

CITY OF KIRKLAND
PLANNING AND BUILDING DEPARTMENT
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MEMORANDUM

DATE: September 7, 2017

To: Planning Commission

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

SUBJECT: FINN HILL NEIGHBORHOOD PLAN- FOLLOW UP ON, STREET CONNECTIONS
MAP AND REVISED TRANSPORTATION POLICIES, FILE: CAM15-01754

RECOMMENDATION

Planning Commission direction is needed on the following topics in order to move forward with the draft Finn Hill Neighborhood Plan:

1. Draft street connections map
2. Revised Transportation policies related to street standards in Finn Hill and Holmes Point Overlay

Public Works staff will be in attendance to help the Planning Commission scope these transportation issues for the public hearing.

1. Street Connections Map- Follow up

As discussed at the [July 27, 2017](#) and [August 24, 2017](#) meeting, staff recommends that the Finn Hill Neighborhood Plan include a map in the Transportation section showing where future street connections would be located. Based on the Commission's request, Attachment 1 is a revised map and chart that includes the pedestrian trails and potential connections.

Draft Policy FH-14.2 is included in the Transportation section that states *"Map FH_ shows where anticipated street connections could be made with future infill development."* Attachment 2 is the entire Transportation Section from the draft Neighborhood Plan showing some revised text changes regarding developing a set of unique street improvements for residential streets in the HPO and corridor studies for HP drive discussed in Section 2 below.

The July 27, 2017 Planning Commission study session packet contains a background memo describing how the map was developed, policy guidance for encouraging street connectivity in the city and the initial street connections map and chart. Some areas of Finn Hill contain a street system that is underdeveloped with dead ends, lacking street connections, and with pavement and sidewalks not up to city standards. Some streets look like they are public but are actually private. Some streets contain barricades installed by King County. Street connectivity is a high priority described in the Transportation Element of the Comprehensive Plan. The proposed street connections and street improvements shown on the map would typically be required at time that adjacent property develops, or "development driven". Alternatively, those connections that address emergency response times could be discussed by the City as capital projects.

The Planning Commission has received many oral and written public comments opposing several of the street connections and barricade locations. The proposed street connections with the greatest number of objections are the following areas:

- #9 6th Avenue NE from NE 130th Pl to North end of existing 64th Ave NE
- #10 63rd Avenue NE from NE 129th ST to the South end of existing pavement in 63rd Ave NE cul de sac (petition submitted signed by 26 people)
- #11 64th Ave NE from 68th Ave NE to NE 129th ST
- #24 Street Loop from 80th Ave NE to NE 117th ST
- #25 NE 120th ST Barricade

Follow Up Questions

On August 24, 2017, the Commission asked staff to follow up on a number of questions:

A. Why is the map necessary? Does it need to be included in the neighborhood plan?

Response- Yes. Such a map gives early notice to the public so that when adjacent development occurs the connections are not a surprise. Regardless of having a map, the Kirkland Municipal Code and Zoning Code provide the authority for the City to require installation of adjacent street frontage and pedestrian connections as part of the development review process, having a map provides added policy support for the long range street network plan for the neighborhood. The Planning Commission and staff recommended that we continue to receive public input on the map through the public hearing then re-evaluate each connection when the Planning Commission conducts its deliberation on the draft Plan.

B. Why was the map not discussed earlier as part of the Finn Hill neighborhood plan process?

Response- The earlier public meetings facilitated by the U.W. Green Futures Lab (GFL) focused on the future vision and priorities for the neighborhood residents. It was not until the GFL submitted their findings and conclusions for the draft Neighborhood Plan to each City Department for review and comment that inclusion of a map was recommended. With each neighborhood plan this issue is discussed. Ideally, the discussion would have come earlier in the process.

C. Can a ranking system be developed for why one street connection (or barricade removal) is desired over another, or will provide a higher value, public benefit, or greater emergency access?

Response- Staff discussed this and determined it would be difficult to develop such a system because the street (or pedestrian) connections would be development driven and determined during the development review process not on a scheduled timeline.

The chart in Attachment 1 describes the intended purpose, existing conditions, environmental constraints, and where traffic calming techniques could be initiated.

D. Has staff coordinated with the Fire Department to determine what its priorities would be?

Response- Yes. Planning and Building, Public Works and Fire Department staff met to discuss the proposed map, public comments received per date and Planning Commission's questions. Attachment 3 is a memo from Joe Sanford, Fire Chief comparing the draft street connections map with the recommendations from the *Standard of Coverage and Deployment Plan conducted in 2014* supporting many of the connections and a list of priorities from an emergency response perspective.

E. Can we clarify for the public what the design for each street will be?

Response- As part of the development permit, the applicant is required to install half street improvements adjacent to a property. All the street connections shown on the map would be developed as a neighborhood access street with the specific standards and cross sections shown in KZC Chapter 110.25. Generally the standards are designated as a type R-20, R-24, R-28 (pavement width varies from 20 ft., 24 ft. or 28 ft. depending on the anticipated number of lots served and whether or not on street parking is needed), with curb, gutter on both sides, 4.5 foot landscape strip with street trees, 5 foot wide sidewalks.

Currently, modifications to the street standards are permitted in situations where existing topography, presence of critical areas, required utility location or desired tree retention requires a modification to the standard. Typical modifications are to require sidewalks to meander around existing trees. Complete waivers of the street improvements have been approved because they are not possible to construct due to topography or other environmental constraints.

In response to requests from the Finn Hill Neighborhood Alliance staff recommends revised draft transportation policies in FH14.3 supports developing unique street standards through a public process for residential streets within the Holmes Point Overlay area, and corridor studies for Holmes Point Drive and NE 131st Way/90th Avenue NE. See section #2 below for more discussion.

