



CITY OF KIRKLAND
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MEMORANDUM

To: Kurt Triplett, City Manager

From: James Lopez, Assistant City Manager
Kathy Brown, Public Works Director
John Starbard, Deputy Public Works Director
Kari Page, Safer Routes to School Coordinator
David Wolbrecht, Neighborhood Services Outreach Coordinator

Date: October 4, 2019

Subject: Citywide Transportation Connections Map

RECOMMENDATION:

City Council reviews the proposed staff recommendations for the Citywide Transportation Connections Map and provides direction regarding any changes to be brought forward for Council adoption in November or December as part of the 2019 *Comprehensive Plan* update. The most current draft map containing the staff recommendations and compilation of public comment is available on the righthand sidebar of the civic conversation webpage: <http://kirklandwa.gov/citywideconnections>. In addition, a large sized physical connections map will be placed in the Council study, and smaller compilations of neighborhood maps will be placed in each Councilmember's box in the Council study.

BACKGROUND DISCUSSION:

The City has a program to review and update its fourteen neighborhood plans that are part of the *Comprehensive Plan*. One of the more recent neighborhood plans acted on by the City Council was the Finn Hill Neighborhood Plan, which was adopted by the Council on January 16, 2018, by Ordinance O-4636. This was the first City-developed neighborhood plan for Finn Hill since the area's annexation in 2011. Staff and the community worked together over a two-year period to develop a recommended plan that addresses vision and values, the natural environment, land use, transportation and mobility, and other community planning topics. During the planning process, discussions were held about the fact that in some areas of Finn Hill the transportation system is underdeveloped. There are several dead-ends that preclude neighborhood connections, public street segments that lack sidewalks or even sufficient pavement, and areas that are inconsistent with the street standards found elsewhere in the City.

As was done when the Rose Hill and the Highlands neighborhood plans were updated and when the Totem Lake Business District Plan was created, potential motorized and nonmotorized connections were studied in the Finn Hill area. The issue was discussed with the community, and the point was made that likely most of these potential transportation connections would be made in conjunction with infill development. A map of potential transportation connections was drafted, an open house was conducted about many planning topics including connectivity, and staff provided the Finn Hill community and all interested parties with explanations about the draft transportation connections map and the reasons for creating it.

Because of community concerns raised about some of the connections, at the time of final review and unanimous adoption of the Finn Hill Neighborhood Plan, staff proposed postponing the inclusion of a transportation connections map. A connections map was postponed until a public outreach process could

be conducted in Finn Hill about connectivity issues, including developing priorities and objective criteria regarding transportation connections for vehicles and/or pedestrians and/or bicycles, evaluating emergency response times, and how best to address bollards and barriers in the area.

Staff returned to the Council on July 3, 2018 to continue the discussion of mapping transportation connections and outreach about that topic in Finn Hill. Staff also was seeking affirmation that it should continue applying the connections policies the City has now and recommended that connections maps should be discussed and included in future neighborhood plan updates throughout the City.

During that July 3 discussion, the Council expressed several views related to transportation connections:

- There was support for the City's policies on connectivity, though there was interest in having the City be more intentional about why certain connections are sought;
- That the Kirkland Municipal Code should be amended so to that all land use appeals, including those projects that recommend connections, be directed to the Hearing Examiner; and
- There was discussion about having connections identified on one citywide map rather than on a neighborhood-by-neighborhood basis.

Advantages noted by the Council to having a citywide transportation connections map were that the final map could be finished sooner, and that there would be a single source for seeing all proposed connections. The map could be finished sooner because the current practice of discussing connections at the neighborhood level means the mapping would be complete only after the multiyear neighborhood plan update cycle was complete, which takes about eight years. Also, the City's transportation network is an integrated system that provides service to the entire City and the region; evaluating connections on a neighborhood-by-neighborhood basis diminishes that perspective.

One advantage of the neighborhood-focused connections map process is that proposed connections benefit from the local knowledge of the people who live or who have businesses closest to the connections. The Council wanted to preserve this local input in the city-wide process and, ultimately the City crafted a public-involvement process (see "Outreach Methodology," below) that enabled residents to engage on specific connections based upon their local knowledge.

