



**City Council Meeting with North Rose Hill
Neighborhood Association**
Submitted Questions/Comments (17)
Meeting Date: March 21, 2016



Planning:

Planning questions below regard permitting of marijuana retail stores in Kirkland:

1. Why doesn't the city have a notice or sign requirement to alert residents of a pending marijuana store?
Response: *When marijuana zoning regulations were established, the City Council focused on establishing the zones in which retail marijuana sales would be allowed and restricted. In zones where marijuana sales are allowed the Council did not want to impose additional regulations from those imposed on other retail uses, knowing that marijuana sales, processing and production are also heavily regulated by the Washington State Liquor and Cannabis Board (LCB).*
2. Why doesn't the city allow a public comment period?
Response: *Marijuana sales, like other retail uses are allowed by right. Only a building permit is required.*
3. What is the city's position on the Kush store located at 11834 NE 90th Street?
Response: *The site where the retail marijuana sales is proposed is appropriately zoned for retail sales. However, prior to City approval, all zoning code requirements associated with a retail sales business must be met. In particular, the business must provide a parking area per City standards, including storm water controls, and because the site is next to a known wetland, any expansion for the parking lot or other site elements may not encroach into the wetland or required wetland buffer.*
4. Please tell the residents of North Rose Hill that the Kush store just got licensed that doesn't have adequate parking.
Response: *The license that was issued by the LCB was based on state requirements and does not negate the City's authority to ensure that zoning regulations are met. The business has not yet applied for City construction permits. Adequate parking is one of the requirements that will be reviewed as part of the City's permitting process. The City business license will not be issued until the requirements of those regulations have been met.*
5. Totem Lake Development: How will improvements to 120th change/affect emergency access to the hospital (during and after construction)
Response: *The hospital has been in communication with the developer on the emergency vehicle routing. The hospital is rerouting the emergency vehicle to use Totem Lake Boulevard during construction. The hospital will evaluate their emergency route after construction but 120th Avenue NE will be an option.*
6. Totem Lake Development: Is there anything being done to make it easier for pedestrians and bicyclists to go from the mall to the Hospital/transit center?
Response: *Bike lanes will be provided along 120th Avenue NE up to project north property line where the driveway to the transit center is located. The developer is currently working with the hospital to create a pedestrian linkage from the mall to the transit center, there are no specifics yet.*

Public Works:

7. What is the city plan as additional housing density increases to support the traffic growth in the neighborhoods?

Response: The City Council recently adopted a [Transportation Master Plan](#). The foundation of the plan is the City vision, which includes, keeping Kirkland sustainable, green, walkable and livable. While the Plan includes the concepts for relieving auto congestion (e.g., some intersection improvements and making traffic signals work better), much of the focus is on giving people more choices in transportation. This includes building sidewalks on busy streets and school walk routes, making safer and better-connected places for people to bike and realistic options for travel by transit. There is also a big emphasis sustainability: maintaining what we have, considering climate change, and doing all this within a realistic budget.

8. For years I have been reporting needed sidewalk repair sites. For at least two years now, rather than the repairs being done, the sites have been “painted.” I was told that was because the needed equipment for repairs was not available. I would think the connected safety concerns would be a high priority and the needed solution would be provided.

I still find it hard to believe sidewalks were not required when the Boys & Girls Club was built on either 124th Ave NE or Slater Ave—both heavily traveled streets. However, there is now a flashing beacon on 124th at that location.

Sidewalks were not included the full length of the Lake Washington Technical Institute on 132nd Ave NE and then when a new building was added a few years ago, the sidewalk was still not completed.

When a turn-lane was added on NE 95th St east of 124th Ave NE the former “shoulder” that could be used by pedestrians disappeared. This is now a dangerous site for pedestrians and is presumably a walk route used by Twain Elementary students.

Response: We have recently completed a sidewalk inventory and will be using it to help prioritize sidewalk repairs. This would be a good time to hear again the location and nature of the problem you would like to see fixed. Please contact Bobbi Wallace in the Public Works Department at 587-3900 or Bwallace@kirklandwa.gov.

When the Boys & Girls club was built, this area was still in unincorporated King County and the County did not require sidewalks to be constructed. Completing sidewalks on 132nd Avenue is one of the priorities of our sidewalk construction program. The current CIP, as adopted last December, does include the design for fill-in segments to provide a continuous sidewalk on 124th Ave NE, from NE 90th Street to the north of the Boys & Girls Club. The consultant selection process has begun with the design starting this year. The total project will need grant funding to be completed and staff is actively pursuing external funding with a goal of completing the sidewalk construction in 2018.

The North Rose Hill Neighborhood Association has also submitted an application to the City’s Neighborhood Safety Program for a project to add a crosswalk across Slater Avenue NE from the back side of the Boys and Girls Club to the west side of Slater Avenue NE where there is a continuous sidewalk on the west side. For more information, contact Kari Page at (425) 587-3011 or kpage@kirklandwa.gov.

