



MEMORANDUM

To: Transportation Commission

From: Joel Pfundt, AICP CTP, Transportation Manager
Victoria Kovacs, AICP, Transportation Planner

Date: October 20, 2022

Subject: 120th Ave NE Corridor Study

I. RECOMMENDATION:

It is recommended that the Transportation Commission receive a briefing on the 120th Ave NE Corridor Study.

Staff seek input from the Commission on an alternative corridor design of 120th Ave NE as a "Main Street" prior to City Council consideration of revised development standards of this corridor with Phase 2 Form Based Code adoption.

II. BACKGROUND DISCUSSION:

In development of the NE 85th St Station Area Plan, 120th Ave NE has been identified as a key corridor connecting Forbes Lake, Lake Washington High School, and future high-density development to the future Stride bus rapid transit station. The Station Area Plan and accompanying form-based code envision 120th Ave NE as a walkable "Main Street" with widened sidewalks, tree canopy, and adjacent development with active ground floors; a vibrant public realm at the heart of the district. At the [May 12th Special Joint Meeting](#) of City Council and Planning Commission, some Council and Planning Commission members raised questions about the consistency of the 120th Ave NE "Main Street" urban design concept being fulfilled by a variety of street types as proposed in the form-based code. The feedback included comments that:

- The Main Street concept should be consistent for the full length of 120th Ave NE from NE 90th St to NE 80th St;
- The project team should ensure that the facilities are adequate for the volume of person trips that can result from the high intensity office uses in the Commercial Mixed-use District;
- There should be bike facilities provided; and
- The project team should refine the Main Street concept along the frontage of the Kirkland Cemetery.

In the subsequent [June 7th Council Meeting](#), Council agreed to a staff recommendation to conduct a focused study of the 120th Ave NE corridor including parcel level analysis to develop alternative

cross sections to ensure the design of the corridor fulfills the vision of a pedestrian focused “Main Street” within the station area.

There are several unique land-uses along the corridor that require careful consideration of the roadway cross section and sidewalk frontages, including: the Kirkland Cemetery, Salt House Church, Sophia Way Helen’s Place Women’s Shelter, King County Housing Authority subsidized housing Kirkwood Terrace, Costco, wetlands, a future mixed-use development on the Petco shopping center site (Madison Development), and a future high density office development on the Lee Johnson dealership site (Google Development). The Madison Development did complete design review and is being developed under pre-Station Area zoning and standards. Additionally, the City entered into a Development Agreement with Google for the Lee Johnson site to determine frontage and access requirements for that site.

As the transportation lead for the NE 85th St Station Area Plan, Fehr & Peers was the consultant selected to conduct this detailed evaluation of 120th Ave NE given they are uniquely qualified for this work with familiarity and understanding of the area, including broader station area transportation network and focused corridor design vision, intersection operational needs, and specific site constraints.

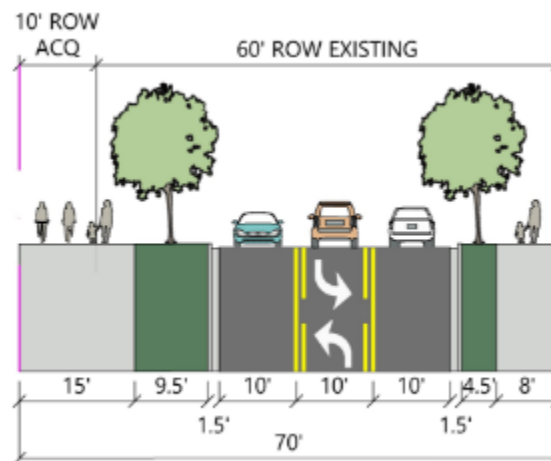
III. DESIGN CONCEPTS:

Station Area Plan Baseline

The typical cross section for 120th Ave NE currently in the Station Area Plan Form-Based Code which was used as the “Baseline” for this study is as follows:

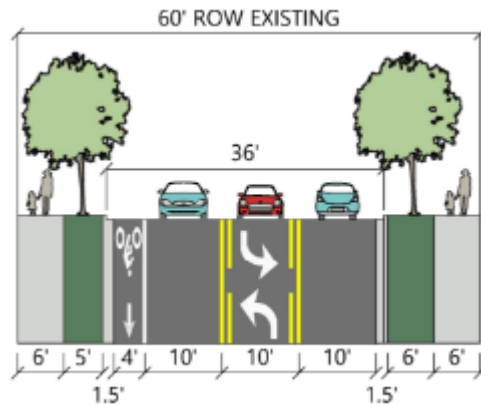
North of NE 85th St to NE 90th St, there is a continuous center turn lane, a generous shared use path for walking and rolling on the west side of the street, and a widened sidewalk on the east side of the street.

