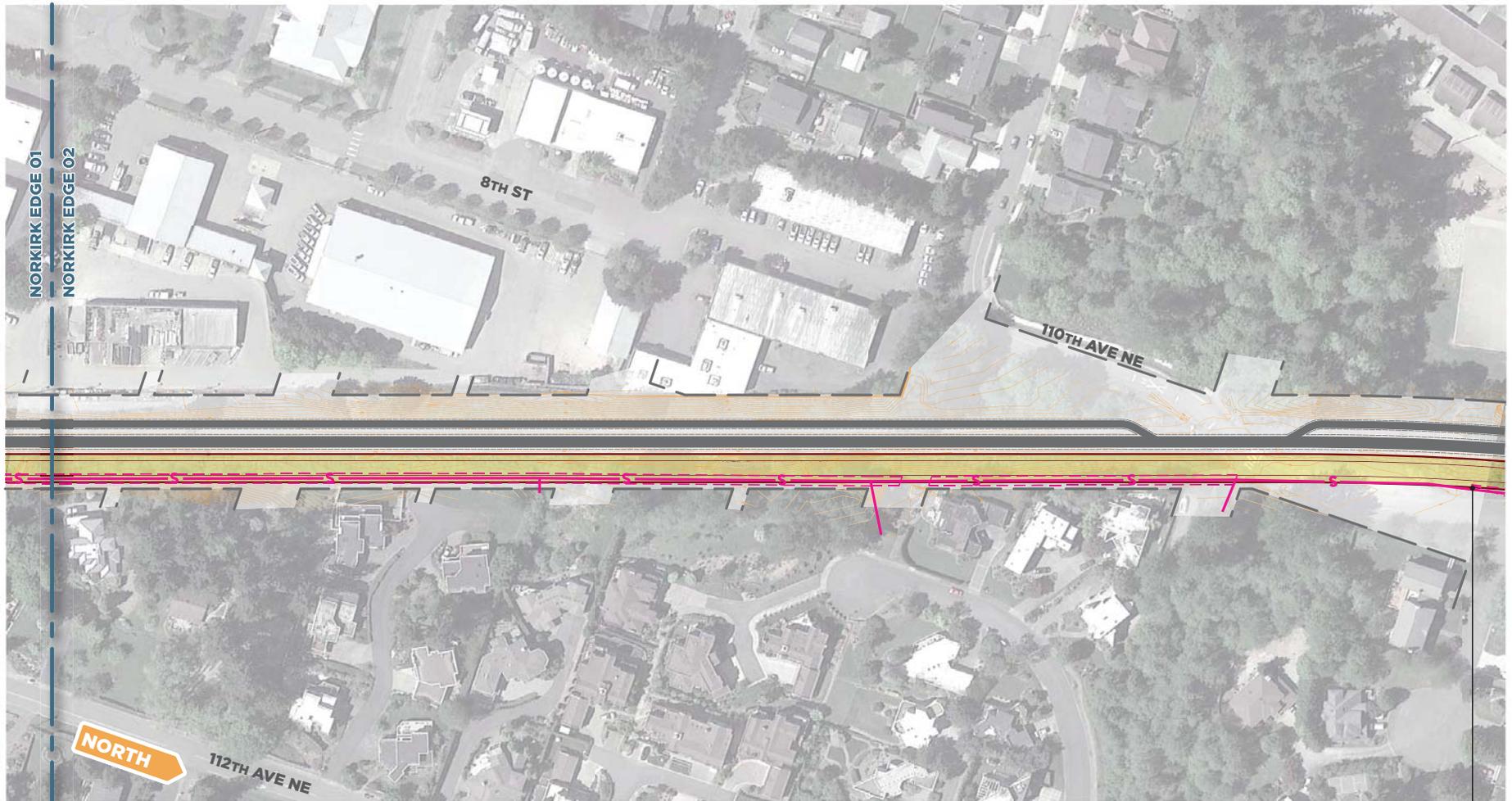
LEGEND

-  METRO SEWER LINE
-  SOUND TRANSIT ALIGNMENT
-  TRAIL

- Transitway conflict with existing bridge supports
- Adjacent property pinch point
- Metro Sewer line shifts from west to east
- Significant steep cross slopes at merging streets
- Adjacent property pinch point

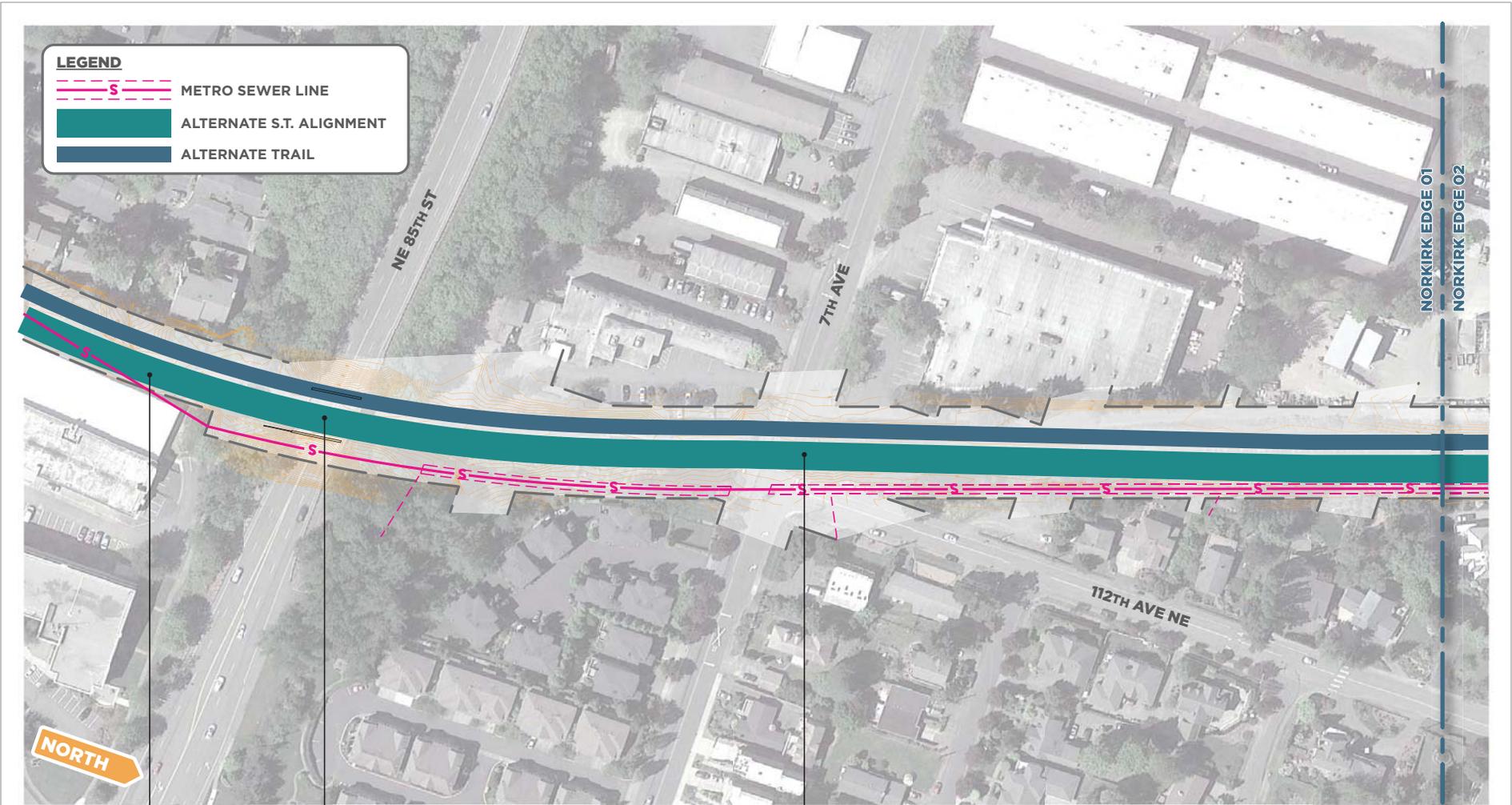
04_Transit & Utility Conflict Zone Plan - NORKIRK EDGE 01