Staff discussed the idea of a citywide transportation connections map with the Public Safety Committee on October 18 (all committee members were present) and with the Public Works, Parks, and Human Services Committee on October 19 (all committee members were present). Both committees showed interest in a citywide transportation connections map. Committee members also discussed the following:

- That both the type of connection (e.g., foot path, street connection) and the rationale (e.g., pedestrian connection, emergency response time) should be identified;
- That transportation connections still could be discussed as part of neighborhood plan update processes, though any suggested amendments to the citywide map would be bundled and acted upon every few years; and
- That action on a proposed ordinance to amend the Hearing Examiner process should be postponed until the public process for the citywide transportation connections map is complete.

Based on Council direction, staff returned to the City Council on January 2, 2019, at which time Council adopted Resolution R-5350, which:

- Affirmed the Council's policy support for increasing transportation connections within the City;
- Directed staff to initiate a public engagement process for discussing and evaluating proposed transportation connections throughout the City;
- Directed staff to create a citywide transportation connections map to help fulfill the City's policies for improving safety, connectivity and multimodal mobility; and
- Determined that the final draft citywide transportation connections map shall be included in the 2019 annual update to the *Comprehensive Plan*.

POLICY BASIS FOR TRANSPORTATION CONNECTIONS

Kirkland has a strong history of supporting transportation connections and increasing nonmotorized transportation options. The *Comprehensive Plan* speaks to connectivity in several policies and statements, including the following:

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 reduces 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.

Transportation Element/Transportation Master Plan

- 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."

Additionally, the Zoning Code and the Public Works Pre-approved Plans and Policies provide guidance and regulations concerning street connections and non-motorized improvements:

- Chapter 105: Parking Areas, Vehicle and Pedestrian Access, and Related Improvements
- Chapter 110: Required Public Improvements
- Chapter 180: Plates 34 A-P

Not only has staff worked to implement these policies and apply these regulations, staff also has made productive use of the three connections maps that have been adopted as well as the plates in the Zoning Code. The existing transportation connection maps, even though they show precise locations, are used in a more generalized way. As private and public development is proposed, staff refers to the connections maps to see if the proposed development could facilitate a connection, even if not exactly in the location shown on a map. As funding opportunities arise, these maps also are used in conjunction with public investments and development. Examples include:

- Of the 17 potential street connections originally mapped in the North Rose Hill Neighborhood Plan, six have been completed;
- In South Rose Hill, "The Preserve" subdivision completed a through-street connection and sidewalks on 128th Avenue N.E. between N.E. 70th Street and N.E. 80th Street, as originally mapped in Figure SRH-5 in the South Rose Hill Neighborhood Plan; and
- Both Plate 34C in Chapter 180 of the Zoning Code and Figure TL-6 in the Totem Lake Business District Plan propose a connection of 118th Avenue N.E. between N.E. 116th Street and 118th Street, which is being constructed now in association with the "Lifebridge" multifamily project.

OUTREACH METHODOLOGY

STRATEGIC APPROACH TO CIVIC ENGAGEMENT

The City Council was briefed by the Assistant City Manager at the February 23, 2018, Council Policy Retreat on a new strategic approach to civic engagement initiated to further the 2017-2018 City Work Program item: "Enhance resident and business engagement in Kirkland through community-based initiatives that foster a safe, inclusive and welcoming City and a love of Kirkland." The City Council received an update by the Assistant City Manager at the May 31, 2019, Council Financial Retreat, which

described in more detail staff's system of civic engagement, referred to by staff as Themed Resident Engagement for Kirkland (TREK). Staff's TREK system relies heavily upon the methodology of the International Association of Public Participation (IAP2), a robust framework used internationally for civic engagement in support of sustainable decisions, as well as other sources. Staff refer to feedback-collecting TREKs such as this citywide transportation connections map effort as "civic conversations".

TECHNIQUES USED TO COLLECT FEEDBACK ABOUT CITYWIDE CONNECTIONS

At the direction of the Assistant City Manager, staff utilized the TREK framework to craft the strategy and techniques to collect public feedback on the draft citywide transportation connections map and oversaw the implementation of the engagement plan in coordination with various staff in the Public Works Department and the Communications Manager.

Staff collected feedback through submitted online comments, emails, mailed or hand-delivered letters, and notes from in-person meetings. Staff utilized four methods of in-person outreach and five methods of digital outreach. The specific methods and their reach include:

Table 1: **In-Person Techniques**

Event Type	Quantity	Attendance*
Neighborhood Association Meetings <i>Norkirk, Juanita, Moss Bay, S. Rose Hill / Bridle Trails, Finn Hill, Highlands, Market, N. Rose Hill, Central Houghton, Everest, Evergreen Hill</i>	11	246
Kirkland Alliance of Neighborhoods Briefings <i>April 3, May 8, June 12</i>	3	38
Interest Group Meetings <i>Site visits (x5), Goat Hill focus group</i>	6	44
Community Meeting <i>June 15 at City Hall</i>	1	75
SUBTOTAL	21	403

*Total number of people that were present at a meeting.