- Expands public right-of-way (ROW) 10 feet via future development dedication
- Adjusts west curb line 4’ to narrow street width and widen landscape strip
- Allows multi-modal use of a 15’ wide shared use path on the west side
- Widens minimum sidewalk width to 8’ on the east side



South of NE 85th St to NE 80th St, there is a continuous center turn lane, southbound (uphill) bike lane, and sidewalks on both sides of the street.

- Maintains existing public right-of-way (ROW)
- Maintains existing curb to curb width, restripes roadway to add center turn lane, extend SB bike lane, and remove existing on-street parking
- Adds sidewalk on east side within existing ROW

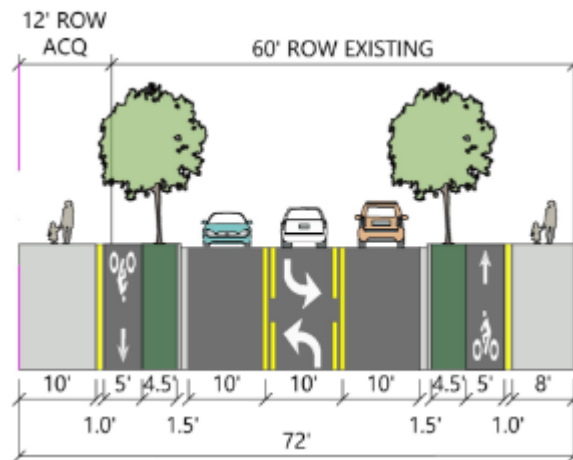


Design Alternative

The typical cross section for the alternative design of 120th Ave NE is as follows:

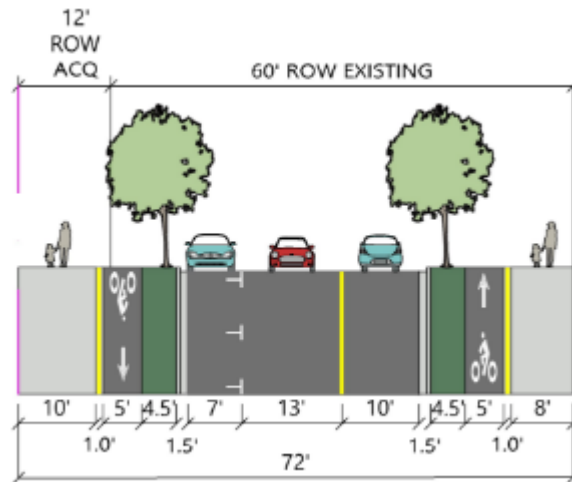
North of NE 85th St to NE 90th St there is a continuous center turn lane, sidewalk level protected bike lanes, and widened sidewalks on both sides of the street.

- Expands public right-of-way (ROW) 12 feet via future development dedication
- Adjusts both curb lines to narrow street width by 4'
- Provides 5' wide dedicated bicycle lanes
- Widens sidewalk width to 10' on west side, 8' on the east side



South of NE 85th St to NE 80th St, there is a turn lane at the NE 83rd St intersection but on-street parking south of NE 83rd St, sidewalk level protected bike lanes, and widened sidewalks on both sides of the street.