211



Metro Sewer line shifts farther west and out of conflict zone

05_Transit & Utility Conflict Zone Plan - NORKIRK EDGE 02



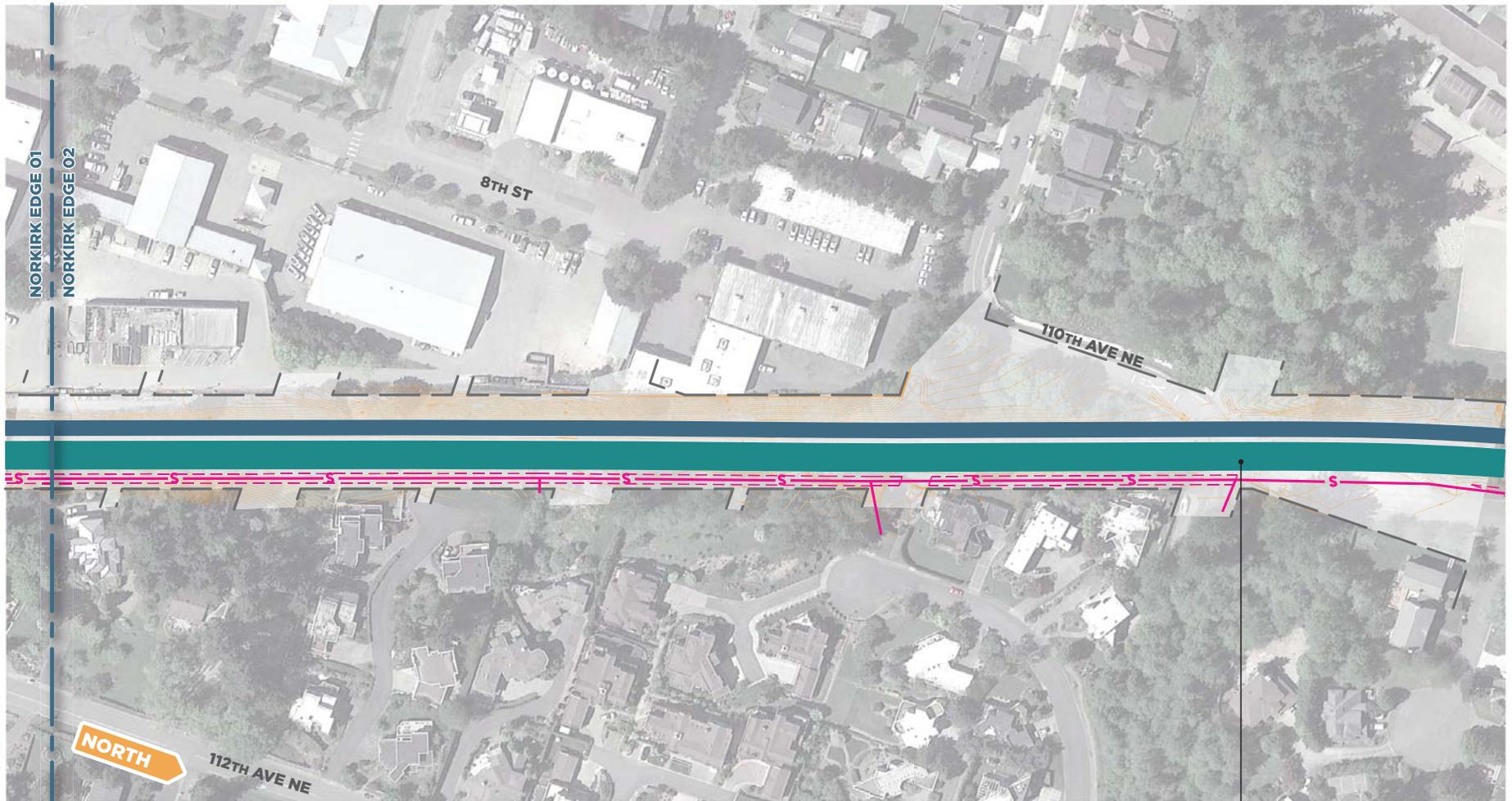
Alignment Transition Zone: Realignment of trails includes a transition zone (beyond that shown on this plan) assumed to be up to 400 feet.

Reconfigured alignment to pass next to east columns. Reconfigured trail alignment may be located east or west of west columns as space allows.

Assumes a fully rebuilt 7th Ave. intersection for both trail and transit.

