

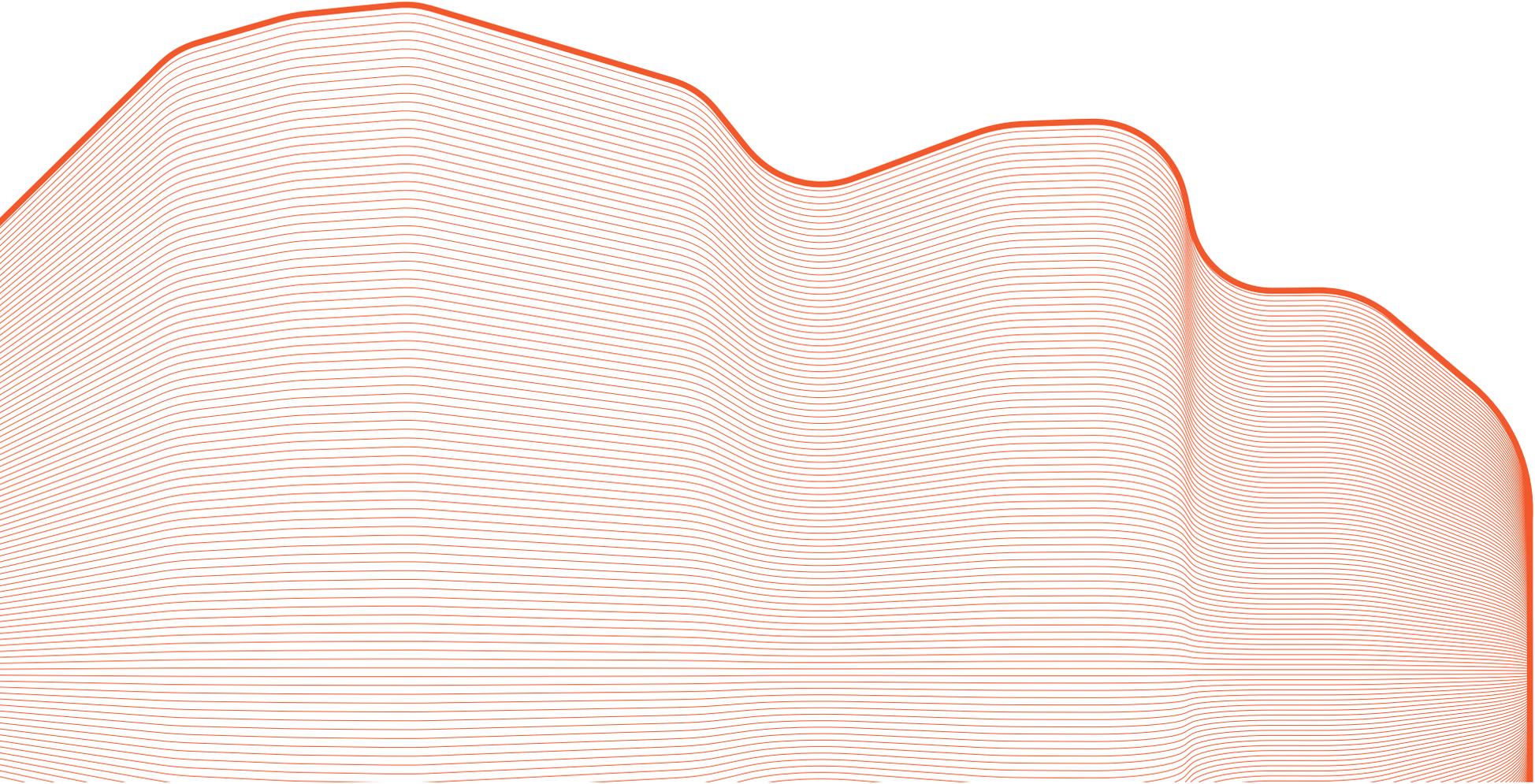
CROSS KIRKLAND CORRIDOR MASTER PLAN

DRAFT - June 4, 2014



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

To those who live, work and play in Kirkland for infusing the plan with direction and energy through their vision, participation and enthusiasm.







LAKE WASHINGTON

NE 52nd St

NE 53rd St

NE 55th St

NE 60th St

NE 62nd St

NE 64th St

NE 68th St

7th Ave S

3rd Ave S

6th St S

Kirkland Ave.

Kirkland Way

NE 85th St

7th Ave

87th St

110th Ave NE

NE 100th St

18th Ave

111th Ave NE

116th Ave NE

NE 112th St

NE 116th St

120th Ave NE

I-405

NE 124th St

Totem Lake Blvd

132nd Ave NE

128th Ln NE

TO BELLEVUE

TO WOODINVILLE

- INTERSECTION
- OVER/UNDERPASS
- STREET END
- KIRKLAND BOUNDARY
- HIGHWAY
- CROSS KIRKLAND CORRIDOR

NORTH

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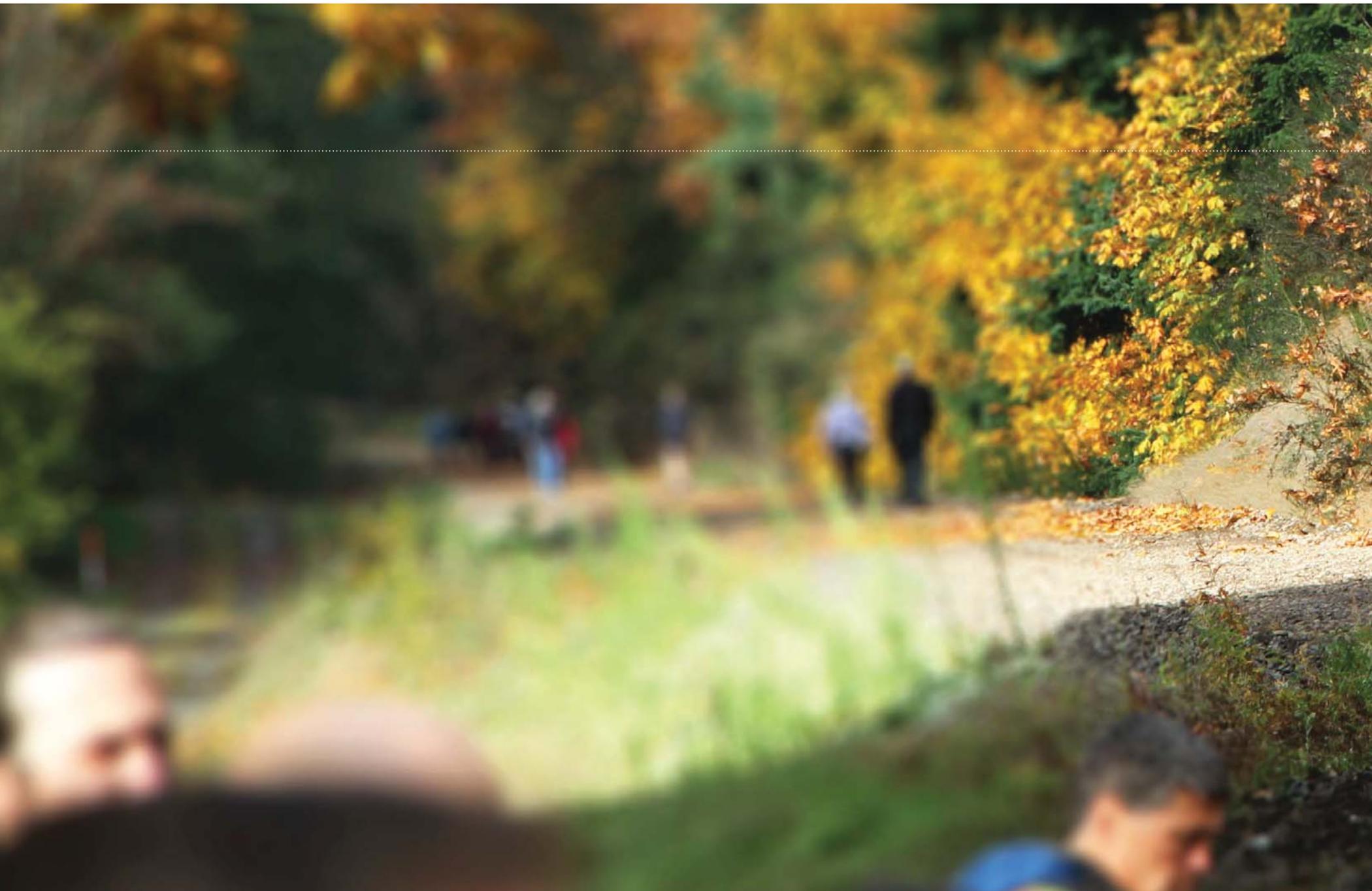
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1.0 INTRODUCTION



- 1.1 **THE PROCESS**
 - + SHAPED BY THE CITY AND PUBLIC
- 1.2 **THE VISION**
- 1.3 **GOALS**
 - + CONNECT KIRKLAND
 - + SHAPE A PLACE UNIQUE TO KIRKLAND
 - + FOSTER A GREEN KIRKLAND
 - + ACTIVATE KIRKLAND AND EVOLVE

INTRODUCTION

Kirkland's waterfront parks are the signature of our city. Without the bold actions of the committed citizens before us, these parks, which are unparalleled in the region, would not exist. Today, we have the opportunity of our time to invest in our City's quality of life for future generations. Building this project takes vision and considerable will. It is our responsibility to build it, as our contribution to the legacy of the parks and open spaces that we enjoy today.

Mayor Amy Walen

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

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

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

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

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

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

This master plan doesn't just talk about a new pathway between places in Kirkland, but integrates with neighborhoods, highlights our cityscape, creates places for people to connect with each other, and welcomes transit in the future. It's a vision of so much more than a trail.

Councilmember Jay Arnold

While the overwhelming majority rallied behind the City for the purchase the corridor, some were skeptical and did not see the potential. Today, the six-mile scar separating our city has become a spectacular smooth seam of unification and connection. The master plan echoes this transformation bringing the community together as a hearty "All Aboard" to join the bold vision for Kirkland's future.

Councilmember Toby Nixon

The local geography of lakes and hills, while beautiful, tends to limit our mobility options. This CKC re-activates a dormant yet crucial north-south connection that will be celebrated and used for years to come.

Councilmember Shelley Kloba



The vision captures the aspirations of the community and will be a model for other cities. In addition to the park-like aspects, connections among neighborhoods and throughout the region by transit, bicycle, and on foot will be welcomed improvements. I am glad to see that part of Peter Kirk's initial investment will flourish. Now, we begin to build on that legacy in ways he never could have imagined – our contribution to providing a better place for others to build upon.

Councilmember Dave Asher

What excites me about the CKC is the way it connects Kirkland, our neighborhoods, our business districts, our schools, from north to south. Now we need to build connections east to west. What makes the CKC so rich is that it feels like we are all part of something special now and something extraordinary in the future. I'm not afraid to think gondolas. I'm not afraid to let the vision evolve.

Councilmember Penny Sweet

More than a recreational asset, I see the Cross Kirkland Corridor as an economic catalyst, energizing the properties and neighborhoods it abuts and connects, shaping vibrant communities along its route.

Councilmember Doreen Marchione

The experience of biking or walking along the CKC will be different from any other trail in our region, people will make it a destination and come to linger and experience it.

Retired Mayor Joan McBride

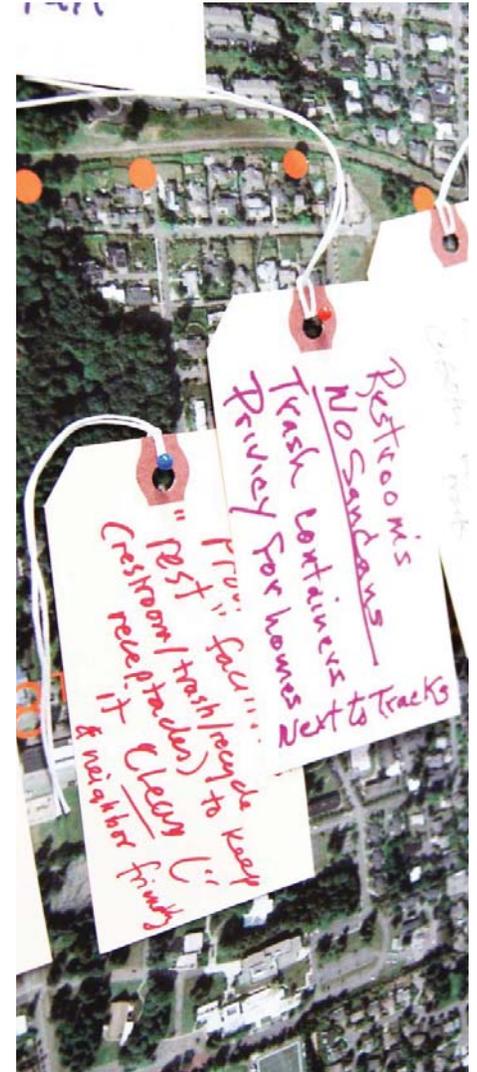
INTRODUCTION

1.2 THE PROCESS

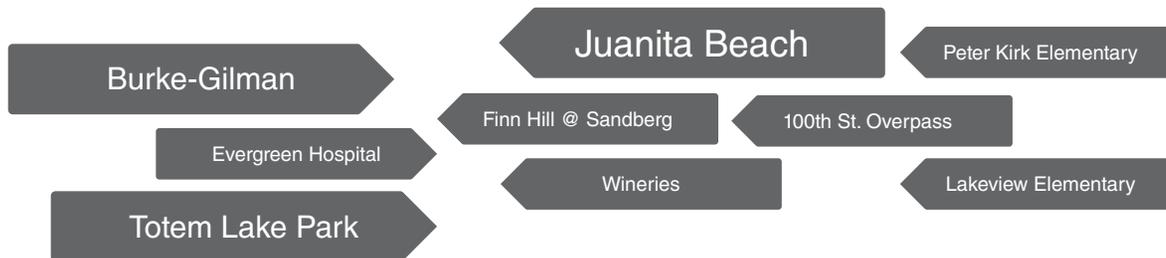
A Vision Shaped By the City and the Public

The vision for the Cross Kirkland Corridor is the result of years of planning, hard work and investment from the city and its residents, who boldly saw and seized the opportunity to purchase and control 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.

Throughout the process which developed this plan, the public has played an integral part. Hundreds of individuals made comments and participated at community meetings, brown bag sessions, and walking tours of the site. People of all ages contributed in person, by email, and via social media to impart their vision for the future of the Cross Kirkland Corridor.



WHAT SHOULD THE CKC CONNECT TO?



WHAT AMENITIES SHOULD THE CKC INCLUDE?



HOW CAN THE CKC STRENGTHEN KIRKLAND?



INTRODUCTION

1.3 THE VISION

The Cross Kirkland Corridor is poised to become one of the city's foremost civic icons. Formerly a barrier and an under-utilized space, the corridor is to be re-imagined 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.

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. 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.

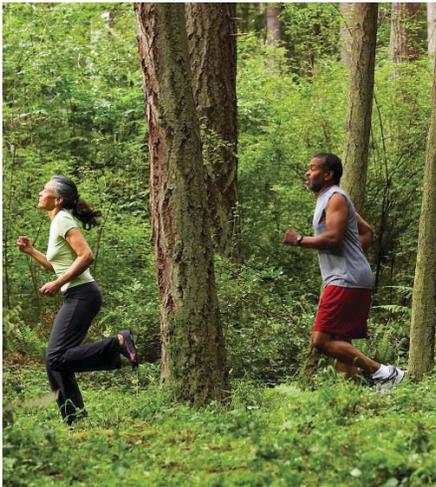
Kirkland has the opportunity to define itself as a model community for its residents to enjoy and an inspiration for others to visit, appreciate and emulate. The bold vision for the Cross Kirkland Corridor has the potential to reach far beyond its own boundary to serve as a catalyst for the entire city.

Kirkland is a city whose history and development forge a *distinct quality of life*.

Yet there is room for Kirkland to *evolve, grow and strengthen* this quality of life.

The vision for the Cross Kirkland Corridor expands beyond the corridor boundary to serve as a *catalyst for the entire city*.

Kirkland is poised to become a *model community* for its residents and an *inspiration* for others to follow.



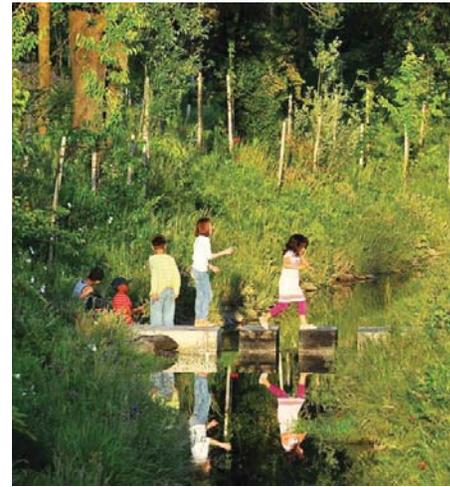
01: CONNECT KIRKLAND

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 can connect to existing transit, future transit and potentially become home to high capacity transit. Innovative alternative transit between the corridor and downtown Kirkland is another example of a potential connection. The corridor connects people—neighbors, kids and schools, businesses and their employees and customers—in a new model for contemporary communities.



02: 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 citizens, and the corridor will welcome and serve all 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 programs and events it supports.



03: 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 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, regional amenities, the corridor makes Kirkland 'greener.'



04: ACTIVATE KIRKLAND AND EVOLVE WITH TIME

The corridor can lead the whole city forward to achieve existing and new goals. It is designed to adapt and evolve over time to meet the needs of a growing city. The corridor offers balanced transportation solutions that today might include improved connections to transit, and also future possibilities which may one day include high capacity transit. The corridor is envisioned as a catalyst for change and growth as under-utilized areas of the city increasingly become home to new businesses and residents.

INTRODUCTION

1.4 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 can connect to existing transit, future transit and potentially become home to high capacity transit. Innovative alternative transit between the corridor and downtown Kirkland is another example of a potential connection. The corridor connects people—neighbors, kids and schools, businesses and their employees and customers—in a new model for contemporary communities.

01: CONNECT KIRKLAND

- + Enhance and create connections
- + Create more than one type of trail
- + Shape intuitive, inherently safe connections on the corridor
- + Create safe crossings
- + Allow easy navigation and wayfinding
- + Reach beyond the city!
- + Connect to transit today!





02: SHAPE A PLACE UNIQUE TO KIRKLAND

- + Celebrate the unique character of each neighborhood the corridor touches
- + Honor history
- + Embrace the landscape
- + More than a trail, a destination
- + A place for all!
- + Create contrast and surprise
- + Emphasize multi-use
- + Embrace art
- + Energize with programming

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 citizens, and the corridor will welcome and serve all 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 programs and events it supports.

INTRODUCTION

1.4 GOALS

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 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, regional amenities, the corridor makes Kirkland 'greener.'

03: FOSTER A GREEN KIRKLAND

- + A three-layered approach:
 - 01 Outcome
 - 02 What we build
 - 03 How we build it
- + Enhance Kirkland's active lifestyle
- + Enhance ecology
- + Construct with care
- + Build stewardship (residents don't just own it, they care for it!)





04: ACTIVATE KIRKLAND AND EVOLVE WITH TIME

- + Growing around and out from the corridor
- + Activate the edges
- + Strengthen business and development
- + Connect to transit today, home to transit in the future
- + Welcome infrastructure
- + Designed to evolve

Activate Kirkland and Evolve With Time

The corridor can lead the whole city forward to achieve existing and new goals. It is designed to adapt and evolve over time to meet the needs of a growing city. The corridor offers balanced transportation solutions that today might include improved connections to transit, and also future possibilities which may one day include high capacity transit. The corridor is envisioned as a catalyst for change and growth as under-utilized areas of the city increasingly become home to new businesses and residents.

NATURAL



2.0 OVERALL CONSIDERATIONS



- 2.1 **CORRIDOR CHARACTER**
 - + CHARACTER ZONES
- 2.2 **SERVICES AND ACCESS TO THE CORRIDOR**
 - + TRAILHEADS
 - + RESTROOMS
 - + ACCESS POINTS
 - + PARKING
- 2.3 **THE ROLE OF A MASTER PLAN**
- 2.4 **CONNECTING TO THE REGION**
- 2.5 **TRANSIT + UTILITIES**

OVERALL CORRIDOR CONSIDERATIONS

2.1 CORRIDOR CHARACTER

Character Zones

Each neighborhood the corridor touches is unique and will infuse its own unique character on the adjacent stretch of the corridor. The corridor itself will serve as a unifying element that stitches together these diverse neighborhoods. In doing so, what was once a boundary will become a unifying element that binds communities to one another while honoring their unique history and character.

The corridor has eight unique character zones as it passes through these communities, zones that are not strictly bound by neighborhood and planning boundaries. These zones provide a framework to build corridor character and identity.

The CKC will have common elements and functionality along its entire length to intuitively communicate navigation and to convey that it is clearly all part of the Cross Kirkland Corridor. However, each character zone draws upon its unique history, culture, and physical condition to shape an equally unique section to become its own chapter in the story of the corridor.

What's in a Name?

The names given in the master plan for each of the character zones are based on existing or anticipated characteristics and qualities. Their intent is to strengthen the master plan by identifying distinctions along the corridor and provide additional guidance to how the development of future improvements is envisioned. They are "project names" used only for the purpose of this master plan and its implementation; they are not necessarily labels to be imposed on the corridor or used for navigation. Because the Convergence Zone was previously labeled as the Buzz Zone, that name is found on materials in the appendix that were prepared before the name change was made.