- Expands public right-of-way (ROW) 12 feet via future development dedication
- Adjusts both curb lines to narrow street width by 4'
- Provides 5' wide dedicated bicycle lanes
- Widens sidewalk width to 10' on west side, 8' on the east side



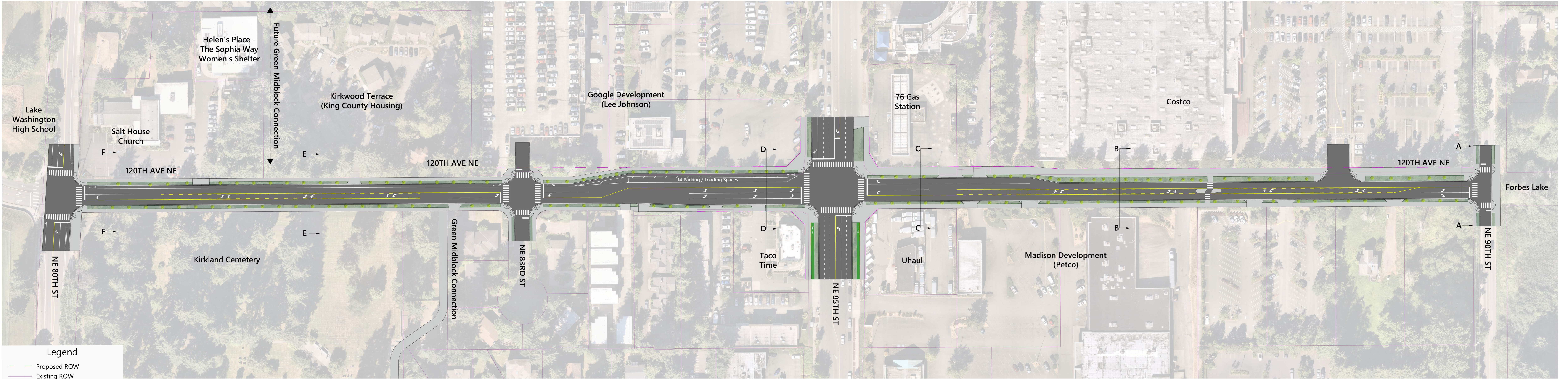
IV. NEXT STEPS:

Staff will share the alternative design concept of 120th Ave NE along any feedback from the Transportation Commission with City Council for consideration as a revised development standard of 120th Ave NE as part of Phase 2 Form Based Code adoption process.

Attachments:

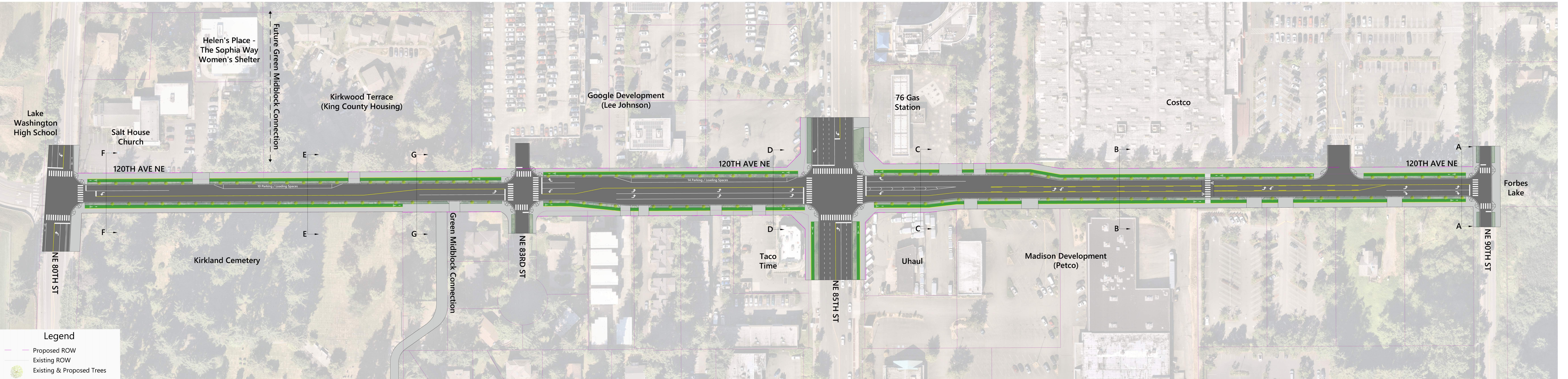
1. Baseline Design
2. Alternative Design
3. Cross Sections