04B_Transit & Utility Conflict Zone Plan - NORKIRK EDGE 01 ALTERNATE

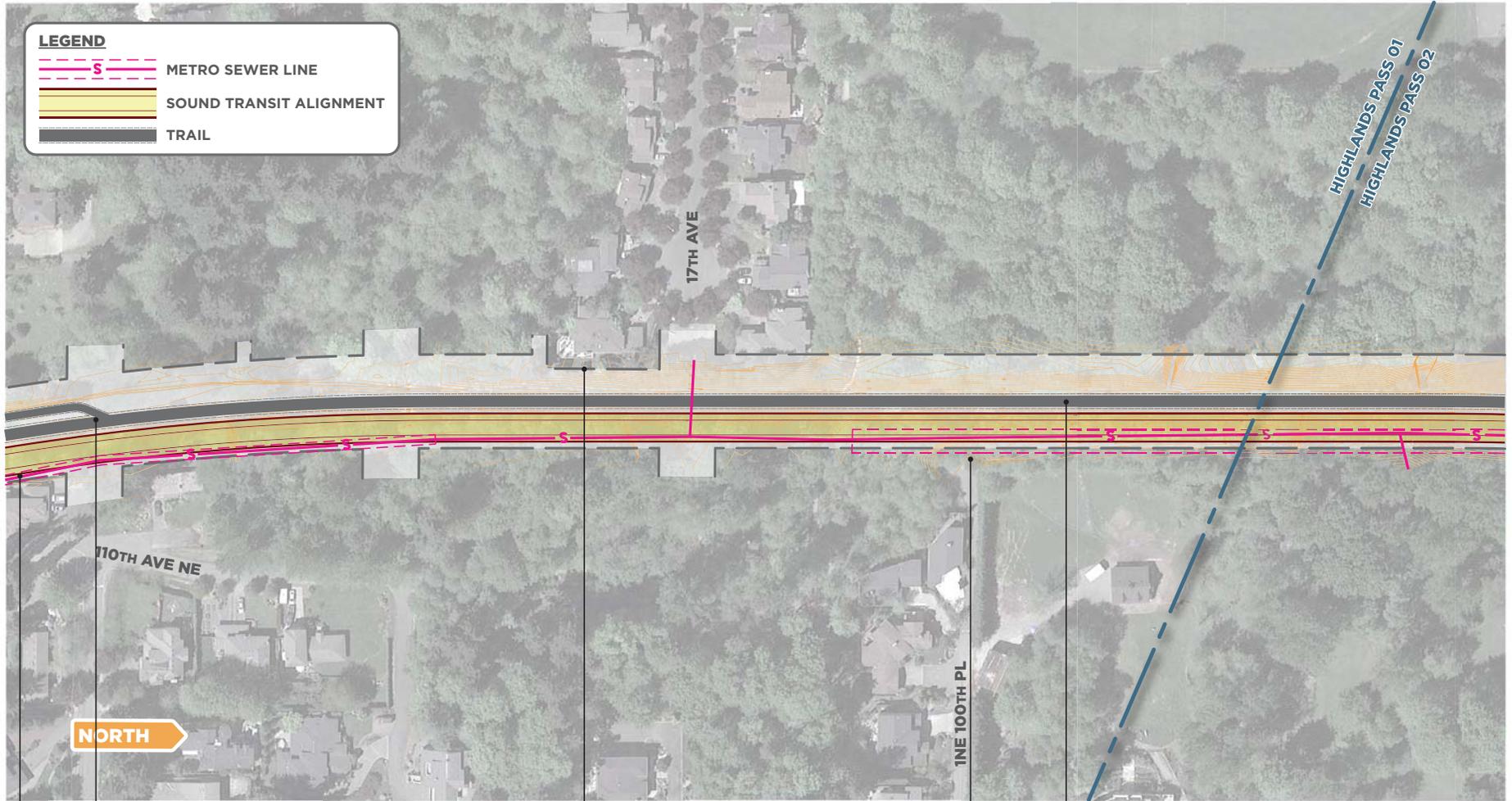
Proposed Alignment Revisions: The trackway is shifted westward to avoid conflict with bridge supports and the Metro sewer line. Correspondingly, the trails are shifted westward, and combined into a single shared trail, possibly increased from the 16-foot minimum trail envelope width.



Alignment Transition Zone: Realignment of trails includes a transition zone (beyond that shown on this plan) assumed to be up to 400 feet.

05B_Transit & Utility Conflict Zone Plan - NORKIRK EDGE 02 ALTERNATE

Proposed Alignment Revisions: The trackway is shifted westward to avoid conflict with the Metro sewer line and to avoid the exiting property pinch point. Correspondingly, the trails are shifted westward, which could entail significant grading issues to the west. As an alternative, the trails may be combined into a single shared trail, possibly increased from the 16' minimum trail envelope width.



LEGEND

-  METRO SEWER LINE
-  SOUND TRANSIT ALIGNMENT
-  TRAIL

NORTH 

Approximate limit of separated primary/secondary trails, transition to shared trail due to topography constraints (width of shared trail subject to increase).