Table 2: **Digital Outreach Techniques*****

Digital Outreach Type	Quantity	Views****
Facebook Posts & Events	2	1,655
Nextdoor Post	1	1,585
City Newsletter Articles	2	2
Video posted on YouTube and Facebook	1	88
Landing Webpage <i>(www.kirklandwa.gov/citywideconnections)</i>	1	455
SUBTOTAL	7	5,790

*** Metrics current as of September 16, 2019. A second round of outreach is occurring at the time of writing.

**** "Views" defined as: Facebook Reach, Twitter Impressions, Email Unique Opens, Webpage Unique Visits, YouTube Views, and Facebook 1m Video Views. All values collected as of time of writing.

RECOMMENDATIONS

RECOMMENDATION PROCESS

Over the course of this civic conversation, the Public Works Director and Assistant City Manager convened a staff working group to: identify potential connections, apply criteria to each connection, and review public comments. Although additional staff were involved at various points of the process, the core working group membership included:

- Director, Public Works
- Deputy Director, Public Works
- Transportation Manager, Public Works
- Development Engineering Manager, Public Works
- Deputy Fire Chief, Fire
- Assistant City Manager, City Manager's Office
- Safer Routes to School Coordinator, City Manager's Office
- Neighborhood Services Coordinator, City Manager's Office

The connections working group met numerous times throughout the course of this civic conversation, both with members of the public at community meetings and site visits, as well as internally to evaluate public comment against the criteria of each connection. This iterative process culminated in the working group presenting their findings to the City Manager and drafting the following staff recommendations.

OVERVIEW OF RECOMMENDATIONS FOR PROMINENT CONNECTIONS

During this civic conversation, staff identified through community feedback the benefit of categorizing connections not only by whether they are street or pathways, but also by the process through which they would be made. This categorization resulted in two overarching categories: potential **public** projects and potential **private** projects.

Of the 173 connections identified on the map, approximately a dozen garnered significant response from the community. Although staff have detailed recommendations for those connections further below in this report, the following synopses are provided for them as an overview:

Table 3: **Overview of Potential Public Projects With Significant Comments**

ID	Staff Recommendation	Does staff recommendation mitigate stated neighborhood concerns
T16	Remain as emergency-access as currently identified as on the 6 year unfunded CIP	Mitigates neighborhood concerns of potential traffic impacts of general vehicle access
T47.1	Emergency-access and pedestrian/bicycle connection at conceptual priority level	Somewhat mitigates neighborhood concerns of neighborhood character
T52	Emergency-access and pedestrian/bicycle connection at conceptual priority level	Somewhat mitigates neighborhood concerns of neighborhood character
T39	Replace existing barricade with emergency-access bollards as on the 6 year unfunded CIP	Mitigates neighborhood concerns of through traffic
T61	Remove existing barricade and create connection for general traffic	Does not mitigate neighborhood concerns of through traffic
T62	Replace existing barricade with emergency-access bollards as on the 6 year unfunded CIP	Mitigates neighborhood concerns of through traffic

Table 4: **Overview of Potential Private Projects With Significant Comments**

ID	Staff Recommendation	Does staff recommendation mitigate neighborhood concerns
T04	Street connection with planned traffic design features to integrate with existing Neighborhood Greenway	Does not mitigate neighborhood concerns of potential impacts to the existing Neighborhood Greenway
A39	Pedestrian pathway (renumbered P37.1)	Mitigates neighborhood concerns of potential vehicle traffic impacts
A40	Pedestrian pathway (renumbered P37.2)	Mitigates neighborhood concerns of potential vehicle traffic impacts
A46	Pedestrian pathway (renumbered P46)	Mitigates neighborhood concerns of potential vehicle traffic impacts
T46	Pedestrian pathway (renumbered P49.2) that would allow for emergency vehicular access for residents using removable or flexible bollards, or similar traffic implements	Mitigates neighborhood concerns of potential vehicle traffic impacts but creates a new concept of a wide pedestrian pathway that can allow emergency access or emergency resident egress.
A50	Pedestrian pathway (renumbered P49.1) that would allow for emergency vehicular access for residents using removable or flexible bollards, or similar traffic implements	Mitigates neighborhood concerns of potential vehicle traffic impacts but creates a new concept of a wide pedestrian pathway that can allow emergency access or emergency resident egress.
P37	Remain as pedestrian pathway	Consistent with general neighborhood support; inconsistent with immediate neighbors' concerns of behavior and property value impacts