Planning Commission Direction-

Does the Commission wish to proceed to public hearing with the current draft street connections map?

2. Revised Transportation Policies

An issue raised earlier in the neighborhood plan process is the idea of having different street standards in the Holmes Point Overlay area than elsewhere in the City. This may include modifying

the sidewalk standard or eliminating sidewalks. Public Works Department staff initially recommended that the existing modification criteria in Chapter 110 of the KZC continue to be used as it is in the remainder of the City. However, after further consideration of the unique topography and environmental constraints in the Holmes Point Overlay area, staff now recommends that studies be conducted to determine the type of street standards in the HPO area through a public process. Staff suggests combining the two FH-14.3 and (unique street standards be developed in the HPO area) and 14.5 (corridor studies) as described below and in Attachment 2 beginning on page 46:

Revised draft Policy FH-14.3: Conduct studies to determine the design standards for the following streets:

- *Residential streets within the Holmes Point Overlay area*
- *Holmes Point Drive corridor*
- *NE 131st Way/90th Avenue NE corridor*

Finn Hill residents would like the character of the neighborhood to influence the design of pedestrian and street facilities that are built. For example some residents feel sidewalks may not be appropriate for all areas and that "walking lanes" may be more appropriate for areas of the neighborhood with a more rural character. Developing the design standards for the streets should be created through a public involvement process. The standards should consider alternative designs for streets consistent with the City's Complete Streets Ordinance, such as the type of sidewalks, whether on-street parking is allowed, lighting, vegetation, pedestrian amenities, topographic or critical area constraints, tree retention, neighborhood character, all while providing emergency vehicular access. The presence of physical constraints such as steep topography, critical areas or to retain trees in a particular location may also require modification to city standards for right of way improvements.

Planning Commission Direction-

Does the Planning Commission agree with the revised policies?

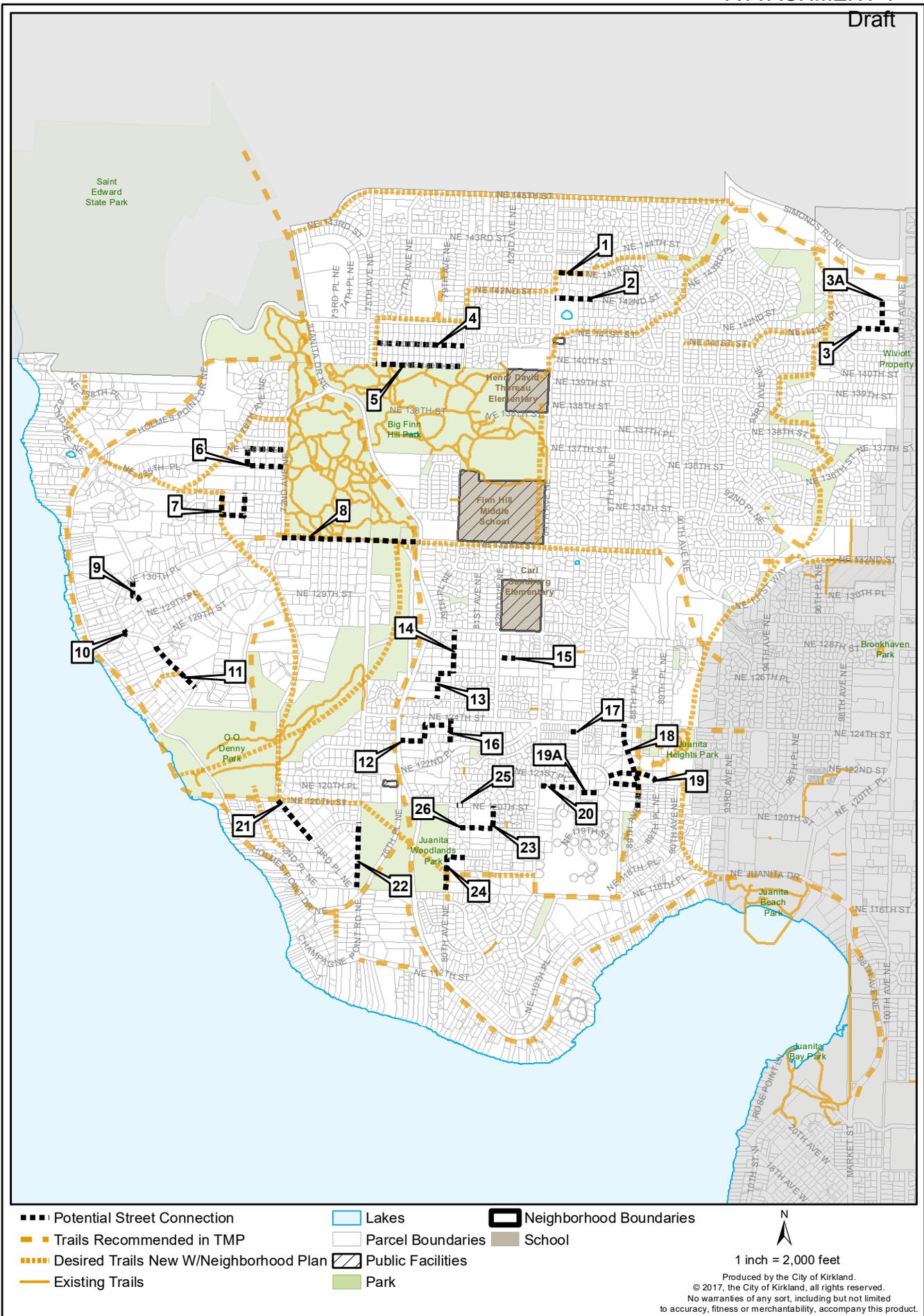
3. Project Schedule

Staff will report back at a September 28th study session on the following additional issues:

- Additional study areas to consider rezoning from RSA 6 to RSA 4.
- Option for expanding the Holmes Point overlay to additional areas of the Finn Hill neighborhood.
- Updated draft amendments to KZC Chapter 70 based on ongoing work with the FNHA ad-hoc group.
- Potential need to separate Plan adoption from KZC amendments.