Metro Sewer line shifts west into conflict with proposed trackway

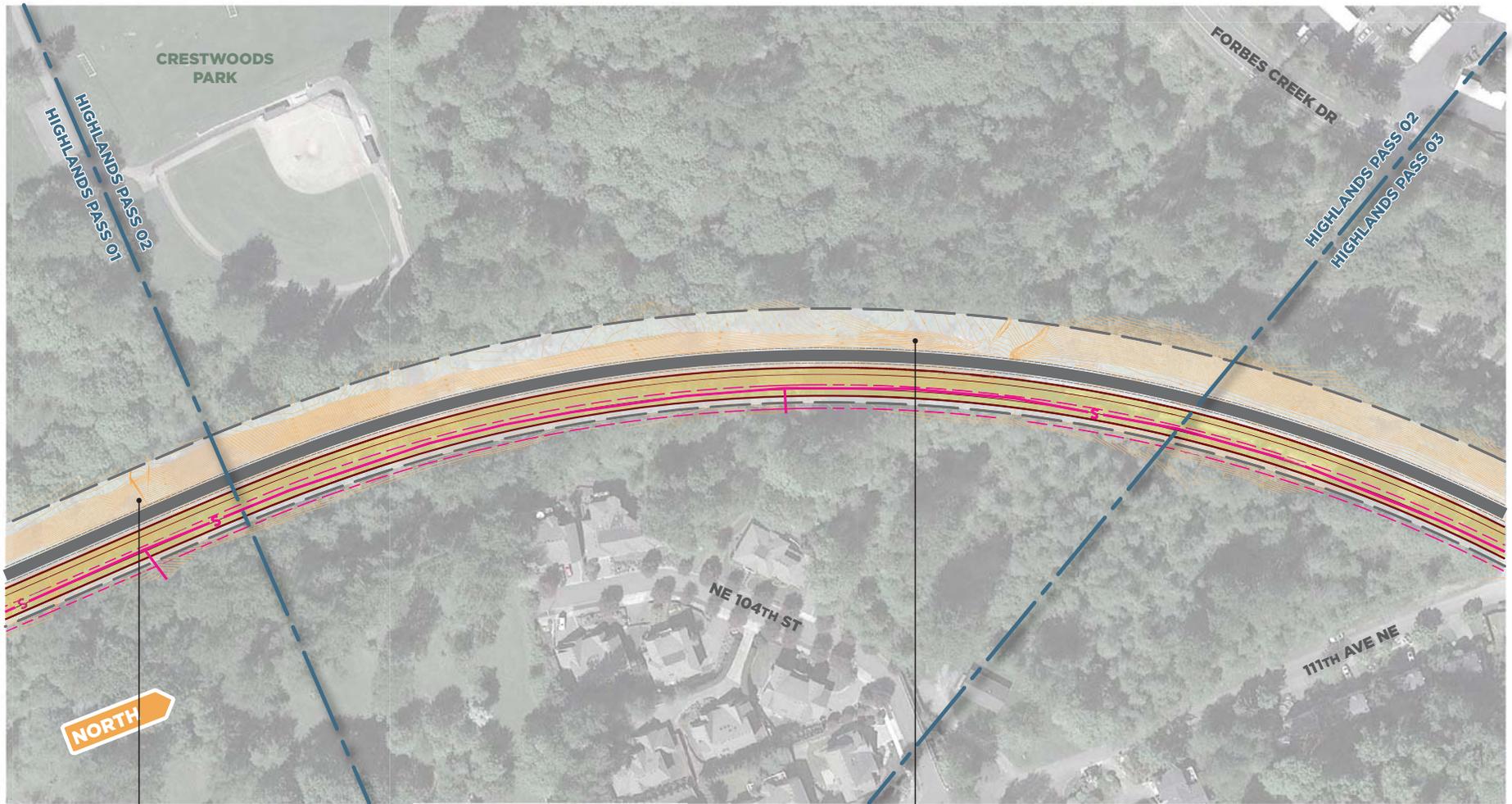
Adjacent property pinch point

Topographic pinch point as corridor passes through an excavated low point/trench.

Major east-west pedestrian/bike connection aligning with NE 100th

06_Transit & Utility Conflict Zone Plan - HIGHLANDS PASS 01

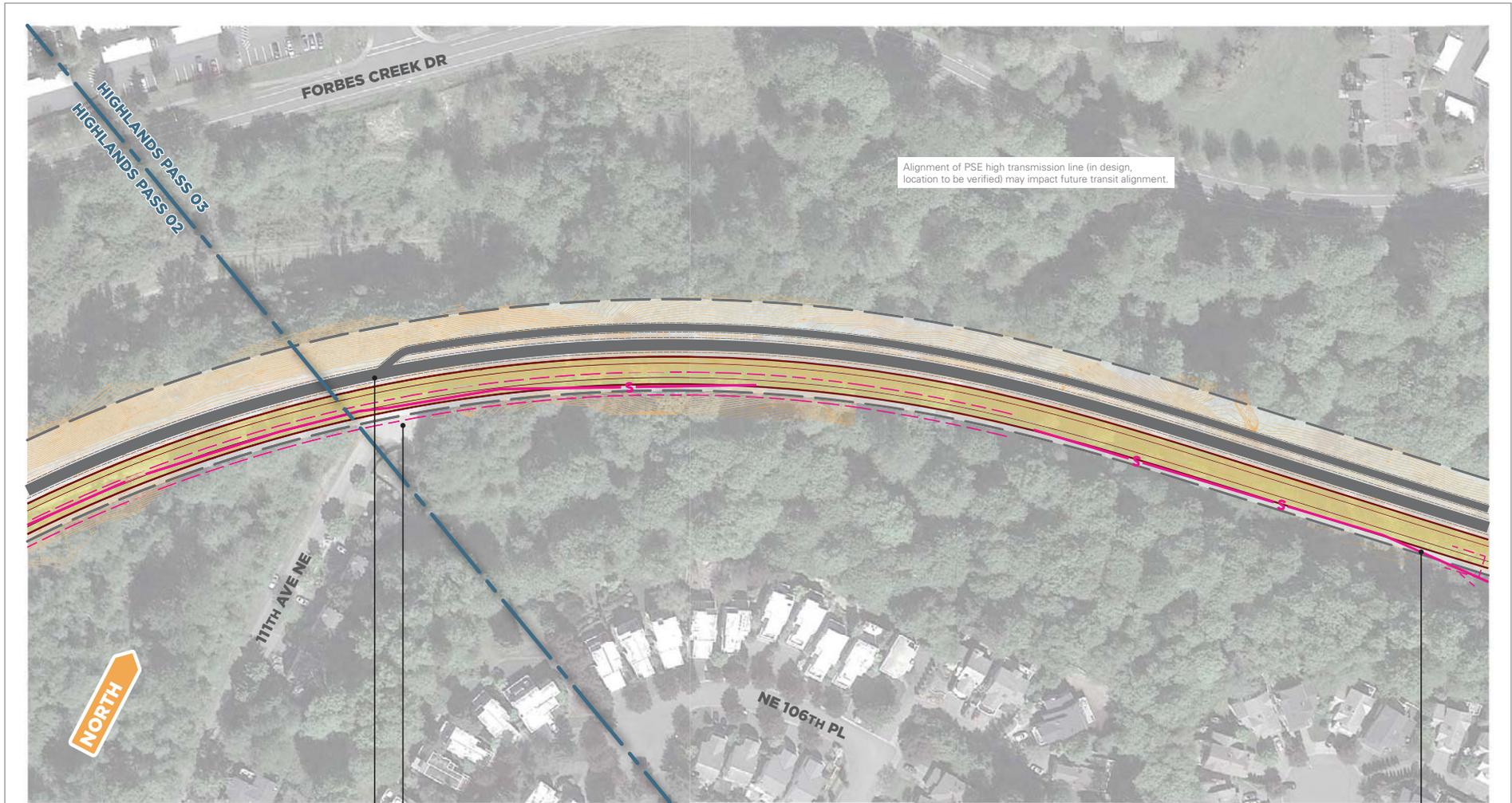
215



Topographic pinch point as corridor passes through an excavated low point/trench.

Possible steep grade issues

07_Transit & Utility Conflict Zone Plan - HIGHLANDS PASS 02



Approximate limit of separated primary/secondary trails, transition to shared trail due to topography constraints (width of shared trail subject to increase).

