

**CITY OF KIRKLAND****Public Works Department****123 Fifth Avenue, Kirkland, WA 98033 425.587.3800****www.kirklandwa.gov**

MEMORANDUM

To: Joel Pfundt, Transportation Manager

From: Blair Daly, Assistant Transportation Planner / Outreach Coordinator
Armaghan Baghoori, Transportation Program Coordinator

Date: November 24, 2020

Subject: HOLMES POINT STREET STANDARDS AND HOLMES POINT DRIVE CORRIDOR STUDY

RECOMMENDATION:

Staff present progress to date on the Holmes Point Street Standards and Holmes Point Drive Corridor Study to the Transportation Commission on December 2, 2020 and receive their input.

BACKGROUND DISCUSSION:

City Council adopted the Finn Hill Neighborhood Plan unanimously in January 2018. At that time, they also funded a total of \$150,000 for three transportation studies, two of which are the subject of this project: 1) a corridor study of Holmes Point Drive to address some known engineering issues, explore non-motorized options, and examine parking alternatives near O.O. Denny Park; and 2) a study to develop street standards specifically for the Holmes Point area that would help fulfill the purposes of the Holmes Point Overlay zone.

In the Holmes Point area, residents have expressed concerns about having existing Kirkland street standards applied, because that would "suburbanize" their neighborhood and compromise the quality of life. Based on site studies and existing conditions, the City identified that Holmes Point has been developed with inconsistent road standards applied while under King County jurisdiction, and there are several vehicular and pedestrian safety concerns specifically on Holmes Point Drive. Furthermore, due to upcoming new developments within the area, there is a need for adopting compatible street standards to address both pedestrian and bicycle safety as well as storm and surface water issues.

The community is aware that the City does not have funds at this time to implement the solutions that will emerge from this study. It is anticipated that any new street standards adopted for Holmes Point will be implemented over time through infill development.

Project Background

The Holmes Point neighborhood is in the northwestern-most portion of the City, and generally it is west of Juanita Drive and south of Saint Edward State Park (see Study Area Map below). The wooded

residential area was developed mostly under King County's jurisdiction. In 2011, Holmes Point, neighboring Finn Hill, and other neighborhoods were annexed to Kirkland as part of the 7.17-square mile "Juanita/Finn Hill/Kingsgate" annexation.

In 1999, prior to annexation, King County established the "Holmes Point Overlay District." The purpose of the overlay was to be sensitive to the environmental constraints and features of the Holmes Point area, citing steep slopes, landslide hazard areas, erosion hazard areas, limiting impervious surfaces, and protecting tree cover and wildlife habitat. After annexation, Kirkland adopted the overlay and codified it as chapter 70, "Holmes Point Overlay Zone," of the *Kirkland Zoning Code*.

The roadway network in the Holmes Point area does not follow a grid and several different road standards have been applied over the decades as the area has developed. There is one main collector street, Holmes Point Drive, with relatively few through streets, many dead-ends, roads of differing widths and character, and few non-motorized transportation facilities.

Beginning in 2016 and lasting two years, the City undertook a planning process with the community to develop the first City of Kirkland neighborhood plan for the area. With regard to transportation planning, two topics generated a considerable amount of discussion. One was street connectivity both in the Holmes Point and Finn Hill areas. Another was Kirkland's adopted street standards, which are used throughout the City. Even though the community supported a down-zone of the area from 6-8 homes per acre to a maximum of 4 per acre, there still is opportunity for infill development. Many in the Holmes Point area were concerned that the City's street standards would be applied to that infill development, which some felt would change the character of the area and would not respond to its natural features.

Study Area Map



Scope of Work

The City has contracted with Otak Inc. to develop recommended street standards for Holmes Point that meet legal and engineering design requirements but also are contextual for the area. There may be a range of standards depending upon the specific type of road or non-motorized facility that is being built or improved. Given the topography of the Holmes Point area, its vegetation, and the character of its development, the standards should incorporate a degree of flexibility.

This project will develop a suite of standards, guidelines, concepts, and solutions, along with analysis and recommendations pertaining to the following elements:

- Street cross section options for various street types
- Preferred lane widths (minimum, optimum) for Holmes Point Drive
- Lighting
- Holmes Point Drive parking policies and design concepts, particularly at O.O. Denny Park
- Speed limits
- Signage
- Stormwater management and green infrastructure
- Publicly-built walls and fences
- Pedestrian circulation and facilities
- Bicycle circulation and facilities
- Roadway crossings (mid-block and intersections)
- Multimodal and road sharing considerations and innovative concepts such as yield roadways or shared street segments
- Tree preservation and management; natural areas considerations
- Utilities and roadside features

Project Timeline

November 4	Kickoff meeting
December 2	Transportation Commission – Holmes Point Study on the agenda
December 3	Public engagement meeting – Round 1
Nov-Jan 2021	Otak drafts findings and preliminary recommendations
February	Mid-term meeting to discuss preliminary work
Jan-Feb	Public engagement meeting – Round 2
Feb-March	Transportation Commission – Review and comment on preliminary work
Feb-March	Otak finalizes recommendations
April 2021	Otak submits final report
TBD	Recommendations brought to Transportation Commission and City Council for input

Engagement Plan

City staff will lead the public engagement effort for the project. The consultant team will provide support at one or more virtual public engagements meetings. The first engagement session is scheduled for Thursday, December 3, 2020 at 7:00 PM via Zoom. Throughout this 75-minute online meeting, City staff and consultant staff will explain the study and receive input from the public. City staff have worked closely with Planning Department staff who were involved in the Finn Hill Neighborhood Plan process to coordinate outreach efforts in the neighborhood.

The second round of public engagement is expected to be scheduled late January 2021. If additional public meetings are needed to finalize the street standards and recommendations, City staff will schedule a third session in February or March of 2021.