YARROW WOODS

Characterized by dramatic topography and a forested edge with occasional breaks for views to the west. Few access points due to topography and the many houses that "back" onto the corridor. The South Kirkland Park & Ride is a major opportunity for connections. Watershed Park has a network of informal trails that can also form strong connections.

HOUGHTON PORCH

Characterized by open views to Lake Washington. Several opportunities to improve connections from the street grid. Lake Washington shipyards could be a source of inspiration.

CONVERGENCE ZONE

Titled 'Convergence Zone' due to existing character and near-term development potential, including further development of the Google campus. Opportunity for a broad collection of elements, commerce, services and businesses to bring diversity and vitality.

EVEREST EDGE

Characterized by relatively level terrain and a greenbelt feel. Historical connection to ferry dock and train depot.

NORKIRK EDGE

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.

HIGHLANDS PASS

Characterized by dense vegetation and extensive forest canopy above. Strong sense of enclosure by canyon-like topography. Transitions from canyon to narrow shelf perched high above Forbes Creek.

ACTIVE ZONE

The Active Zone is a rebranding of the ParMac area. 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.

TOTEM LAKE

Totem Lake Park is pulled into the realm of the corridor to form a significant swath of green space within the Totem Lake neighborhood. Neighborhood is divided east/west by I-405 and includes the West Totem Lake Connector.



OVERALL CORRIDOR CONSIDERATIONS

2.2 SERVICES + ACCESS TO THE CORRIDOR

Trailheads

The CKC will be part of a regional trail network allowing users to arrive by the trail itself, yet there may be a desire to establish trailheads that serve as meeting points along the corridor and provide services to corridor users. This will be particularly important in the near term as Kirkland is ahead of King County in the development of its corridor master plan and may therefore complete its trail prior to connections to the north or south as established by the county. There are two logical trailheads located near the north and south limits of the CKC.

The South Kirkland Park and Ride

The emerging redevelopment provides a logical southern trailhead with excellent transit access, services, a connection to the 520 Shared Use Path, and potential parking when low-volume off-peak commute times complement the prime recreational user times.

Totem Lake and the Re-imagined Totem Lake Park

Totem Lake Park provides a logical northern trailhead with excellent transit access and hopes of a revitalized commercial center. While there is no public parking readily identified in Totem Lake, an abundance of surface parking at both commercial and business properties suggest that establishing shared parking agreements is feasible.

Restrooms

Restrooms are not a required or standard element along the existing regional trail network, yet where those facilities are located they are heavily used and appreciated. Strong support for restrooms has emerged through the master plan process and three potential sites have been proposed:

- 01: The South Kirkland trailhead
- 02: The re-imagined Totem Lake Park
- 03: The re-imagined Terrace Park

Access Points

Access points make the corridor permeable to and from surrounding neighborhoods; they boost safety by providing access to emergency vehicles and contribute to the perception of safety by reducing the sense of isolation. Access points to the CKC will make safe, logical, well-marked connections to the street network for pedestrians and cyclists.

Roads

Existing roads, both crossing and dead-ending at the CKC, are the primary means of access. These access points are to become portals into the corridor and departure points from the corridor that create safe and logical connections to community destinations and amenities.

Road Crossings

As the most visible areas of the CKC, street crossings are designed to be safe and welcoming to users. They are also opportunities for landmark elements that can include art, gardens and rainwater features. While existing road crossings will remain, any new facilities for motorized vehicle crossings of the corridor should be carefully vetted by the city.

Road Endings

Numerous streets end at the CKC, which was once a barrier that blocked their connection. At these locations, the informal and formal paths that have formed over the years are testimony to the public's desire to reach, use, and cross the corridor. These street ends are to be formalized and highlighted as key connections to the CKC. Where possible, these access points should be ADA accessible; however, significant grade changes at some street ends may require stairs or other access structures. Those street ends that cannot provide ADA access to the corridor should have proper wayfinding to navigate users to nearby accessible portals.

Equal Experience

The master plan envisions surpassing accessibility

requirements to provide an equal corridor experience for all, including the mobility challenged and sight and hearing impaired. This strategy includes spatial design for a broad group of users by enriching the CKC with sensory elements such as tactile, auditory, and even the scent of plantings to enhance overall corridor experience and provide enjoyment and critical information to all users.

Pedestrian Access Points & Crossings

Access to the corridor should be provided on public properties or larger, typically commercial, private access points, possibly in combination with shared parking reservoirs.

Residential Access Points

Assuring access to the corridor for all of Kirkland's residents is a fundamental goal of the master plan. While many of the properties adjoining the corridor have developed their own access paths onto the corridor, the goal in developing residential access points should be to enhance broader community access, for example serving a home owner's association, not merely providing locked and limited access for a single property owner. The goal of allowing and encouraging these access points would be to serve areas where there are long stretches of private property which currently limit access. Because private access points developed to meet safety and aesthetic recommendations would be a great value to the surrounding community, single-property private access paths should be allowed through management and capital improvements. Private access standards and an approval process should be established to limit and manage entries.

Parking

Parking facilities are not proposed as part of the CKC master plan. The corridor is intended to be a transportation and key inter-city connection in itself, and creating corridor-specific parking undermines that role and runs counter to one of the CKC's primary goals:

"Foster a Greener Kirkland." The decision not to include parking is consistent with other regional trails and is supported in the reality that the corridor as an inherently long linear space does not lend itself to the construction of parking lots. While parking is not regularly provided on similar regional trails, nearby facilities, particularly parks, can sometimes become informal trailheads. In addition, there is abundant surface parking close to the corridor along a majority of its route for which the city could negotiate trail parking during non-business hours; the highest demand period for trail recreation.

Technology and the Corridor

This master plan seeks to capitalize on the physical qualities of the corridor as well as utilize the newest technology of the time and region. Several technology-based businesses that represent the forward-thinking enterprise of Kirkland reside within the city and directly along the CKC. Leveraging that technical knowledge base in the corridor's amenities is yet another opportunity to create a truly unique public amenity. This may start today with the corridor as a Wi-Fi hotspot and welcome undeveloped technologies of the future!



OVERALL CORRIDOR CONSIDERATIONS

2.3 THE ROLE OF A MASTER PLAN

This master plan is primarily a tool to deliver Kirkland's vision of the Cross Kirkland Corridor. It does so in three ways:

Craft a common vision: With the city's acquisition of its portion of the Eastside Rail Corridor, countless ideas have emerged. This master plan, with extensive input from Kirkland's citizens, city staff and elected officials, builds on these ideas to hone a unified vision for the project.

Inspire and build support: Through the design and outreach process, and now as a finished document, the master plan brings to life a new vision for an under-utilized public amenity, helping citizens to imagine the possibility of what could be and inspiring the project to move from ideas to reality.

Guide decision makers: In addition to ideas, inspiration and problem solving, the master plan provides direction to decision makers on how to phase and fund the project moving forward.

The master plan will guide the vision to reality, typically over a period of time and with multiple phases. It is not a full design, which, upon funding, would be the next step in furthering the vision. The master plan is intended to be detailed enough to guide future decisions, yet flexible enough to allow for further development of the design as it moves forward, embracing realities and specific challenges that are not yet identified or anticipated. Even if there were significant changes, such as the role of transit on the CKC, the utility of the master plan will remain.

The master plan's realization will ultimately be determined by how carefully and thoughtfully future decisions adhere to the vision within this document.



2.4 CONNECTING TO THE REGION

The Cross Kirkland Corridor is viewed as a regional connector that serves Kirkland and the broader region. It is part of the much larger Eastside Rail Corridor (ERC) that is envisioned to provide regional connections for active transportation and more. The ERC will connect to numerous regional trails, several of which fall within close proximity to Kirkland. The CKC presents a significant opportunity to expand and connect to this system to provide regional travel opportunities for Kirkland residents.

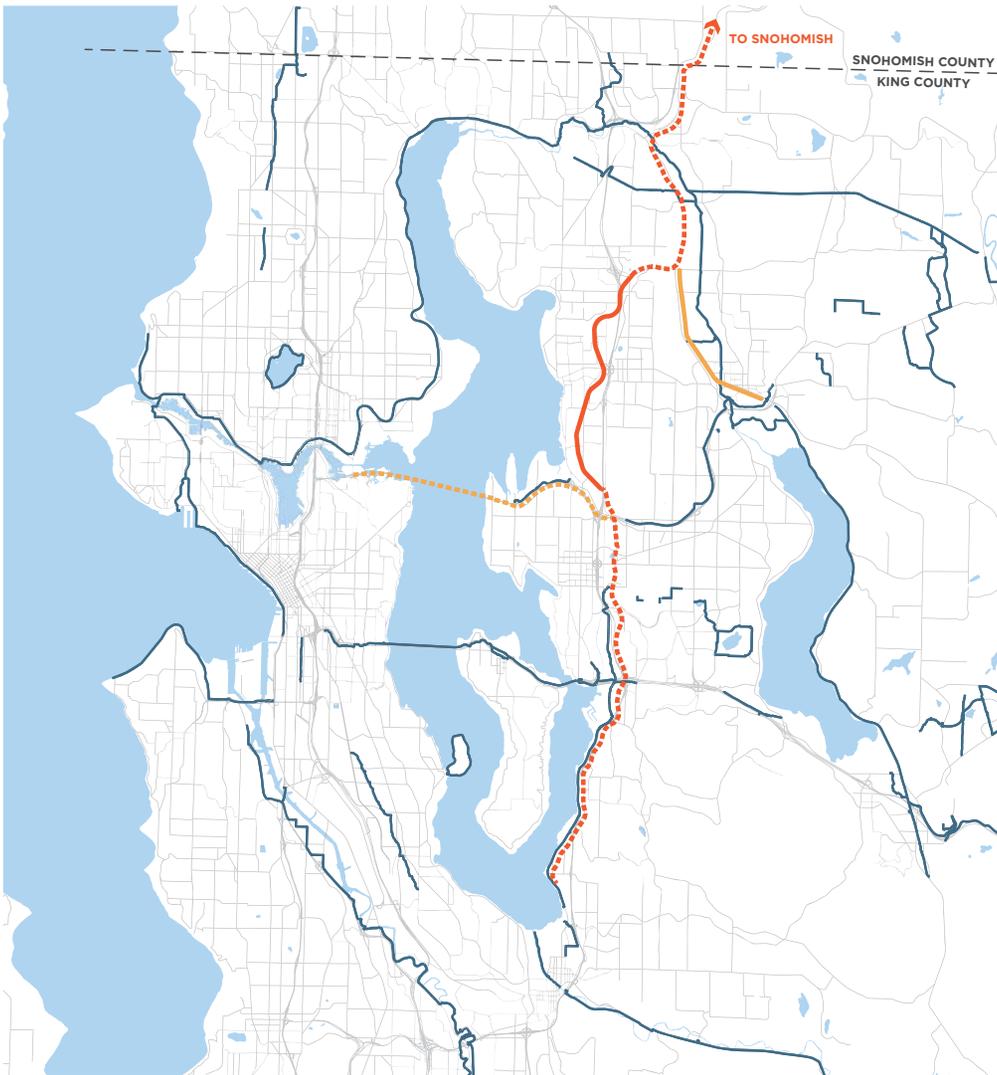
Key Considerations:

Southern connection: As the CKC's southern portions are completed, pressure to connect along the Bellevue section of the ERC will be immediate and significant. In particular, the connection to Overlake and the Sound Transit East Link station will be critical.

Northern connection to Redmond: With the terminus of the Redmond Central Connector (RCC) at NE 139th St, a near-term solution should be found to connect the two trails into a system. This connection could include sections of the CKC down the ERC corridor eastward to Willows Road where a bike and pedestrian friendly streetscape can forge a safe, functional and enjoyable connection down the hillside to the ERC's Redmond Spur and RCC trail.

Northern connection to Woodinville: The CKC trail system can extend northward to Woodinville along King County's ERC mainline corridor; or, alternatively, the connection to the RCC described above could provide access to the ERC's Redmond Spur, which could then provide access northward to Woodinville.

Western Connections: The new 520 trail will be welcomed with heavy use. Planning for near-term and long-term connections from its terminus to the CKC is critical. The vision for the Yarrow Woods Tower is part of this connection.



OVERALL CORRIDOR CONSIDERATIONS

2.5 TRANSIT + UTILITIES

One of the primary goals of the 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 many variables shaping transit and utility planning, it is impossible to predict exactly what will be engineered into the corridor. The master plan provides guidance, shows that transit and utilities can fit into the corridor in the future, and shapes a reality for that to happen.

Key considerations, 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 document 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 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.





Planning Today for Transit in the Future

Throughout the development of this master plan, transit options, their potential footprints on the corridor and their possible interactions with existing utilities were considered. Sound Transit and the City of Kirkland collaborated on this planning for typical transit modes such as light rail. Sound Transit is in the midst of a study of possible transit on the CKC which is intended to inform the contents of a possible Sound Transit ballot measure to expand their system, scheduled no sooner than 2016. Kirkland also has explored advanced transit technologies, as highlighted by a symposium on the subject held in February 2014. Connections from the corridor to downtown Kirkland are just one opportunity for such technologies.

Even as transit is considered, it is recognized that the City of Kirkland, the owner of the corridor and the leader of this master plan effort, is not currently a transit operator. Therefore, elements of the transit design on the corridor may ultimately rest in the hands of others. While the city may not single-handedly determine mode or timetable of possible future transit, it can determine an optimal location for transit in combination with a trail system. Based on the Transit and Utility Study, a general alignment of a transit envelope has been identified on the eastern edge of the corridor. This study, including possible considerations with existing and future utilities, is included in the appendix (Transit & Utility Study).

As design of the corridor takes place, the status of transit will be carefully monitored, especially during the near term (2014-2016) when the City is beginning to seek funding for design and the content of Sound Transit's next transit package is being established. If and when the corridor is determined to be an appropriate home for transit, whether along the whole of its length, or on select stretches, the city is committed to welcoming it.





3.0 PROTOTYPICAL ELEMENTS

3.1 CORRIDOR PROFILES

- + PRIMARY TRAIL
- + DIVIDED TRAIL
- + SIDE TRAIL
- + GRADE TRANSITIONS
- + THE TRAIL EVOLVES

3.2 TYPICAL CROSS SECTIONS

- + EXISTING
- + NEAR TERM
- + LONG TERM

3.3 INTERSECTIONS

3.4 MIXING ZONES

3.5 TRAIL ELEMENTS

- + GUARDRAILS
- + SAFETY RULES
- + PAVEMENT MARKINGS AND SIGNAGE
- + BOLLARDS
- + WAYFINDING
- + LIGHTING
- + EMERGENCY SERVICES

PROTOTYPICAL CORRIDOR ELEMENTS

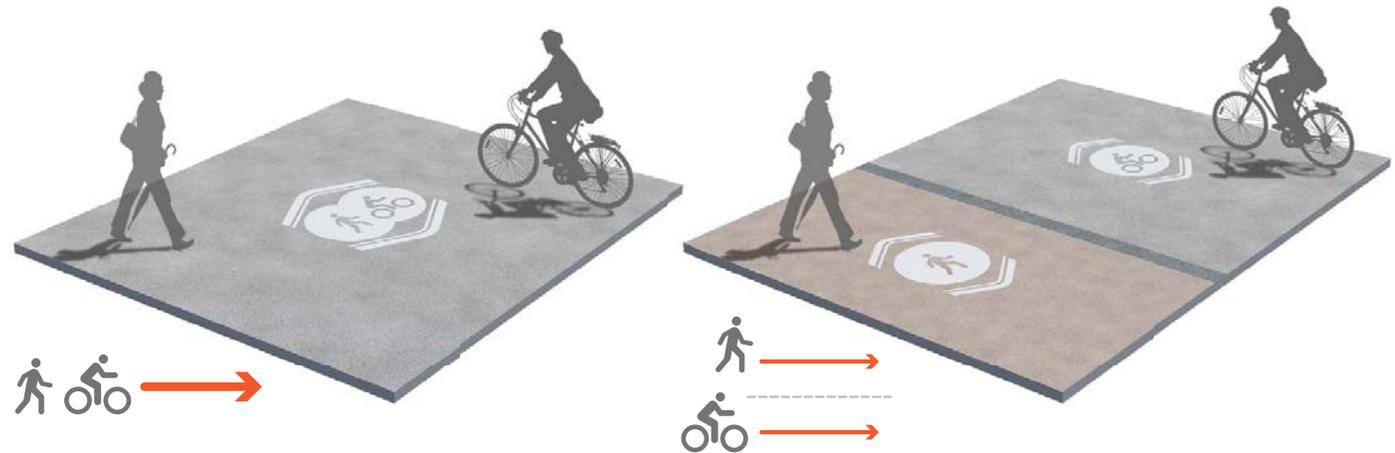
3.1 CORRIDOR PROFILES

A key element of the master plan is the development of a shared use trail. The master plan proposes a primary trail (meeting the guidelines of a path shared by bicycles and pedestrians) and, in places, a secondary, side trail.

The intent is that the primary trail is a shared use trail for the foreseeable future. In the near term the plan does not exclude pedestrians from the shared use (primary) trail, as the choice of route is part of the richness of experience.

A unique quality of trail corridors and shared use paths is that they self-regulate to conditions. For example, during evening commutes with higher bike volumes and speeds, pedestrians and more timid bike riders are more likely to shift to side routes, yet at less busy times of the day, they might choose to use the primary route. The ability to let trail traffic self-regulate as long as it can be done safely is desirable.

A goal of the master plan is to develop a vision of an evolving trail that changes over time as demand and the changing city around it warrant. Even in areas where dual trails are shown, it may take some time and a phased approach for parallel trails to be constructed due to budget and environmental considerations. It is anticipated that when future traffic volumes dictate, regulations can be implemented to separate different modes and users to different parts of the trail. The master plan sets a course where trail expansions (including the addition of dual, separated parallel routes) may ultimately be desired, but may not be needed or appropriate at the start. The design of the CKC is intended to allow a trail that will be phased in and evolve over time.



Primary Trail

The primary trail is envisioned as a shared use path that either cyclists or pedestrians could choose to use, as it will tend to be wide, flat and smooth and will appeal to a wide variety of users. This trail is consistent with the vast majority of our regional trail system.

Materials

A hardscape paved trail of asphalt, cast-in-place concrete or unit pavers, depending upon location and intensity of use.

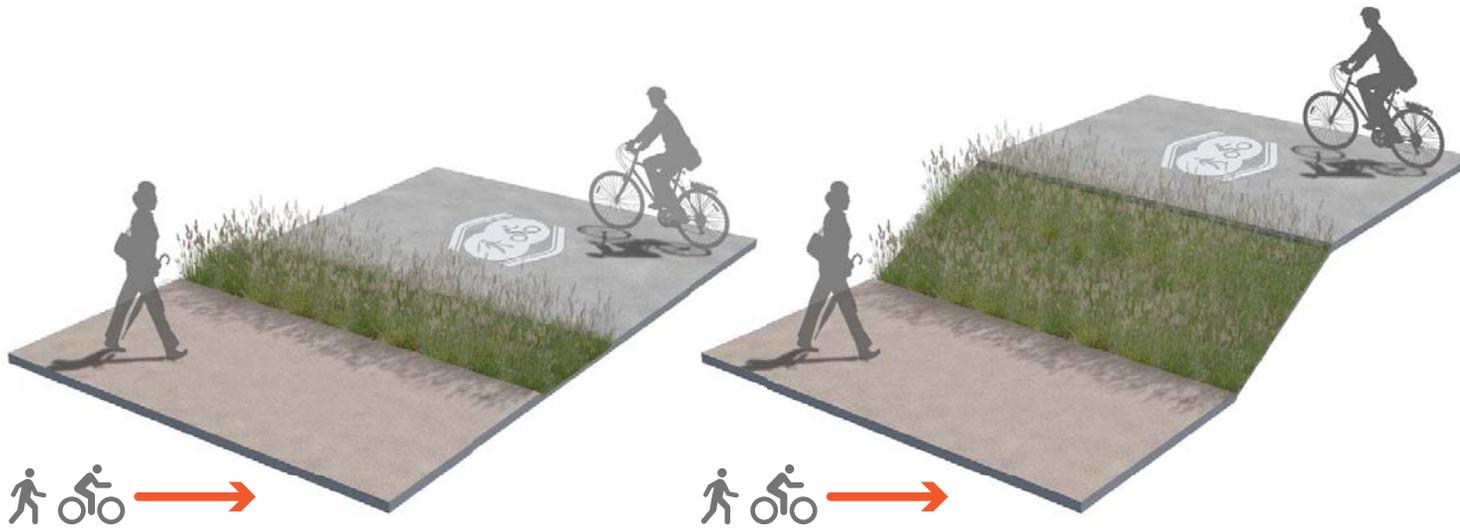
Width

The CKC assumes a minimum width of 12 feet, with an additional two feet of clearance on both sides. This width can increase in response to anticipated uses and traffic volumes. Portions of the trail may also be narrower for limited distances to accommodate pinch points such as existing bridges, etc.

The Trail Evolves: Divided Trail

As traffic volumes increase, portions of the trail can evolve from shared to divided with demarcations (pavement/paint or other delineation) separating bikes and other wheeled uses from pedestrians.

This master plan shows the vision for a full build-out of a trail network; however, as with most master plans, it is intended that this vision will be realized over time. The CKC will be a popular trail corridor from the time it opens, but even with that popularity it will take some time to build trail capacity to require separation. Prematurely overbuilding trail capacity or over-regulating trail users can limit trail experience and even create unanticipated safety issues.



Side Trail

A side, parallel trail (with latitude from design standards required for Shared Use Paths) can provide an alternate, slower speed, less direct, more interesting and rich route for corridor users. This side trail could be constructed at the same time as the primary trail or as a later phase of construction based on issues of cost, permitting and trail use volumes or other considerations.

