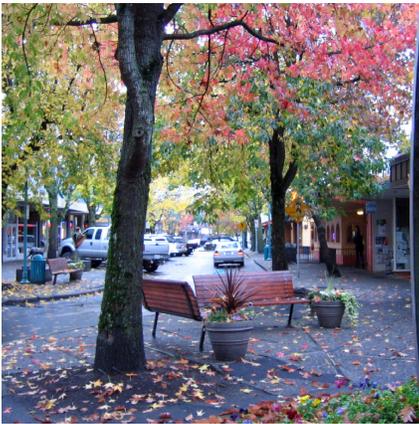


PARK LANE PEDESTRIAN CORRIDOR ENHANCEMENT STUDY



INTRODUCTION

Park Lane, located in downtown Kirkland, consists of two blocks between Lake Street and 3rd Street. The scope of the Park Lane Study was to work with the Park Lane property owners, businesses, and the surrounding community, to develop a preferred design concept for the future use of the street, and to look for funding opportunities for improvements to the corridor. The existing sidewalks along Park Lane have been damaged by the roots from the street trees that were planted almost forty years ago. In addition to evaluating opportunities to widen the sidewalks improving the accessibility for pedestrians along the corridor, this study also coordinated the Analysis of Park Lane Street Trees report generated by Gilles Consulting as well as with the City of Kirkland Urban Forester to identify options to retain healthy trees and to increase the urban tree canopy with tree species that may be more appropriate in this urban retail corridor.



Existing public spaces



Intersection of Park Lane and Main Street



Existing street furniture

The Park Lane Study provided the opportunity for the Park Lane business owners, property owners, and residents from the adjacent neighborhoods, to participate in developing design themes and to recommend the preferred design concept. The goal of this study was to identify a vision for Park Lane that could be used to inform future redevelopment, maintenance activities, and capital improvements along the corridor. The Kirkland Comprehensive Plan and the Downtown Guidelines for street improvements and providing access for pedestrians and bicycles were both utilized throughout the development of this study. In addition, the Park Lane Pedestrian Corridor Enhancement Study incorporated low impact development stormwater elements including tree canopy retention and enhancement as well as incorporating bioretention stormwater raingardens.

This study was funded by the Capital Improvement Program as the first step in completing the Park Lane Pedestrian Corridor Enhancement project.



Park Lane in the winter

Photography by SvR Design unless otherwise noted



TABLE OF CONTENTS

THE HISTORY OF PARK LANE	1
Background	1
Park Lane Today	2
Nearby Projects	3
PARK LANE STUDY PROCESS	5
Park Lane Stakeholders	5
Vision and Guiding Principles	6
Design Workshops	6
Design Concept Themes	7
Pedestrian Promenade	7
Complete Street	8
Festival Street	9
PUBLIC INPUT ON DESIGN THEMES	11
PARK LANE PREFERRED CONCEPT	12
RECOMMENDATIONS	14
ESTIMATED COST & FUNDING OPPORTUNITIES	16
NEXT STEPS	18



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JANUARY 2010

THE HISTORY OF PARK LANE

BACKGROUND

Park Lane, originally known as Commercial Avenue, has been a vibrant retail and entertainment center since Kirkland was first settled. Historic photos and discussions with long time family business owners and residents have indicated that feed stores, gas stations, department stores, soda fountains, and bowling alleys have provided services for Kirkland residents along this corridor.

In the late 1970s, the western end of Commercial Avenue was redesigned and redeveloped into what Park Lane is known as today. The business owners and property owners along the street assessed themselves to repave the road, to install sidewalks, lighting, and vegetation, and to upgrade the water and sewer utilities.

Between Lake Street and Main Street, Commercial Avenue dramatically changed from a two-way street with parallel parking into a single one-way wide traffic lane with angled parking spaces.



