

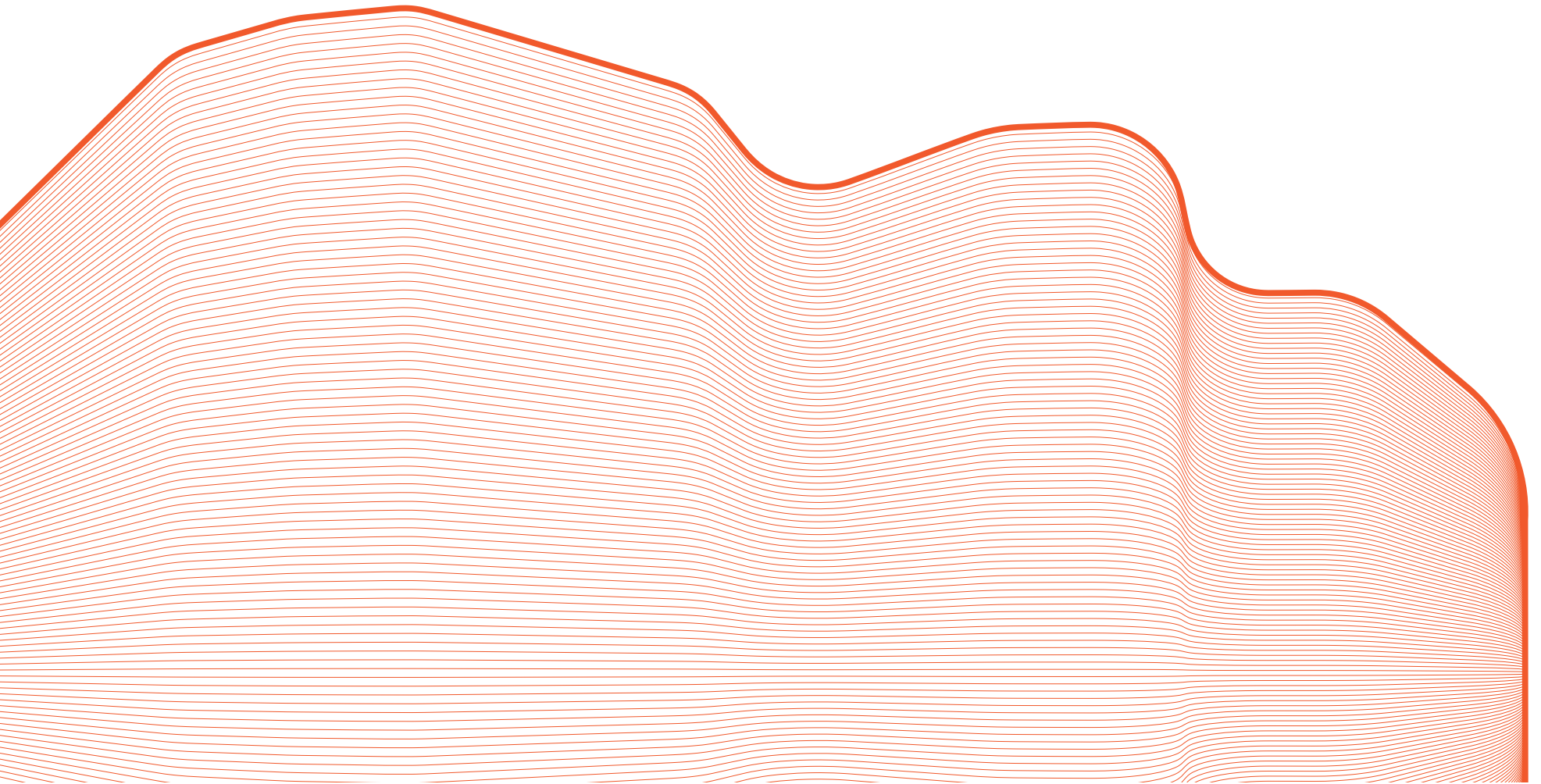
CROSS KIRKLAND CORRIDOR MASTER PLAN



Note to access the 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.

Adopted unanimously by Resolution R-5061 of the Kirkland City Council on June 17, 2014





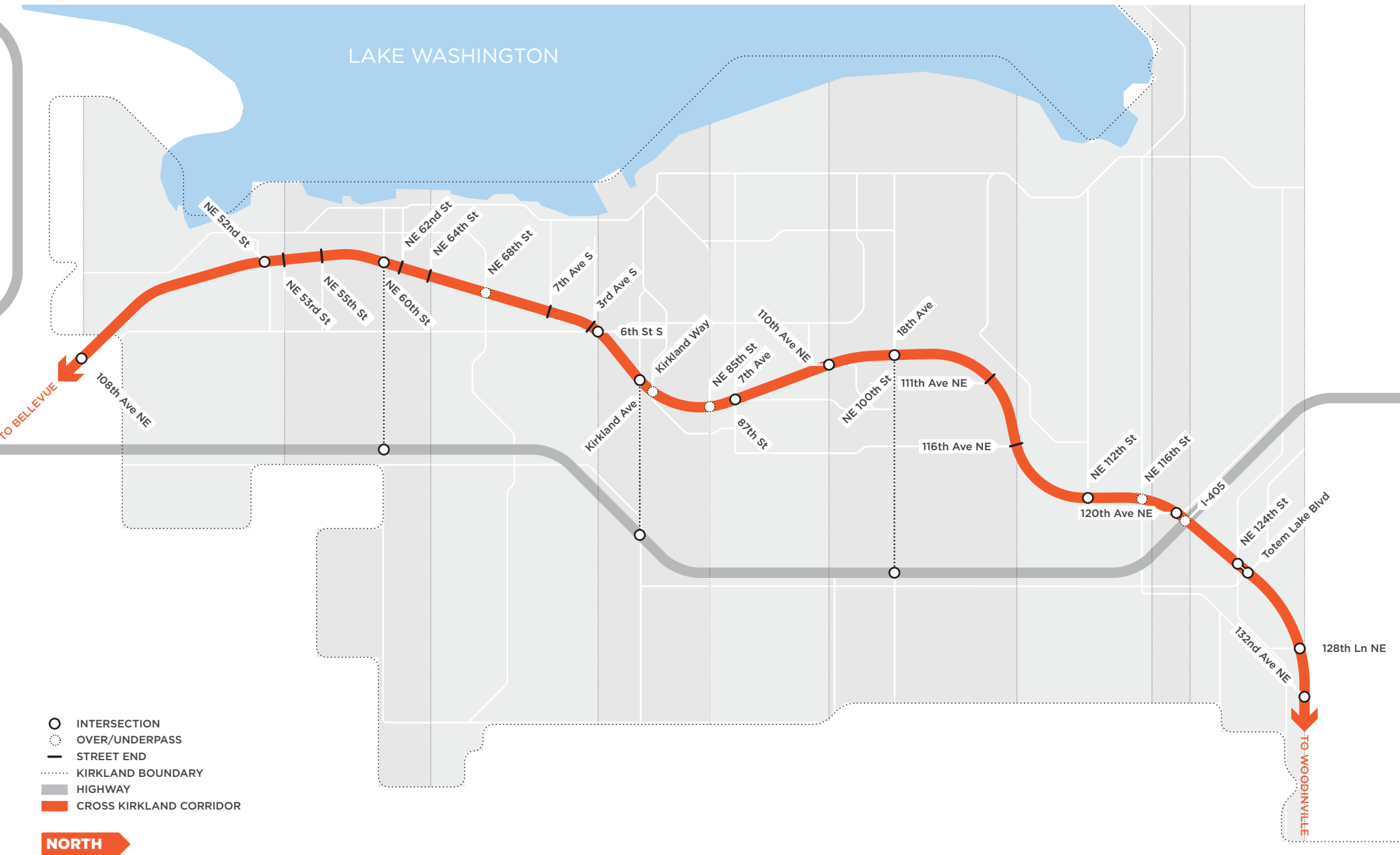


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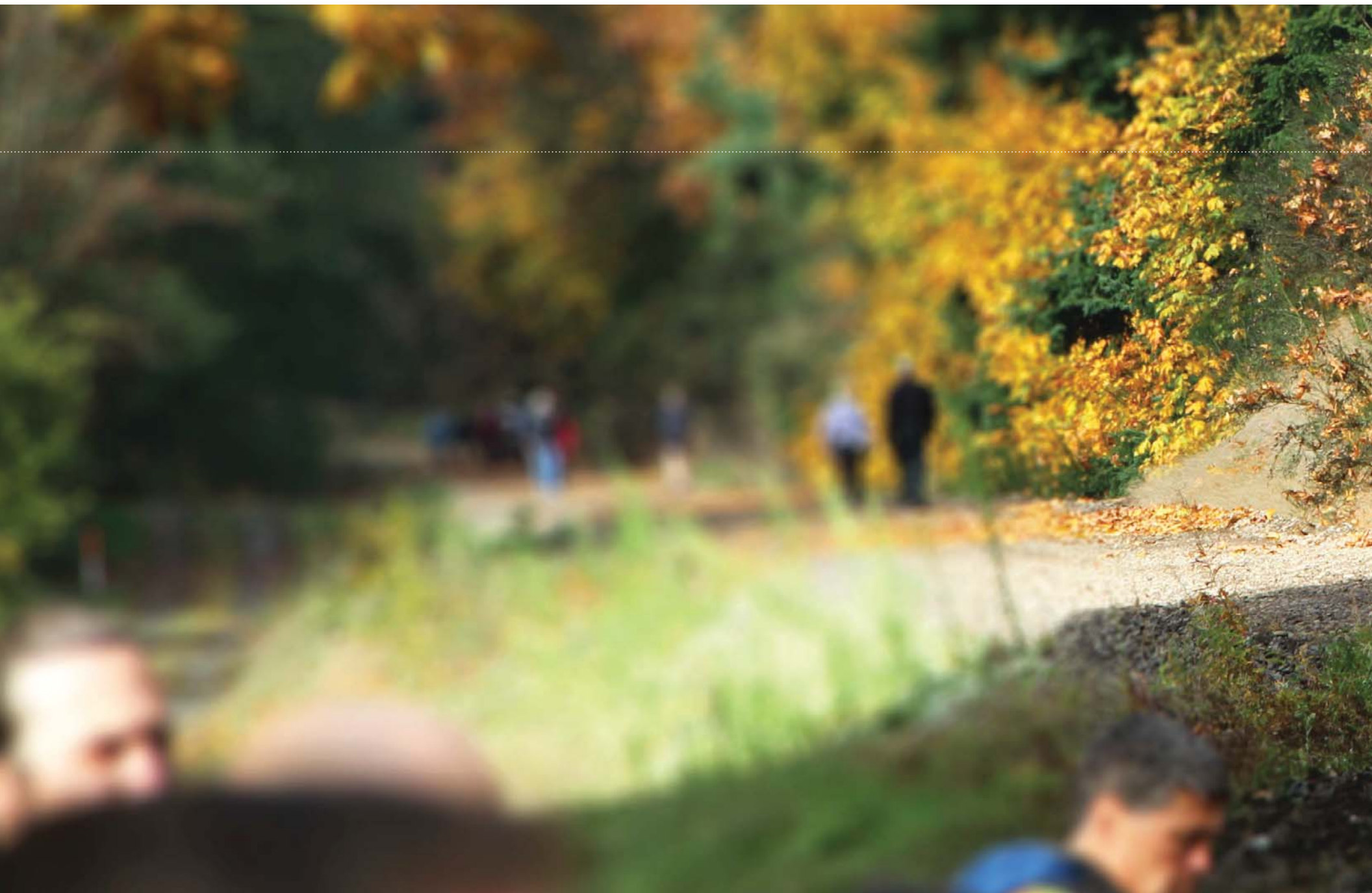
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The background of the page is a photograph of a forest path. Two people are walking away from the camera on a gravel path, surrounded by tall evergreen trees. In the foreground, the blurred heads and shoulders of a crowd of people are visible, suggesting a public event or gathering. A vertical orange line runs along the right edge of the page.

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 of 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

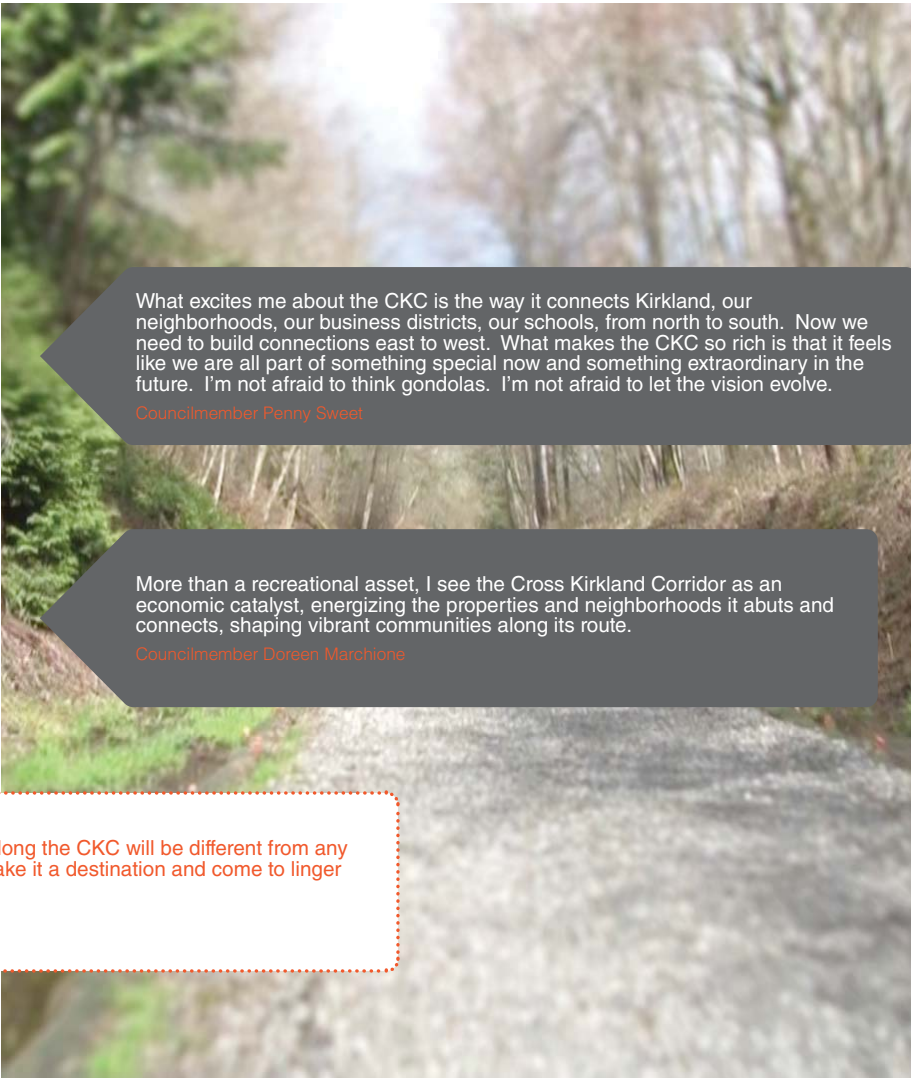
The local geography of lakes and hills, while beautiful, tends to limit our mobility options. This CKC re-activates a dormant yet crucial north-south connection that will be celebrated and used for years to come.

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

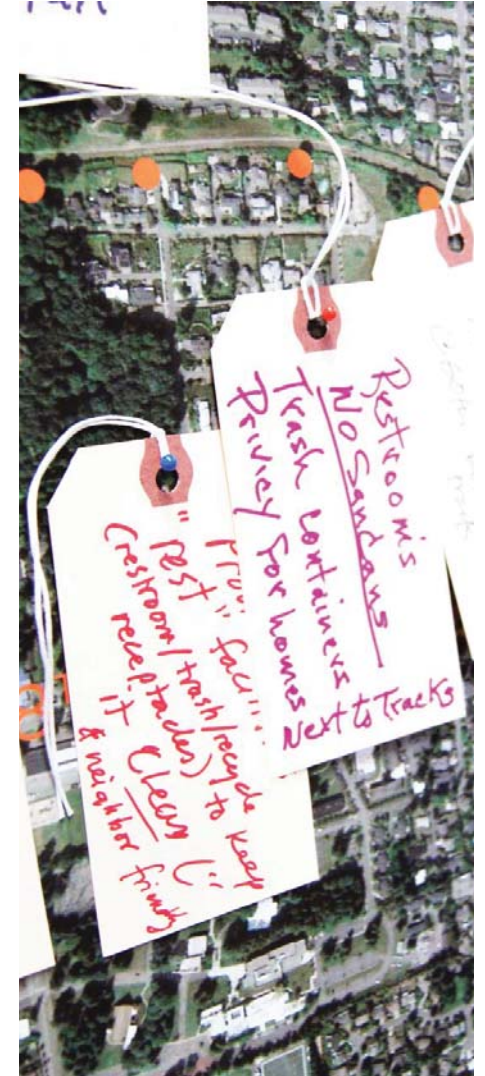
INTRODUCTION

1.2 THE PROCESS

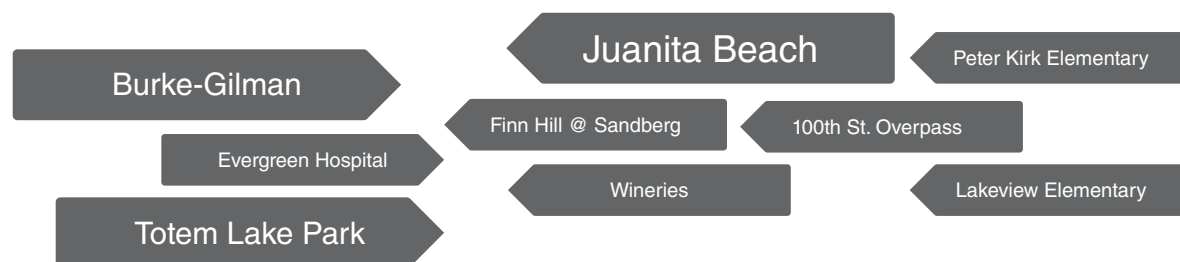
A Vision Shaped By the City and the Public

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.

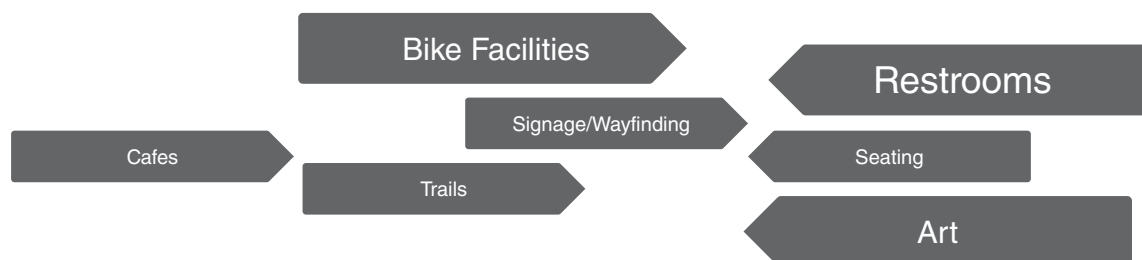
Throughout the process which developed this plan, the public has played an integral part. Hundreds of individuals made comments and participated at community meetings, brown bag sessions, and walking tours of the site. People of all ages contributed in person, by email, and via social media to impart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

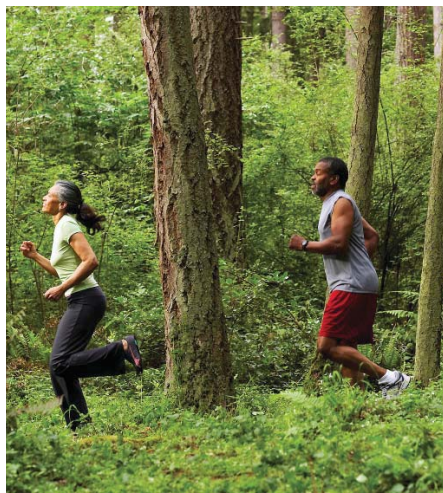
Kirkland has the opportunity to define itself as a model community for its residents to enjoy and an inspiration for others to visit, appreciate and emulate. The bold vision for the Cross Kirkland Corridor has the potential to reach far beyond its own boundary to serve as a catalyst for the entire city.

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.



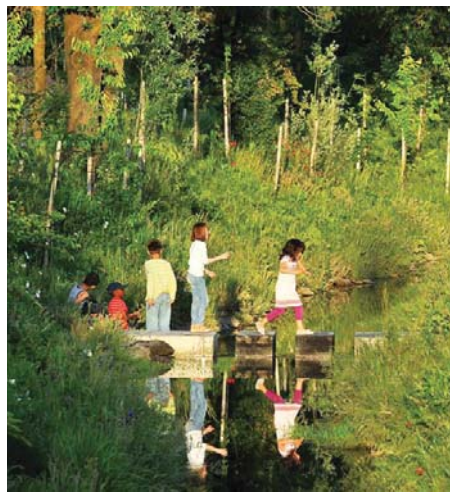
01: CONNECT KIRKLAND

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!





O2: 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

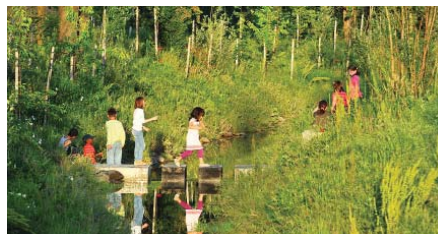
1.4 GOALS

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

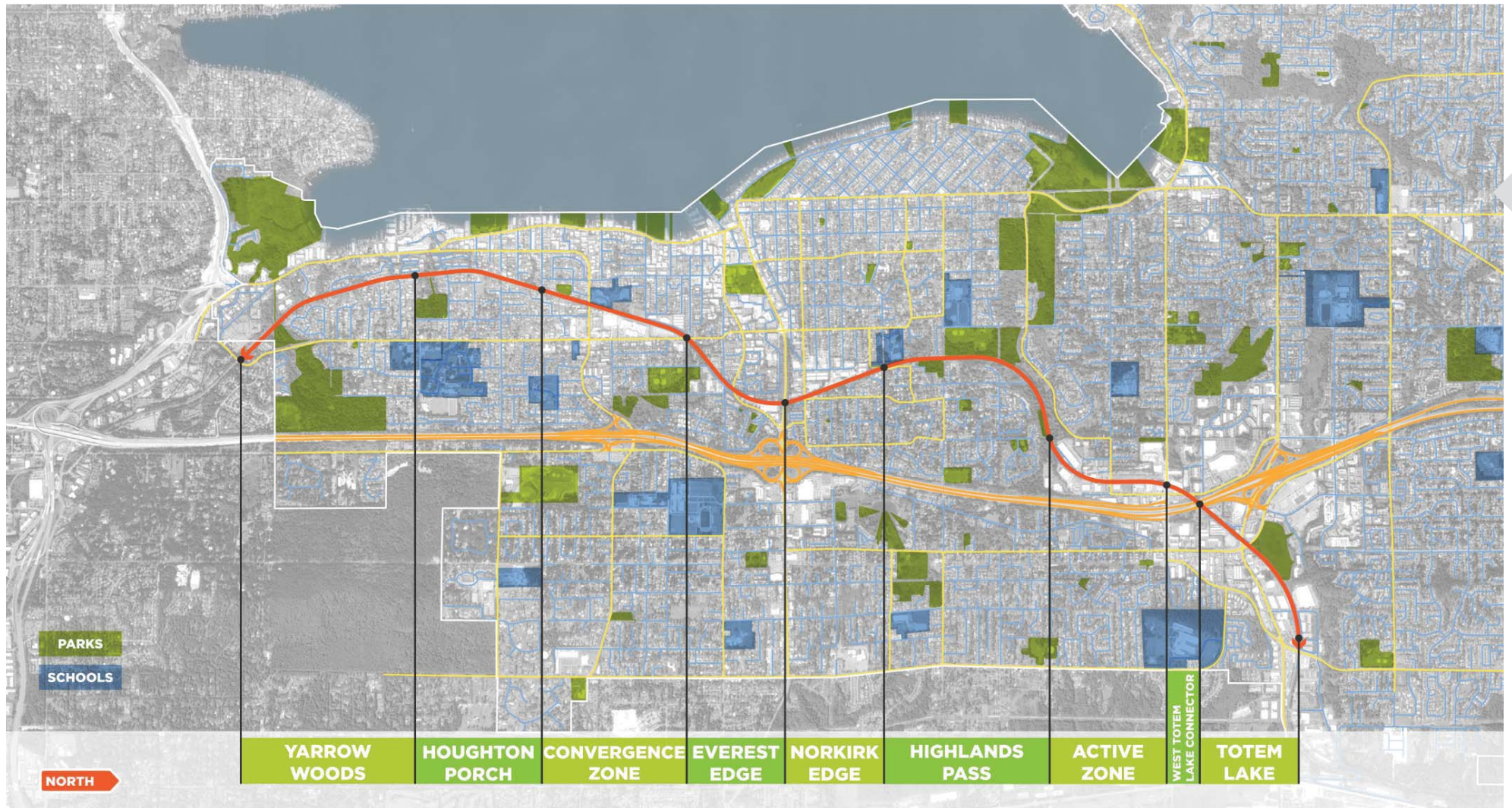
Characterized by dense vegetation and extensive forest canopy above. Strong sense of enclosure by canyon-like topography. Transitions from canyon to narrow shelf perched high above Forbes Creek.

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 are 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.

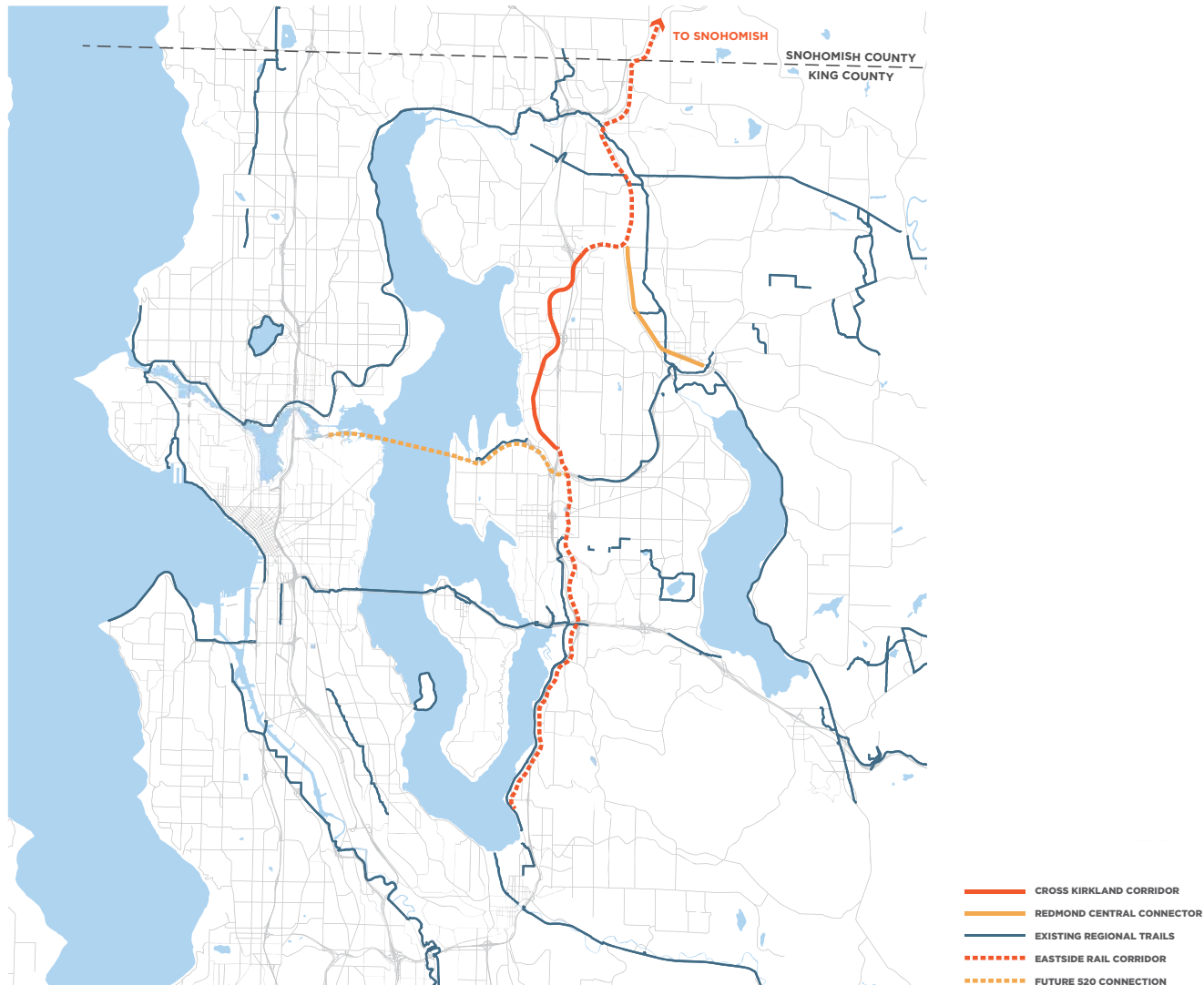
Inspire and build support: Through the design and outreach process, and now as a finished document, the master plan brings to life a new vision for an under-utilized public amenity, helping citizens to imagine the possibility of what could be and inspiring the project to move from ideas to reality.

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

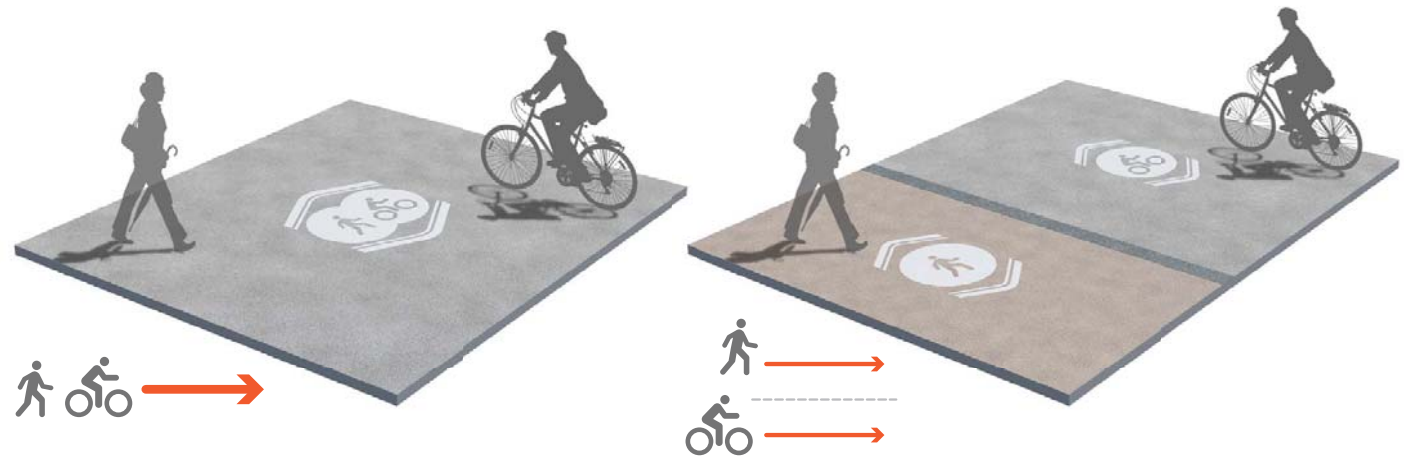
3.1 CORRIDOR PROFILES

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.

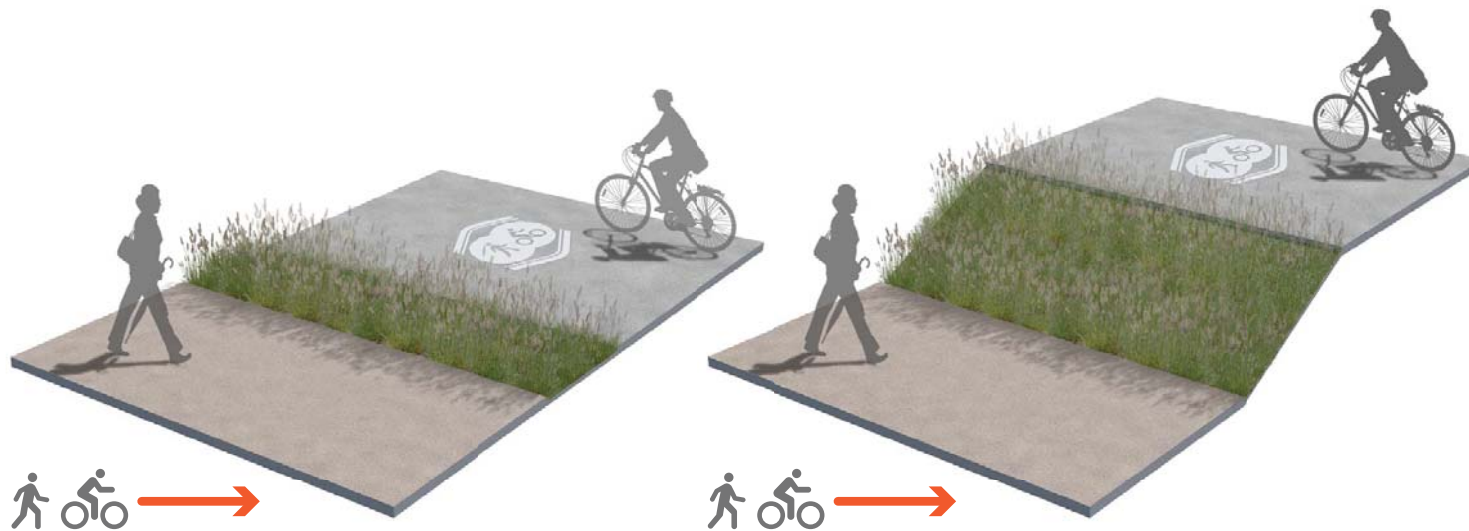
Width

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

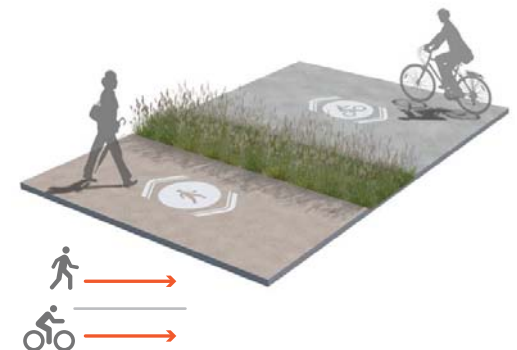
The side trail assumes an eight-foot width with an additional foot of clearance on both sides. However, this can be widely adjusted as site-specific design elements dictate.

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

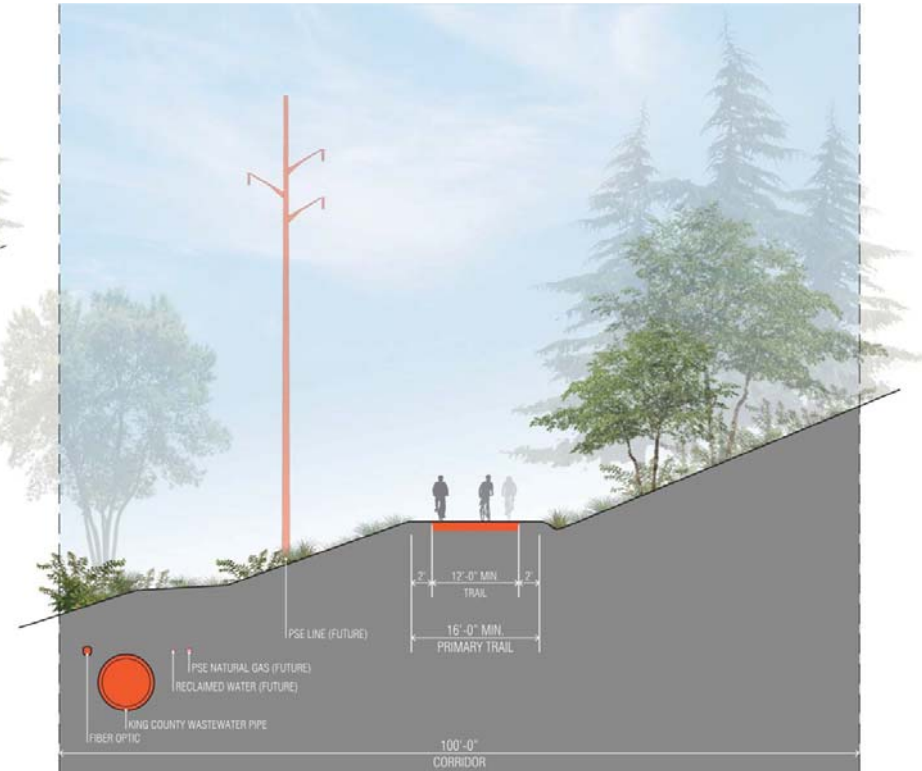
The CKC is home to a significant contiguous tree canopy and vegetation coverage providing wildlife habitat and places for wildlife movement as well as a host of other ecological benefits.

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

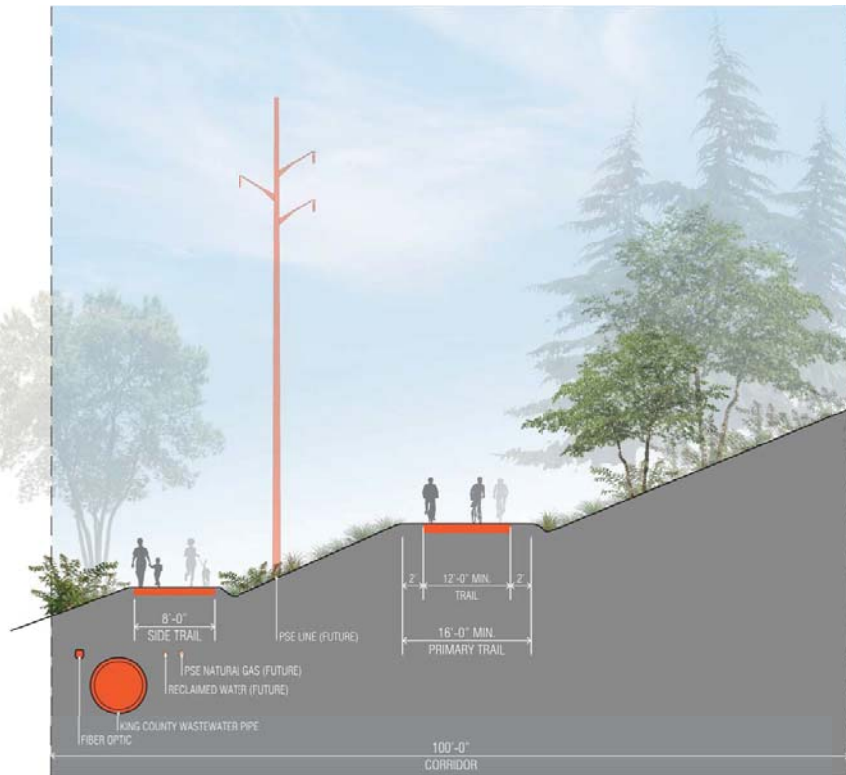
There are several existing utilities on the corridor now, and more planned for the future, including sewer lines, water lines, communication lines, future electrical transmission lines, and reclaimed water distribution lines.



Near Term

Primary Trail

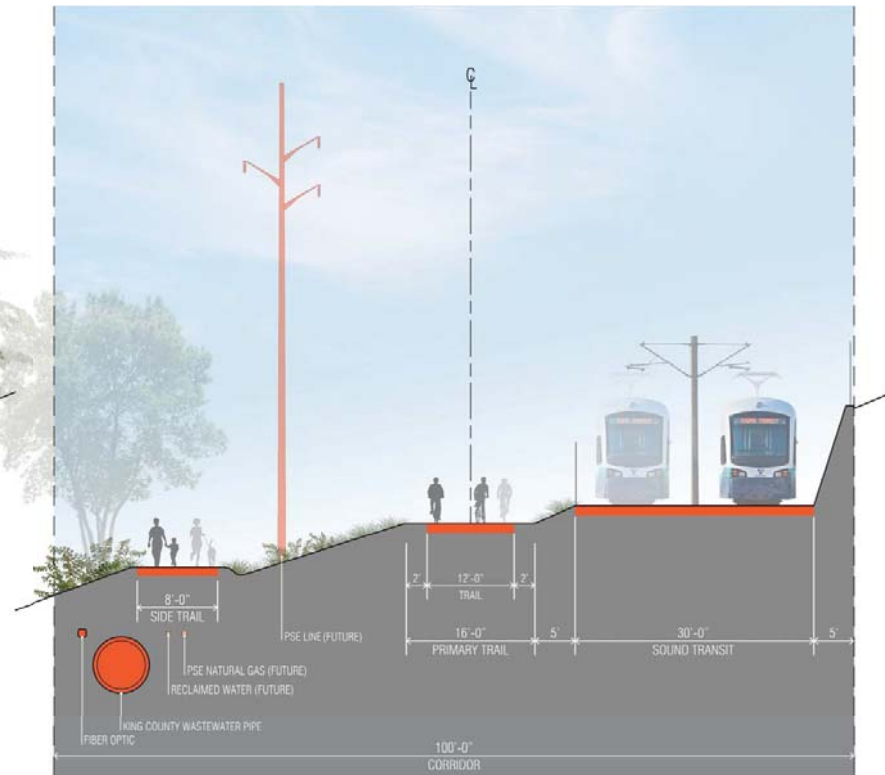
The primary trail is generally assumed to be on the old trackway alignment, on the centerline of the corridor. To provide the 16-foot (or wider) trail envelope, the existing track bed must be widened through a combination of cut/fill grading.



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

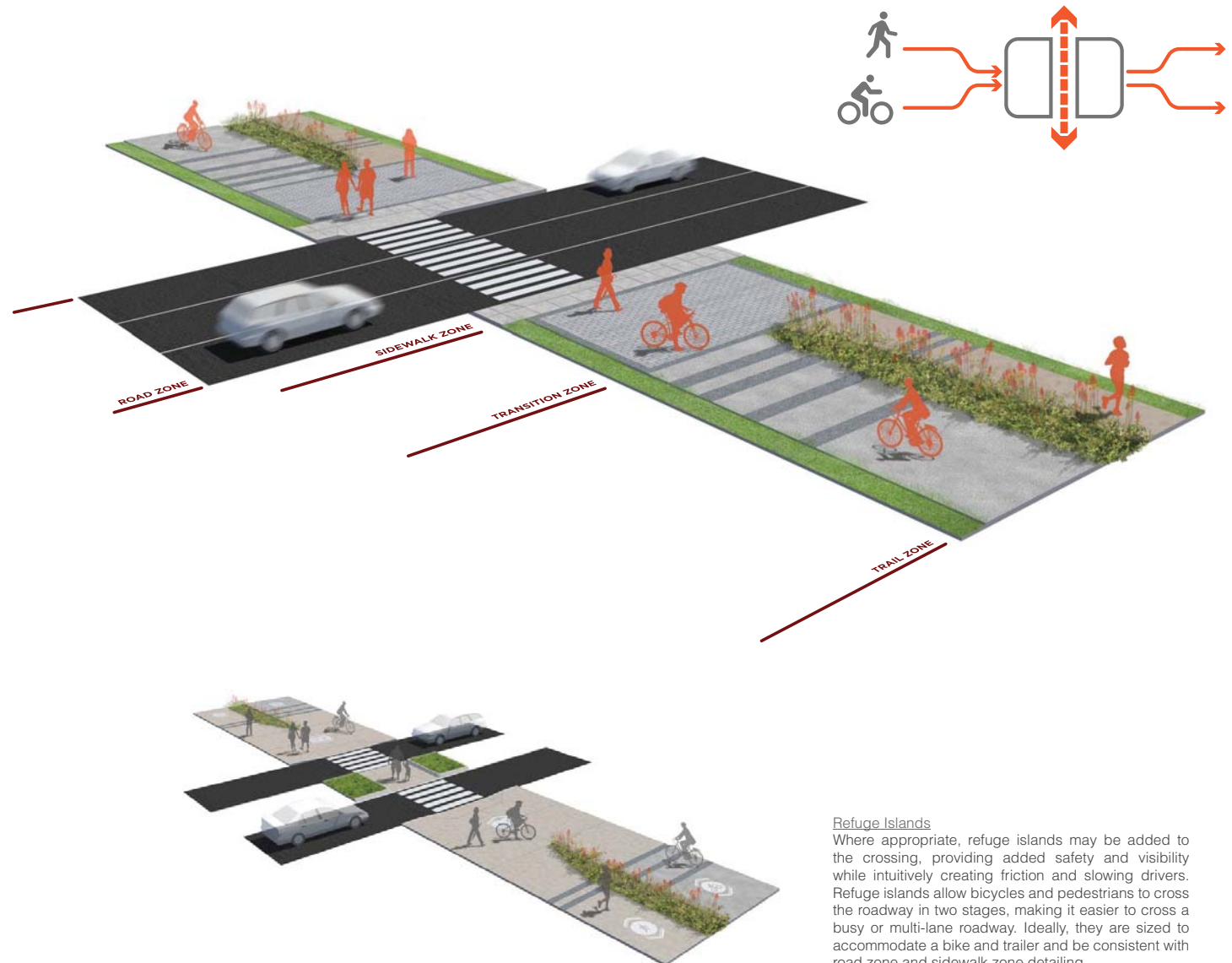
A threshold of specialty paving (textured concrete or pavers) with 20-foot minimum clearance from street crossings creates a visual and tactile warning, intuitively slowing and alerting trail users to "heads up" moments of intersections, while also acting as portals to welcome users to the corridor. 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.