Attachments:

1. Street Connections Map and table-Revised
2. Draft revised Transportation Section of the draft Finn Hill Neighborhood Plan
3. Memo from Fire Chief, Joe Sanford dated September 7, 2017



Finn Hill Street Connections and Trails

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Finn Hill Street Connection Map- Revised 8-15-2017

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 require 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. 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. 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	132nd Ave NE	74th Place NE	Juanita Drive NE	Would primarily be City funded because it runs through Big Finn Hill Park. More study is needed to determine feasibility due to environmental and topographic constraints.
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.
10	63rd Ave. NE	NE 129th St.	south end of existing pavement in 63rd Ave. NE (cul-de-sac)	Short connection (150 ft.)
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 123rd St.	Juanita Drive NE	80th Ave NE	High development potential that will need public road access.
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 or 89th Ave NE	NE 124th St	89th Pl. NE (Goat Hill)	Topographic and environmental constraints may make the connection infeasible. A pedestrian connection should be built if street connection is infeasible.
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	82nd Ave. NE	NE 119th Street	NE 120th St.	Street connection required with redevelopment
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. Also, narrow and circuitous streets serving this connection (through and east of Chatum Ridge subdivision) in addition to a challenging intersection at 80th Ave. NE and Juanita Drive may lead to a decision to only improve the connection for pedestrians and bikes.
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

6. Transportation and Mobility

Revised 9/7/17

The vision for the Finn Hill Neighborhood transportation system is to provide safe, comfortable, and efficient circulation for people who walk, ride bicycles, drive cars and ride transit, within the neighborhood. During the neighborhood plan public participation process, residents emphasized the importance of improving the existing trails and bike network, particularly the connectivity to key destinations (schools, shopping center, etc). Other comments expressed are covered in the City wide Transportation Element such as implement Complete Streets, low impact development techniques along streets to handle surface water, coordinate land use with transportation and transit policies, and prioritize sidewalks on school walk routes.

The transportation and mobility goals in this chapter are intended to make public transit, walking and or riding a bicycle an attractive option for most residents in the neighborhood. Investments in the neighborhood should also be prioritized in order to support these options. The City's Transportation Element will guide the implementation of these goals as well as the Capital Improvement Plan (CIP). References to transportation policies in the Transportation Element are included throughout this chapter.

This chapter addresses primarily circulation in the public right-of-way. Recreational trails, ~~including~~ the Green Corridor Loop, are discussed in the Parks and Open Spaces section.

Sidewalks, Intersections, and Pedestrian Mobility throughout the Finn Hill Neighborhood

Throughout the neighborhood plan public outreach process, Finn Hill residents expressed concerns regarding the lack of safe sidewalk connections to important neighborhood assets, including: schools, parks, transit stops, and other public destinations. The 2016 status of sidewalk completion in Finn Hill is shown in Figure 7.1.

As the neighborhood grows over time, sidewalks should be brought up to City standards and connections to neighborhood assets should be prioritized. Residents identified a network of sidewalks and intersections that they felt are a high priority for improvement in the neighborhood (Figure 7.2).

Goal FH-12: Form a safe multi-modal network of sidewalks, trails, bikeways and crosswalks where walking and cycling are the first choice for many trips.