POTENTIAL PUBLIC PROJECTS - STREETS

Generally, these potential street connections would be initiated by the City. Each would only happen if they were chosen by the City Council to be prioritized as part of the City's Capital Improvement Program (CIP). Although identified and initiated by the City, funding for these streets may come from a variety of sources.

Most of the potential public street connections were identified in the Fire Department's 2014 Standards of Coverage and Deployment Plan. As mentioned in that Plan:

"Lack of street connectivity can cause a response unit to travel greater distances in order to reach an emergency. Well-gridded interconnected street systems provide faster travel times than those with numerous dead-end and meandering streets.

"Kirkland, for the most part, is served by interconnected streets. There are exceptions. Interstate 405 presents a significant barrier to east-west travel.

"The 100th Street pedestrian bridge represents an innovative approach to improving emergency response. This bridge was designed to carry the weight of fire apparatus and is used routinely for emergency response. Its existence provides neighborhoods to the west of Interstate 405 much quicker response than would otherwise be possible." (p.127)

Staff recommend the Council considers a two-step approach to assessing the potential public projects:

1. Council decides if the connection is important enough to remain on the map; if so, then
2. Council determines the relative level of priority of the connection as defined in the existing CIP framework. The priority levels, which would then be conveyed on the final map, are:
 - a. **2 Years** – Funded;
 - b. **6 Years** – Unfunded;
 - c. **7-20 Years** – Unfunded Projects in the Capital Facilities Plan and/or the Transportation Improvement Plan;
 - d. **Conceptual** – these projects are listed for community awareness, as they exist in strategic plans or other planning documents but are not actively considered for implementation.

RECOMMENDATIONS FOR POTENTIAL PUBLIC PROJECTS - STREETS

Below, staff provide information on connection background, feedback received and analysis, as well as recommendations for all the streets that are potential public projects.

T08 – Connect NE 90th St from 132nd Ave NE to 128th Ave NE (two segments)

Connection Background: This connection was identified in the Rose Hill Neighborhood Plan.

Feedback and Analysis: The easterly segment, connecting NE 90th ST between 130th Ave NE and 132nd Ave NE, would happen if the property owner-initiated development of their property. The westerly section would require approval by the City Council as a funded project in the Capital Improvement Program. This connection would require additional environmental permitting.

Recommendation: Given its presence in the Rose Hill Neighborhood Plan, staff recommend T08 be categorized as a street connection with a conceptual priority level.

T16 – Emergency access connection at 111th Ave NE between approximately Forbes Creek Drive and NE 106th Street

Connection Background: This connection was identified in the Highlands Neighborhood Plan. Additionally, this connection is identified as an unfunded project in the 2019-2024 CIP (NMC 05800), and it was also identified as such in the 2013-2018 CIP, 2015-2020 CIP, and 2017-2022 CIP.

Feedback and Analysis: Input provided during the Highlands Neighborhood Association meeting, the June 15 Community Meeting (at which this connection was the topic of a break-out session), and through online comments indicate an overall neighborhood sentiment of support for the emergency access connection as stated in the CIP. Although not unanimous, comments also indicate generally strong opposition to opening this connection to general traffic, with safety concerns and noise impacts from cut-through traffic (including commercial vehicles) being the main theme.

Recommendation: Given its presence in the Highlands Neighborhood Plan and as an unfunded project in the 2019-2024 CIP, staff recommend T16 be categorized as an emergency access connection maintained at the 6 Year Unfunded priority level.

T27 – Connect 120th Ave NE to 120th PL NE along the Cross Kirkland Corridor

Connection Background: This connection was identified in the Totem Lake Business District Plan and the Totem Lake Urban Center Enhancement + Multimodal Network Plan.

Feedback and Analysis: This connection received no public comment.

Recommendation: T27 be categorized as a street connection with a conceptual priority level.

T35 – Construct a connection between the switchback on Goat Hill located at NE 116th Place and NE 117th Place and 86th Avenue NE

Connection Background: This connection was identified as part of the Fire Department’s Standards of Coverage and Deployment Plan.