Kirkland 120th Ave NE: NE 80th St to NE 90th St SAP Baseline Design



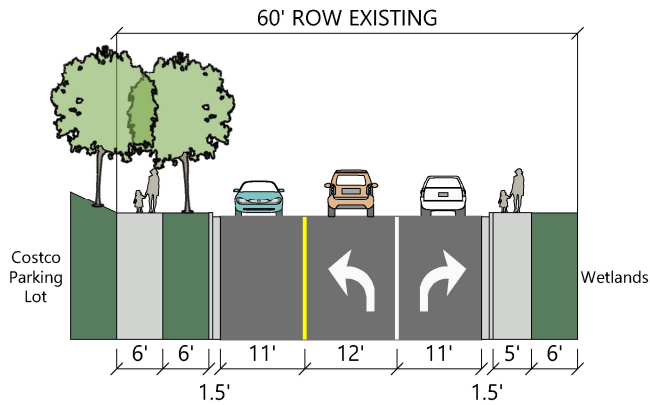
CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL
DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

Kirkland 120th Ave NE: NE 80th St to NE 90th St Design Alternative

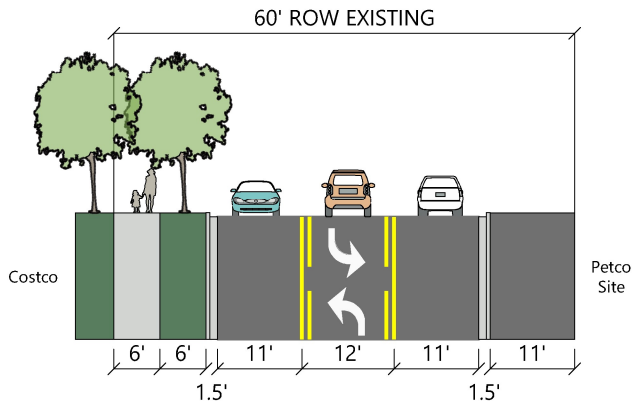


Existing
Condition

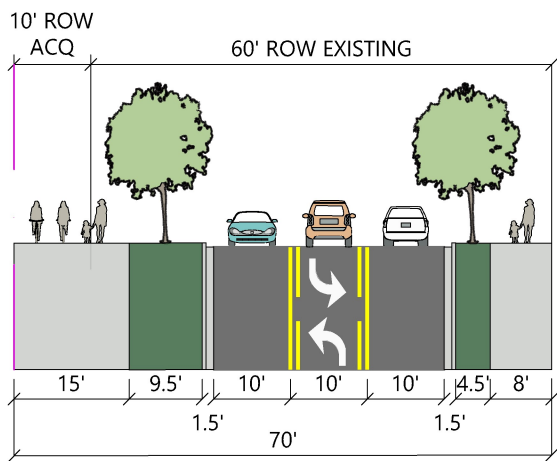
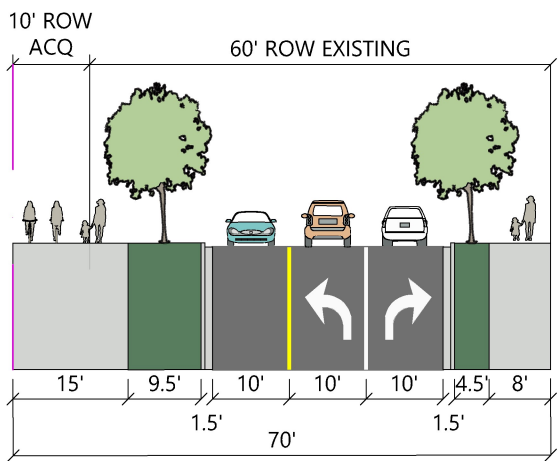
South of NE 90th St
Section A-A