Commercial Avenue prior to paving



Parade route on Park Lane 1940



Park Lane business 1926



Park Lane business 1957



Aerial photo from 1948

Photography courtesy of City of Kirkland Heritage Society

PARK LANE TODAY



Pedestrian signage



Park Lane at Lake Street



West view down Park Lane

Park Lane remains a local and regional destination. Restaurants, offices, services, local shops and art galleries line the street. Kirkland Wednesday Market used Park Lane between Main Street and 3rd Street (Note: during construction of the Transit Station on 3rd Street the Wednesday Market has temporarily relocated to the Lakeshore Plaza parking lot).

Park Lane is classified as “neighborhood access” and by definition it offers the lowest level of mobility for vehicles. Much of the right-of-way is dedicated to vehicular activities, with a generous fifteen-foot wide driving lane and twenty angled parking stalls. Movement through the corridor, by vehicle or foot, is typically to access the businesses along the corridor.

The western portion of Park Lane, from Lake Street to Main Street, has a charming and attractive small town sensibility with slow paced traffic, numerous street trees, and sidewalk cafes with public art interspersed. However, challenging pedestrian conditions exist due to failing concrete with exposed rocks and uneven sidewalks created from shallow tree roots. Some of the street trees have been identified as declining or unhealthy and excellent candidates to be removed and replaced.

Currently the eastern portion of Park Lane, between Main Street and 3rd Street, is characterized by a wide roadway, with two-way traffic (two traffic lanes) and fifteen angled parking stalls along its south side. This section of Park Lane is void of vegetation or significant memorable design elements. The property to its southern edge is bounded by a large open parking lot and an aging building that hosts an antique store.

NEARBY PROJECTS

Many major projects are underway in the vicinity of Park Lane. Beginning in the fall of 2009 and running through 2012, these projects will update the surrounding areas and provide opportunities to update portions of Park Lane.

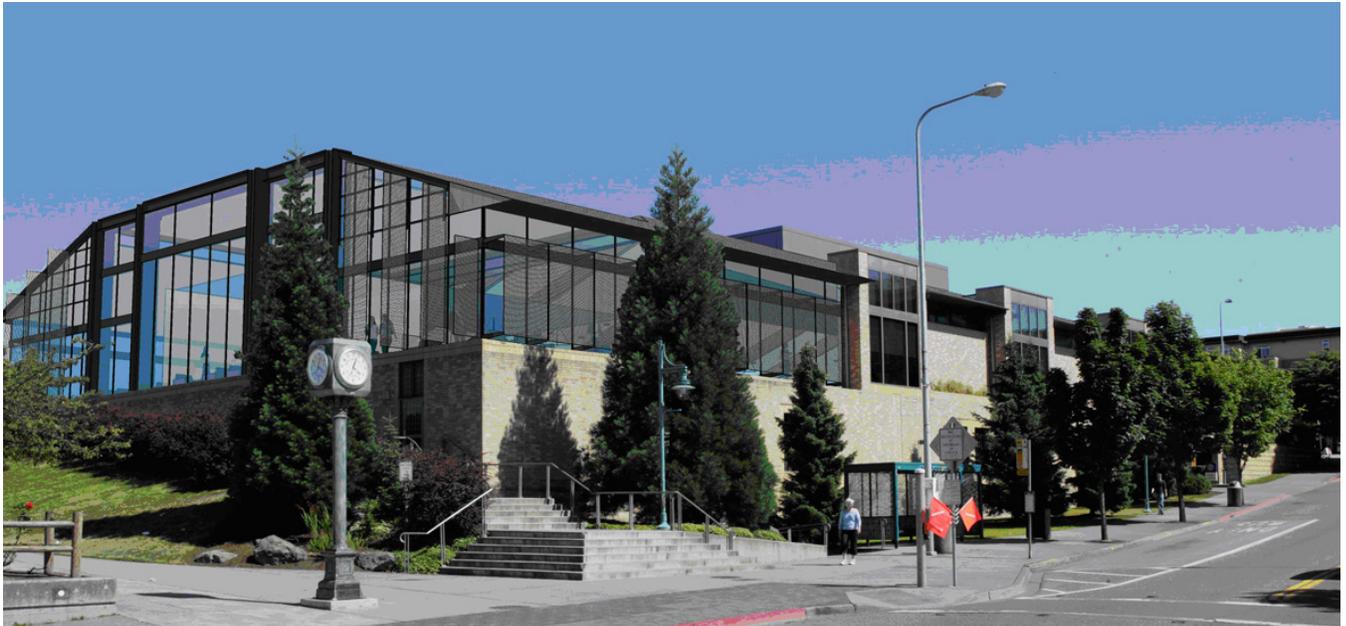
- **Kirkland Transit Center:** Sound Transit is working with the City of Kirkland to improve the transit center on 3rd Street at the east end of Park Lane. The improvement includes new bus bays and passenger shelters, enhanced pedestrian crossings and widened sidewalks, traffic improvements, landscaping, bicycle amenities, and public art. A wide crosswalk will connect Park Lane with Peter Kirk Park. Construction begins in fall 2009.



