



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

MEMORANDUM

To: Tony Leavitt, Senior Planner

From: Thang Nguyen, Transportation Engineer

Date: June 9, 2016

Subject: Park Lane Residential Mixed-Use Development Staff Traffic Review, SEP16-00130

This memo summarizes my review of the traffic report dated April 2016 *Transportation Impact Analysis Park Lane Apartments* submitted by the Transpo Group for the proposed project. My findings and recommendations are summarized below followed by my review comments on the traffic impacts analysis documented in the traffic report.

Staff Findings

The proposed project passed traffic concurrency. Therefore, no off-site concurrency mitigation is required.

The proposed project will not create significant SEPA traffic impacts that warrant specific off-site transportation mitigation.

Staff Recommendations

SEPA Mitigation

Staff does not recommend any SEPA traffic mitigation because the proposed project will not create significant off-site SEPA traffic impacts.

Public Works Permit Conditions:

1. Pay transportation impact fees as discussed in the Transportation Impact Fee section of this memo.
2. No parking spaces are allowed within 25 feet behind the back of sidewalk.
3. The retail parking gate must be 25 feet behind the back of sidewalk.
4. The applicant shall submit a site plan illustrating the location of the parking gates as part of the building permit for staff review and approval.
5. The retail gate shall be open between 7 A.M. and 10 P.M. all days of the week.

Project Description

The project site is located at 151 3rd Street, the formal location for the Antique Mall store. The Antique Mall has been closed since 2009 and no other businesses have occupied the building since that time. The project site has been used as public paid parking to accommodate the parking demand of downtown Kirkland. The applicant proposes to redevelop the site with a mixed-use apartment/commercial building to

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include 128 apartment units and approximately 12,500 square feet of ground floor commercial space.

One driveway into an underground garage will provide vehicular access into the site from Main Street. The proposed project is anticipated to be completely built and occupied by 2018. The project is forecasted to generate 1,433 daily trips and 134 net new PM peak hour trips (79 trips entering and 55 trips exiting) and 78 net new AM peak hour trips (20 trips entering and 58 trips exiting).

Traffic Concurrency

Developments are tested for traffic concurrency for the weekday PM peak hour. The proposed project passed traffic concurrency. Per *Section 25.10.020 Procedures* of the KMC, this Concurrency Test Notice expires within one year of the concurrency test notice (August 25, 2016) unless a development permit and certificate of concurrency are issued or an extension is granted.

Concurrency Appeal

The concurrency test notice may be appealed by the public or by an agency with jurisdiction. The concurrency test notice is subject to an appeal until the SEPA review process is complete and the appeal deadline has passed. Concurrency appeals are heard before the Hearing Examiner along with any applicable SEPA appeal. For more information, refer to the Kirkland Municipal Code, Title 25.

Traffic Impacts

The scope of the traffic report was completed in accordance to the City of Kirkland TIA guidelines.

The citywide trip distribution was determined by using the Bellevue-Kirkland-Redmond (BKR) traffic model.

The City's Traffic Impact Analysis Guidelines (TIAG) requires a level of service (LOS) analysis using the Highway Capacity Manual Operational Method for intersections that have a proportionate share equal or greater than 1% as calculated using the method described in the TIAG. Based on the proportionate share calculation for the full build-out of the proposed project, seven intersections met the 1% proportionate share threshold.

- Main Street/Central Way
- Main Street/Park Lane
- Main Street/Kirkland Avenue
- 3rd Street/Central Way
- 3rd Street/Kirkland Avenue
- 6th Street/Central Way
- 114th Avenue NE/NE 85th Street

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Traffic Mitigation Threshold

The City requires developers to mitigate traffic impacts when one of the following two conditions is met:

1. An intersection level of service is at E and the project has a proportional share of 15% or more at the intersection.
2. An intersection level of service is at F and the project has a proportional share of 5% or more at the intersection.

Off-site and Driveway Traffic Operation Impacts

Based on the level of service analyses, four intersections are forecasted to operate at LOS-E or worse. Those intersections and their future level of service are summarized in Table 1.

Table 1. Intersection with Significant Level of Service

Intersections	2018 LOS without Project	2018 LOS with Project	Proportional Share %	Trigger Mitigation?
Main Street/Central Way	D	E	5.8%	No
Main Street/Kirkland Avenue	E	E	4.7%	No
Main Street/Park Lane	A	A	28.2%	No
3 rd Street/Central Avenue	C	C	3.5%	No
114 th Avenue NE/NE 85 th Street	D	D	1.5%	No
3 rd Street/Kirkland Avenue	F	F	1.3%	No
6 th Street/Central Way	F	F	2.1%	No

As summarized in Table 1, the project’s impacts to all of the analyzed intersections are below the thresholds for requiring traffic mitigation per the City of Kirkland LOS mitigation guidelines.

Driveway Safety and Operation

A garage driveway is proposed to be located at approximately 18 feet north of an existing driveway off Main Street. The project driveway meets Public Works’ driveway spacing requirement of 50 feet. Based on the traffic study, at 14 feet behind the curb, the project driveway will meet the city’s sight distance requirement of 150 feet looking north but is short about 20 feet looking south. It was determined that the on-street angle parking to the south of the project driveway is limiting the site distance.

However, as drivers move toward the edge of the curb, there is sufficient sight distance at five feet back from the curb where a driver would stop before entering Main Street.

There were no vehicle crashes at the existing driveway in the past three years. Because the proposed garage driveway is located at essentially the same location as the existing driveway, it is anticipated that it will also operate safely. City staff will monitor the driveway for vehicle crashes after the project is occupied and if the limited sight distance

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creates an adverse traffic safety condition then on-street parking will be removed or other mitigating measures will be implemented to maintain sufficient sight distance.

The applicant is proposing to install a garage gate, but it is not shown on the current site plan. The garage gate must be located 25 feet behind the back of the sidewalk so as not to block the sidewalk when drivers are waiting to enter.

TRANSPORTATION IMPACT FEE

Per City’s Ordinance 4502, Transportation Impact Fees is required for all developments and is calculated based on the most updated Transportation Impact Fee Schedule, January 1, 2016. Road impact fees are used to construct transportation capacity improvements throughout the City to help the City maintain traffic concurrency. Table 2 summarizes the road impact fee calculation for the proposed project.

Table 2. Road Impact Fee

	Size	Impact Fee Rate	Impact Fee
Multi-family	128 unit	\$2,855 per unit	\$365,440
Miscellaneous Retail	12,500 sq. ft.	\$4.94 per sq. ft.	\$61,750
Total			\$427,190

cc: Jessica Lambert, Transpo Group
John Burkhalter, Senior Development Engineer