Feedback and Analysis: Public comments received for this connection highlighted topographical and environmental concerns with this connection.

Recommendation: Given its presence in the Fire Department’s Standards of Coverage and Deployment Plan, staff recommend T35 be categorized as a street connection with a conceptual priority level.

T42 – Extend NE 124th Street between 88th Place NE and 93 Place NE

Connection Background: This connection was identified as part of the Fire Department’s Standards of Coverage and Deployment Plan.

Feedback and Analysis: Comments provided indicate concerns for the physical feasibility and impact of this connection, although one comment indicated support for this connection providing a link between Juanita and Finn Hill.

Recommendation: Given its presence in the Fire Department’s Standards of Coverage and Deployment Plan, staff recommend T42 be categorized as a street connection with a conceptual priority level.

T47.1 – Extend NE 130th Place between 70th Ln NE and 66 Pl NE

Connection Background: This connection was identified as part of the Fire Department’s Standards of Coverage and Deployment Plan. Although not explicitly stated in that Plan, this connection would be most effective in relationship to T52 (detailed later in this memo)

Feedback and Analysis: Comments provided indicate concerns for the physical feasibility and possible safety impact of this connection. One comment suggested this connection be created as a pedestrian pathway.

Recommendation: Given its presence in the Fire Department’s Standards of Coverage and Deployment Plan, staff recommend T47.1 be categorized as an emergency access only connection with a conceptual priority level.

T52 – Completion of NE 132nd Street between Juanita Drive NE and 76th Ave NE

Connection Background: This connection was identified as part of the Fire Department’s Standards of Coverage and Deployment Plan. Additionally, this connection has been identified as part of an unfunded project in the 2019-2024 CIP (NMC 09011). That project consists of several pedestrian/bicycle improvements that originated in the Juanita Drive Corridor Study, including NM5 from Project Group 5 – “Construct pedestrian/bicycle pathway along existing easement. Build a nonmotorized bridge across Denny Creek.”

Feedback and Analysis: Comments provided during this and the prior Finn Hill Neighborhood Planning process indicate an overall neighborhood sentiment of strong opposition to this potential connection being a vehicular connection open to general use, with impacts to neighborhood character, environmental concerns, and cost-benefit being some of the main themes of concern. There was some support for this as a bicycle/pedestrian only connection, and less support for this as an emergency access only connection (similar to the 100th Street bridge referenced above).

Recommendation: Given its presence in the Fire Department's Standards of Coverage and Deployment Plan, staff recommend T52 be categorized as an emergency access only connection with a conceptual priority level. However, staff also recommends keeping the unfunded NMC 09011 project in the CIP.

T39 – Install retractable bollards at 8000 NE 120th St within the Finn Hill Neighborhood to replace existing Type III roadway barricades.

Connection Background: This connection was identified as part of the Fire Department's Standards of Coverage and Deployment Plan. Additionally, this connection has been identified as part of an unfunded project in the 2019-2024 CIP (STC 08600), and it was also identified as such in the 2015-2020 CIP and 2017-2022 CIP.

Feedback and Analysis: Comments provided during this and the prior Finn Hill Neighborhood Planning process indicate an overall neighborhood sentiment of strong opposition to this potential connection being a vehicular connection open to general use, with impacts to neighborhood character, intersection safety at Juanita Dr NE and NE 120th St, and need to improve NE 120th St through obtaining additional Right-of-Way from the King Conservation District's Juanita Woodlands being some of the main themes of concern. Staff assessment of the expressed concerns indicated that intersection improvements would be necessary, as would the obtaining of additional Right-of-Way along NE 120th St.

Recommendation: Given its presence in both the Fire Department's Standards of Coverage and Deployment Plan and the 2019-2024 CIP, as well as the significant improvements needed to both NE 120th St and the intersection of Juanita Dr NE and NE 120th St, staff recommend T39 remain as an emergency-access only connection with a replacement of the barricade with removable bollards maintained in the 6 Year Unfunded priority level.

T61 – Install retractable bollards at 8400 NE 142nd St within the Finn Hill Neighborhood to replace existing Type III roadway barricades

Connection Background: This connection was identified as part of the Fire Department's Standards of Coverage and Deployment Plan. Additionally, this connection has been identified as part of an unfunded project in the 2019-2024 CIP (STC 08600), and it was also identified as such in the 2015-2020 CIP and 2017-2022 CIP.