Rendering of Kirkland Sound Transit Station - Courtesy of City of Kirkland

Many major projects are underway in the vicinity of Park Lane. Beginning in the fall of 2009 and running through 2012, these projects will update the surrounding areas and provide opportunities to update portions of Park Lane.

- **Kirkland Library:** A library expansion over the existing parking garage began in early 2009. The project will provide more materials, computers, wireless access, space for children and teens, and three meeting rooms. Large glass windows will provide eyes on the Transit Center and will look west down Park Lane and out towards Lake Washington.



Rendering of Library expansion - Courtesy of City of Kirkland

- **King County Pump Station:** King County Metro is upgrading the sewer pump station and pipeline at 3rd Street and Park Lane. The sidewalk and roadway adjacent to the south side of the pump station along Park Lane will all be restored consistent with the preferred concept presented in this study.



Current location of King County Pump Station.

PARK LANE STUDY PROCESS

PARK LANE STAKEHOLDERS

The Park Lane Pedestrian Corridor Enhancement Study, as a process, began in August 2008 with the creation of a stakeholders group. This group came together to discuss values, opportunities and concerns about the future redevelopment of Park Lane. The stakeholders group was composed of:

- business owners
- property owners
- City employees
- Park Lane users
- representatives from the Kirkland Steppers
- representatives from the Kirkland Downtown Association
- representatives from the Kirkland Library
- representatives from the Cultural Council
- representatives from King County Metro
- representatives from the Kirkland Transit Center
- representatives from the Wednesday Market
- representatives from the Kirkland Alliance of Neighborhoods
- representatives from the Parking Advisory Board
- representatives from the City of Kirkland's departments of: Public Works, Planning and Community Development, Fire and Police



Stakeholders participating in design workshop

The goal of involving the stakeholders in the preferred design selection process was to become familiar with the desires, concerns, constraints and opportunities from their perspective. The stakeholders were asked to participate in a survey about Park Lane. The results of the survey are shown in Appendix A.

The stakeholders were asked to participate in a visioning meeting to identify guiding principles for the Park Lane Study. Following the visioning and guiding principles exercise, SvR worked with City of Kirkland to develop design concept themes that could be used to organize the stakeholders at a charrette or design workshop. At the design workshop, the stakeholders were asked to divide into three groups to develop design concept alternatives for Park Lane.

VISION AND GUIDING PRINCIPLES

As part of the stakeholder involvement, a set of guiding principles were identified. These principles later enabled the process of identifying and developing three concepts or themes based on a consistent vision for the future of Park Lane. Creating these guiding principles became a forum to voice and an opportunity to focus on the future development on Park Lane for all the people involved in the process.

The guiding principles were as follows:

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

These guiding principles were a synthesis of the ideas and opinions identified and expressed by each stakeholder and they also reflect the responses elicited through a mailed out survey. In addition to developing the guiding principles, the stakeholders were asked to think about how they wanted Park Lane to be in the future. A brainstorming exercise identified characteristics and qualities that the stakeholders wanted to see at Park Lane including: increased space for pedestrians, retention of tree canopy, additional public seating, traffic calming, improvements to existing sidewalks, and maintenance of the public art program. These characteristics were used as a measure for developing the three alternative design themes for the Park Lane design workshop. The guiding principles and images of the display boards used to deliver the three design concept themes are included in Appendix B.