A second (left turn) lane was added at NE 95th Street in response to concerns from the neighborhood about delays for westbound vehicles. This lane took up some of the space that was previously used by pedestrians. However, there is sidewalk on the south side of NE 95th Street at this location. The lanes may be able to be narrowed a little bit to add space for pedestrians. We will evaluate that and complete it during the 2016 pavement marking program.

9. Thank you for finally getting the NRH pathway signs posted in the neighborhood. Although two are still missing at NE 111th & 128th and at the SW exit from Twain Park that leads to NE 104th.

Response: Thank you for the positive feedback on the new signs. The remaining locations were not on public property. We will look into alternative locations.

10. Over the last few years, traffic has increased dramatically on neighborhood streets connecting 124th Ave NE and 132nd Ave NE. These roads seem to carry as much if not more traffic as NE 100th, which has a four-way stop at 128th Ave NE. Both NE 90th and NE 104th are heavily traveled by pedestrians, including school children attending Mark Twain Elementary, at the NE corner of the 128th Ave NE and NE 90th St. intersection. What must be done to change the two-way North-South stops at 128th Ave NE and NE 90th; and 128th Ave NE and NE 104th St to four-way stop intersections? This change is critical for the safety of our neighborhood residents.

Response: Thanks for that suggestion. We are following best practices for installing four-way stops which includes making sure certain “warrants” are met before a four-way stop is created. The warrants measure characteristics, including the amount and balance of traffic flows. There are some downsides to 4-way stops including vehicles not stopping when traffic is light and the warrants are used to try and limit 4-way stops to the locations where they work best. Staff has been monitoring the intersections of 128th Ave. NE and NE 90th St. and 128th Avenue NE and NE 104th Street. So far neither intersection has met the warrants for a four-way stop.

11. What can be done to address people using side streets (at high speeds) to bypass major thoroughfares (i.e. NE 85th St)? This is prohibiting children from being able to safely play in the neighborhood.

Response: The neighborhood traffic control program in the Public Works Department can help with this concern, beginning with collecting data to understand the location and extent of the speeding. Please contact Kathy Robertson at (425) 587-3800 or kr Robertson@kirklandwa.gov for more information. In addition, we will pass this concern on to the Police Department and they will add it to their enforcement priorities. Finally, there may be some people that have altered their travel patterns due to the construction on NE 85th Street and they may return to NE 85th Street now that construction is complete.

12. Is it possible to put in a stop sign on 132nd between 85th and Slater Ave NE (124th)? Cars are driving way too fast in this residential community. Also, with the Lake Washington Institute of technology college bus stop and students crossing the street it becomes extremely dangerous when cars are driving fast. This is an accident waiting to happen.

Response: Four-way stops are not a good choice for speed control, especially where arterial streets intersect lower volume streets. We will pass this concern on to the Police Department and they will add it to their enforcement priorities. If you would like more information about this, please contact Iris Cabrera at (425) 587-3866 or icabrera@kirklandwa.gov.

Parks:

13. What is the status of Forbes Lake Trail and Park Improvement project?

Response: The project, which would provide a trail down to the shoreline as well as a small parking lot, is currently in permitting. A new sidewalk on 124th Ave NE is also part of the project and will likely be happening in conjunction with other street improvements on 124th. Construction is anticipated for next year. Please contact Michael Cogle, Deputy Director, Parks and Community Services at mcoogle@kirklandwa.gov.

14. Is it possible to put wire/screen mesh on the Mark Twain fence that faces 132nd? I've seen animals and children get too close to this fence and worry about them being struck by cars. Similar to what was done at North rose Hill Woodlands Park.

Response: Thank you for the suggestion. The main differences between Mark Twain Park and North Rose Hill Woodlands Park are that the play areas at Mark Twain Park are considerably further away from the road, and the existing fencing at Mark Twain Park is not conducive to adding chain link fencing material. We will continue to monitor the situation and consider different fencing in the future if warranted. Please contact Jason Filan, Park Operations Manager at jfilan@kirklandwa.gov.

15. Speeding on Slater: Can they get speed bumps?

Response: The City would be pleased to work with a neighborhood task force to update the traffic plan. Please contact Kathy Robertson, the City’s Neighborhood Traffic Control Coordinator at (425) 587-3870 or krobertson@kirklandwa.gov if interested in being part of a Slater Ave neighborhood task force to update the 2008 traffic calming plan.