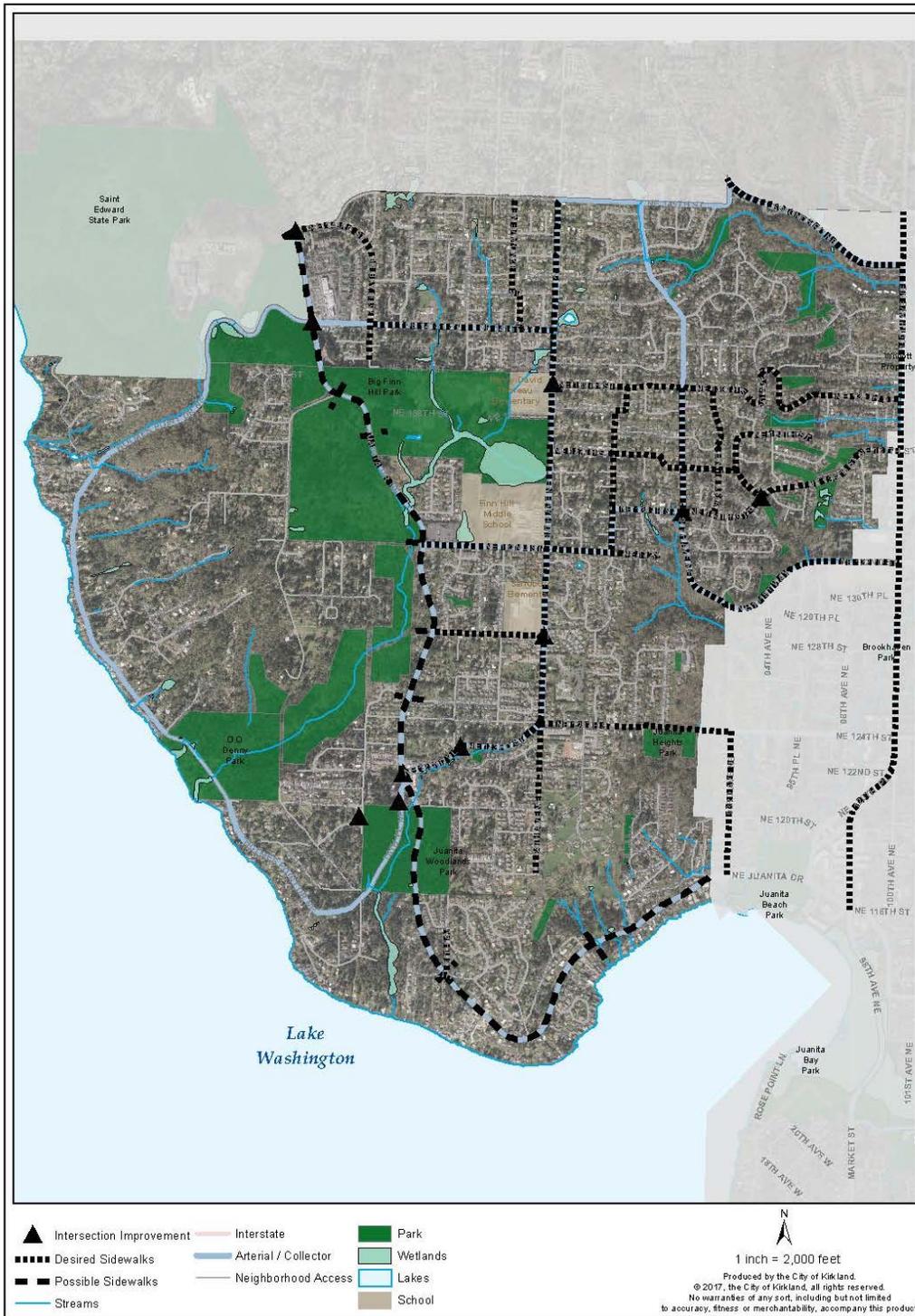


Figure 7.2 Finn Hill Priority Sidewalks and Intersection Improvements

Goal FH-13: Create and improve sidewalk connections to schools and destinations throughout the neighborhood.

Policy FH-13.1: Establish safe and comfortable pedestrian crossings on major arterials.

Finn Hill residents are concerned about the safety of new and existing pedestrian facilities throughout the neighborhood. Residents support installing crosswalks, signage, safety refuge islands, signals, flashing lights and flags at intersections; improved lighting; sidewalks along major arterials, separation travel modes (e.g. raised curbs) where other forms of non-motorized and motorized transportation may cause safety concerns for pedestrians and addressing sight distance issues.

Policy FH-13.2: Prioritize designated School Walk Routes for pedestrian improvements.

City wide priorities encourage children to walk to school and to complete a sidewalk network on all school walk routes. Consistent with this city wide policy, completing a network of sidewalk systems and other public improvements on school walk routes within the neighborhood is desired.

Policy FH-13.3: Prioritize pedestrian pathways to neighborhood destinations (parks, public transit, and commercial areas) to improve and encourage pedestrian connections to amenities.

Finn Hill residents identified a number of critical neighborhood pedestrian connections such as connections between 84th Avenue and the Hermosa Vista development and Goat Hill area and improving pedestrian access to parks, public transit, commercial areas and the shoreline (See Figure 7.2). Removing barriers to pedestrian pathways by providing connections through cul de sacs and dead end streets is also desired.

Policy FH-13.4: Along streets, provide pedestrian amenities such as crosswalks, sidewalks, street trees, lighting and street furniture to encourage walking, provide informal gathering places and enhance the pedestrian experience.

Providing the pedestrian amenities suggested in this policy make walking more enjoyable and safe, especially around destinations such as commercial areas, parks and schools.

Vehicular Circulation

Figure 7.3 shows the major vehicular circulation routes throughout the Finn Hill neighborhood and street classifications. As part of the neighborhood plan outreach process, Finn Hill residents are concerned about traffic congestion in their neighborhood, particularly as there are a limited number of arterials and entry points into the neighborhood. Two key concerns regarding vehicular traffic emerged from community outreach: congestion and safety. At the same time there are areas of Finn Hill with underdeveloped streets. Improvements to these are necessary to enhance vehicular circulation and emergency access.

Commuter traffic on Juanita Drive is a major concern as it is the main north-south route through the neighborhood and a key entry point to the neighborhood. Ongoing development in Finn Hill and surrounding areas is intensifying commute congestion issues. To address these issues, residents would like to focus policies toward encouraging neighborhood trips with more efficient alternative modes of transportation. Through the Neighborhood Traffic Control program techniques can be implemented to minimize commuter cut thru traffic on internal neighborhood streets.

Goal FH-14: Implement a more efficient, safe and sustainable transportation system.

Policy FH-14.1: Prioritize improvements which encourage transit use, car-pools, bicycle-use and more sustainable forms of transportation which minimize our impact on the environment.

This policy reflects resident's priorities to provide a multi modal transportation system over time in Finn Hill.

Policy FH-14.2: FH Figure ___ shows where anticipated street connections could be made with future infill development

In some areas of Finn Hill the street system is underdeveloped with dead ends, lacking street connections, pavement and sidewalks not to city standards (Figures T.1, 2, 3 show the existing street classifications, status of sidewalks, pathways and trails). It is important to plan for a street network that allows for vehicular circulation through the neighborhood yet minimizes impact to the neighborhood. While the Finn Hill street connection plan map indicates and describes the potential locations of street connections for future infill development, the exact location and alignment of new street connections will be determined at the time when adjacent properties are developed. When new street connections are not required or not feasible, pedestrian and bicycle connections should still be pursued. Creating a map where the potential street connections can help prepare people for what will be expected. **Figure ___ shows** potential street connections, overlaid with desired pedestrian connections and trails included in the neighborhood plan and trails recommended in the Transportation Element.

