



STUDY FACT SHEET

Park Lane Pedestrian Corridor Enhancements

October
2009



- Enhance Park Lane as a regional destination
- Encourage Economic vibrancy and diversity
- Enhance pedestrian safety and bicycle amenities
- Create high performance greenscapes

BACKGROUND:

Study Objective: Explore and develop a corridor design for enhancements along Park Lane (Lake Street to Third Street). Primary drivers of the Study are failing sidewalks between Main Street and Lake Street where significant mature trees roots are impacting sidewalks, aging infrastructure (pavement, surface water conveyance systems, and lighting), and a number of redevelopment opportunities along the corridor including the Kirkland Transit Center.

Funding: The Park Lane Pedestrian Corridor Enhancement study was funded in the 2008-2013 Capital Improvement Program; the Study is the first step in undertaking a significant Capital Improvement Project with a funding source as yet to be determined.

Stakeholders Group: Park Lane business and property owners, neighborhood representatives, Kirkland Steppers, Kirkland Library, Transit Center, Kirkland Downtown Association, Kirkland Library, and Sound Transit. **City Staff Expertise:** Storm water Engineer, Arborist, Planning, and Fire.

CHRONOLOGY:

Creating a Vision:

August 2008 - A survey was mailed to all property and business owners along Park Lane and to other key stakeholders to obtain baseline information regarding attitudes and perceptions of Park Lane as it looks and feels today.

September 2008 - Stakeholders convened to discuss opportunities presented with the new Downtown Transit Center and to create a shared vision for the corridor.

Design Concepts:

September 2008 - Stakeholders participated in a design charrette to develop concepts to circulate for public comment. Three design concepts emerged from the stakeholder's long term vision for Park Lane:



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

October and November of 2008, the three concepts were presented to the public in a number of public meetings and venues including online information and comment forms. Over a hundred comments were collected from the public.

Preferred Design Concept:

February 2009 – The City Council approved the Stakeholder's recommendation on the Community's Preferred Design Option which included:

- **Tree Canopy** - Increase total number of trees adding trees between Main and 3rd Street. Maintain existing healthy tree canopy while removing unhealthy trees. Reduce maintenance conflicts between vegetation, sidewalks and buildings.
- **Balance users** - Increase pedestrian use and accessibility, providing seating, use vegetation to provide separation from vehicles, allow flexible use of space for events.
- **Vehicular and Parking** - Maintain existing traffic flow, manage speed, accommodate emergency vehicle access, provide parking, and facilitate flexible use of vehicular space. The concept will however result in the net loss of four parking stalls.

Tree Evaluation:

March of 2009 - Gilles Consulting (an outside Arborist) was hired to inventory and evaluate the Park Lane tree canopy. The City's Urban Forester met with the Arborist and together provided the tree report cards as a visual and educational tool to open a dialogue among the stakeholders at the October 27 tour.

Phase 1 Implementation Plan:

October 27, 2009 – Stakeholders will tour Park Lane with the two arborists to build consensus on the long range plan for the tree canopy. Afterwards, the Stakeholders will meet at Zeek's pizza to discuss City sponsored short range affordable implementation strategies for the corridor.

October 27, 2009



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