



## MEMORANDUM

**To:** Transportation Commission  
**From:** David Godfrey P.E., Transportation Engineering Manager  
**Date:** March 27, 2013  
**Subject:** CKC Master Plan Comments

The Commission should review the following items and offer comments and opinions. Initial staff comments are shown in italics.

### 1. Overall Concept

Where are we on the range of how the Master Plan feels?

One kind of things

Cost estimates  
Engineering issues  
Bridge design  
Examine specific alternatives  
Transit specifics  
Surface water specifics  
Corridor focused

Another kind of things

Role of amenities,  
How CKC connects to the neighborhoods,  
interaction with land use,  
History of the corridor,  
Review neighborhood plans to identify  
sense of place/access.  
How the corridor fits in Kirkland  
Role of art.

*Master Plan should result in a "next phase" project that is ready to go to a vote for funding or to a grant application. Good cost estimate and a clear scope of work. And, have a clear vision for future phases, a vision that is engaging and which creates interest and excitement.*

### 2. Engineering Study: (Alignment, Functional, Physical & Safety)

This study will analyze the functional and physical condition of the corridor. Identify critical elements in regards to engineering, infrastructure, grades and access, future transit potential, and safety that need to be address in the design process. The final overlay of this study will provide a spatial analysis along the entire corridor, measuring the tightest, to

largest cross sections and mapping them for future use in programming and concept development.

Additional Survey Information to be completed during this study includes:

Private Utility underground survey and confirmation based on interim phase record survey of manholes and surface utilities.

Public Utility survey and coordination with King County Metro for existing sewer, depth, and routing.

Bridge Analysis – Long Term Study

*Yes, because it is very important to understanding alternatives.*

*Hopefully we can get good documents from King County that will locate their facilities; we need to know where their facilities are.*

*Do not include locates and surveying in all utilities. Too time consuming for Master Plan*

*Do include fiber optic based on existing survey of markers.*

*For bridges, include brief analysis to get order of magnitude costs for upgrading as needed to serve corridor alternatives.*

### **3. Environmental Study**

This study will gather new physical information including:

- Finalizing mapping of critical areas with relevance to the development of the corridor - Culverts, including an analysis of fish passage capacity if not completed under interim trail team.
- Mapping of views, view corridors, and important and future open spaces.

*Fish passage culvert inventory Yes because we need that to understand the implications of alignment choices.*

*Mapping of views, view corridors, yes, but just cursory. Should not require a high level of effort to get what we need.*

### **4. Urban Planning Study**

The Urban Planning study will bring together the planning efforts currently underway by the City of Kirkland and private developers / land owners that affect the corridor and move them all forward in a parallel effort. This study will begin by meeting with City staff involved in the Comprehensive Planning and Transportation Master Plan to synchronize the efforts currently underway.

As part of this study, our team will review the existing zoning, development, meet with developers proposing new developments, and map the short and long term propensity for development (given existing codes and Comp Plan updates) that will have impact or be impacted by the corridor. As part of the study, existing development will be reviewed that currently backs onto the corridor and an analysis of having open storefronts / business faces activating the potential public spaces.

*No too detailed and will be covered with Comprehensive Plan Update Land use. SRM/Google is a different case and will need some analysis because they want to move forward, before the Master Plan is completed.*

## **5. Cultural Study**

The cultural study will review the existing neighborhood plans, their elements of identity (sense of place), access to the corridor, and overall connection to the City and beyond. Existing art and cultural icons will be mapped to gain an understanding of Kirkland's cultural resources that may be linked or have direct impact on the corridor itself. A historical analysis of the corridor and adjacent uses will be included with this study as reference to the past when designing for Kirkland's future.

*No. Let's work with The Trust for Public Land on the connection piece. There are a couple of local railroad history contacts that might be willing to help us develop a historical perspective on a volunteer basis.*

## **6. Project Outreach**

Steering Committee, should we have one?