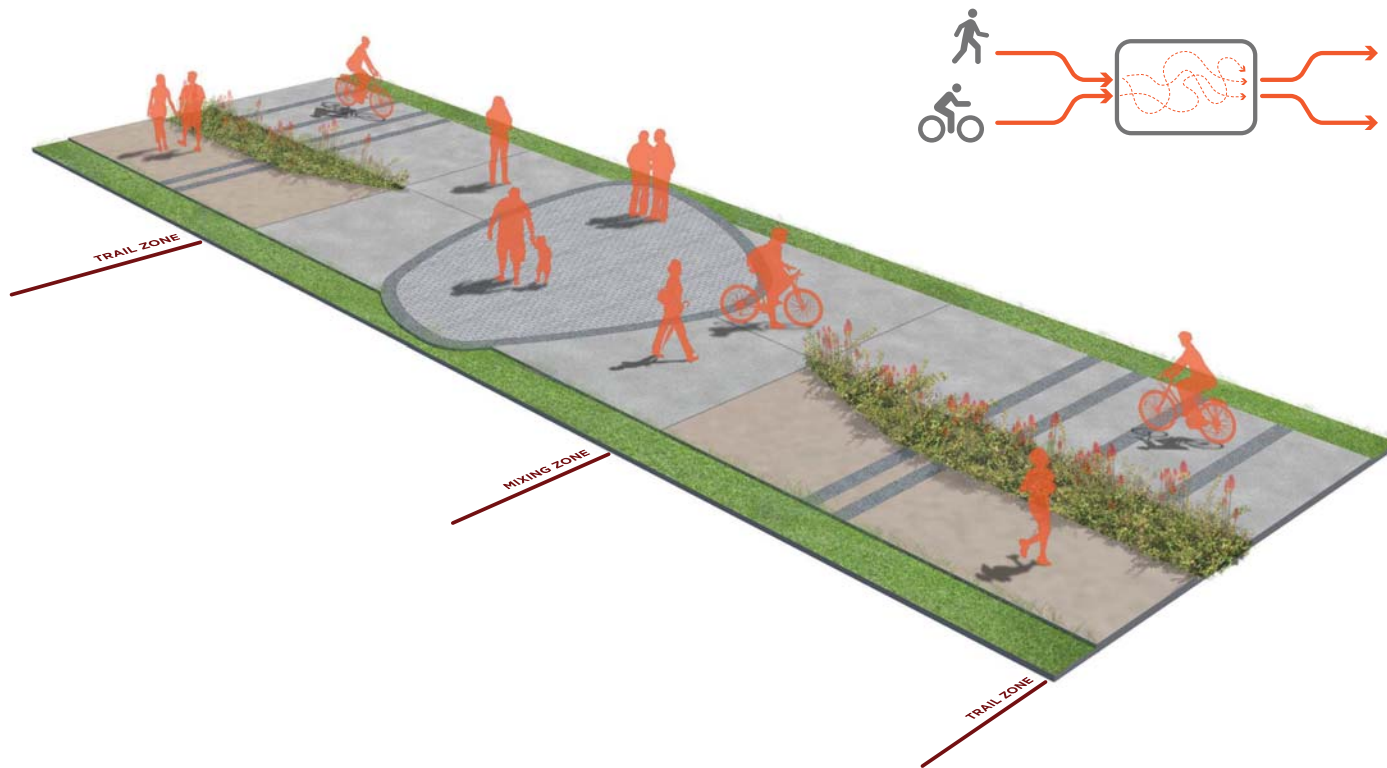
Sight Distance

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.

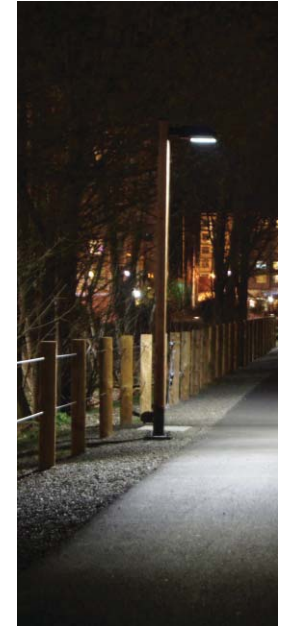
Wayfinding is also about crafting corridor identity and may include art, site hardscape, and ecological elements to add to the unique character of the CKC.

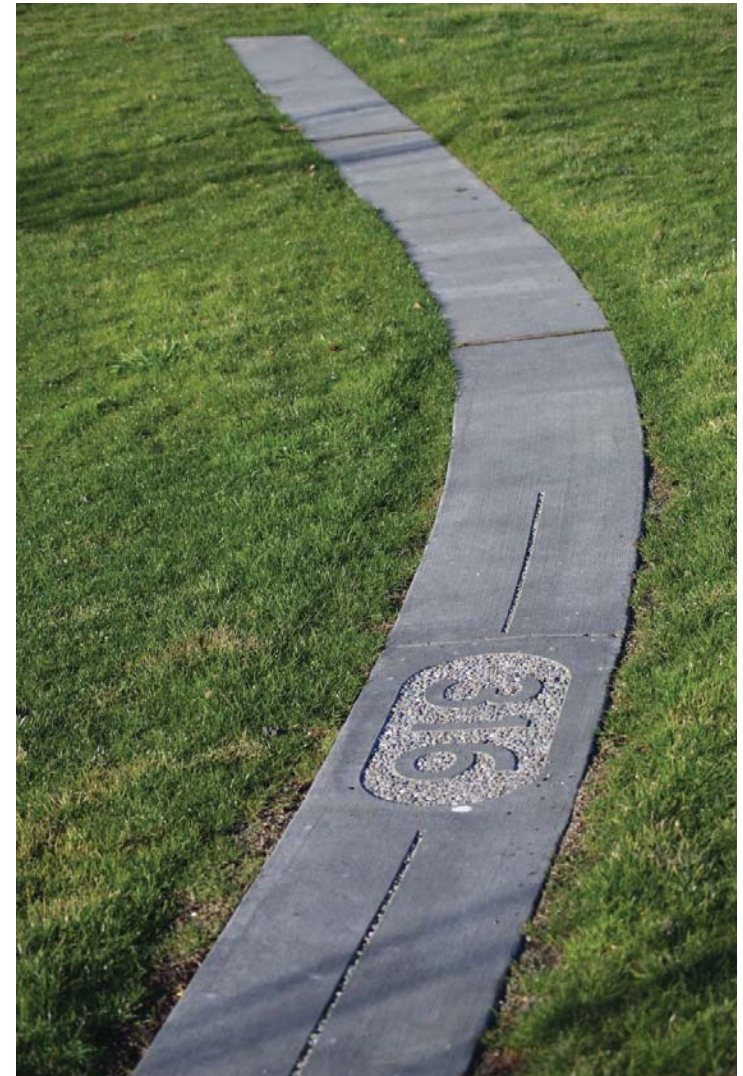
Lighting

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

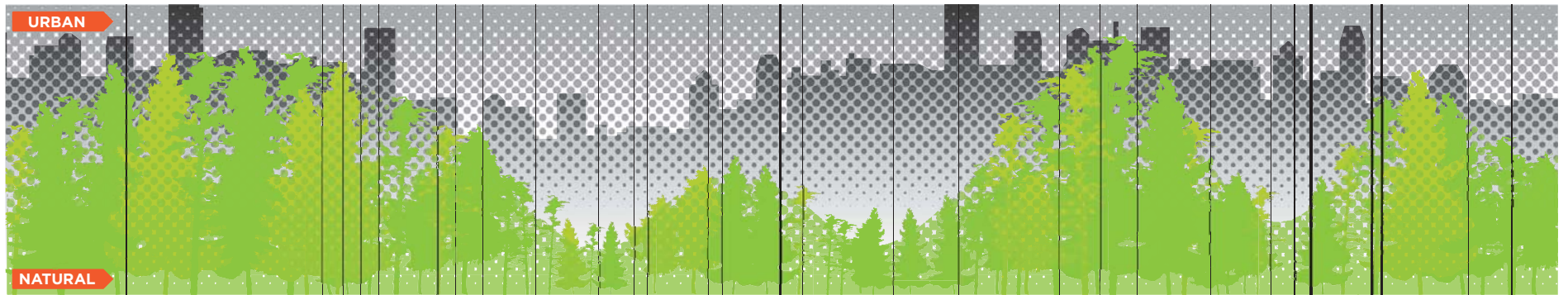
STOP / GO

NEW / OLD

OPEN / CLOSED

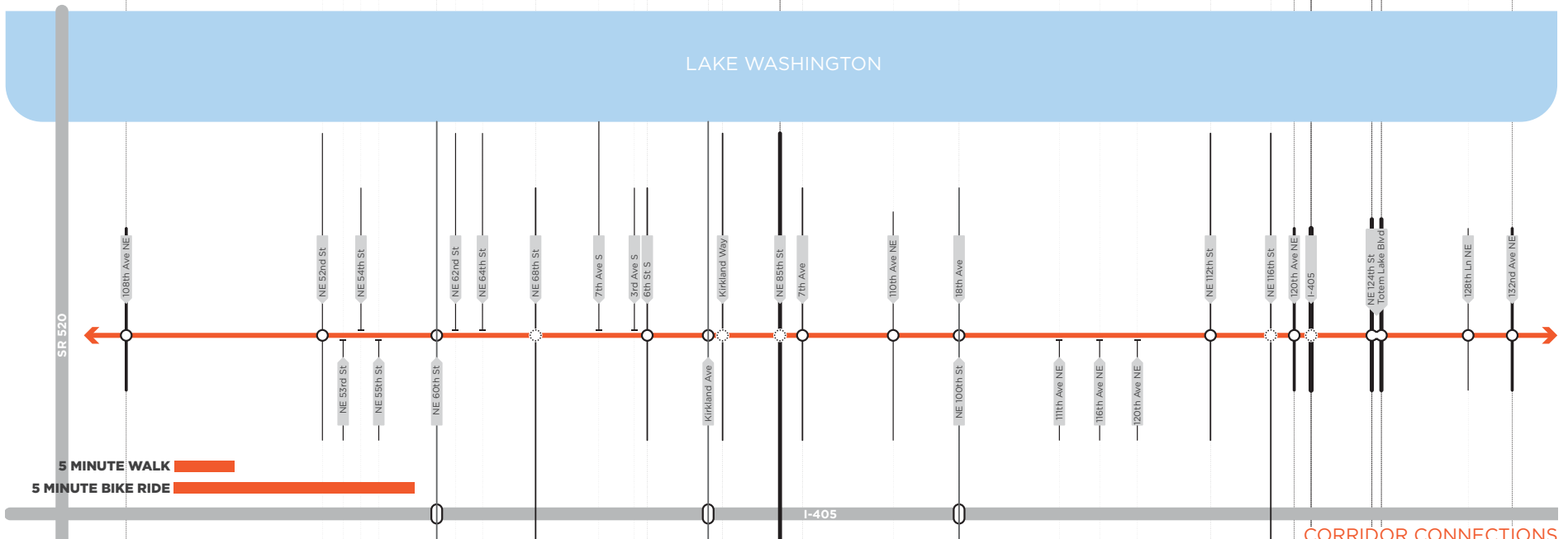
UP / DOWN

DRY / WET



CORRIDOR RHYTHM

LAKE WASHINGTON



CORRIDOR CONNECTIONS

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).



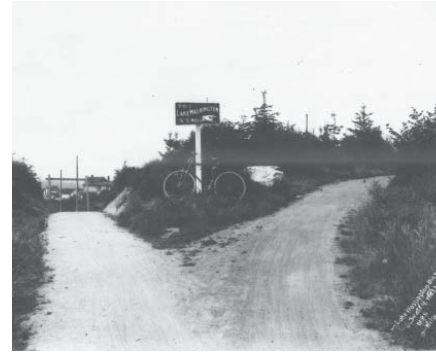
4.7 HISTORY

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.

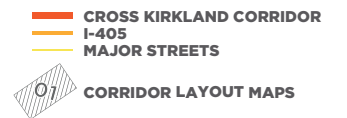
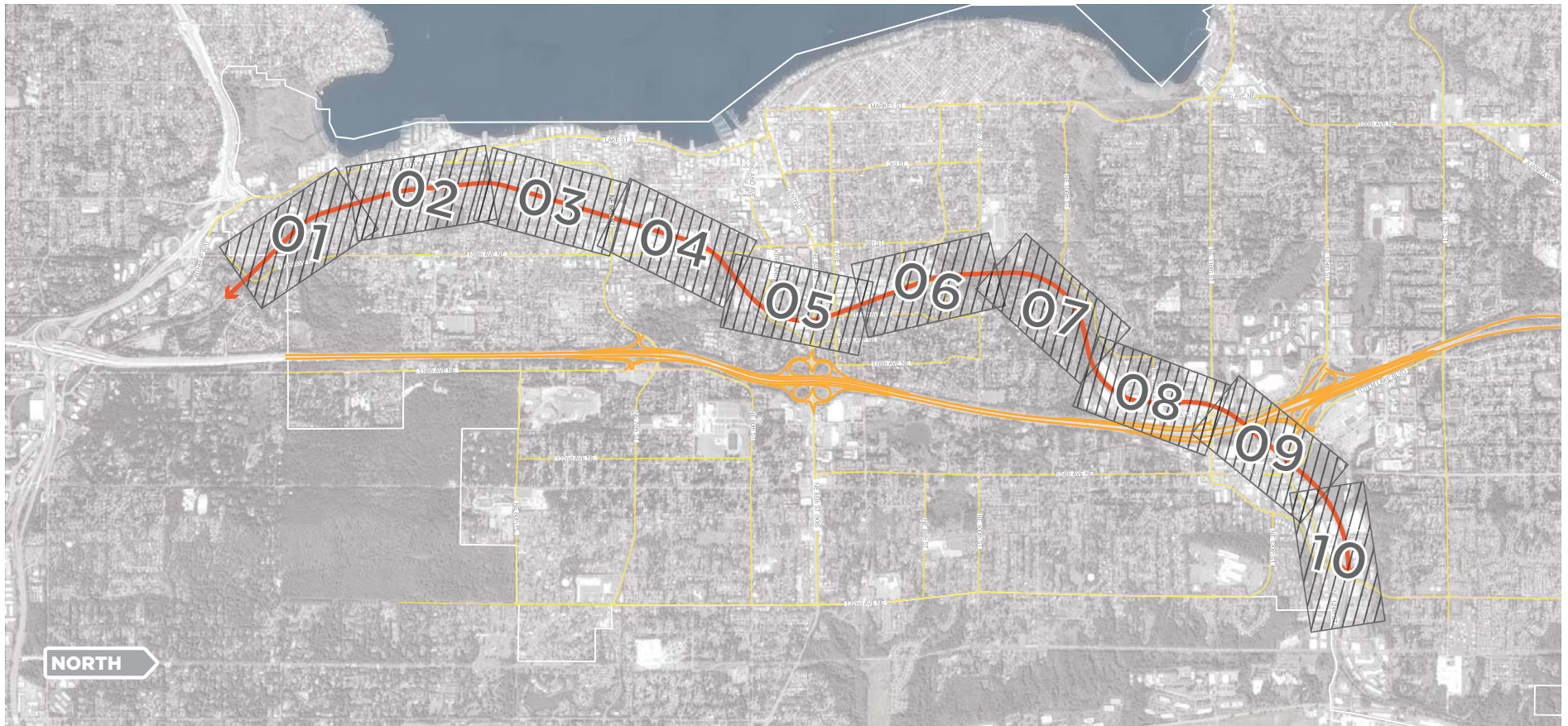
Transit

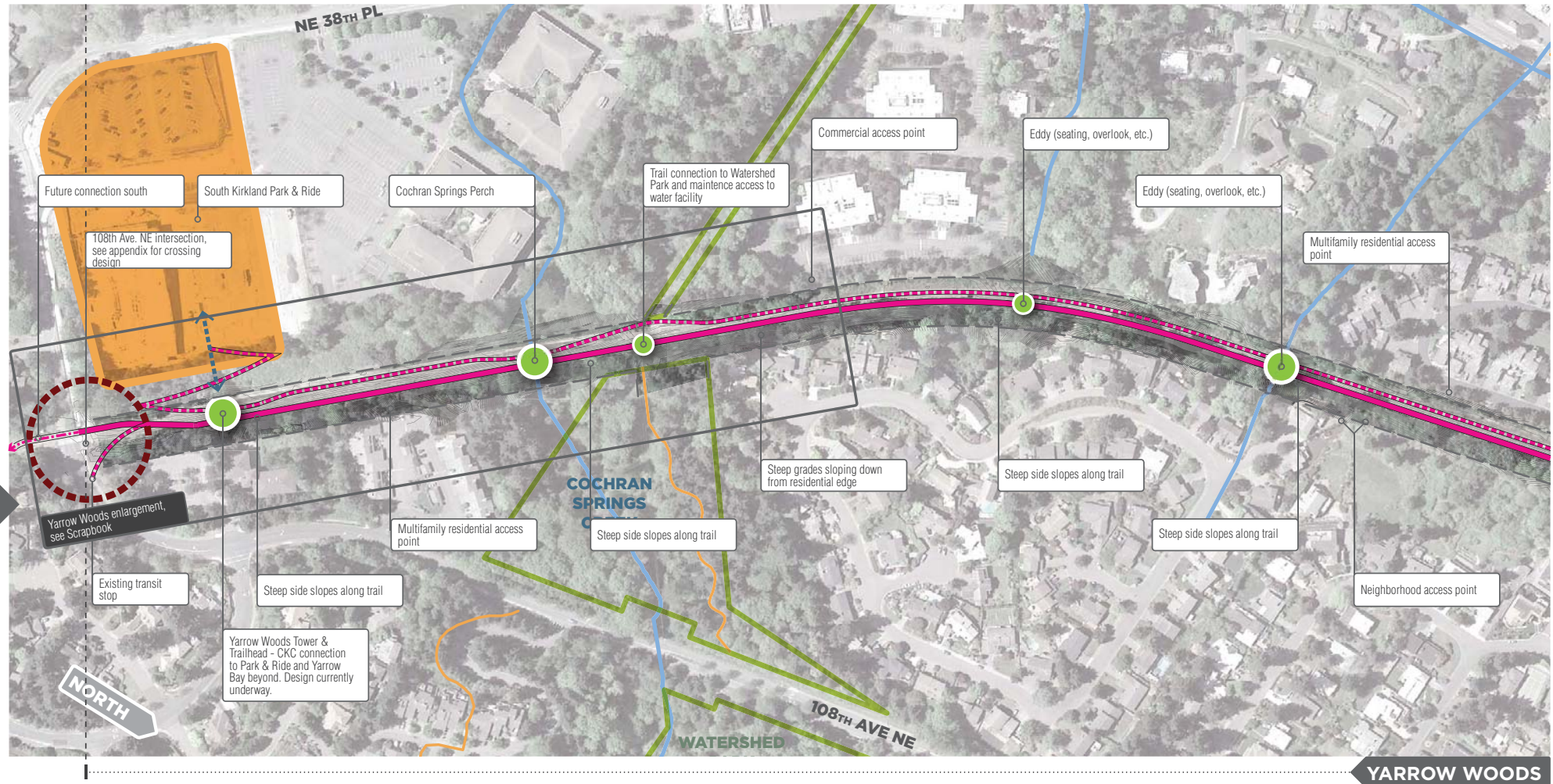
As described in Sections 2 & 3 of the master plan, the CKC has been evaluated for its capacity to accommodate future transit alongside a shared use path. While transit is not specifically shown, the following plans represent the master plan's approach that fits both elements. Further transit discussion,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

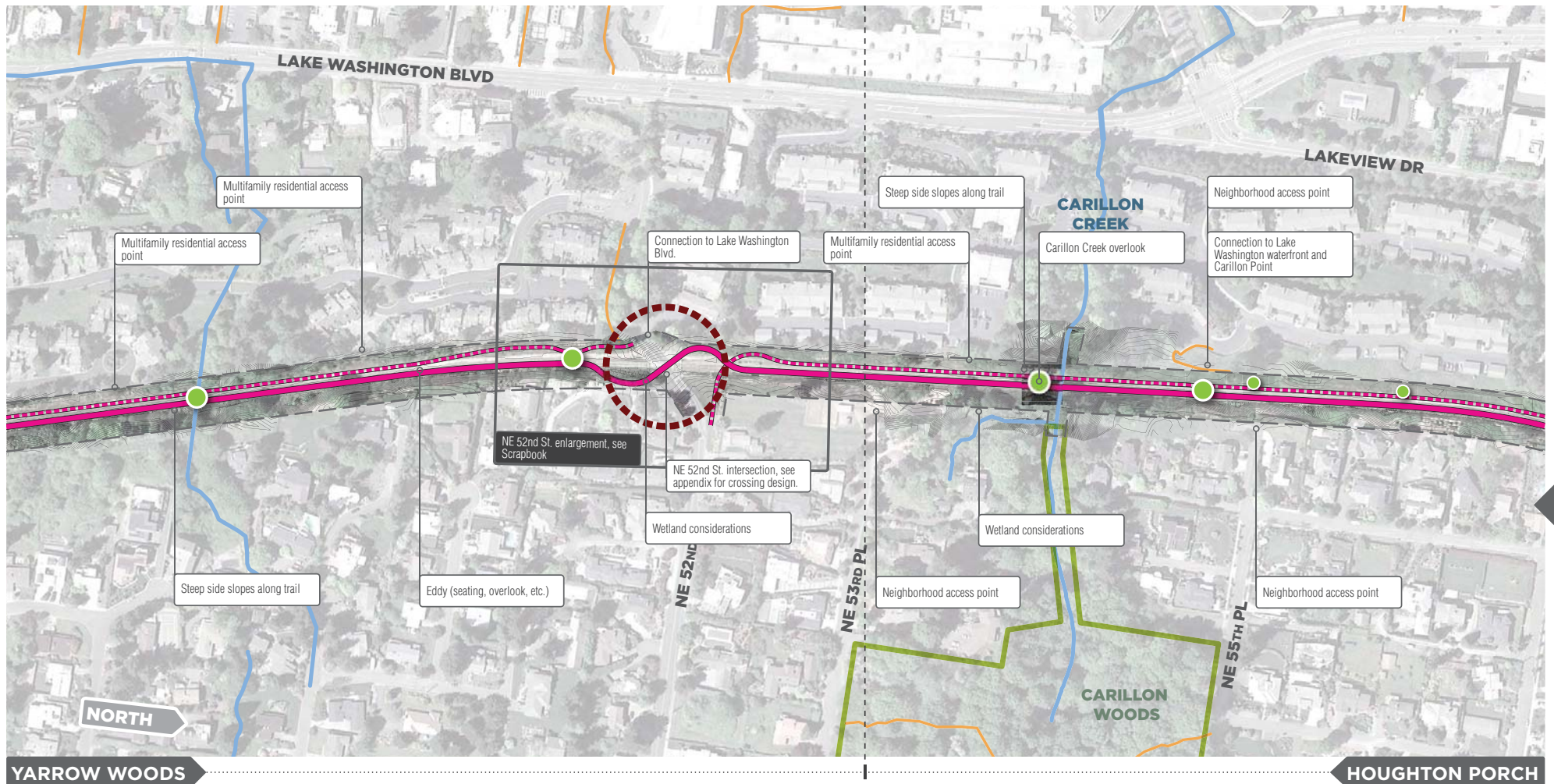






YARROW WOODS

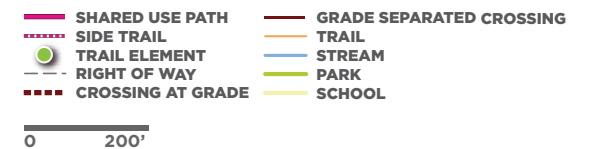


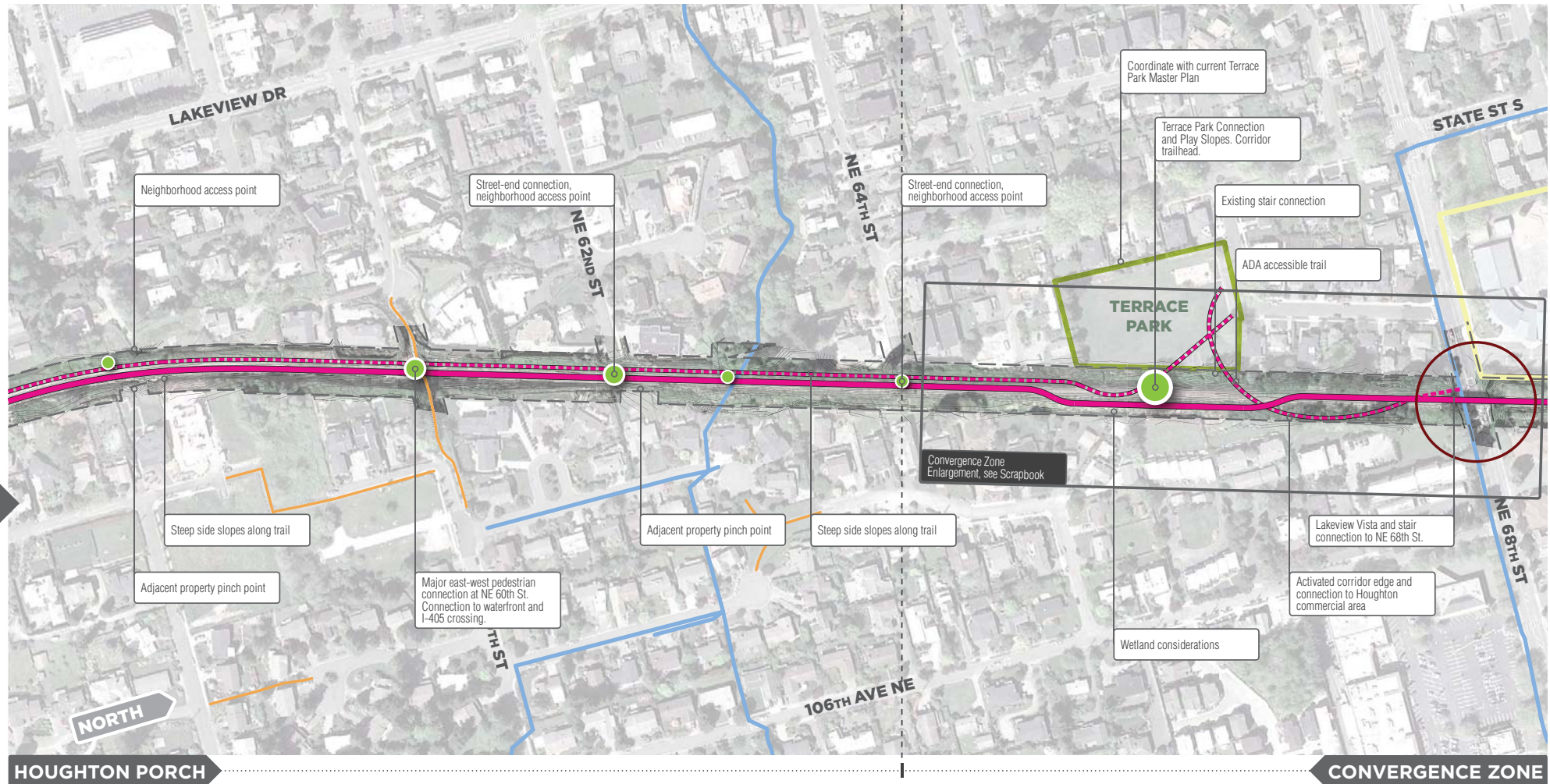


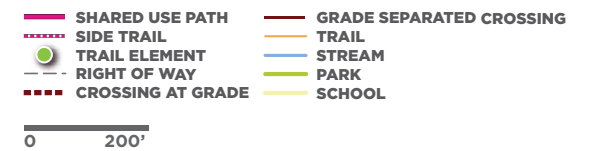
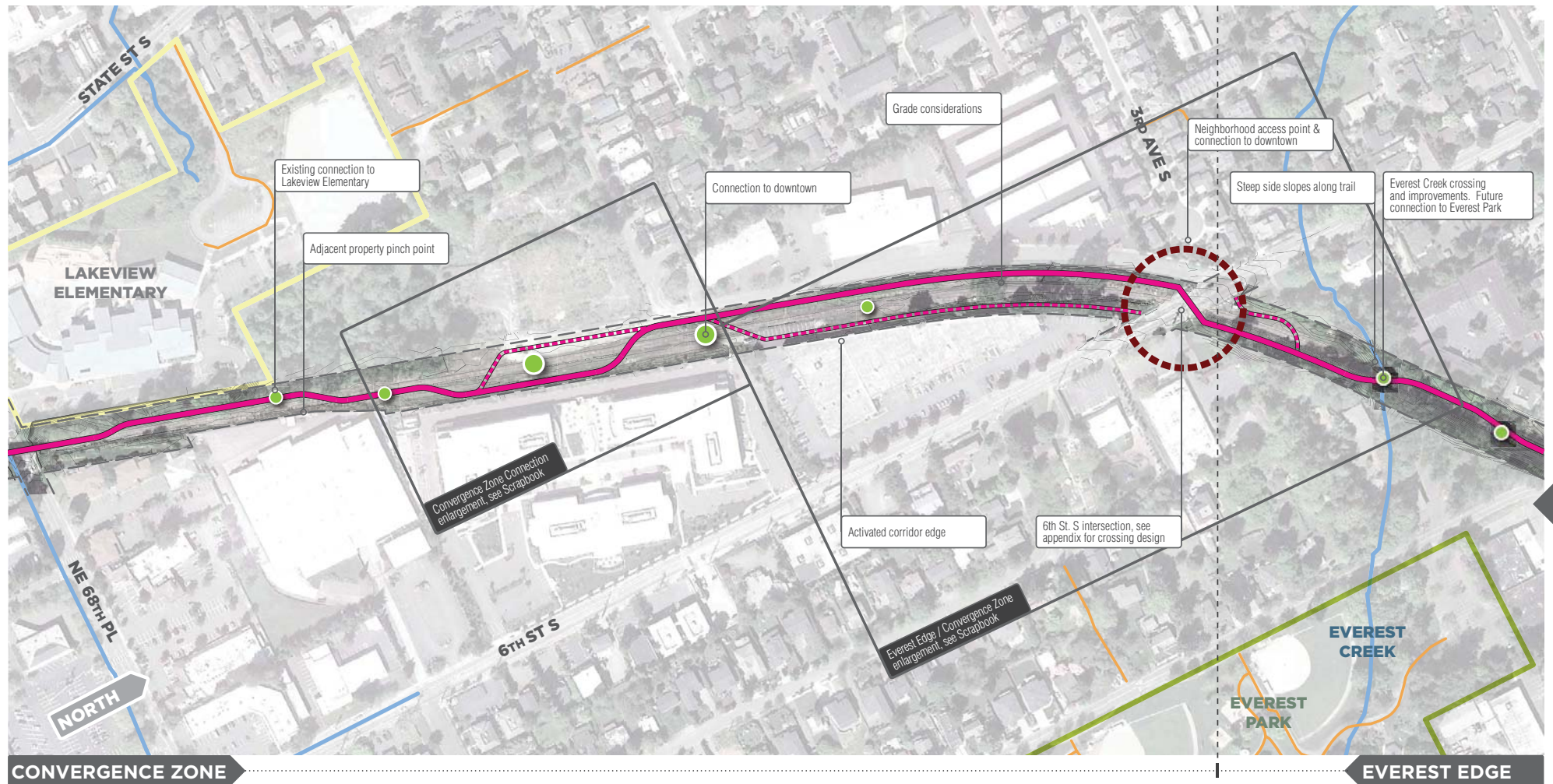
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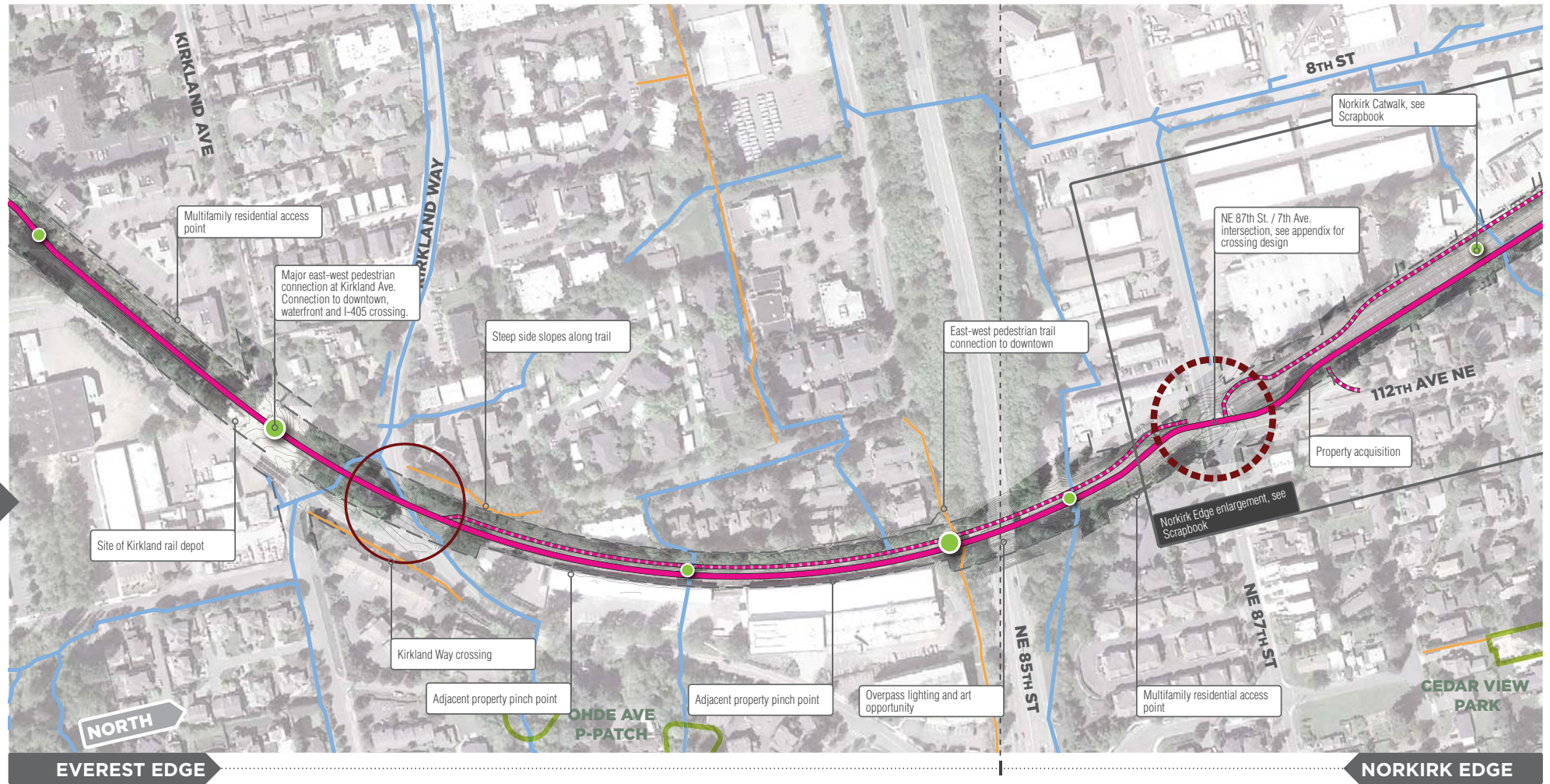
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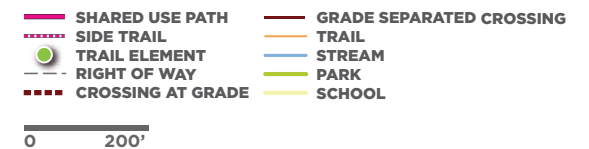
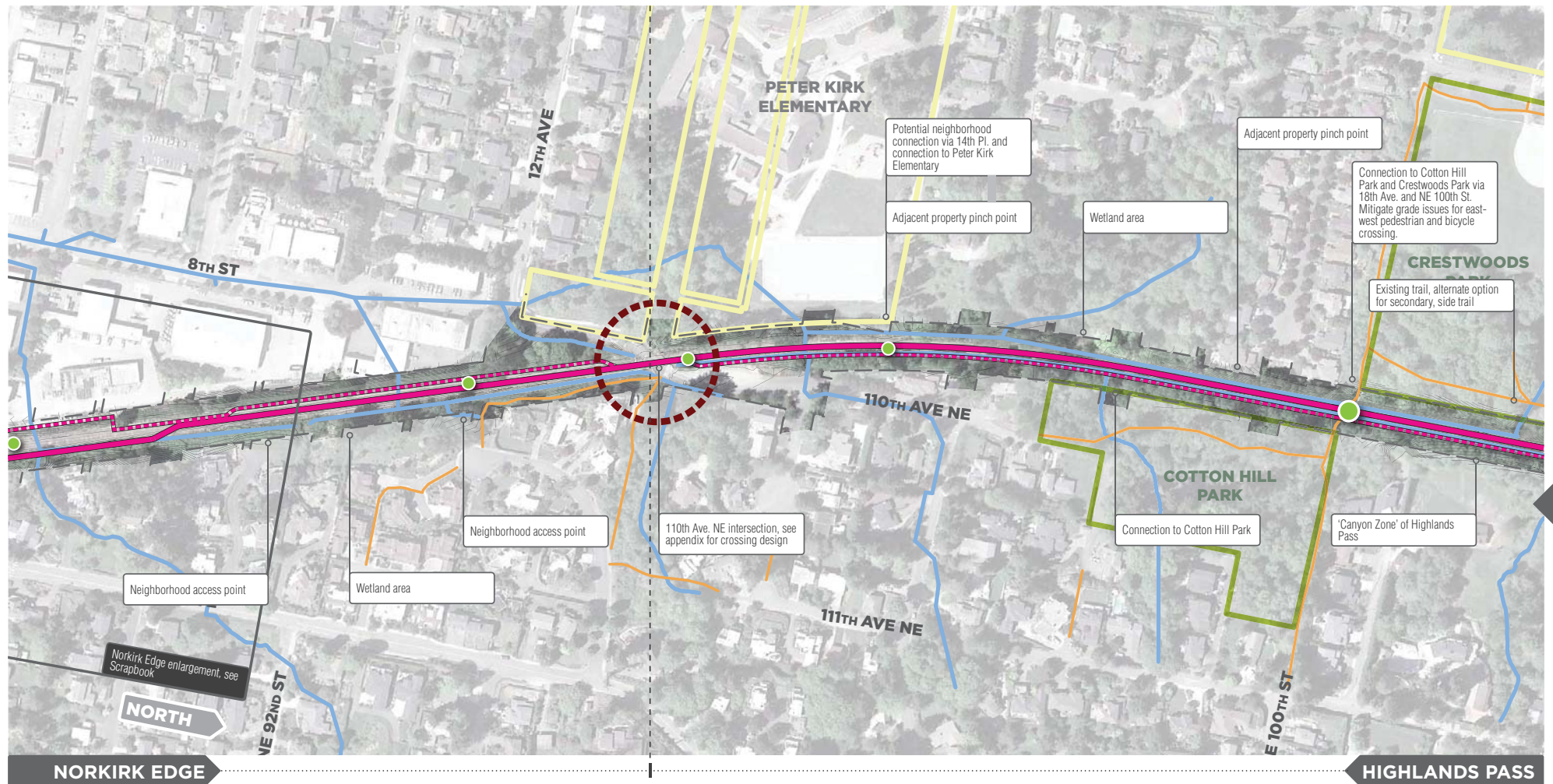
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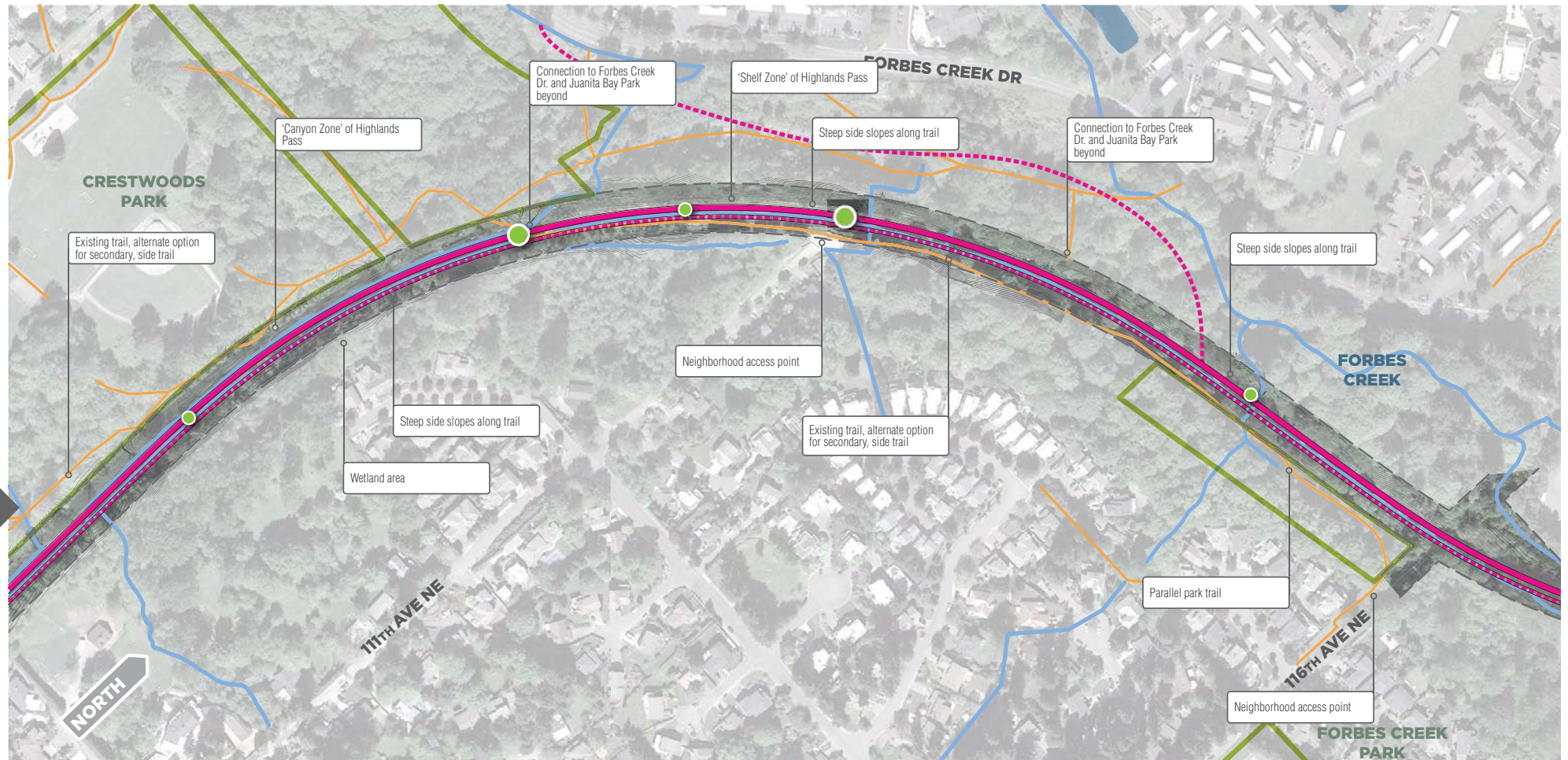






