



MEMORANDUM

DATE: June 28, 2017

To: Interested Parties

FROM: Janice Coogan, Senior Planner
Rob Jammerman, Development Engineering Manager
Joel Pfundt, Transportation Manager

SUBJECT: FINN HILL NEIGHBORHOOD PLAN STREET CONNECTIONS MAP

As part of the Finn Hill Neighborhood Plan, staff recommends including a map in the Transportation Section showing anticipated street connections that could be made with future infill development. Enclosed is a preliminary draft map and corresponding chart describing each potential connection.

This memo is intended to provide background information to the public, Boards and Commissions and City Council in preparation of the final Finn Hill Neighborhood Plan. When adopted, the Finn Hill Neighborhood Plan will be a chapter of the Comprehensive Plan. Comments on the map may be submitted to staff described under the public review process section below.

In some areas of Finn Hill the street system is underdeveloped with dead ends lacking street connections, pavement, and sidewalks not to city standards. Typically, the exact location and alignment of new street connections is determined at the time when adjacent properties are developed. Providing a map of potential connections helps plan for the future and informs the public what to expect. A similar map is included in the North Rose Hill Neighborhood Plan.

The enclosed map is preliminary and shows potential street connections identified by a number that corresponds to a chart with a description of the existing conditions and why a through connection may be necessary. In some areas traffic calming measures may be needed. Also, other street connections could be added in the future as a result of redevelopment patterns that are unknown at this time.

In developing this map the Public Works and Planning staff considered the following criteria:

- Existing rights of way street system
- Vacant parcels
- Further developable parcels likely to redevelop given the lot size and existing zoning
- Existing short plats and subdivisions in various stages of development
- Critical areas and other areas to avoid
 - Streams
 - Wetlands
 - Park/Open Space
 - Landslide Hazard Area (Medium Hazard)
 - Landslide Hazard Area (High Hazard)
 - Steep slopes (Slopes that would require streets above a 15% grade)

Policy and Regulatory Support

Policy support for providing an interconnected street network can be found in the Kirkland Municipal Code, Land Use and Transportation Elements of the Comprehensive Plan, and street design standards in the Kirkland Zoning Code as summarized below:

Kirkland Municipal Code

Subdivisions

- 22.28.060 General Layout-Plats and streets should generally conform to a grid pattern
- 22.28.070 Blocks – Maximum Length- blocks should not exceed five hundred feet in length. Blocks that are more than seven hundred fifty feet in length should allow for midblock pedestrian access
- 22.28.090 Access – Right-of-Way – Adjacent to plat-Applicant shall comply with the requirements of the Zoning Code with respect to dedication and improvements of right-of-way adjacent to plats

Comprehensive Plan

- Land Use Element Policy LU-3.9: Encourage vehicular and non-motorized connectivity.
- Improved connectivity encourages walking and biking and reduces travel distance for all transportation modes.
- Vehicle connections between adjacent properties reduce congestion on streets, number of turning movements and gasoline consumption
- As a part of land development, new connections to the existing street system are often required.
- Traffic spread over a grid of streets balances and minimizes impacts across the network. Therefore, the fact that new connections may increase traffic volume on some existing streets is not a sufficient reason for rejecting such new connections.

- Emergency response times are shorter and more reliable when responders have several routing options and new connections often provide these additional options.

Transportation Element (TMP)

- Policy T-5.2: Design streets in a manner that supports the land use plan and that supports the other goals and policies of the transportation element.
- Policy T-5.3: Create a transportation network that supports economic development goals
- Policy T-5.6: Create a system of streets and trails that form an interconnected network.
- Action T-5.6.1: Develop a plan for connections between street ends and complete those connections.

Zoning Code and Public Works Pre-approved Plans Manual

Chapter 110 and 105 provides the design requirements for streets, vehicular and pedestrian access:

- Section 105 – PARKING AREAS, VEHICLE AND PEDESTRIAN ACCESS, AND RELATED IMPROVEMENTS
- Section 110 – REQUIRED PUBLIC IMPROVEMENTS

Public Review Process

Public comments related to this map and the draft Finn Hill Neighborhood Plan may be submitted to staff or the Planning Commission at planningcommissioners@kirklandwa.gov.