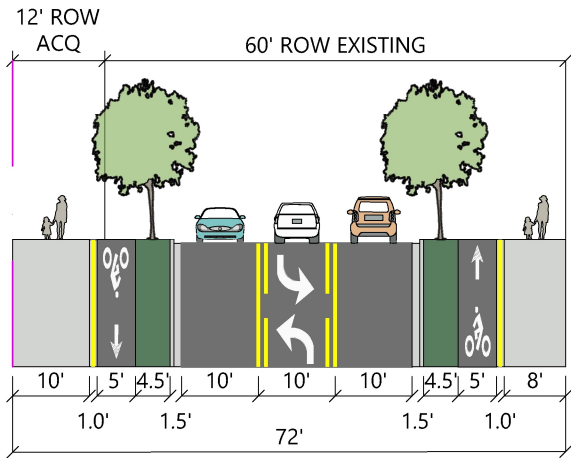
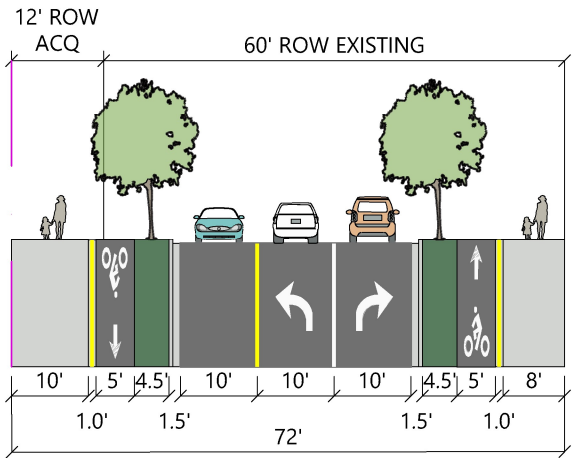
Mid-block between NE 85th St & NE 90th St
Section B-B



SAP
Baseline



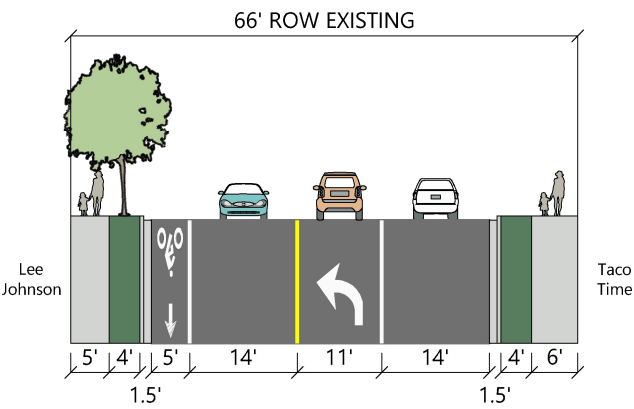
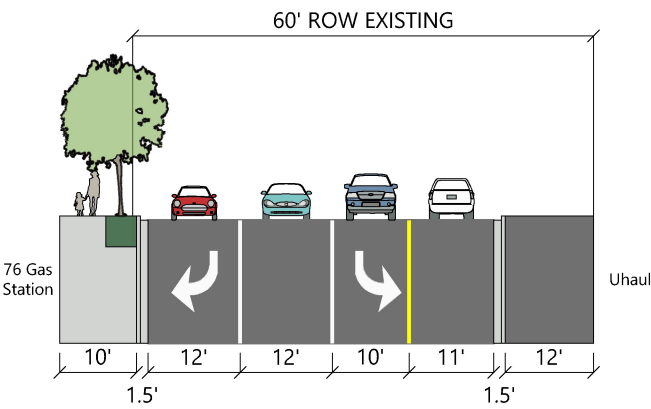
Alternative



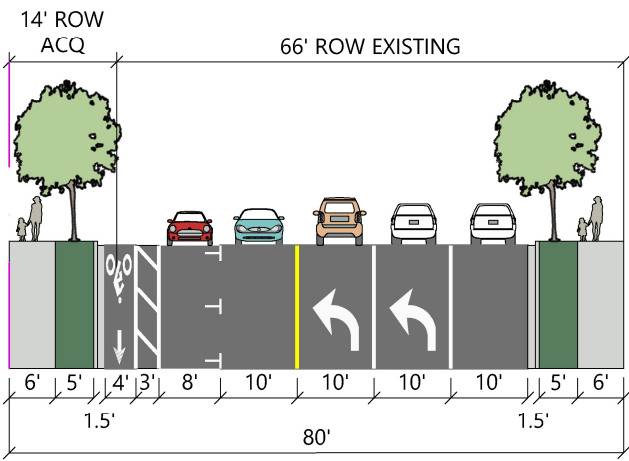
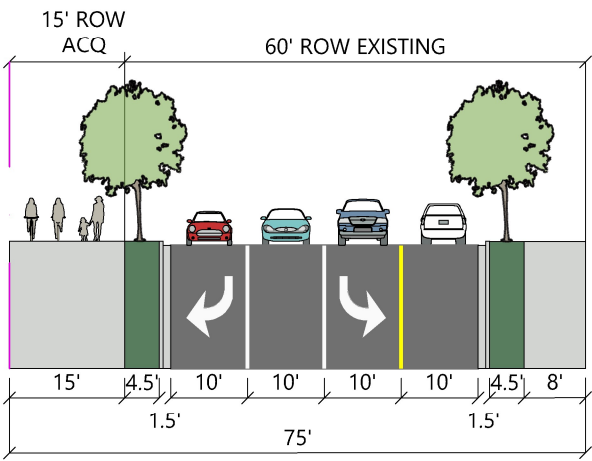
North of NE 85th St
Section C-C