Materials

A hardscape paved trail (asphalt, cast-in-place concrete or unit pavers) or soft surface trail (crushed rock), depending upon location and intensity of use.

Width

The side trail assumes an eight-foot width with an additional foot of clearance on both sides. However, this can be widely adjusted as site-specific design elements dictate.

Utilizing Grade Transitions

Grade transitions, existing or created, between parallel trails can provide additional buffering and the opportunity for integrated furnishings and elements that enrich the experience of both trails.

The Trail Evolves

Divided Trail: As traffic volumes on the primary trail increase to high levels, the side trail can evolve to become the pedestrian zone of a divided trail system, separating bikes and other wheeled uses from pedestrians.



PROTOTYPICAL CORRIDOR ELEMENTS

3.2 TYPICAL CROSS SECTIONS

While the corridor varies along its route, there are several common elements and considerations that will shape the development of near-term and long-term additions to the CKC, including the location of the shared use path.



Interim Trail

Topography

While the full corridor cross section ranges from gently to steeply sloping, the former track bed provides a relatively flat and therefore logical location for a shared use path. Through much of the corridor there is a parallel, level topographic shelf allowing for additional program elements.

Vegetation & Tree Canopy

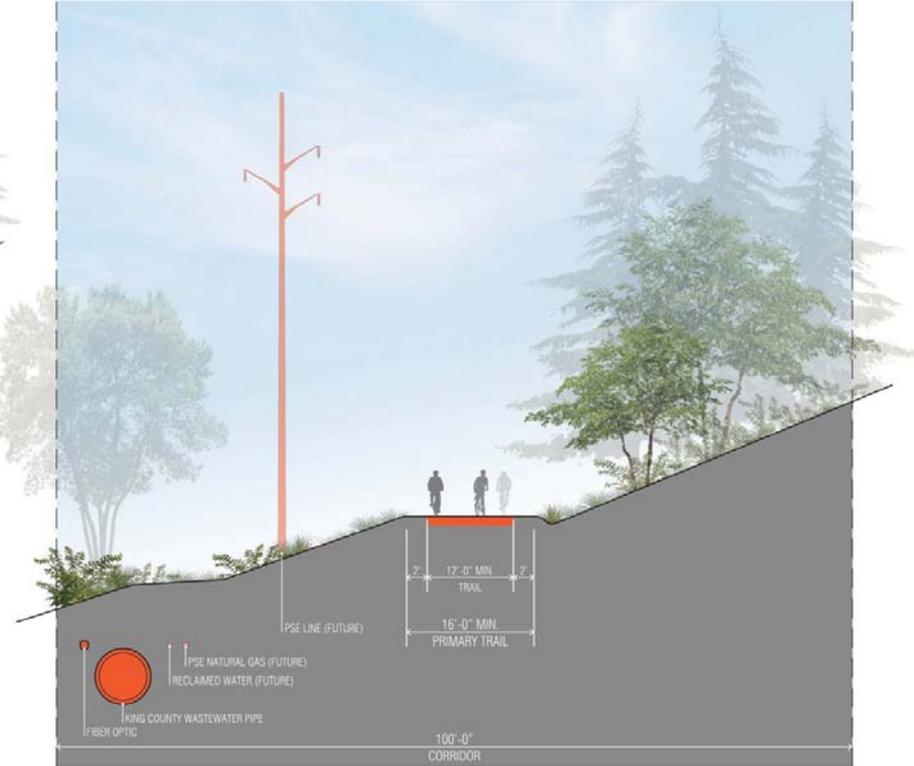
The CKC is home to a significant contiguous tree canopy and vegetation coverage providing wildlife habitat and places for wildlife movement as well as a host of other ecological benefits.

Hydrology

The corridor contains a rich and extensive hydrologic network of streams, ditches and wetlands. Streams and wetlands should be protected and enhanced while under-utilized areas of the corridor should be evaluated for stormwater capture and treatment opportunities.

Utilities

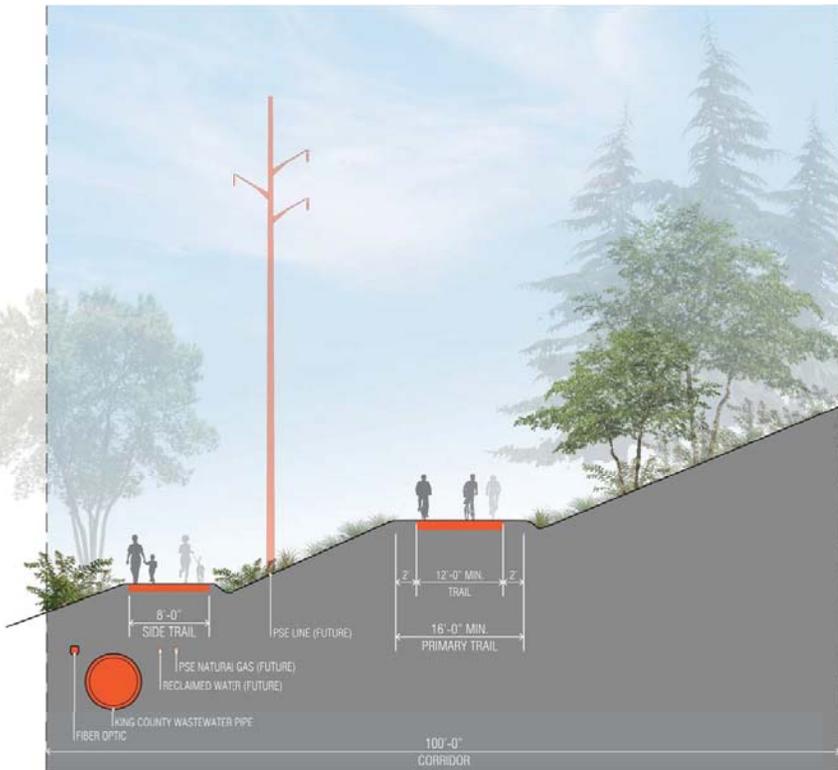
There are several existing utilities on the corridor now, and more planned for the future, including sewer lines, water lines, communication lines, future electrical transmission lines, and reclaimed water distribution lines.



Near Term

Primary Trail

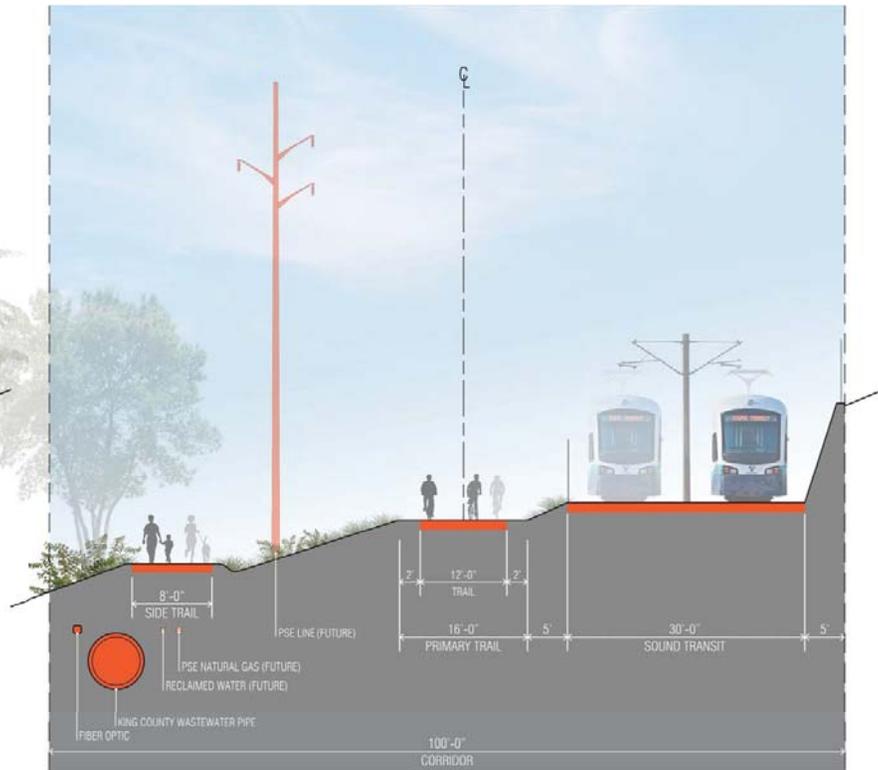
The primary trail is generally assumed to be on the old trackway alignment, on the centerline of the corridor. To provide the 16-foot (or wider) trail envelope, the existing track bed must be widened through a combination of cut/fill grading.



Near Term

Side Trail

A parallel side trail can be added to the corridor where desired and where space and topography allow. The master plan includes this side trail for a majority of its length.



Long Term with Transit

The Corridor Evolves

The primary trail layout on the historic trackway allows for a future 40-foot transit envelope to be constructed east of the trail envelope. (See the Transit and Utility Study in the appendix for detailed analysis.)

PROTOTYPICAL CORRIDOR ELEMENTS

3.3 INTERSECTIONS

For all roadway crossings, the street will have right-of-way priority over the trail corridor (whereas driveways across the corridor give priority to the trail corridor). In the future, right-of-way priority may be revisited if trail volumes become heavier than roadway volumes. There will be several different types of treatments at street crossings along the corridor, including Rapid Flash Beacon (RFB) and signalized intersections, in addition to grade separated crossings. While street crossing design itself may vary, the detailing of the corridor elements approaching all crossings is to have a common language to intuitively warn and guide corridor users to appropriate intersection use.

Road Zone

Delineated crossings mix bikes and pedestrians in a common area (no mode separated crossings).

Sidewalk Zone

Paving associated with the streetscape continues through the intersection with CKC paving starting at the back side of the streetscape, reinforcing street right-of-way and providing clear edge definition at the point where trail users enter a roadway and should be on high alert. The sidewalk zone is home to all typical crossing elements including poles, pedestrian signal buttons, ADA ramps, etc., in a typical and expected manner.

Transition Zone

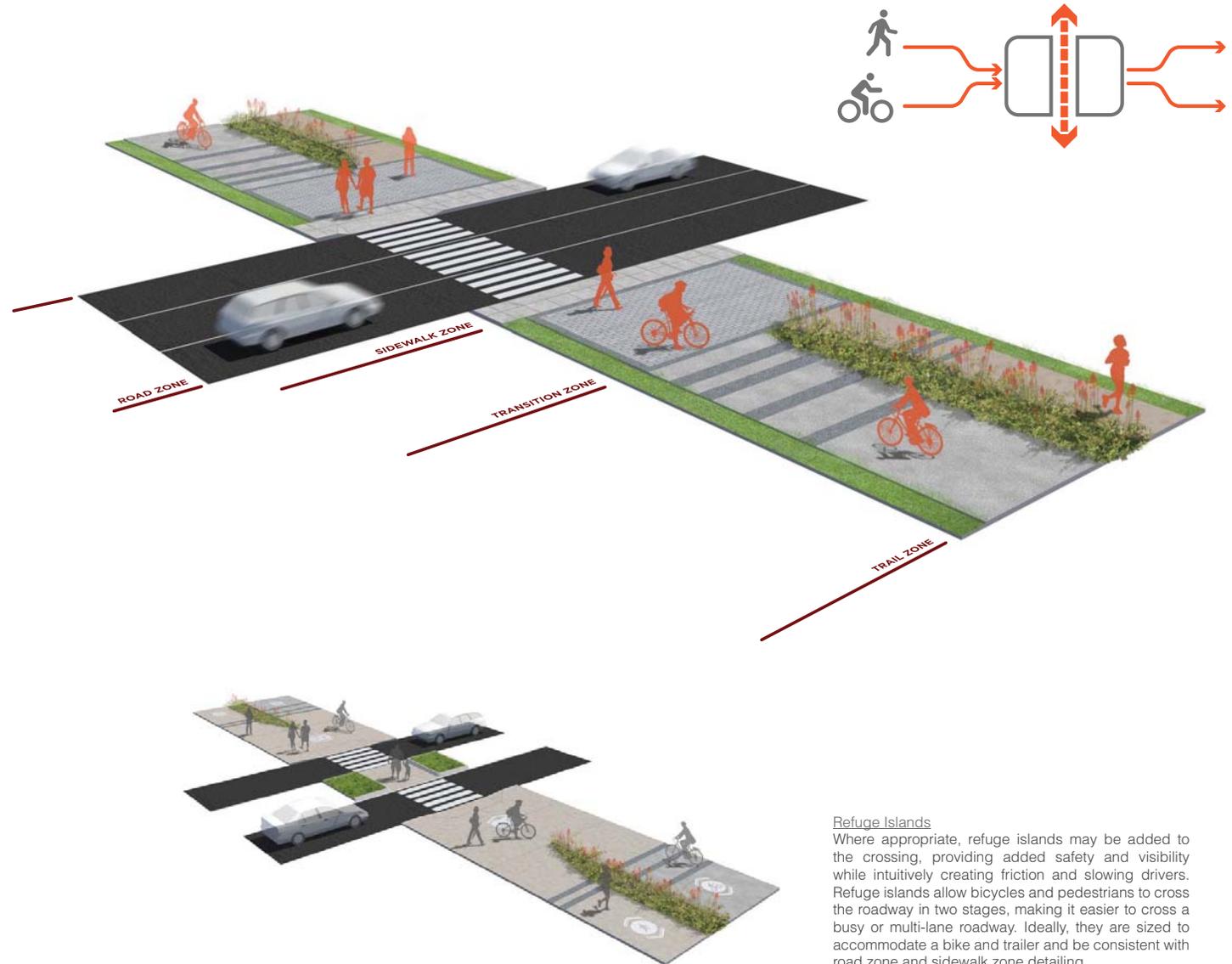
A threshold of specialty paving (textured concrete or pavers) with 20-foot minimum clearance from street crossings creates a visual and tactile warning, intuitively slowing and alerting trail users to "heads up" moments of intersections, while also acting as portals to welcome users to the corridor. This threshold paving becomes a mixing zone where users of primary and side trails are co-mingled before engaging the street crossing.

Trail Zone

Typical trail paving for primary and, where present, side trails are interrupted by threshold strips of accent paving (similar to threshold specialty paving) in increasing frequencies approaching crossings, acting as rumble strips and warning trail users of the mixing zone and intersection ahead. Vertical and overhead elements (outside required clearances) may also be used to create a sense of "friction" and slow corridor users approaching the intersections.

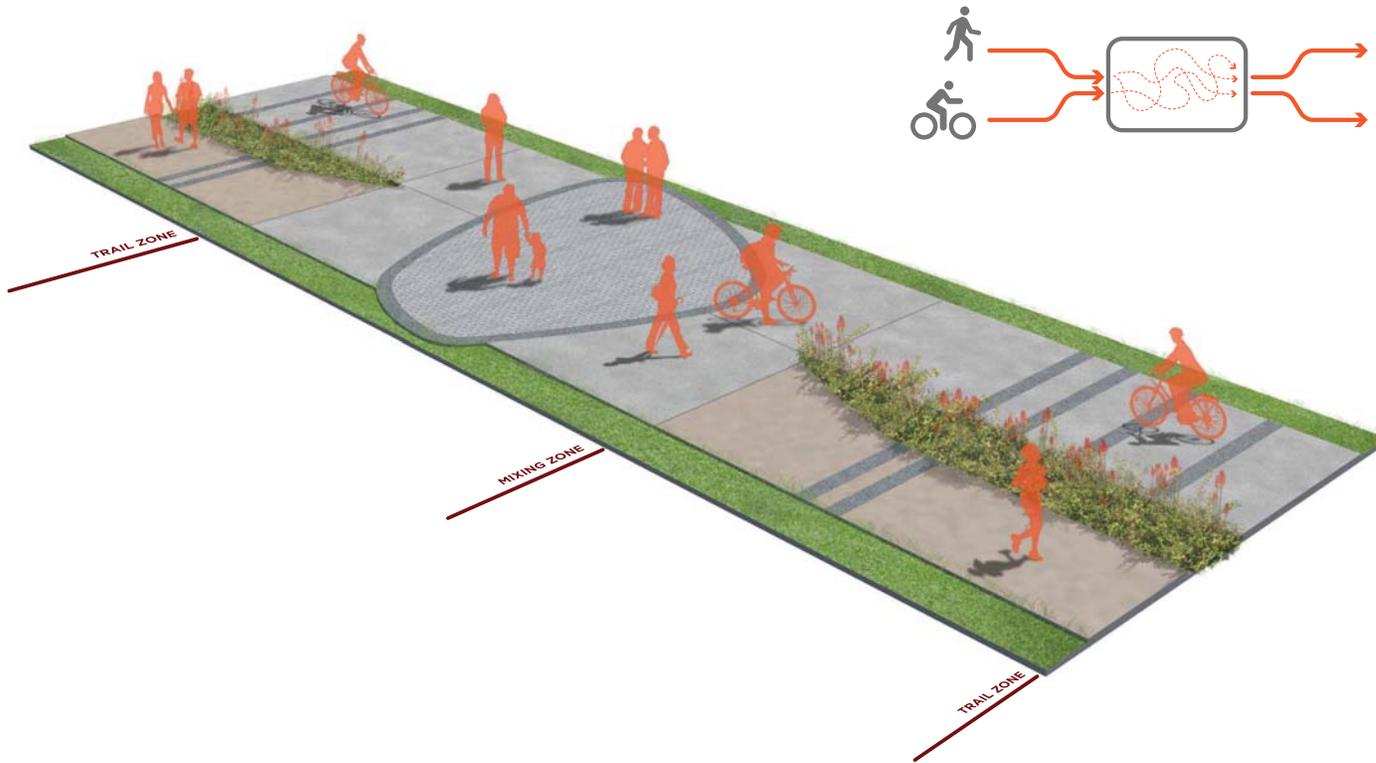
Sight Distance

Visual access is optimized for both corridor users and drivers approaching crossings.



Refuge Islands

Where appropriate, refuge islands may be added to the crossing, providing added safety and visibility while intuitively creating friction and slowing drivers. Refuge islands allow bicycles and pedestrians to cross the roadway in two stages, making it easier to cross a busy or multi-lane roadway. Ideally, they are sized to accommodate a bike and trailer and be consistent with road zone and sidewalk zone detailing.



3.4 MIXING ZONES

Areas of high activity along the trail corridor, including events and eddies, trail access points, pedestrian crossing points, and when the primary and side trails join apply a similar kit of parts as the intersections (trail zone and mixing zone) to intuitively slow and alert trail users to "heads up" moments.



PROTOTYPICAL CORRIDOR ELEMENTS

3.5 TRAIL ELEMENTS

Guardrails

Portions of the trail adjacent to steep drops will require guardrails. The guardrails are typically outside of the required two-foot vertical clearance zone; however, they may encroach at pinch points (if appropriately signed) or the trail may be narrowed (if appropriately signed) to provide desired clearances. Black vinyl-coated chain link fence is typical on the regional trail network, but these guardrails can be upgraded to become attractive and useful site furnishings along the corridor.

Safety Rails

In portions of the corridor where guardrails may not be warranted or there is greater clearance between trail and steep drops, safety rails may be used to provide protection for errant riders. Safety rails can be more open, less costly and more subtly integrated into the corridor landscape than typical guardrails.

Pavement Markings and Vertical Signage

Signage and markings can be used to regulate and guide trail users as well as provide navigation along the corridor. The master plan seeks to minimize use of pavement markings, signage and regulation in lieu of providing design and environmental cues that intuitively influence and guide the desired safe trail behavior.

Bollards

While bollards may be used in areas along the corridor to guide use and armor parts of the corridor from errant use, bollards (removable or permanent) are not recommended in any of the shared use trail clearance zones where they become a vertical obstruction in the path of corridor users.

Wayfinding

The approach to wayfinding on the CKC is multi-tiered. It focuses on creating intuitive cues to guide navigation while also revealing the rich history and character of Kirkland through storytelling and interpretation.

At a fundamental level, it provides clear direction for user navigation. This includes direction within the corridor, from element to element, but should also include direction to city and regional locations beyond the boundaries of the CKC. The inverse is also true: wayfinding should be integrated throughout the city to direct users in adjacent neighborhoods to the CKC.

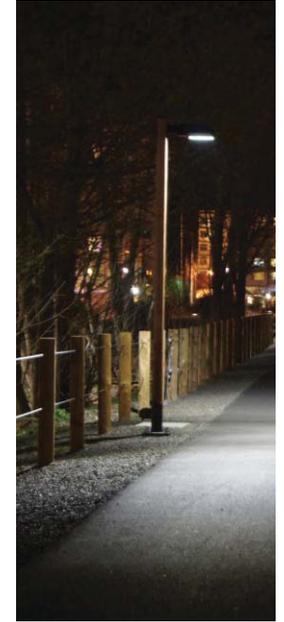
Wayfinding is also about crafting corridor identity and may include art, site hardscape, and ecological elements to add to the unique character of the CKC.

Lighting

The CKC is seen as an integral piece of Kirkland's transportation system, and as such, it should be fully functional for bikes, pedestrians and other human powered transport year-round. It is recommended that the trail be lighted to increase its use as both a transportation and a recreation facility that is as safe and functional at 5:00 on a dark winter evening as it is during the long days of summer. There is a great deal of latitude in how the trail may be lighted, with different approaches to lighting possible at different areas. For example, the most urban and high-activity areas may be lit to a uniformly brighter level, whereas lesser intensity areas may remain minimally lighted with low intensity "pools" of light guiding trail users and identifying other trail traffic. With this latitude of lighting levels comes a wealth of light fixtures and sources that can minimize glare and spill light as well and provide an added layer of interest and drama to the corridor. All road crossings would be lit to meet applicable guidelines.