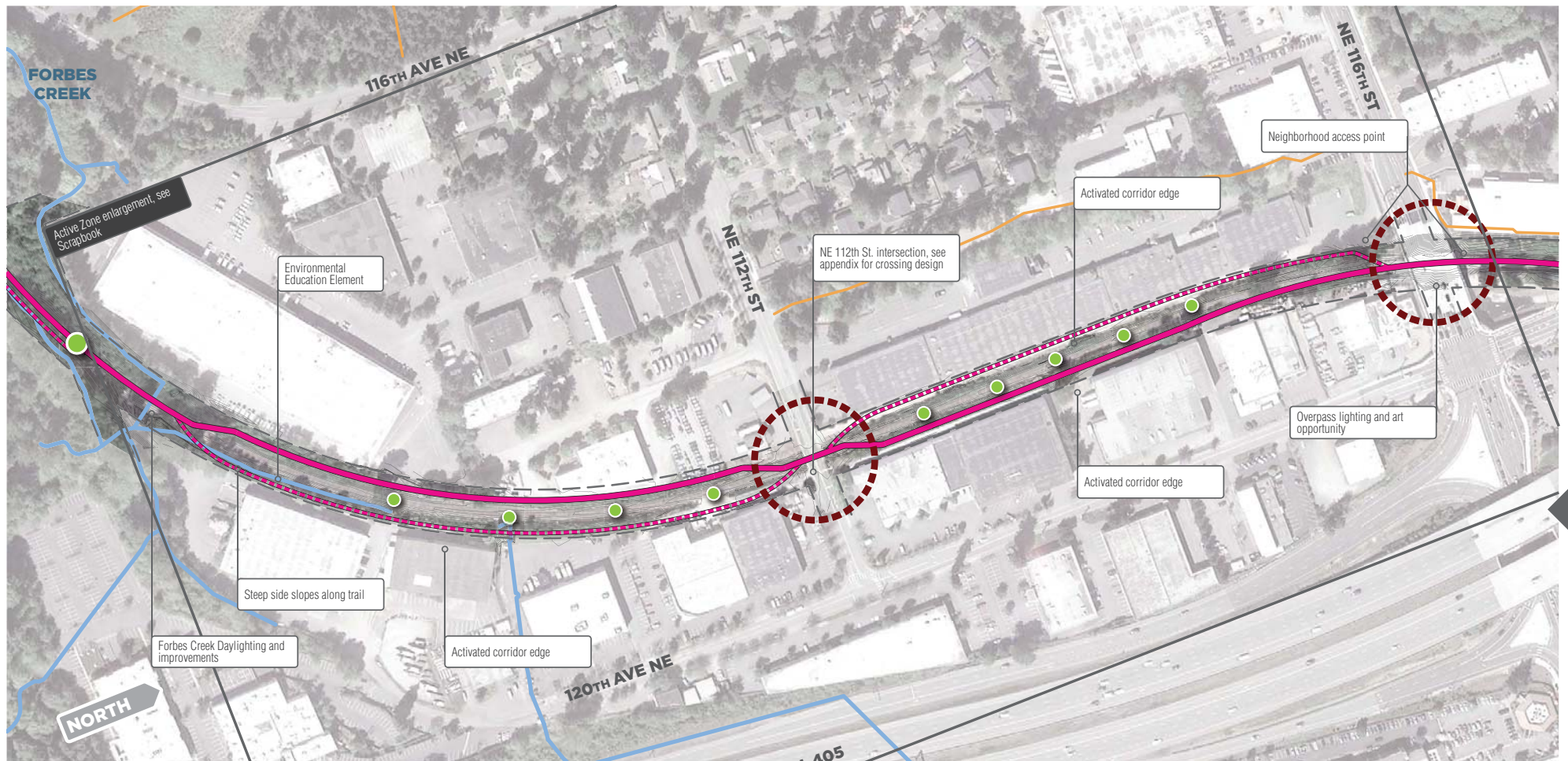




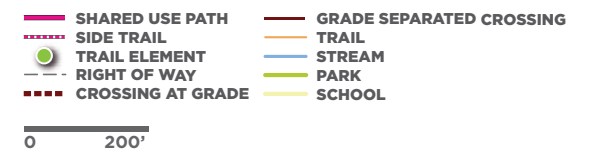


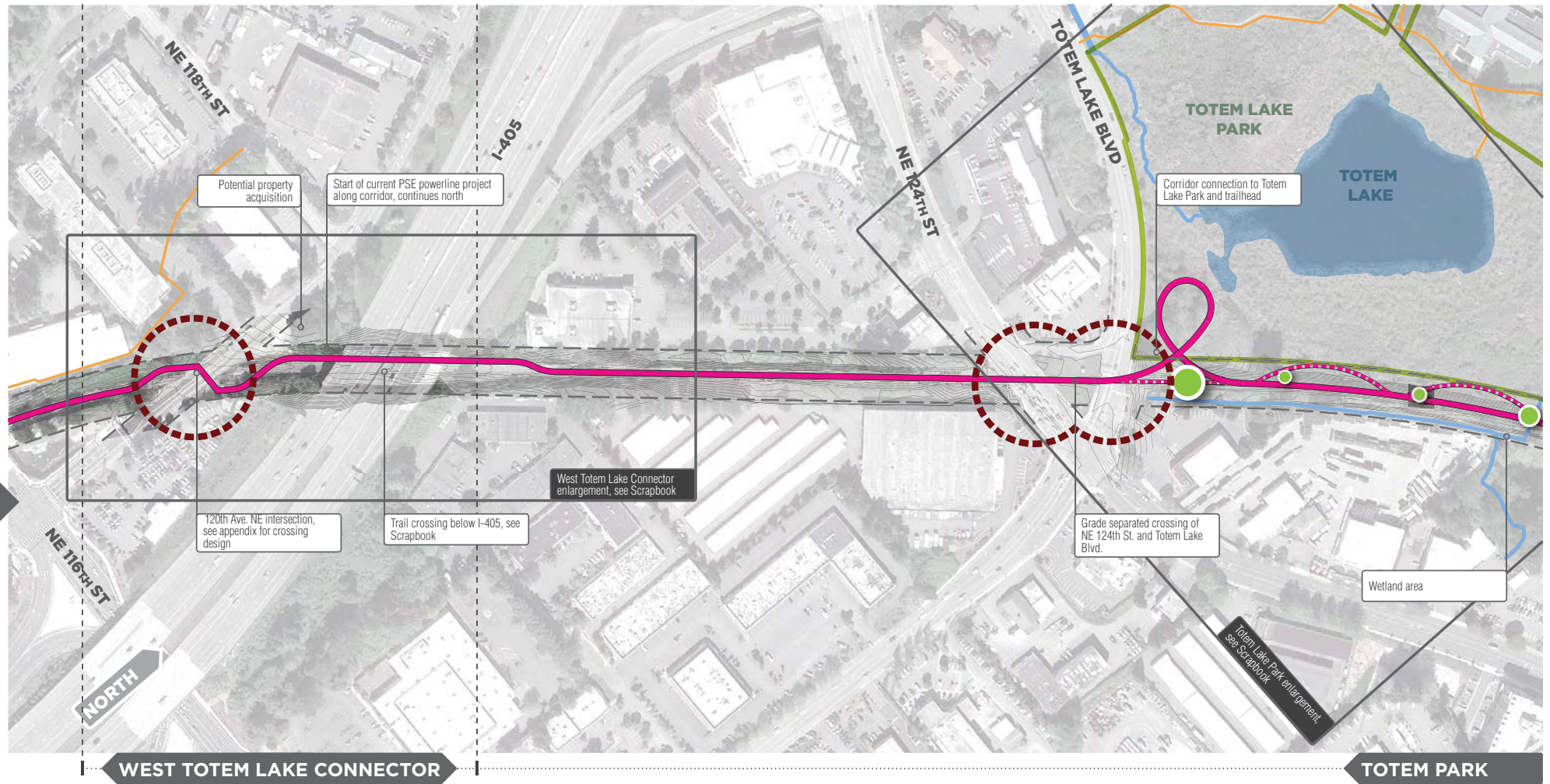
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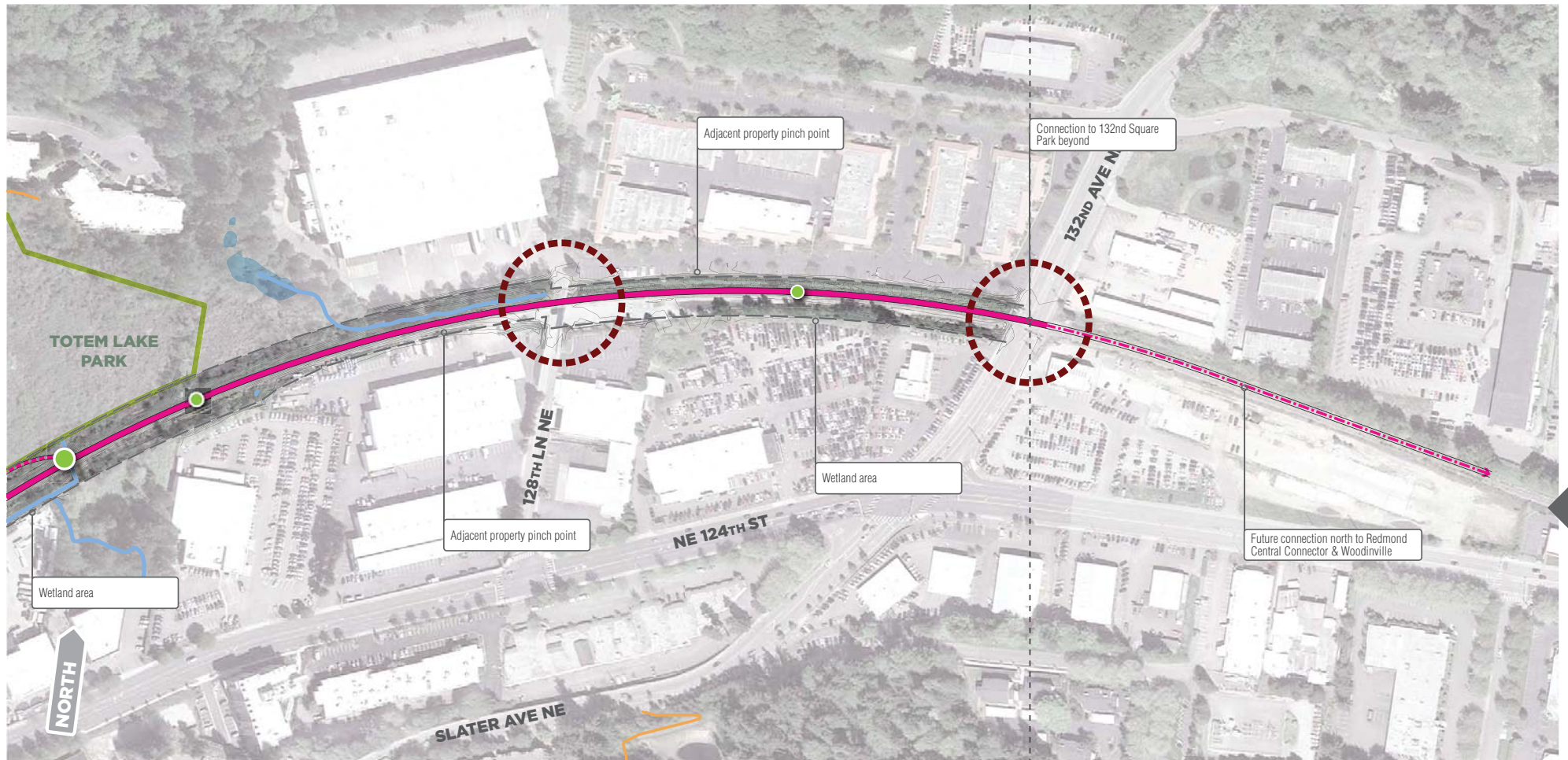




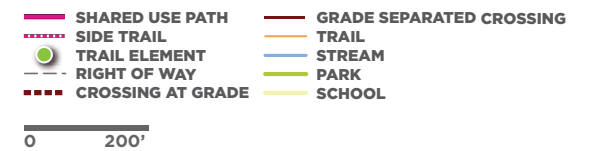
ACTIVE ZONE

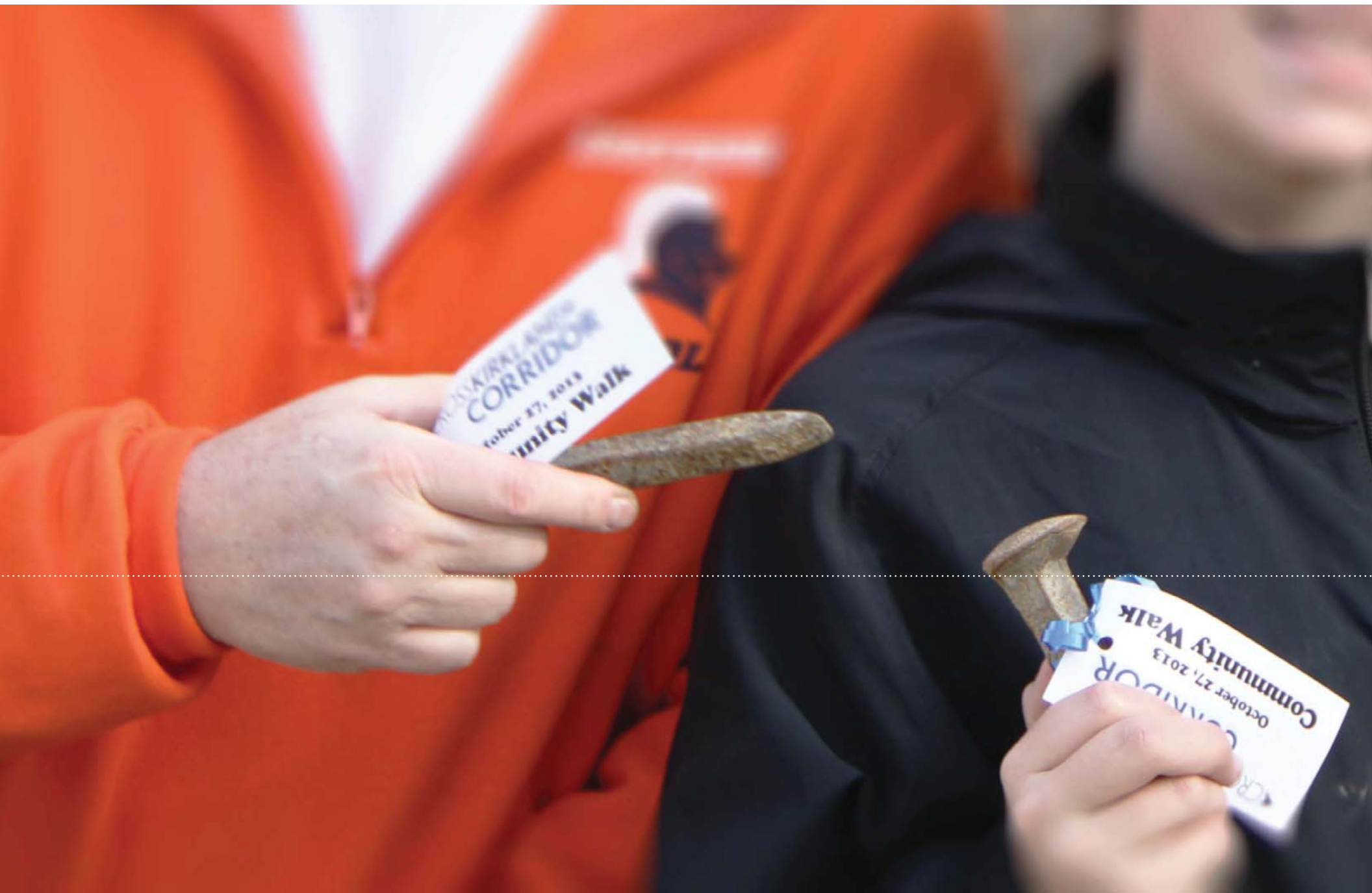


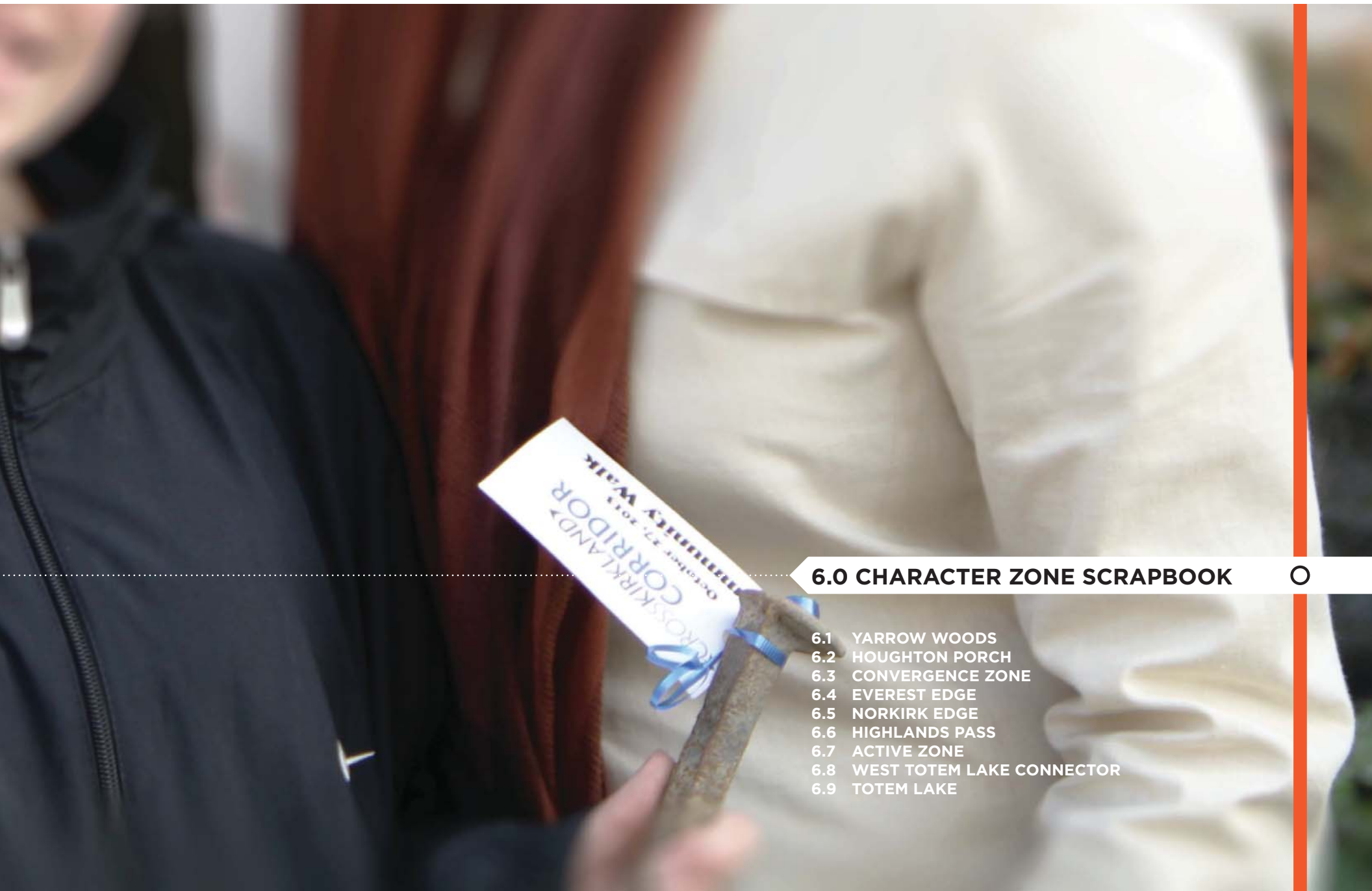




TOTEM PARK







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.



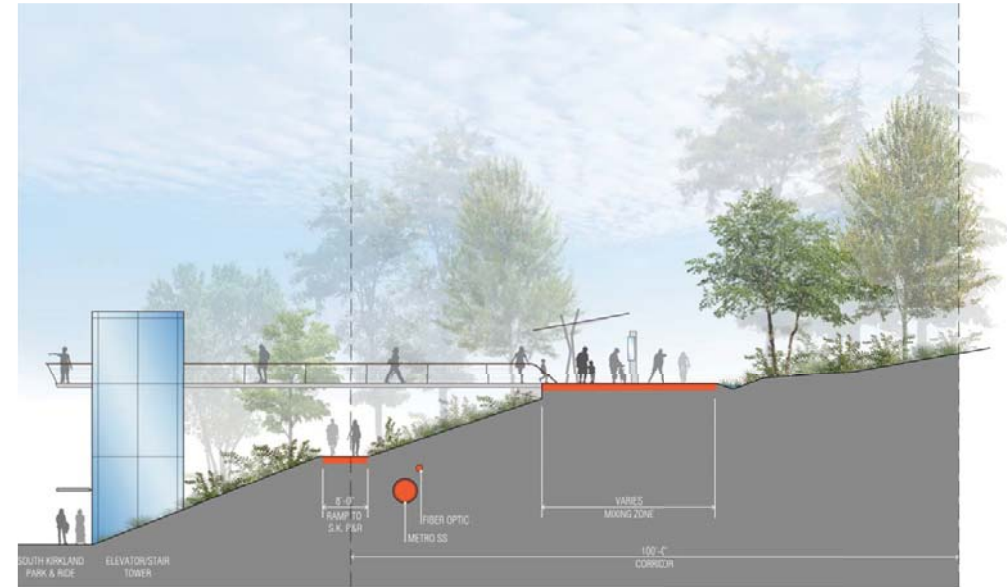
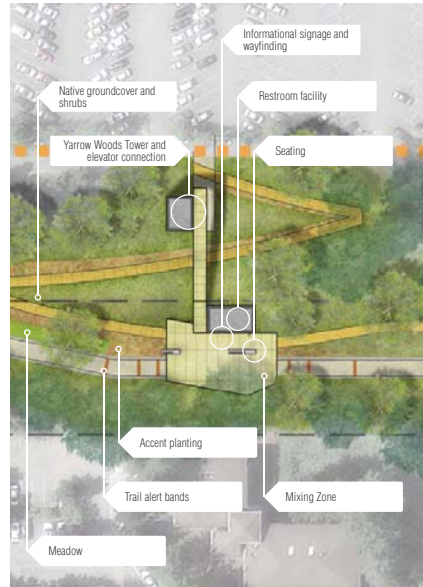


CHARACTER ZONE SCRAPBOOK

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.

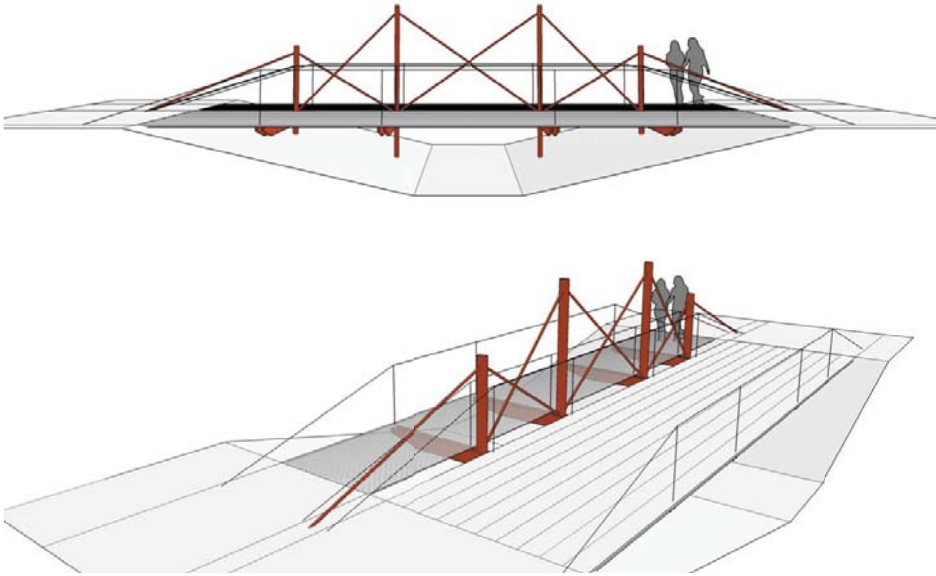


CHARACTER ZONE SCRAPBOOK

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.

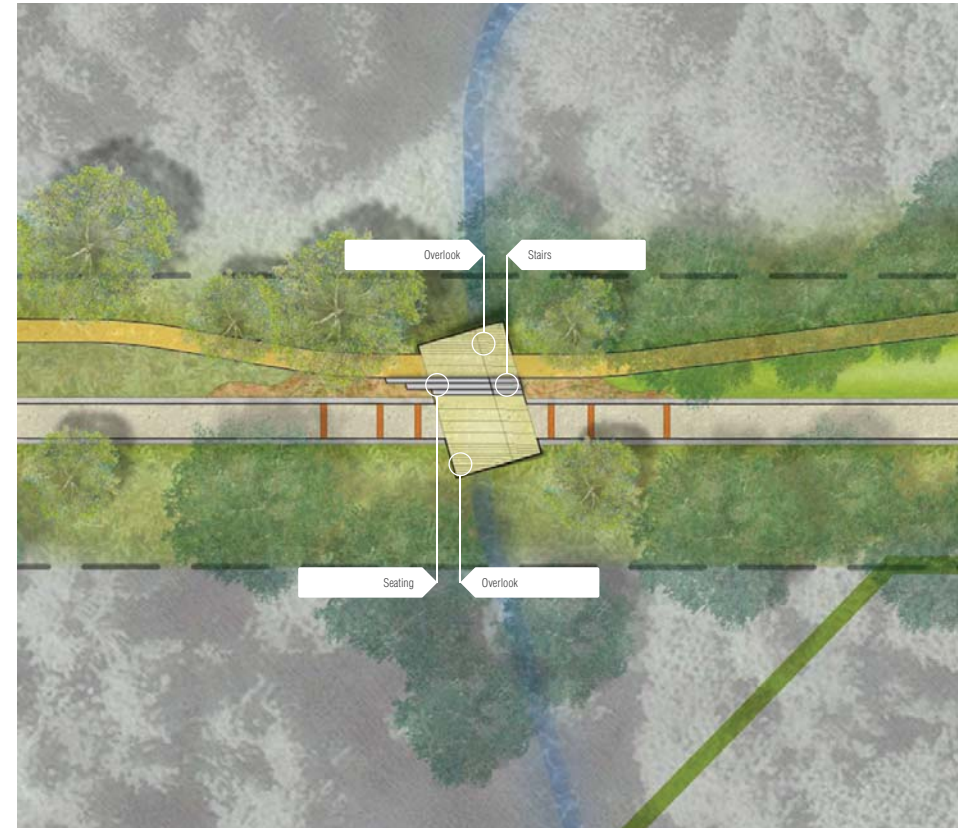


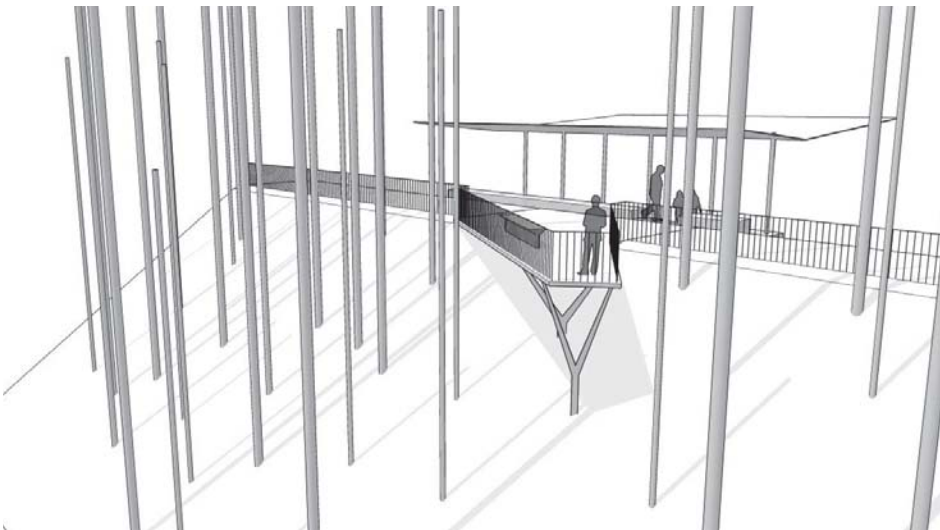
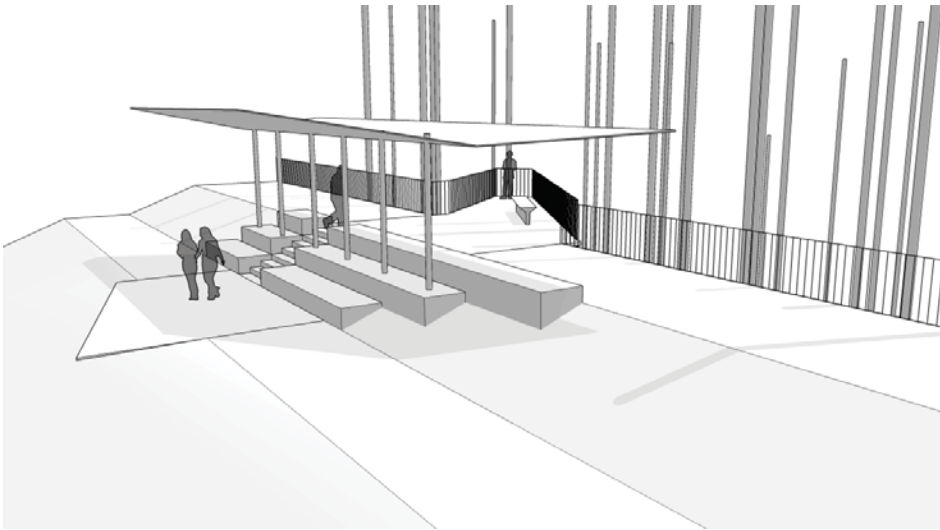
CHARACTER ZONE SCRAPBOOK

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.

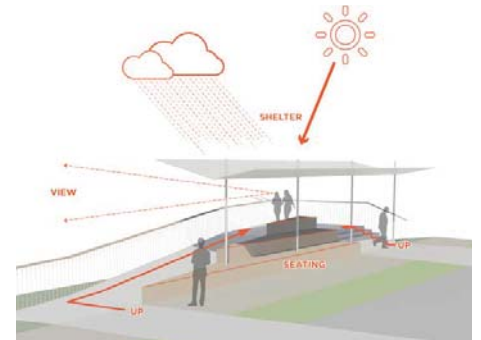


History

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.



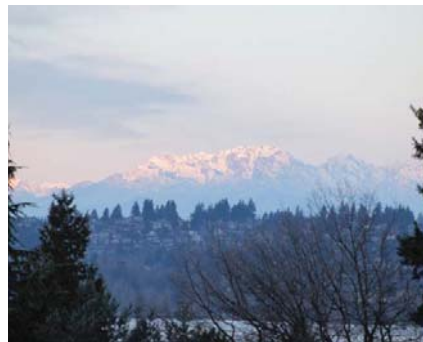


CHARACTER ZONE SCRAPBOOK

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

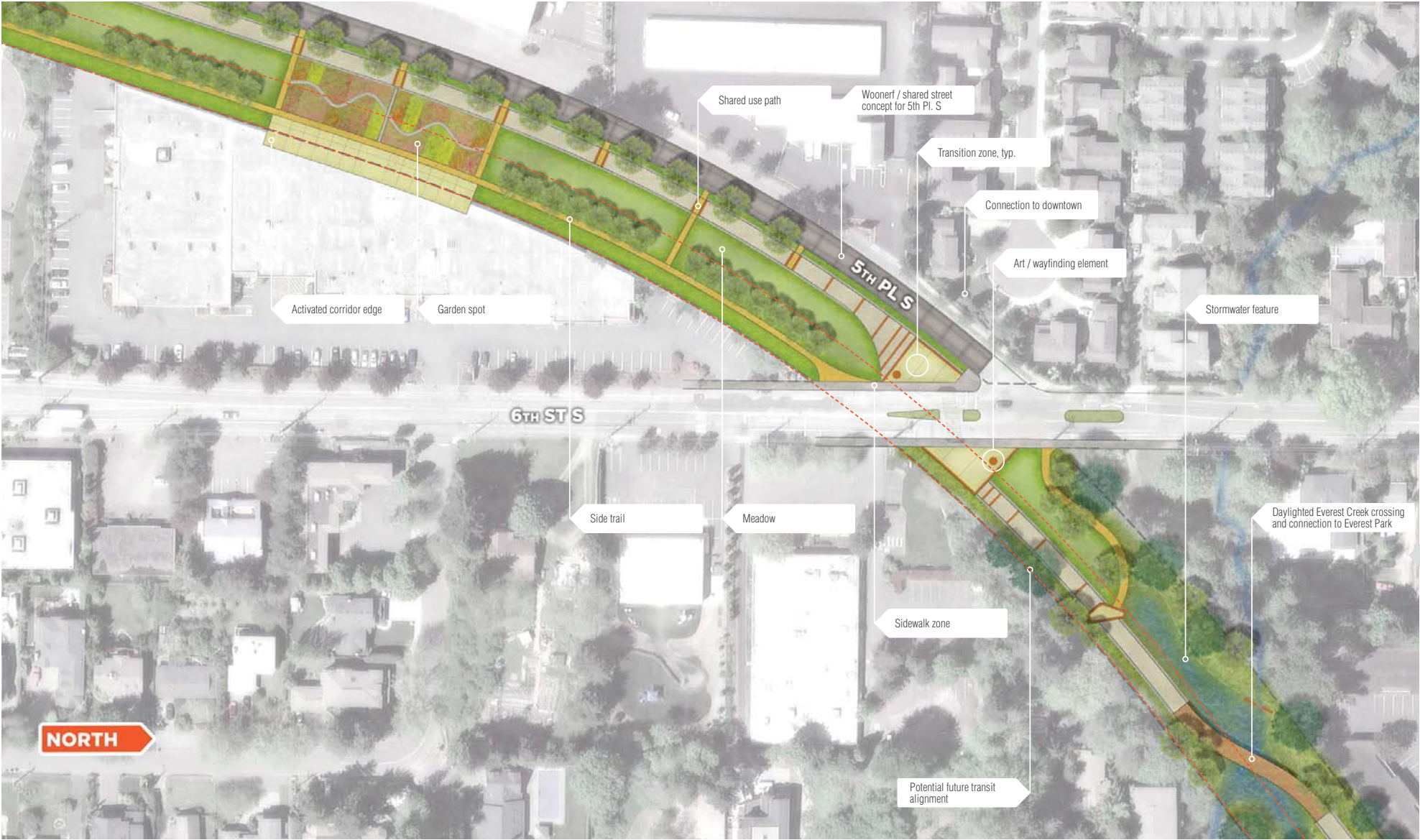
Creek, canopy and ecology: The naturalistic elements are to be highlighted, even with seemingly unnatural interventions such as art and integrated interpretive elements.

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.





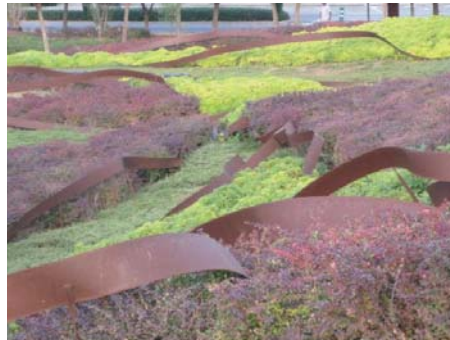
CHARACTER ZONE SCRAPBOOK

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.

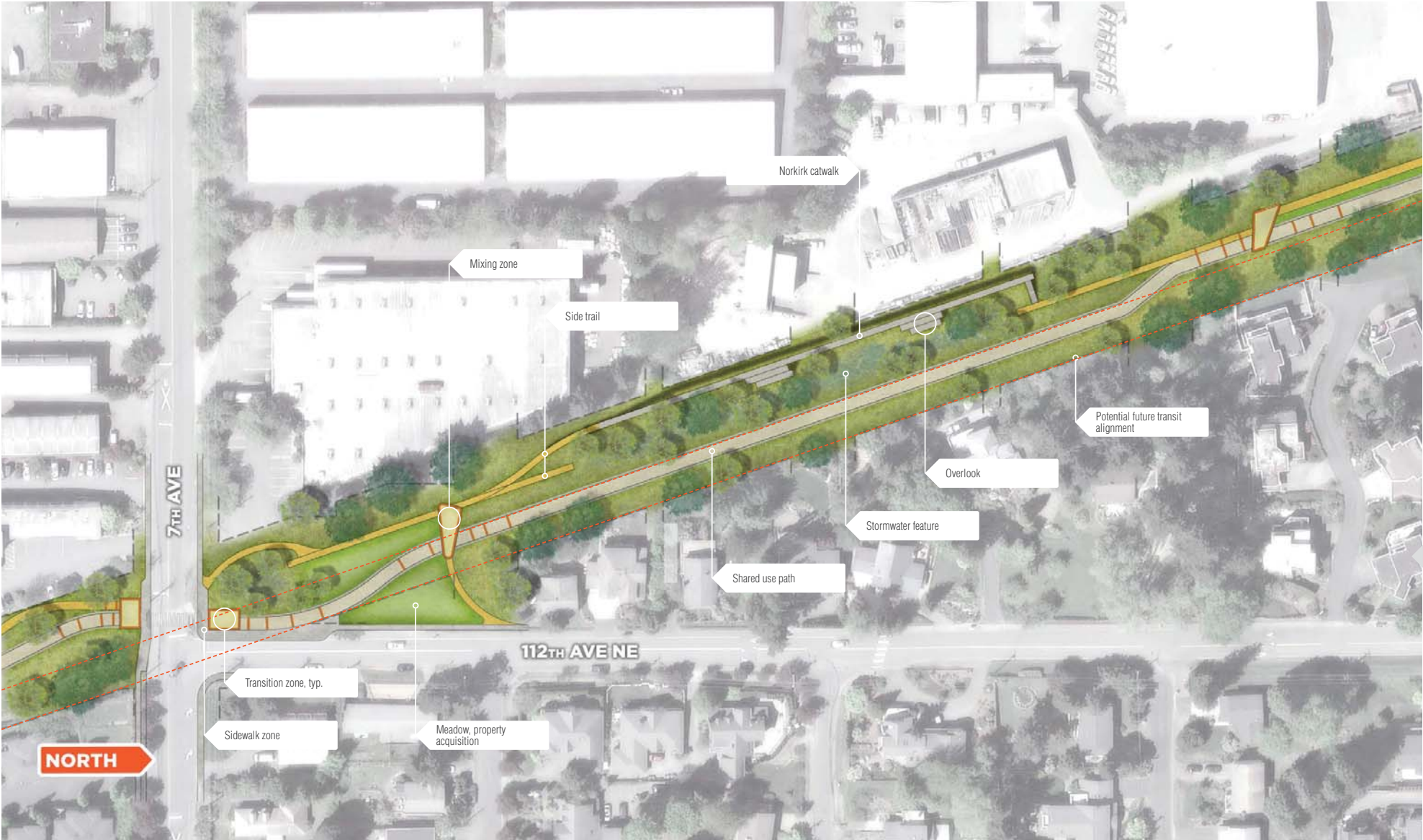
A Portal To Downtown

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

6.7 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.





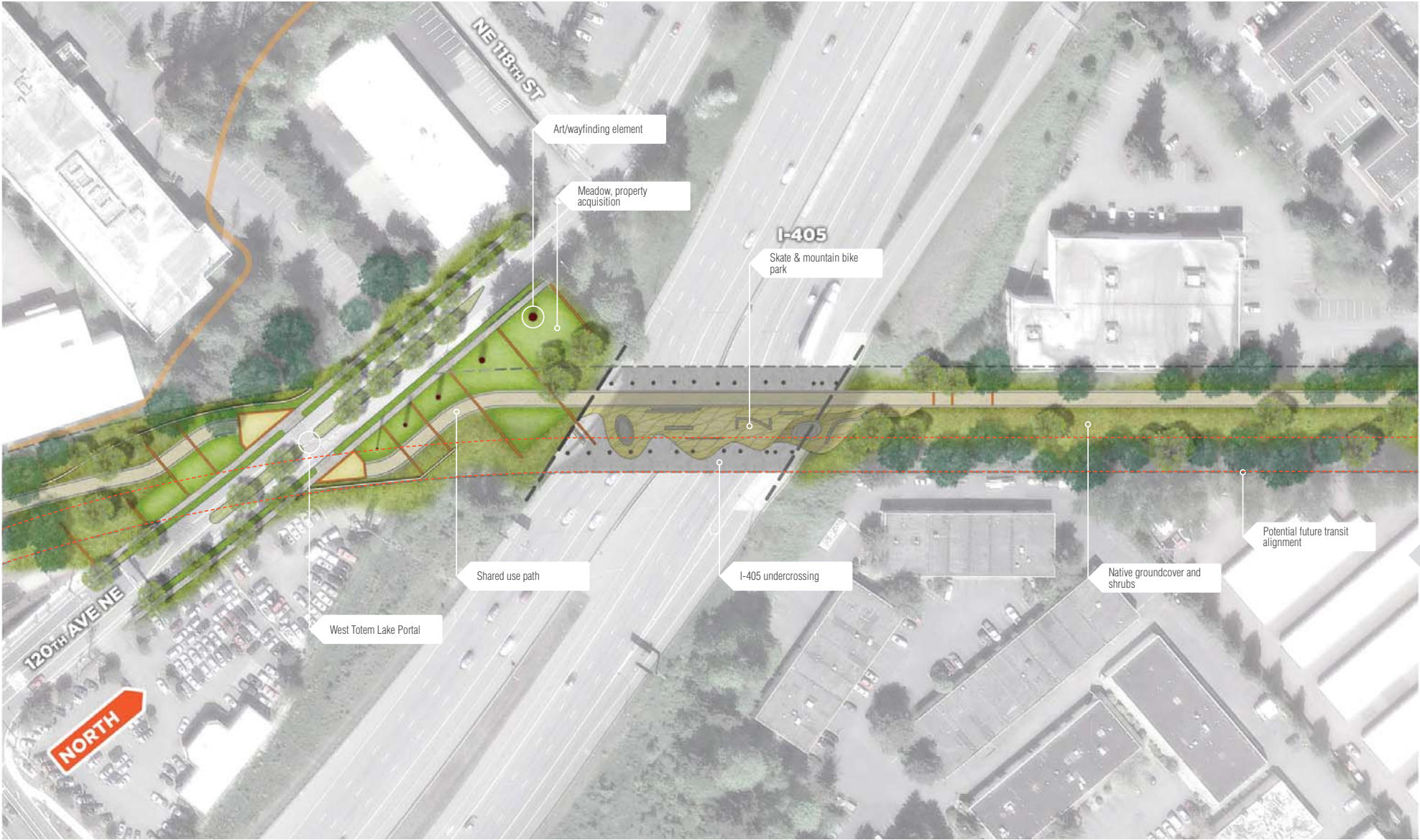
CHARACTER ZONE SCRAPBOOK

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.





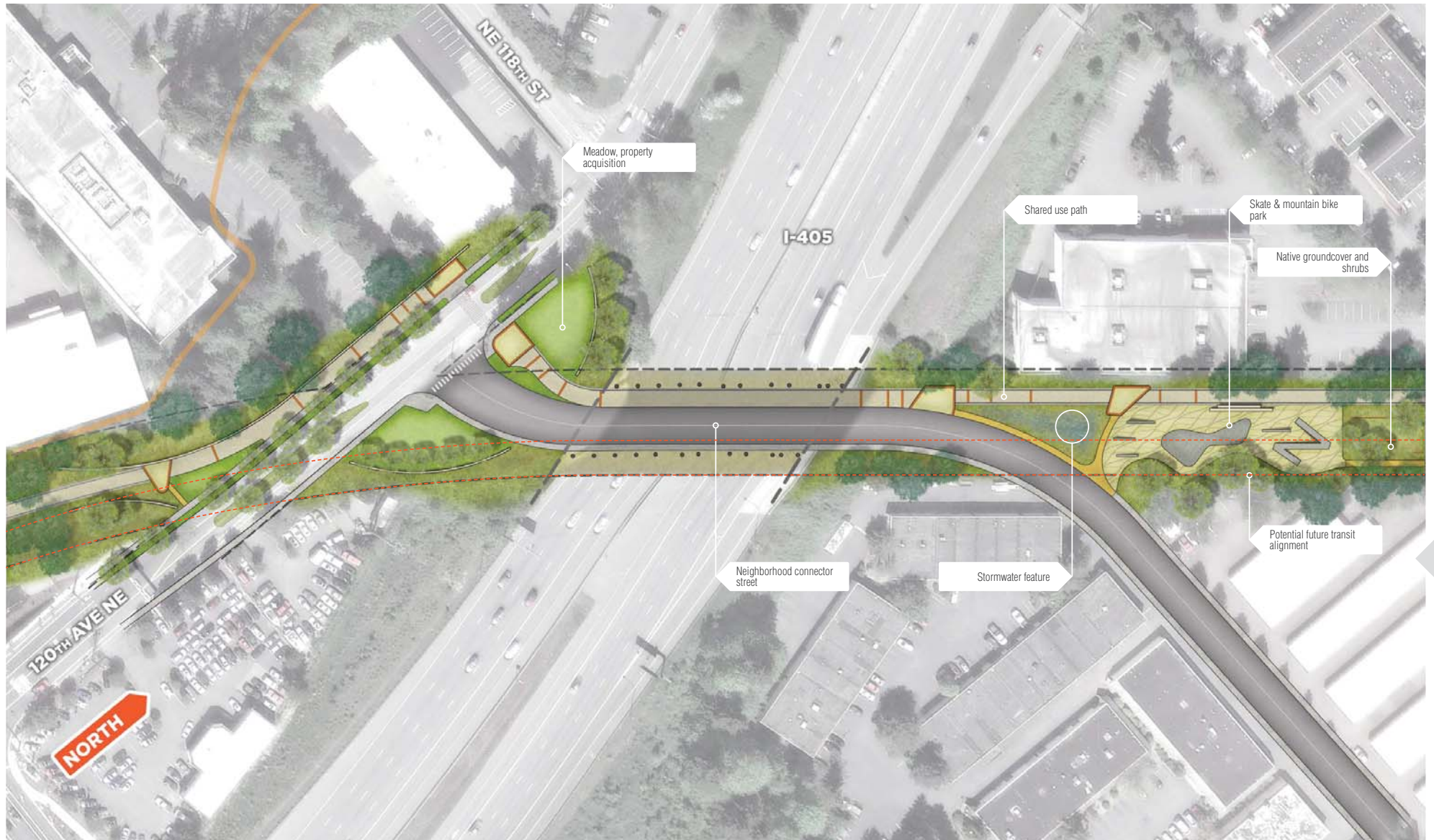
CHARACTER ZONE SCRAPBOOK

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.

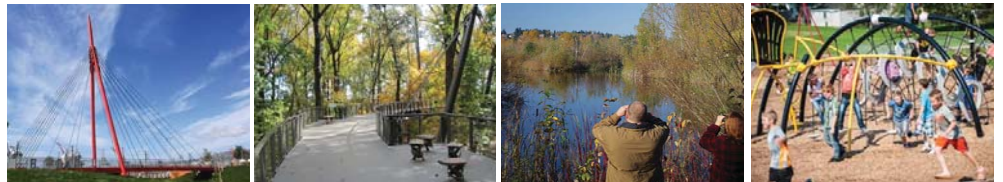
Design Influences

Gateway

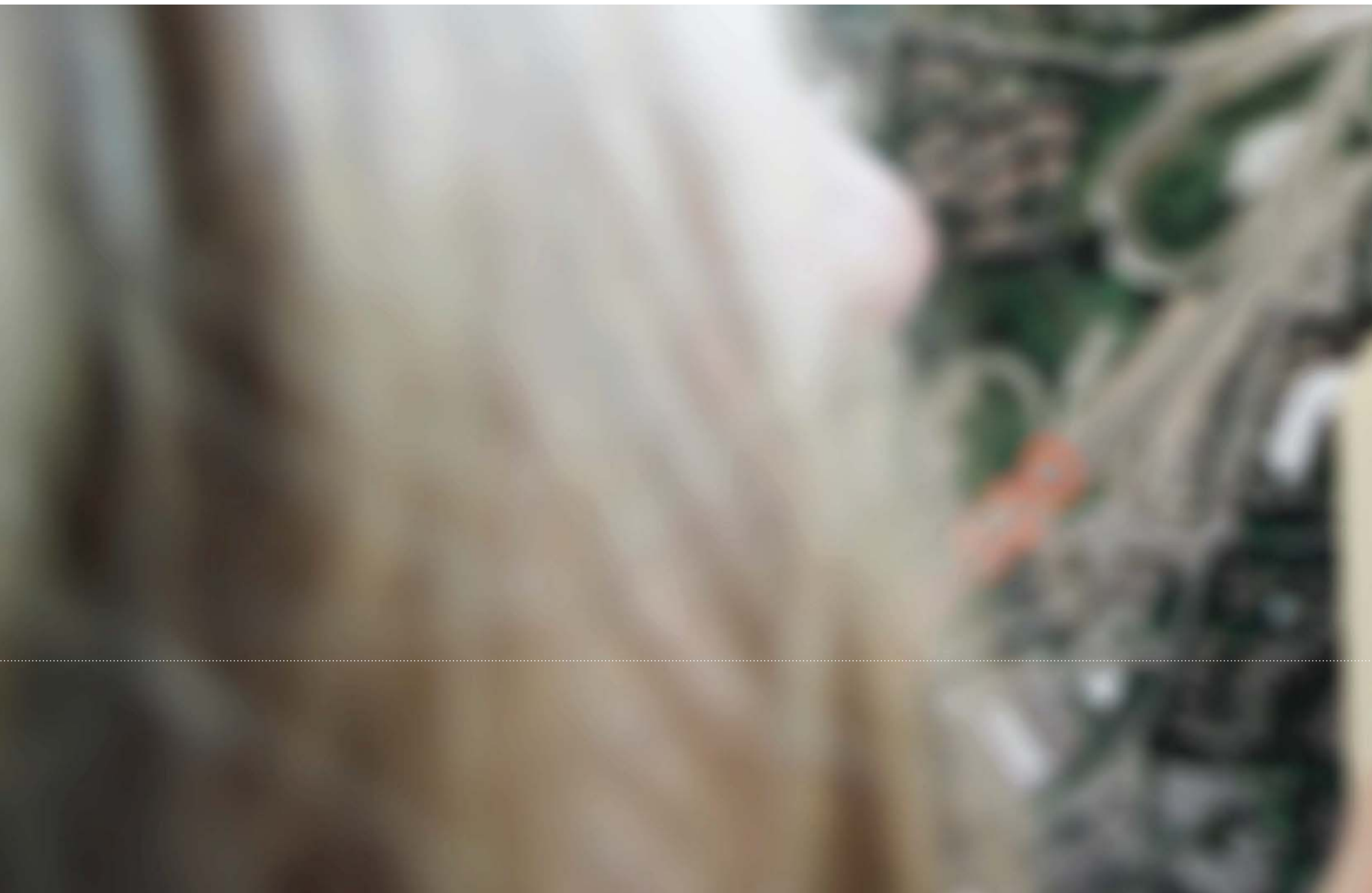
The passage of the trail over 124th and Totem Lake Boulevard becomes a gateway to the neighborhood as well as a powerful symbol for the growth and change of Totem Lake into an increasingly important center of retail and commercial activity for Kirkland and the region.