DESIGN WORKSHOPS

A three-hour design workshop, also called a design charrette, was held in late September 2008, and included a variety of participants to take on the challenge of generating a future plan for Park Lane. Invitations were extended to the stakeholders group, business or property owners, as well as several City of Kirkland staff.

Bill Woods, former Mayor of Kirkland, began the design workshop by presenting a historical synopsis of Park Lane. He talked about the community value at the time and the willingness of property owners to form the Local Improvement District (LID) to pay for the upgrades to Commercial Avenue.



Bill Woods at the Park Lane design workshop

DESIGN CONCEPT THEMES

Three design concepts were presented to the participants for inspiration and discussion points as they gathered potential elements for consideration. The three design concept themes were:

- Pedestrian Promenade
- Complete Street
- Festival Street

All three design concept themes embraced the guiding principles but differed in the attention and prominence given to vehicles and pedestrians. The images and descriptions used to inspire the stakeholders at the design workshop are located in Appendix B.

Pedestrian Promenade

- Prohibit vehicle access and encourage pedestrian access and circulation.
- Designed with the human scale in mind, Pedestrian Promenades integrate pedestrian amenities to encourage and support a memorable place, a destination. Provides for a safe and enjoyable walking experience. Places to sit, lounge and visit are created.
- Removing all obstacles that compromise pedestrian safety and comfort.
- Integrates public art to animate the pedestrian experience.
- No cars.



Pedestrian Promenade - Aspen Colorado's Hyman Avenue



Pedestrian Promenade - Barcelona



Pedestrian activated street

Complete Street

- Designed to enable all users to safely access the street.
- Balance for all modes of travel.
- Traditional street condition with improvements to accommodate cyclist, pedestrians, disabled persons, public transit riders, and other vehicles.
- Removes obstacles that make mobility difficult for people with disabilities.
- Improves the once compromising street condition and provides safe and enjoyable environments for neighborhood residents.
- Characterized by: narrow roadways, casual parking, buffer zone, bike lanes, accessible and extra wide sidewalks, signaled crossings, flowered medians, and modest vegetation.
- Typical elements of a Complete Street: Building Frontage zone, Pedestrian zone, Green vegetation zone (buffer), Parking zone, Bike zone, and Mixed Vehicle zone.



Complete Street - Sylvan Way, City of Seattle. All modes are accommodated.



Median pedestrian refuge



Cyclists sharing road with cars



Pedestrian zone buffered from the street

Festival Street

- Designed to have the flexibility to prohibit or restrict vehicular access. They accommodate the vehicle while providing an environment that supports safety and comfort for pedestrians and they have the capacity to host large community gatherings or events.
- With elements similar to a Complete Street, Festival Streets are flexible public spaces combined with roadway. They can have large crossing islands, traffic calming elements, detailed paving materials and larger pedestrian areas.
- Festival Streets are places of celebration and community gatherings as well as functioning as a corridor. Gateways, material changes and streetscape amenities are all integral elements to help create the street's identity.
- Cars will be prohibited at certain times or during certain events.



Rue-Prince-Arthur-Montreal_Flickr-Mike-Machine-rodroll.jpg



Parking delineated driving lane



Bollards provide separation of uses

The design workshop, or charrette, was conducted by dividing the attendees into three design teams, each led by an urban planner, civil engineer and/or a landscape architect, all of which have experience in sustainable issues and streetscape design, with a familiarity with the City of Kirkland. The group design sessions focused on examining Park Lane in light of the design concept examples that had been presented at the beginning of the meeting, and each group developed basic principles for redevelopment of Park Lane based upon those three basic design concepts. The participants engaged in discussions that considered various design options, discussed the pros and cons related to the demand for parking, pedestrian desires and social spaces, and engaged in brainstorming sessions to develop ideas for future development. Each group focused on developing visions and articulating criteria, and discussed integrating sustainable solutions along Park Lane and possible development strategies. Their visions took into consideration current and future needs of the community and during these group design sessions, several commonalities emerged between all three groups. Substantial emphasis was placed on pedestrian comfort and safety, and all plans highlighted Kirkland's cultural community, popular markets and festivals, as well as enhancing the vegetation and maintaining some level of parking along Park Lane.