Major east-west pedestrian/bike connection aligning with NE 111th to path along Forbes Creek Drive

Metro Sewer line shifts farther west and out of conflict zone

08_Transit & Utility Conflict Zone Plan - HIGHLANDS PASS 03

217



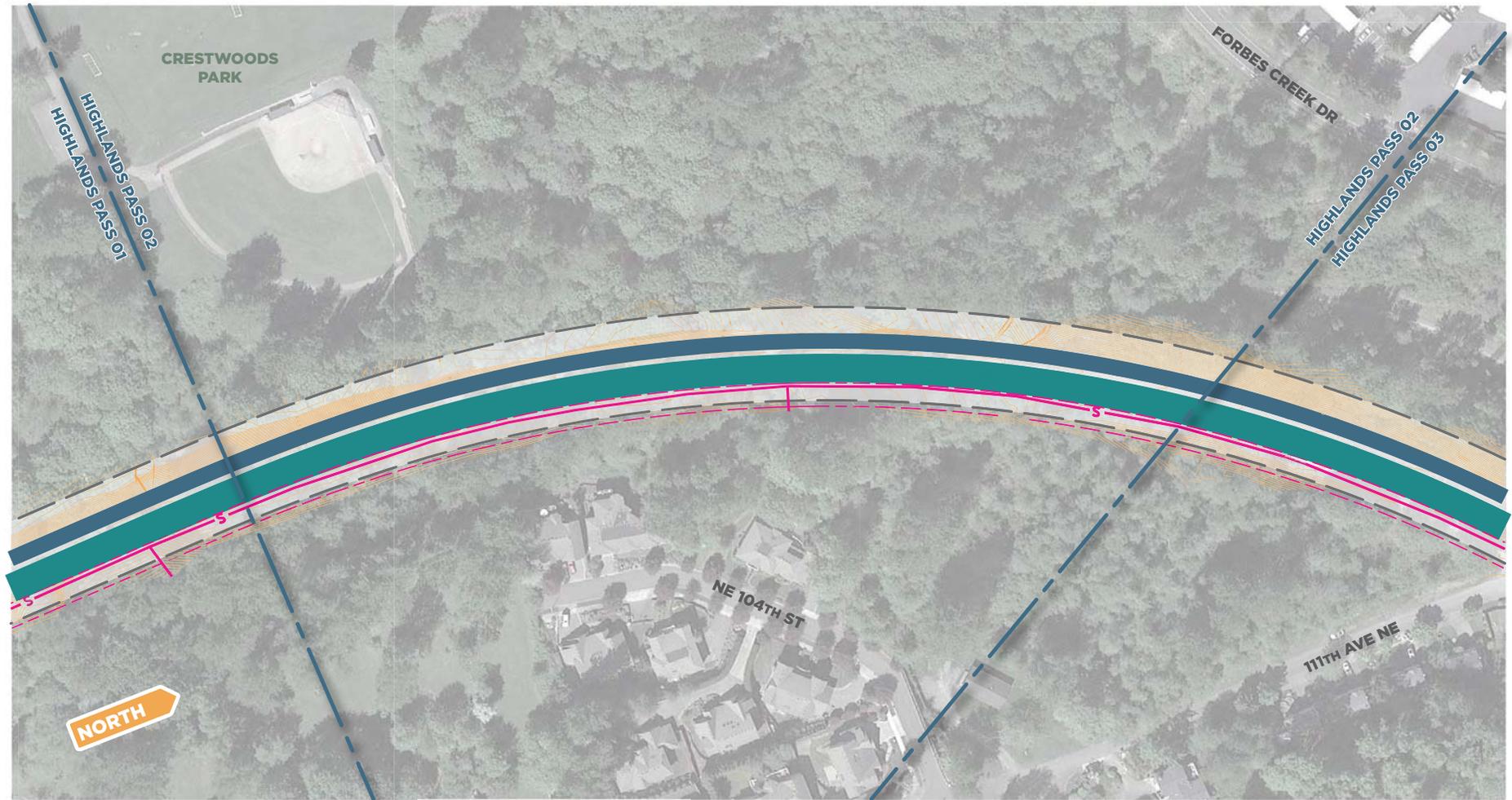
NORTH

Alignment Transition Zone: Realignment of trails includes a transition zone (beyond that shown on this plan) assumed to be up to 400 feet.

Bike and pedestrian crossing at NE 100th

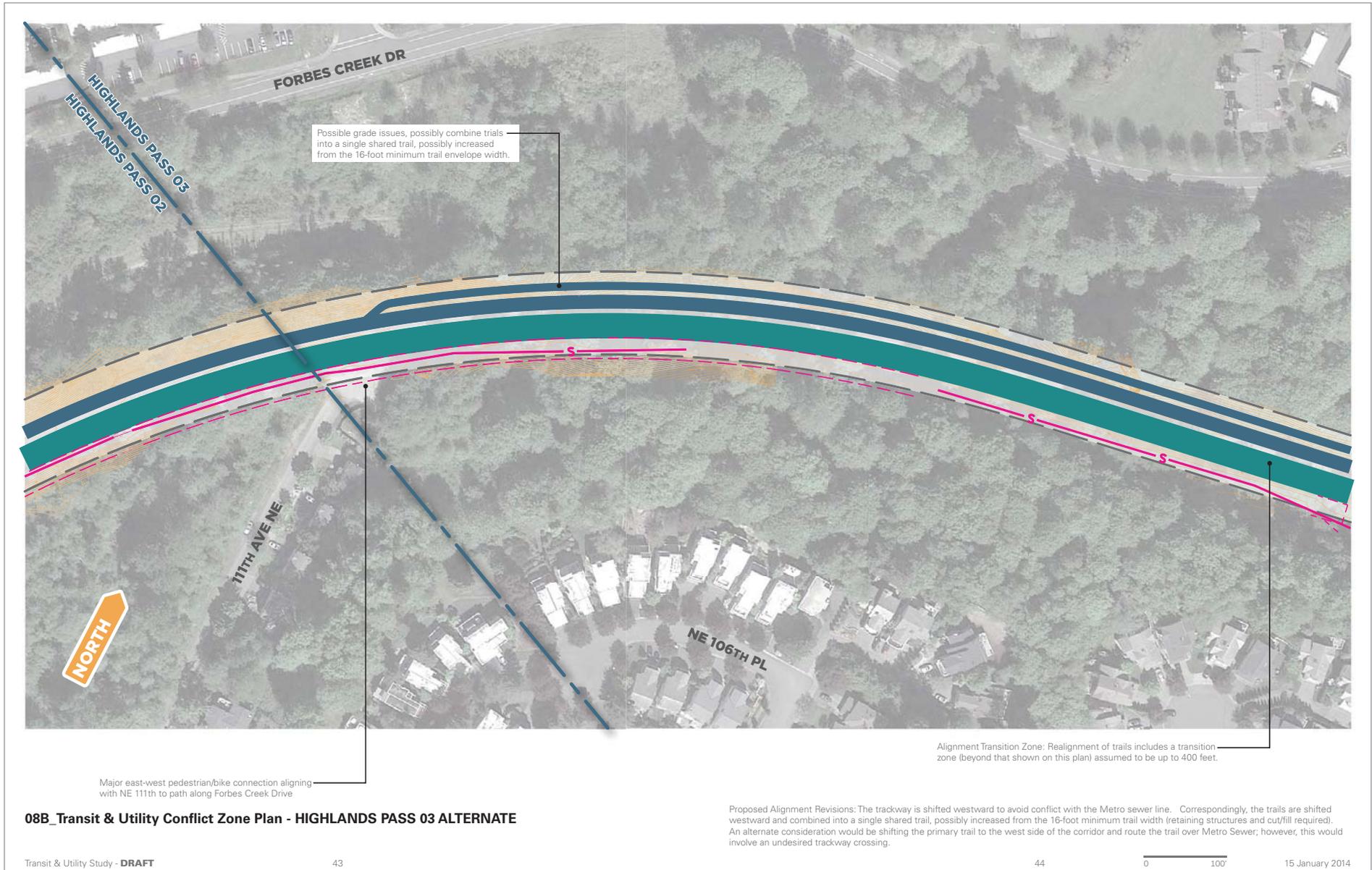
06B_Transit & Utility Conflict Zone Plan - HIGHLANDS PASS 01 ALTERNATE