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.

CITY COUNCIL

Amy Walen, Mayor
Penny Sweet, Deputy Mayor
Jay Arnold, Position #1
Shelley Kloba, Position #2
Toby Nixon, Position #4
Dave Asher, Position #6
Doreen Marchione, Position #7

Former Mayor Joan McBride

TRANSPORTATION COMMISSION

Sandeep Singhal, Chair
Tom Neir, Vice Chair
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
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Human Resources
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Parks & Community Services
Jennifer Schroder, Director
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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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- 8.1 COSTS
 - 8.2 PUBLIC OUTREACH REPORTS
 - 8.3 INTERSECTIONS
 - 8.4 UNDERSTANDING THE CORRIDOR
 - 8.5 VISIONING + PROJECT GOALS
 - 8.6 TRANSIT + UTILITY STUDY

8.0 APPENDIX







8.1 COSTS

8.0 APPENDIX

Memo



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

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

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

General Assumptions

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

Memo



To: Dave Godfrey
From: Brad McGuirt
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Date: 4.25.14
Page: 2 of 5

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

Memo

To: Dave Godfrey **Date:** 4.25.14
From: Brad McGuirt **Page:** 3 of 5
Subject: CKC Master Plan Cost Considerations - DRAFT

Mark-Up Definitions

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

Construction Contract Mark-ups

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

Memo

To: Dave Godfrey **Date:** 4.25.14
From: Brad McGuirt **Page:** 4 of 5
Subject: CKC Master Plan Cost Considerations - DRAFT

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

Design & Administrative Soft Costs

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

MPCC Qualifications

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

This MPCC is based on master plan level design.

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

End of Memo

CROSS KIRKLAND CORRIDOR MASTER PLAN

Master Plan Cost Considerations Cross Kirkland Corridor			Date: 6/4/2014			DRAFT
Item Description	Quantity	Unit	Unit Cost	Total	Minimal Elements	
Yarrow Woods						
Site Preparation						
Clearing and Grubbing	187,680	SF	1.00	\$187,680.00	\$187,680.00	
Rough Grading (Typical Profile)	2,583	CY	40.00	\$103,320.00	\$103,320.00	
Rough Grading (at Retaining Walls)	715	CY	50.00	\$35,750.00	\$17,875.00	
Retaining Walls	3,088	FF	80.00	\$247,040.00	\$123,520.00	
Environmental Mitigation Allowance	1	Allow.	523,000.00	\$523,000.00	-	
Site Civil Infrastructure (Not Included in Cost)						
Water	1	Allow.	20,000.00	\$20,000.00	-	
Sewer	1	Allow.	15,000.00	\$15,000.00	-	
Electrical	1	Allow.	10,000.00	\$10,000.00	-	
Site Improvements						
Trail						
Primary Trail - 12' wide asphalt	4,649	LF	60.00	\$278,940.00	\$278,940.00	
Increased Width Primary Trail - 16' wide asphalt	0	LF	75.00	\$0.00	-	
Secondary Trail - 8' wide crushed rock	4,354	LF	20.00	\$87,080.00	-	
Safety railing	1,855	LF	40.00	\$74,200.00	\$74,200.00	
Guardrail	715	LF	50.00	\$35,750.00	\$17,875.00	
Lighting	0.89	/Mile	205,000.00	\$182,450.00	-	
Art	1	Allow.	5.0%	\$195,020.00	-	
Events / Eddies						
South Kirkland Park & Ride Trailhead						
Restroom facility	1	Allow.	500,000.00	\$500,000.00	-	
Piazza paving	3,500	SF	20.00	\$70,000.00	-	
Seating elements	1	Allow.	9,000.00	\$9,000.00	-	
Informational signage & wayfinding	1	Allow.	7,000.00	\$7,000.00	-	
Accent planting	1	Allow.	30,000.00	\$30,000.00	-	
Bicycle parking	4	EA	1,000.00	\$4,000.00	-	
Accent lighting	1	Allow.	20,000.00	\$20,000.00	-	
Cochran Springs Perch	1	Allow.	80,000.00	\$80,000.00	-	
108th Ave Stormwater Feature						
Stormwater feature elements	1	Allow.	50,000.00	\$50,000.00	-	
Boardwalk crossing	1	Allow.	7,000.00	\$7,000.00	-	
Watershed Park Trail Connection						
NE 52nd Rain Garden Feature (South)	1	Allow.	5,000.00	\$5,000.00	-	
Rain garden elements	1	Allow.	50,000.00	\$50,000.00	-	
Weirs	1	Allow.	7,000.00	\$7,000.00	-	
NE 52nd Stormwater Feature (North)						
Stormwater feature elements	1	Allow.	60,000.00	\$60,000.00	-	
Boardwalk crossing	1	Allow.	7,000.00	\$7,000.00	-	
Prototypical Mixing Zones	4	EA	33,400.00	\$133,600.00	-	
Prototypical Seating Eddies	7	EA	13,500.00	\$94,500.00	-	
Intersections						
108th Ave NE						
Intersection treatments	1	Allow.	272,160.00	\$272,160.00	\$272,160.00	
Prototypical portal element	2	EA	25,400.00	\$50,800.00	-	
NE 52nd St						
Intersection treatments	1	Allow.	222,960.00	\$610,560.00	\$610,560.00	
Prototypical portal element	2	Allow.	25,400.00	\$50,800.00	-	
Landscape (Baseline)						
Restoration Planting	328,440	SF	0.50	\$164,220.00	\$164,220.00	
				Yarrow Woods Subtotal	\$4,277,870.00	\$1,850,350.00
Construction Soft Costs						
Escalation (undetermined %)				\$0.00	\$0.00	
Subtotal				\$4,277,870.00	\$1,850,350.00	
Design Contingency (20%)				\$855,574.00	\$370,070.00	
Subtotal				\$5,133,444.00	\$2,220,420.00	
General Conditions (5%)				\$213,893.50	\$92,517.50	

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

Houghton Porch					
Site Preparation					
Clearing and Grubbing	122,160	SF	1.00	\$122,160.00	\$122,160.00
Rough Grading (Typical Profile)	1,700	CY	40.00	\$68,000.00	\$68,000.00
Rough Grading (at Retaining Walls)	350	CY	50.00	\$17,500.00	\$8,750.00
Retaining Walls	1,148	FF	80.00	\$91,840.00	\$45,920.00
Environmental Mitigation Allowance	1	Allow.	323,000.00	\$323,000.00	-
Site Civil Infrastructure (Not Included in Cost)					
Water	1	Allow.	20,000.00	\$20,000.00	-
Sewer	0	Allow.	15,000.00	\$0.00	-
Electrical	1	Allow.	10,000.00	\$10,000.00	-
Site Improvements					
Trail					
Primary Trail - 12' wide asphalt	3,054	LF	60.00	\$183,240.00	\$183,240.00
Increased Width Primary Trail - 16' wide asphalt	0	LF	75.00	\$0.00	-
Secondary Trail - 8' wide crushed rock	3,062	LF	20.00	\$61,240.00	-
Safety railing	1,320	LF	40.00	\$52,800.00	\$52,800.00
Guardrail	350	LF	60.00	\$21,000.00	\$10,500.00
Lighting	0.58	/Mile	205,000.00	\$118,900.00	-
Art	1	Allow.	5.0%	\$67,584.00	-
Events / Eddies					
Micro Shelters	4	Ea.	55,000.00	\$220,000.00	-
Prototypical Mixing Zones	0	EA	33,400.00	\$0.00	-
Prototypical Seating Eddies	4	EA	13,500.00	\$54,000.00	-
Landscape (Baseline)					
Restoration Planting	213,780	SF	0.50	\$106,890.00	\$106,890.00
				Houghton Porch Subtotal	\$1,538,154.00
					\$598,260.00
Construction Soft Costs					
Escalation (undetermined %)				\$0.00	\$0.00
Subtotal				\$1,538,154.00	\$598,260.00
Design Contingency (20%)				\$307,630.80	\$119,652.00
Subtotal				\$1,845,784.80	\$717,912.00
General Conditions (5%)				\$76,907.70	\$29,913.00
Subtotal				\$1,922,692.50	\$747,825.00
Contractor Overhead (5%)				\$76,907.70	\$29,913.00
Subtotal				\$1,999,600.20	\$777,738.00
Contractor Profit (6%)				\$92,289.24	\$35,895.60
Subtotal				\$2,091,889.44	\$813,633.60

APPENDIX | COSTS

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

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

Restoration Planting	176,900	SF	0.50	\$88,450.00	\$88,450.00
Buzz Zone Subtotal				\$5,820,664.00	\$1,658,600.00
Construction Soft Costs					
Escalation (undetermined %)				\$0.00	\$0.00
Subtotal				\$5,820,664.00	\$1,658,600.00
Design Contingency (20%)				\$1,164,132.80	\$331,720.00
Subtotal				\$6,984,796.80	\$1,990,320.00
General Conditions (5%)				\$291,033.20	\$82,930.00
Subtotal				\$7,275,830.00	\$2,073,250.00
Contractor Overhead (5%)				\$291,033.20	\$82,930.00
Subtotal				\$7,566,863.20	\$2,156,180.00
Contractor Profit (6%)				\$349,239.84	\$99,516.00
Subtotal				\$7,916,103.04	\$2,255,696.00
Total Construction Contract Amount				\$7,916,103.04	\$2,255,696.00
Design & Administrative Soft Costs					
Sales Tax (8.8%)				\$696,617.07	\$196,501.25
Subtotal				\$8,612,720.11	\$2,454,197.25
Permitting and Mitigation Fees				N.I.C.	N.I.C.
Subtotal				\$8,612,720.11	\$2,454,197.25
Estimated Design Fees (15% Total Construction Contract Amount)				\$1,187,415.46	\$338,354.40
Subtotal				\$9,800,135.56	\$2,792,551.65
Administrative Costs (10% Design Fees)				\$118,741.55	\$33,835.44
Subtotal				\$9,918,877.11	\$2,826,387.09
Buzz Zone Grand Total				\$9,918,877.11	\$2,826,387.09

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

CROSS KIRKLAND CORRIDOR MASTER PLAN

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

Norkirk Edge					
Site Preparation					
Clearing and Grubbing	95,840	SF	1.00	\$95,840.00	\$95,840.00
Rough Grading (Typical Profile)	1,345	CY	40.00	\$53,800.00	\$53,800.00
Rough Grading (at Retaining Walls)	960	CY	50.00	\$48,000.00	\$24,000.00
Retaining Walls	3,678	FF	80.00	\$294,240.00	\$147,120.00
Environmental Mitigation Allowance					
1	Allow.	1,110,000.00		\$1,110,000.00	-
Site Civil Infrastructure (Not Included in Cost)					
Water	1	Allow.	20,000.00	\$20,000.00	-
Sewer	0	Allow.	15,000.00	\$0.00	-
Electrical	1	Allow.	10,000.00	\$10,000.00	-
Site Improvements					
Trail					
Primary Trail - 12' wide asphalt	2,417	LF	60.00	\$145,020.00	\$145,020.00
Increased Width Primary Trail - 16' wide asphalt	0	LF	75.00	\$0.00	-
Secondary Trail - 8' wide crushed rock	2,366	LF	20.00	\$47,320.00	-
Safety railing	705	LF	40.00	\$28,200.00	\$28,200.00
Guardrail	960	LF	60.00	\$57,600.00	\$28,800.00
Lighting	0.45	/Mile	205,000.00	\$92,250.00	-
Art	1	Allow.	5.0%	\$171,632.00	-
Events / Eddies					
7th Ave Stormwater Feature	1	Allow.	50,000	\$50,000.00	-
Norkirk Catwalk					
Catwalk element	1	Allow.	220,000.00	\$220,000.00	-
Stormwater feature	1	Allow.	50,000	\$50,000.00	-
Bicycle parking	2	EA	1,000.00	\$2,000.00	-
Accent lighting	1	Allow.	20,000.00	\$20,000.00	-
Prototypical Mixing Zones	3	EA	33,400.00	\$100,200.00	-
Prototypical Seating Eddies	2	EA	13,500.00	\$27,000.00	-
Intersections					

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

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

APPENDIX | COSTS

Prototypical Seating Eddies	3	EA	13,500.00	\$40,500.00	-
Landscape (Baseline)					
Restoration Planting	349,510	SF	0.50	\$174,755.00	\$174,755.00
Highland Pass Subtotal				\$6,835,439.00	\$1,315,950.00
Construction Soft Costs					
Escalation (undetermined %)				\$0.00	\$0.00
Subtotal				\$6,835,439.00	\$1,315,950.00
Design Contingency (20%)				\$1,267,087.80	\$263,190.00
Subtotal				\$8,202,526.80	\$1,579,140.00
General Conditions (5%)				\$341,771.95	\$65,797.50
Subtotal				\$8,544,298.75	\$1,644,937.50
Contractor Overhead (5%)				\$341,771.95	\$65,797.50
Subtotal				\$8,886,070.70	\$1,710,735.00
Contractor Profit (6%)				\$410,126.34	\$78,957.00
Subtotal				\$9,296,197.04	\$1,789,692.00
Total Construction Contract Amount				\$9,296,197.04	\$1,789,692.00
Design & Administrative Soft Costs					
Sales Tax (8.8%)				\$818,065.34	\$157,492.90
Subtotal				\$10,114,262.38	\$1,947,184.90
Permitting and Mitigation Fees				N.I.C.	N.I.C.
Subtotal				\$10,114,262.38	\$1,947,184.90
Estimated Design Fees (15% Total Construction Contract Amount)				\$1,394,429.56	\$268,453.80
Subtotal				\$11,508,691.94	\$2,215,638.70
Administrative Costs (10% Design Fees)				\$139,442.96	\$26,845.38
Subtotal				\$11,648,134.89	\$2,242,484.08
Highland Pass Grand Total				\$11,648,134.89	\$2,242,484.08

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

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

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

CROSS KIRKLAND CORRIDOR MASTER PLAN

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

Highland PassTotal	\$11,648,134.89	\$2,242,484.08
Active ZoneTotal	\$10,096,292.29	\$2,161,354.53
Totem Lake Total	\$26,517,672.84	\$2,069,775.57

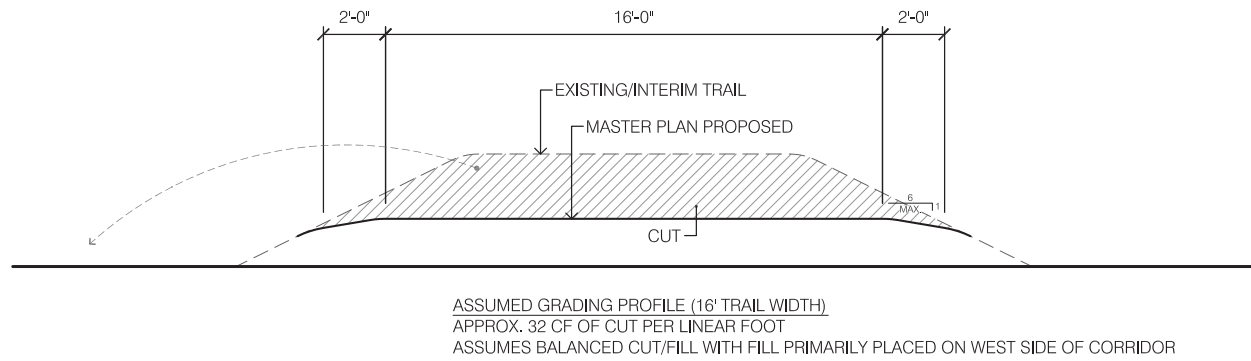
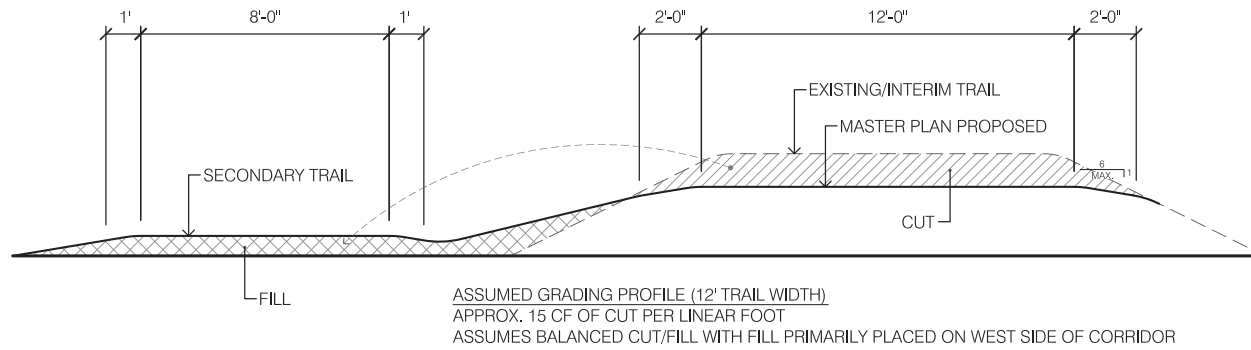
Cross Kirkland Corridor Grand Total	\$79,466,498.97	\$17,329,583.62
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Prototypical Mixing Zones				
Paving				
CIP concrete banding	200	LF	20.00	\$4,000.00
Precast concrete pavers (sand set)	400	SF	21.00	\$8,400.00
Additional Rough Grading				
	1	Allow.	-	\$5,000.00
Furnishings				
Catalog or integral. Primary elements to include seating and trash/recycling receptacles.	1	Allow.	-	\$8,000.00
Enhanced Planting				
Accent planting at mixing zone	1	Allow.	-	\$8,000.00
Prototypical Mixing Zone Total				\$33,400.00

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

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

Summary			
	Yarrow Woods Total	\$7,289,832.71	\$3,153,144.43
	Houghton Porch Total	\$2,621,137.47	\$1,019,482.90
	Buzz Zone Total	\$9,918,877.11	\$2,826,387.09
	Everest Edge Total	\$5,075,382.45	\$1,344,118.66
	Norkirk EdgeTotal	\$6,299,169.21	\$2,512,836.37



ASSUMED GRADING PROFILES
 FOR ESTIMATING ROUGH GRADING COSTS





8.2 PUBLIC OUTREACH REPORTS

8.0 APPENDIX



CROSS KIRKLAND CORRIDOR

Public Involvement Report

Community Planning Day – Saturday, June 8

Walk and Roll – Friday, June 7

Business Roundtable – Tuesday, May 14



Prepared by:
Stepherson & Associates Communications
June 25, 2013



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KIRKLAND
2035



Outreach Events - Recap

On the first weekend in June, the City of Kirkland hosted city-wide events to kick-off “Vision 2035”, Kirkland’s two-year comprehensive planning process.



“Community Planning Day”—the main event—was held on Saturday, June 8, at City Hall, and was open to the public from 10 a.m. to 2 p.m. The doors were wide open at City Hall, and informational booths were set up throughout the building. Staffed by city personnel and project teams, booths included interactive activities that were designed to increase participation in the many city projects currently underway. The following projects were in attendance: Capital Improvement Program/Capital Facilities Plan, Juanita Drive Corridor Study, Totem Lake Park Master Plan, Transportation Master Plan, Parks, Recreation and Open Space (PROS) Plan, Surface Water Master Plan, Cross Kirkland Corridor Master Plan, and the 2035 Comprehensive Plan. The Cross Kirkland

Corridor set up a booth in the main hallway on the ground floor of City Hall, which was very visible to attendees arriving from the building’s main entrance.

A second public outreach effort took place during the Juanita Friday Market on June 7 when the city Public Works Department hosted a “Walk and Roll” Safety Fair from 3 to 7 p.m. A Cross Kirkland Corridor booth was set-up, with project information and interactive activities.



A third public outreach effort took place at the Kirkland Business Roundtable meeting on Tuesday, May 14. At this event, a Cross Kirkland Corridor booth was set-up, with project information and interactive activities. A presentation that described the goals and schedule for the master plan was also given.

Information Stations

At the June 8 event, the project team arranged three interactive stations along the main hallway, offering passersby a variety of ways to engaged with the project, and share their input with the project team.

“What Do You Like” station

The first station included a board of photographs from other corridors, open space and parks. Attendees were encouraged to draw a star near the photographs they’d like to see implemented on the Cross Kirkland Corridor. The photographs were organized by category, including: Environmental Opportunities, Opportunities for Art, Variety of Connections (transportation options), and Places to Eat, Drink, and Play.

“Tag the Map” station

The second station consisted of a large map of the corridor. A series of prompts were provided to get people thinking about what they wanted in the corridor. Attendees were asked to write location-specific feedback on a tag, and place it with a push pin on a map of the corridor.



“What Do You Like” station



“Tag the Map” station

“Caption the Corridor” station

The third station asked participants to give feedback to a series of prompts: “My favorite thing about Kirkland is...”, “To Strengthen this, CKC can...”, “My greatest hope for Kirkland is... ” and “The CKC can realize this by...”. Participants provide their feedback in caption comment forms.



“Caption the Corridor” station and comment forms



Results

Over 200 people attended the June 8 event, and a majority of them spent time at the CKC booth, talking with project staff, and providing their input. The event was successful because of the turnout, but also because of the amount of written feedback received. We received 50 tags with comments on “Tag the Map”, and 16 comment forms from the “Caption the Corridor” station. On Friday’s Walk and Roll event, we received 38 tags, and 4 comment forms. In sum, we received 108 comments over the course of the two days of outreach activities.

At the May 14 event, we received 34 “Tag the Map” comments from participants who responded to the prompts “I see the Corridor as an opportunity for my business to...”, “The CKC can be a catalyst for Kirkland by...”, and “I’m most excited for the Cross Kirkland Corridor to...”. Emerging themes from the comments at this event included interest in:

- Connections to neighborhoods, shopping, businesses, other trails, other communities, and the region
- Providing a walk/bike to work option for numerous businesses
- A catalyst for economic development
- Amenities such as art, lighting, lookout and gathering points, and places to hold events

A complete list of all comments from all three events is provided in this report’s appendix.

“Tag the Map” tags

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

- Connections and access
- Amenities
- Look and Feel

Listed in the tables below, terms are in **bold** when referenced more than once, and are followed by a check mark (✓) for each additional mention. The left hand column provides results from the Walk and Roll event and the right hand column provides results from the Community Planning Day event.

Connections and Access references locales at which the corridor and trail should branch out to connect with the existing, nearby and/or adjacent residential areas, business districts, parks, and other areas of interest.

Connections & Access



“Walk and Roll” event	“Community Planning Day” event
100th Street overpass ✓	Access at North Highlands
60th and Houghton	Access from trail to shopping
7th Ave	Connection to Business Park
Airport	Connections are like “Ribs” connecting to the “spine”
Bel-Red Businesses	Lakeview Elementary via Google
Burke-Gilman ✓✓	NE 60th street
Connects to park	NE 68th Street
Downtown via 68th and 70th instead of 405	North Highlands connections and access
Evergreen Hospital ✓	Overpass at Totem Lake
Finn Hill @ Sandberg ✓✓✓	Parking
Juanita Beach ✓✓✓✓	Public Safety Building
Park Place and Downtown	SR 520
Peter Kirk Elementary ✓	Totem Lake Park ✓
Redmond Trail	Wineries
Seattle	
Soccer Fields	
Totem Lake Park ✓✓✓✓	
Totem Park/Market Street	
Willows Road	
Wineries ✓	

Amenities were identified at the “What do you Like” station. Many respondents enjoyed the process of imagining the possibilities for such notable things as bathrooms and rest areas, signage, and dog parks along the new, public corridor.

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

← CROSS **KIRKLAND** CORRIDOR →

	Picnic Tables
	Signage ✓✓
	Trash cans ✓

Look and Feel This category refers to other comments received on how Kirkland residents see this corridor as a part of their new landscape.

Look & Feel	
"Walk and Roll" event	"Community Planning Day" event
	Keep it rustic and wild ✓✓
	Don't block views ✓✓
	Make it safe ✓
	No high fences or walls
	Paved /gravel trail
	Sustainable walking surface
Manage growth and plan for density appropriately	Manage growth and plan for density appropriately

"Caption the Corridor" Comment Forms

At this station, project representatives were instructed to ask a series of questions to elicit big picture ideas and hopes for the corridor: What do you love most about Kirkland and how can that reflected in the CKC? What's your one greatest hope for the CKC? What one thing should we be sure the master plan addresses? Whether or not attendees were engaged in conversation, this was an opportunity to provide a prompted, but open-ended comment to the project on a comment form.

Feedback received from this mechanism is organized by a cause-and-effect relationship. The feedback is listed below in descending order, from comments with the highest number of occurrences to the least. Note that the information received below is combined from both Friday and Saturday's outreach events.

Comment Card # 1

Favorite thing about Kirkland
To strengthen this, CKC can...

Results...

Access to water, views ✓✓✓✓✓✓
Create gathering places
Exercise options
Connect business and residential communities ✓✓
Access options

← CROSS **KIRKLAND** CORRIDOR →

Encourage businesses to beautify their backyard
Dog-walkers amenities
Bike and running trail
Low-development
Preserve rail-bed for multi-use trail

Nature access from neighborhoods ✓✓✓
Keep all transportation options open ✓✓

Family-friendly oriented culture ✓✓✓
Parking on corridor

Pedestrian amenities - benches
Connect with other neighborhoods to reduce need for cars and transit

Grandsons are in school here, coaching basketball
Quiet transit

History of good land-use and transportation planning
Yes to commuter rail

Single-family housing with backyards
No to light rail

Comment Card # 2

My greatest hope for Kirkland
The CKC can realize this by...

Results...

More walkable and bikeable ✓✓✓
Regional connections (Woodinville and Burke-Gilman) ✓✓

Pedestrian Safety ✓✓✓
Visibility of the trail



Equitable development ✓✓
Trail to Totem Lake re-development ✓
High Capacity Transit ✓

Reduce traffic congestion ✓✓
No light rail ✓

Use Burke Gilman as an example of economic development and crime reduction ✓✓
Restrooms along the trail ✓
Provide access points ✓

Become a landmark young and old destination on Lake Washington
Job training
Signage
Green stormwater infrastructure
Community gardens
Fish-passable, salmon corridors
Plan for tourism
Access options

Safe routes to school
Trail to Totem Lake re-development

Dialogue that informs decision-making

Dog-walking amenities.

Private and public access options

Access at every three to four blocks

Not become urbanized "another Seattle"
Keep it rustic and wild
Park-like
Plan for managing loitering and
Graffiti

Environmental education with streams, wetlands
--



Be truly "green"
Keep cars and trucks off the trail

Make CKC a shared corridor with commuter and freight rail
Develop Totem Lake
Encourage development along CKC

Other feedback

Many respondents chose to follow the prompts; however, some comments received on these cards provided useful feedback not necessarily related to the prompts. The following pieces of unclassified feedback were also received on the comment forms:

- Golf cart transportation for seniors and disabled. Example: Central Florida
- Educate the public that the rail will be restored (rail removal being confused with no light rail)
- Use Burke Gilman as an example of economic development and crime reduction
- Signage and acknowledgement for donors
- Take middle ground: preserve train right of way
- Remain rustic
- Provide a place to relax and exercise
- Connect to restaurants and shops
- Trail for dog-walking, biking
- Safety and views
- Reasoned dialog, reasoned decision-making
- CKC makes Kirkland better
- Transit will grow and meet citizens wants and needs
- Thank you!

Community Planning Day – Saturday, June 8

Walk and Roll – Friday, June 7

```

graph TD
    A[Provide a smooth, multi-purpose trail + adjoining gravel trail.] --> B[Dig weavers will love this. Provide for them.]
    B --> C[Embrace the streams & wetlands. Educate and improve.]
    C --> D[Provide opportunity to acknowledge those that have adapted to the corridor.]
    D --> A
  
```

Join the Conversation

1. Provide a smooth, multi-purpose trail + adjoining gravel trail.

2. Dig weavers will love this. Provide for them.

3. Embrace the streams & wetlands. Educate and improve.

4. Provide opportunity to acknowledge those that have adapted to the corridor.

My Favorite Thing About Kolland Is :

To Shanghai This, The Cross-Kolland Corridor Can
meet the needs of
all transportation
rail + non-motorized

Join the Conversation

My Greatest Hope for Kolland Is :

reasoned dialogue
reasoned decision
making

The Cross-Kolland Corridor Can Help Realize This By :

Taking a middle
ground → preserve
the rail right-of-way

My Favorite Thing About Kolland Is :

To Shanghai This, The Cross-Kolland Corridor Can :

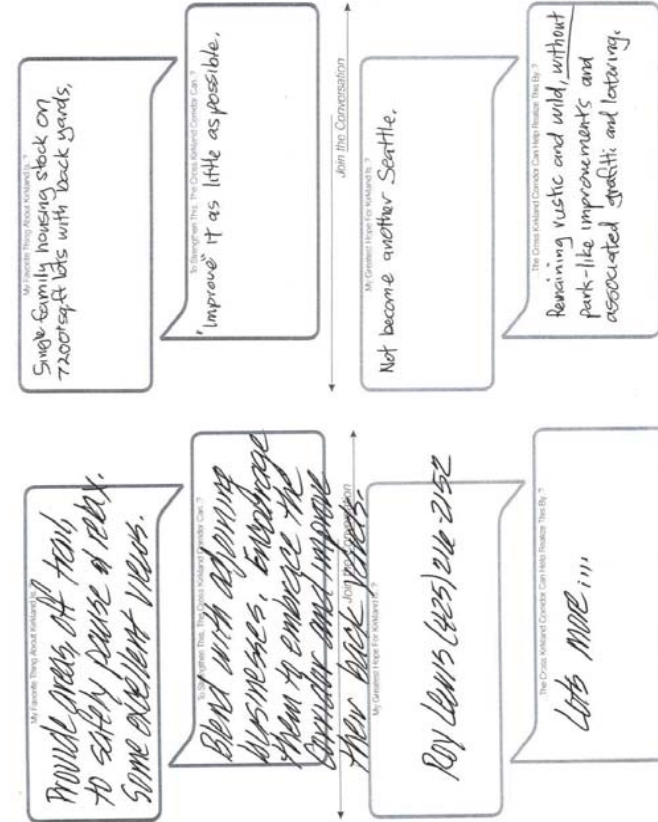
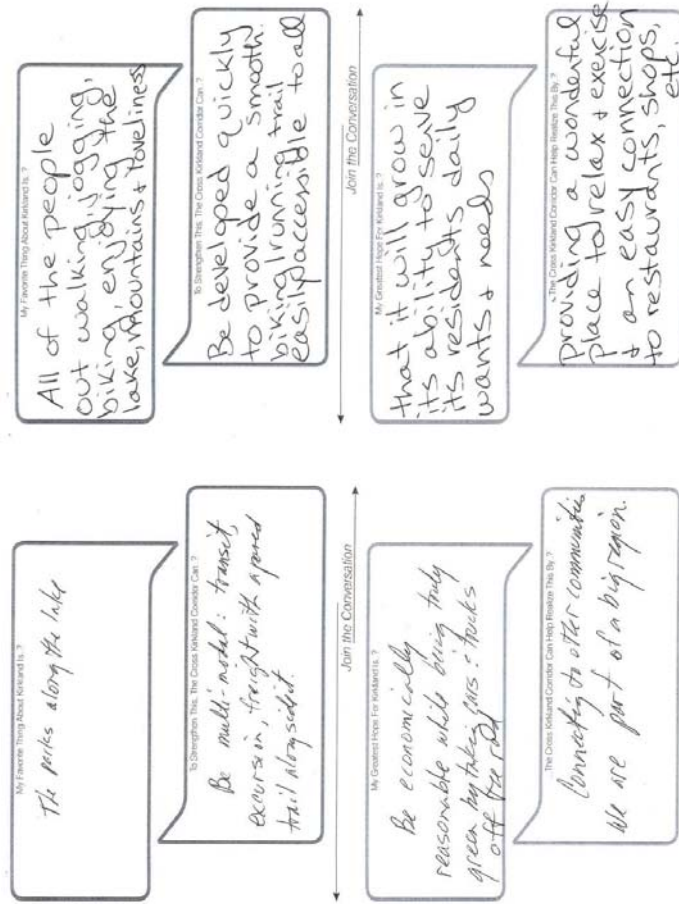
trail for dog-walking
& biking.
Safety & views are my
priority.

Join the Conversation

My Greatest Hope for Kolland Is :

Thank you for your work!

The Cross-Kolland Corridor Can Help Realize This By :



My Grandsons went to school here - I coach basketball

With 1st Centers Trans'ed
use old rail corridor with overlap
Quinn, Mastov, "physical Notwork"
NOT 19th Centers light rail!

Let 8th Century Transit on Rail/High
E / immediate congestions -

*Be sure transit is profitable -
The Great National Transit Campaign, Inc.*

No Light Rail!!!

CONSIDER THE ABILITY TO
SUPPORT GOLF CART TYPE
TRANSPORTATION FOR SENIOR/
DISABLED. - The Village
in Central Florida is a
CITY BASED ON THIS concept

Join the Conversation

My Greatest Hope For Kidland Is . . . ?

The Oroni Kikland Consort Can Help Realize This Day. 7

My favorite thing about Scotland is: "It is a great place to live with a history of good planning. I have been a resident for 25 years. I think that the people of Scotland must plan for increased transit."

Preserve the railbed and plan for future commuter rail by taking on a 10-mile route through the land to Bellevue. RT is not practical on the 10, but commuter rail promotion can be

The K.C. becomes a shared corridor with commuter rail + trail on pilot roads. Preserve corridor by adding freight rail and an additional 1000 ft. then add commuter rail (ambor).

Developing. Potomac Lake is a good business and T&D to support transit on the C&C. Encourage business growth all along the C&C. Support rail trail use.

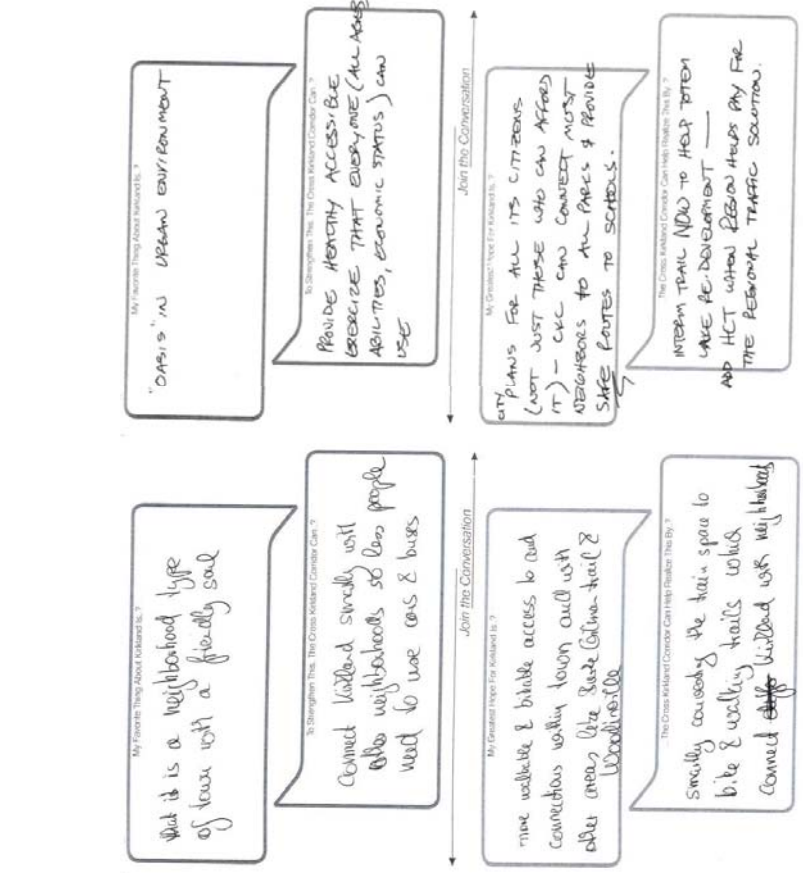
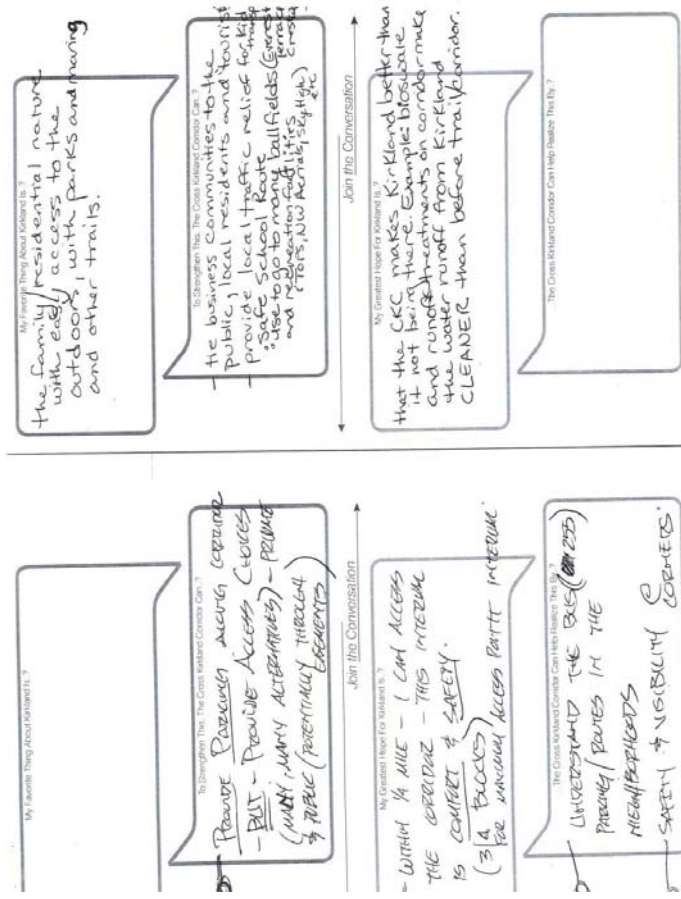
Access to water - miles of water

to strengthen this. The
Gathering place

Join the Conversation

We truly became a "dream team" one
like with ~~studies~~ - gathering plans,
young & old - destination

- job training - Vet Corps, Green Corps
- YES (in Seattle)
- community gardens
- change of numerous access points
- change the community
- tourist attraction (see Katakala idea)



CROSS **KIRKLAND** CORRIDOR

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

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

① (Bike) Access to corridor for Lakeview & Peter Kirk elementary schools, ② garbage cans & dog waste bags at access points.
 ③ Sculpture in parks along corridor - interactive please sitting, climbing, etc.
 ④ Upgrade road crossings for safety - ped bridges, tunnels, etc.

How would you like staff to follow-up with you? (Please check box and provide contact information.)
 Your name: Erka Samir

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

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

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

Do a scientifically valid random sample survey rather than just these public forums.

How would you like staff to follow-up with you? (Please check box and provide contact information.)
 Your name: _____

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

CROSS **KIRKLAND** CORRIDOR

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

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

Think this as a whole region not just Kirkland. Also allow ~~at~~ the public to review all aspects of the rail not just trail & light rail. There is nothing here ~~for~~reactions to use of heavy rail.

How would you like staff to follow-up with you? (Please check box and provide contact information.)
 Your name: _____

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

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

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

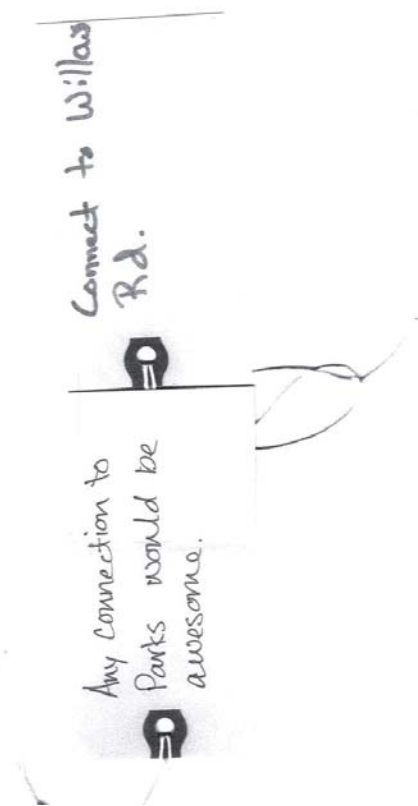
Separation of Bicycle trail & pedestrian trail — safety of pedestrian. I refuse to spend my taxpayer \$ on a single trail that housed both.

How would you like staff to follow-up with you? (Please check box and provide contact information.)
 Your name: RANOLA LEWIS

☐ Mail (Please provide address): _____
☐ E-mail (Please provide e-mail): _____
☐ Phone (Please provide phone number): 425-629-3397
☐ Not necessary for staff to follow up



Appendix II – “Tag the Map” comments
Walk and Roll – Friday, June 7



CROSS KIRKLAND CORRIDOR

Connect through
new bypass
work.

Juanita Beach
3
Ford's Creek Area

Connect to
Juanita Bay
Area

Connection
from
Juanita Bay Park
(Not necessarily
11/6/14)

Access from
Top of FIVE
Hills
(close to Sandberg)

GO THRU TRAILS
@ TURTLE PARK
BOTTOM OF MARKET
ST.

CROSS KIRKLAND CORRIDOR

Ditto
Sandberg

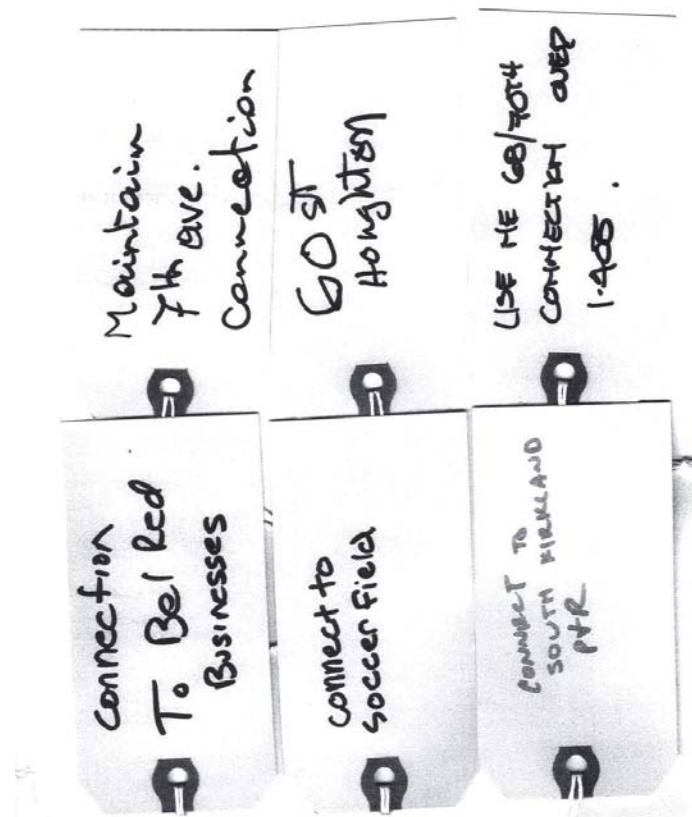
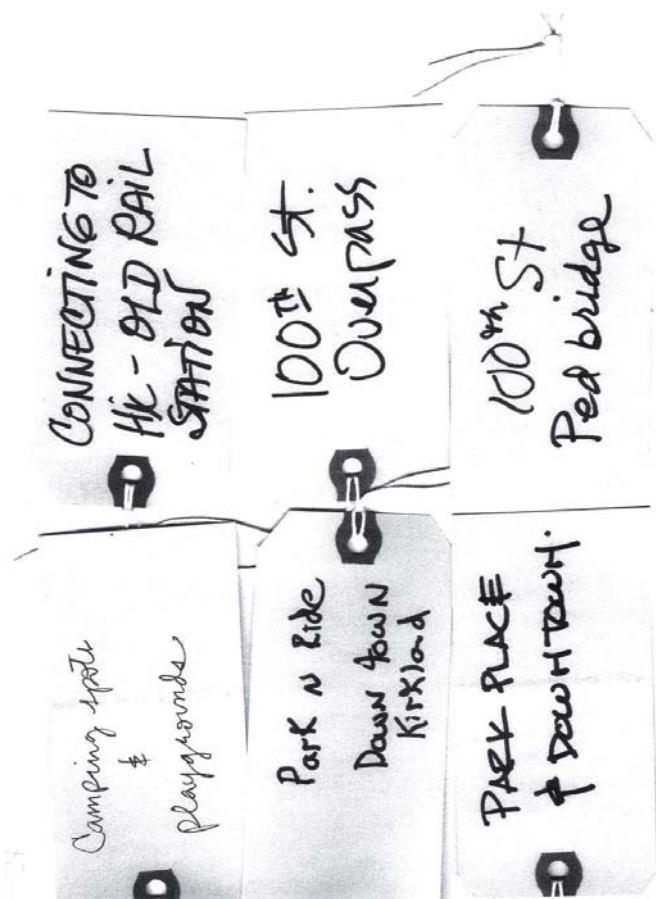
Sandberg/Throner
~~Connect to Park Area~~
(~~from Sandberg~~)

Totem Lake/
Evergreen Hospital

Connect to
TOTEM LAKE

Connect to
Burke Gilman
Safety

Connect to
• BRILLIANT
• S.E. TRAIL
• REDWOOD
TRAIL



CROSS **KIRKLAND** CORRIDOR

Crestwood Drive

Connect to
Forbes Creek
then to Juanita
wetlands

I want
public transport-
ation on the
409 corridor.