Emergency Services

It is assumed the primary trail is accessible to ambulance and police vehicles. There are no plans to included emergency call boxes on the corridor due to the wide availability of cell phone emergency access.









4.0 EXPERIENCE + ECOLOGY



- 4.1 PURPOSE
- 4.2 EVENTS
- 4.3 EDDIES
- 4.4 ART
- 4.5 FRICTION
- 4.6 ACTIVITIES
- 4.7 HISTORY
- 4.8 ECOLOGY + SURFACE WATER
- 4.9 PLANTING

CORRIDOR EXPERIENCE & ECOLOGY

4.1 PURPOSE

Corridor Experience & Ecology provides a character overlay for the functional base of Prototypical Corridor Elements. This section identifies eight major topics that structure the look and feel of the CKC. When used in conjunction with the plans and graphics of the following sections, Corridor Experience & Ecology paints a unique and rich picture for the future of the corridor.

One Corridor, Many Experiences

The corridor is not a dot on the map but rather a line. It stretches through the heart of Kirkland and, while the master plan proposes the creation of many new and wonderful dots on the map, the CKC's primary experience is about movement and making connections. However, the corridor should also offer a range of places for stopping and lingering, from quiet benches to bustling hubs of activity.

Balancing these functions is the goal of the master plan and it is achieved through careful planning and design. The corridor should embrace the concept of movement by providing a consistent look and feel for its entire length. But it should also adapt and respond to the local influences of the character zones it traverses. This section focuses on the character of the overall corridor. Strategies for adapting to a particular character zone are outlined in the Character Zone Scrapbook.

A Corridor of Contrasts

One of the more striking observations of travelling the CKC is the rhythm of quiet, heavily vegetated zones and active, urban areas. The master plan builds upon this rhythm and strengthens the contrast with the location and character of proposed trail amenities. Urban zones are subject to more intensive programming elements and structures, while the quieter zones have appropriately scaled seating areas and overlooks. This strategy provides a balance between recreation/reflection and entertainment/solitude for a full range of trail experiences.

The CKC's rhythm of urban and 'green' zones creates a heightened experience. Transitions between the two are an integral and identifiable component of the corridor experience. The master plan takes inspiration from this contrast and expands the concept to inform the design of corridor elements.

URBAN / NATURAL

CORRIDOR / PLACE

SLOW / FAST

STOP / GO

NEW / OLD

OPEN / CLOSED

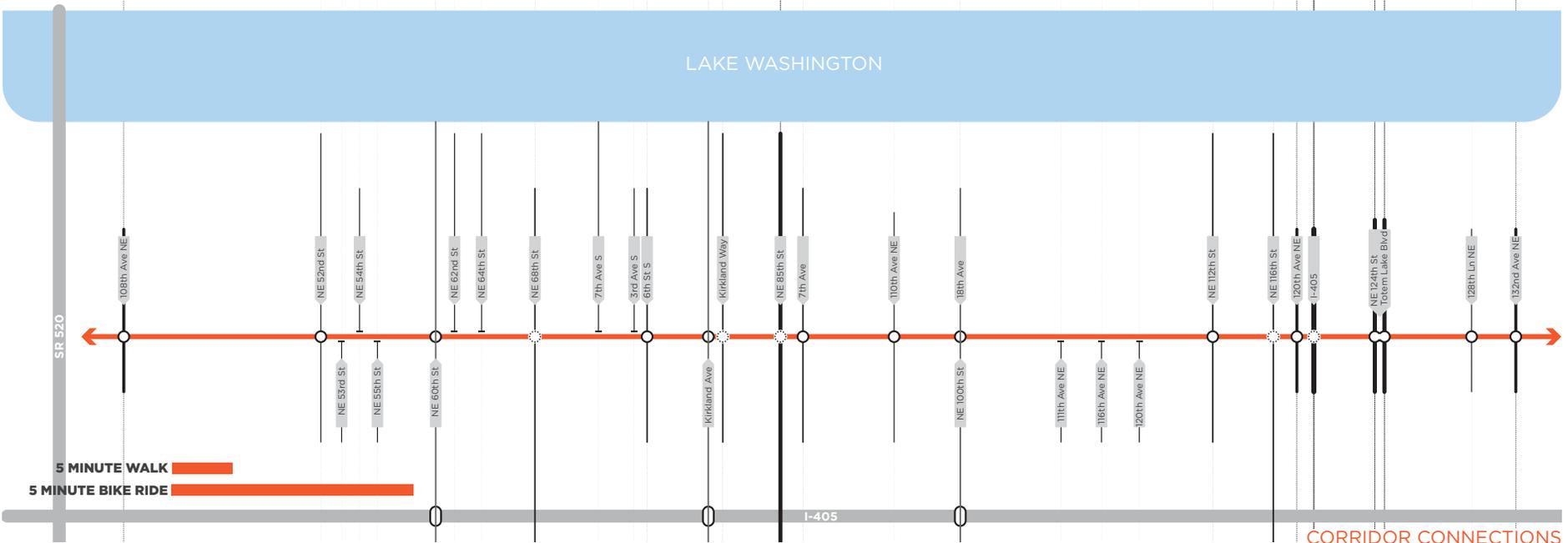
UP / DOWN

DRY / WET



CORRIDOR RHYTHM

LAKE WASHINGTON



CORRIDOR EXPERIENCE & ECOLOGY

4.2 EVENTS

Events are the major gathering places along the CKC. They are to be iconic, signature moments of the corridor experience and provide a venue for performances and gatherings. Events also function in between large gatherings as 'meet up' places and by marking regional connection points. Located strategically, events leverage existing activity nodes (park connections, commercial activity) and are often integrated with corridor infrastructure, such as grade separated crossings, to infuse functional components with great visual interest. Examples include the Yarrow Woods Tower, Terrace Park Play Slope, and the Totem Lake Bridge/Canopy Walk.



4.3 EDDIES

Whereas events are major elements, eddies represent smaller, more intimate gathering places. Their size and extent varies in response to the character zone in which they are located but the primary function of an eddy is to provide pause and a place to rest. They may also offer escape in the more heavily vegetated zones of the corridor. Eddies are intended to be subtle discoveries that enrich the corridor experience.

Components of an eddy may include seating, accent planting, and trash/recycling receptacles. They also present an opportunity for small scale art interventions.



CORRIDOR EXPERIENCE & ECOLOGY

4.4 ART

Art enriches the whole corridor, reflecting the culture of Kirkland and its citizens, and differentiating the CKC from any other place. Art creates buzz, excitement and vitality that can shape the corridor experience and attract people to the CKC and Kirkland. The opportunity for art on the corridor is limitless, and the corridor should inspire great art!

The master plan recognizes and embraces art as a process, not necessarily a product. The outcome of the artistic process may be something physical, ranging from a subtle discovery to a major element, but it can also be the change in the people who experience it, which lingers long after the art has disappeared.

The ability of art to help individuals see and experience a place differently is particularly valuable as Kirkland reshapes the CKC with a new vision. Art can play a key role in this process by helping people perceive the corridor in new ways as the master plan is realized. Art on the CKC should happen as soon as possible, as a means for the city and its citizens to make the corridor their own.

Art along the corridor can be considered and managed in a variety of ways:

Integrated: As the corridor's physical improvements are designed and implemented, commissioned art/artists should be integral to the process and outcome. Art can shape the corridor's design while art elements can populate constructed sections of the corridor. Such art elements have the ability to become signature icons.

Curated: Curated artwork can create temporary influences and experiences along the corridor as new art is introduced and older art removed. Curated artwork might be designed specifically for the corridor or could include art previously displayed elsewhere. The ongoing addition and removal of art would enliven the corridor, adding interest and the engaging element of surprise.

Ephemeral: Ephemeral art is intended to be short lived and engaging. By encouraging ephemeral art on the corridor, Kirkland would be supporting art as a process—a rarity in public art, which is typically focused on the object.



4.5 FRICTION

The concept of friction is rooted in corridor safety. It utilizes both moving and static design elements like vegetation, vertical elements and human activity to create user awareness of potential conflicts such as intersections, trail crossings, and mixing zones. Appropriate signage is one component in acknowledging potential conflicts, but friction goes beyond this to embed an intuitive awareness of changing conditions or potential conflicts into the design of corridor elements. By doing so, friction challenges the idea that the trail (or shared use path) has to be fully separated and divided from the activities and event spaces of the CKC.

Friction may be created in a number of ways:

Paths may curve as they approach conflict zones to slow cyclists and create "heads up" moments.

Paving materials change color and texture to signify the crossing of a threshold and entry into a different zone.

Spaces constrict before crossing bridges.



CORRIDOR EXPERIENCE & ECOLOGY

4.6 ACTIVITIES

The creation of wonderful elements and spaces is one critical component of the CKC's future success. A related component is the programming and activation of those spaces to help create great civic places and weave them into the daily life of the community. This level of activation is the product of good design (safe, attractive and properly located spaces) coupled with an engaged city and population that undertakes a range of events. Examples include races, walkathons, parades, block parties, and community nights-out. Corridor events could tie in with downtown or neighborhood events. They could be part of school events at Peter Kirk and Lakeview elementary schools. The numerous businesses along the corridor might also host events. Activities can occur informally (a group of people out for a picnic lunch) or they can be part of city based programming (Kirkland Summerfest).



4.7 HISTORY



The CKC embodies the history of the Kirkland and the greater region. The physical ground of the corridor represents a cross section through history; physical artifacts (railway signage, building foundations and bridge structures) serve as reminders of the corridor's origin and its historical significance.

The master plan seeks to integrate history in two ways:

As a layer of storytelling that can be located all along the corridor. These stories may take a number of forms and may be integrated into other corridor elements (including art), where they can add interest and bring history to life.

At site-specific locations where historic relics remain today or at locations of critical historic moments. Recognition at these locations may take a more traditional form and be part of an educational program.



CORRIDOR EXPERIENCE & ECOLOGY

4.8 ECOLOGY + SURFACE WATER

Vegetation

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 as well as a large number of private owners. Yet the ecological function is blind to legal boundaries, and whatever the ownership, the 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.

Surface Water

The CKC engages a significant portion of Kirkland's hydrology. It traverses or parallels numerous streams, wetlands, and Totem Lake. Water has a strong presence throughout the corridor and is particularly evident in areas such as the Highlands Pass character zone.

The CKC originated in a time when construction methods focused on overcoming natural features rather than working with or around them. As a result, the corridor is very close to, and occasionally on top of, sensitive hydrologic features. The historic heavy rail use severely degraded these natural features through construction and maintenance practices. Now, under Kirkland's stewardship, we have the opportunity to avoid further degradation and work with our partners to begin to restore the functions and values of these streams and wetlands. This won't be easy because the trail will necessarily cross or run closely parallel to many of these features. Impacts from construction and ongoing trail use should be minimized and appropriately mitigated by carefully siting improvements, selecting

appropriate materials, and enhancing natural systems. Where stream crossings occur, the City's Surface Water Master Plan will provide guidance on opportunities to daylight the crossings. The CKC experience should take advantage of these proximities to Kirkland's hydrology to educate users about the ecology of the corridor. Careful consideration must be given to sensitive areas and planning should account for the added costs associated with permitting and mitigation.

For much of the corridor, there is the opportunity to collect and treat stormwater. These interventions can treat a localized area or be tied into city infrastructure to treat higher volumes.

The approach to managing stormwater flows along the trail will be based on detailed analyses of existing conveyance systems and culverts, as well as the many drainage basins the trail passes through. As a linear open space that can discharge stormwater flows into surrounding vegetation and a major receiving water body, the project may be eligible for a direct discharge exemption from flow control. The advantages of such an approach to managing stormwater are reduced structural costs, streamlined permitting, and ecological benefits.



4.9 PLANTING

The master plan proposes varying levels of planting intensity. For much of the CKC, the strategy is to impact a minimal amount of existing vegetation. Here, restoration planting and management of invasive plant species are the primary goals. In other, more active locations (events, eddies, intersections), increased planting will be utilized as an accent feature. These plantings may include adding trees, shrubs and groundcovers for greater botanical and seasonal interest.

The plant palette will largely consist of native species. As they are adapted to the climatic conditions of the region, they have a higher success rate and require less maintenance than exotic species. However, non-native species may be used if they are deemed appropriate to site conditions and design intent.

CKC plantings may also include an urban agriculture component. This may take the form of a traditional community garden, where individuals are allotted a portion of garden space, or be expanded to the community scale with something like a community orchard.







5.0 SITE SPECIFIC LAYOUT

- 5.1 OVERVIEW
- 5.2 PLANS



SITE SPECIFIC CORRIDOR LAYOUT

5.1 OVERVIEW

The Site Specific Layouts document the master plan vision for the full length of the CKC. Their primary function is to identify and locate the wide range of programmatic, functional, and design elements within the context of existing conditions. The plans begin at the southern project boundary of 108th Ave NE and proceed north to 132nd Ave NE. Key elements of the plans are described below (see also map legend).

Trail Structure

A major element of the CKC is the shared use path. Throughout much of the corridor, an additional, side trail is also proposed. The layout of these two elements is illustrated with solid (shared use path) and dashed (side trail) magenta lines.

Events & Eddies

Distribution of events and eddies is indicated by three scales of green symbols. The largest symbols represent events, while the smaller two represent different scales of eddies.

Throughout much of the CKC, specific concepts have been developed for eddy locations and they are labeled on the following sheets. In other locations, placeholder eddies have been identified where they are functionally desirable but a specific concept has yet to be developed.

Transit

As described in Sections 2 & 3 of the master plan, the CKC has been evaluated for its capacity to accommodate future transit alongside a shared use path. While transit is not specifically shown, the following plans represent the master plan's approach that fits both elements. Further transit discussion, and plan location, is included in the Character Zone Scrapbook.

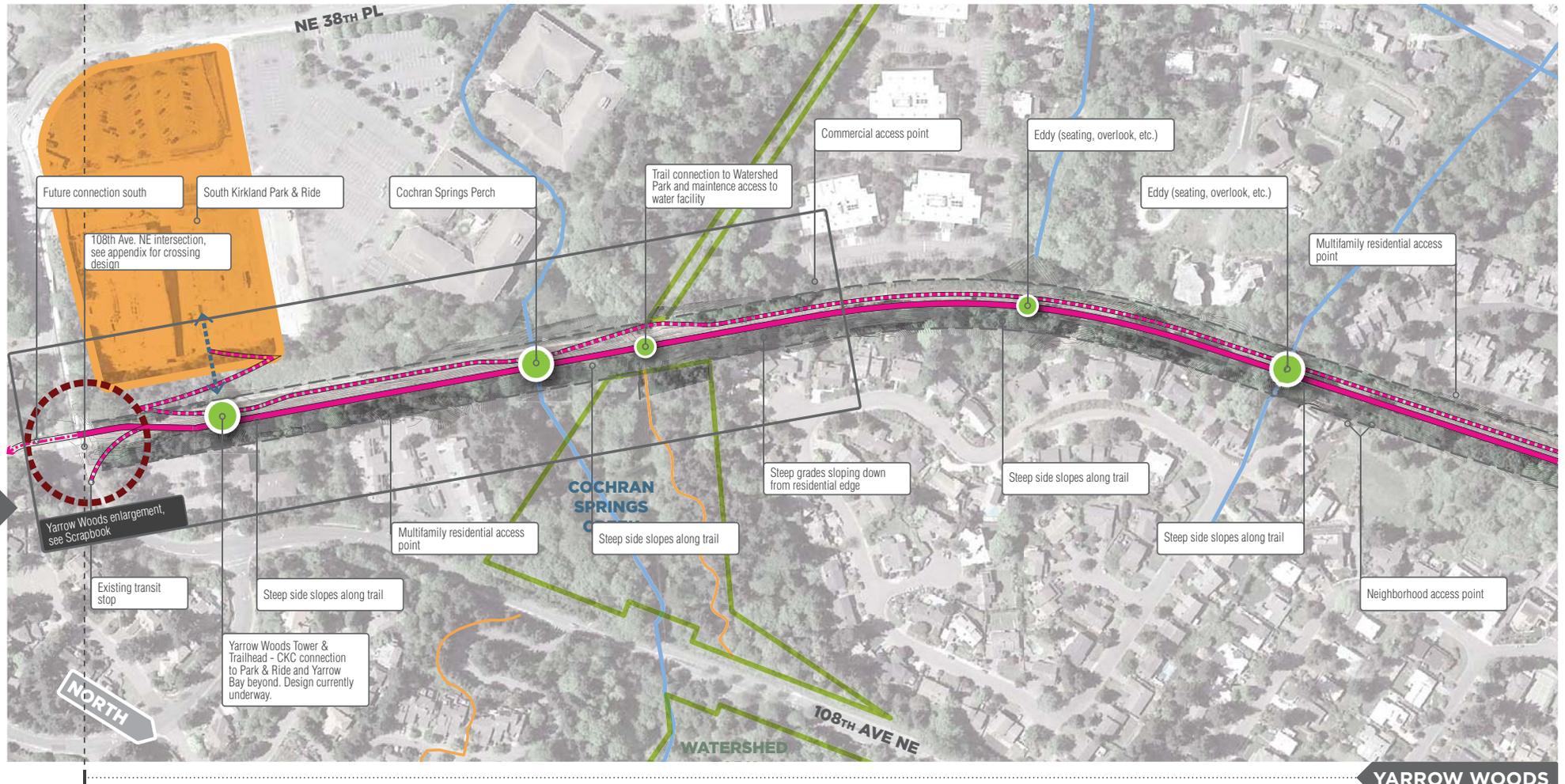
Scrapbook Plans

Several locations along the corridor have been developed in more detail for the Character Zone Scrapbook. Those zones and their plan limits have been identified in the Site Specific Layouts.