Revised Policy combining FH 14.3 and 14.5-

Policy FH-14.3: Conduct studies to determine the design standards for the following streets:

- ***Residential streets within the Holmes Point Overlay area***
- ***Holmes Point Drive corridor***
- ***NE 131st Way/90th Avenue NE corridor***

Finn Hill residents would like the character of the neighborhood to influence the design of pedestrian and street facilities that are built. For example some residents feel sidewalks may not be appropriate for all areas and that "walking lanes" may be more appropriate for areas of the neighborhood with a more rural character. Developing the design standards for the streets should be created through a public involvement process. The standards should consider alternative designs for streets consistent with the City's Complete Streets Ordinance, such as the type of sidewalks, whether on-street parking is allowed, lighting, vegetation, pedestrian amenities, topographic or critical area constraints, tree retention, neighborhood character, all while providing emergency vehicular access. The presence of physical constraints such as steep topography, critical areas or to retain trees in a particular location may also require modification to city standards for right of way improvements.

~~***Policy FH-14.3: Consider alternative designs for streets consistent with the City's Complete Streets Ordinance to address topographic and critical area constraints and neighborhood character while at the same time providing emergency vehicular access.***~~

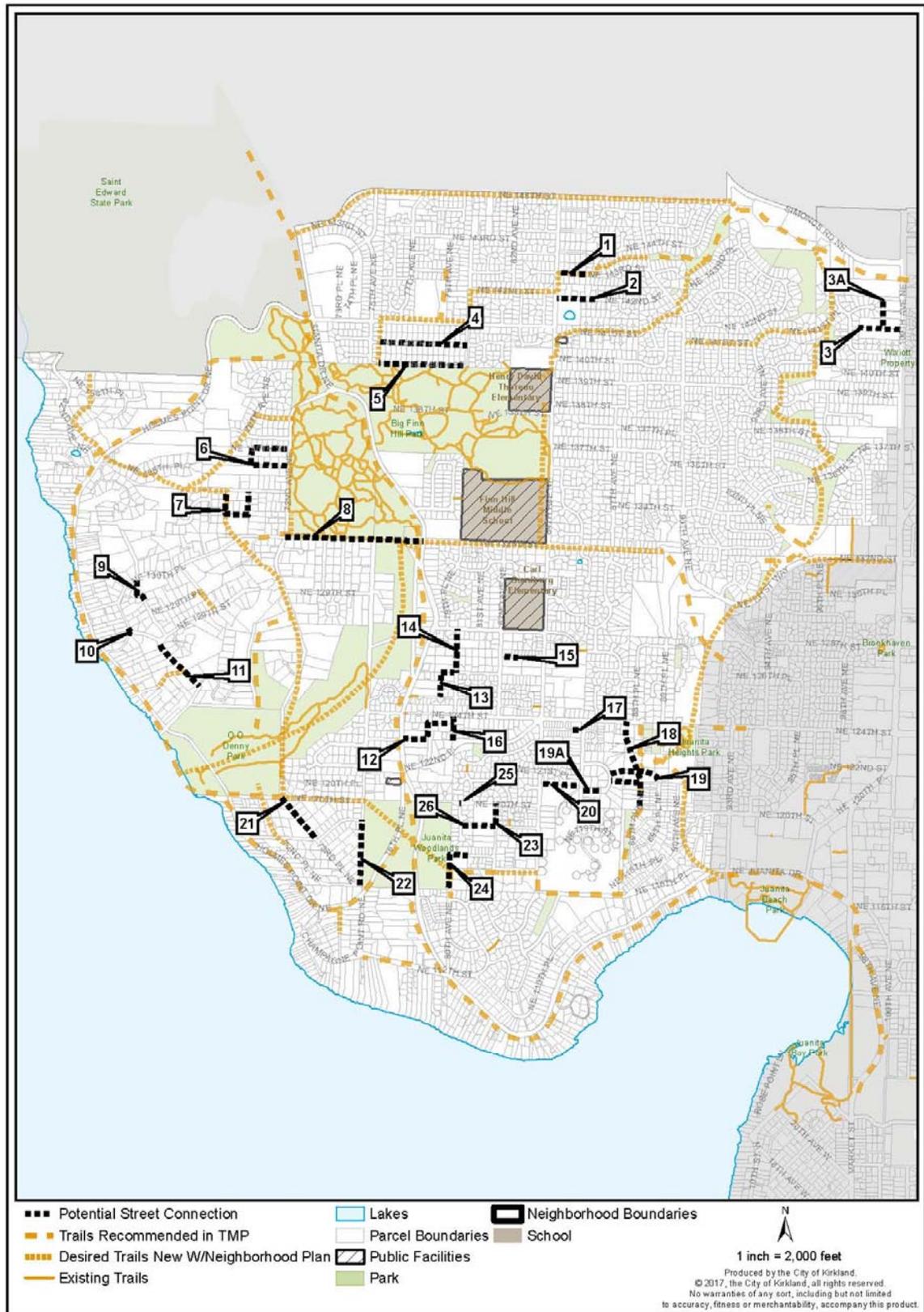
~~Finn Hill residents would like the character of the neighborhood to influence the design of pedestrian and street facilities that are built. Some residents feel sidewalks may not be appropriate for all areas and that "walking lanes" may be more appropriate for areas of the neighborhood with a more rural character. The presence of physical constraints such as steep topography or critical areas in a particular location may also require modification to city standards for right of way improvements.~~

Policy FH-14.4: Minimize direct access to Juanita Drive to enhance safety and efficiency of circulation.