I want to ride light
rail along 405 corridor.

Keep
the trail
connected
to nature
(leave parking
lots :))

Please pave
trail for
bicycles!

CROSS **KIRKLAND** CORRIDOR

Appendix III – “Tag the Map” comments

Community Planning Day – Saturday, June 8

Integrate with
Totem Lake
Park

over bridges @ Totem
lake area?

Need good connecting
to the office park
+ Spaul Trailhead
+ Wayfinding!!

access &
parking are
critical

Force
bike
use

UPPER LAND HOSTING/
COMMUNICATIONS/
MOVE RAIL/TRANSIT TO
ONE SIDE. VEHICLES
A LOT OF ROOM FOR TRAIL
ON THE OTHER!

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

Connect to trail around the bike at Totem Lake

Add the rest of the corridor that is in Kirkland

Connections to new Public Safety Building
- signage? bike/walk
- encourage connections

Industrial area
good place for art - picnic tables
- currently wetland area

And a dog off-leash area along, or connecting to, the corridor = nirvana!

City should buy many more traffic counting devices to know hourly per lane

Access to path from here should be reviewed. It is the closest point for much of North Highlands now it takes jumping the ditch.

Yes, keep it rustic for walking & biking and if there is a way to incorporate larger dark spaces along trail, we're nirvana!

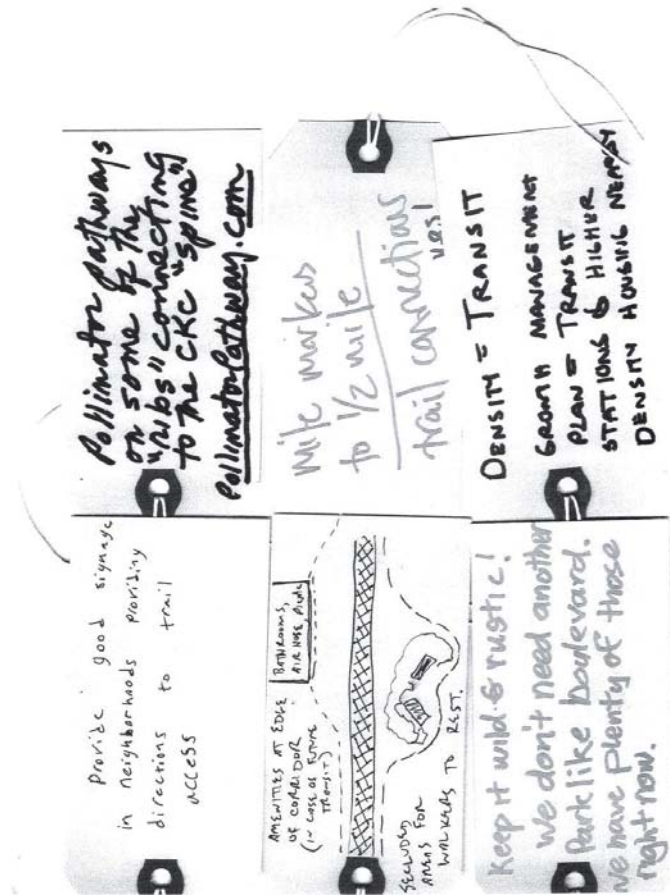
Provide paved/gravel access from community to the trail

Get the rails & ties up so we can walk!

Would love to see cafes, bakeries. Maybe even a small brewery around here. It makes a destination for bikers. Area is already industrial (non-residential) in this pocket.

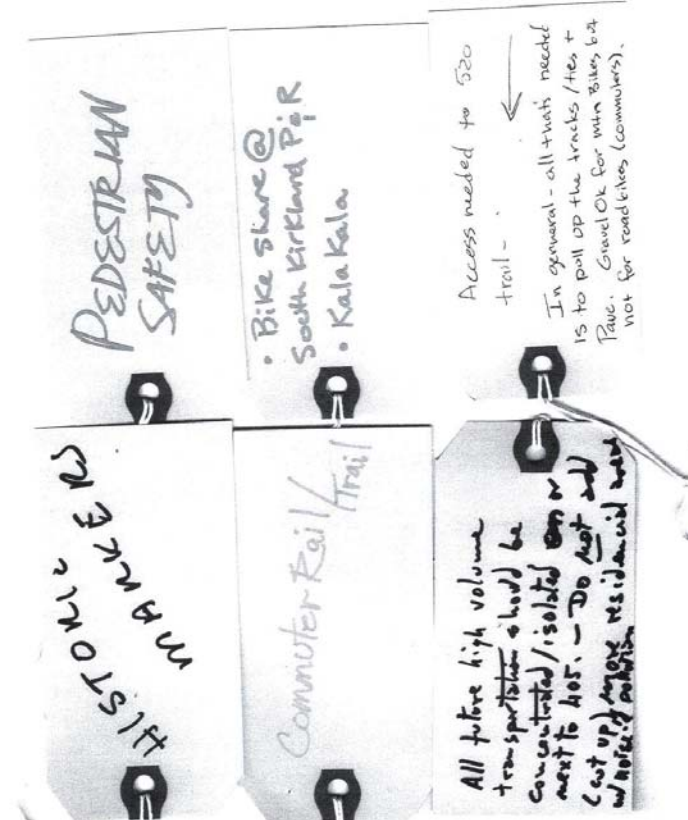
Blow up the bridge across Kirkland way! Rebuild a higher, longer bridge. Safe for cars & pedestrians.

CROSS KIRKLAND CORRIDOR



CROSS KIRKLAND CORRIDOR









Appendix IV – “Tag the Map” comments

Business Roundtable Meeting – Tuesday, May 14



DRAFT Meeting Notes

Project: Cross Kirkland Corridor
Location: Kirkland Tennis Club
Time: 9:30 - 11:00 am

Date: 5/14/03
Page: 37 of 38

Present: City of Kirkland Staff, Business and Founders Club associated with trail, Berger Partnership

Purpose: Business Stakeholder's Outreach Event

Discussion: See Below

South to North

1. Vision of trail as a shopping/strolling/fitness destination is compelling. 60 feet of two-track rail is not compatible with that vision.
2. Opt for my 3:2 to live, work, play, all in my backyard
3. Imagine Housing – a corridor connecting diversity and providing access
4. Northwest University – Make the trail a great place for fitness!
5. Pedestrian walkway at 60th allows more access for walkers.
6. Kirkland watershown smearl – opportunities and constraints
7. Craig Gaudry & Associates, Windermere Real Estate, 826 6th Street South
8. Nyrec, Inc. We're excited about creating an inviting place for the community to get on board the trail
9. I'm excited to see the CKC become an engaging and artful experience.
10. Talk to LWSD re: Peter Kirk Elementary reorientation to CKC
11. Moss Bay Web – Let's get a bridge over the 6th Street South crossing!!!
12. Offer employees and tenants a better opportunity to bike to work. Most excited about connecting to regional bike trails.
13. KITH www.kithcares.org – Development of affordable housing close to trail access points. Creating healthy community.
14. Moss Bay Web – Let's daylight Everest Creek (in a culvert now)
15. The Heathman Hotel – Outdoor amenity for our guests—jogging trail, dog walk, nature walk, bicycles



16. Kirkland Bicycle – We get a lot of tourists renting bikes and there is nowhere currently in Kirkland to send them other than the streets. They usually drive to other cities nearby to access bike-specific trails. We would also love to open a second location on the trail to serve cyclists on the CKC. Thank you – Josh Harris
17. Ask Police & Fire for special infrastructure add-ons to help them patrol and reduce crime. Ask hi-tech & energy companies if corridor can help them access more people and businesses. Solar or wind energy generating stations?
18. Get people out of cars and experience the city and allow people without cars (children especially) to participate in city life.
19. Keller Williams Realty Eastside, 11109 Slater Ave NE, Kirkland – Railway and foot/bike traffic don't mix...monorail-type system? Love the gondola idea. – Suzi Luke, Real Estate Broker
20. I am excited for the CKC to build community, bring visitors, develop businesses, and create joy for all those who use it. I love the idea of an art walk, lit path, and a gondola/lookout points for scenery. Golds Gym
21. Brenda Nunes, Keller Williams Eastside – Connectivity/people
22. I am most excited to see the great artwork and place for people to meet and exercise. The features such as lighting, water amenity and art will be great to see in the community. Alyssa St. Germain – Qdabra Software
23. Forbes Creek – Sawmill, former dam and mill pond, run logs to Juanita – Aschsoft Consultants, George Bradshaw
24. Tennis Center – Connect to the trail and Totem Lake
25. Water park!
26. Continuous grade route for wheelchairs from Market Street to NE 112th St.
27. Walks and runs on trail! Events
28. Old dinner train: sound – romance, food. Green Hills – Color Seasons, George Braslaw. Bring the experience of the train to the trail permanently.
29. Connect with the rest of the city and region. Transpo Group
30. Draw more opportunities to share business ideas. Excited to be part fo the business community. Bring more business to community. Dual Data Storage
31. Wellness & education stations with creative health/fitness opportunities
32. Connection to Sammamish River Trail (&BGT)
33. Transportation is our big concern and vision for corridor – Jon Pederson, Nintendo of America
34. Potential site for Chainline Brewing Company

Meeting Adjourned

The preceding is assumed to be a complete and correct record of the significant items and actions agreed upon at the above meeting. Please advise the author immediately of any additions or corrections to the minutes. Work is proceeding on the basis of this record.

Prepared by: Berger Partnership PS

CROSS KIRKLAND CORRIDOR

Final Stakeholder Interview Report

Prepared by:
Stepherson & Associates Communications
July 18, 2013



KIRKLAND
2035
A Vision for Growth and Progress



Introduction

The project team conducted 11 interviews with a cross-section of stakeholders to identify the ideas, opportunities, needs, and concerns related to the Cross-Kirkland Corridor (CKC). Interviews were conducted early in the master planning process to ensure the team was aware of and understood stakeholder views and opinions prior to developing any concepts or alternatives for the CKC.

Interview results will be used by the project team to inform the master plan and to ensure that the public involvement plan reflects the community's needs and effectively engages all stakeholders and the public.

Topic Guide

An interview topic guide was developed to ensure all desired topics were covered and that interviewees were asked the same questions. The topic guide asked questions to better understand stakeholders' familiarity with and interest in the corridor, their perceptions about opportunities within the corridor, and about the best ways to keep them and the community involved in the master planning process. While the topic guide was intended to structure stakeholder discussions, interviewees offered other comments as well. A copy of the topic guide is provided in Appendix A of this report.

Interviewees

A list of potential interviewees was developed to ensure that a representative cross-section of corridor interests were included in the interviews. Representatives, from neighborhood associations, businesses, advocacy groups, educational institutions, and government were invited to participate in an interview. The following organizations were invited to participate in an interview:

- Central Houghton Neighborhood
- Everest Neighborhood
- Highlands Neighborhood
- Astronics
- Evergreen Hospital
- The Heathman Hotel
- NYTEC
- CamWest
- Eastside Trail Advocates
- Kirkland Greenways
- Lake Washington Institute of Technology
- Lake Washington School District
- Kirkland Planning Commission
- Kirkland Park Board
- Muckleshoot Indian Tribe



Results

Eleven of the 15 organization contacted agreed to participate in the interviews. Interviews were conducted between June 18 and July 9, 2013. Interviews were conducted in person by Chris Hoffman of Stepherson & Associates and typically lasted between thirty minutes and an hour. Interviews were conducted in person with the exception of one phone interview. A summary of the interviews, which identifies common themes and key results, is provided below. The **bold type** corresponds to the specific questions that were asked during the interviews.

About the Interviewees

All interviewees were **familiar with the Cross Kirkland Corridor**, and a majority of them were very familiar with it. Their familiarity stemmed from participating on the City of Kirkland Business Roundtable, adopting segments of the corridor, using the corridor, and being involved in previous planning stages.

Interviewees had a range of expectation for the master plan, including that it:

- Will help to promote Kirkland and set the stage for a new amenity for Kirkland
- Will set a clear framework for the short-, mid-, and long-term development, operation, and maintenance of the corridor
- Recognize the corridor as a transportation option, and not just a recreational opportunity
- Be user-friendly but have data and analysis for those who are interested
- Be integrated into the City's transportation and economic development plans
- Have a vision and steps necessary to achieve it, with recommended priorities
- Be clear about light rail/transit

Interviewees had a variety of responses about **how the results of master plan will affect their organizations**. Key among them were that it will:

- Have a positive impact to our organization
- Provide transportation and recreational benefits, and access to all of Kirkland
- Provide connections to other key parts of the community (beaches, parks, businesses, schools) and gathering opportunities
- Address all road crossing and ensure they are safe and pedestrian-friendly
- Remove barriers to children getting to school by active transportation

About the Master Plan

This section summarizes interviewee responses to a number of questions about the master plan.

Interviewees identified a number of **interests regarding the corridor**. The primary interest among all interviewees was the trail. Interviewees made a number of comments about the trail, which included:

- The trail should be well-marked and easy to find for residents and out of town visitors alike
- The trail should be a place that the whole family can safely enjoy



- Providing connections to neighborhoods and businesses
- Separating bikes from pedestrians and fast bikers from slow bikers
- Making the trail safe (call boxes)

Other common themes for interests included:

- Making it a multi-modal corridor
- Transit and light rail
- Rezoning to encourage trail-oriented development
- Provide economic benefits to the Totem Lake Mall.

When asked about a **future vision for the corridor** the most common responses given by interviewees were:

- A trail with easy access
- A safe walking path with connections to the community
- A corridor that can be used for events and parades and that helps give Kirkland its identity
- A multi-modal transportation resource
- The community's spine that provide connections within the City
- Local pockets of interest
- Maximizing the entire corridor – more than a trail
- Looking beyond Kirkland's portion of the corridor -- connecting to Bellevue, Woodinville, and other communities in the region

When asked what they thought what was the **biggest opportunity presented by the corridor**, interviewee responses highlighted the following:

- An urban wilderness and connections to nature
- A linear garden
- Attract businesses and spur economic development
- Creating a new north-south transportation corridor
- Make it unique (Kalakala Ferry superstructure as a gateway)
- Inspire interest and use by making small places of interest
- Outdoor recreation
- Transit
- Access and connections

Interviewees were asked if the corridor should incorporate particular themes or concepts. The most common responses included:

- A native northwest forest in more natural sections
- Views and a wide open feeling
- Don't try to fit into what exists today; think about tomorrow and go with a strong vision

CROSS KIRKLAND CORRIDOR

- Adopt personalities of different sections
- Different activities: gardens, beach volleyball, plantings, resting areas, access to commercial areas
- Reflect the corridor's (and Kirkland's) history

Interviewees identified a number of **other corridors they have seen or visited that they view as successful** or worthy examples. These included:

- The Burke Gilman Trail (goes through interesting places; would want separated bike and pedestrian trails)
- The Detroit Greenway, Detroit, MI (fast and slow lanes for bikes)
- UC Davis Greenbelt, Davis, CA (lots of connections)
- The Camino De Santiago, in Northern Spain (branding)
- The Sammamish River Trail (connections to businesses)
- Wissahickon Valley Park Trail (Forbidden Drive), Philadelphia, PA
- The Highline New York, NY (you can have open space anywhere)
- Sunriver, OR (network of bike trails separated from traffic)

The most prevalent responses to the question, **what are the most important issues to be addressed by the master plan**, were:

- The long-term maintenance and operational costs of the corridor
- Use technology to create interest and interpret history of the corridor and Kirkland
- Serving the competing interests; address controversies head on
- Road crossings (safety)
- Totem Lake area
- Consider connections to all of Kirkland, including I-405 crossings (need to improve these as they are not adequate or ADA compliant)
- The current legal hurdle
- Funding: consider forming a special district to help fund improvements (property owners whose values increase as a result of the trail need to help fund it)

Interviewees identified **other factors that may affect the outcome of the master plan**. The most common factors identified were:

- Budget and funding, specifically the State Transportation Budget
- Sound Transit, and ST3
- The high standard for safety that must be obtained in the public domain
- Litigation
- Development that could take place in the interim and that may not be consistent with the vision for the corridor
- Making sure we inform people, so there aren't surprises at the end of the process
- Corridor abutters, who may not want increased use, specifically transit

CROSS KIRKLAND CORRIDOR

About Staying Involved

This section summarizes interviewee responses to questions about staying involved in the master planning process.

Interviewees identified a number of ways to **best keep them informed and involved** during the master planning process. These included:

- Listservs (but need to consolidate lists and use it more regularly and strategically)
- Local media
- Neighborhood associations and the Kirkland Alliance of Neighborhoods
- Large events
- Events on the corridor with entertainment and food trucks
- Business Roundtable
- Website
- Large outdoor signage
- Youtube videos
- Booths at events and festivals
- Chamber of Commerce

All interviewees said **they plan on being involved through the planning process**. When asked if there are **other organizations that should be involved**, interviewees made the following suggestions:

- Commercial and residential developers
- Teen Centers; schools
- Kirkland Heritage Society
- Bicycle coalitions
- PTA's
- King County Conservation Voters

When asked **how public input should influence decisions** related the master plan, interviewees said the following:

- Listen to all input but make decisions based on the greater good; don't give in to the loudest voices
- Don't try to make everyone happy
- Embrace everything that is said but you will have to make choices; explain why and why not you address input
- Involve people early and then provide options for the public to react to
- Look for general trends in what you hear, show what it could look like and explain why decisions were made

Interviewees made the following observations when asked if there was **anything else we should consider in the planning process**:



- Communicate the schedule
- Ask kids “what is missing in their lives?”
- Don’t passively “decorate” the corridor
- Consider how it fits in the 2035 plan and how it influences that picture
- Be thoughtful and careful with concepts and how they might influence surroundings, especially in neighborhoods
- Provide regular updates
- Consider a bikeshare program
- Keep it simple and affordable; we don’t want something we can’t afford
- Through rezoning, encourage businesses and property owners to reorient building towards the corridor

Interviewee responses to an inquiry if they had **any questions they’d like to ask** included:

- Will there be a version of the plan that does not include transit?
- How will construction be funded? Will there be another levy?



Appendix A – Interview Topic Guide

Cross Kirkland Corridor Master Plan Interview Topic Guide

Introduction

Since the 1990s, the City of Kirkland had envisioned a Cross Kirkland Trail, a facility for bicycle and pedestrian transportation that would be parallel to Eastside Rail Corridor’s active rail line. That vision soon became a possibility through the 2008 sale of the Woodinville subdivision from the Burlington Northern Santa Fe Railroad to the Port of Seattle, placing the Eastside Rail Corridor (between Snohomish and Renton via Kirkland) into public ownership. The Kirkland City Council and Transportation Commission moved quickly to identify and articulate the citizen’s interests and priorities for the rail corridor, by issuing an “Interest Statement” based on an extensive public involvement effort. On April 13, 2012, the City of Kirkland closed a five million dollar purchase from the Port of Seattle for a 5.75 mile portion of the line. Today, the opportunity of a lifetime exists for the City of Kirkland to implement the citizens’ vision for a welcoming, transportation-oriented facility for pedestrians and bicyclists, coupled with a high-capacity transit system that connects Kirkland to the region. The Cross Kirkland Corridor Master Plan process and resulting plan will provide an engaging common vision that builds excitement for the corridor.

We are beginning the planning process by conducting a series of interviews with a broad spectrum of corridor interests in order to fully understand those interests and to incorporate and address the ideas, questions, and concerns into the corridor plan and design – specifically how the corridor will look, function, and feel.

Questions

About you

1. Name of stakeholder:
2. Do you represent an organization as you provide input on the Cross Kirkland Corridor Project? If so, what organization?
3. What is your history and relationship to the Cross Kirkland Corridor?
4. How familiar are you with the Cross Kirkland Corridor?
5. What are your expectations for the master plan?



CROSS KIRKLAND CORRIDOR

Public Involvement Report

Community Planning Day – Saturday, October 19, 2013



6. How will the results of the master plan affect you/your organization?

About the Project

7. What are your main interests with regard to the corridor (trail, bicycling, walking, arts, open space, transit, tourism, etc.)?
8. Do you have a future vision for the Cross Kirkland Corridor? How should it serve Kirkland residents and/or the region into the future?
9. What is the biggest opportunity presented by the corridor? Is there one big idea that should be captured in the master plan?
10. Are there particular themes or concepts that should be incorporated into the corridor's design? Are there different themes or concepts to consider for different sections of the corridor?
11. Is there an example of your idea anywhere in the world that you have seen or visited that you dream of this corridor resembling? What specific features, character elements, or experiences are special about it that you would like to include in this corridor?
12. In your opinion, what is/are the most important issue(s) to be addressed by the master plan? What is your/your organization's level of concern with this/these issue(s) (Low, Moderate, High)?
13. What other factors are you aware of that may affect the outcomes of the Master Plan (i.e. funding constraints, other City priorities, etc.)?

About staying involved

14. What are the best ways to keep you informed and involved during the master plan? Are there particular ways to effectively involve the community?
15. Do you plan on being involved throughout this process?
16. Are there other people/organizations you think we should talk to at this point in the planning process?
17. In your opinion, how should public input influence any decisions related to the Cross Kirkland Corridor Master Plan?
18. Is there anything else you think we should consider in the planning process?
19. Do you have any questions you'd like to ask us?





Community Planning Day

OVERVIEW

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

"Community Planning Day" was held at the Peter Kirk Community Center and Kirkland Teen Union Building (KTUB) from 10 a.m. to 2 p.m. Informational booths were set up throughout the building and were staffed by city personnel and project teams. Visitors passed through the hallways, visited with project representatives, and participated in interactive activities designed to increase awareness and understanding of oftentimes technical and complex project information. In addition to the Cross Kirkland Corridor Master Plan, the following projects were in attendance: Capital Improvement Program/Capital Facilities Plan, Juanita Drive Corridor Study, Totem Lake Park Master Plan, Transportation Master Plan, Parks, Recreation and Open Space (PROS) Plan, Surface Water Master Plan, and the 2035 Comprehensive Plan.

CROSS KIRKLAND CORRIDOR PRESENCE

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

Presentation

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

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

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



Stations

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

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



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

Yarrow Woods

Stretches from 108th Ave NE to around Carillon Point

Houghton Porch

North from Yarrow Woods, extends to NE 65th

Buzz Zone

Extends north to the corridor intersection with 6th Street S

Everest Edge

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

Norkirk Edge

Reaches north to the corridor crossing of 110th Ave NE

Highland Pass

Continues north to approximately 116th Ave NE

Active Zone

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

West Totem Lake Connector

Active Zone ends but Totem Lake is yet to begin

Totem Lake

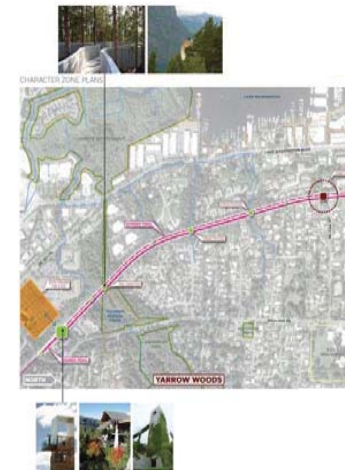
East side of I-405 to the city limits

Feedback

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



YARROW WOODS



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

HOUGHTON PORCH



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

BUZZ ZONE



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

EVEREST EDGE



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

NORKIRK EDGE



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

HIGHLANDS PASS



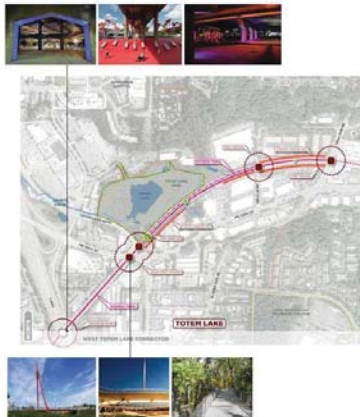
- Boardwalk and bikes: safe surface [CKC along Crestwoods Park edge]
- Artwork to be more natural in Highlands
- "Green" divider
- Want separated trails for safety's sake [at Crestwoods Park edge]
- Add "woods trails" and connect to existing trails [at Founders Creek Park]
- Artwork to be more natural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

ACTIVE ZONE



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

TOTEM LAKE



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

Comment Forms

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

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

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

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

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

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

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

Key themes

A few key themes emerged from the feedback received.

- **Equitable planning** for all types of users
 - Pedestrians
 - Recreationalists
 - Cyclists
 - School children
 - Families
 - Neighbors
 - Slow- vs. fast-moving traffic
- **Connections** to destinations of interest
 - Park-and-Ride
 - Shopping
 - Schools
 - Transit-oriented development
 - 520
 - Cyclist connections and bikeways
 - Woodinville and wineries
- **Look and Feel**
 - Beauty and aesthetics
 - Nature
 - Preserving viewpoints
 - Invasive species control
 - Separated lanes of travel
 - Neighborhood access trails
- **Amenities**
 - Recycling/trash receptacles
 - Lighting
 - Crosswalks and safe crossings
 - Signage—directional, milestones, landmarks and wayfinding
 - Artwork



APPENDIX

- I. Roll Plot Maps
- II. Comment Forms

Appendix Roll Plot Maps



Appendix Roll Plot Maps



Appendix Comment Forms

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

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

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

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

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

Really like future transit
opportunity.

Cross Kirkland Corridor Master Plan - 19 October 2013

Appendix Comment Forms

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

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

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

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

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

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

Cross Kirkland Corridor Master Plan - 19 October 2013

Appendix Comment Forms

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

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

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

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

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

Cross Kirkland Corridor Master Plan - 19 October 2013

Appendix Comment Forms

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

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

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

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

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

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

Cross Kirkland Corridor Master Plan - 19 October 2013

Appendix Comment Forms

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

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

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

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

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

Cross Kirkland Corridor Master Plan - 19 October 2013

Appendix Comment Forms

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

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

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

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

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

Cross Kirkland Corridor Master Plan - 19 October 2013



CROSS KIRKLAND CORRIDOR

Public Involvement Report

Community Forum – Thursday, February 27, 2014



Prepared by
Stepherson & Associates Communications
March 2014



Community Forum

OVERVIEW

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

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

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

Presentation

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

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

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

Slides from the presentation are included in the appendix of this report (page 9). The full presentation can be found on the CKC website:

<http://www.kirklandwa.gov/Assets/Cross+Kirkland+Corridor/CKC+Master+Plan+Slideshow+Feb+27+Forum.pdf>



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



Community members asked questions and provided comments on the presentation



Display Boards

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

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



Project staff discuss the overall vision for the CKC with attendees



Attendees view the project area maps and preliminary trail alignment plans



Details on the interim trail plan were discussed



Project staff answer questions regarding the corridor's Character Zones



Feedback

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

Presentation 1 (5 p.m.)

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



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

Presentation 2 (6 p.m.)

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



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

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

Notification

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



APPENDIX

- I. Display Boards
- II. Presentation Slides



Display Boards (Appendix I)



Presentation Slides (Appendix II)






<CROSSKIRKLAND> CORRIDOR

IMPLEMENTATION & PHASING

Priority 1 – Goals & Topics


- Build less busy over longer distances “let it pass”
- Build more busy over shorter distances “stop the driver”



IMPLEMENTATION & PHASING

Priority 2 – Elements


- Access One Connections
- Bicycle
- Bikes
- Paths
- Commercial
- Major
- Major Infrastructure Hub
- 1200 AM
- 1000 AM



IMPLEMENTATION & PHASING

Priority 3 – Other Goals


- Major Activity Hub / High Traffic Area
- In Combination w/ other Public Projects
- Urban Lake Park
- Tennis Park
- South Kirkland Park Area
- In Combination w/ adjacent Private Projects
- Local
- Urban Lake Park
- North Lake Park
- Highland Commercial District



IMPLEMENTATION & PHASING


Priority 4 – Road Opportunities

- Green Infrastructure (LRT)
- Natural Environment (LRT)
- Green Corridor
- Natural Environment
- Natural Environment
- Recreation - Health & Wellness
- Private Properties




IMPLEMENTATION & PHASING

What are your Priorities?



**CROSS KIRKLAND CORRIDOR
MASTER PLAN**







8.3 INTERSECTIONS

8.0 APPENDIX

INTERSECTIONS

INTRODUCTION

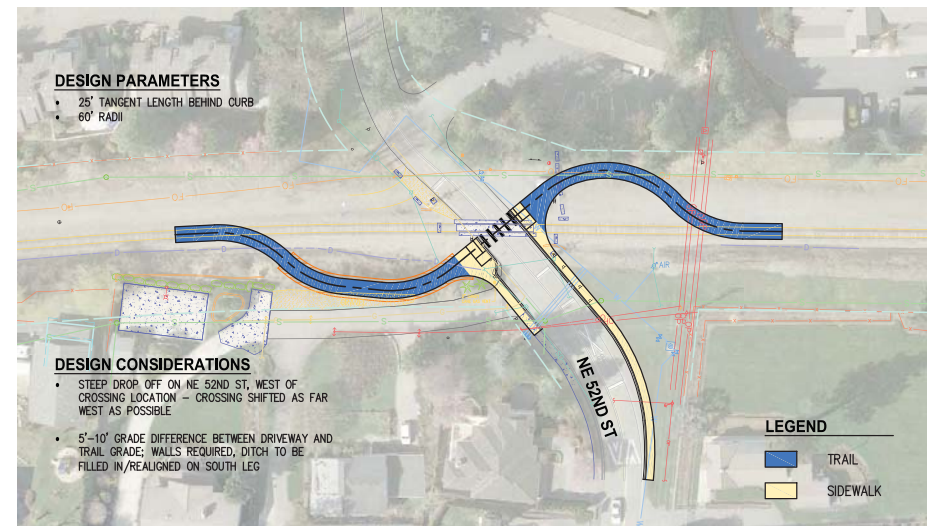
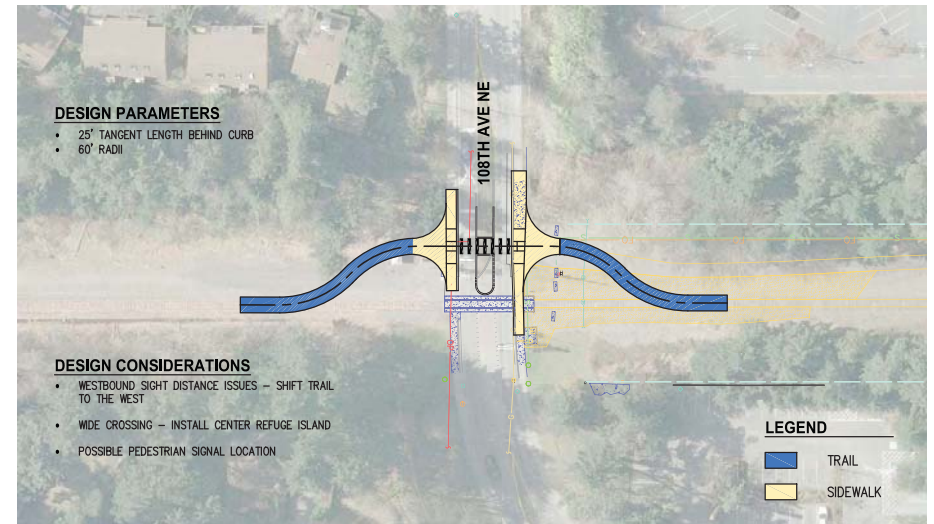
A key feature of the CKC is the treatment of pedestrian and vehicular intersections along the corridor. The roadway/trail crossings have been surveyed and thoroughly examined for the interim trail project; therefore intersection considerations documented in this master plan are based on a level of research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

108th Avenue NE

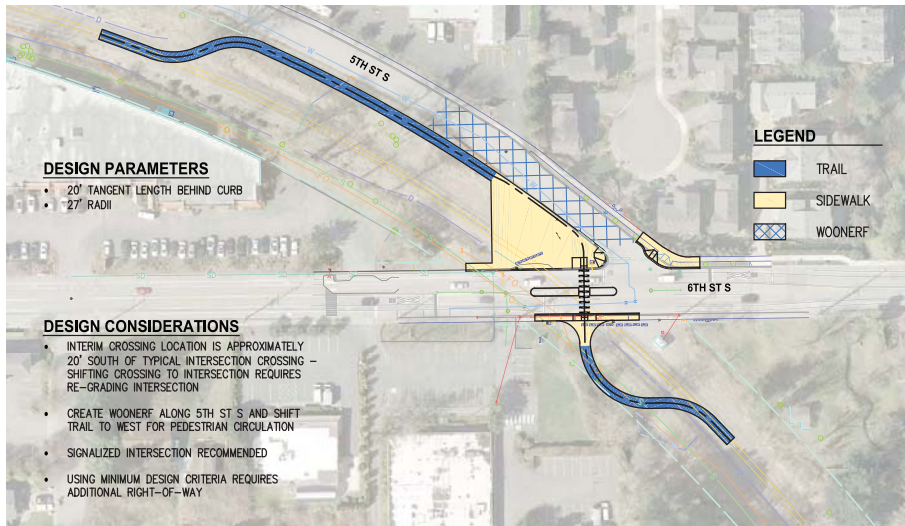
- + Shift crossing west for sight distance, use center median, Rapid Flash Beacon (RFB).
- + If future traffic volumes warrant, a signalized crossing could be considered.

NE 52nd Street

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



APPENDIX | INTERSECTIONS

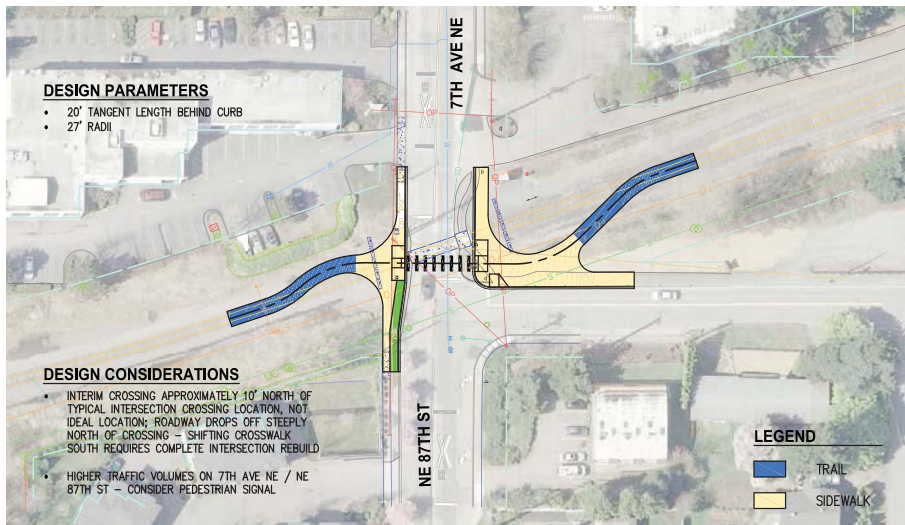


5th/6th Street

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

7th Avenue

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



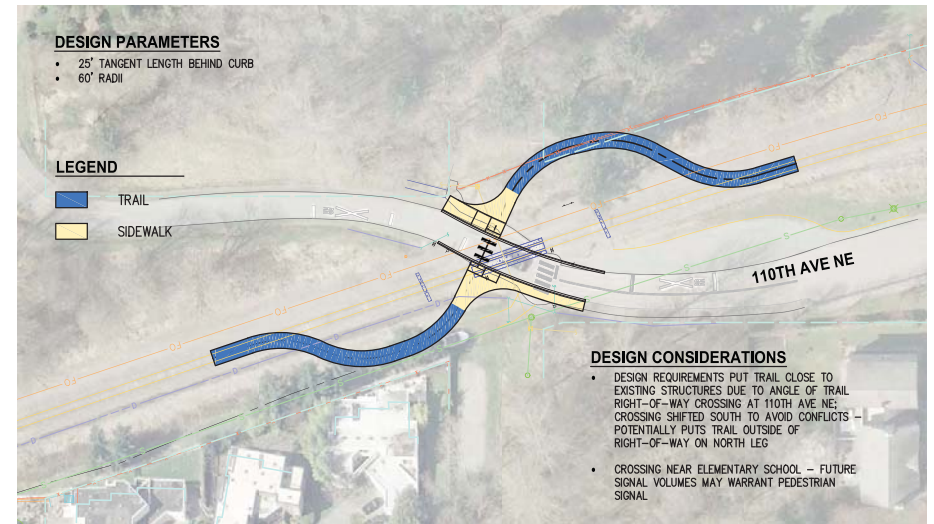
INTERSECTIONS

110th Avenue NE

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

NE 112th Street

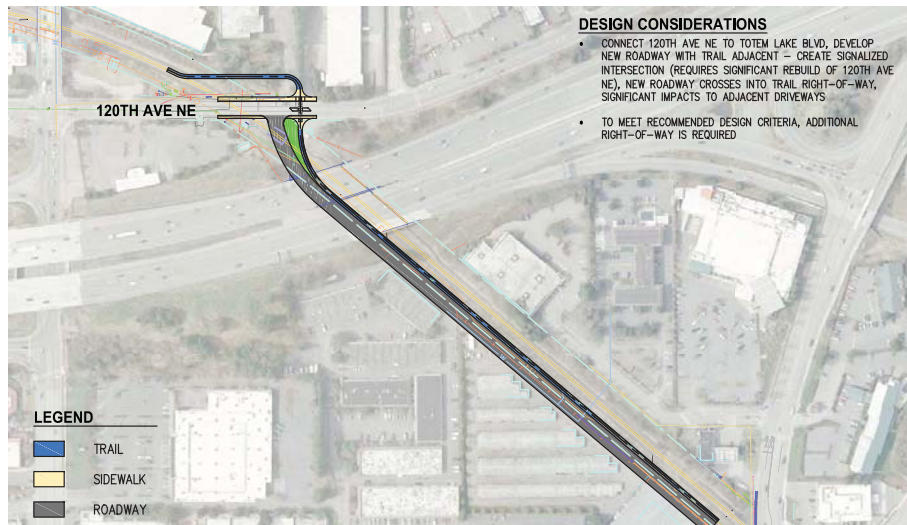
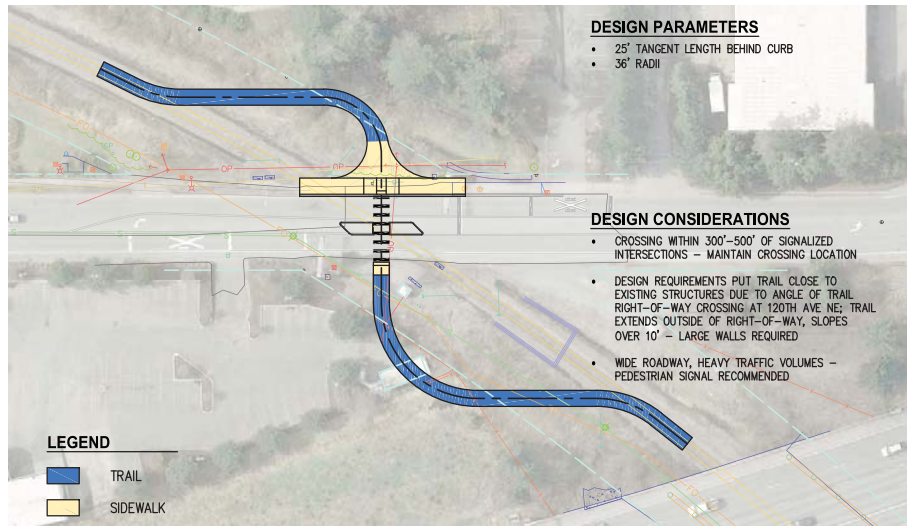
- + Rapid Flash Beacon (RFB). If future traffic volumes warrant, a signalized crossing could be considered.



APPENDIX | INTERSECTIONS

120th Avenue NE and I-405

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



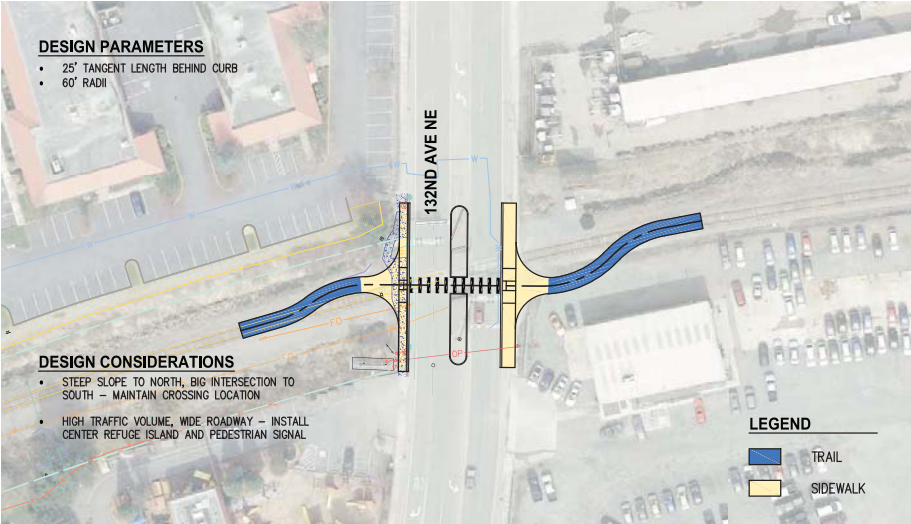
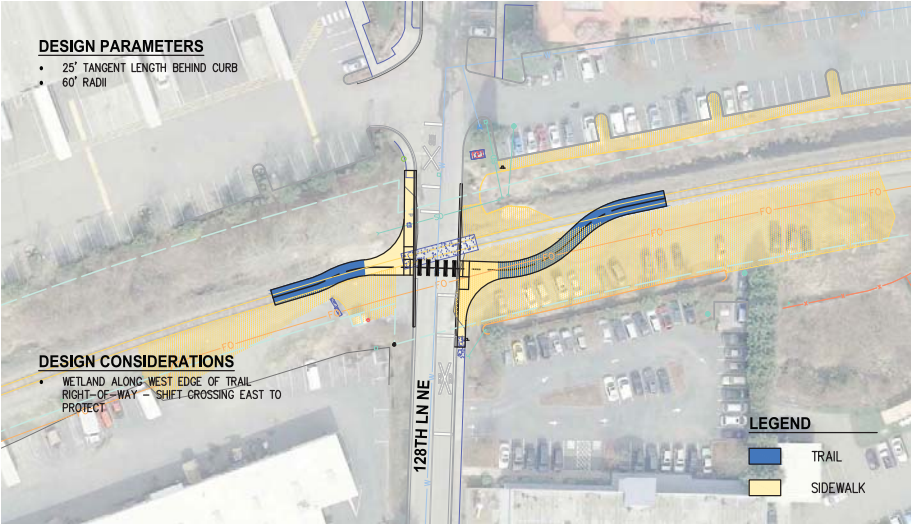
INTERSECTIONS

128th Lane NE

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

132nd Avenue NE

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

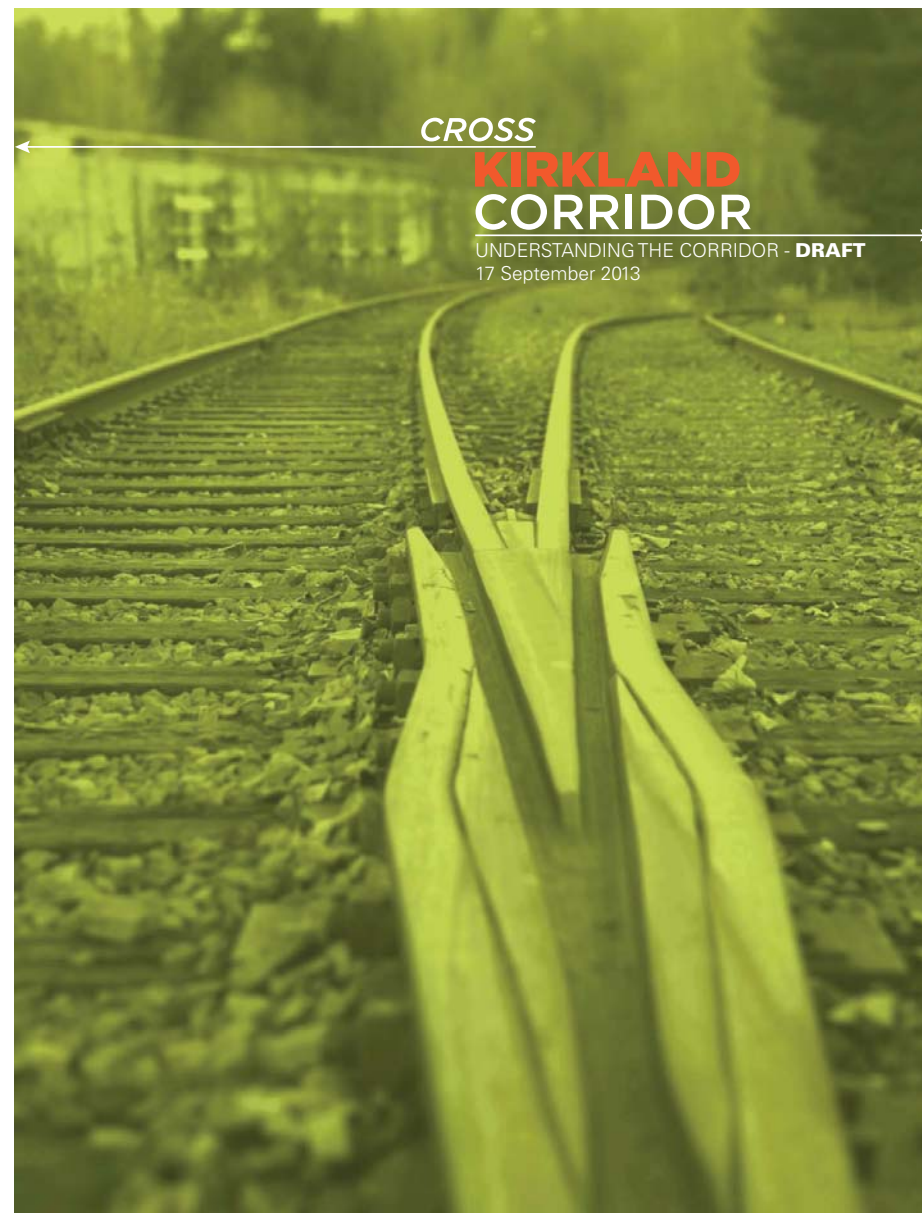






8.4 UNDERSTANDING THE CORRIDOR
8.5 VISIONING + PROJECT GOALS
8.6 TRANSIT + UTILITY STUDY

8.0 APPENDIX



CROSS KIRKLAND CORRIDOR UNDERSTANDING THE CORRIDOR

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

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

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

Project Timeline



UNDERSTANDING THE CORRIDOR FUNCTIONAL & SAFETY STUDY

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

Intersection Crossings and Access

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

108th Avenue NE

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

NE 52nd Street

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

NE 68th Street

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

Google Campus Crossing

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



108th Ave NE



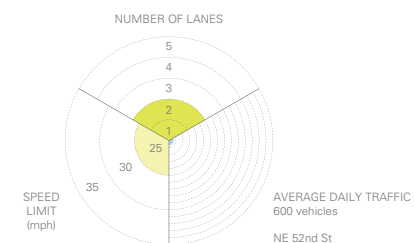
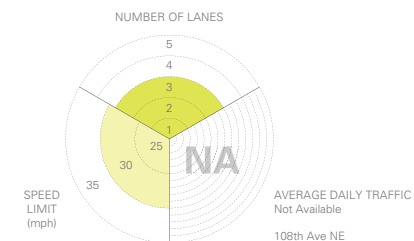
NE 52nd St



NE 68th St



Google Campus



UNDERSTANDING THE CORRIDOR FUNCTIONAL & SAFETY STUDY

6th Street

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

Kirkland Way

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

NE 85th Street

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

7th Avenue

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

110th Avenue NE

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



6th St



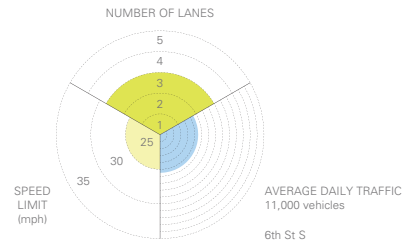
Kirkland Way



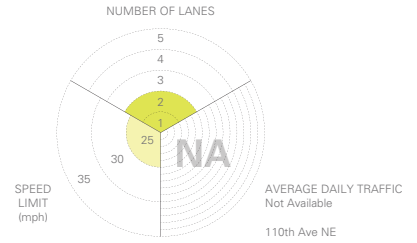
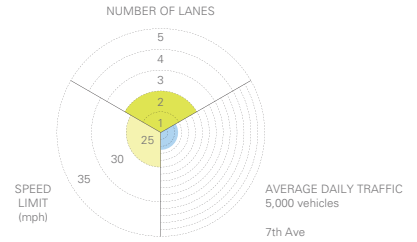
7th Ave



110th Ave NE



NE 85th St



**UNDERSTANDING THE CORRIDOR
FUNCTIONAL & SAFETY STUDY**

NE 112th Street

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

NE 116th Street

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

120th Avenue NE

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

I-405

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



NE 112th St



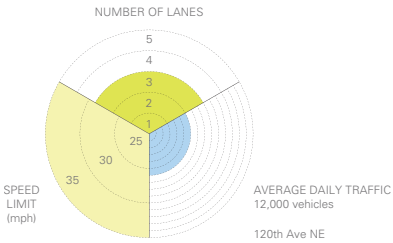
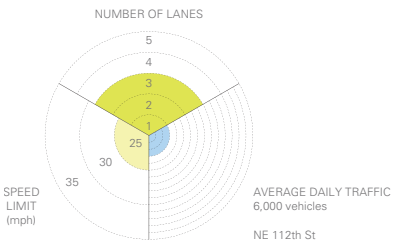
NE 116th St



120th Ave NE



I-405



**UNDERSTANDING THE CORRIDOR
FUNCTIONAL & SAFETY STUDY**

NE 124th Street/Totem Lake Blvd.