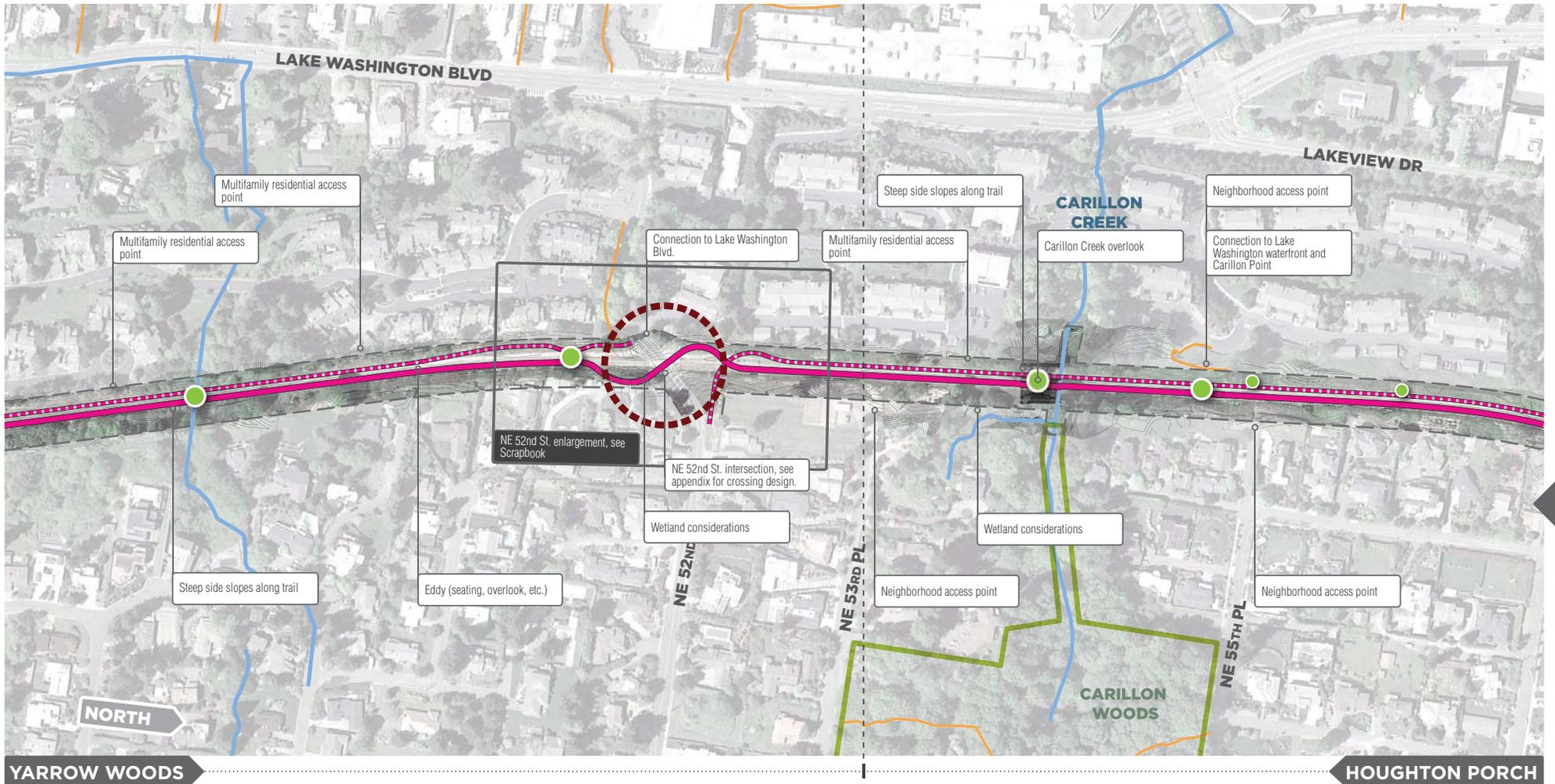


-  CROSS KIRKLAND CORRIDOR
-  I-405
-  MAJOR STREETS
-  CORRIDOR LAYOUT MAPS



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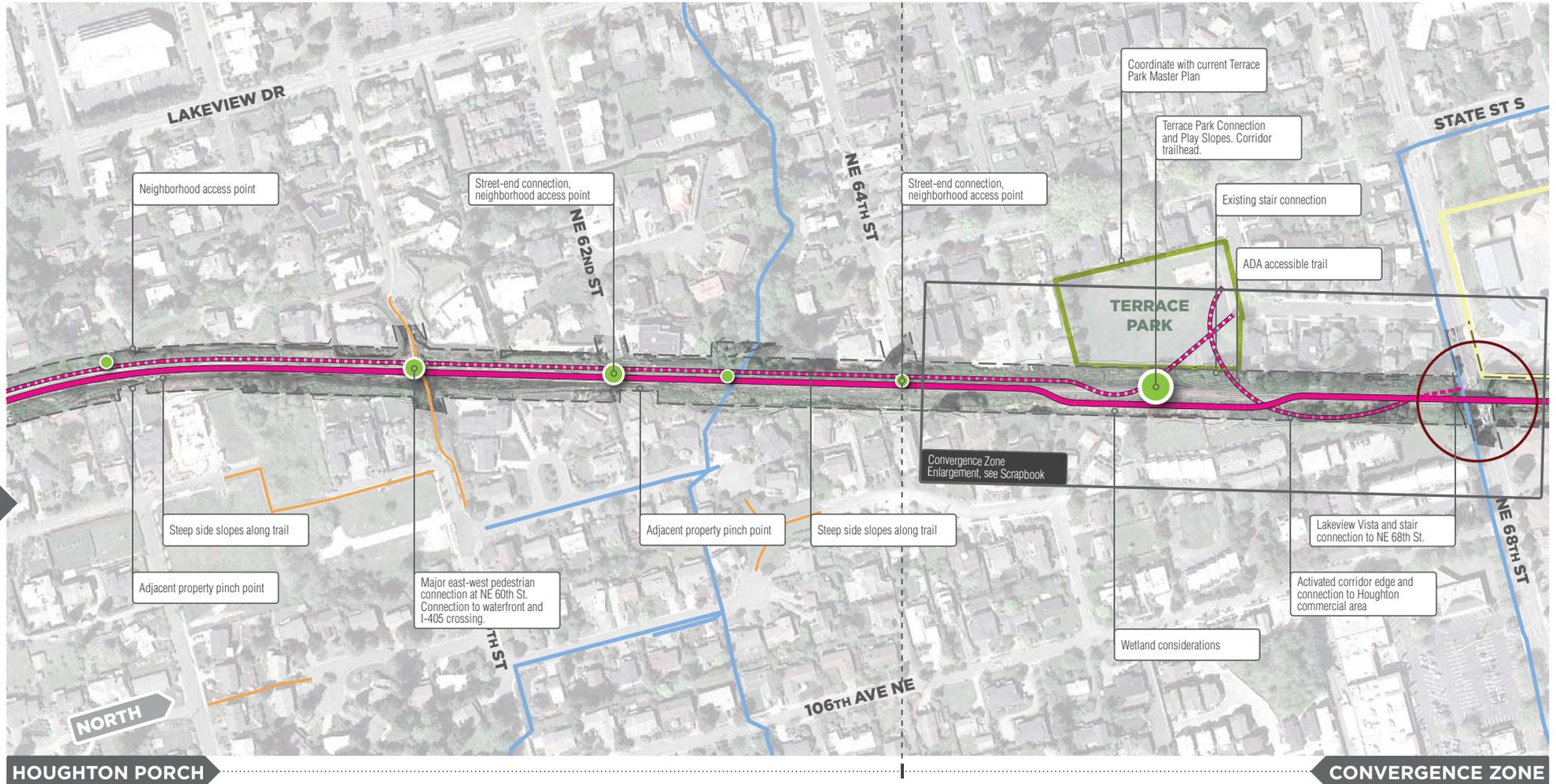


YARROW WOODS

HOUGHTON PORCH

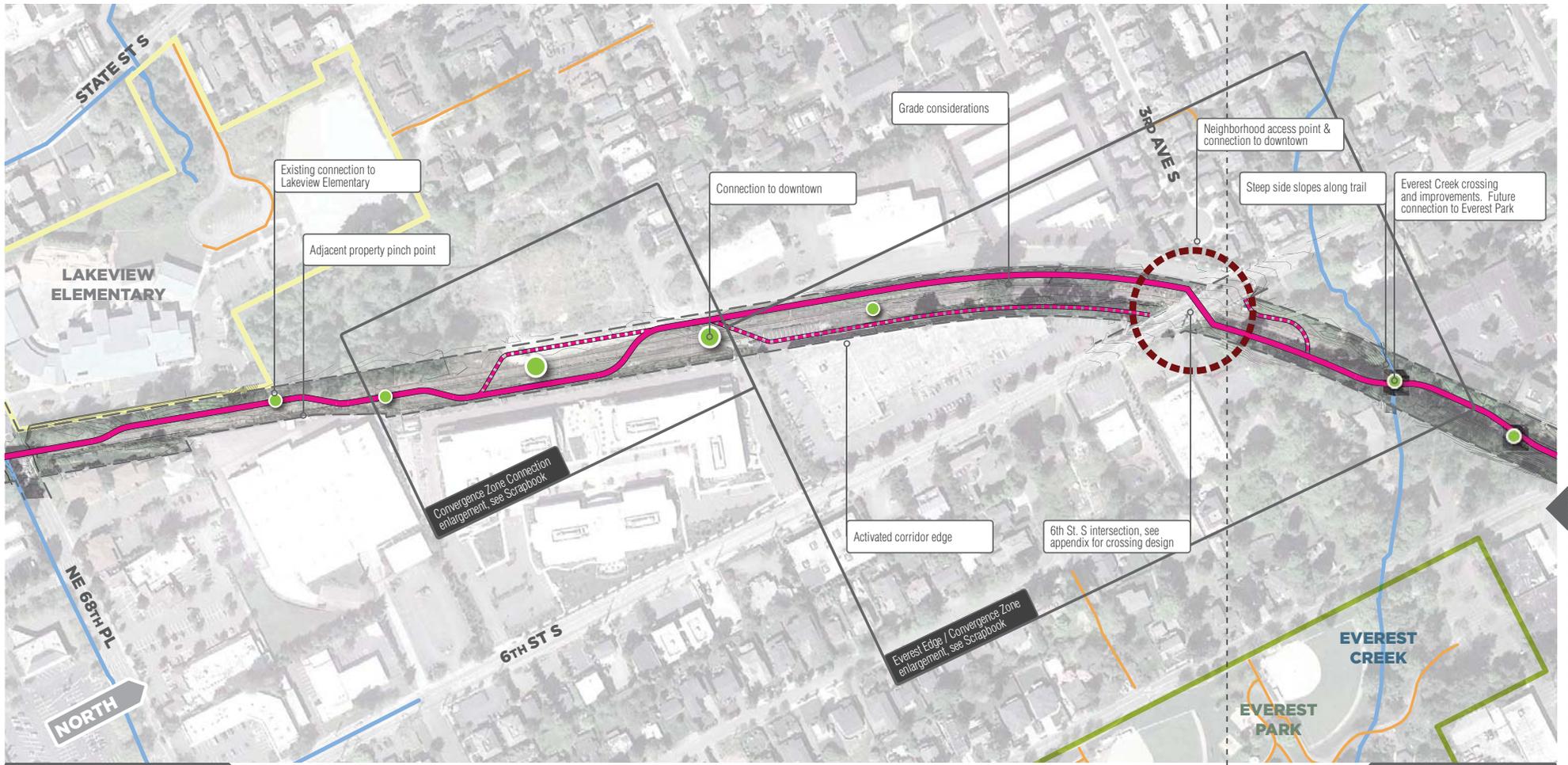
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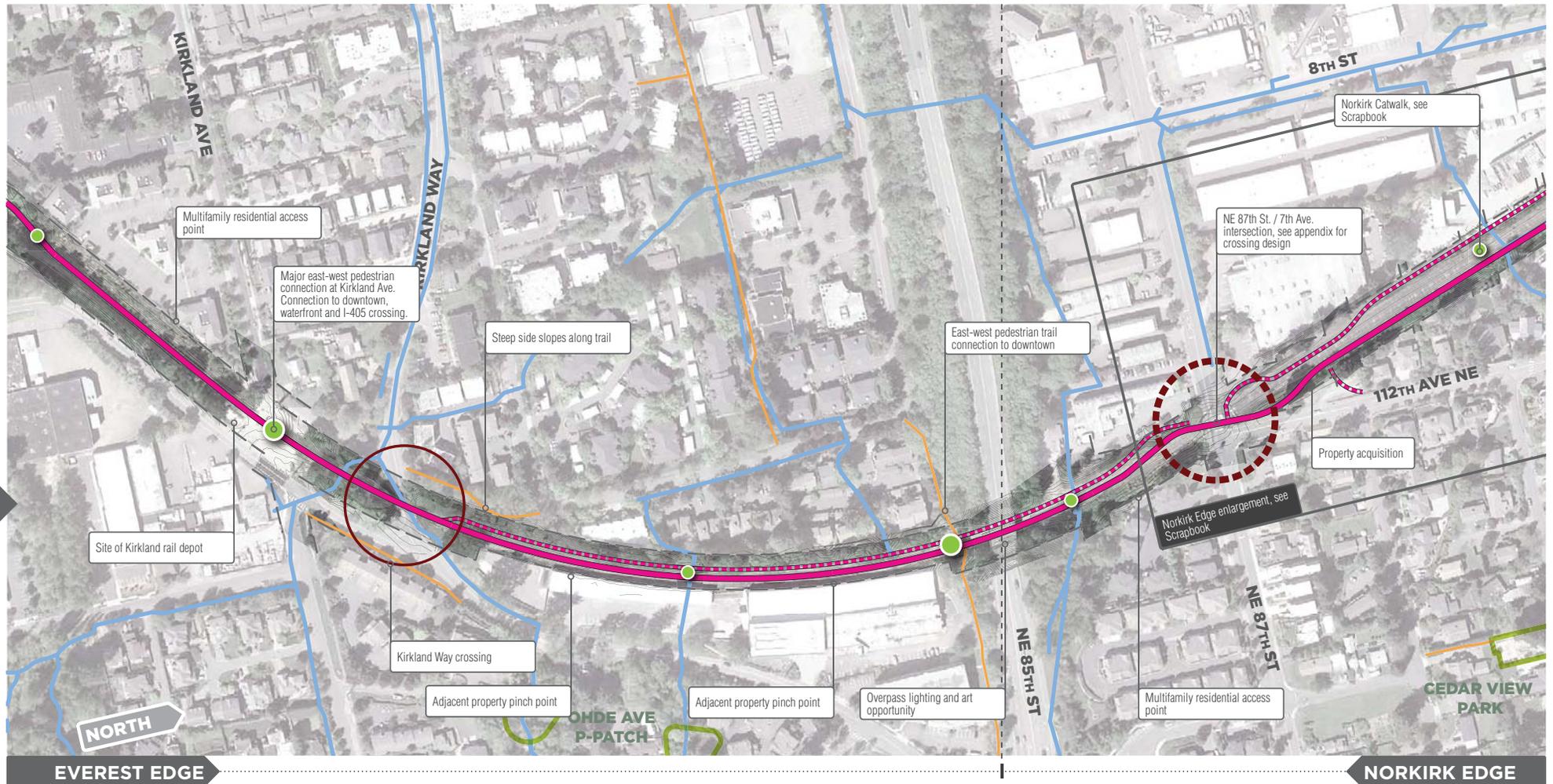


CONVERGENCE ZONE

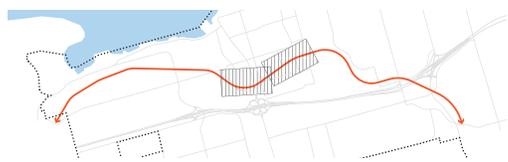
EVEREST EDGE

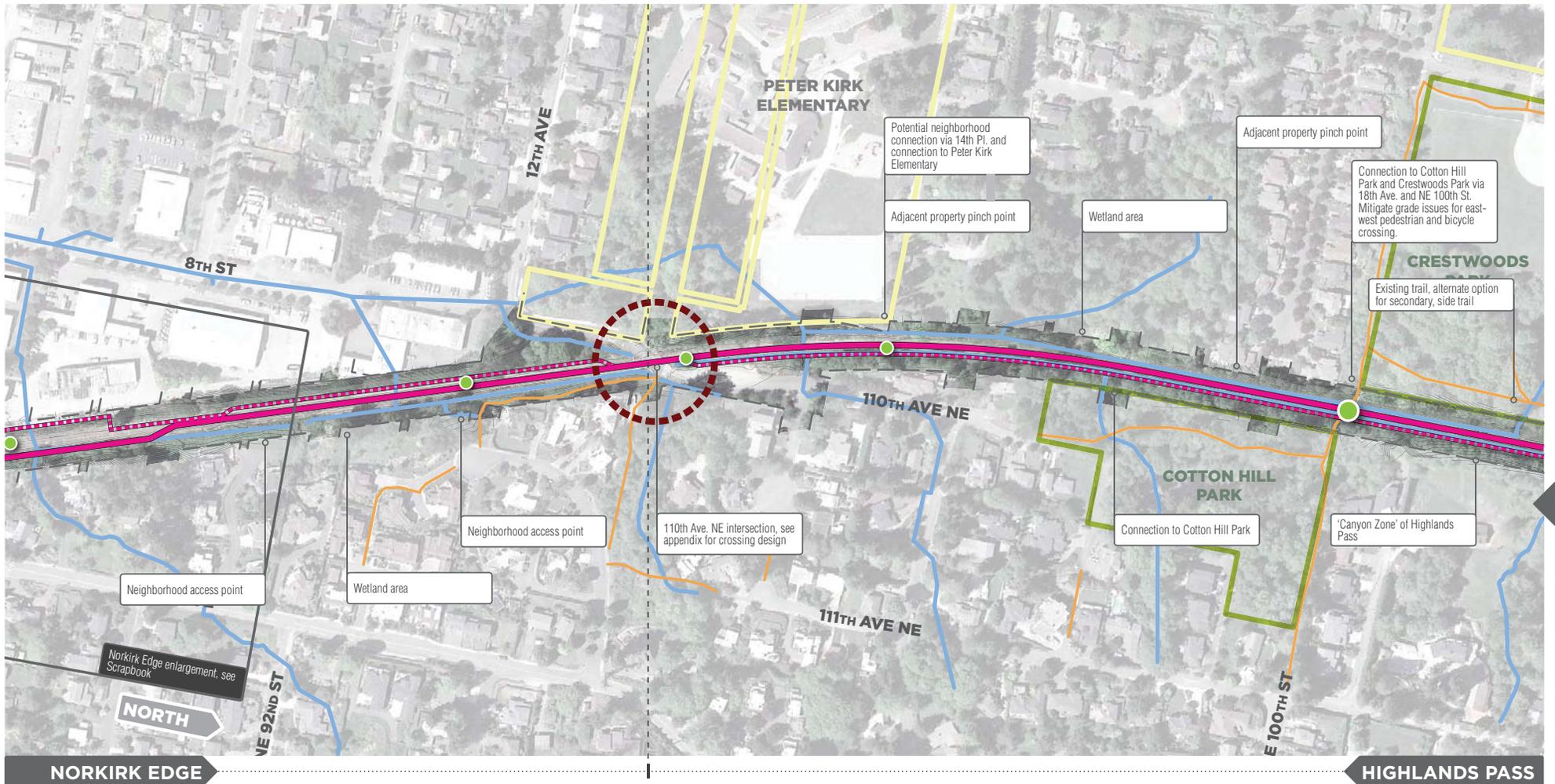
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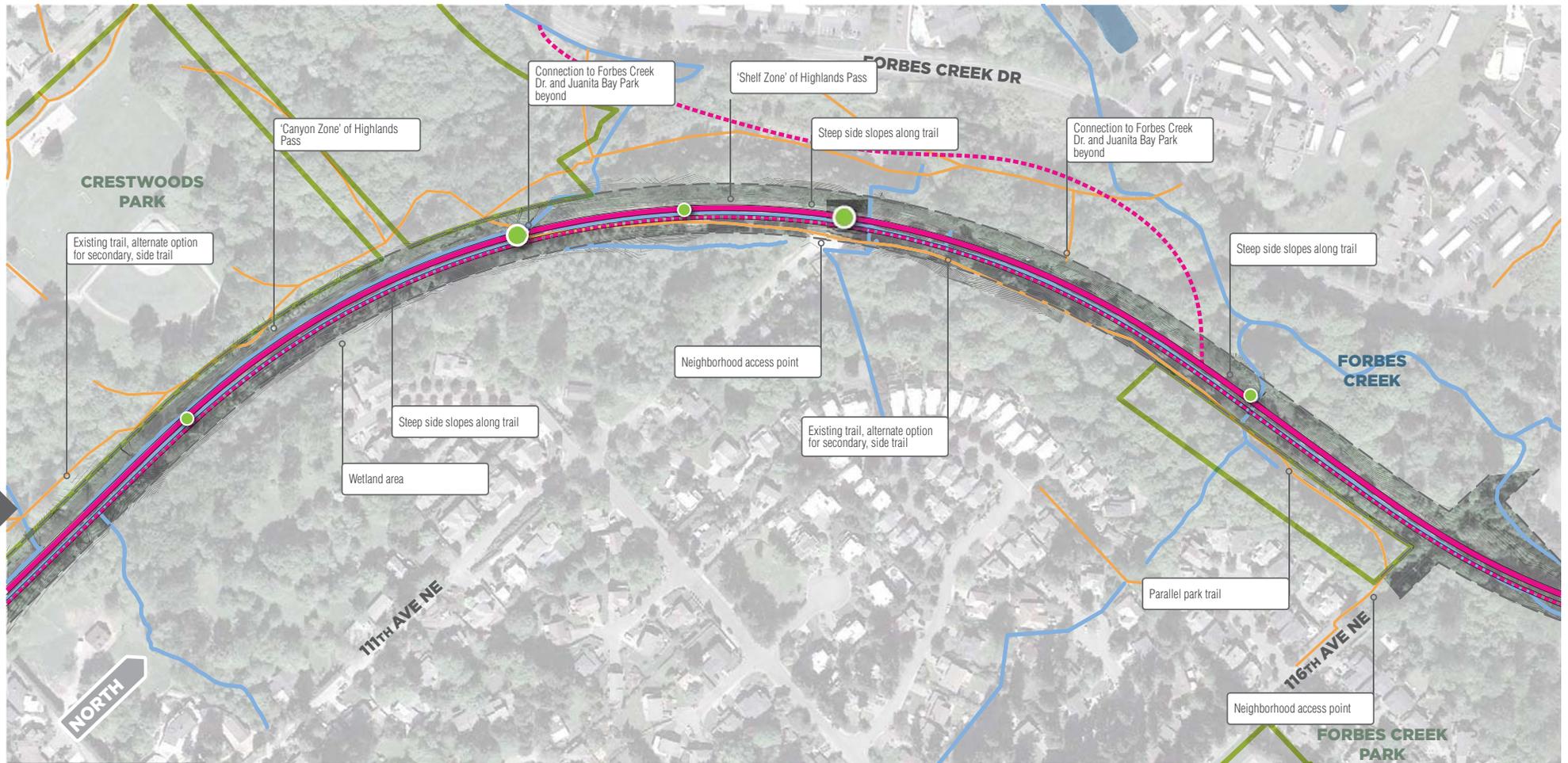




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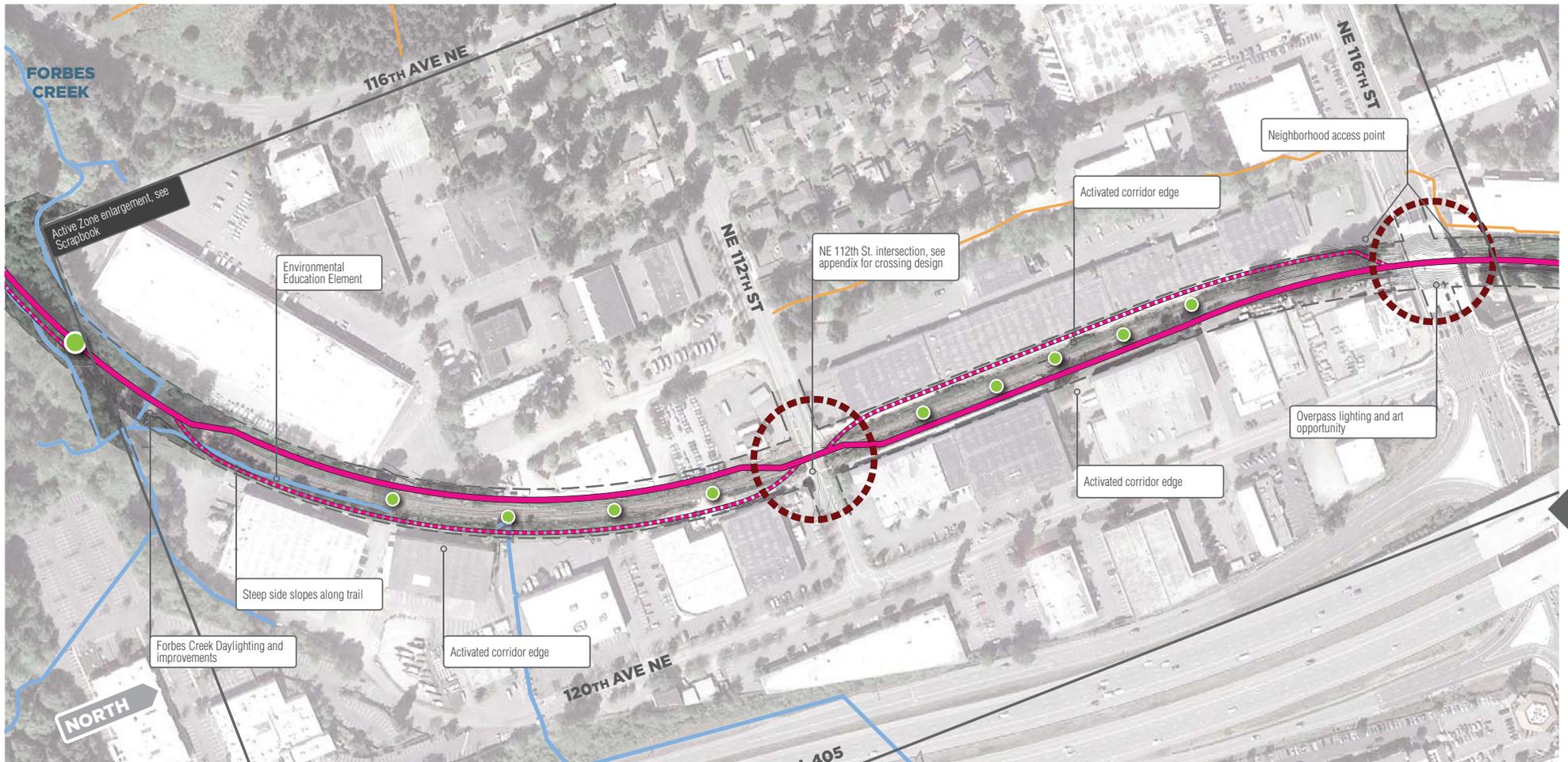