Proposed Alignment Revisions: The trackway is shifted westward to avoid conflict with the Metro sewer line. Correspondingly, the trails are shifted westward and combined into a single shared trail, possibly increased from the 16-foot minimum trail width (retaining structures and cut/fill required). An alternate consideration would be shifting the primary trail to the west side of the corridor and route the trail over Metro Sewer; however, this would involve an undesired trackway crossing.



07B_Transit & Utility Conflict Zone Plan - HIGHLANDS PASS 02 ALTERNATE

Proposed Alignment Revisions: The trackway is shifted westward to avoid conflict with the Metro sewer line. Correspondingly, the trails are shifted westward and combined into a single shared trail, possibly increased from the 16-foot minimum trail width (retaining structures and cut/fill required). An alternate consideration would be shifting the primary trail to the west side of the corridor and route the trail over Metro Sewer; however, this would involve an undesired trackway crossing.



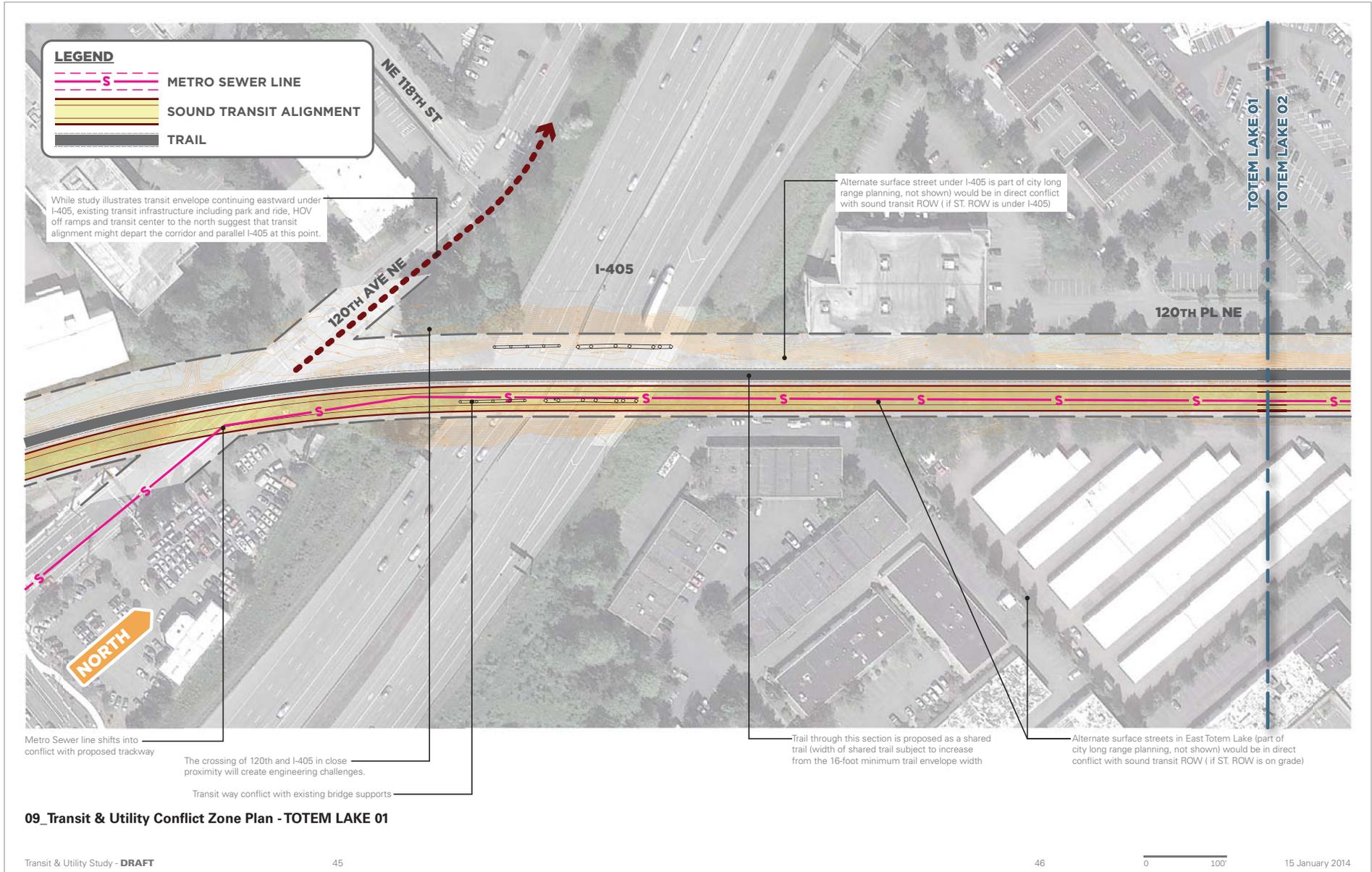
Possible grade issues, possibly combine trails into a single shared trail, possibly increased from the 16-foot minimum trail envelope width.