The charrette was concluded with each group presenting their sketches and solutions. Each group developed a basic vision for improvements to the street and a design concept for elements that they felt would be most beneficial to the community. The concept sketches and presentations indicated a general consensus within each group. There were differences in the overall solution, however it was apparent that, regardless if Park Lane was to become a pedestrian, festival or complete street, everyone wanted a vibrant public space with successful businesses, thriving restaurants, and low impact design practices that meet the needs of the community. The sketches and solutions were refined by SvR and each design concept was then presented to the community at various public forums. Images of the display boards prepared for public presentation are included in Appendix B.



Mark Hinshaw listening to stakeholders participating in the design workshop

PUBLIC INPUT ON DESIGN THEMES

In addition to the information published online on the City of Kirkland’s website, public presentations of the three alternative design concepts were given at the following meetings and events:



Kirkland Downtown Association	October 2008
Wednesday Market	October 2008
Display at Kirkland Library	October 2008
Open House at Kirkland Library	October 2008
Display at Kirkland City Hall	October 2008
Downtown Property Owners Meeting
Downtown Parking Advisory Board	November 2008
Kirkland Alliance of Neighborhoods	November 2008
Moss Bay Neighborhood	November 2008
Open House	February 2009

SvR presented the results of the design workshop at an October 2008 Wednesday Market
Photo credit: Steve Lacey

Participants of the public forums were asked to provide feedback that focused on the specific design elements within each of the three themes: the width and surfaces of sidewalks and streets, public spaces and furniture, street trees and garden features, and how much emphasis should be put on the automobile versus the pedestrian. The support for the Park Lane Pedestrian Corridor Enhancement Study was overwhelming strong and encouraging, many people left comments at the Wednesday market and at the public open houses, and supported the guiding principles for the design concepts. Both pedestrian and automobile supporters alike embraced the flexibility of the festival street. The festival street’s design features compliment all uses of the space and develops Park Lane as a more pedestrian friendly street while maintaining access to the businesses and keeping outdoor events such as concerts, markets, and art shows on Park Lane. Most of the comments indicated a desire for pedestrian oriented space with public art, street furniture, rain gardens, street trees and less emphasis on the automobile. However, a vocal majority of the business and property owners along Park Lane expressed a desire to retain vehicular access and parking for the vitality of the businesses.

Following the review of the public comments, and coordination with the stakeholders, meeting with various community groups and advisory boards and the City of Kirkland staff, a preferred concept was created by SvR. A summary of comments obtained from the various public presentations and meetings can be found in Appendix C.

PARK LANE PREFERRED CONCEPT

SvR and City of Kirkland reviewed the written comments received at various open houses and meetings.

This preferred concept is identified as “Flexible Festival Street” to maintain Park Lane as a destination corridor that supports seasonal and annual events in Kirkland while maintaining multi-modal access for businesses and customers when there are no events.