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HIGHLANDS PASS

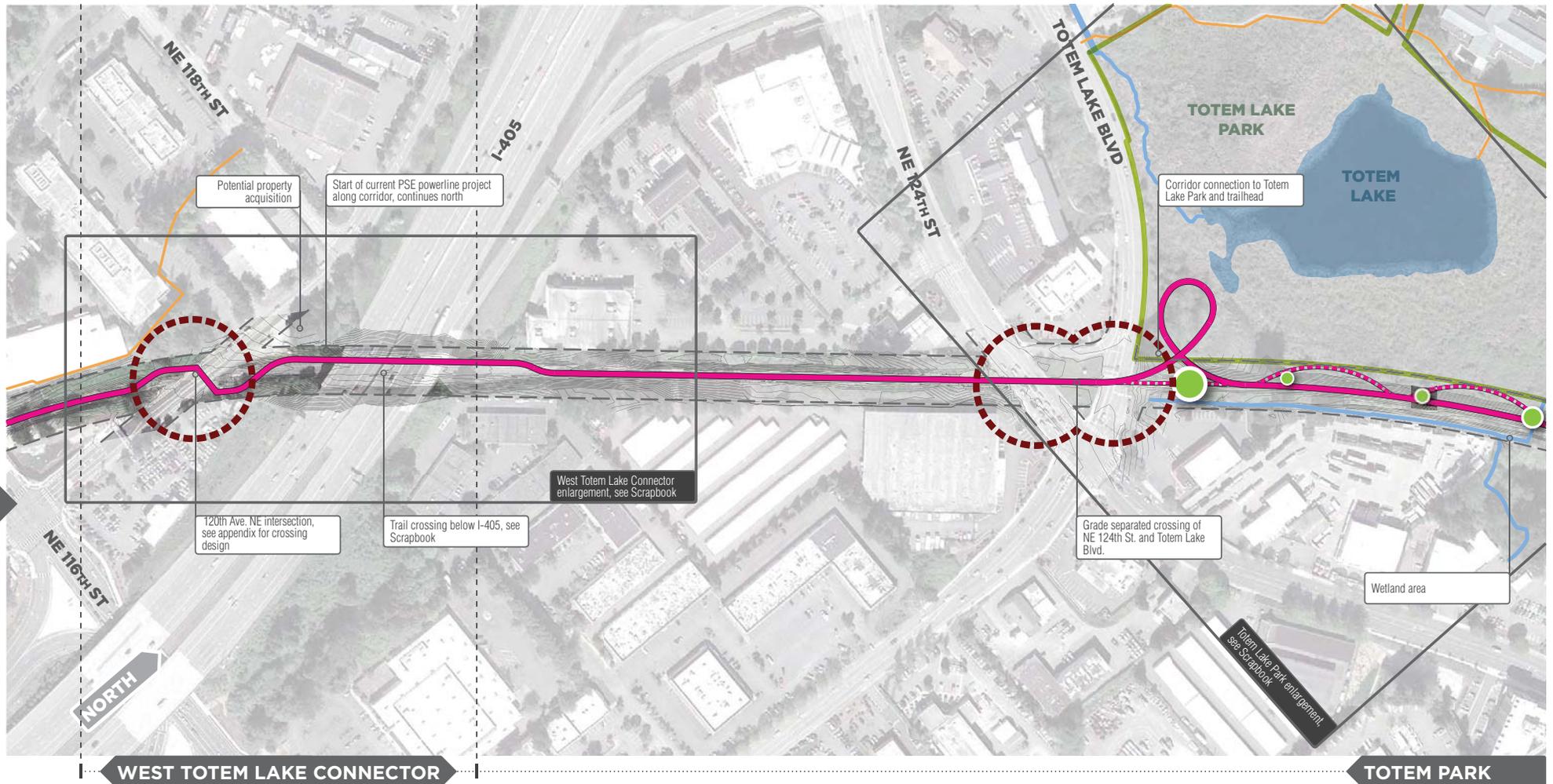




ACTIVE ZONE

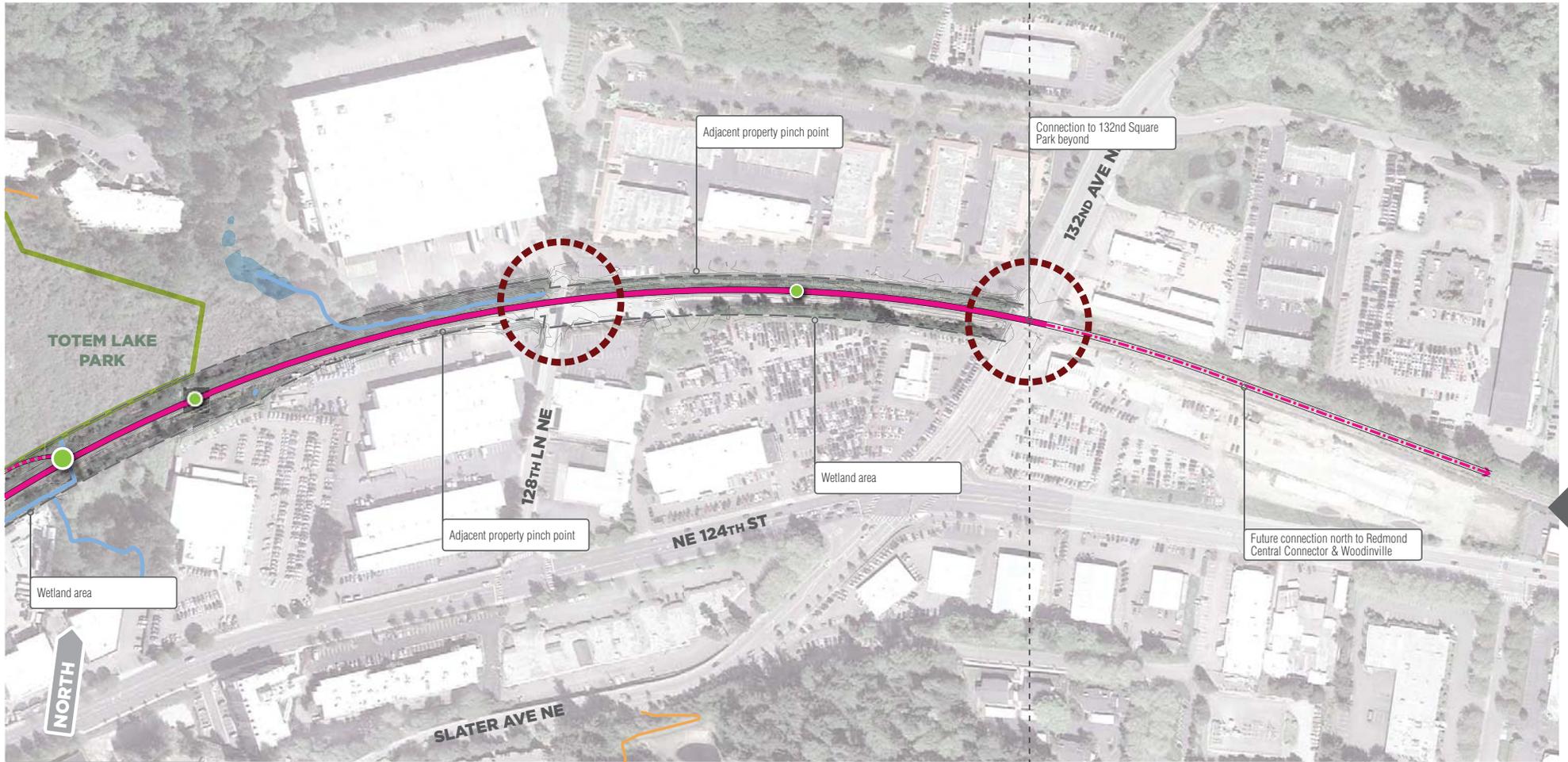
- SHARED USE PATH
- - - SIDE TRAIL
- TRAIL ELEMENT
- - - RIGHT OF WAY
- - - CROSSING AT GRADE
- GRADE SEPARATED CROSSING
- TRAIL
- STREAM
- PARK
- SCHOOL





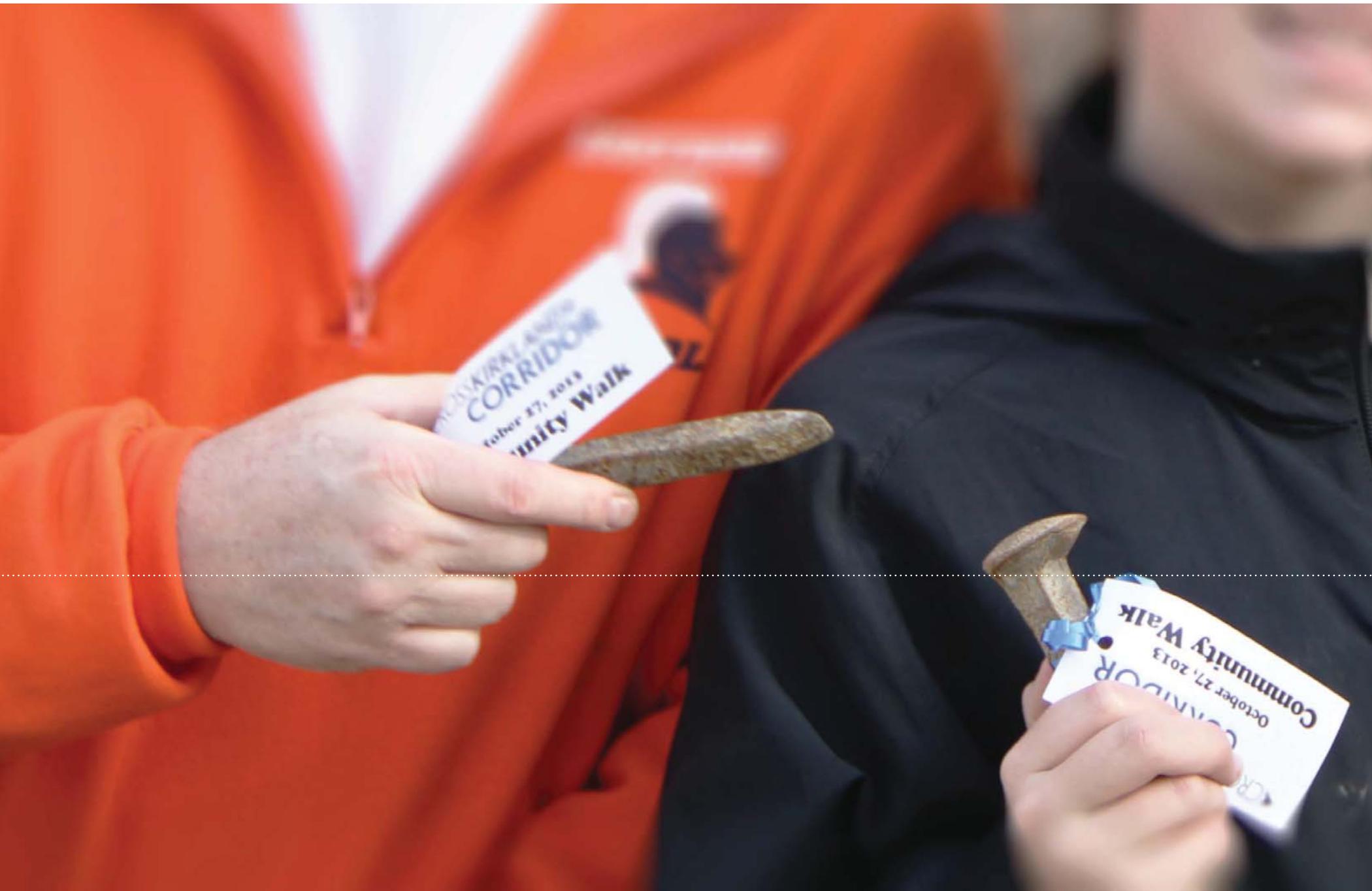
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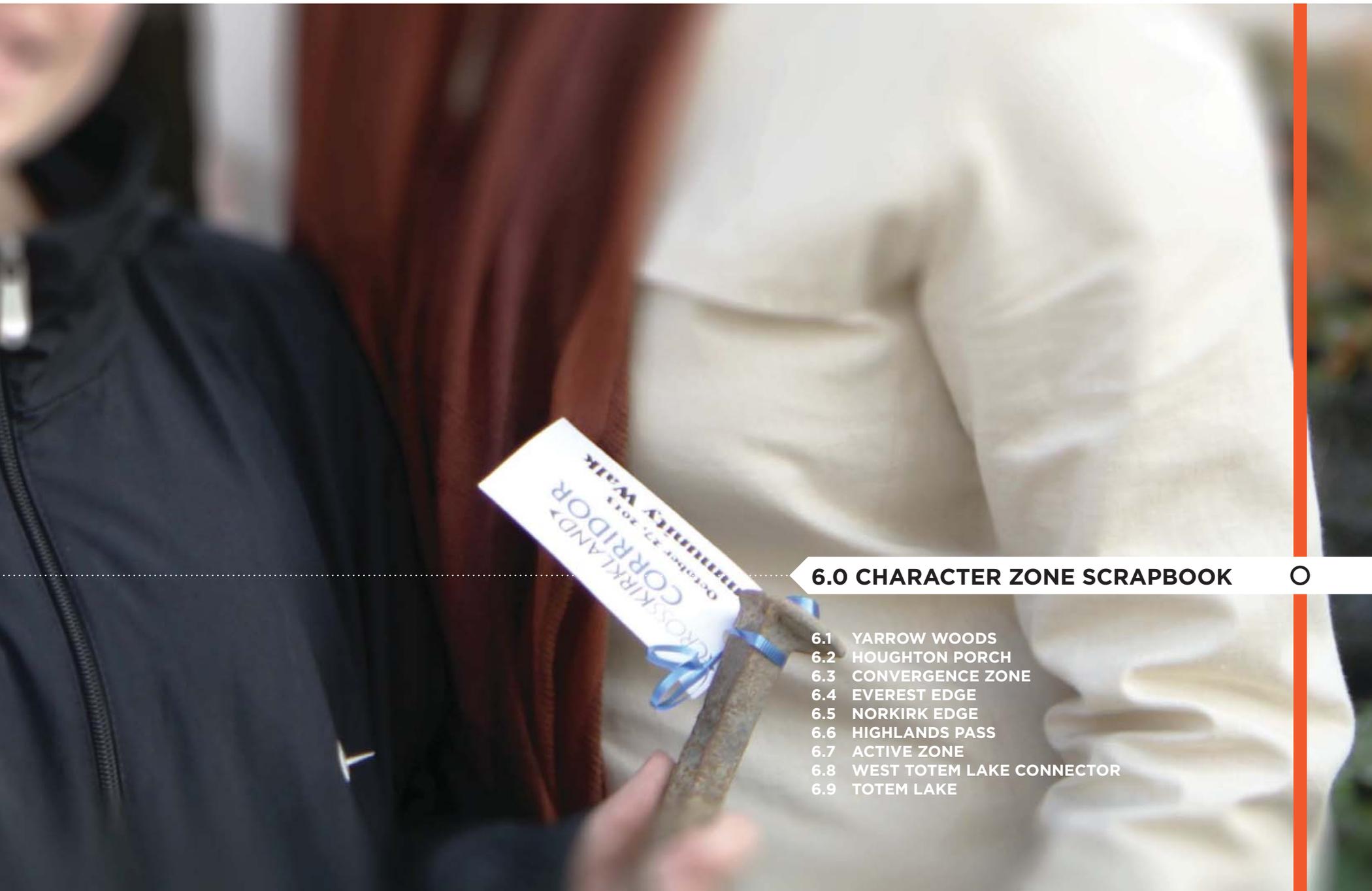
TOTEM PARK





CORNDOCK CORRIDOR
October 27, 2013
Community Walk

CORNDOCK CORRIDOR
October 27, 2013
Community Walk



6.0 CHARACTER ZONE SCRAPBOOK



- 6.1 YARROW WOODS
- 6.2 HOUGHTON PORCH
- 6.3 CONVERGENCE ZONE
- 6.4 EVEREST EDGE
- 6.5 NORKIRK EDGE
- 6.6 HIGHLANDS PASS
- 6.7 ACTIVE ZONE
- 6.8 WEST TOTEM LAKE CONNECTOR
- 6.9 TOTEM LAKE

CHARACTER ZONE SCRAPBOOK

6.1 YARROW WOODS

Opportunities and Inspiration

Southern Gateway

As the CKC's southern gateway, Yarrow Woods is a welcoming portal to Kirkland and the corridor. As a portal there is potential to create landmarks that intuitively provide a sense of arrival and set the tone for the whole CKC. Such landmarks could be larger scale elements of landscape or structure that intuitively demarcate Yarrow Woods and the CKC, signifying arrival to Kirkland and the corridor without extensive signage.

Southern Terminus

Because it is likely that the CKC will be realized before other portions of the ERC, Yarrow Woods must be designed as a southern terminus, thoughtfully directing bikers and pedestrians to safe and appropriate connections.

Create Connections:

Yarrow Woods is the most isolated stretch of the CKC with limited public access points between 108th Avenue NE and NE 52nd Street. Corridor development should leverage the existing access points and seek to build new ones from adjacent commercial or multifamily properties, potentially forging new entry points to the east where access is limited by uninterrupted private properties.

Improve Ecology

While naturalistic in character, the landscape is not natural; it has been and continues to be altered by human activities. Goals include improving ecological function with humans as part of the ecology, improving the urban forest, planning for improved creek crossings (longer term), and collecting, infiltrating, and possibly treating stormwater captured on the site as it moves toward Lake Washington.

Build on the Zone's Riches

Site elements, particularly events and eddies, should celebrate the zone's topography, deep ravines, creek crossings and forested edges.

Catalyst for Growth

The CKC is adjacent to the South Kirkland Park and Ride redevelopment, and further redevelopment of the Yarrow Woods commercial center will soon occur. The CKC can shape and become a catalyst for this continued reimagining of Yarrow Woods as an increasingly vibrant commercial and residential community connected to the larger Kirkland community to the north and Bellevue and East Link Transit to the south.

Connect to 520

With the 520 shared use path almost completed, near-term and long-term connections to the CKC should be planned and implemented.

Design Influences

Juxtaposition

Respond to the naturalistic character and green vegetation with interventions that acknowledge the unnatural realities of the corridor. Brick colored permanent furnishings punctuate the green backdrop.

Materials

Consider steel as a companion to the surrounding stands of timber.

Art

Weave art elements into the rich naturalistic woodlands, through the trees and overhead.





CHARACTER ZONE SCRAPBOOK

6.1 YARROW WOODS

Yarrow Woods Tower

The CKC connects to the South Kirkland Park and Ride through a series of ramps and steps and an landmark elevator tower that provides bike, pedestrian and ADA access between the two. The challenge of the large grade transition provides the opportunity for a robust engineering element that is functional and can be seen from the neighborhood and the 520 shared use trail, intuitively guiding visitors to connect to the CKC. The highly visible tower marks the southern portal to the CKC and can become a landmark for Kirkland.