Because of topographic constraints and speed of vehicular traffic, access to Juanita Drive should be limited. If driveways to Juanita Drive must be provided, they should be separated by at least 300 feet wherever possible. New driveways should be located so that future development can meet this standards and/or use a shared driveway. Access easements to allow for shared access to Juanita Drive and/or interior connections to side streets should be provided. As access to side streets becomes available driveways to Juanita Drive should be closed where possible.

~~***Policy FH-14.5: Enhance Holmes Point Drive as a scenic, recreational and vehicular route to serve the neighborhood.***~~

~~Residents of the Holmes Point area expressed an interest in establishing design standards for Holmes Point Drive so that as development occurs along the street they know what to expect. The intent of this policy is to develop, through a public process, a corridor plan or set of standards for Holmes Point Drive, while allowing for a safe street and enabling emergency access to the area. The corridor plan or standards would include the sidewalk design, crosswalks, on-street parking, lighting, vegetation, benches, art or other pedestrian amenities that are desired.~~



Finn Hill Street Connections and Trails

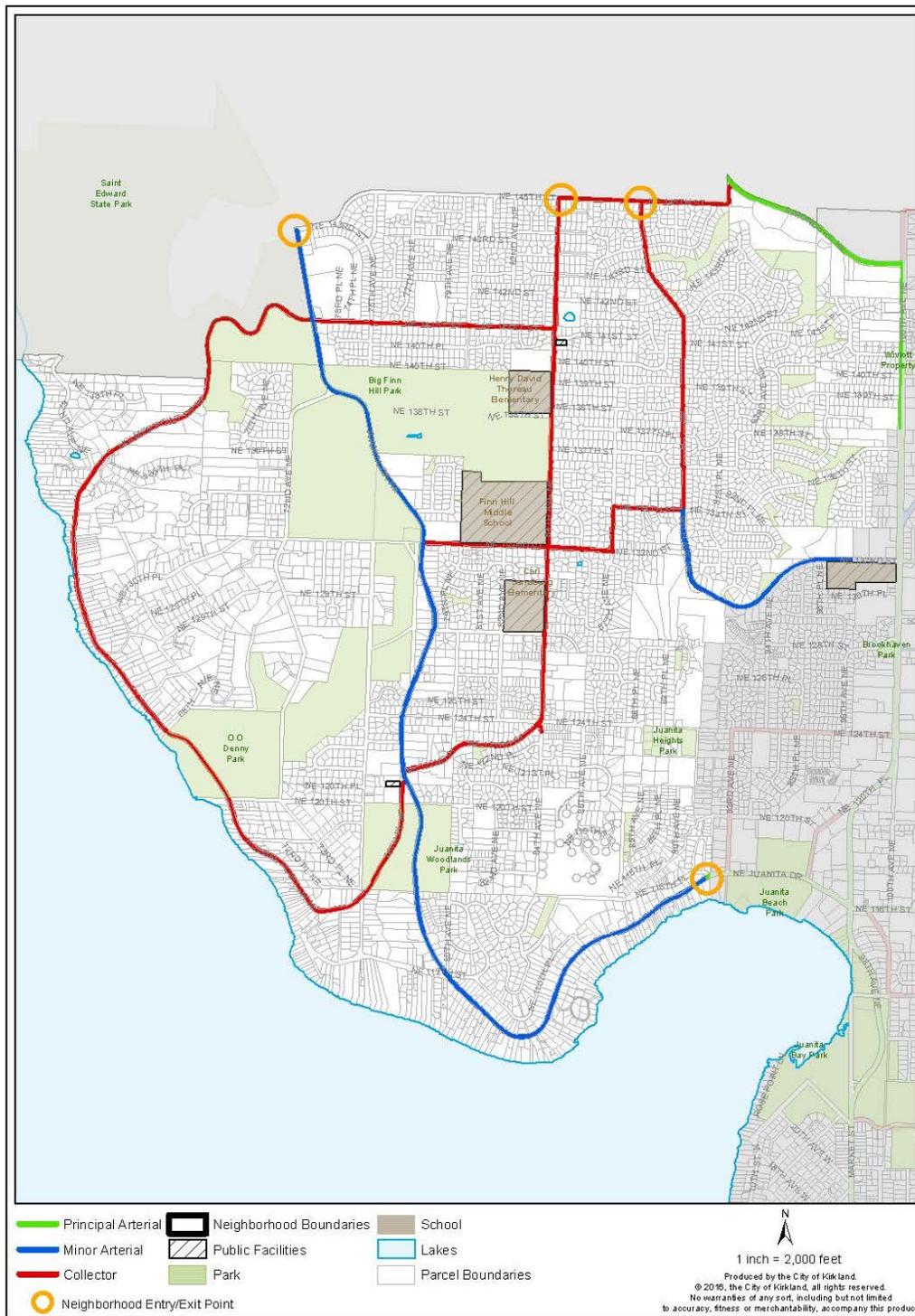


Figure 7.3: Finn Hill Street Classifications

Policy FH-14.56: Discourage regional and bypass traffic in residential neighborhoods.

Residents' safety concerns focused on problems with speeding and ensuring that neighborhood streets are safe for multiple forms of transportation. Traffic calming strategies could be developed to discourage regional traffic from using residential neighborhood streets.

Policy FH-14.67: Minimize cut-through traffic and reduce speeding through residential neighborhoods in coordination with City's Neighborhood Traffic Control program.

Evaluate traffic patterns and volumes in the neighborhood to minimize cut-through traffic and speeding, in order to support the existing Neighborhood Traffic Control Program.