Feedback and Analysis: Comments provided during this and the prior Finn Hill Neighborhood Planning process indicated strong opposition from several of the neighbors of this connection. Overall, neighbors expressed major concerns with the safety of children who are used to the absence of through traffic on NE 142nd St, as well as the speed and volume of potential cut-through traffic. Many comments indicated that the presence of the barricade, which created the functional equivalent of a dead-end street, was a factor in why residents decided to move to that street. Although the removal of the barricade on NE 142nd St could potentially change the character of the local neighborhood, staff are nonetheless guided by policy to balance and minimize impacts across the transportation network. As stated in Policy T-5.6: "the fact that new connections may increase traffic volume on some existing streets is not a sufficient reason for rejecting such new connections". Further, staff analysis suggests that the presence of existing connections between 84th Ave NE and 90th Ave NE on NE 137th St, NE 138th St, NE 139th St, NE 140th St, NE 141st St, and NE 145th St would minimize possible cut-through traffic that might be caused by this street connection open to general vehicular traffic.

Recommendation: Staff recommend T61 be categorized as a street connection maintained in the 6 Year Unfunded priority level. If Council decides to move forward with this recommendation, staff recommend updating CIP Project STC 08600 to indicate that removable bollards would not be installed as part of this project. Given the history, staff also recommend exploring traffic calming strategies to be funded as part of the CIP process.

T62 – Install retractable bollards at 8500 NE 143rd St. within the Finn Hill Neighborhood to replace existing Type III roadway barricades

Connection Background: This connection was identified as part of the Fire Department’s Standards of Coverage and Deployment Plan. Additionally, this connection has been identified as part of an unfunded project in the 2019-2024 CIP (STC 08600), and it was also identified as such in the 2015-2020 CIP and 2017-2022 CIP.

Feedback and Analysis: NE 143rd St, from 84th Ave NE to the barricade at 8500 NE 143rd St, is a privately-owned Right-of-Way by the adjacent neighbors. A letter and accompanying petition indicate an overall sentiment of strong opposition by the immediate neighbors to this potential connection being a vehicular connection open to general use. That same letter indicates possible support for replacing the current barricade with removable bollards, as expressed in the CIP Project (STC 08600).

Recommendation: Given its presence in both the Fire Department’s Standards of Coverage and Deployment Plan and the 2019-2024 CIP, as well as the fact that NE 143rd St is privately-owned, staff recommend T62 remain as an emergency-access only connection with a replacement of the barricade with removable bollards maintained in the 6 Year Unfunded priority level.

PRIVATE PROJECTS - STREETS

Generally, these potential street connections would be initiated by development of the adjacent property(ies). There are a few actions that would meet the threshold of "development", including:

- Tear down and re-build triggers frontage improvements; or
- An addition of 2,165 or more square feet (\$262,000 or more project building valuation); or
- A remodel where more than 50% of the 1st floor walls are removed and the finished gross floor area of the house is at least 2,165 square feet (\$262,000 or more project building valuation).

If any of the above criteria are met, then the connection would be required to be put in.

RECOMMENDATIONS FOR POTENTIAL PRIVATE PROJECTS - STREETS

Below, staff provide information on feedback received and analysis, as well as recommendations for some of the streets that have been identified as potential private projects. Staff only provided information for those connections that received a substantial amount of public comment and/or had a recommended designation change.

T04 – Connect NE 75th St between 128th and 130th using the unopened Right-of-Way

Feedback and Analysis: The South Rose Hill / Bridle Trails Neighborhood Association expressed strong opposition to T04 as a vehicular connection due to it being a part of the City’s Greenways Network. In addition to other concerns, the Neighborhood Association’s comments indicated a specific concern that opening the existing right-of-way as a vehicular connection would undermine the efficacy of that portion of the Greenway. Comments from the Neighborhood Association and others highlighted the need to balance potentially competing Transportation Master Plan policies, including:

- T-2.3 - Build a network of greenways
- T-5.5 - Require new development to mitigate site specific and system wide transportation impacts
- T-5.6 - Create a system of streets and trails that form an interconnected network

Specifically in tension are the needs of the Greenway (T-2.3), which includes lower auto volumes, with the policy guidance that an increase in traffic volume on some existing streets caused by new connections is not a sufficient reason for rejecting such new connections (T-5.6).

