



**CITY OF KIRKLAND**  
**Department of Public Works**  
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[www.ci.kirkland.wa.us](http://www.ci.kirkland.wa.us)

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**MEMORANDUM**

**To:** Dave Ramsay, City Manager

**From:** Daryl Grigsby, Public Works Director  
Rob Jammerman, Development Engineering Manager

**Date:** January 2, 2008

**Subject:** Left-turn Access to 12804 NE 85<sup>th</sup> Street – My Pet’s Vet Clinic

RECOMMENDATION:

It is recommended that the City Council review the information regarding the left-turn access to My Pet’s Vet Clinic located at 12804 NE 85<sup>th</sup> Street and approve the following:

1. **Left-turn access to the Vet Clinic at 12804 NE 85<sup>th</sup> Street**
  - A. Continue to restrict left-turn access or,
  - B. Direct the Public Works Department to remove a portion of the existing c-curb to allow left-turn access.
2. **Pedestrian improvements along the east side of 128<sup>th</sup> Avenue NE**

Direct the Public Works Department to install an asphalt path along the east side of 128<sup>th</sup> Ave. NE to provide safe pedestrian access to NE 85<sup>th</sup> Street and to the Vet Clinic.
3. **Other proposed driveway revisions along NE 85<sup>th</sup> Street**

Direct the Transportation Commission to review and make recommendations to the City Council regarding all other driveway revisions associated with the NE 85<sup>th</sup> Street Sound Transit Project.

BACKGROUND DISCUSSION:

On October 16, 2007, the City Council reviewed a letter to Mr. Dennis McNamara, owner of the business My Pet’s Vet Clinic which is located at 12804 NE 85<sup>th</sup> Street. The letter regarded the installation of c-curbing on NE 85<sup>th</sup> Street in front of his business. The c-curb had been installed to limit left turns to properties on both sides of NE 85<sup>th</sup> St directly adjacent the signalized intersection of NE 85<sup>th</sup> Street and 128<sup>th</sup> Avenue NE. After discussing the letter, the Council requested that staff study the issue further and return to Council with another response to his concerns. Following the Council meeting, the Public Works Department did the following:

- A. We met with Kim Benz of Northstream Development, owner of the subject property to review her concerns and discuss options.
- B. We met with Dave Bernard, owner of the property at 12822 NE 85<sup>th</sup> Street, which is leased by the 7-11 store, to discuss the possibility of granting a joint driveway easement to the Vet Clinic property. Mr. Bernard indicated that he was not interested in granting such an easement.
- C. We met with Mr. McNamara, twice to review his concerns about the access and discuss options.

- D. We conducted a preliminary engineering analysis to determine the feasibility of installing a formal U-turn on NE 85<sup>th</sup> Street and found that the needed right-of-way and improvements to install a U-turn would cost between \$450,000 and \$950,000 (much of the cost variance is due to undefined right-of-way costs at this time).
- E. We conducted a preliminary engineering analysis to determine the feasibility of installing a new driveway to the Vet Clinic from 128<sup>th</sup> Avenue NE and found that the costs of the improvements would likely be in excess of \$70,000 and would result in a loss of on-site parking.

Following this work, Public Works presented the issue back to City Council at the November 20<sup>th</sup>, 2007 Council Meeting and explained that no new feasible options could be developed and recommended that the c-curb in question remain. After discussing the matter, City Council asked Public Works staff to reanalyze the issue and bring it back to the Council at a future meeting. The Council did ask that accident data at the intersection of NE 85<sup>th</sup> Street and 128<sup>th</sup> Avenue NE be provided and that Mr. Bernard, the owner of the 7-11 property, be re-contacted. Following this Council meeting, Public Works did the following:

- A. We researched accident data for the NE 85<sup>th</sup> Street and 128<sup>th</sup> Avenue NE and found the following:

Accident Data Summary 2001-2007 NE 85th St @ 128th Ave NE (within 200 ft on each leg)					
Year	Total # of Accidents	East Leg	Location Center	West Leg	Accident Rate (a)
2001	8	4	2	2	0.51
2002	5	1	1	3	0.32
2003	3	1	1	1	0.19
2004(b)	5	2	1	2	0.32
2005	8	3	2	3	0.57
2006	8	2	4	2	0.57
2007(c)	6		6		
<b>Total</b>	<b>43</b>	<b>13</b>	<b>17</b>	<b>13</b>	<b>0.41</b>