Bicycle Facilities

Bicycle supportive facilities provide recreational opportunities and alternative transportation options. Desired improvements for bicyclists include providing protected bike facilities on arterials and collector, as well as providing safe crossings on Juanita Drive. Finn Hill residents are interested in bicycle routes that connect to parks and other key destinations within the neighborhood and region (See Figure 7.5).

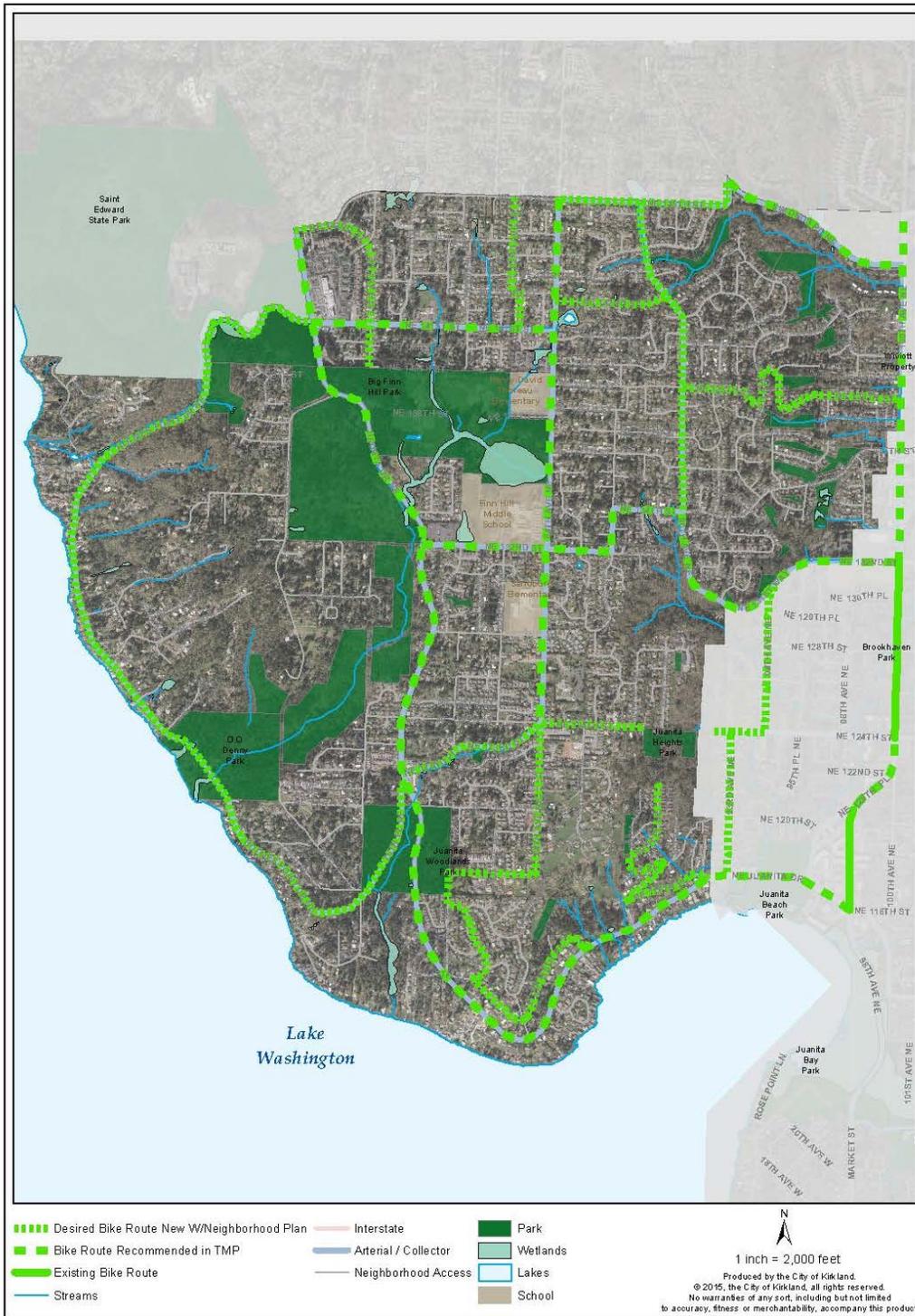


Figure 7.5 Finn Hill Priority Bike Routes

Goal FH-15: Expand safe and comfortable bicycle connections throughout the neighborhood and to surrounding areas.

Safety, user friendliness, and connectivity are key concerns that residents have regarding Finn Hill's bicycle routes and facilities. Safe bicycle access within and through the neighborhood is a high priority. Approaches to address safety include creating separated bicycle lanes (including painted buffers and physical separation) and implementing Neighborhood Greenways on residential streets that are connected to bicycle facilities on major arterials. The implementation of these policies can be monitored under the performance measures and action items related to in the Transportation Element of the Comprehensive Plan.

Policy FH-15.1: Improve bicycle connections to destinations within the neighborhood (parks, transit facilities, schools, and shopping areas) and to trail systems outside of Finn Hill.

Similar to providing pedestrian trails and sidewalks discussed above, a priority for the neighborhood is to provide a bicycle system to be able to travel throughout the neighborhood to key destinations. Providing safe bicycle and intersection facilities to allow children and parents to travel to and from school reduces vehicle traffic around schools and neighborhood is a high priority.

Policy FH-15.2: Establish neighborhood greenways throughout the neighborhood.

Neighborhood Greenways are designated residential streets, generally off main arterials, with low volumes of vehicular traffic and low speeds where people who walk and bike are given priority.

Policy FH-15.3: Determine the needs of commuter and recreational bike rider groups.