For more information on the Finn Hill Neighborhood Plan process, visit the [Finn Hill Neighborhood Plan webpage](#) on the City's website for a copy of the draft plan and background information about the process.

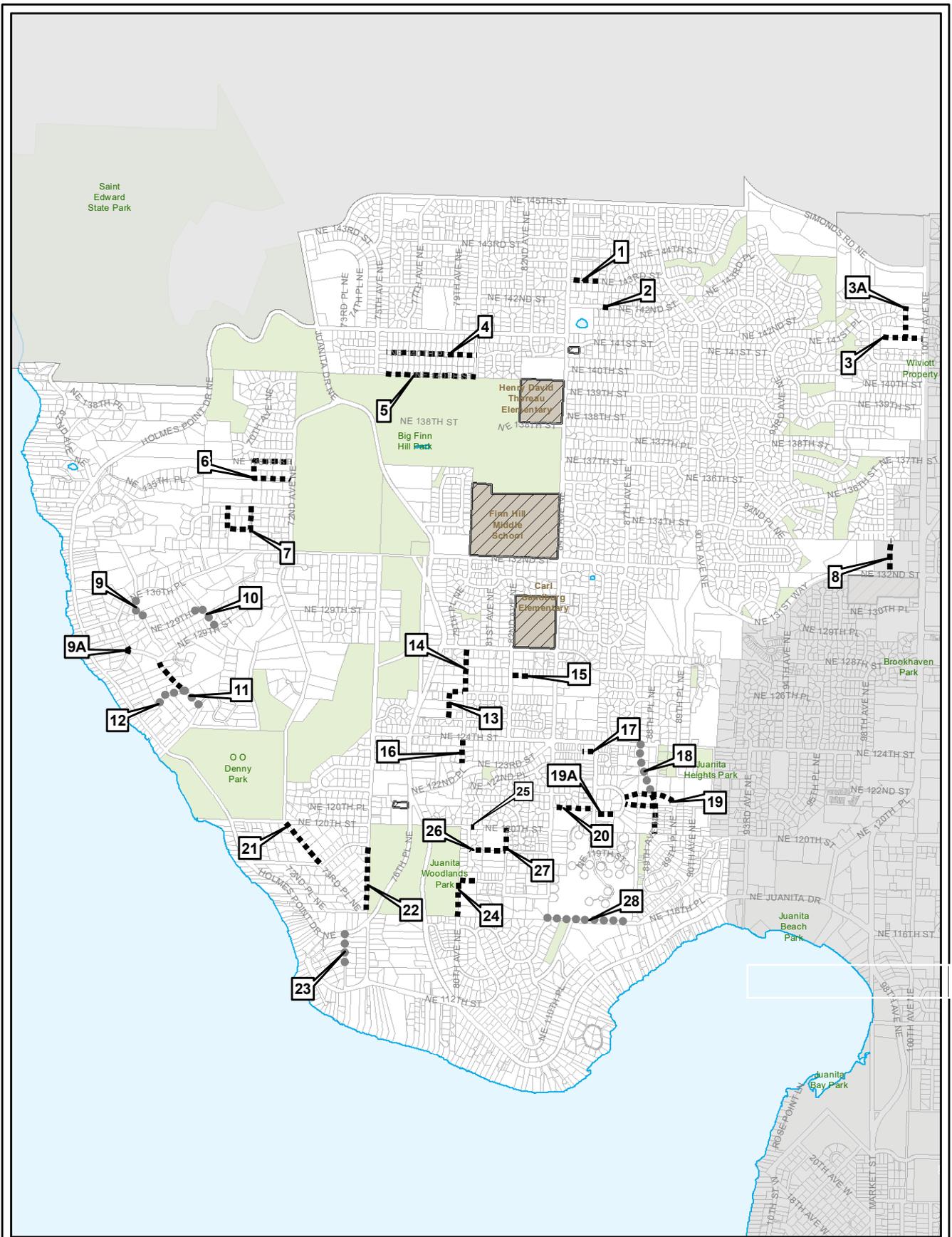
For more information or questions contact City Staff at:

Janice Coogan, Project Planner at jcoogan@kirklandwa.gov, 425-587-3257 or

Joel Pfundt, Transportation Manager at jpfundt@kirklandwa.gov, 425-587-3865

Enclosures:

1. Map
2. Description of each potential connection



- Street Connections**
- ■ ■ Potential Street Connection
 - ● ● Potential Pedestrian Connection
 - Lakes
 - Parcel Boundaries
 - ▨ Public Facilities
 - Park
 - School
 - Neighborhood Boundaries

N

1 inch = 2,000 feet

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Finn Hill Street Connection Plan

DRAFT 6-26-17

Finn Hill Street Connection Map- Draft June 28, 2017

Map No.	Name	From	To	Notes
1	NE 143rd St.	84th Ave. NE	Existing Barricade	Street provides access to 10 homes. Street is encompassed in a private access easement. Would required all property owners to dedicate the easement to the City in order to make the street public and remove the barricade
2	NE 142nd St.	84th Ave. NE	Existing Barricade	Existing ROW and limited redevelopment. Existing street provides access to four residential homes. Paving and surface water mitigation required before the street can be opened. Traffic calming techniques/methods will need to be studied as well.
3	NE 141st St	100th Ave NE	Existing street stub at 97th Ave. NE	Property zoned RSA 8-C. Highly likely to redevelop. Would provide additional access to the residential property to the east.
3A	99th Ave. NE/NE 142nd St.	NE 141st St (new)	100th Ave. NE (a looped connection)	Property zoned RSA 8-C. Highly likely to redevelop. Tract F is a drainage tract owned by City that could potentially have street improvements in it (more research is needed). This would provide an interior looped road connection within this property when it is redeveloped.
4	NE 140th Pl	75th Ave NE	80th Ave NE	Existing street connection that serves approximately 25+ home that is private . City may consider taking it over as a public street if the owners are willing to dedicate it and bring it up to public maintenance standards (overlay). Includes a storm system (primarily ditch and driveway culverts) that are not being maintained by City at this time.
5	NE 140th Street	75th Ave NE	80th Ave NE	Existing street connection that serves approximately 14+ homes. The westernmost end of the street is paved approximately 12 ft. wide and the remaining portion of the street is gravel (approx. 12 ft. wide). The street abuts Big Finn Hill Park. City may consider taking it over as a public street if the owners are willing to dedicate it and bring it up to public standards by paving it. This would likely trigger significant drainage mitigation including storm water collection, conveyance, flow control, and water quality.
6	NE 135th St & NE 136th Loop Connection	72nd Ave NE	72nd Ave NE	5 different lots with development potential. Topography, existing structures, and ownership of the existing private access streets may make this infeasible.
7	69th Ave. NE to 70th Ave NE Loop Connection	NE 134th Ave. NE	NE 134th Ave. NE	4 different lots with development potential. Existing structures, and ownership of the existing private access streets may make this infeasible.
8	98th Ave NE	NE 32nd St	south end of existing 98th Ave. NE	Outside the Finn Hill Neighborhood Boundaries, but appropriate to include in this map. Would be sought if the Rite Aide/Goodwill property is redeveloped. Approximately 10 ft. of elevation difference from end of existing 98th Ave. NE to Rite Aide Parking lot. Traffic calming techniques/methods will need to be studied as well.
9	64th Ave NE	NE 130th Pl. to	North end of existing 64th Ave. NE	May have topographic or environmental constraints. Further study is needed. May require the City to purchase and improve some of the connection if it cannot be obtained via redevelopment.
9A	63rd Ave. NE	NE 129th St.	south end of existing pavement in 63rd Ave. NE (cul-de-sac)	Short connection (150 ft.)
10	66th Ave. NE	NE 129th St	NE 130th Pl.	Topographic or environmental constraints make the street connection infeasible. A pedestrian connection should be required with redevelopment of adjacent property.