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

128th Lane NE

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

132nd Avenue NE

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



NE 124th St



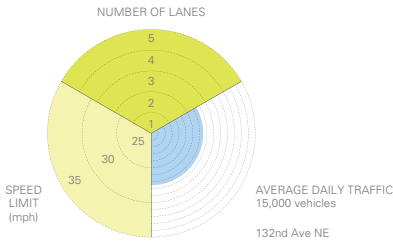
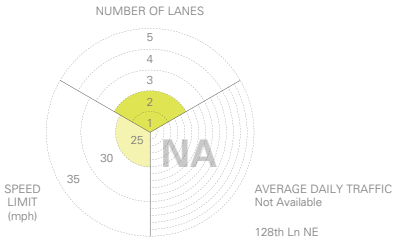
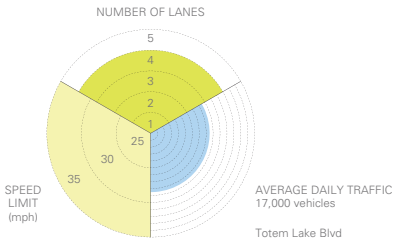
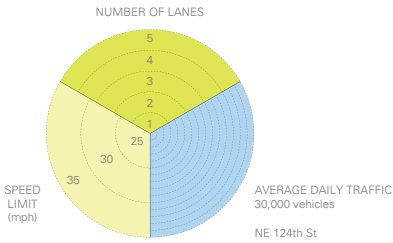
Totem Lake Blvd

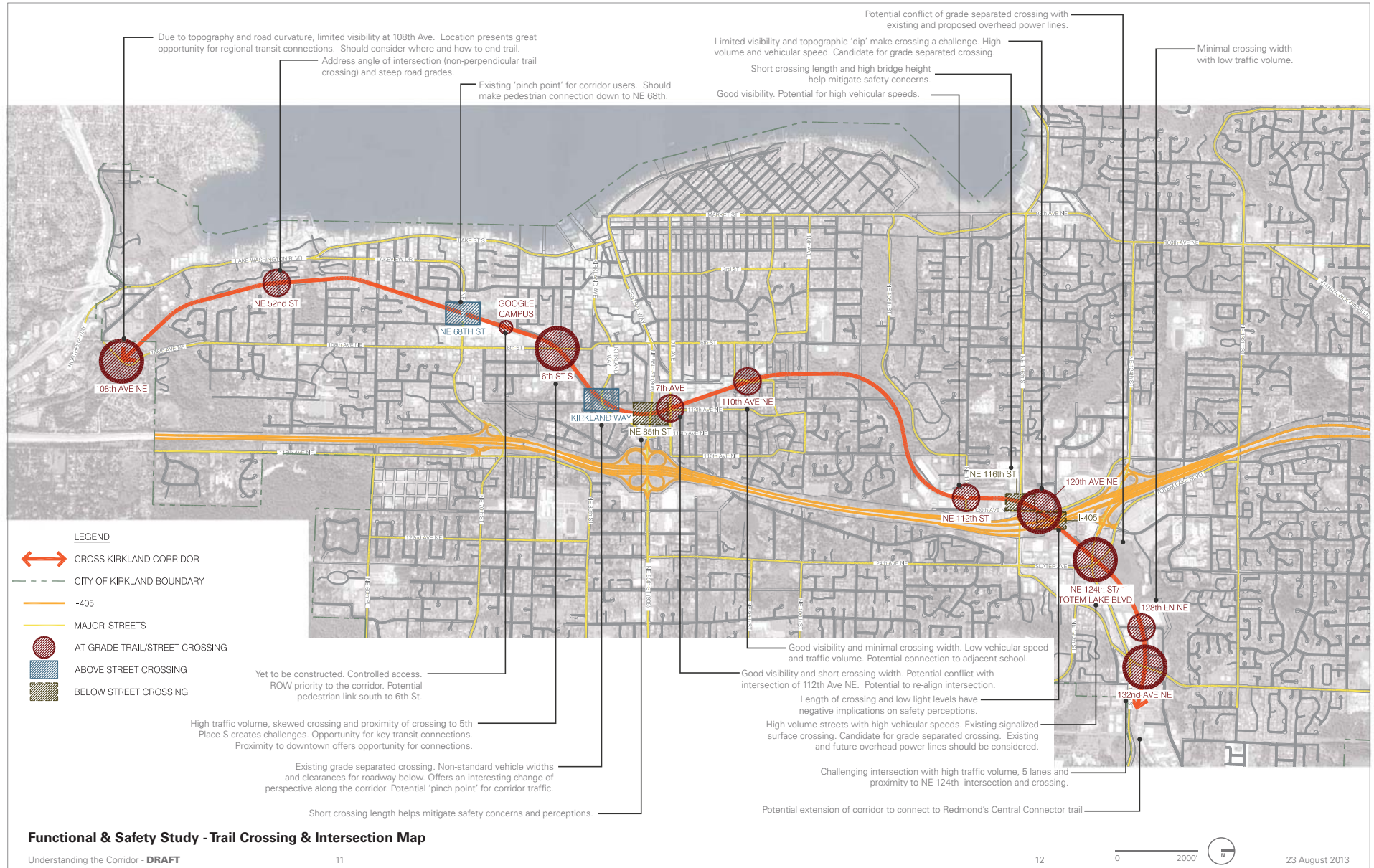


128th Ln NE



132nd Ave NE





UNDERSTANDING THE CORRIDOR FUNCTIONAL & SAFETY STUDY

Major Non-Vehicular Crossings

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

NE 60th Street

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

Kirkland Ave. (to Railroad Ave.)

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

18th Ave. to NE 100th Street

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



NE 60th St



Kirkland Ave to Railroad Ave



18th Ave to NE 100th St.



UNDERSTANDING THE CORRIDOR
FUNCTIONAL & SAFETY STUDY

Corridor Bridge Analysis

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

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

Safety and Perception of Safety

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

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



NE 88th St



Kirkland WWay

UNDERSTANDING THE CORRIDOR **FUNCTIONAL & SAFETY STUDY**

Utilities

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

Metro Trunk Sewer Line

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

Fiber Optic

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

SCL Transmission Line

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

PSE Transmission Line

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

Other Utilities

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

Sound Transit Easement

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



UNDERSTANDING THE CORRIDOR ENVIRONMENTAL STUDY

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

Corridor Hydrology

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

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

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

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

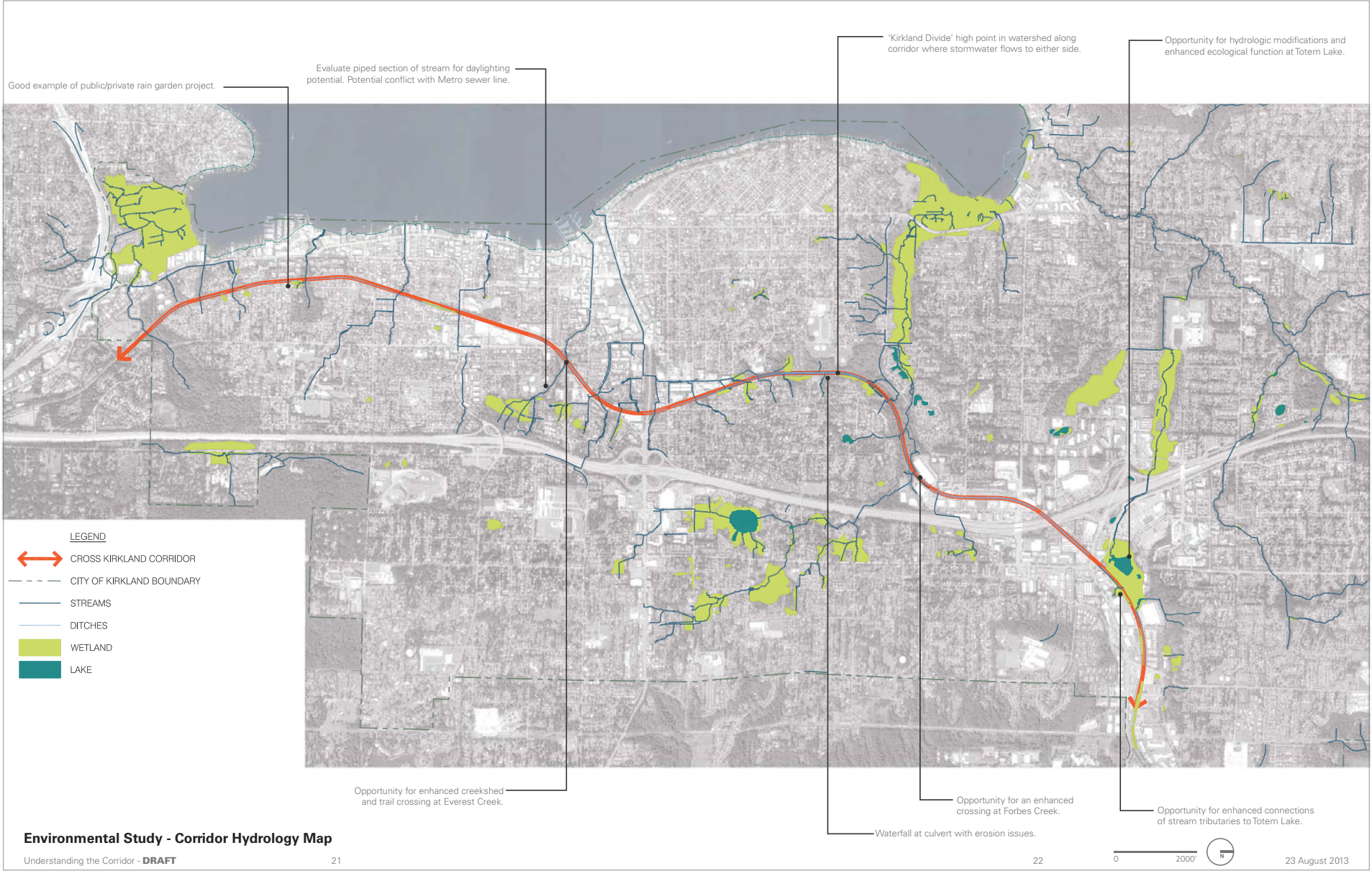
Corridor Topography

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

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

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





UNDERSTANDING THE CORRIDOR ENVIRONMENTAL STUDY

Viewsheds

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

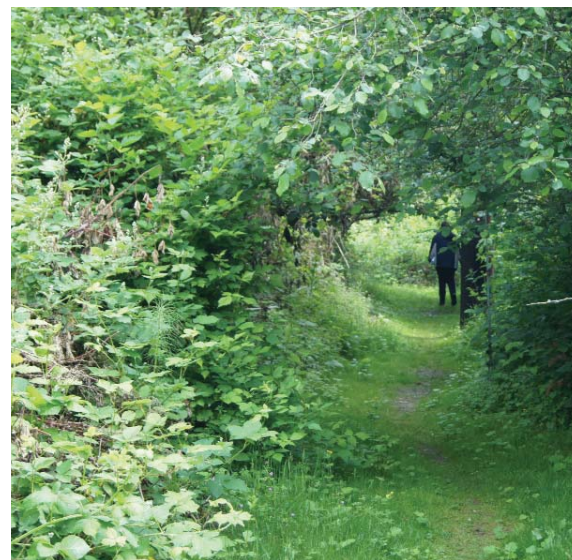
In several locations views to Lake Washington, Seattle and the Olympic mountains are possible. These viewpoints will prove to be significant spots along the corridor and will lend a great deal of identity to the corridor experience. Particular care should be given to these locations while considering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

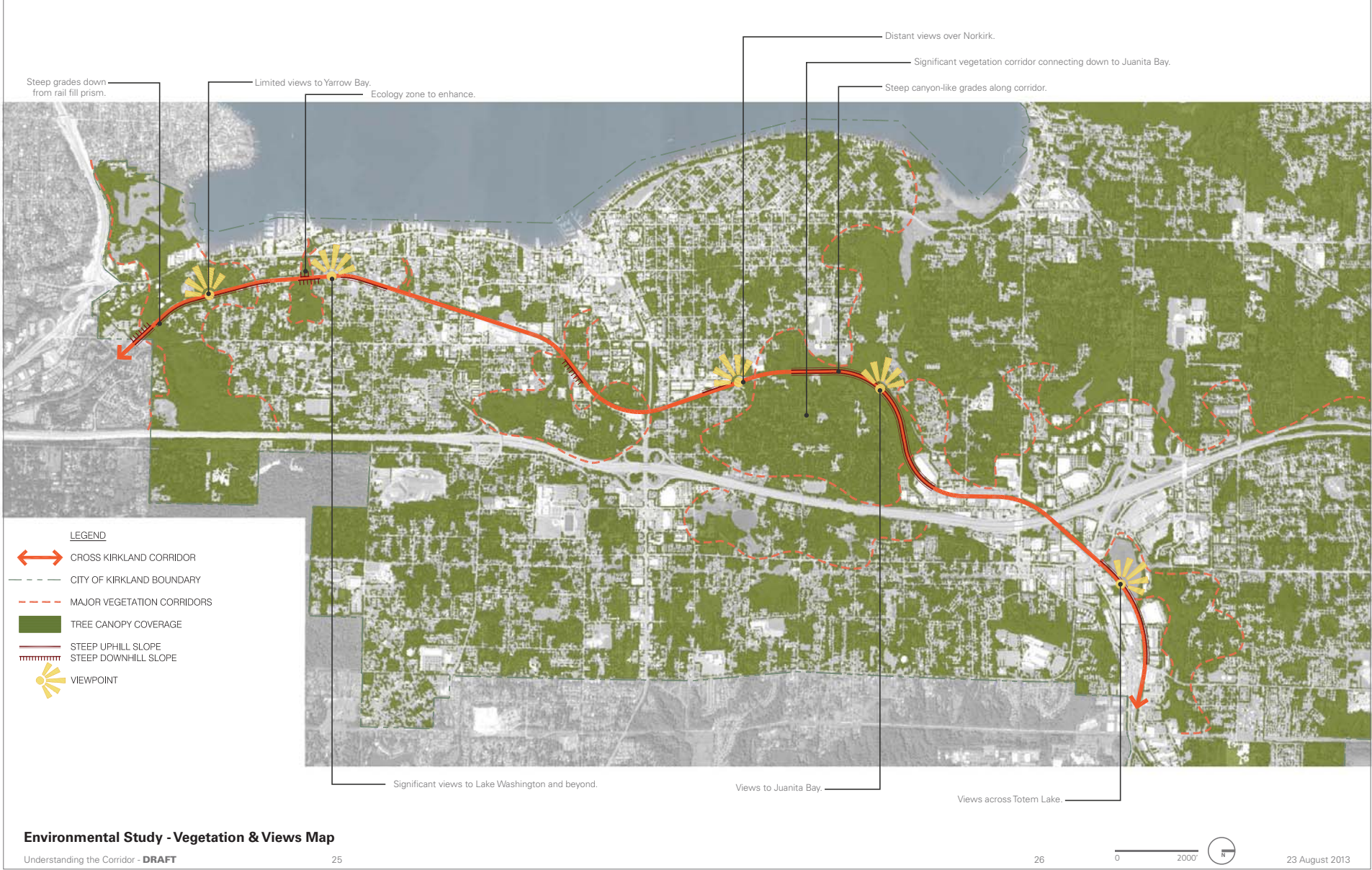
Along the corridor there are also opportunities for stunning territorial views of the surrounding landscape. These include eastward views from any of the existing railroad trestles, the surprisingly rural Forbes Creek ecological corridor to Juanita Bay, and the greenbelt backdrop to Totem Lake, among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

Ecological Corridors

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

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





UNDERSTANDING THE CORRIDOR
URBAN PLANNING & CULTURAL STUDY

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

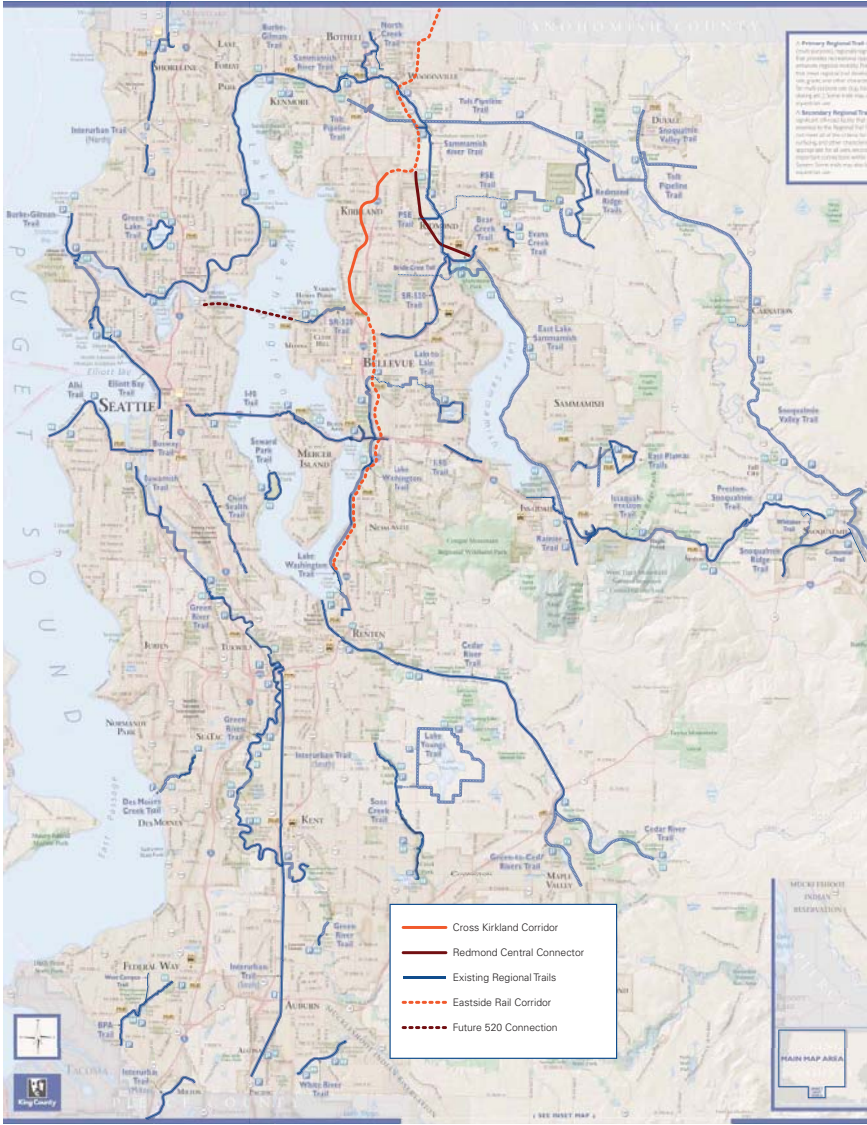
Neighborhoods

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

City/Region

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

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



UNDERSTANDING THE CORRIDOR URBAN PLANNING & CULTURAL STUDY

Character Zones

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

Yarrow Woods

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

Houghton Porch

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

Buzz Zone

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

Everest Edge

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

Norkirk Edge

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

Highland Pass

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

Active Zone

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

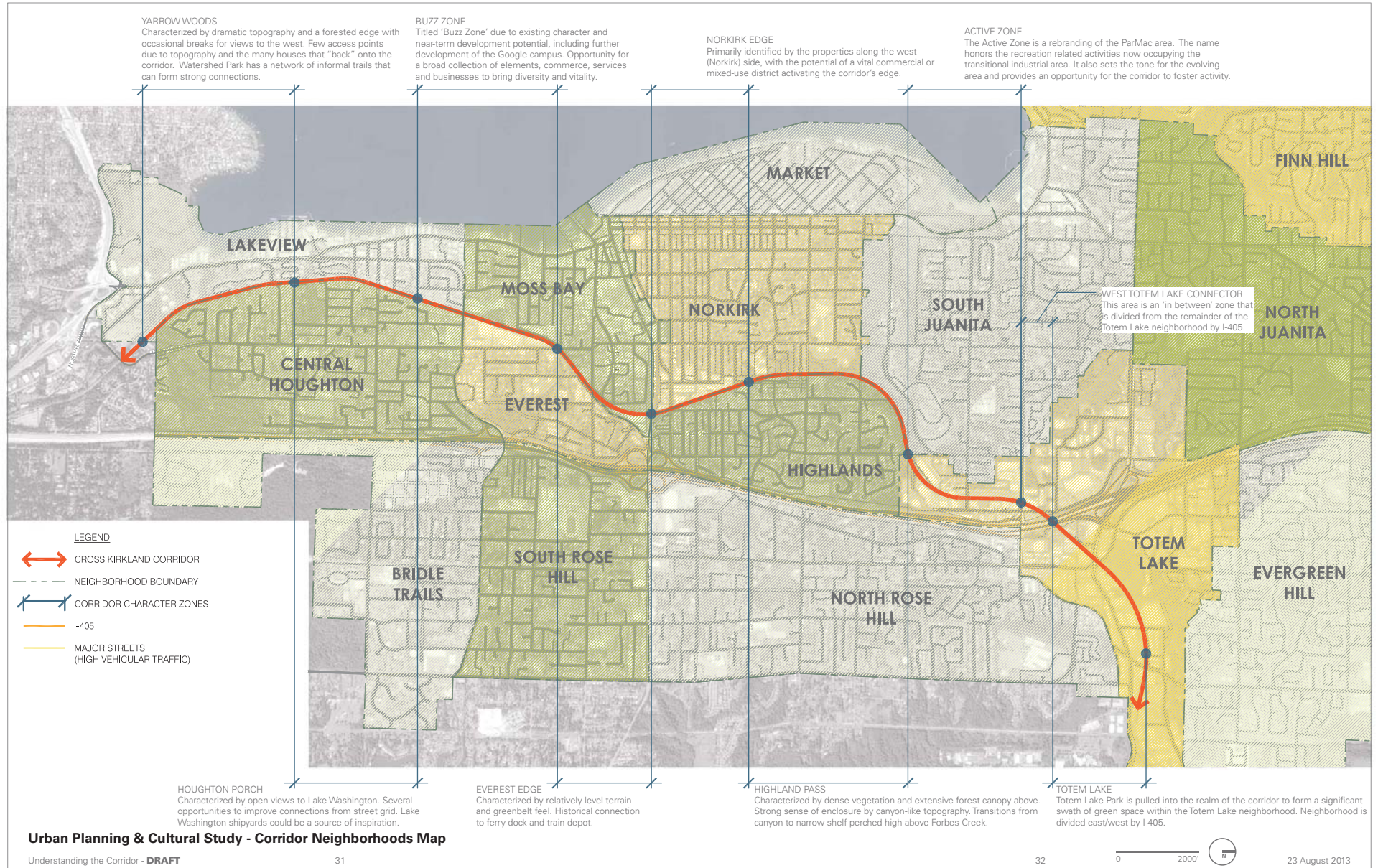
West Totem Lake Connector

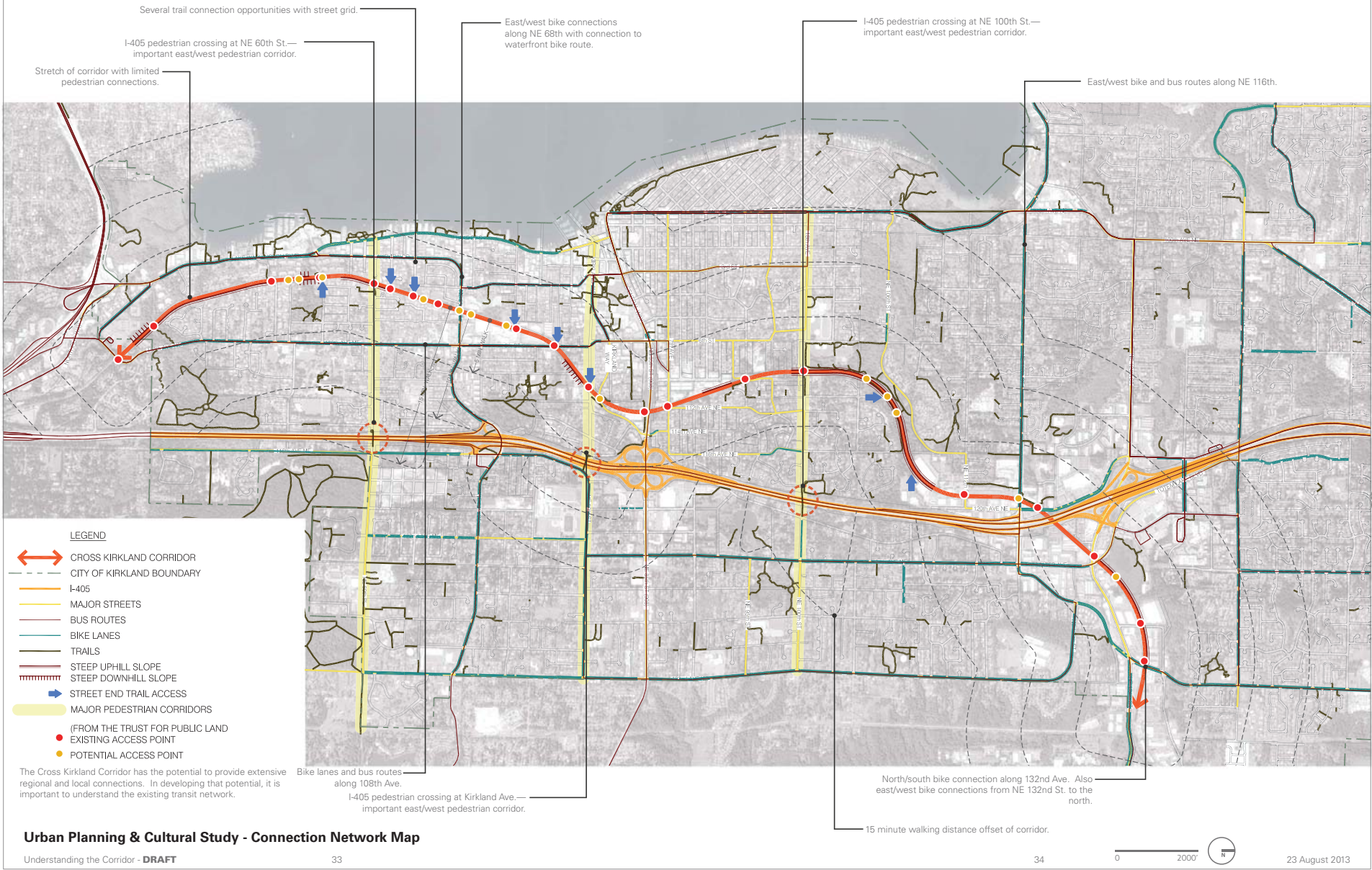
This is an area where the Active Zone has ended but the next zone, Totem Lake, has yet to formally begin. It marks the potential overcrossing of 120th Ave. NE and undercrossing of I-405. Unlike other areas on the corridor, this is a zone where the corridor is a crossing element. It is dedicated to moving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

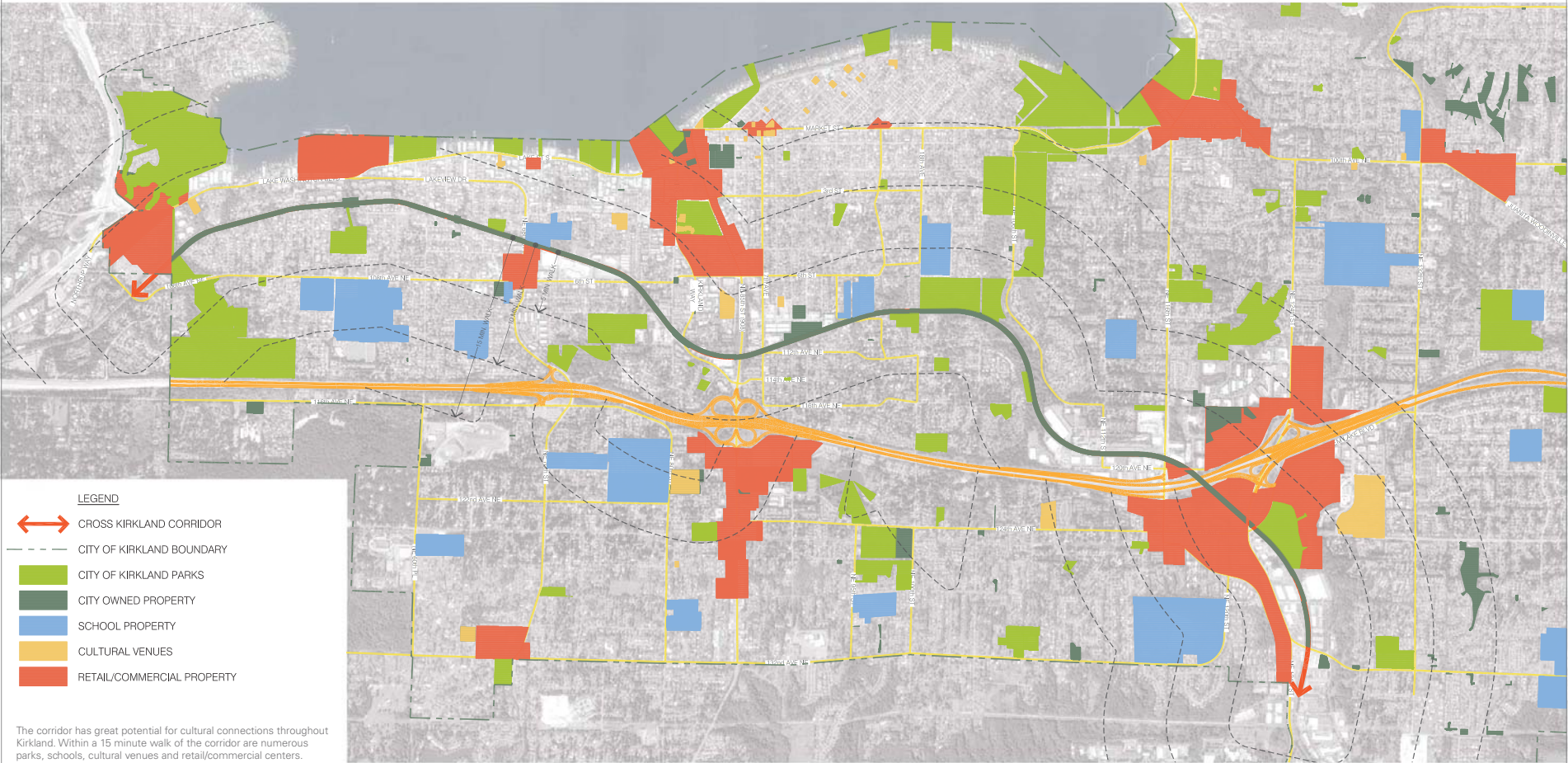
Totem Lake

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









Urban Planning & Cultural Study - Cultural Connections Map

Understanding the Corridor - DRAFT



UNDERSTANDING THE CORRIDOR URBAN PLANNING & CULTURAL STUDY

Opportunity Zones

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

South Kirkland Park and Ride (Yarrow Woods)

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

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

Google Campus/Light Industrial Zone (Buzz Zone)

- With the existing (and expanding) Google campus, significant office/professional services present along 6th and a strong commercial/services district, the buzz zone is a unique change in character along the corridor. It presents the opportunity to be a catalyst for the corridor while the corridor also serves as a catalyst for desired growth.
- With the development of the Google campus, this zone has already begun a significant transformation with high energy potential.
 - Currently, retail and services provide vitality to the neighborhood, but are primarily accessed by car.
 - There is opportunity, but no direct connection, between the CKC and the business district.
 - There is the opportunity for significantly more office and commercial development while still protecting and buffering surrounding residential development.

The Norkirk Commercial Area (Norkirk Edge)

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

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

The New ParMac (Active Zone)

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

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

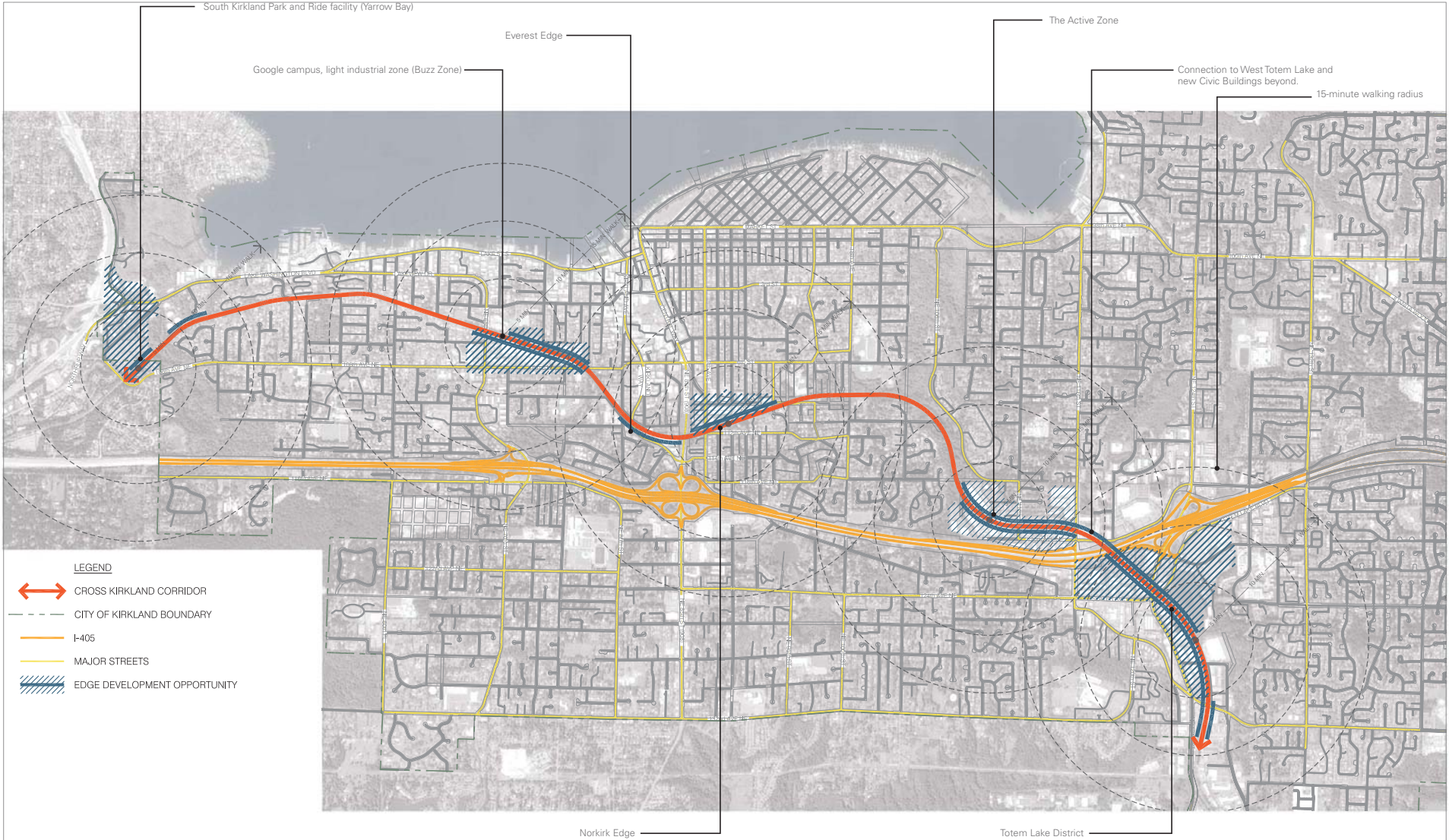
Totem Lake

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

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



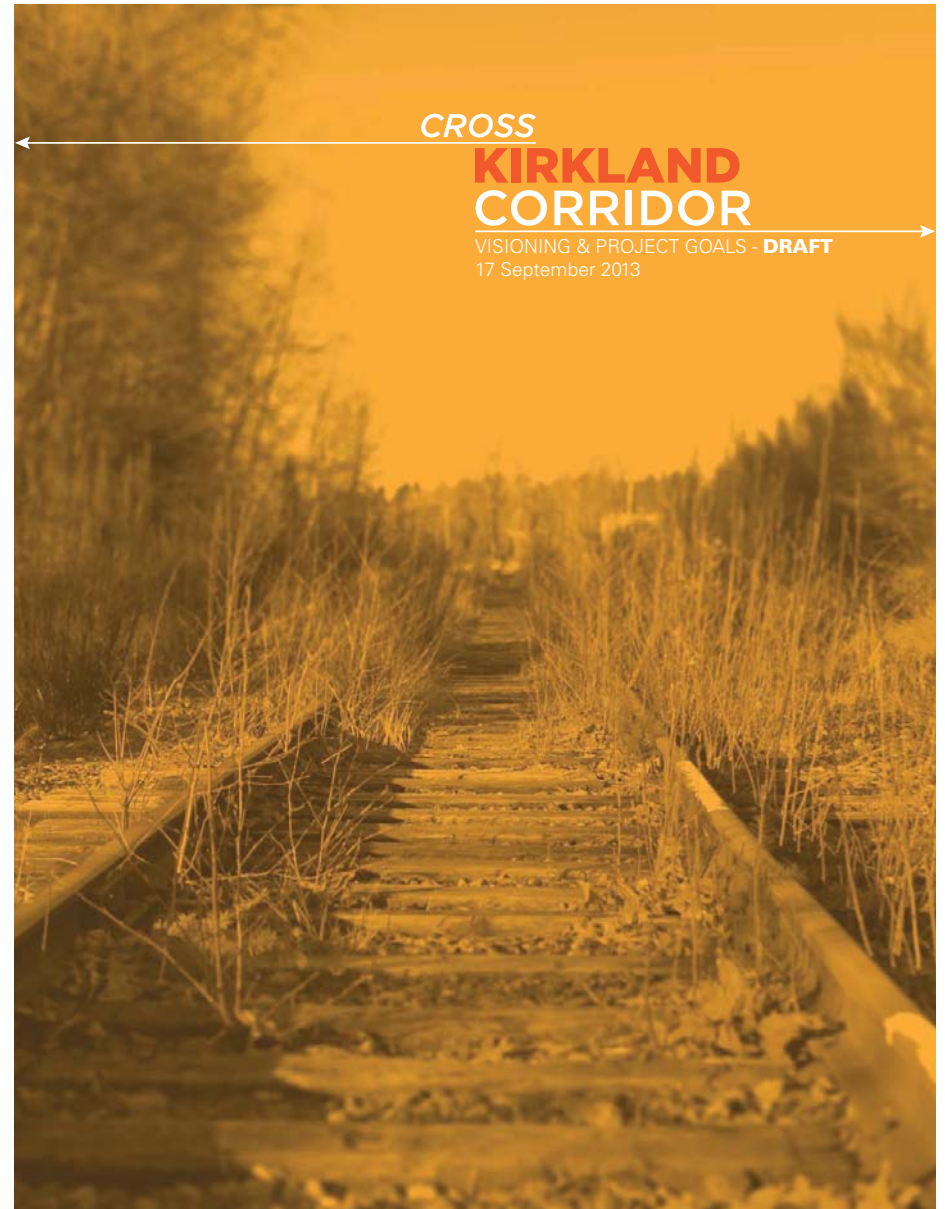
CROSS KIRKLAND CORRIDOR MASTER PLAN



Urban Planning & Cultural Study - Opportunity Zone Map

Understanding the Corridor - DRAFT





CROSS KIRKLAND CORRIDOR
VISIONING & PROJECT GOALS

The Vision

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

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

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

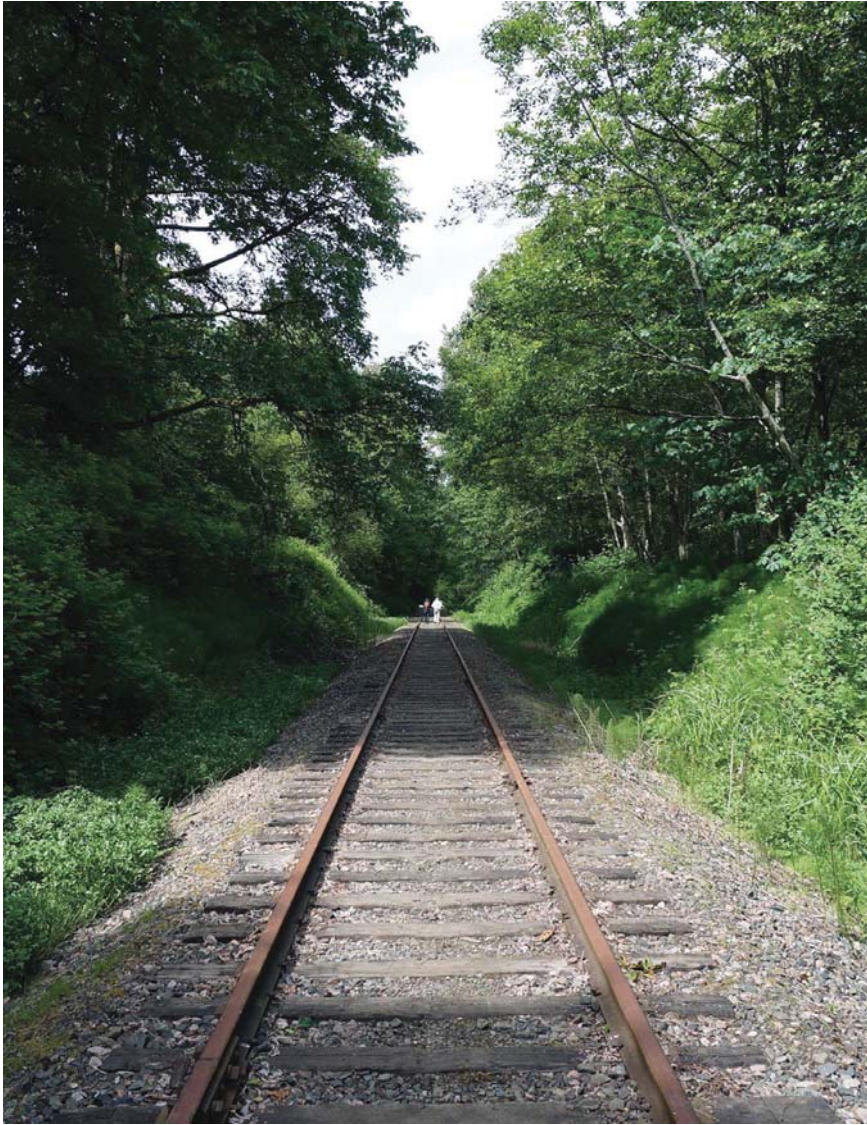
Kirkland has the opportunity to define itself as a model community for its residents to enjoy and an inspiration for others to visit, appreciate and emulate. The bold vision for the Cross Kirkland Corridor has the potential to reach far beyond its own boundary to serve as a catalyst for the entire city.