Pluses for a Steering Committee:

Another group wasn't in place

If there were only a few stakeholders that were easy to represent

Most direct input

Minuses for a Steering Committee:

Too many groups already

Large, hard to select

*Use the Transportation Commission in conjunction with the Park Board as the primary group to decide things, and must use outreach to get the opinions of other groups. Final decisions will be with the Council. Make sure that other owners are addressed i.e. King County Metro Sewer, Sound Transit*

A web based comment method will be developed for each of the tasks and publically applicable products. Design team will work with City IT professionals to coordinate web based applications and will coordinate with other City outreach efforts.

*Yes, important to coordinate with other City outreach efforts. Part of original scope.*

## **7. Design Guidelines and Principles**

This may include prescribed architectural massing and urban planning guidelines direct future developments adjacent to and facing the corridor to activate new developments at a pedestrian scale.

*No. We might need these, but don't try and do the specifics.*

## **8. Alternatives**

### **Original scope of task**

Based on the results of Tasks 4 (Vision) and 5, (design principals) alternative development plans will be prepared for three time periods; 1 to 5 years, 5 to 10 years and beyond 10 years. For each time period, two alternates will be developed. It is expected that the alternatives will have less detail the farther they are in the future. The alternatives will encompass different cross sections and different packages of amenity elements. Access points will also be evaluated. Environmental process implications will be developed for each alternative. The selection of the alternatives will be a key focus of public process.

**Product:** Memorandum describing a set of trail/transit cross-sections, documentation of the selection process and a review of why the selected options were chosen. Also includes draft illustrations of proposed sections.

### **Proposed scope of task**

#### **1. Program Development**

The initial steps the conceptual alternative plan development will be to listen and document the programming needs and aspirations for the corridor. Our team will outreach to the stakeholders, City staff and departments, general and neighborhood public groups, and Steering Committee to gather, organize, and rank future programs along the corridor.

#### **2. Alignment Studies**

As part of the outreach and planning stage, our team will utilize the spatial analysis of the corridor with the desired program elements and develop three initial sketch conceptual alternatives for how the programs, connections, alignment of the trail, overlay with the analysis of the trail (framework) and future potential for cultural, economic, and environmental uses.

#### **3. Final conceptual alternatives**

Once the City has reviewed and narrowed down the programs, two final alternative conceptual plans (two alternatives) will be prepared for the trail corridor. During this process, the design guidelines for the corridor including the visioning and goals will be overlaid on the framework and future planning for the adjacent neighborhoods, commercial districts, industrial centers, and internal City and external regional connections that may be physically, environmentally, socially, and economically be impacted (both positively / negatively) by the development of the corridor.

As part of the alternative development, various amenity elements, cross sectional alignments, and access points will be evaluated in greater detail against more localized environmental, social, economic, and implementation opportunities and constraints.

Each of the alternatives and their associated study elements will be refined to clearly communicate design and engineering options from the larger scale down to the individual neighborhood scale including the associated impacts to the general public and key stakeholders. As part of the public process, the options will be presented to the public and stakeholders for input towards a refined preferred alternative.

Deliverables/Product:

- Draft conceptual plan alternatives (up to three) to be reviewed internally by City of Kirkland staff and stakeholders.
- Two final conceptual alternatives and supportive graphics to convey conceptual design in the long term, program, and spatial organization to the public for input.
- Memorandum describing a set of trail/transit cross-sections, documentation of the selection process and a review of why the selected options were chosen. Also includes draft illustrations.

*Accept with modifications. Changes to three corridor wide alternatives and refines two of these. This may make more sense than the strict timing ideas in the original scope. Less confining than the original scope. Should specify that one of the alternatives will be the "next" project after the interim trail that is specified in a way that it can be taken for funding.*

## **9. Art Plan & Integration**

Optional Cultural Plan to overlay on the Master Plan for the Cross Kirkland Corridor. This plan will involve outreach into the arts and cultural communities of Kirkland in order gain an understanding of how art will impact and infuse the culture of the corridor. An artist will be selected; with experience in creating similar art plans, to lead the process and development of the final plan overlay.

*Yes. Part of the making the project special.*