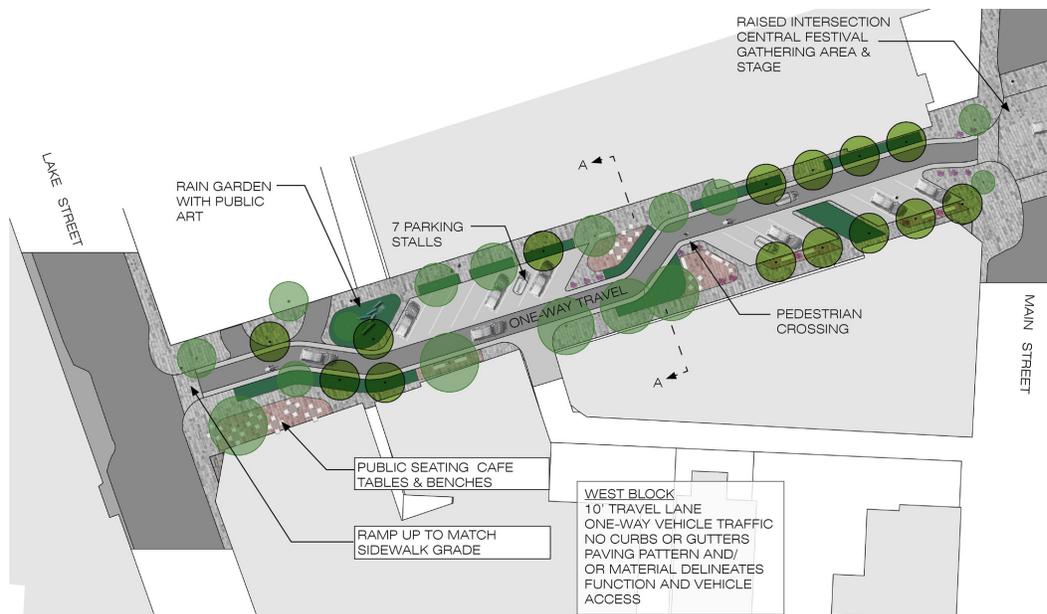
This design concept includes the following design characteristics:

- Traffic calming including narrowed driving lane widths.
- Sidewalk improvements including increased width.
- Public pedestrian space as well as sidewalk cafes and retail.
- Clearance to accommodate emergency vehicles. Between Lake Street and Main Street a fifteen foot minimum clear distance was maintained to match the existing conditions. Between Main Street and Third Street twenty foot minimum clearance is provided.
- Pavement material colors/selections and/or bollards to separate pedestrians from the vehicle traffic lanes.
- No curbs along Park Lane, making the vehicle traffic lanes on the same grade (level) as the pedestrian walking areas.
- “Ramps” at the intersection of Park Lane at Lake Street and Park Lane at 3rd Street to transition to the curbless street.
- “Ramps” for cars traveling north and south along Main Street crossing Park Lane.
- Stormwater management using rain gardens or bioretention cells.
- Increased tree canopy, especially between Main Street and 3rd Street.
- Maintain a majority of the parking. Net loss of 4 parking stalls.
- Provide space for events including fairs, festivals and markets during planned street closures.

The preferred concept for the west and east sides of Park Lane are shown below. Images of the presentation boards made to display this concept are included in Appendix D.

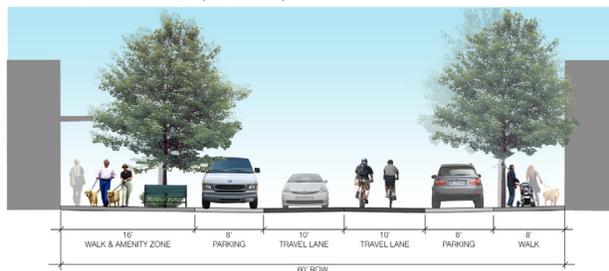


Preferred Concept Plan - Between Main St. and 3rd St.



Preferred Concept Plan - Between Lake St. and Main St.

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



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



RECOMMENDATIONS

The following design recommendations provide some additional detail about elements included in the preferred concept. These recommendations will be designed in more detail as future phases of the Park Lane redevelopment occur.

PAVEMENT OPTIONS

Differentiate by texture and/or color the pedestrian zones and the vehicular access zones. A strong contrast is important as a visual and auditory cue, especially for people with impairments. At the east end of Park Lane, Sound Transit has identified the pedestrian crossing of 3rd Street with stamped concrete. This pavement type will be continued to the Park Lane crosswalk.