The Finn Hill residents have identified two different types of bicycle routes and facilities: commuter and recreational bicycle facilities. These facilities may require specific bicycle amenities (e.g. repair stations, directional signs) along existing and proposed routes to support ridership.

Residents would like to improve the connectivity of Finn Hill's bicycle routes within the neighborhood and to the broader trail network. Bicycle facilities should connect to parks and amenities within Finn Hill. Bike facilities should also connect to other regional trail systems outside of Finn Hill (Lake Washington Loop Trail, Burke Gilman, Cross Kirkland Corridor, and Sammamish River Trail). Incorporating the pedestrian and bicycle connections and facility needs for Finn Hill in the Active Transportation Plan is a priority. The City should explore ways to expedite improvements.

Policy FH-15.4: Explore public pedestrian and bicycle easements across properties to complete the trail system.

During the development review process, there may be opportunities to acquire public access easements across private property to provide pedestrian and bike trail connections to pedestrian and bicycle networks.

Transit Service

The Finn Hill neighborhood is served by public transit in the northwest corner via King County Metro bus route 234. Finn Hill residents expressed interest in a more extensive neighborhood transit system (See Figure 7.4). Additional transit options may benefit the community by assisting the aging population, increasing connectivity to transit hubs, and providing alternative transit services for commuters.

The current low density land use and development pattern in the Finn Hill neighborhood makes it difficult to sustain additional fixed-route transit service because the ridership is lower than many other transit routes operated by King County Metro Transit. The City of Kirkland will continue to advocate for better transit solutions for the neighborhood. This includes new approaches to transit that do not rely on fixed bus routes, such as King County Metro's Neighborhood Connections program which provides small-scale flexible transit programs.

Goal FH-16: Prioritize investments in the neighborhood toward increasing Public Transit options.

Considering the low density land use pattern, the City should support alternative transit options. Pedestrian and bicycle networks linked to neighborhood destinations such as commercial areas, parks and schools support transit use. Providing transit amenities such as frequent service, inviting bus shelters, bus stops in key safe neighborhood activity areas with easy pedestrian access encourage more transit use.

Policy FH-16.1 Work with transit agencies and other providers to connect transit within Finn Hill's two commercial areas to surrounding transit centers outside the neighborhood.

The City and King County Metro should prioritize and coordinate infrastructure and needed density to support increased transit service to the two commercial areas in Finn Hill. The commercial areas serve as focal points for the neighborhood providing goods and services, are surrounded by higher density residential housing and nearby parks and located along a major north/south corridor.

Policy FH-16.2: Explore alternative modes of transportation or research transit service options suitable for lower-density areas of the neighborhood (e.g. shuttles, car shares, vanpools).

In lower density areas not sufficient to support transit service, alternative modes of transit service, ride shares, or shuttles should be explored to link people together with commercial areas, schools, and parks.



CITY OF KIRKLAND
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MEMORANDUM

To: Eric Shields, Director Planning and Building
 Janice Coogan, Senior Planner

From: Joseph Sanford, Fire Chief

Date: September 5, 2017

Subject: FINN HILL PROPOSED STREET CONNECTIONS

In 2014 the Fire Department completed a [Standard of Coverage and Deployment Plan](#) with the help of consultant Emergency Service Consulting International. I've reviewed the proposed draft Street Connections map for the Finn Hill Neighborhood Plan and find that they are consistent with the recommendations in the study.

Among the findings and subsequent recommendations in the above report were the completion of several street connectors and the removal of several barricades on Finn Hill. The recommendations are on page 126 of that study and read as follows:

Improvement Goal D: Reduce Travel Time

Travel time is typically the longest of the response phases. It is influenced by a variety of factors including street connectivity, traffic, and road design. Response unit workload is also a factor in that if a response unit is not close to a request for service, travel time is extended. The busier a response system the more likely travel times will be longer.

Improve Street Connectivity

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.

Other similar opportunities include (in the Finn Hill Neighborhood):

- *Completion of NE 132nd Street between Juanita Drive NE and 76th Avenue NE. (Shown on the map as #8)*
- *Construct a connection between the switchback on Goat Hill located at NE 116th Place and NE 117th Place and 86th Avenue NE. (not possible because of topography and developed property but other options are shown on the map as #17, 18, 19, 19A, 20)*
- *Remove several of the barricades located on Finn Hill.*

These road segments, if completed, would significantly improve response times to the neighborhoods west and east of the uncompleted street sections.

While each of the above connections and the removal of barricades would improve response times in emergencies, the Fire Department would prioritize as high priority improvements the following:

1. *Connection between the switchback on Goat Hill at NE 116th Place and NE 117th Place and 86th Avenue NE. (Shown on the map as #17, 18, 19, 19A and 20)*
2. *Connection on NE 132nd Street between Juanita Drive NE 76th Avenue NE. (Shown on the map as #8)*
3. *Barricade on NE 120th Street at approx. 80th Place NE. (Shown on the map as #25)*

The connection from Goat Hill to south Finn Hill is needed in the event of a slide on Goat Hill that could block access to both Fire and Law Enforcement and prevent occupants above the slide from leaving their homes. This would also significantly reduce response times to Goat Hill from units responding from the north on structure fires or cardiac arrest events.

The connection on NE 132nd Street and the removal of the barricade on NE 120th Street could improve response times to neighborhoods each of Juanita Drive and south of NE 120th Street by as much as two and one half minutes.

The Public Safety Committee is continuing to analyze the connections, their benefits and cost. They are also exploring alternatives to straight removal of the barricades with other options that would provide emergency response access but limited or no public access such as bollards with Opticom system for lowering when activated.