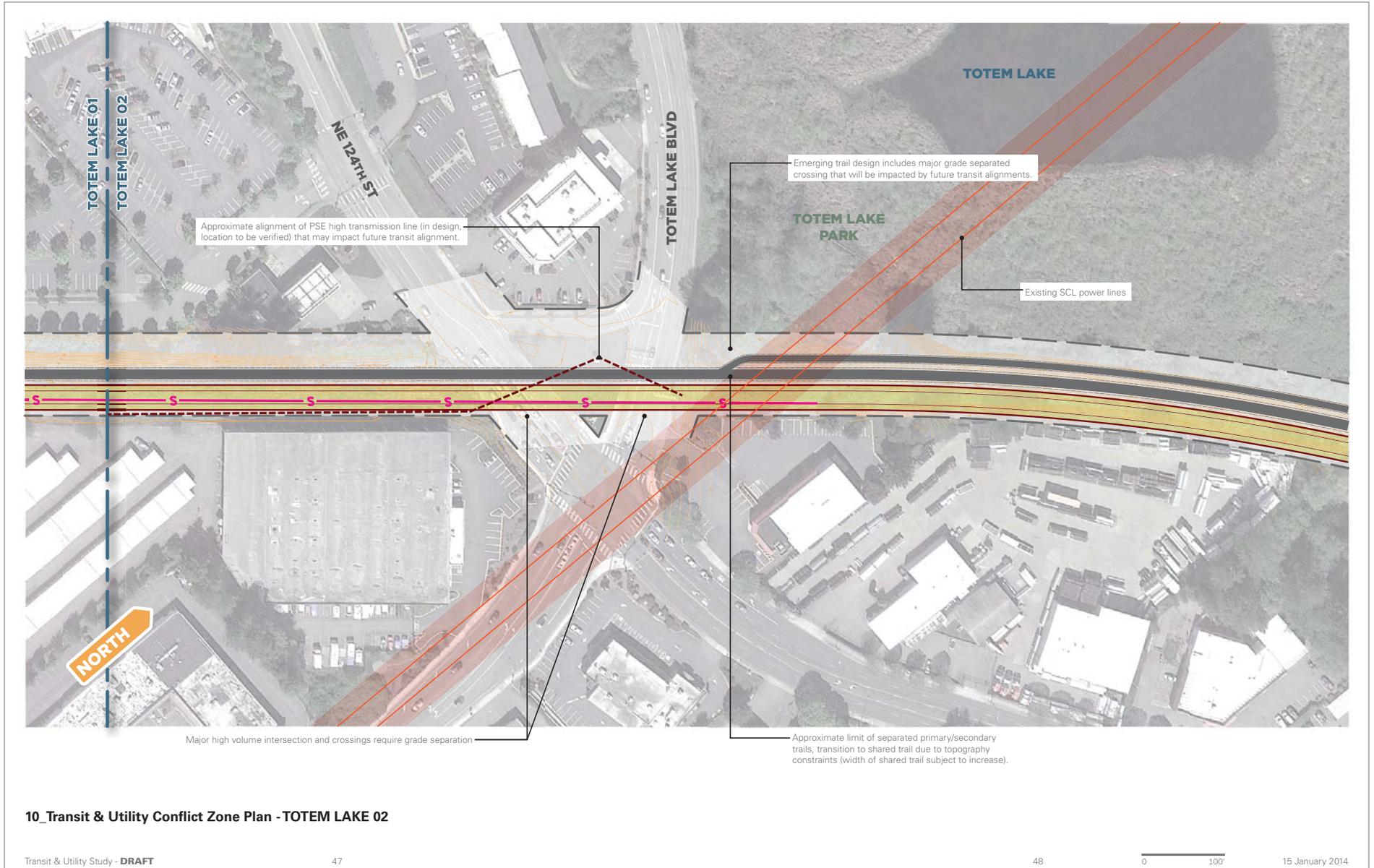
Alignment Transition Zone: Realignment of trails includes a transition zone (beyond that shown on this plan) assumed to be up to 400 feet.

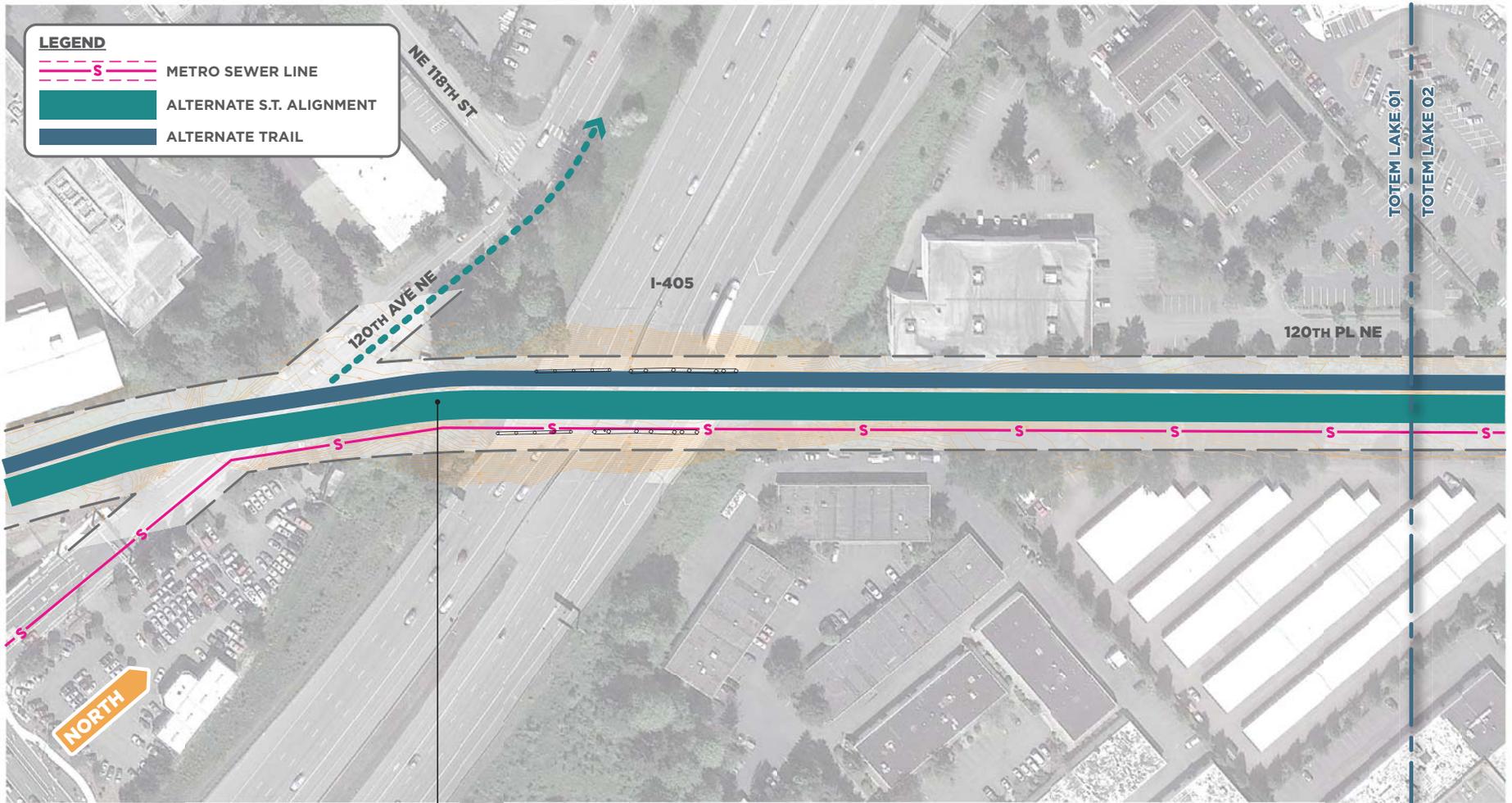
Major east-west pedestrian/bike connection aligning with NE 111th to path along Forbes Creek Drive