Different pavement materials and textures should be used to delineate the pedestrian areas from the roadway. As shown in the design, asphalt and concrete pavement can be used to provide contrast in these areas. In addition, both concrete and asphalt can be stamped and colored to provide additional visual queues.

Porous pavement, including pavers or pervious concrete, can also be used to differentiate areas within the corridor and will provide a dual function of reducing stormwater runoff.

Rubber sidewalk panels can be used in locations where established trees have caused pavement damage.



Concrete paves, textured pavers assist in delineating zones

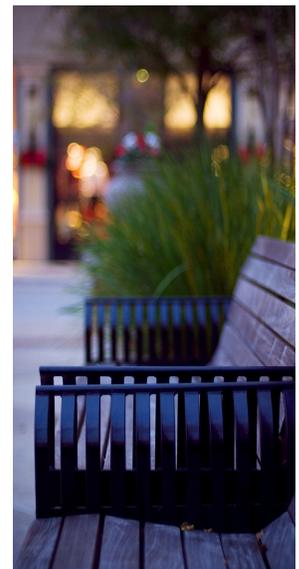
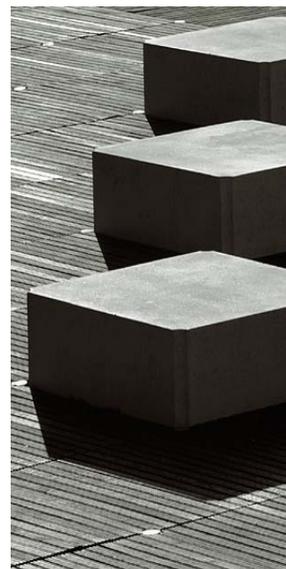


Rubber sidewalks are flexible, slip resistant and are made from 100% recycled rubber.

STREET FURNITURE

Locating site amenities will strengthen the pedestrian zone from the vehicular access zone. A mix of fixed and movable amenities is recommended in order to create a casual feeling along Park Lane but also retain the flexibility of clearing areas for large festivals. The stationary or fixed pieces should relate in scale and style to all proposed site furnishings nearby – in particular in and around the library and Peter Kirk Park.

In addition to providing public benches, many stakeholders and residents who commented on the plan identified that they would like to see some public tables to enjoy take out food or a picnic along the corridor.



LIGHTING ELEMENTS

In addition to safety concerns, lighting is essential to activate a commercial area during the evening hours of operation. Park Lane’s existing characteristic of a slow paced and charming environment can be enhanced by specifying pedestrian scale lighting fixtures that also relate in style to others within the area.



Pedestrian scale lighting can be included to compliment the light coming off the adjacent businesses and store fronts. Lighting should also be included at the three intersections to help illuminate the cross walk as well as the street.

RAIN GARDENS

Rain gardens can be incorporated into the corridor to provide stormwater retention and treatment. These bioretention cells are created with amended soils that will retain stormwater. Vegetation and trees can be planted to help absorb the water and break down the pollutants in the stormwater.



Approximate locations for rain gardens or bioretention cells are shown on the preferred concept. These locations will be confirmed as the preferred concept is designed in more detail. The size, function, and location of each rain garden will be subject to the current City of Kirkland stormwater code at the time of design and submittal for final review.

VEGETATION INCLUDING STREET TREES

The City of Kirkland Public Works Department contracted with Gilles Consulting to evaluate the street trees along Park Lane, from Lake Street to 3rd Street, in a report known as the “Analysis of Park Lane Street Trees”. This analysis is available in Appendix E. This analysis included evaluating the condition and viability of the street trees and proposing recommendations for retention and/or removal of the street trees. SvR has utilized this information by advancing the removal and retention recommendations and suggesting potential infill locations along Park Lane.



Currently, the east portion of Park Lane does not have any street trees. To extend the theme that ends at Main Street along Park Lane through to 3rd Street, it is recommended that this portion of Park Lane be planted with street trees from the City of Kirkland recommended species list. In addition to street trees, there are several opportunities within the right-of-way along Park Lane to create landscaped planting areas with lower vegetation, including shrubs and perennial plantings.