South of NE 85th St
Section D-D

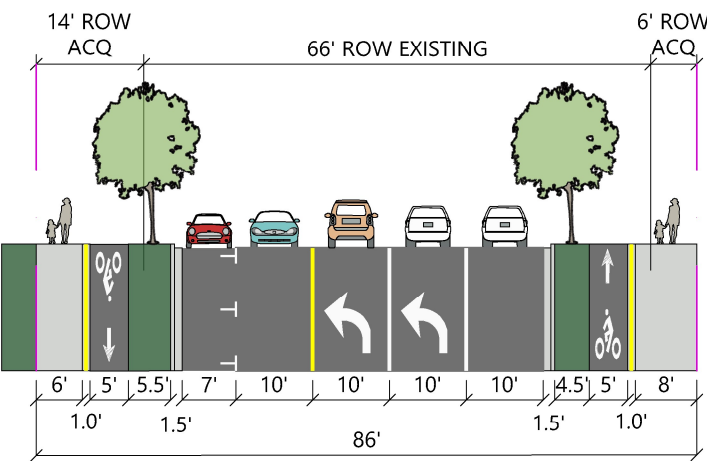
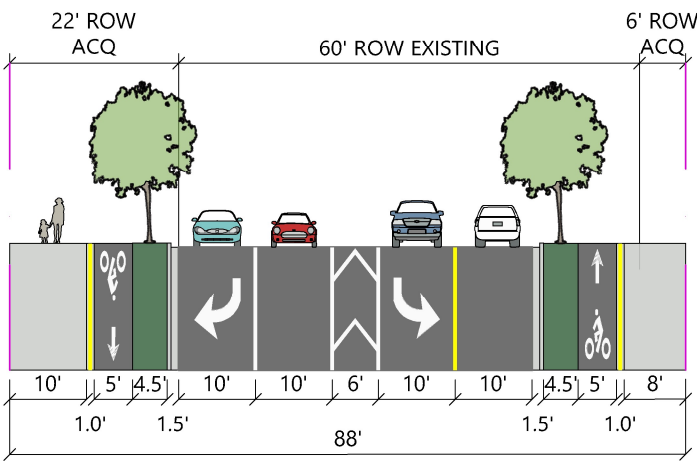
Existing
Condition



SAP
Baseline



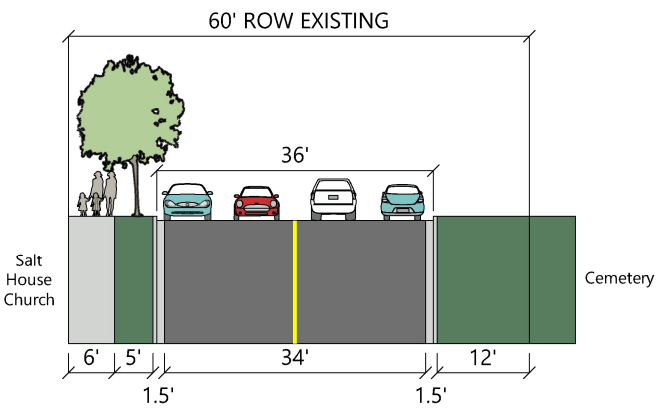
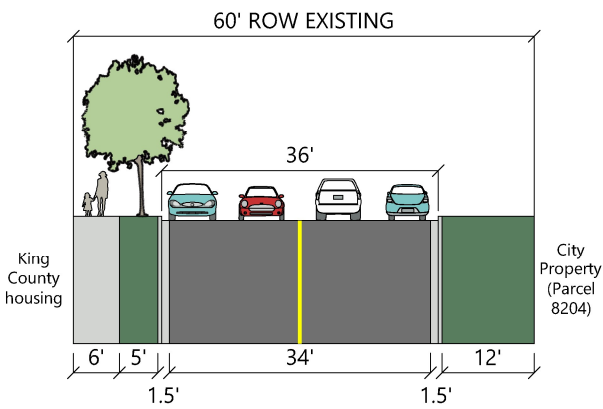
Alternative