Recommendation: Staff recommends keeping T04 as a vehicular connection, with the following statement included in the connection's "Process" section: "Prior to any action, the City would explore ways to integrate this connection with the Neighborhood Greenway, which uses the pedestrian/bicycle connection as it currently exists." Based on T04's existence at the intersection of the NE 75th St Greenway and 126th Ave NE, staff would explore the utilization of such design options as laid out in "Appendix A – Design Tools" of the "Kirkland Neighborhood Greenways Guide for Implementation". Such design options might include, among other options: a diverter, crossing islands, or painted and patterned surfaces. Further, as a potential project that would be initiated through private development activity of the adjacent property, there is no set timing for when or if this connection would be constructed. Usage as a Greenway between now and the potential future time may provide additional insight on design options for the connection. Further consultation with the Neighborhood Association could be sought for feedback on observed usage and design considerations if and when development triggered this connection.

A39 – Connect 80th Ave NE to NE 117th St

Feedback and Analysis: This connection was identified on prior versions of the draft map as an "alternative" ("A") connection being considered as either a vehicular or pedestrian connection.

Comments provided during this and the prior Finn Hill Neighborhood Planning process indicated strong neighborhood opposition to this as a vehicular connection, with key concerns including the potential for cut-through traffic on streets not built for heavier traffic, intersection safety at Juanita Dr NE and 80th Ave NE/NE 112th St and impact to neighborhood character. Staff analysis suggests that this connections location as a street could attract significant cut through traffic between Juanita Dr NE and 84th Ave NE, providing an additional north-south route along 84th Ave NE. This route would include narrow and circuitous streets that were not designed for collector or minor arterial volumes, and would include a challenging intersection at 80th Ave NE/NE 112th St and Juanita Dr NE.

Recommendation: Staff recommend this as a pedestrian pathway (renumbered **P37.1**) that would connect NE 117th PL to 80th Ave NE if and when the adjacent property(ies) redevelop.

A40 – Extending NE 119th St beyond 82nd Ave NE to 80th PL NE

Feedback and Analysis: This connection was identified on prior versions of the draft map as an "alternative" ("A") connection being considered as either a vehicular or pedestrian connection.

Comments provided during this and the prior Finn Hill Neighborhood Planning process indicate strong opposition by nearby neighbors to this potential street connection. Similar to T39 described above, impacts to neighborhood character, intersection safety at Juanita Dr NE and NE 120th St, and need to improve NE 120th St through obtaining additional Right-of-Way from the King Conservation District's Juanita Woodlands were some of the main themes of concern. Staff assessment of the expressed concerns indicated that intersection improvements at Juanita Dr NE and NE 120th St would be necessary, as would the obtaining of additional Right-of-Way along NE 120th St.

Recommendation: Staff recommend this as a pedestrian pathway (renumbered **P37.2**) that would connect NE 119th PL to 80th PL NE if and when the adjacent property(ies) redevelop.

A46 – Connect 80th Ave NE to Juanita Drive NE

Feedback and Analysis: This connection was identified on prior versions of the draft map as an "alternative" ("A") connection being considered as either a vehicular or pedestrian connection.

No comments were provided for this potential connection. While this outreach process was underway, one of the properties along this connection was submitted for redevelopment. As part of that development review process, staff assessed that providing additional vehicular access to Juanita Dr NE at this location would not be beneficial to the overall transportation network along the corridor. As such,

staff is requesting a pedestrian easement as a condition of the development which will be the first in several needed to complete the pedestrian connection.

Recommendation: Staff recommend this as a pedestrian pathway (renumbered **P46**) that would connect Juanita Dr NE to 80th Ave NE.

T46 – Extend 63rd Ave NE to connect to NE 129th St using existing Right-of-Way

Feedback and Analysis: Comments provided during this and the prior Finn Hill Neighborhood Planning process indicated strong opposition from several of the neighbors of this vehicular connection, with themes such as neighborhood character, safety issues for the potential connection intersecting at NE 129th St, and the lack of need. Similar to A50/P49.1 above, the comments provided and the in-person discussion for the site visit on July 24, 2019, highlighted key characteristics that differentiate this local neighborhood from others. Specifically, the local geography and historical pattern of platting in the area present unique challenges related to Policy T-5.6 - Create a system of streets and trails that form an interconnected network. However, NE 130th PL extends for approximately 0.4 miles up hill from Holmes Point Drive, which is the only egress route for the approximately 46 households accessible only from NE 130th PL. Referencing the City's Landslide Hazard Map, and considering other potential natural disasters such as earthquakes, windstorms, and forest fires (however seemingly-infeasible given current conditions), staff thought it prudent to provide an additional means of exit from NE 130th PL.

