

RESOLUTION NO. 2119

A RESOLUTION OF THE KIRKLAND CITY COUNCIL ESTABLISHING PROHIBITED PARKING ZONES ALONG PORTIONS OF LAKE WASHINGTON BOULEVARD (SR-908).

BE IT RESOLVED by the City Council of the City of Kirkland as follows:


Section 1. Pursuant to Sections 12.44.060 and 12.44.080 of the Kirkland Municipal Code, the following restricted parking zones are hereby established along Lake Washington Boulevard (SR-908):

(a) East side of Lake Washington Boulevard (SR-908 northbound) from the south city limits (Northrup Way) north to N.E. 58th Street: Zone 7 - No parking at any time.

(b) West side of Lake Washington Boulevard (SR-908 southbound) from a point approximately 250 feet north of the Metro pump station southerly to the south city limits: Zone 7 - No parking at any time.


Section 2. A certified copy of this resolution shall be forwarded to the Washington State Highway Commission, together with a copy of the letter dated February 10, 1972, over the signature of the City of Kirkland Director of Public Services addressed to the Washington State Highway Commission at its Bellevue, Washington office, which letter sets forth the basis for the restrictions herein imposed on parking on Lake Washington Boulevard.

ADOPTED by majority vote of the Kirkland City Council in regular meeting on February 22, 1972.



Mayor

Attest:



Director of Administration and Finance
(ex officio City Clerk)

February 10, 1972

Washington State Highway Commission
10506 N.E. 4th
Bellevue, Washington 98004

Re: Parking on Lake Washington Boulevard

Attention: Huntly Grant

Gentlemen:

The city council at their regular meeting on February 7, 1972 held an informal hearing on the above subject. There was input from the apartment house owners association, also private citizen that live along the way. The following parking plan was recommended by council action.

West side

Parking permitted along the west side from present 2 hours parking zone, in down town Kirkland to the vicinity of the last single family residence north of Lake East Apartments. The curb lane from that point south be signed to allow Points Drive and Evergreen Point Bridge traffic to collect in curb lane.

East side

No parking anytime from Northrup Way to Lakeview Drive. Proper warning be given starting at the traffic island at Lakeview Drive that parking will be permitted from north of Hancock Station to present 2 hour parking in downtown Kirkland.

This plan will require removal of some of the buttons and the addition of some others along with detailed signing and stripping. Will the state perform this work or at least help the city plan the signing?

The following factors were considered.

1. Resolution #2009 dated December 2, 1968 wherein the parking would be permitted until such time as traffic volumes warrant the restriction of parking during peak hours.
2. Resolution #1053 dated December 15, 1968 wherein the street was designated as a part of the Regional Trail System.
3. The construction of the boulevard included reconstruction of side streets and driveways to a grade of 26 per cent in many areas.

4. The widening of the boulevard eliminated shoulder areas that had been used for parking in the past. There is at least one residence in this category. There was no driveway to reconstruct therefore no improvements were made for offstreet parking.

5. North bound traffic splits at Lake View Drive with a large volume using the right hand lane to enter Lake View Drive. Lake View Drive will be as active a facility as the Boulevard when the Drive is improved.

6. Major park facilities are under construction along the west side of the boulevard. Namely South Kirkland Beach, Sands Lumber, Arco-Marsh Property, and Houghton Beach. Approximately 1465 lineal feet of water front under development for public use.

7. Visitor parking is of major importance when the welfare of the City as a whole is considered. Apartment tenants are very conscious of this when looking for rentals.

The above recommendation was based on the following line of reasoning.

1. Traffic counts do not warrant two lanes of traffic each way except the north bound to the split of traffic at Lakeview Drive.
2. Cars entering Lake Washington Boulevard from the steep driveways cannot see to enter the boulevard until the vehicle levels off and then the front of the car is in the curb lane.
3. These same cars have no place to park in icy conditions because of the slick driveways. Homeward bound in the evening have no chance to prepare the driveway for entrance as it would require the parking of the vehicle. If they are in the driveway the vehicle cannot maneuver out the steep, curved driveways in the morning.
4. Apartment house occupancy is very important to the economy of the City and visitor parking is very important to the tenants.
5. That portion of the project north of N.E. 64th where driveways were not improved cannot enter some of the drives from the curb lane. These cars would need to swing into the center lane and then back across the parking lane to enter the drive.

One item not mentioned in any discussion is the use of the sidewalks for bicycles. Traffic in the curb lane would jeopardize the bicycle rider, also the lack of adequate drainage, because of the flat grade along the lake, creates a continuous pond of water. Traffic in the curb lane throws a continuous sheet of water across the sidewalk and into the front

yards.

Sincerely

ARTHUR E. KNUTSON
Public Service Director

AEK:ap