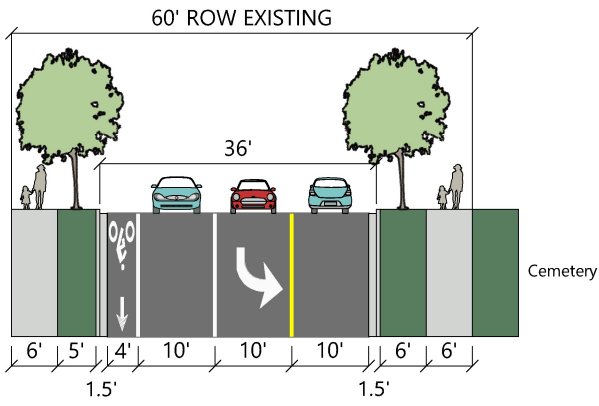
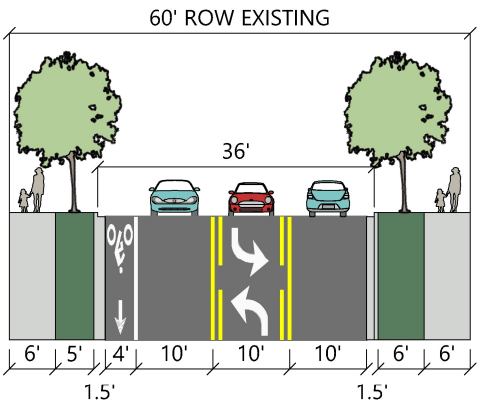
Mid-block between NE 80th St and NE 85th St
Section E-E

North of NE 80th St
Section F-F

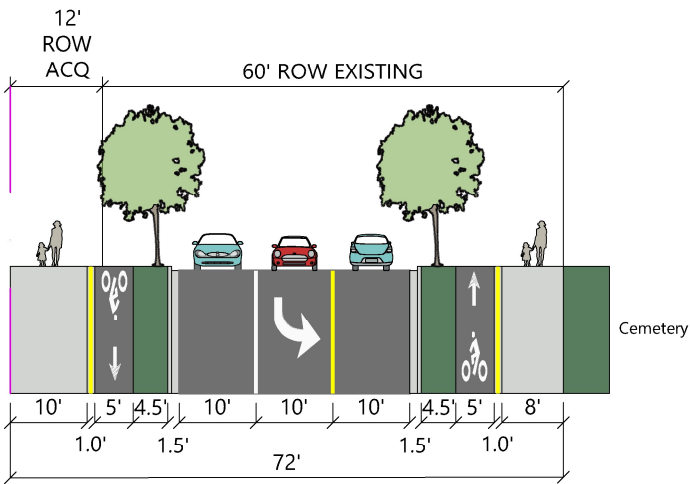
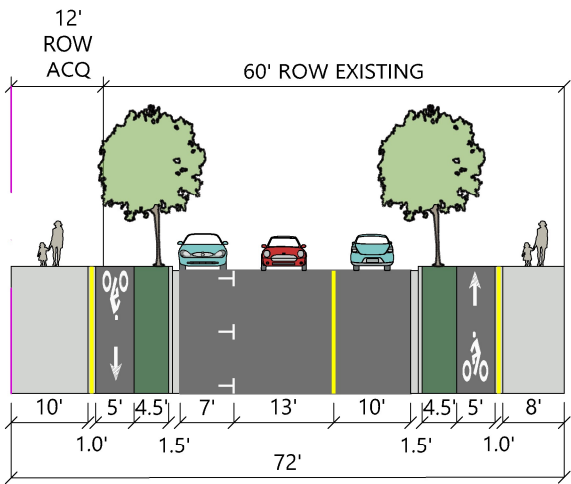
Existing
Condition



SAP
Baseline



Alternative



Alternative
(at Green
Mid-block
Connection)

Section G-G