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

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

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

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



VISIONING & PROJECT GOALS
PUBLIC INVOLVEMENT

A Vision Shaped By the City and the Public

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

What should the CKC connect to?

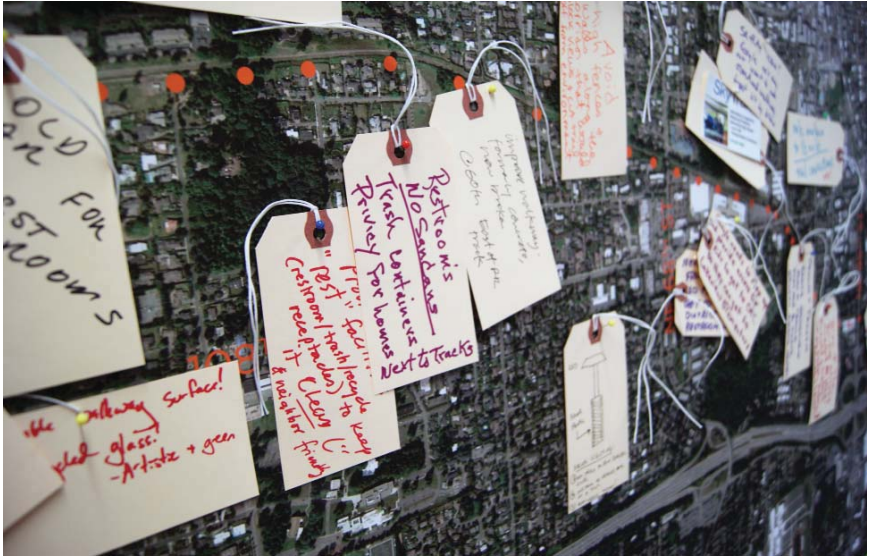
BURKE-GILMAN
EVERGREEN HOSPITAL **LAKEVIEW ELEMENTARY**
JUANITA BEACH
FINN HILL @ SANDBERG WINERIES
TOTEM LAKE PARK **100TH ST OVERPASS**
PETER KIRK ELEMENTARY

What amenities should the CKC include?

BIKE FACILITIES **SEATING**
TRAILS **CAFES**
RESTROOMS
SIGNAGE / WAYFINDING **ART**

The CKC can strengthen Kirkland by...?

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



VISIONING & PROJECT GOALS GOALS

Connect Kirkland

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

Shape a Place Unique to Kirkland

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

Foster a Greener Kirkland

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

Activate Kirkland and Evolve with Time

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



VISIONING & PROJECT GOALS
CONNECT KIRKLAND

Enhance and create connections

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

More than one type of trail

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

Shape intuitive, inherently safe connections on the corridor

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

Shape intuitive, inherently safe connections to the corridor

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

Safe crossing

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

Navigation and wayfinding

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

Reach beyond the city!

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

Connect to transit today!

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



VISIONING & PROJECT GOALS SHAPE A PLACE UNIQUE TO KIRKLAND

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

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

Honor history

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

Embrace the landscape

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

More than a trail, a destination

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

A place for all!

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

Create contrast and surprise

In creating a corridor that will surprise and inspire people, it is important to embrace contrasts. With the many rich character zones along the corridor, the design will not simply seek to replicate a character, but seek opportunities to introduce contrasting elements. In doing so, the design will highlight the unique qualities of the space and create unexpected yet welcomed surprises along the corridor.

Emphasize multi-use

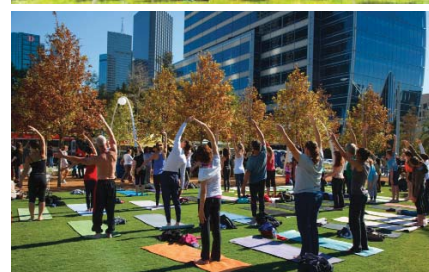
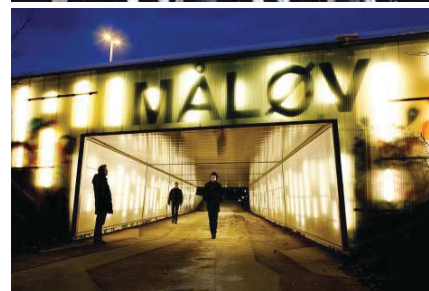
With the demand for space and activities along what is ultimately a narrow corridor, multi-use activities that serve broad user groups will be emphasized. Single use activities that limit use and access of portions of the corridor to a limited group will be minimized.

Embrace art

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

Energize with programming

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



VISIONING & PROJECT GOALS FOSTER A GREENER KIRKLAND

A three-layer approach

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

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

Enhance Kirkland's active lifestyle

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

Enhance ecology

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

Construct with care

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

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

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



VISIONING & PROJECT GOALS

ACTIVATE KIRKLAND AND EVOLVE WITH TIME

Growing around and out from the corridor

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

Activate the edges

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

Strengthen business and development

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

Connect to transit today, home to transit in the future

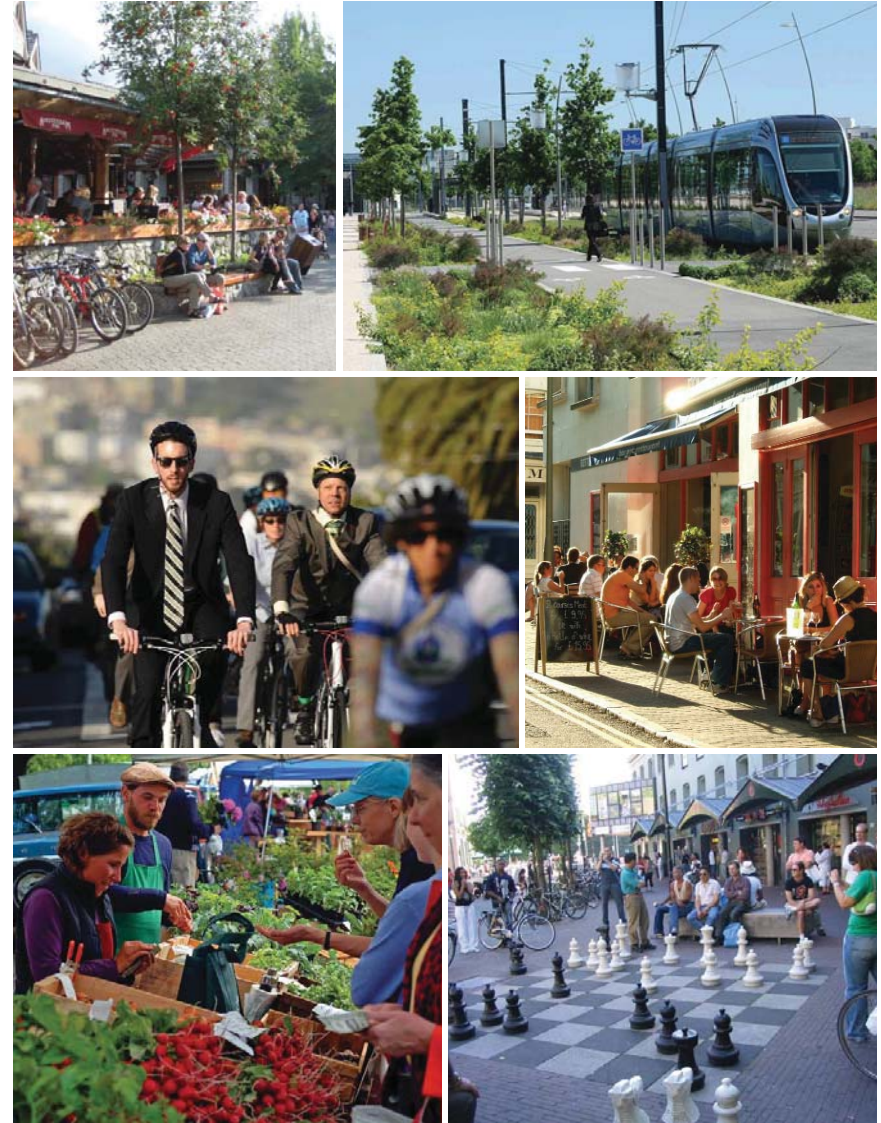
The Cross Kirkland Corridor originated as a significant transportation corridor and it is to continue in that capacity, albeit with modernized modes of transit. The cargo trains of before are to be replaced by non-motorized transportation (walking, biking, etc.) connecting to transit today. The corridor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

Welcome infrastructure

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

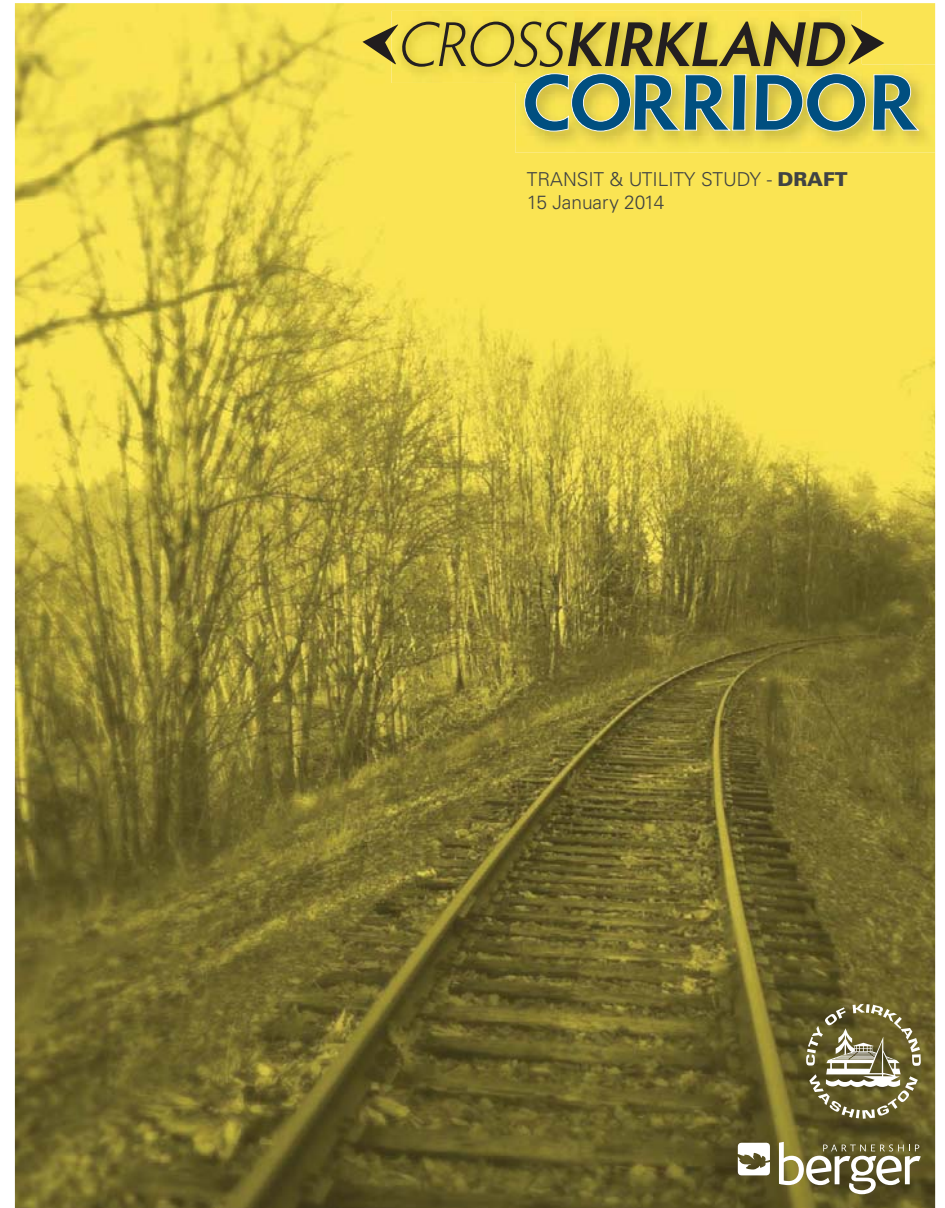
Designed to evolve

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



◀CROSSKIRKLAND▶ CORRIDOR

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



CROSS KIRKLAND CORRIDOR TRANSIT & UTILITY STUDY

Introduction

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

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

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

Include Additional Infrastructure

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

Minimize Fragmentation

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

Transit Way Barriers As Buffers And Amenities, Not Dividers

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

Calculated Crossings

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

Maintain Corridor Continuity

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

Design To Protect Investments

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



CROSS KIRKLAND CORRIDOR TRANSIT & UTILITY STUDY

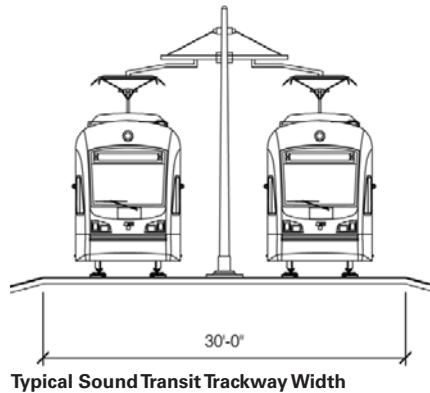
Future Transit Strategies

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

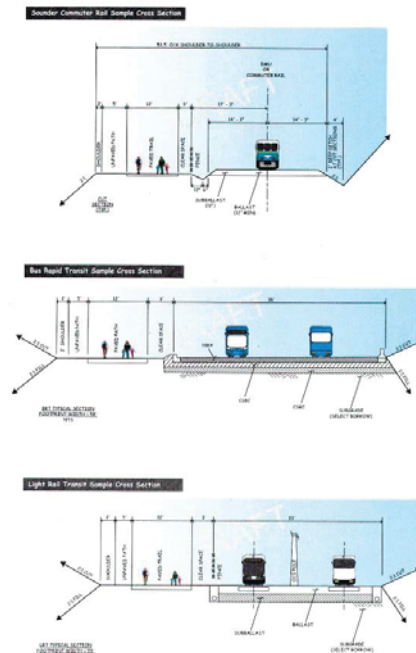
The initial and primary transit modes of the corridor will be walking/jogging and bicycling, but as development progresses additional modes of transit may be considered. These additional modes may include bus rapid transit, trams, modern streetcar, or light rail. Within each of these modes lies a multitude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

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

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



Typical Sound Transit Trackway Width



CROSS KIRKLAND CORRIDOR
TRANSIT & UTILITY STUDY

Transit Stations

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

The Centered Station

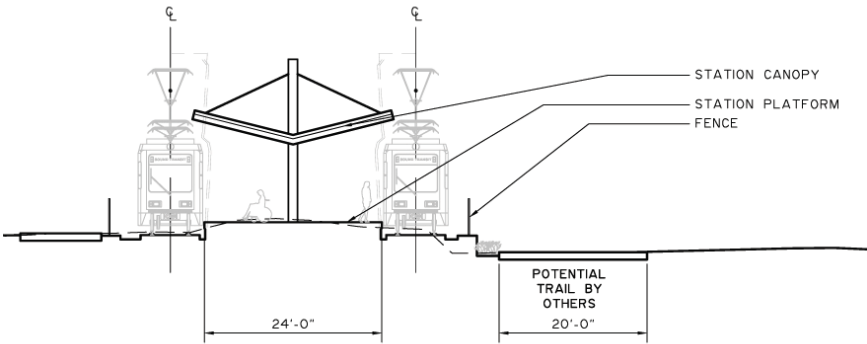
Serves both directions of transit travel from a central position between the tracks. This approach has a high degree of efficiency from an infrastructure and operations perspective by eliminating rider confusion associated with dual platforms and reducing dangerous track crossing by riders. However,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

The Side Station

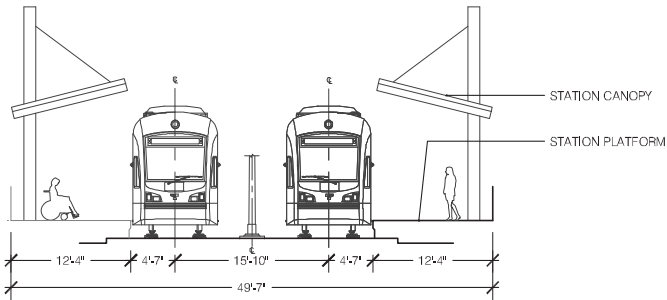
Employs separated platforms and structures and only one direction of transit travel can be accessed from the platform. This approach has inefficiencies, as many operational elements must be duplicated (such as ticket machines, canopies, etc.). It can also create rider confusion with selecting the appropriate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

Additional Light Rail Infrastructure

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



Centered Station Graphic



Side Station Graphic

CROSS KIRKLAND CORRIDOR TRANSIT & UTILITY STUDY

Transit and Utility Study - Assumptions

Metro Sewer Line: Assumed Dimension and Clearances

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

PSE Electrical Transmission Lines

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

Reclaimed Water (Purple Pipe)

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

Stormwater

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

Communications

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

Trails: Assumed Dimensions and Clearances

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

Property Pinch Points

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

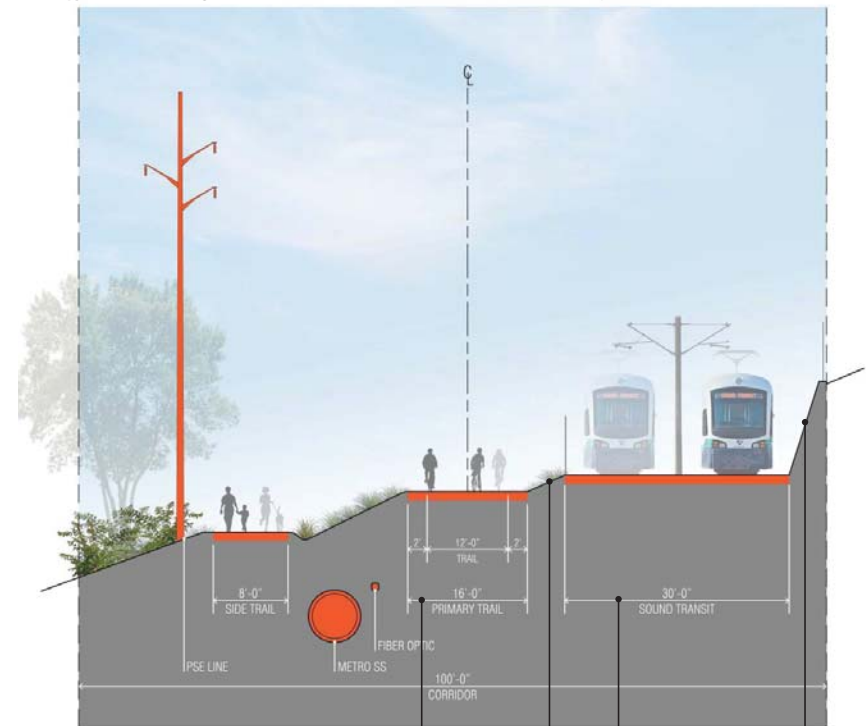
Commuter Rail

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

Future Utility and Transit Construction

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

Prototypical Corridor Alignment: with assumed utilities and future transit envelope



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

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

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

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

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

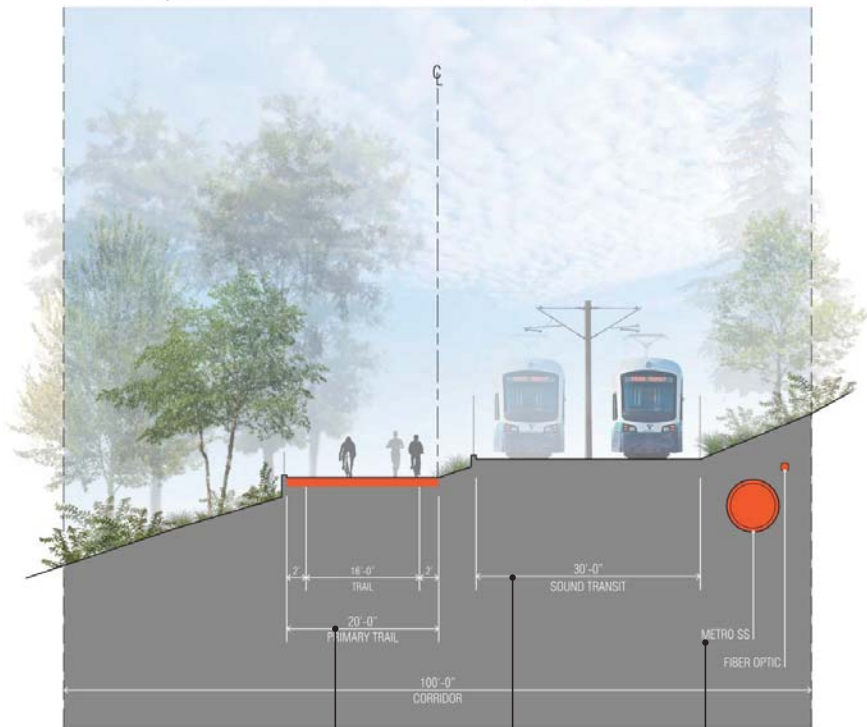
CROSS KIRKLAND CORRIDOR
TRANSIT & UTILITY STUDY

Transit and Utility Study - Assumptions

Exceptions to the Prototypical Alignment

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

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



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

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

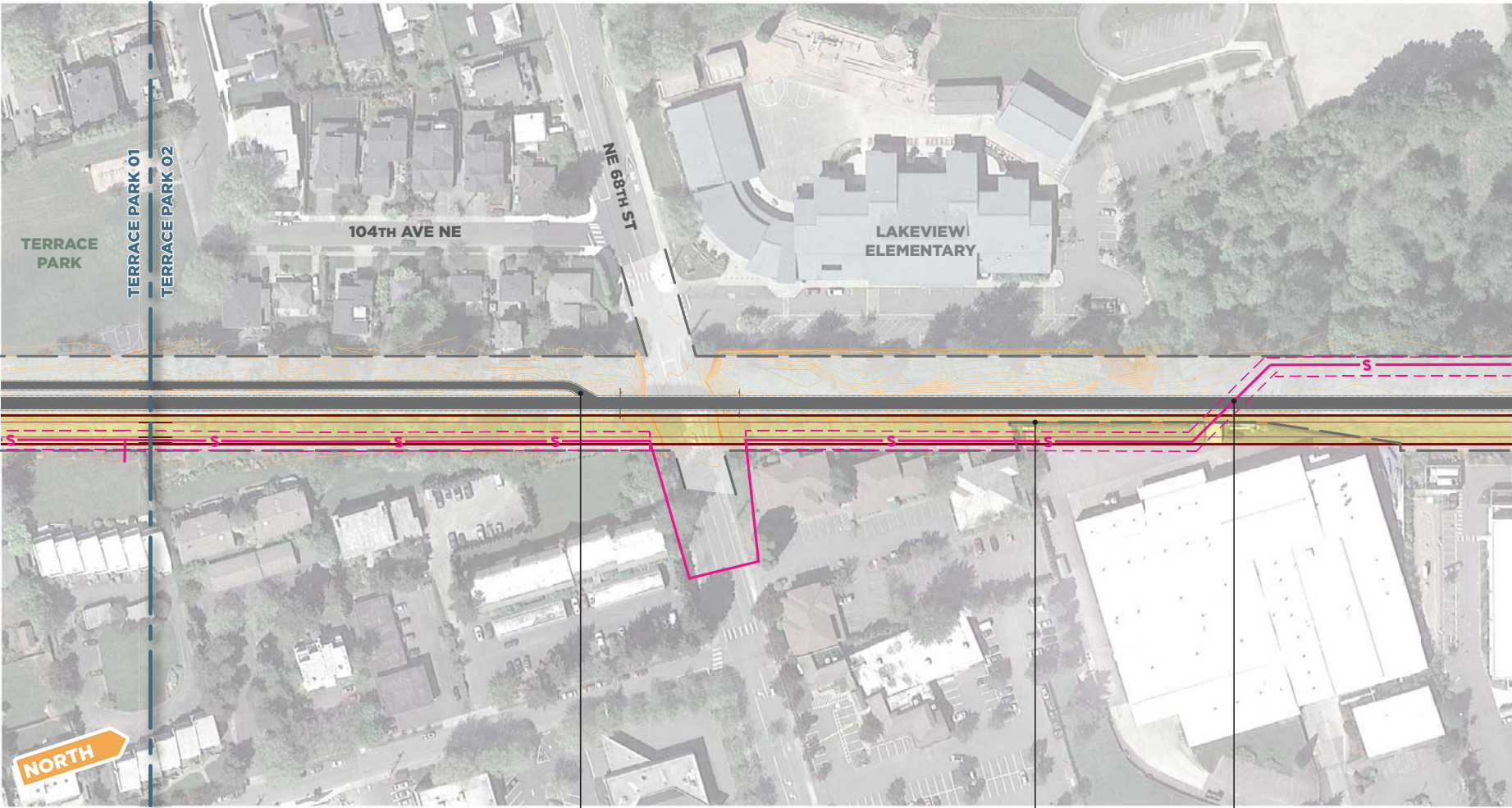




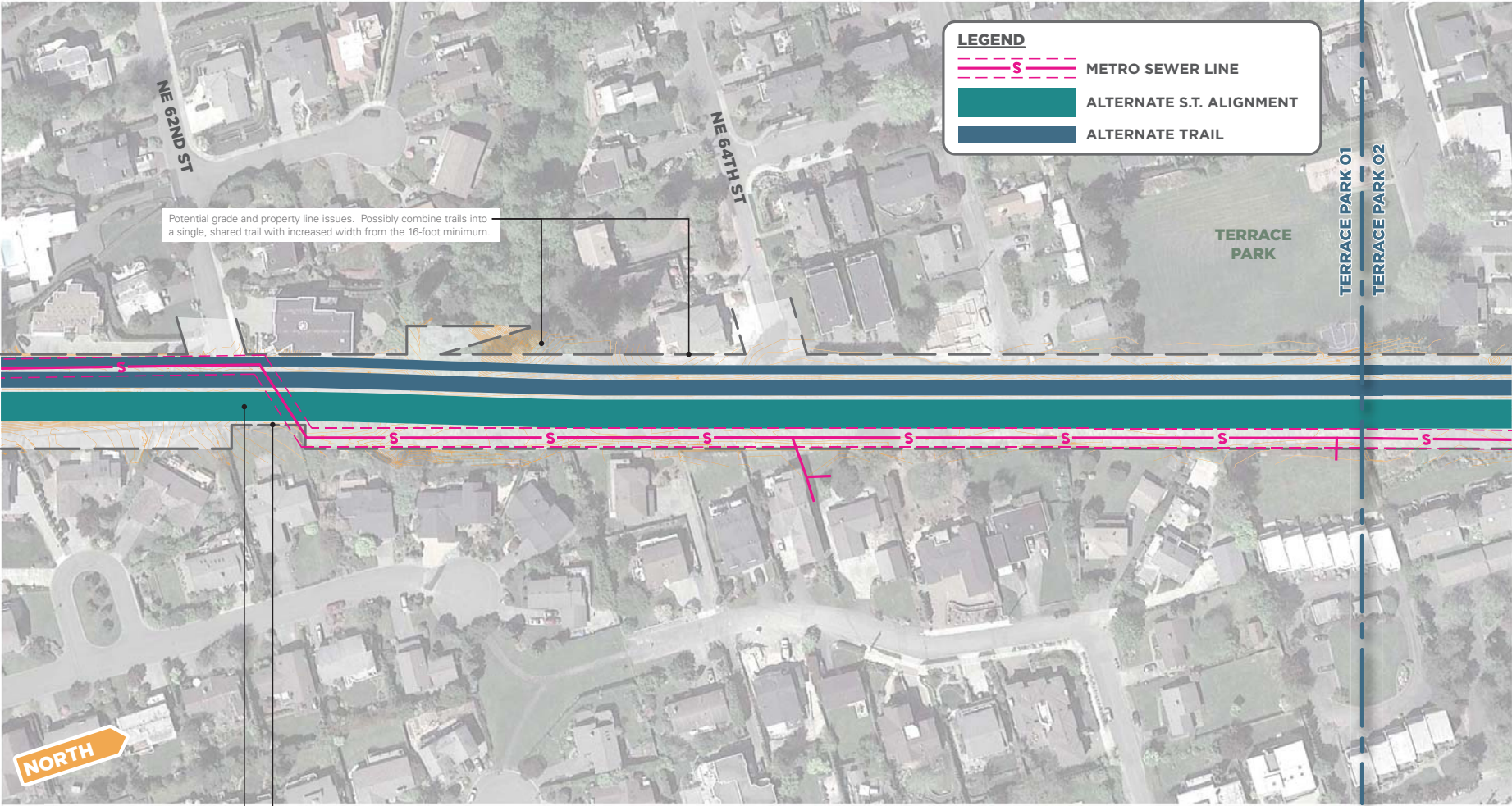
Adjacent property pinch point

Metro Sewer line shifts from west to east

01_Transit & Utility Conflict Zone Plan -TERRACE PARK 01

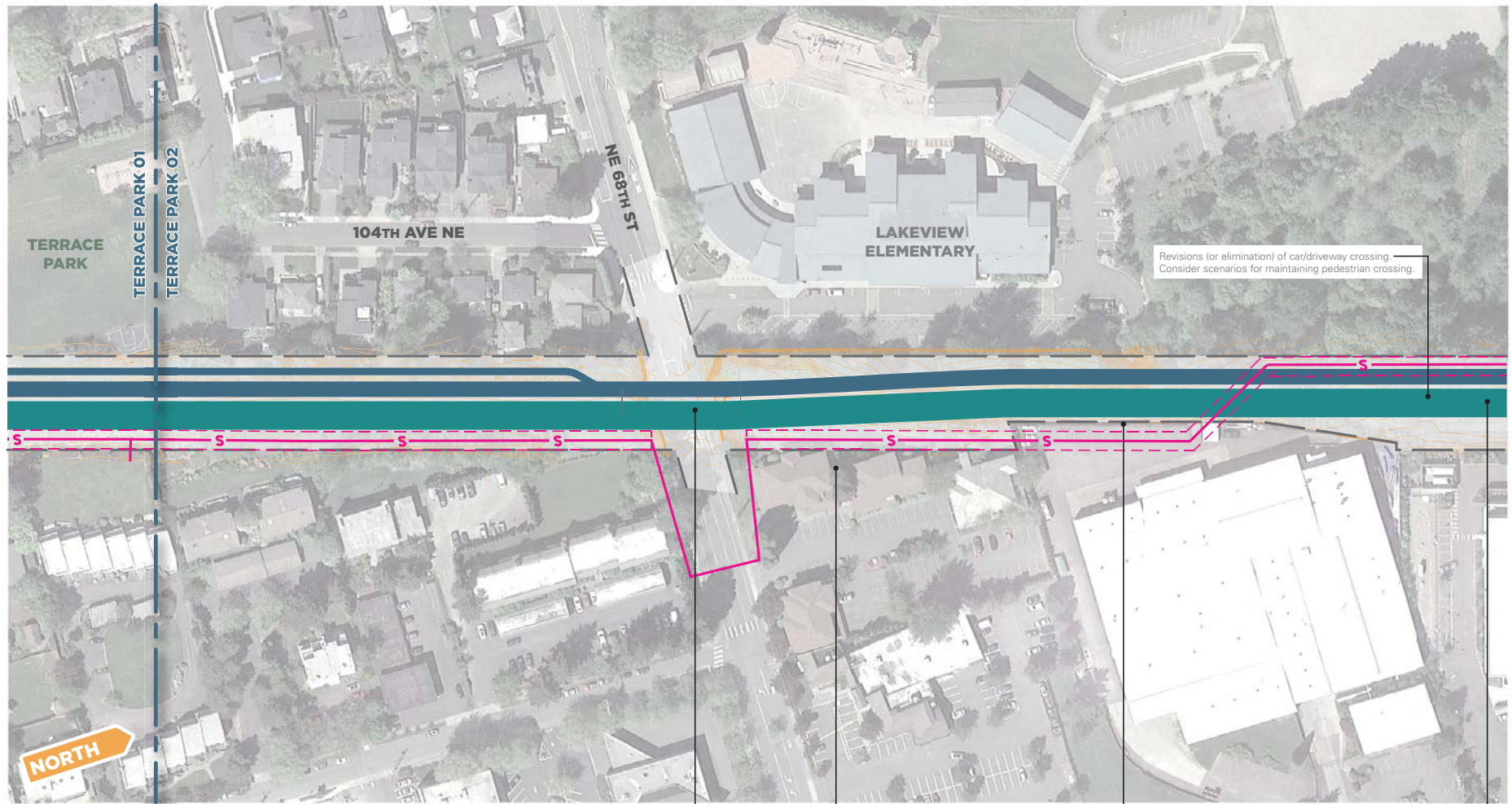


02_Transit & Utility Conflict Zone Plan -TERRACE PARK 02



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

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



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

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

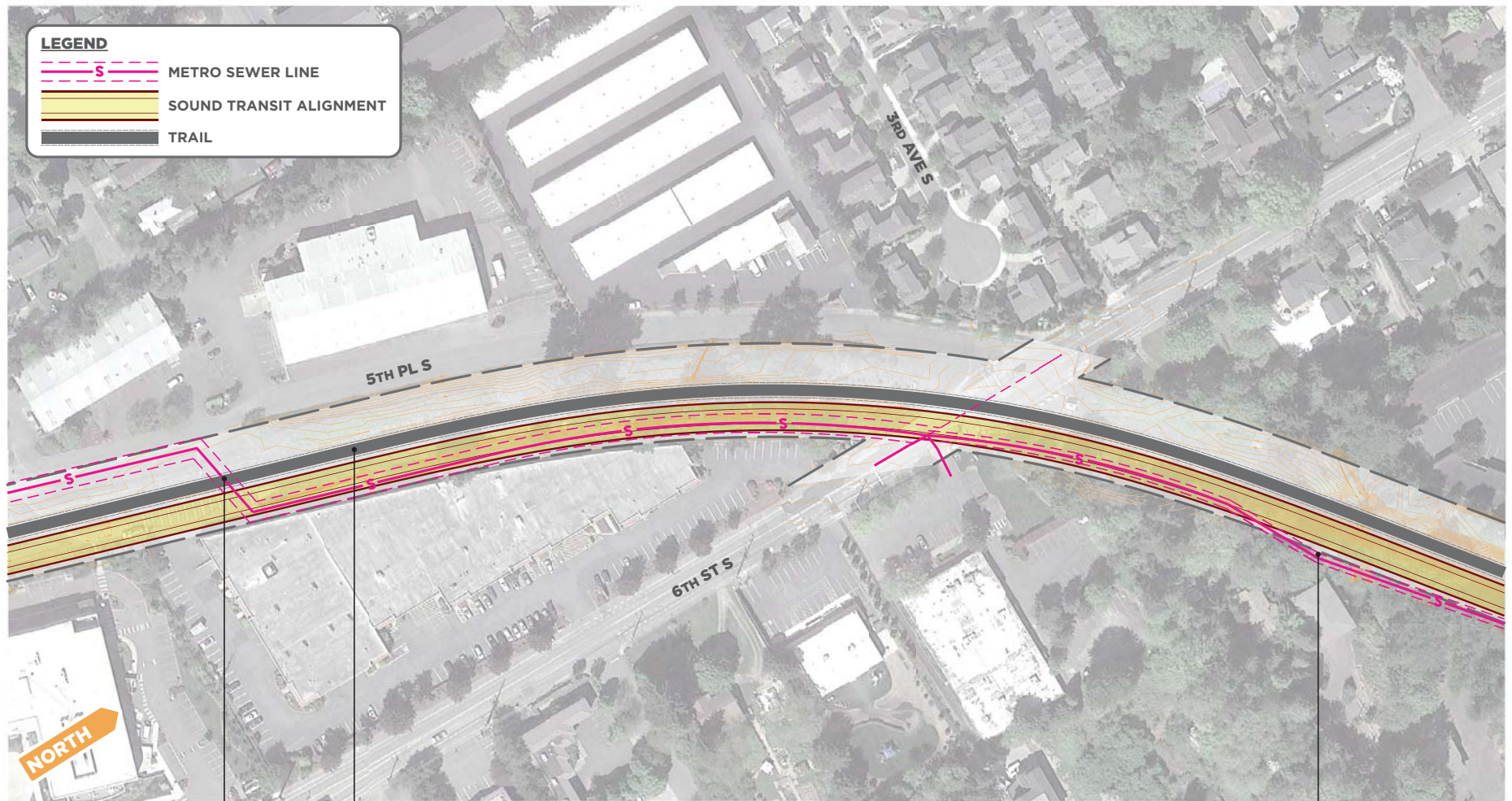
Possibly shift transitway to
eliminate property pinch point.

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

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

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

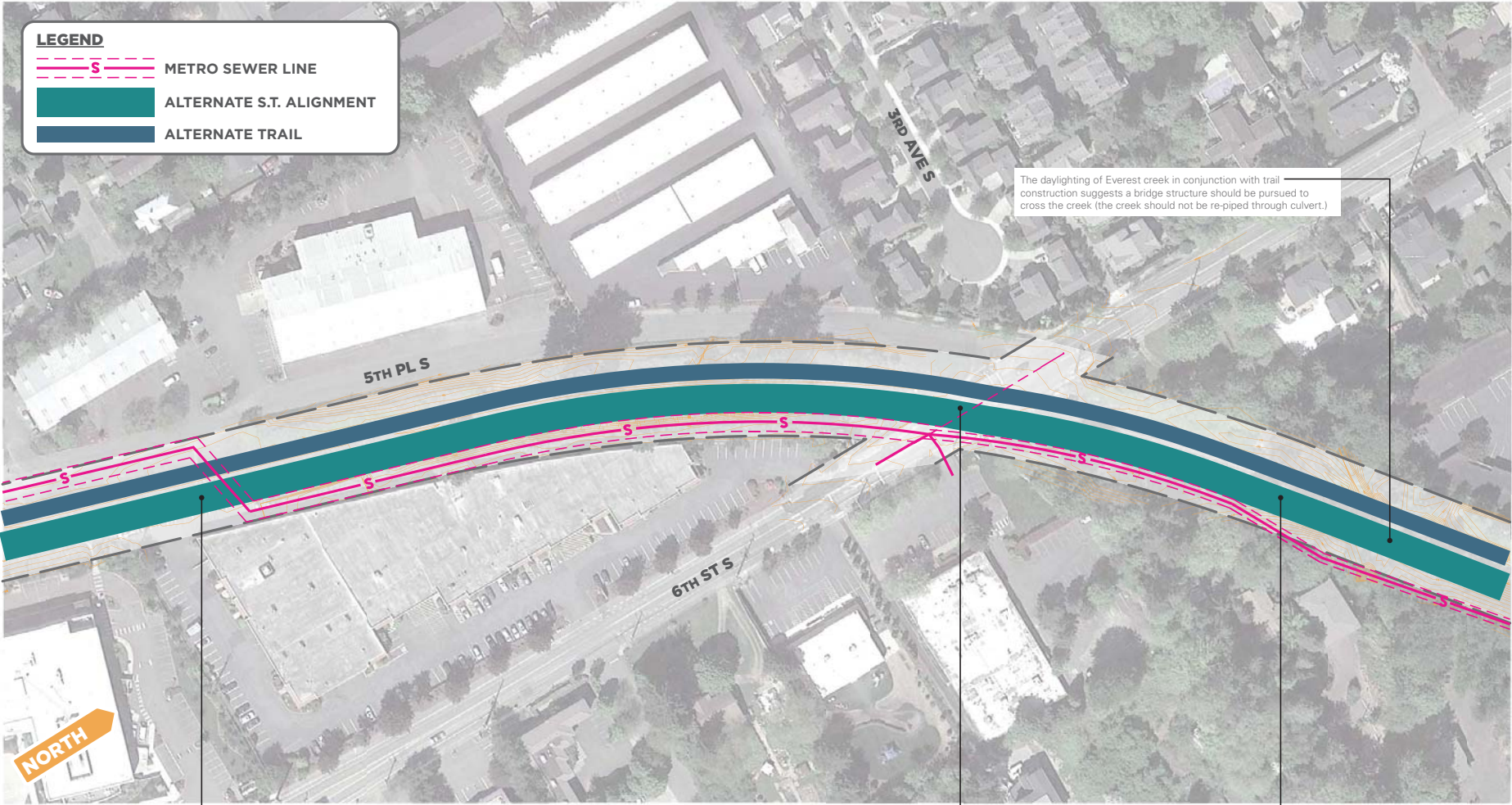
Proposed Alignment Revisions: The trackway is shifted westward to avoid conflict with the Metro sewer line and to avoid the exiting property pinch point. Correspondingly, the trails are shifted westward, which could entail significant grading issues to the west. As an alternative, the trails may be combined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



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

Metro Sewer line shifts farther west and out of conflict zone

03_Transit & Utility Conflict Zone Plan - BUZZ ZONE NORTH



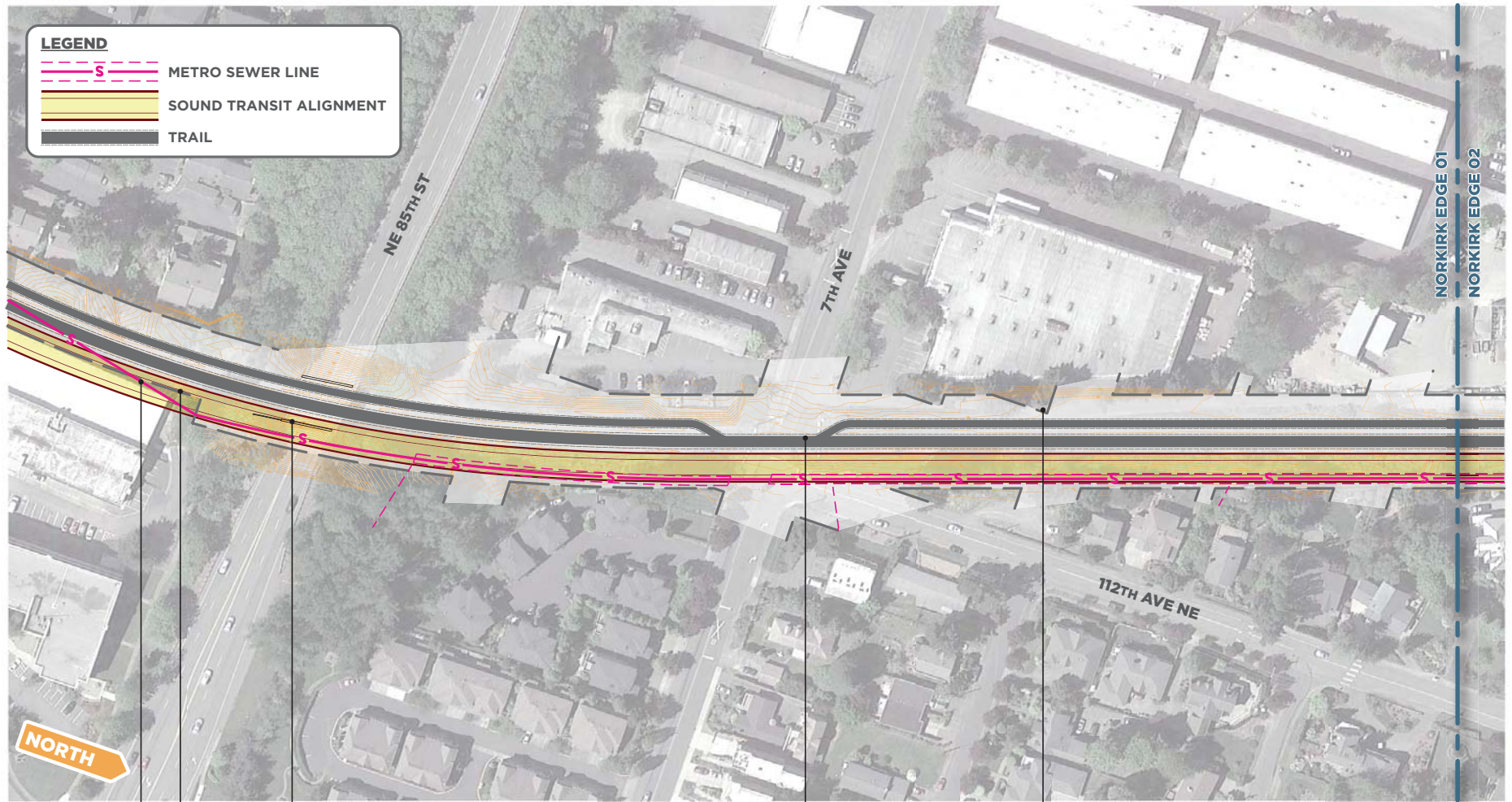
Alignment Transition Zone: Realignment of trails includes a transition zone (beyond that shown on this plan) assumed to be up to 400 feet.

Assumes a fully rebuilt intersection for both trail and transit.