08B_Transit & Utility Conflict Zone Plan - HIGHLANDS PASS 03 ALTERNATE

Proposed Alignment Revisions: The trackway is shifted westward to avoid conflict with the Metro sewer line. Correspondingly, the trails are shifted westward and combined into a single shared trail, possibly increased from the 16-foot minimum trail width (retaining structures and cut/fill required). An alternate consideration would be shifting the primary trail to the west side of the corridor and route the trail over Metro Sewer; however, this would involve an undesired trackway crossing.



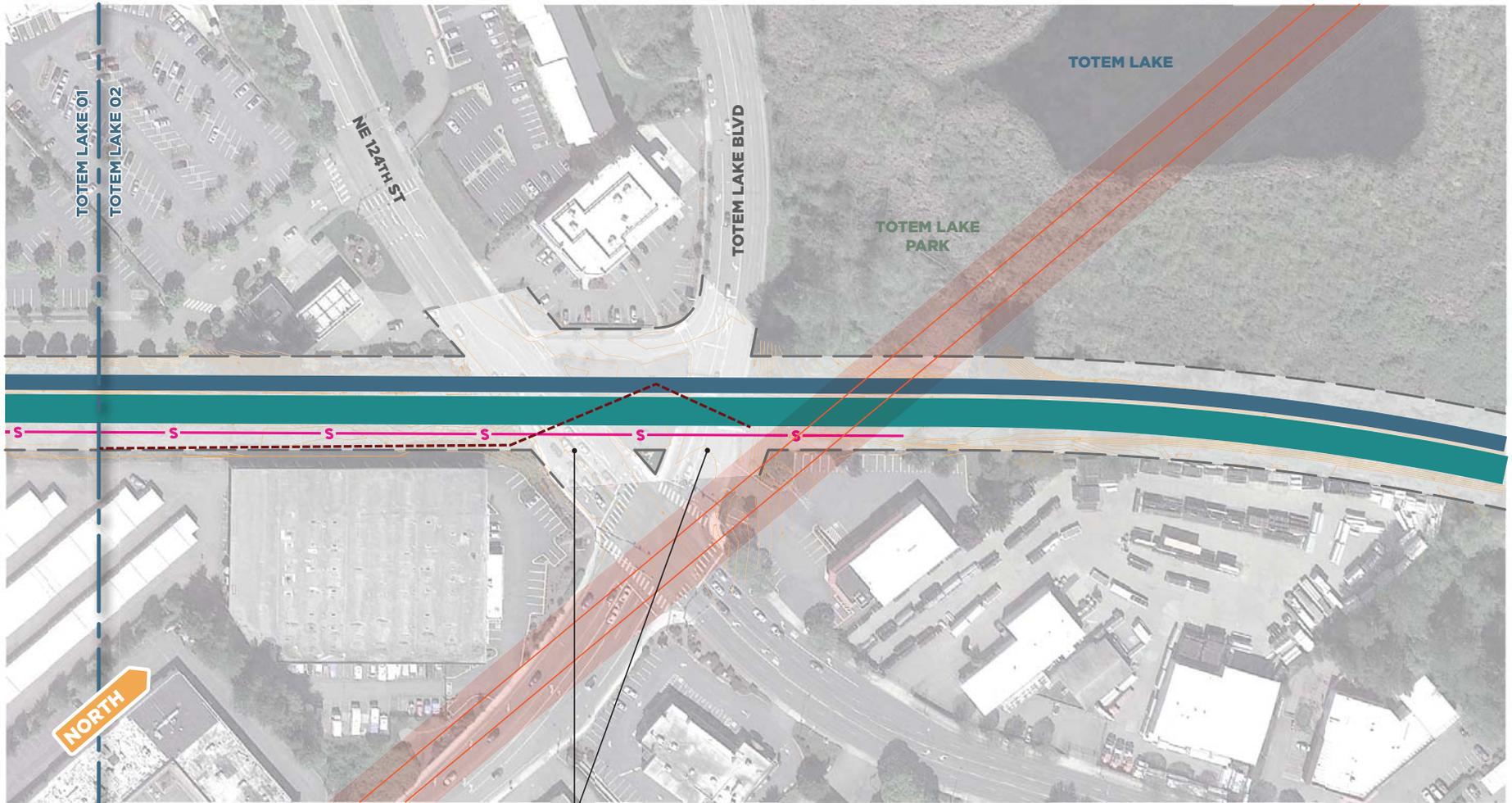




Proposed Alignment revisions: The trackway is shifted westward to avoid conflict with bridge supports and Metro sewer line. Correspondingly, the trail is shifted westward. An alternate option would be for transit to depart the corridor and parallel I-405 at this point.

09B_Transit & Utility Conflict Zone Plan - TOTEM LAKE 01 ALTERNATE

223



Due to the high number of variables, it is counterproductive to assume what will be a highly engineered and likely grade separated crossing in this location.

10B_Transit & Utility Conflict Zone Plan - TOTEM LAKE 02 ALTERNATE



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