Recommendation: Staff recommend this as a pedestrian pathway (renumbered **P49.2**) that would allow for emergency vehicular access for residents using removable or flexible bollards, or similar traffic implements.

A50 – Connect NE 130th PL to the north end of existing 64th Ave NE

Feedback and Analysis: This connection was identified on prior versions of the draft map as an "alternative" ("A") connection being considered as either a vehicular or pedestrian connection. Comments provided during this and the prior Finn Hill Neighborhood Planning process indicated strong neighborhood opposition to this as a vehicular connection. The comments provided highlighted key characteristics that differentiate this local neighborhood from others. Specifically, the local topography and historical pattern of platting in the area present unique challenges related to Policy T-5.6 - Create a system of streets and trails that form an interconnected network. However, NE 130th PL extends for approximately 0.4 miles up hill from Holmes Point Drive, which is the only egress route for the approximately 46 households accessible from NE 130th PL. Referencing the City's Landslide Hazard Map, and considering other potential natural disasters such as earthquakes, windstorms, and forest fires (however seemingly-infeasible given current conditions), staff thought it prudent to provide an additional means of exit from NE 130th PL.

Recommendation: Staff recommend this as a pedestrian pathway (renumbered **P49.1**) that would allow for emergency vehicular access for residents using removable or flexible bollards, or similar traffic implements.

POTENTIAL PRIVATE PROJECTS - PEDESTRIAN

Generally, these potential pedestrian connections would be initiated by development of the adjacent property(ies). In locations with high public benefit, the City may initiate a connection independent of development.

P37 – Pedestrian access connection at NE 117th Street between 80th Avenue NE and 82nd Avenue NE

Connection Background: This connection was identified in Draft Finn Hill Street Connection Map, 9/2017 and adopted in the Finn Hill Neighborhood Plan as a desired bike route and greenway. The connection is also shown in the Kirkland Neighborhood Greenways Guide to Implementation.

Feedback and Analysis: Public sentiment related to this pedestrian/bicycle connection has strong feelings on both sides. Neighbors adjacent to the connection indicated concerns about garbage, dog harassment, drugs, partying, and property values. The surrounding neighbors indicated support for the connection, with the main reason being that it would enable children to walk to the Finn Hill schools on 84th Avenue NE without having to use Juanita Drive. The City has been receiving public input on this connection since the Juanita Drive Corridor Study in 2013/2014, during the June 15 Community Meeting, and through online comments during this Citywide Connections process.

Recommendation: Given its presence in the neighborhood and greenways plans and the City's initiative for safer routes to school, staff recommend P37 be approved as a pedestrian and bicycle connection. If approved, the City will work with adjacent property owners to address their concerns and consider condemnation as a last resort.

REMAINING OUTREACH

As of the time of writing, staff are in the midst of the final phase of public outreach for this civic conversation, which is planned to consist of:

- a postcard mailing to all residences within 300 ft. of an identified potential connection on the draft map;
- an updated version of the informational video;
- additional posts to Facebook, Nextdoor, and Twitter; and
- at least one additional *This Week in Kirkland* newsletter article.

Staff will continue to compile community comments in anticipation of the following City Council and Planning Commission meetings this fall (meeting dates tentative and subject to change):

- City Council Study Session discussion – October 15, 2019
- Planning Commission public hearing – October 24, 2019
- City Council Meeting discussion – November 5, 2019
- City Council Meeting consideration for action – November 19, 2019

NEXT STEPS

Staff is looking for Council review and guidance on the connections identified in the memo at the study session. Staff exercised best efforts to transparently highlight the projects with the most community concern and comment. However, staff acknowledges that members of the public or the Council may have concerns about some of the 173 connections identified on the map that were not highlighted. Staff intends that any such additional projects will be identified during the study session or the next round of outreach. If any additional analysis or outreach is required about additional connections, staff will complete that work prior to transmitting the final map.

As directed in Resolution R-5350, the final map is set to be adopted by City Council as part of the 2019 *Comprehensive Plan* update. Based on Council direction after their review of the draft Citywide Transportation Connections Map on October 15, staff will make changes and bring back a revised map for Council's further consideration at a future meeting.