Neighborhood Traffic Calming is a phased process that begins with education and enforcement, striping, road markings and signage before considering devices such as speed cushions. We look at traffic studies and crash records to help characterize the extent of the problem and use these results to help inform the solution. Several residents along Slater Ave contacted the City about speeding concerns once the Neighborhood Traffic Control Program was reinstated in 2014. As a result, the City completed recent traffic studies along Slater Avenue, which are summarized below:

Location	Site Address		85th percentile speed (mph)	Vehicles per day	Date	Study Duration
Slater Ave NE	9727	S of NE 100th St	31.9	559	Sep-06	9/11-18/06
Slater Ave NE	9735	S of NE 100th St	30.6	532	Mar-15	3/13-20/15
Slater Ave NE	10224	N of NE 100th St	38.4	791	Sep-06	9/11-18/06
Slater Ave NE	10234	N of NE 100th St	37.2	882	Mar-15	3/13-20/15
Slater Ave NE	10611	N of NE 100th St	39.2	649	Sep-01	9/25-10/1/01
Slater Ave NE	10611	N of NE 100th St	39.1	773	Mar-05	3/28-4/4/05
Slater Ave NE	10800	S of NE 116th St	39.8	803	Sep-06	9/11-18/06
Slater Ave NE	10800	S of NE 116th St	38	953	Mar-15	3/13-20/15
Slater Ave NE	11210	S of NE 116th St	35.7	1128	Sep-06	9/11-18/06
Slater Ave NE	11211	S of NE 116th St	31.2	1305	Mar-15	3/13-20/15
Slater Ave NE	11800	S of NE 120th St	36.9	16120	Jan-06	1/23-27/06
Slater Ave NE	12056	N of NE 120th St	38	16766	Jan-06	1/23-27/06

The posted speed limit on Slater north of NE 100th is 35 MPH. South of NE 100th, the posted speed limit is 25 MPH. The traffic studies show that the 85th percentile speed (a traffic standard benchmark) ranges from about 5 MPH above the posted speed limit, and even below it. Traffic within 5 to 7 MPH above the legal speed limit is typically considered “controlled” where signage, road markings, radar speed check signs, enforcement and education would be the most useful tools in deterring the small percentage drivers traveling at excessive speeds. Other considerations include:

- 1) *Speed cushions are typically installed on streets with legal speeds limit of 25 MPH or less, because they can effectively slow the speeds to 20-25 MPH. These aren't appropriate for a street with a posted speed limit of 35 MPH.*
- 2) *Slater Avenue north of NE 100th is a primary emergency services route and the City avoids installing speed cushions and similar devices that could impact response time.*
- 3) *From NE 124th St to NE 97th St, Slater Ave is designated a neighborhood collector. The process to install speed cushions or similar devices involves a major community outreach effort to those who would be affected, and neighborhood consensus. Consensus can be hard to achieve because these devices have negative aspects as well as positive, and residents can be as passionately against them as for them.*

In 2008, a neighborhood task force worked with city staff to develop a traffic calming plan, and portions of the plan (e.g., the traffic circles/islands) were implemented. Speed cushions were not included in this plan, because of the lack of acceptance in the neighborhood. Several years have elapsed since the original traffic plan was developed. The plan could be updated to reflect current conditions if neighbors would be interested in forming another task force. For instance, should the speed limit be lowered to 25 MPH on Slater Avenue south of NE 116th, and could the road be altered to encourage drivers to slow down to a lower speed limit? Once again, the City would be pleased to work with a neighborhood task force to update the traffic plan. Please contact Kathy Robertson, the City's Neighborhood Traffic Control Coordinator at (425) 587-3870 or krobertson@kirklandwa.gov if interested in being part of a Slater Ave neighborhood task force to update the 2008 traffic calming plan.

16. Stop sign at 128th and 95 Street: Why can't they have a stop sign here? Please explain so they understand the reasons.

Response: *Stop signs function to clarify right-of-way. This link provides more information about the use of stop signs: [The City follows the standards for installing stop signs as outlined in the Federal Highway Administration's Manual of Uniform Traffic Control Devices \(as adopted by the Washington State Department of Transportation\)](#), which are based on decades of research and experience in urban settings. For an all-way stop to work, traffic volumes need to high enough and balanced, meaning NE 95th St and 128th Ave NE would need to have similar traffic volumes. If traffic volumes are low, drivers will roll through the stop-controlled intersection because they don't encounter much if any traffic. The City does not have recent traffic data for this intersection. Studies in early to mid-2000s indicate NE 95th St carries slightly higher traffic volumes than 128th Ave NE. The City will add this intersection to its list for traffic study to collect data on traffic volumes, and use the data to evaluate whether this should be an all-way stop-controlled intersection. For more information, please contact: Kathy Robertson, the City's Neighborhood Traffic Control Coordinator at (425) 587-3870 or krobertson@kirklandwa.gov.*

17. Stop sign at NE 90th Street and 126th Avenue NE

Response: *Please see response to question 17. The City will add this intersection to its list for traffic study to collect data on traffic volumes, and use the data to evaluate whether this should be an all-way stop-controlled intersection. For more information, please contact: Kathy Robertson, the City's Neighborhood Traffic Control Coordinator at (425) 587-3870 or krobertson@kirklandwa.gov.*