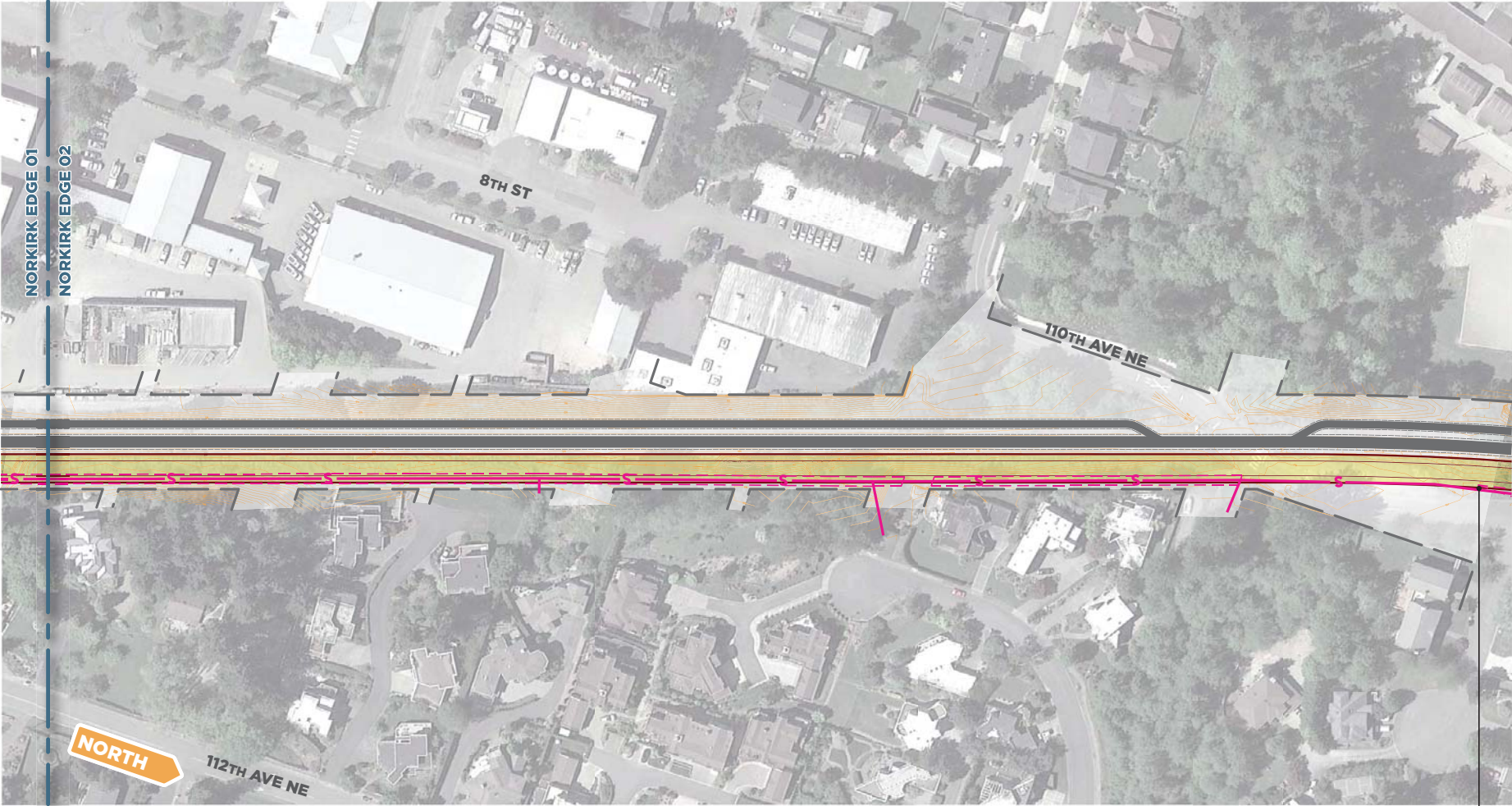
Alignment Transition Zone: Realignment of trails includes a transition zone (beyond that shown on this plan) assumed to be up to 400 feet.

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

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

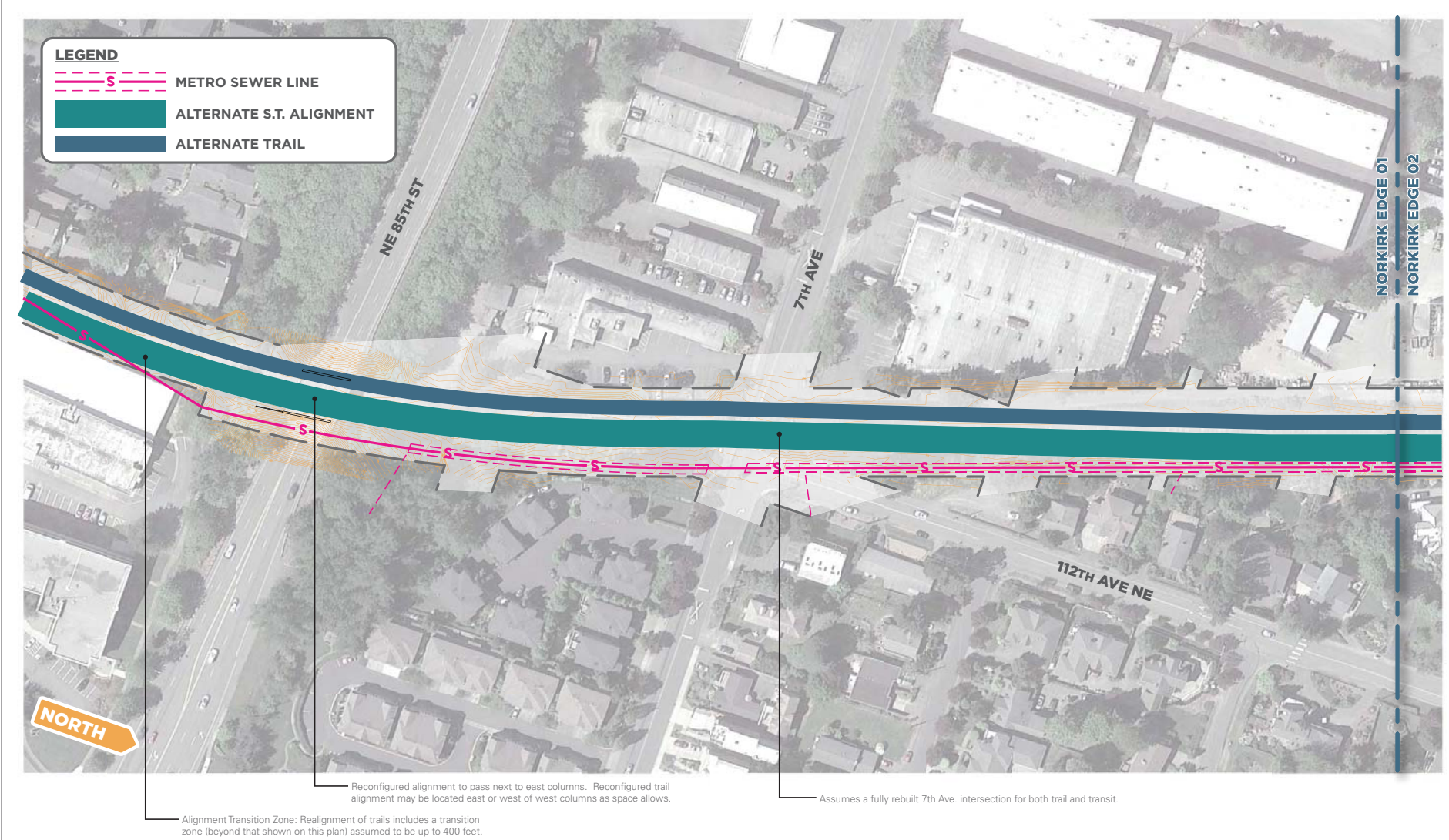


04_Transit & Utility Conflict Zone Plan - NORKIRK EDGE 01



Metro Sewer line shifts farther west and out of conflict zone

05_Transit & Utility Conflict Zone Plan - NORKIRK EDGE 02



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

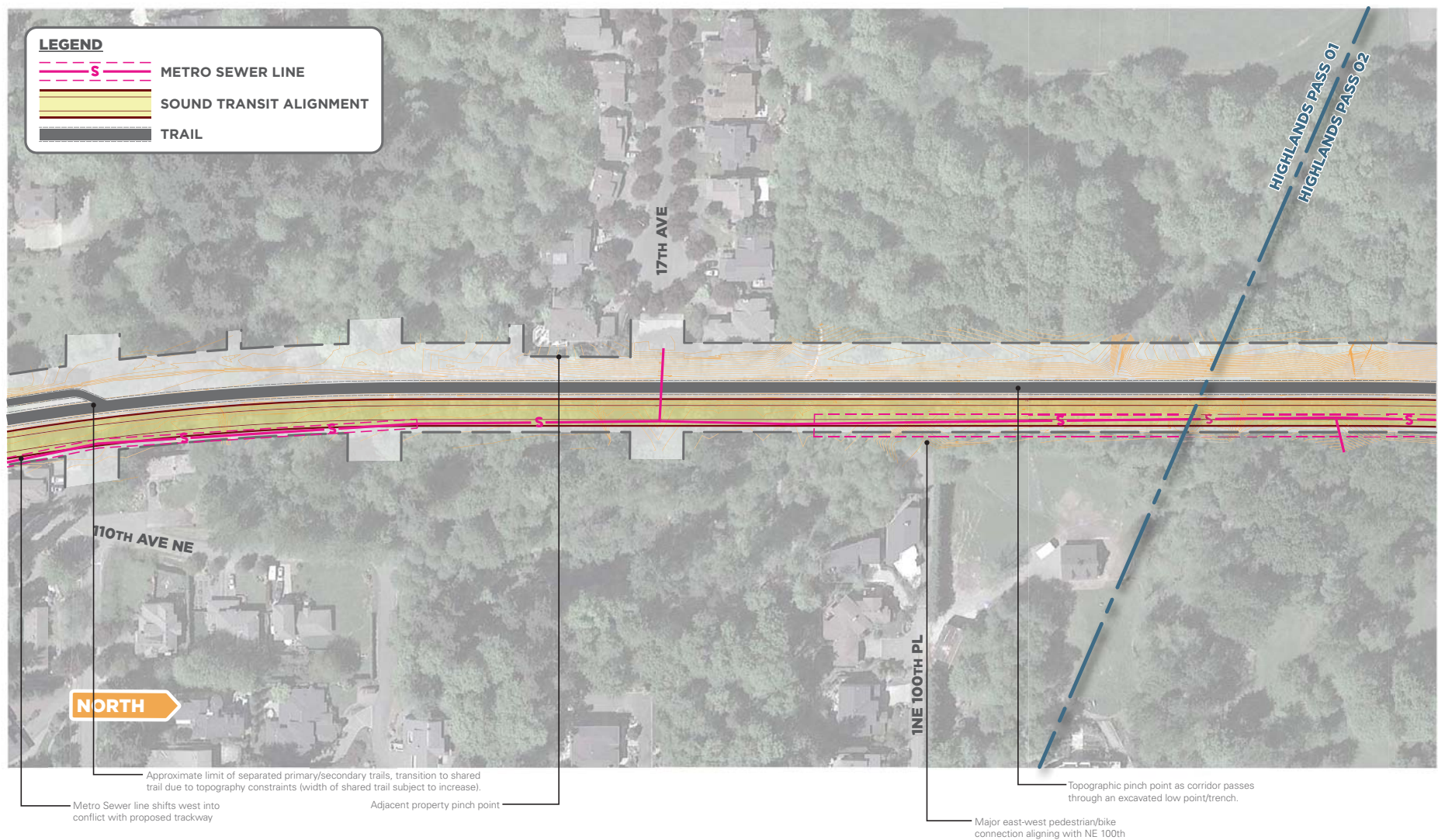
Proposed Alignment Revisions: The trackway is shifted westward to avoid conflict with bridge supports and the Metro sewer line. Correspondingly, the trails are shifted westward, and combined into a single shared trail, possibly increased from the 16-foot minimum trail envelope width.



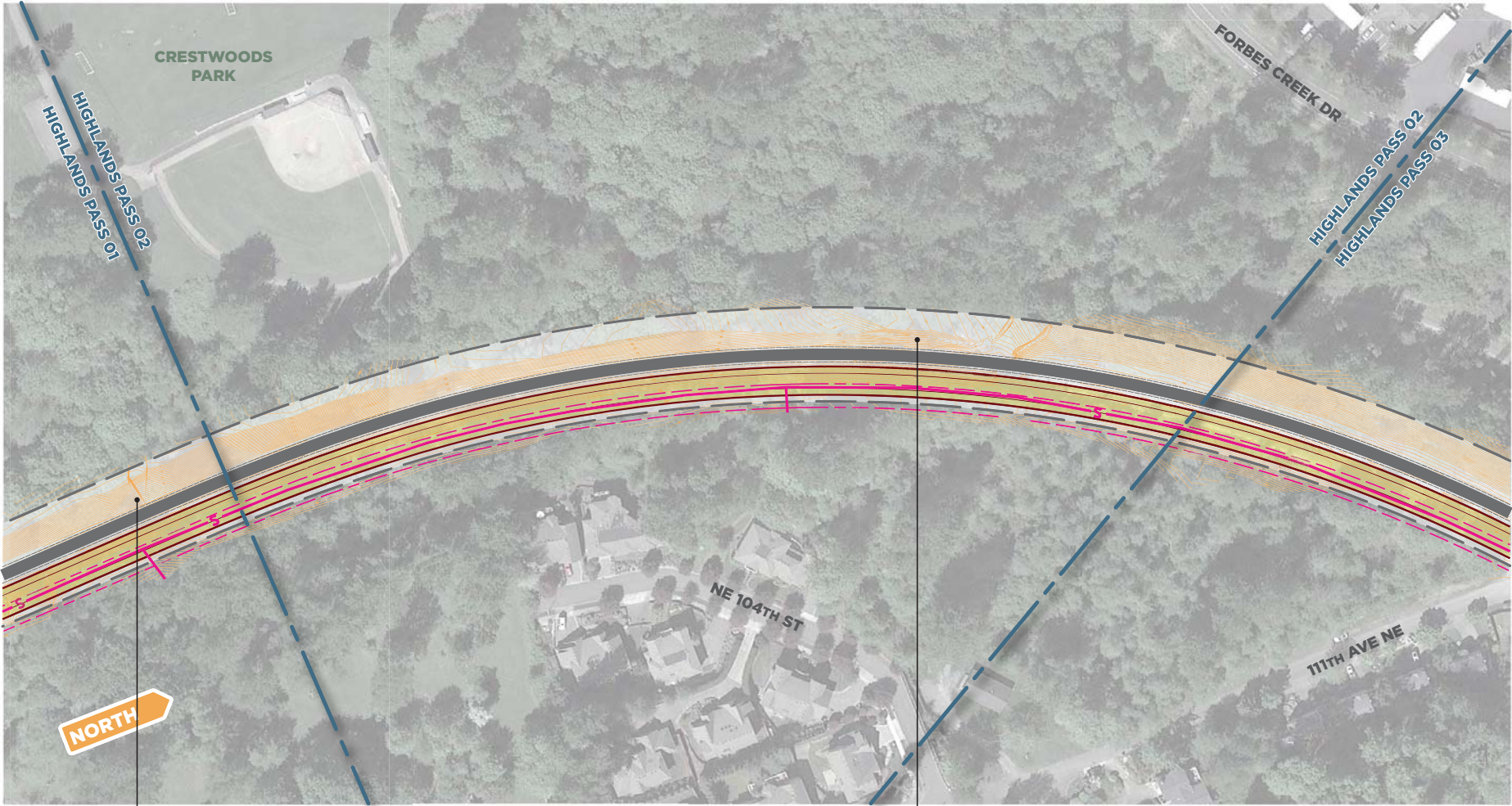
Alignment Transition Zone: Realignment of trails includes a transition zone (beyond that shown on this plan) assumed to be up to 400 feet.

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

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



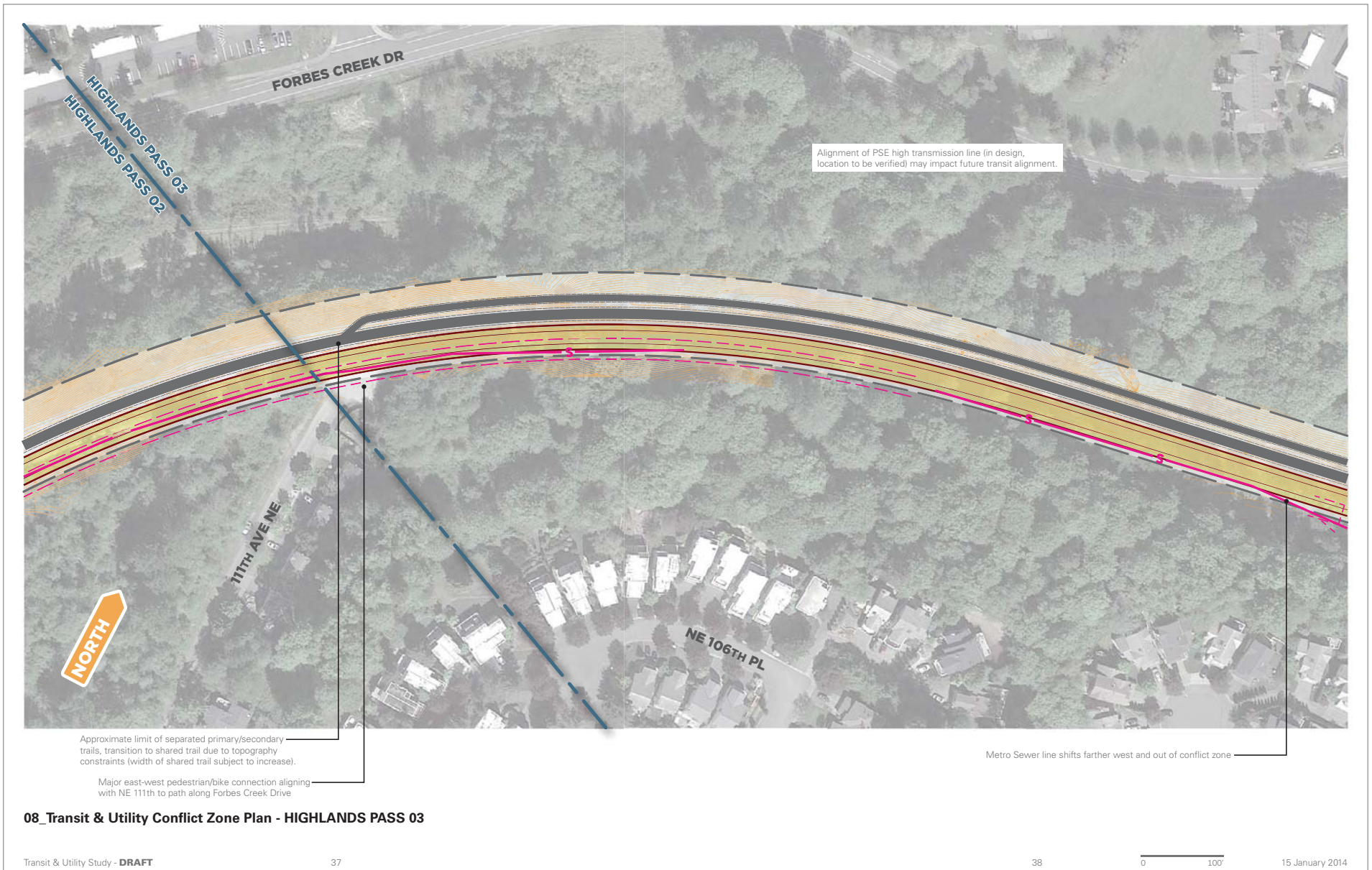
06_Transit & Utility Conflict Zone Plan - HIGHLANDS PASS 01

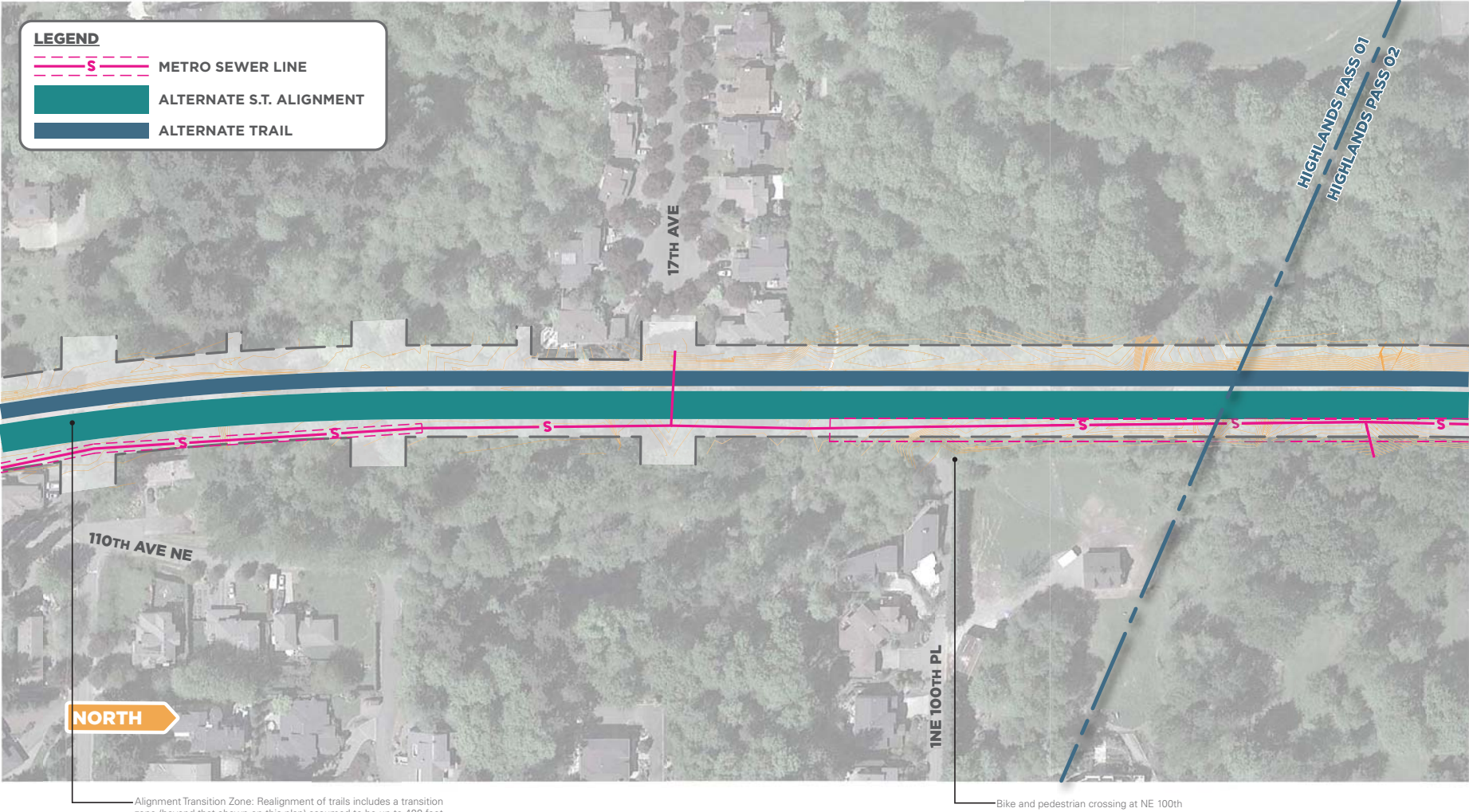


Topographic pinch point as corridor passes through an excavated low point/trench.

Possible steep grade issues

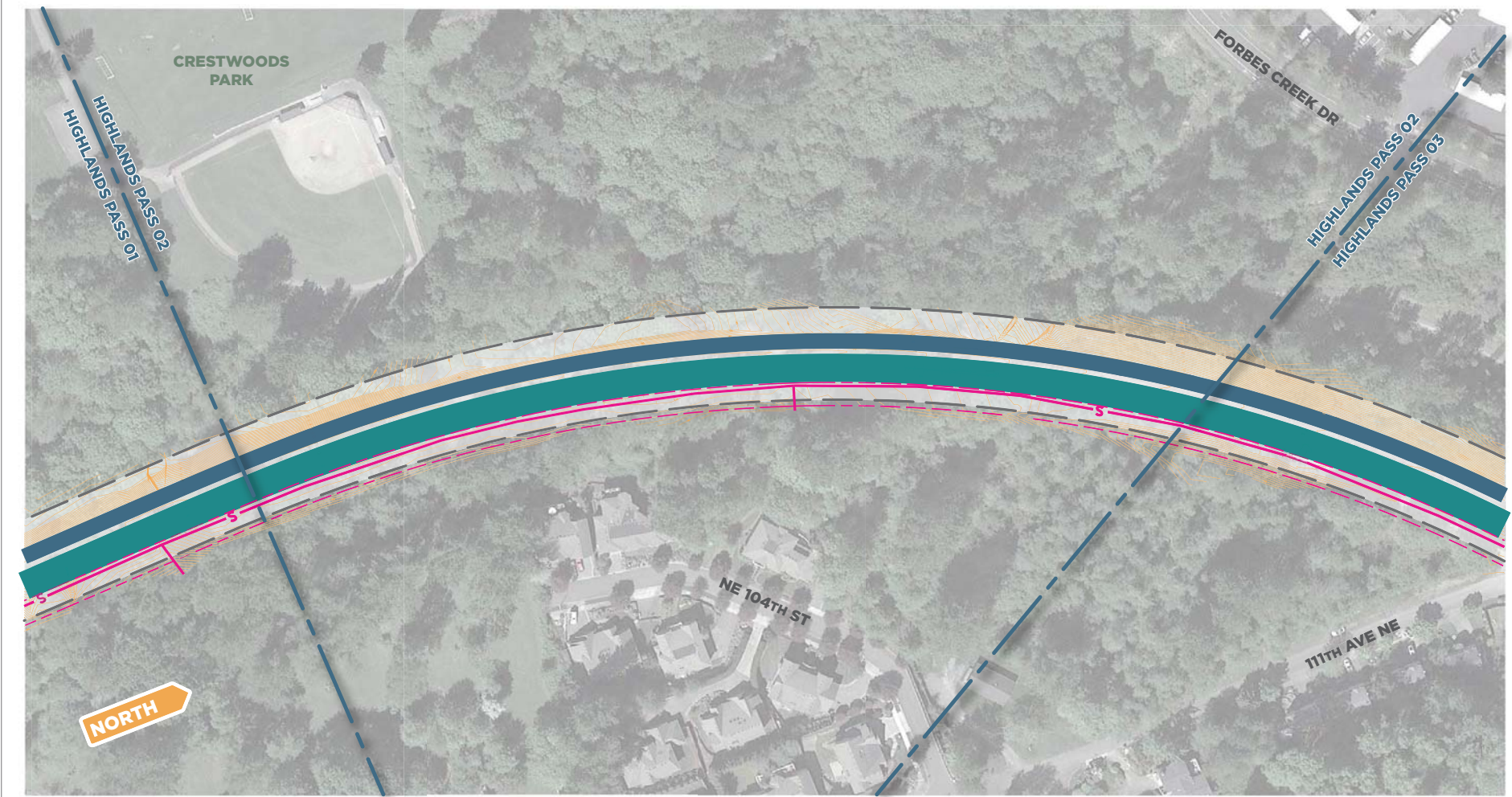
07_Transit & Utility Conflict Zone Plan - HIGHLANDS PASS 02





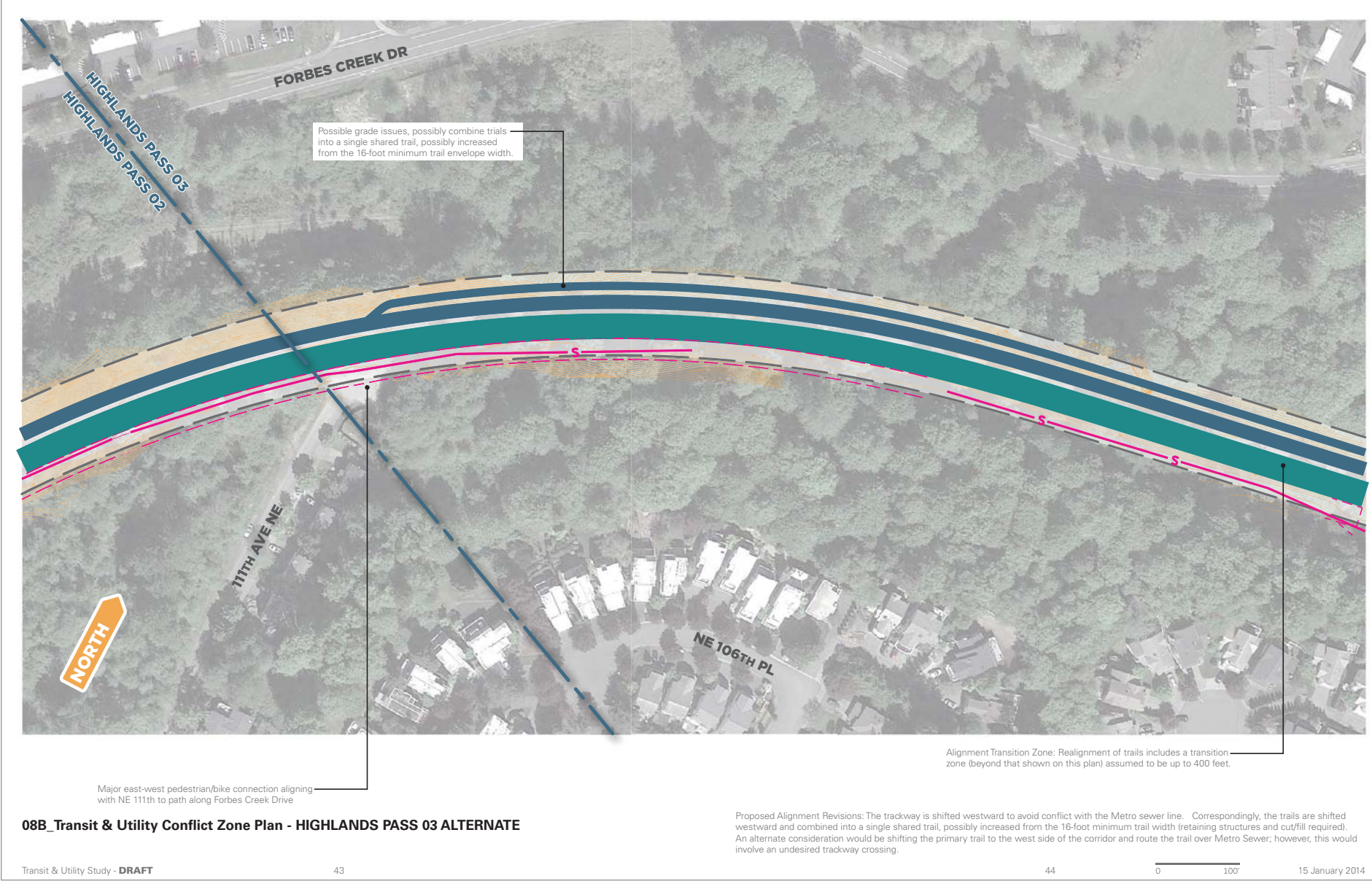
06B_Transit & Utility Conflict Zone Plan - HIGHLANDS PASS 01 ALTERNATE

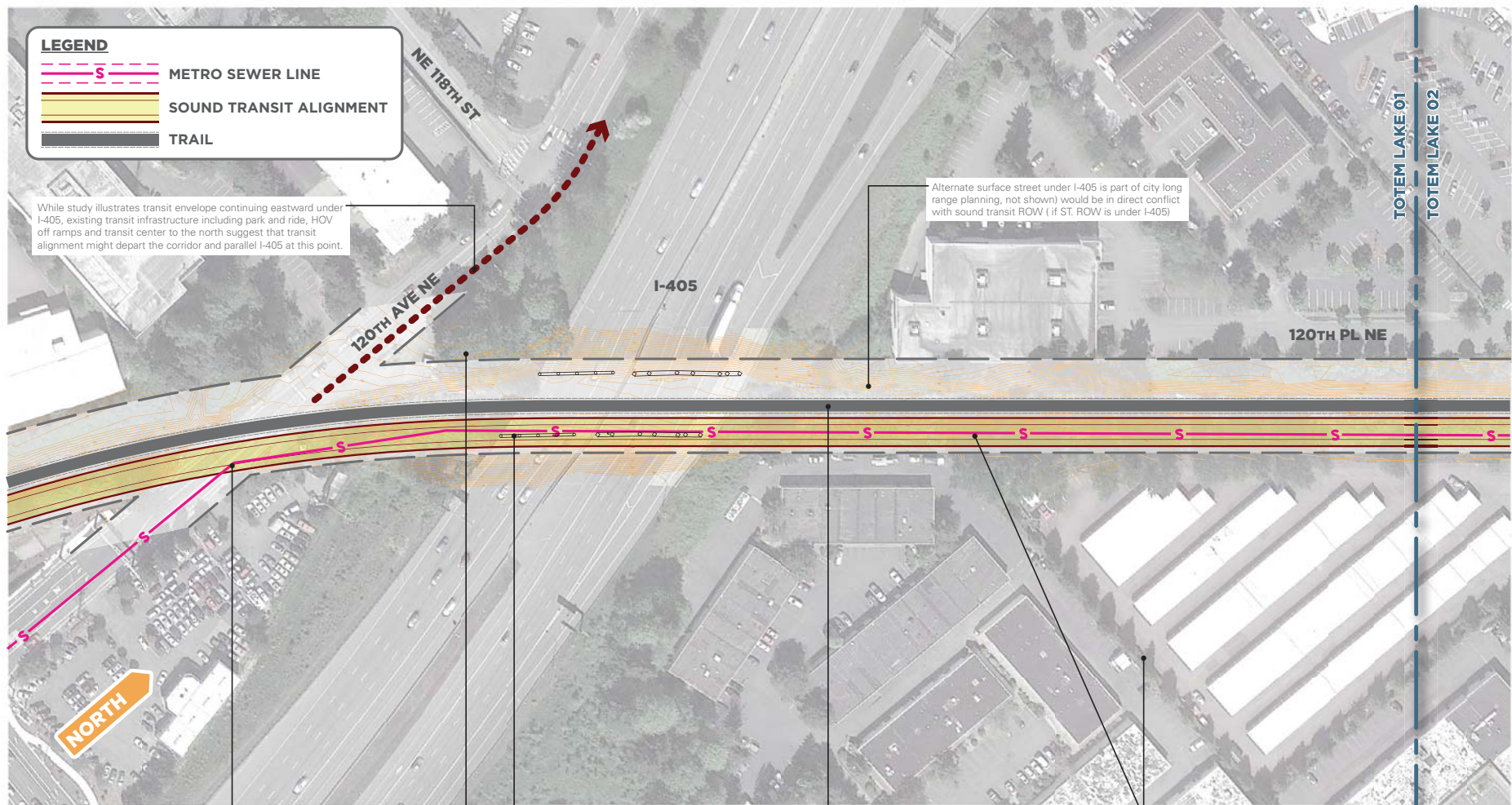
Proposed Alignment Revisions: The trackway is shifted westward to avoid conflict with the Metro sewer line. Correspondingly, the trails are shifted westward and combined into a single shared trail, possibly increased from the 16-foot minimum trail width (retaining structures and cut/fill required). An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



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

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





Metro Sewer line shifts into conflict with proposed trackway

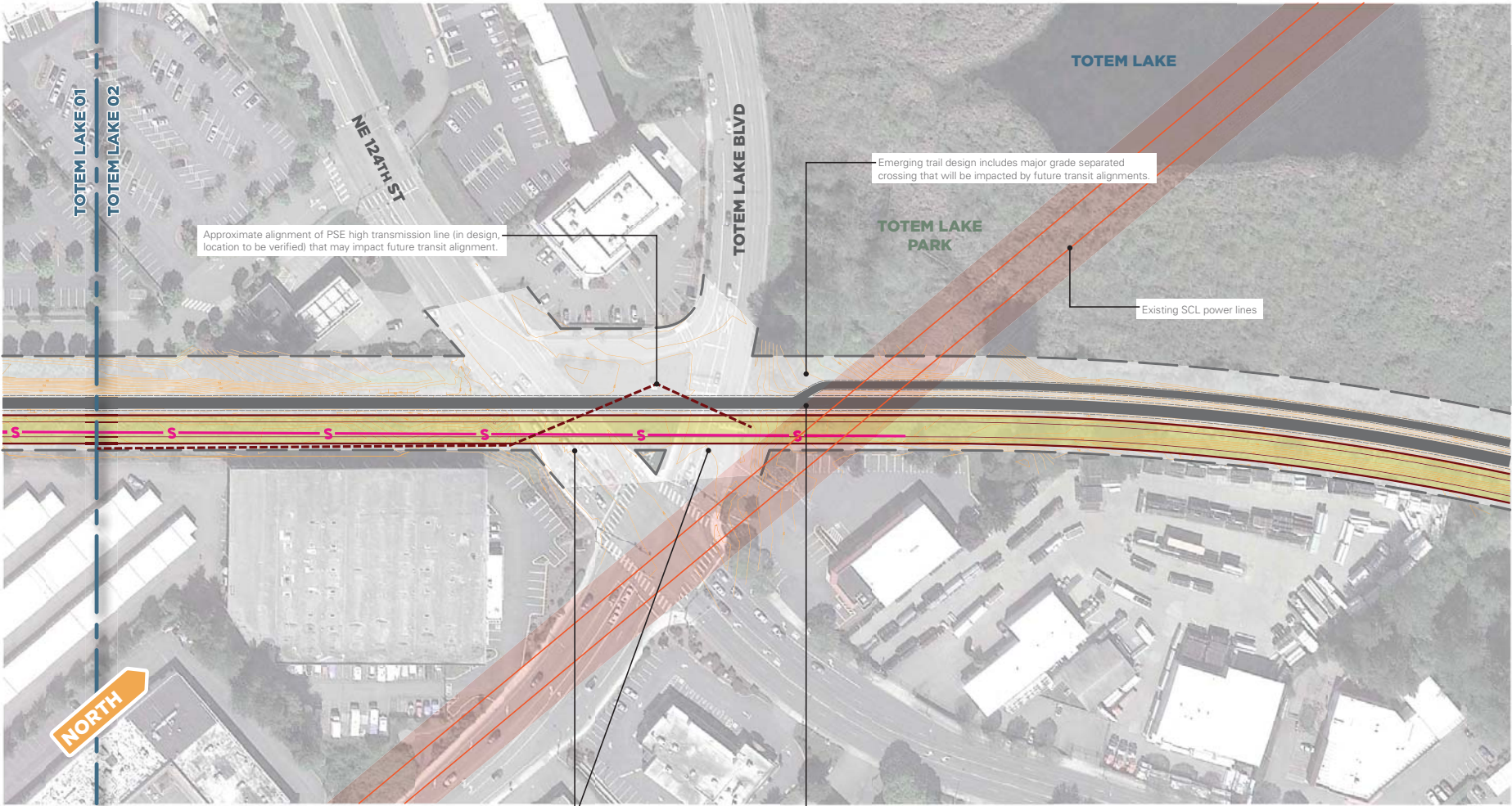
The crossing of 120th and I-405 in close proximity will create engineering challenges.

Transit way conflict with existing bridge supports

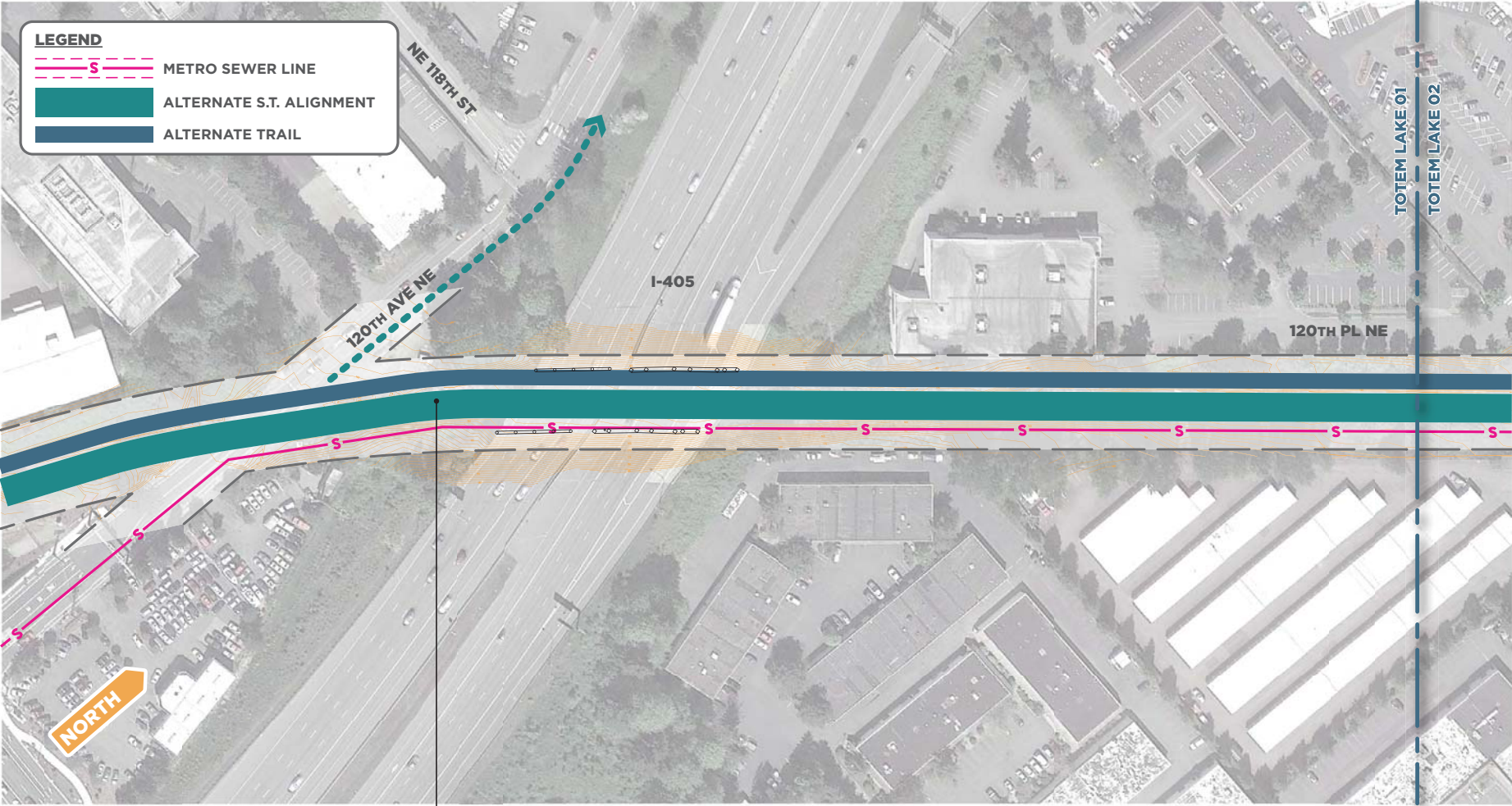
Trail through this section is proposed as a shared trail (width of shared trail subject to increase from the 16-foot minimum trail envelope width

Alternate surface streets in East Totem Lake (part of city long range planning, not shown) would be in direct conflict with sound transit ROW (if ST. ROW is on grade)

09_Transit & Utility Conflict Zone Plan - TOTEM LAKE 01

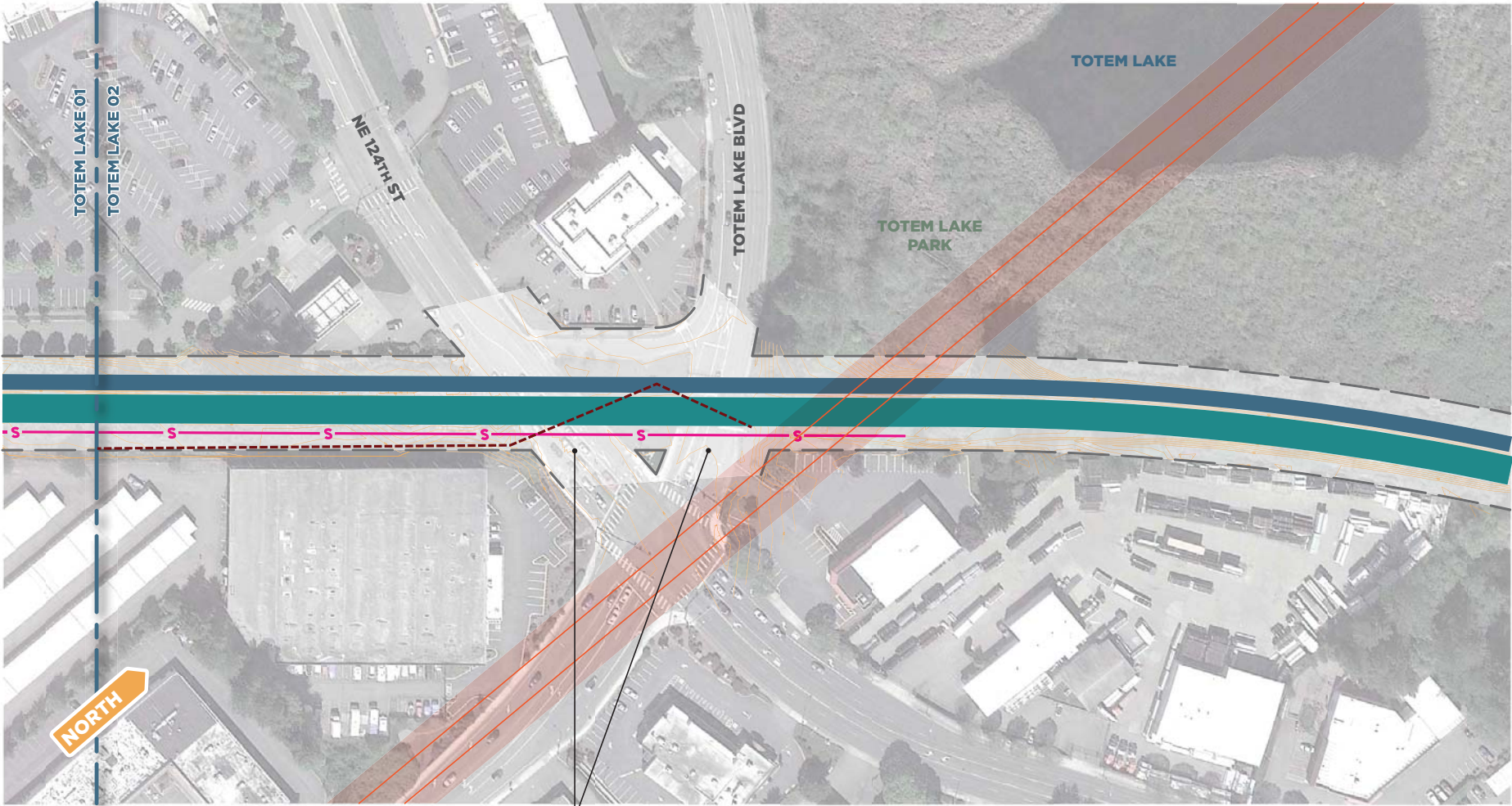


10_Transit & Utility Conflict Zone Plan -TOTEM LAKE 02



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

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



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

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