11	64th Ave NE	68th Ave NE	NE 129th St	Topographic or environmental constraints may make the connection infeasible. If a street connection is not feasible, pedestrian connection should be required with redevelopment of adjacent property.
12	NE 125th St.	End of existing asphalt	64th Ave. NE	Topographic or environmental constraints make the street connection infeasible. A pedestrian connection should be required with redevelopment of adjacent property.
13	79th Ave. NE Loop	NE 125th Street	80th Ave NE	South end (250 ft.) of this street recently constructed with Toll Bros Subdivisions. Additional pending subdivision to the north will build the north end of the street connection. Remaining middle section will be constructed with future redevelopment
14	80th Ave NE	NE 126th St	NE 128th St.	Two pending subdivisions will be constructing this street connect in 2017/2018
15	NE 126th Pl	82nd Ave. NE	84th Ave NE	A 2015 short plat constructed 300 ft. of the street connection from 84th Ave. NE and a pending subdivision will construct the remaining 300 ft. of street connection to 82nd Ave NE in 2017/2018.
16	80th Ave NE	NE 123rd St.	NE 124th St.	Viable connection but intersection sight distance at NE 123rd St may make the connection infeasible. More study needed. A good pedestrian/bike connection if street connection is not feasible.
17	NE 123rd Pl	86th Ave NE	Existing east end of NE 123rd Pl.	The existing NE 123rd Pl appears to have been required by King Co as part of higher density development. The terminus of the road indicates that King County intended it to be extended east. Extension of NE 123rd will need to be analyzed when the two parcels to the east are redeveloped.
18	88th Ave NE	NE 124th St	89th Pl. NE (Goat Hill)	Street connection through park property primarily funded by the City. Topographic and environmental constraints likely make the connection infeasible. A pedestrian connection should be built if street connection is infeasible (trail connection also noted on Figure 5.3 Finn Hill Tail System
19	NE 121st St	87th Ave. NE	89th Ave. NE or 89th Place NE (Goat Hill)	Highly valuable connection to provide alternate access to property on Goat Hill.
19A	NE 120th St	86th Ave. NE	87th Ave. NE	Continues connection 19 noted above. Redevelopment may be limited which would limit this connection.
20	NE 120th Pl	84th Ave. NE	86th Ave. NE	Would require a re-platting of the Finn Hill Meadows Subdivision. Redevelopment highly unlikely, but street connection should be mapped.
21	73rd Pl NE	NE 118th St	NE 120th St.	Existing 12 ft. wide gravel connection exists today. Topography may make this connection infeasible, but should be mapped.
22	76th Ave. NE	NE 116th St	NE 118th St	30 ft. wide existing ROW along west edge of Woodlands Park. Redevelopment could build all or most of the street connection.
23	Champagne Point Lane	NE 124th St	Holmes Point Drive	Street partially built at south end. Topography too steep to make connection to Holmes Point Drive. A pedestrian connection should be required with redevelopment of adjacent property.
24	80th Ave NE/NE 117th Street Loop	80th Ave. NE	NE 117th St	300+ feet of the south end of this connection is currently under construction with two short plats. Connection may be deemed undesirable because of cut through traffic however traffic calming devices could be used to deter this.
25	NE 120th St	Barricade	Barricade	Existing street connection with barricade. Connection added to this list for discussion. If barricade was removed, the portion of NE 120th from Juanita Drive to 80th Pl NE will need to be widened. Traffic calming methods will also need to be studied.
26	NE 119th St.	80th Pl. NE	82nd Ave. NE	Street connection required with redevelopment
27	82nd Ave. NE	NE 119th Street	NE 120th St.	Street connection required with redevelopment
28	NE 116th Pl.	NE 117th Pl.	84th Ave. NE	Topographic or environmental constraints make the street connection infeasible. A pedestrian connection should be required with redevelopment of adjacent property.