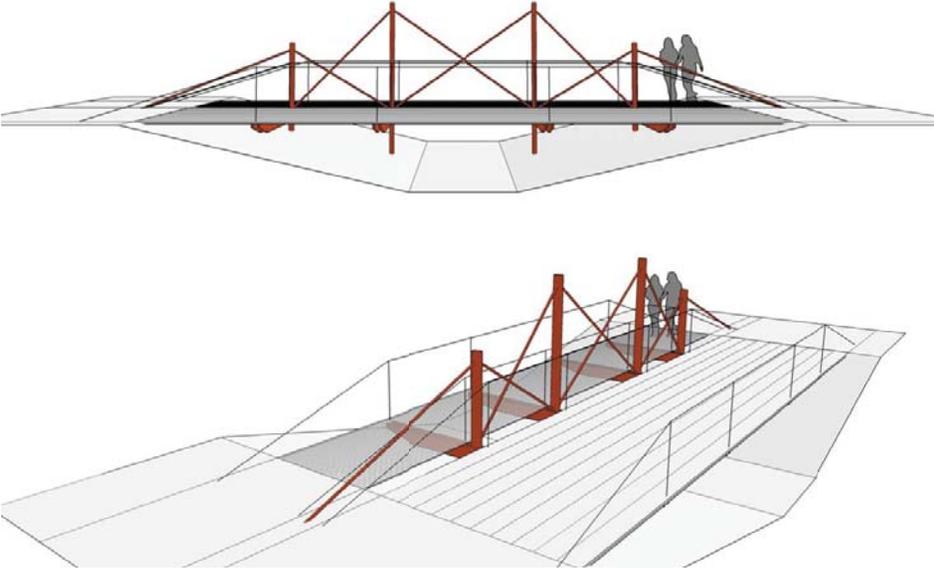


CHARACTER ZONE SCRAPBOOK

6.1 YARROW WOODS

Mini Crossings

The Yarrow Woods Tower is an example of a grand statement for the corridor. In addition to this large scale element, there are numerous opportunities for smaller scale structures that are required for trail functionality. One such example would be small bridge structures that could be used to cross newly daylighted streams or particularly steep and varied stretches of terrain. These mini crossings are intended to be wonderful discoveries along the trail that, although small in scale, can contribute to the overall identity and enjoyment of the corridor.



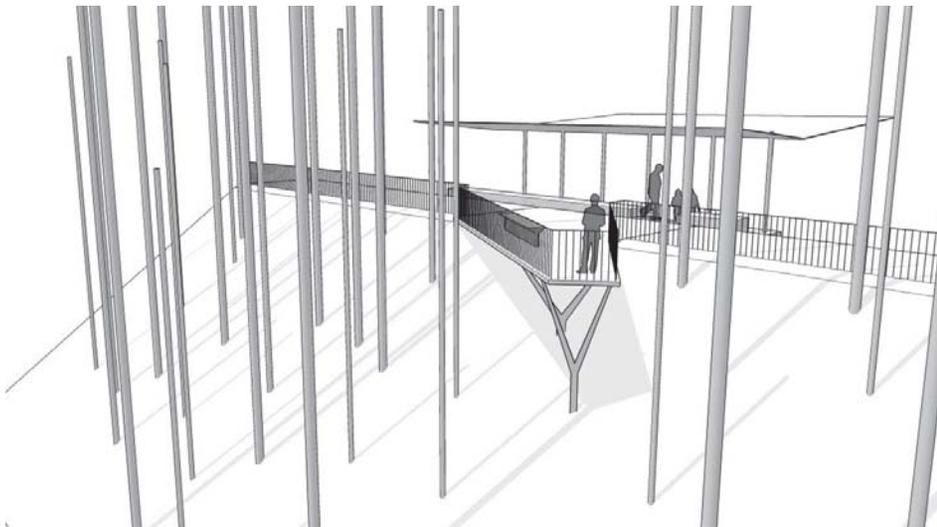
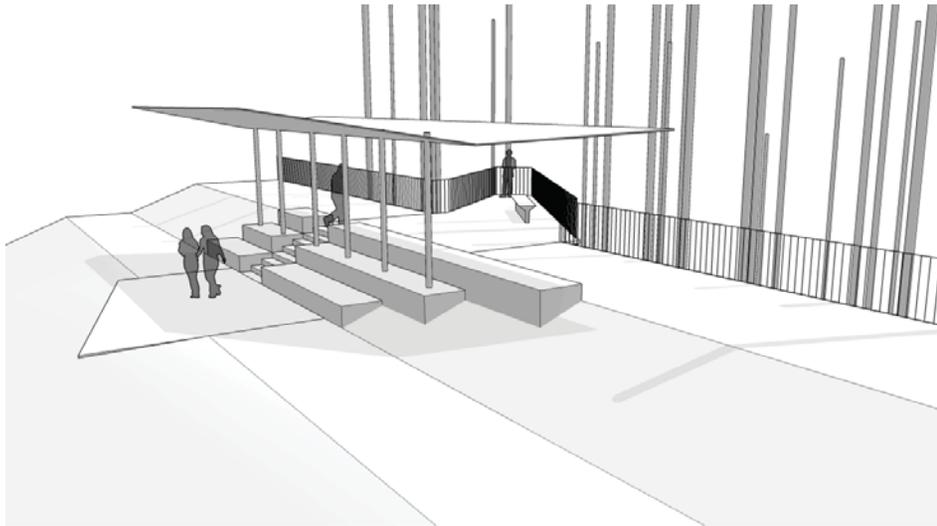
CHARACTER ZONE SCRAPBOOK

6.1 YARROW WOODS

Cochran Springs Perch

With the corridor's crossing of the largest ravine on the CKC, the height of the trail is highlighted with a structural perch that cantilevers into the trees and over the creeks below to provide a unique vantage point of the watershed while becoming a welcomed pause on the trail.





CHARACTER ZONE SCRAPBOOK

6.1 YARROW WOODS

NE 52nd Corridor Portal

While the trail crosses and gives right-of-way to NE 52nd Street, the perpendicular intersection creates the opportunity to welcome the neighborhood onto the corridor with visual interest and ecological elements. To the south, primary and side trails are divided by a surface water facility which makes use of the site's existing groundwater. Terraced ponds step downhill toward Lake Washington creating habitat, reducing grades for improved pedestrian access, and making an intuitive connection to the corridor. To the north, stormwater runoff from east of the corridor is daylighted into bioretention wetlands, providing stormwater treatment and visual interest along the trail.





CHARACTER ZONE SCRAPBOOK

6.2 HOUGHTON PORCH

Character

As the corridor leaves Yarrow Woods and continues north through the Houghton Porch, the steep topography begins to soften and the vegetation (tree canopy and shrubs) opens to reveal expansive views to the west. The open character and westward focus of this zone are the primary design influences.

Design Influences

Pause and calm: Situated within a quiet, residential area.

A good neighbor: Surrounded primarily by single-family residences, the corridor itself has a residential quality. It is to feel like the front yard and front porch for neighbors and all of Kirkland, encouraging passersby to pause, say hello and share a passing smile.

A diversity of experience: Just as a walk down a street reveals a wealth of architectural and landscape styles, this stretch of corridor welcomes a series of differing "moments."

Sun and light: More than anywhere else on the corridor, this section benefits from beautiful yellow western light, reflections off Lake Washington, and bold sunsets—it should be celebrated!

Neighborhood Connections

At several locations in the Houghton Porch, the city street grid meets the corridor. These street ends are an opportunity to create critical east-west connections from and across the corridor. Connections west include Lake Washington (Carillon Point and Houghton Beach Park) and to the east are additional neighborhood connections that include a crossing of I-405 along NE 60th St.

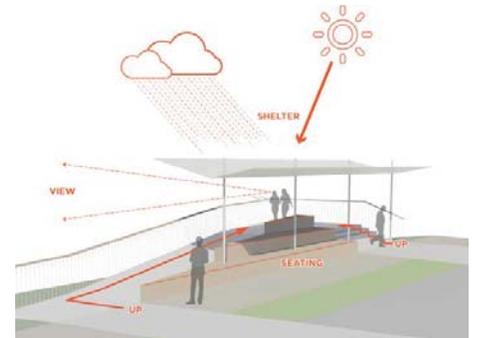


History

The Lake Washington Shipyard played a significant role in the development of Houghton. This historic influence, coupled with the spectacular views of the lake from the Houghton Porch, make for an important design influence. There is also the opportunity for interpretive elements to aid in the telling of this rich history.

Houghton Porch Micro Shelters

The micro shelters are a series of small structures whose primary function is to direct views west and provide a pleasant space to enjoy the view. There could be much variability in their look and feel. They might range in scale from a small roof canopy with a single bench to a more elaborate overlook deck with seating steps to face the corridor. The micro shelters might take structural influences from the historic shipbuilding of Lake Washington Shipyard or they might be a reinterpretation of a freight train car.





CHARACTER ZONE SCRAPBOOK

6.3 CONVERGENCE ZONE

Character

The Convergence Zone takes its character from the energy of the community that surrounds it. The commercial and business vitality along this stretch of corridor is strong, and the CKC seeks to draw upon that energy and increase it. Emerging retail and businesses fronting the corridor, spilling onto it, and infusing it with energy will make this zone a destination stop on the CKC. As home to Kirkland's industry of today, it is also homage to the city's past; Kirkland is an industrially inspired town and is again home to new industries shaping our world. The corridor responds by creating a series of major events with an urban intensity that includes paved plazas, ample furnishing, and passive and active recreation components. As the trail passes through the Convergence Zone, traffic is intuitively slowed as higher volumes of trails users, on foot or wheeled, mix.

A Portal To Downtown

For trail users moving south to north, the Convergence Zone is the logical place where they might depart the CKC to head northwest to downtown Kirkland. Routes to downtown will be clearly marked with the CKC wayfinding system.

Design Influences

Industry: Once targeted as the home of heavy industry, it is now home to new industries shaping our world.

Not 'futurama': While the surrounding businesses, in particular Google, are creating cutting-edge technology, the corridor should respond by avoiding too many elements "of the moment," such as bright colors and technology-dependent elements. Instead, the corridor should rely on elements and materials that convey a lasting time-tested quality, such as stone, concrete and wood.

Active edges: All new and future development should activate the corridor and encourage circulation into the neighborhood beyond.

Terrace Park Play-Slope

Terrace Park's gracious green space merges seamlessly into the corridor, making it both a significant event and a significant gateway (ADA accessible). The space allows the introduction of many elements that would otherwise not be possible on the corridor. These elements include an amphitheater, a new playground (utilizing the westward slope from corridor to park), and a new restroom.





CHARACTER ZONE SCRAPBOOK

6.3 CONVERGENCE ZONE

Houghton Connection

A goal of the master plan is Connect Kirkland. The proximity of the Houghton commercial area along NE 68th St highlights this area as an important east-west connection. With steep grades complicating access from the corridor to NE 68th, neighborhood connections along the corridor edge offer a more direct route and can be used to activate the building edge of the corridor.





Activity

A portion of the CKC is straddled by the Google campus. The ongoing development of the campus has provided a unique opportunity to realize a first phase of the CKC vision as part of Google's current expansions. This portion of the trail focuses on activity with a great lawn, plaza area, urban beach and sport court that will make it a destination activity area, clearly public, yet infused with the energy and activity of the surrounding campus.



CHARACTER ZONE SCRAPBOOK

6.4 EVEREST EDGE

Character

The Everest Edge is a stretch of calm along the CKC. The tree canopy, both on the corridor and on adjacent properties, gives this stretch a naturalistic quality that is enhanced by the daylighting of Everest Creek and the creation of a new riparian wetland, both crossed by a new bridge. Along the naturalistic stretch of trail are two cultural elements that recall the corridor's past railroad history: the site of the Kirkland depot, and the Kirkland Way Overcrossing. The celebration of ecology and history on this stretch adds interest but not over-activation.

Design Influences

Creek, canopy and ecology: The naturalistic elements are to be highlighted, even with seemingly unnatural interventions such as art and integrated interpretive elements.

Railroad history: More than anywhere else, this may be the best place to tell the corridor's railroad history. One prime location is the site of the former rail depot near Kirkland Ave.

Everest Park Connector

While beyond the corridor limits, an exceptional opportunity exists to connect the trail to Everest Park, ideally along an enhanced creek/habitat corridor to the east of the project.





CHARACTER ZONE SCRAPBOOK

6.4 EVEREST EDGE

6th Street Gardens

This stretch of the corridor sits just beyond the activity core of the Convergence Zone. The gardens are designed to be a reflective contrast and provide seasonal and ornamental plant interest. The garden might also be an opportunity for community stewardship by local garden clubs.

The layout of the corridor is designed to take advantage of the flat terrain by stretching out to the extents of the corridor. To the west, 5th Pl. S is transformed into a low speed, woonerf style street that feels like an extension of the corridor and trail. To the east, a side path is provided to set up an evolving edge that can engage new building development as it occurs.





Everest Creek Canopy Walk

An alternative crossing of 6th St. S leaves the ground. By providing a grade separated crossing, traffic conflicts between vehicles and pedestrians are removed. However, there are functional implications of grade separation that can adversely affect trail experience including the long ramps needed to climb above the street level for a clear crossing. The Everest and Creek Canopy Walk accepts this condition and, instead of going up and immediately back down, the walk would continue north beyond 6th St. S at the higher elevation and proceed above a daylighted Everest Creek. The ground below would be heavily planted for habitat and stormwater functions but also to provide a tree canopy to envelop the walk above.

Everest Creek Crossing

The crossing of Everest Creek is one of the major opportunities to daylight a piped watercourse and transform it into habitat and a functioning stormwater element. The crossing also becomes an opportunity for a unique crossing structure.



CHARACTER ZONE SCRAPBOOK

6.5 NORKIRK EDGE

Character

The Norkirk Edge is unique along the corridor as it is distinctly two-sided, with single-family residences elevated above its eastern edge, and commercial and city-owned properties on the western edge. The master plan envisions embracing the western edge for character, with an evolving character that will change over time with new developments facing onto and activating the corridor.

The city Public Works maintenance yards facility, all in public ownership, offers a unique opportunity to control that edge, exposing and celebrating the functionality of the city and maximizing the territorial views to the southwest.

Design Influences

Territorial views: While less prominent than the Houghton porch, this section offers unique views to the southwest that can be highlighted.

Functional and industrial: the former site of a train siding and the current site of the 85th overpass and Kirkland Public Works, this section can celebrate the functional nature of the edge.

The 85th Street Overpass

The height of the overpass results in a unique condition of overhead cover filled with good levels of light. This combination makes it an opportunity for an eddy or event along the corridor.

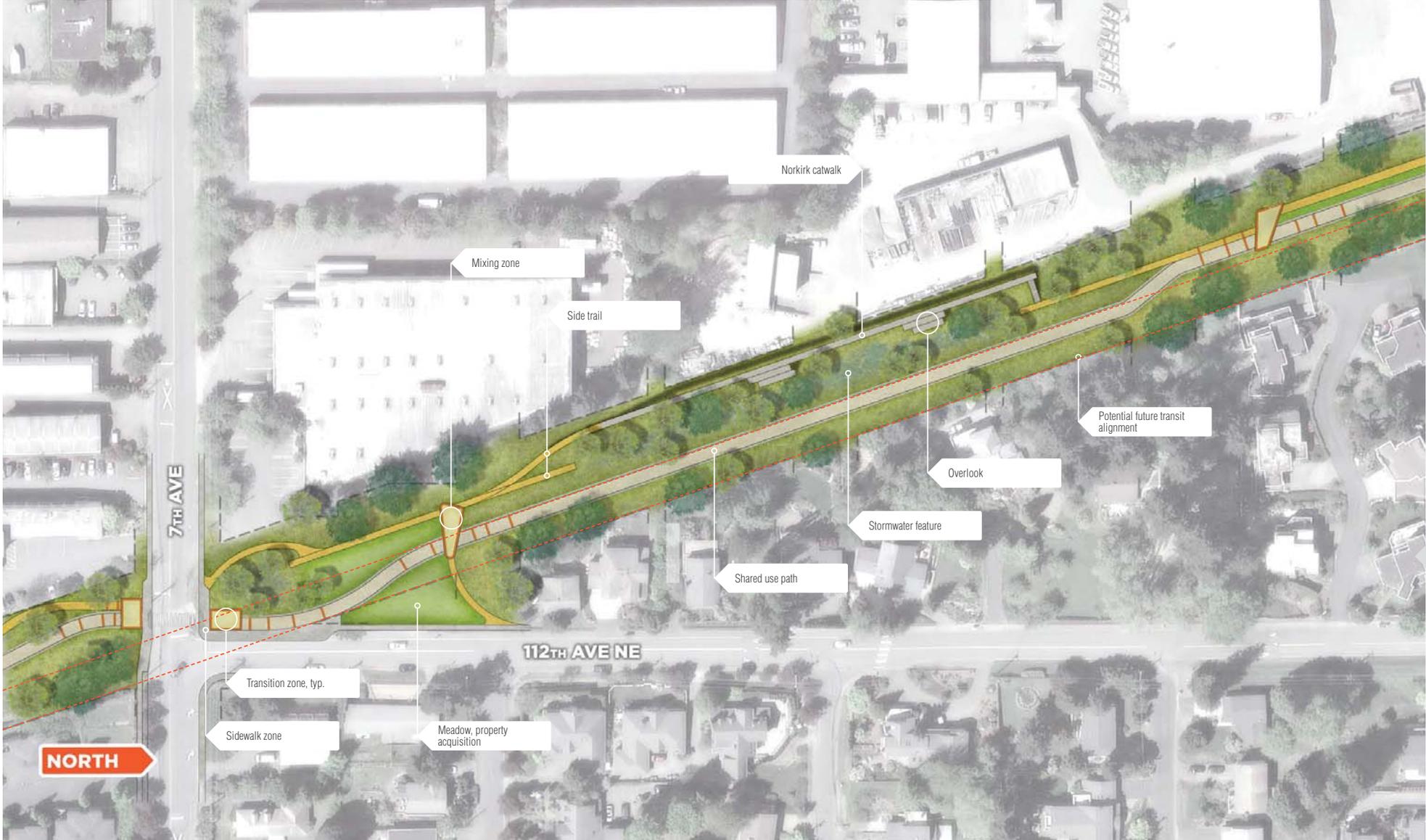
A Portal To Downtown

For trail users moving north to south, the Norkirk Edge is the logical place where they might depart the CKC to head west to downtown Kirkland. Routes to downtown will be clearly marked with the CKC wayfinding system, with an anticipated route to be west along 7th Ave.

Norkirk Catwalk

Similar to the Everest Creek Canopy Walk, the Norkirk Catwalk is an opportunity to leave ground level for expansive views west and a unique trail experience.





CHARACTER ZONE SCRAPBOOK

6.6 HIGHLANDS PASS

Character

The Highlands Pass is an exceptional stretch of escape, pause and beauty along the CKC. It offers the experience of passing through a narrow valley, and being perched on the side of a steep hill. This quality is to be fiercely maintained and highlighted through careful development of this stretch. In addition to its physical beauty, it is an exceptional ecological connection westward to Juanita Bay along Forbes Creek. The ecological and trail connections can be greatly enhanced as part of this vision.

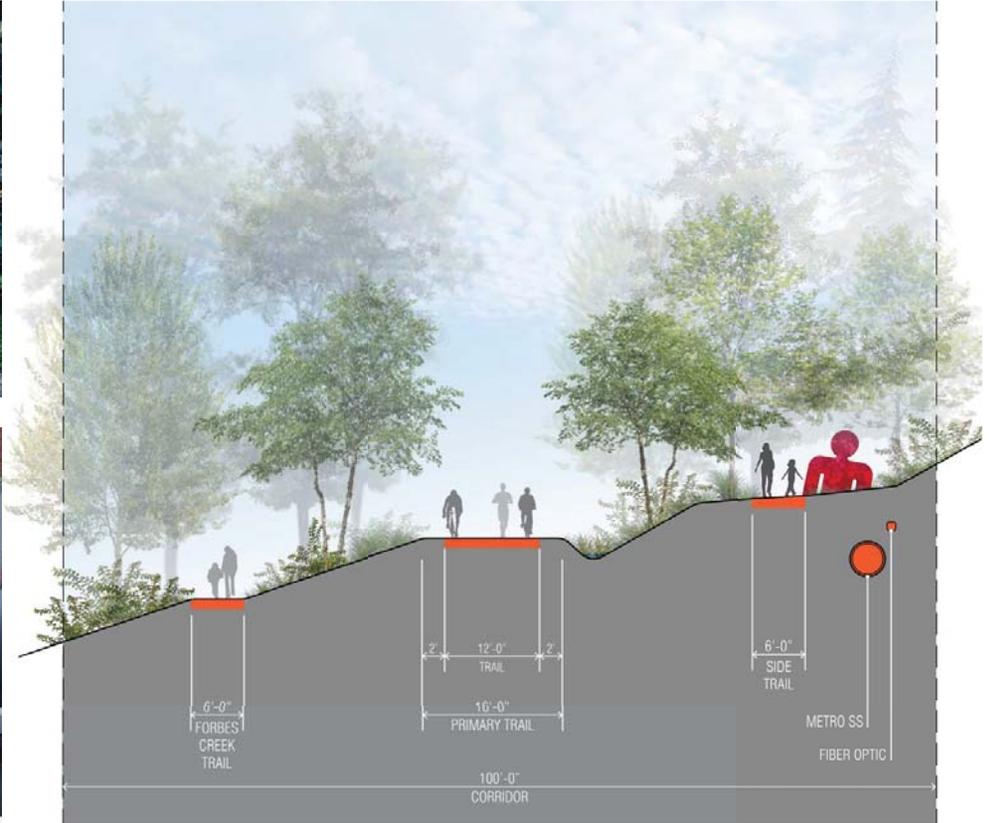
Design Influences

Do no harm: Work with the great naturalistic qualities already present, and enhance and manage them for increasing ecological function and human experience. Much of the Highlands Pass is affected by surface water: minor streams run parallel to the alignment and rainfall accumulates on the sides. Future trail design should minimize impacts to these features. As such, the construction of a side trail may be deemed impractical for portions of the Highlands Pass.

Creek, canopy and ecology: The naturalistic elements are to be highlighted, even with seemingly unnatural interventions such as art and integrated interpretive elements.