ESTIMATED COST & FUNDING OPPORTUNITIES

ESTIMATED COST

Based on the elements included in the festival street described in the concept plan, SvR prepared conceptual evaluation of probable project costs. The \$1,917,000 (2008-2009 dollars) estimate includes construction costs and soft costs (design, administration, permitting, project management). Further information and cost breakdown can be found in Appendix F.

At this time, the Park Lane Study is not funded for construction. However, now that the community, stakeholders, and the City of Kirkland have developed a preferred design concept, these recommendations can be used to leverage funding from grants or regional funding opportunities. In addition, if properties along Park Lane redevelop, these recommendations can supplement existing downtown guidelines to support frontage improvement designs. City of Kirkland Public Works department is working with City Council to make the preferred cross section part of the downtown design standards.

If the opportunity presents itself, the property owners, business owners, and community may also consider joining together with the City of Kirkland to financially support improvements along Park Lane similar to how the businesses worked together to support the Local Improvement District that funded the improvements Park Lane nearly forty years ago.

FUNDING STRATEGY

City of Kirkland has developed the following proposed funding strategy to identify the possible phasing for the Park Lane improvements.



Phasing of Park Lane improvements - Prepared by City of Kirkland

PROPOSED PARK LANE PEDESTRIAN CORRIDOR PHASED FUNDING STRATEGY

PHASE	DESCRIPTION	Frontage (linear feet)	Design fees (*)	Construction Estimate (*)	Total Estimate (2009)	Design (**)	Construction	Funding source
1	Replacement of damaged infrastructure (Terrowalk rubber walkway panels, Silva Cell units/root pruning, conduit)	various	\$ 5,000	\$ 114,000	\$ 119,000	2009	2010	\$100K from 2009 Sidewalk Program, \$58K from Surface Water, \$61K from Reserve -- Project identified in the 2009-2014 CIP (revised)
2	King County DNR pump station street frontage improvements	150	\$ 17,300	\$ 110,700	\$ 128,000	2010	TBD	Design funding is included in Phase 1. Construction will be completed by KCDNR; Park Lane crosswalk along west side of Third Street will be constructed with Downtown Transit Center.
3	Festival Street Implementation: Installation of porous concrete sidewalks, new roadway, street furniture, patterned concrete, storm drainage and rain gardens.	800	\$ 128,600	\$ 590,400	\$ 719,000	2010	TBD	\$200K from 2010 Sidewalk Program, \$164K from Surface Water Program, \$20K from Centennial Program, \$16K donated benches. Project is identified in the 2009-2014 CIP (revised)
4	Festival Street Implementation: Raised intersection at Main Street and Park Lane.	100	\$ 16,200	\$ 73,800	\$ 90,000	TBD	TBD	Staff will be applying for grants: 2010 TIB sidewalk, 2010 TIB UCP, 2011 Countywide Non Motorized and LID grants
5 S	Antique Mall Redevelopment right of way improvements per Festival Street Concept	275	\$ 44,050	\$ 202,950	\$ 247,000	TBD	TBD	Private development
5 N	Kirkland Square Redevelopment right of way improvements per Festival Street Concept	275	\$ 44,050	\$ 202,950	\$ 247,000	TBD	TBD	Private development
	TOTAL	1600	\$ 255,200	\$ 1,294,800	\$ 1,550,000			

* Phasing fee estimate prepared by City of Kirkland



NEXT STEPS

This study concludes that the redevelopment of Park Lane will contribute to the sustainability of the downtown Kirkland community, both residential and commercial. The community consultation process has resulted in a wide array of people becoming informed of the process and the results of this study. Continued communication is essential to the achievement of a redevelopment plan that is mutually satisfactory to the existing stakeholders, future developers, the City and the Moss Bay neighborhood at large.

The Park Lane Study is intended to help leverage opportunities for funding and potential redevelopment options for Park Lane. This study is not intended to be the end of a process, but instead a link between the initial visioning process and implementing design recommendations overtime as Park Lane is improved and redeveloped.