Crestwoods Park Connector

While beyond the corridor limits, an exceptional opportunity of this stretch is to connect and merge the CKC with Crestwoods Park. Existing trails within both Crestwoods and Cotton Hill Park may serve as alternate side trails for the corridor.





CHARACTER ZONE SCRAPBOOK

6.7 ACTIVE ZONE

Character

The Active Zone is a reimagining of Parmac, a neighborhood composed of warehouse and light industrial uses that once relied heavily on the rail corridor. It is widely recognized as an area of Kirkland where change will inevitably occur. The area in its current state has welcomed a piecemeal arrival of activity-oriented businesses which will set the tone for the corridor and how the neighborhood can be re-imagined tomorrow. With few immediate residential neighbors and a desire to make the area a catalyst and a destination, the Active Zone is a unique place on the corridor to welcome small-scale recreation elements that foster community and social interaction. It is also unique because the activities, spaces, and edge activation will make this stretch of trail active into the evening and in rainy weather with lighting and areas of cover. The near term improvements of active programming are relatively low cost measures to generate interest and catalyze further growth of this under-utilized zone. Long term development is expected to build upon the initial activity to provide a greater range of amenities as well as housing and commercial space.

Forbes Creek Crossing

The crossing of a restored and daylighted Forbes Creek signals the transition from the reflective and passive experience of the Highlands Pass to the urban and developing Active Zone. This crossing and gateway is an opportunity for a signature bridge structure.

Activity Spine

Envisioned as a central axis of activity, the spine can be populated with varied sports programs and facilities

to add to the existing building uses of sports and fitness activities. Court sports, passive elements, and integrated play are interspersed down the center of the corridor.

South

The primary trail shifts west to create added space for the sports program and public spaces. A side path runs along the eastern edge of the corridor. The southern end of the Active Zone (between Forbes Creek and NE 112th St.) includes an integrated play area, bocce and pickle ball courts. A small pavilion and plaza provide a meeting space or place to rest and relax between activities.

North

The northern end of the Active Zone includes a basketball court and horseshoe pits. Batting cages are also shown as an extension of the existing batting cage facility. Construction of these elements represents a low infrastructure cost relative to the level of activity they bring. As the adjacent buildings develop, supported by the activity of the corridor, elements of the Active Zone may be replaced.





CHARACTER ZONE SCRAPBOOK

6.8 WEST TOTEM LAKE CONNECTOR

120th West Totem Lake Portal

The corridor crossing of 120th Ave. NE should establish a gateway to the west Totem Lake neighborhood beyond, including the new Kirkland Justice Center. Artwork, plantings, and feature walls highlight the trail crossing as well as the transition into a different neighborhood. The corridor passes under I-405 to the northeast of the crossing. The length of this undercrossing and its low light levels have negative implications on the perception of safety. Adding an appropriate program element can help activate the space and provide an amenity in an otherwise under-utilized space. The master plan proposes building a skate and mountain park to offer an amenity but remain in keeping with the character of the space.





CHARACTER ZONE SCRAPBOOK

6.8 WEST TOTEM LAKE CONNECTOR

120th Totem Lake Connector

An alternate strategy for the I-405 undercrossing is construction of a neighborhood-scale street. The street would serve the double purpose of adding an important link between east and west Totem Lake and activating the space beneath I-405. The gateway and skate park of the previous scheme remain but in slightly reconfigured layouts.





CHARACTER ZONE SCRAPBOOK

6.9 TOTEM LAKE

Character

There are two distinct characters to the Totem Lake stretch of the CKC—the western portion, where the corridor is defined by private property on both sides, and the eastern portion, where the CKC seamlessly merges with the ecologically rich and visually spectacular Totem Lake Park. This stretch is entirely re-imagined, with adjacent parcels redeveloped to front the corridor with active edges while the newly enhanced Totem Lake Park becomes a northern trailhead to the CKC. Nowhere does the trail have a greater opportunity to be a catalyst for change and growth and become a civic treasure than at Totem Lake!

Totem Lake Gateway

A grade separated crossing of 124th and Totem Lake Boulevard is the ideal way to provide quick, safe passage across the highest traffic intersection on the CKC. This crossing, a structurally dramatic bridge, can become an icon for the city and Totem Lake as one of the more dramatic experiences on the corridor, its form shaped by the restricted clearance requirements of traffic and overhead power lines.

Totem Lake Park

The newly revitalized park includes the CKC on its southern edge with the addition of active and passive park elements. The corridor is connected to the northern shore through a looping trail network, where restrooms, lawn area and a play area create a welcomed stopping place and northern trailhead.

Design Influences

Gateway

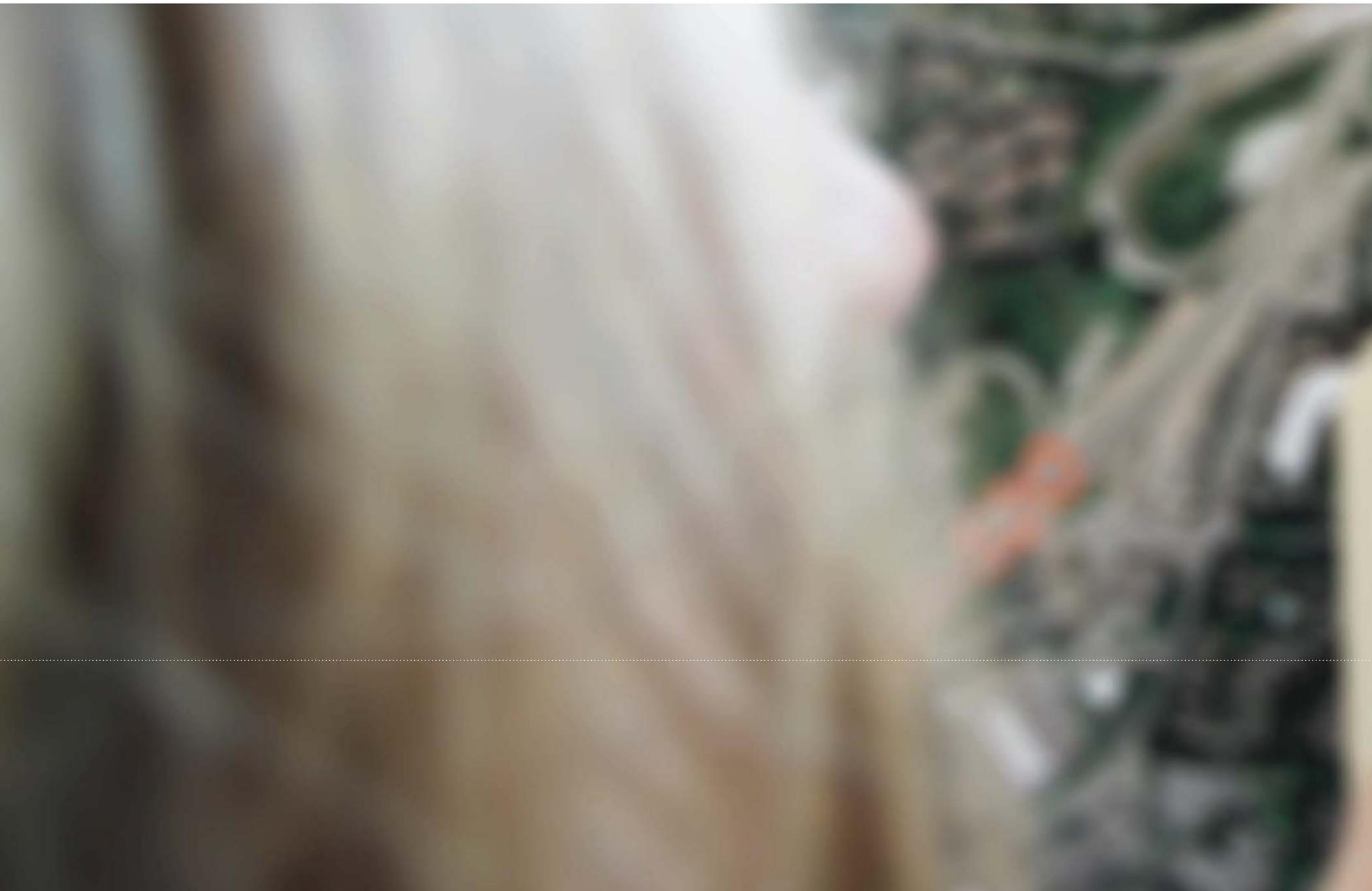
The passage of the trail over 124th and Totem Lake Boulevard becomes a gateway to the neighborhood as well as a powerful symbol for the growth and change of Totem Lake into an increasingly important center of retail and commercial activity for Kirkland and the region.

Ecological redevelopment

The CKC as a model of active transportation and the enhanced ecologically rich Totem Lake Park set the tone for the emergence of Totem Lake as a new model for the development of ecologically rich, sustainable districts.









- 7.1 IMPLEMENTATION + PHASING
- 7.2 COSTS
- 7.3 ACTIVATE THE EDGE
- 7.4 CONSTRUCTION CONSIDERATIONS
 - + GEOTECHNICAL CONSIDERATIONS
 - + WALLS AND STRUCTURES

7.0 REALIZING THE VISION



REALIZING THE VISION

7.1 IMPLEMENTATION + PHASING

The following have been identified as priorities in moving forward with the master plan vision:

Follow Funding Opportunities

Pursue projects that can secure outside funding to leverage city investments and realize more of the project.

Examples may include transportation funding, economic development funding, and environmental opportunities such as green stormwater infrastructure.

Prioritize Projects That Significantly Improve Safety

Examples may include intersection improvements at 120th Avenue NE and at 124th Avenue NE/NE 124th Street, as well as simpler interventions such as using the corridor to provide safe routes to school.

Connect to Regional Trails/Transit

Connecting to new and existing trail/transit facilities will make the CKC available to more users and regional destinations.

Examples may include connections to the South Kirkland Park and Ride, the new 520 trail, and an accelerated connection to the Redmond Central Connector.

Fulfil the Vision

Prioritize shorter distance fully developed trail sections over longer distance less developed sections. This will distinguish the CKC as a unique cultural and recreational destination for the community and region that provides an experience beyond that of a typical regional trail. This approach will also decrease the risk of partially, minimally completed sections not receiving later funding.

Examples include developing any of the character zones to the master plan vision.

Focus on Connections

Develop today's high-use corridor areas or those anticipated to be highly used in the future.

Examples may include areas near streets, schools, parks, commercial land, and transit.

Surface Water Improvements

Improve natural areas and stream crossings along the corridor to enhance and solve surface water issues.

Examples include the NE 52nd Street crossing and eddies, and the Norkirk landing.

Support Economic Development

Utilize the corridor's development to catalyze economic growth, encouraging residential and commercial development that can charge the corridor and city with energy and vitality.

Examples may include Totem Lake, 6th Street S, and the Parmac area, which is re-imagined as the Active Zone in this master plan.

7.2 COSTS

As stated in 2.3 - The Role of a Master Plan, a primary function of this document is to guide decision makers on how to phase and fund the CKC. How to allocate funding is central to the decision making process and is best informed with projections of probable cost for what is proposed in the master plan. 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.

Phasing

Different phasing strategies may be pursued for the project. Conceptually, these strategies fall along a spectrum somewhere between a full build out of the master plan vision and a minimal phase of constructing 'just the trail'. The Probable Cost of Construction (see Appendix) is divided by character zone. However, construction of the project may be divided into different packages that do not necessarily follow character zone division. Some character zones include high expense items that warrant special mention; they are listed below zone costs.

Permitting and Mitigation

Project cost projections should also include an allowance for the permitting and mitigation that will be required for work in environmentally sensitive areas. In general, there are two levels of cost implications. The first includes work completed in buffer zones (streams, wetlands, etc.). The second, more costly level includes work that will directly impact surface water features. The Highlands Pass is one particular zone where this is a potential issue. Extremely high costs resulting from required mitigation should be taken into consideration during the detailed design and development of the CKC. Design alternatives that minimize impact and costs should be evaluated.

Maintenance and Operation Costs

In addition to the costs of developing the CKC, there will be added costs associated with the maintenance and operation of the corridor as a city facility. Project budgeting should account for the necessity of these services and their ongoing costs.

Impact Fees

Because the Cross Kirkland Corridor is the functional equivalent of a road for impact fee purposes, road impact fees are a potential source of funding for corridor improvements that add capacity and provide additional

transportation options. Similarly, improvements that provide open space and recreational benefits are eligible for park impact fee expenditures. Prior to making impact fee expenditures, the City will determine, and quantify if necessary, the extent to which a system improvement is eligible for transportation or park impact fee expenditures.

7.2 COSTS



DRAFT COST PROJECTIONS
(IN MILLIONS OF DOLLARS)

\$6 - \$7.5	\$2 - \$2.5	\$8 - \$10*	\$4 - \$5*	\$5 - \$6.5	\$9 - \$11.5	\$8 - \$10*	\$21-\$26*
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*NE 68th Trestle Upgrade: \$500,000

*Everest Creek Crossing: \$340,000
Kirkland Way Trestle Upgrade: \$300,000

*Forbes Creek Crossing: \$360,000

*124th / Totem Lake Blvd. Bridge: \$11,000,000

TOTAL \$63 - \$79

REALIZING THE VISION

7.3 ACTIVATE THE EDGE

The energy of the CKC is not limited to the space within the corridor right of way. Its active influence will extend to immediately adjacent properties and reach deep into the city. However, this activation will not happen overnight. It took numerous years for Kirkland to grow around the historic rail line, when it was seen as a 'back of house' space, and reversing that model will take time. Spaces that have the greatest potential for near term improvements are the industrial zones and structures that push up to the CKC edge. These properties are tightly integrated with the corridor edge and, as they are no longer being used to offload train cargo, it is easy to imagine a transition to contemporary uses that relate to the future corridor. Successful evolution of these zones, such as Parmac, will shift community perspective of how the corridor can influence the growth and development of Kirkland. To support this transition, the city should continue to evolve policies that support the activation of corridor edges.

Economic Development

The CKC is a catalyst for growth and development and should be recognized as an attractor for businesses and jobs. Currently there are 1,173 businesses within 2,000 feet of the CKC and they employ nearly 11,000 employees. These include several of the largest businesses in Kirkland – Evergreen health, Google, Nintendo, Astronics and Kenworth Truck. The CKC can be expected to serve as a magnet for new development, both residential and commercial. In the Totem Lake Urban Center alone, approximately 20,000 employees and 4,000 new residents are forecasted by 2035, many of whom are likely to be accommodated on property bordering or within close proximity to the corridor.





Geotechnical Considerations

The CKC was constructed as a railroad corridor in the early 1900's, with changes and additions occurring over time, including the addition of the Metro sewer line that underlies much of its route. While no formal geotechnical analysis has been done as part of this masterplan, there are considerations that future design should account for and site specific geotechnical analysis may be desired.

Fill Slopes, Contamination and Structures

While the corridor has been in place in its existing state for some time and appears stable, old railroad embankments are recognized as potentially containing questionable fill material, compaction and stability. Additionally, fill and cut embankments are typically placed or cut at steeper slopes than might be recommended by today's standards. These realities should be considered in future construction development in the following ways:

Cutting Existing Grades: Often the easiest way to modify soil profiles/grading is to reduce (rather than increase) burdens on existing soils and slopes.

Altering Existing Slopes: Placement of additional fill or work on existing side slopes may preclude new slopes from matching existing slopes without additional soil reinforcement. As an alternative to reinforcement, flatter slopes may be used, however that may impact existing vegetation or be spatially limited by the width of the corridor.

Contamination: Future development should be mindful of the long history of this corridor's use transporting a variety of materials that could now be considered hazardous and may have been spilled or disposed of along the route. The methods and materials used for railroad construction, operation and maintenance may have led to contamination of various sorts. Contamination of the corridor may also have been generated by neighboring industry.

Structures: With questionable fill materials and steep slopes, the placement of structures, including walls, can add engineering complexity and costs as foundations

7.4 CONSTRUCTION CONSIDERATIONS

need to reach adequately compacted bearing soils or have alternative foundations such as pin piles. This concern is biggest on fill prisms.

Easements on the corridor

While the CKC is owned by the City of Kirkland, it is important to recognize there have historically been, and will continue to be easements on the corridor for access and placement of various constructed elements.

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Lisa McConnell
Tess Pate
Tom Pendergrass
John Perlic
Michael Snow
Carl Wilson
Joel Pfundt, term ended March 2014

CITY OF KIRKLAND STAFF

Kurt Triplett, City Manager
Marilynne Beard, Deputy City Manager

City Attorney
Oskar Rey, Assistant City Attorney

City Managers Office
Philly Hoshko, Special Projects Coordinator
Marie Jensen, Communications Manager
Ellen Miller-Wolfe, Economic Development Manager

Finance & Administration
Tracey Dunlap, Director
George Dugdale, Budget Analyst

Fire & Building
Mike Haschak, Battalion Chief

Human Resources
James Lopez, Director

Information Technology
Brenda Cooper, Director
Mike Connor, Video Production

Parks & Community Services
Jennifer Schroder, Director
Michael Cogle, Deputy Director
Jason Filan, Operations Manager

Planning
Jeremy McMahan, Supervisor

Police
Nick Seibert, Lieutenant

Public Works
David Godfrey, Transportation Engineering Manager
Christian Knight, Neighborhood Services Outreach Coordinator
Aaron McDonald, Sr. Project Engineer
Kari Page, Cross Kirkland Corridor Coordinator
Dave Snider, Capital Projects Manager
Ray Steiger, Streets Division Manager
Pam Bissonnette, former Interim Director
John "Hoppy" Hopfauf, retired Streets Division Manager

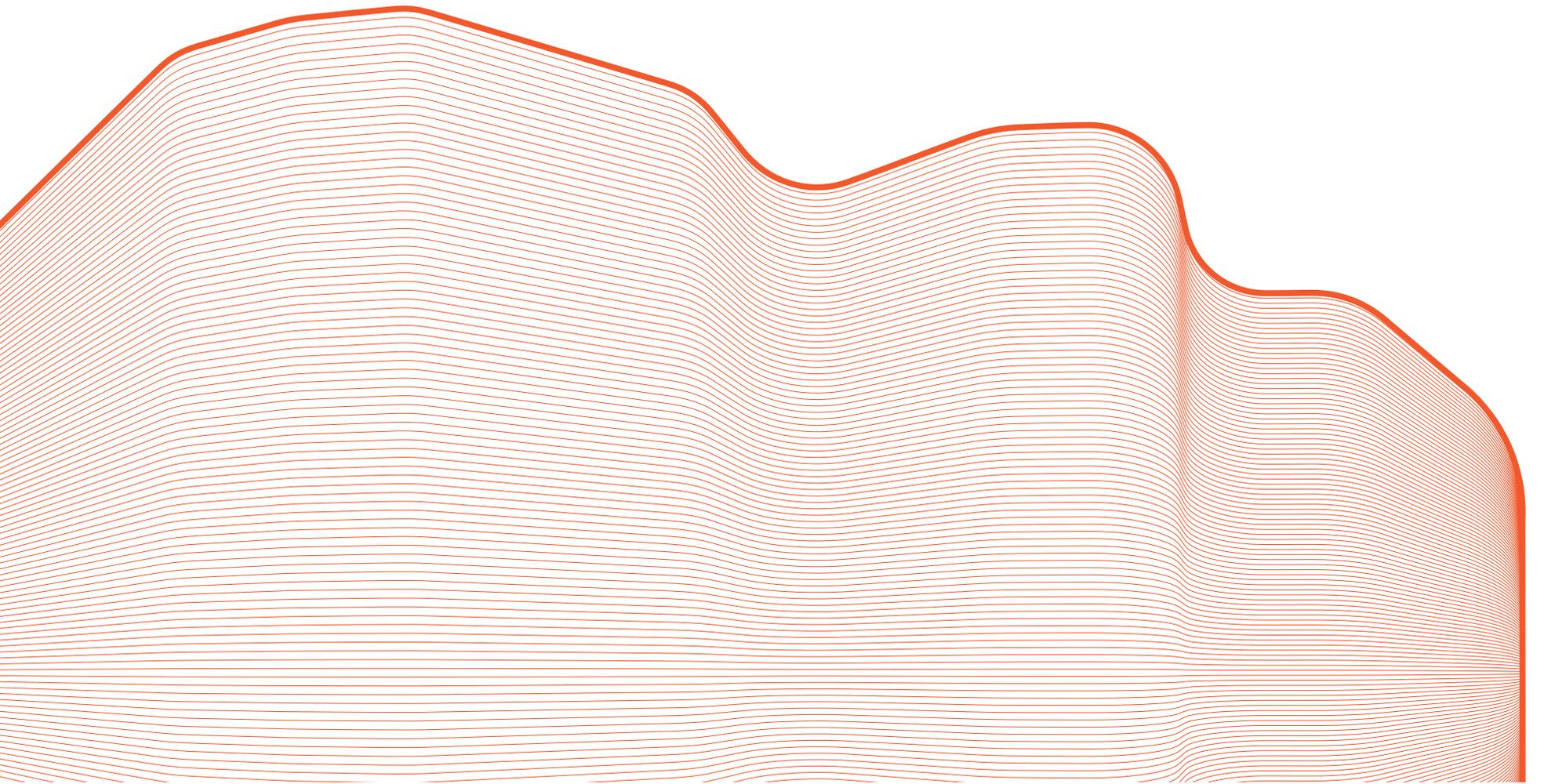
PARTNER AGENCIES

Sound Transit
King County Natural Resources & Parks
Puget Sound Energy

CONSULTANTS

Berger Partnership
KPG, Inc.
Lesley Bain
Stepherson & Associates Communications
Toole Design Group







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