(a) Accident Rate = (#acc)(1000000)/(365* ADT) Average accident rate at signalized locations in Kirkland is 0.52	ADT(Average Daily Traffic)
(b) Signal was installed in 2004	
(c) Jan-August only	

- B. We contacted Mr. Bernard, again to discuss whether he had any future development plans for his property and whether there was anything the City could offer that would cause him to consider a joint driveway easement with the Vet Clinic property. Mr. Bernard explained that they did not have any immediate plans to redevelop the property, they were about to renew the lease with 7-11, and they did not want to encumber their property with a joint driveway easement. He did not know of anything that the City could offer him to reconsider.
- C. We conducted an engineering study to determine if the c-curb could be removed and a "pork chop island" could be installed in the new bank driveway on the south side of NE 85<sup>th</sup> Street (see Option 1 on attached map). We found that this option would limit left-turn movements to the new bank, but it did not address the left turn conflict between the eastbound left-turning traffic to the Vet Clinic traffic and westbound NE 85<sup>th</sup> Street traffic queuing to use the left turn pocket at the traffic signal.

We then studied the feasibility of installing a revised c-curb to create a separate left-turn pocket for the traffic signal and the Vet Clinic (see Option 2 on attached map), but found that the neither pocket met transportation engineering design guidelines for left-turn pockets on an arterial-type street. The left-turn pocket would be less than 100 ft in length and would not provide adequate room for a vehicle to safely enter the pocket without causing a conflict with the through traffic on NE 85<sup>th</sup> Street.

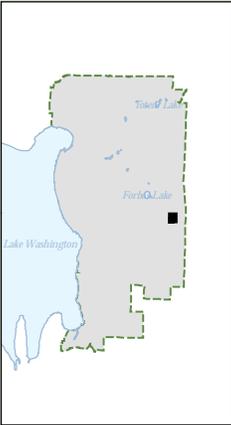
- D. We researched traffic count data collected during a period after the traffic signal was installed, but before the c-curb was extended and found that when left turns were allowed in the Vet Clinic, there were eight (8) left-turn movements during the AM peak period and two (2) left-turn movements during the PM peak period. This data indicates that during the PM Peak, when the traffic volumes are very high in the westbound direction on NE 85<sup>th</sup> Street, the majority of customers going to the Vet Clinic did not use this available left-turn movement and most likely used other routes to gain access to the Vet clinic.
- E. Last, we researched the feasibility of Vet Clinic customers traveling eastbound on NE 85<sup>th</sup> Street, turning left at 128<sup>th</sup> Avenue NE (using the traffic signal), then parking along the east side of 128<sup>th</sup> Avenue NE, and walking to the vet clinic (see Option 3 on attached map). There currently is no sidewalk along 128<sup>th</sup> Avenue NE in front of the Vet Clinic property nor is there sufficient right-of-way width to allow or create on-street parking along the frontage. However, Vet Clinic customers could park near the existing curb and sidewalk approximately 50 ft north of the Vet Clinic and walk to the Vet Clinic if a 110 ft long asphalt pathway is installed. Northstream Development could install this path or the Public Works Street Department is able to install it if the Council believes this would be beneficial. We estimate that the cost of the asphalt walk will be \$5,000 or less. Unfortunately, a couple significant street trees will have to be removed to install a path. It should be noted that aside from the driveway access issue being discussed in this report, this missing pedestrian link would be very valuable to residents living north of NE 85<sup>th</sup> Street as it will complete a 425 ft long section of pedestrian improvements and will create safer pedestrian access along the east side of 128<sup>th</sup> Ave. NE to and from NE 85<sup>th</sup> Street.

In summary, the Public Works Department believes that every available option has been researched and we recommend that the c-curb be left in place. We are empathetic to the impacts on the Vet Clinic and will work quickly to install the asphalt path along the east side of 128<sup>th</sup> Ave. NE if the Council directs us to do so.

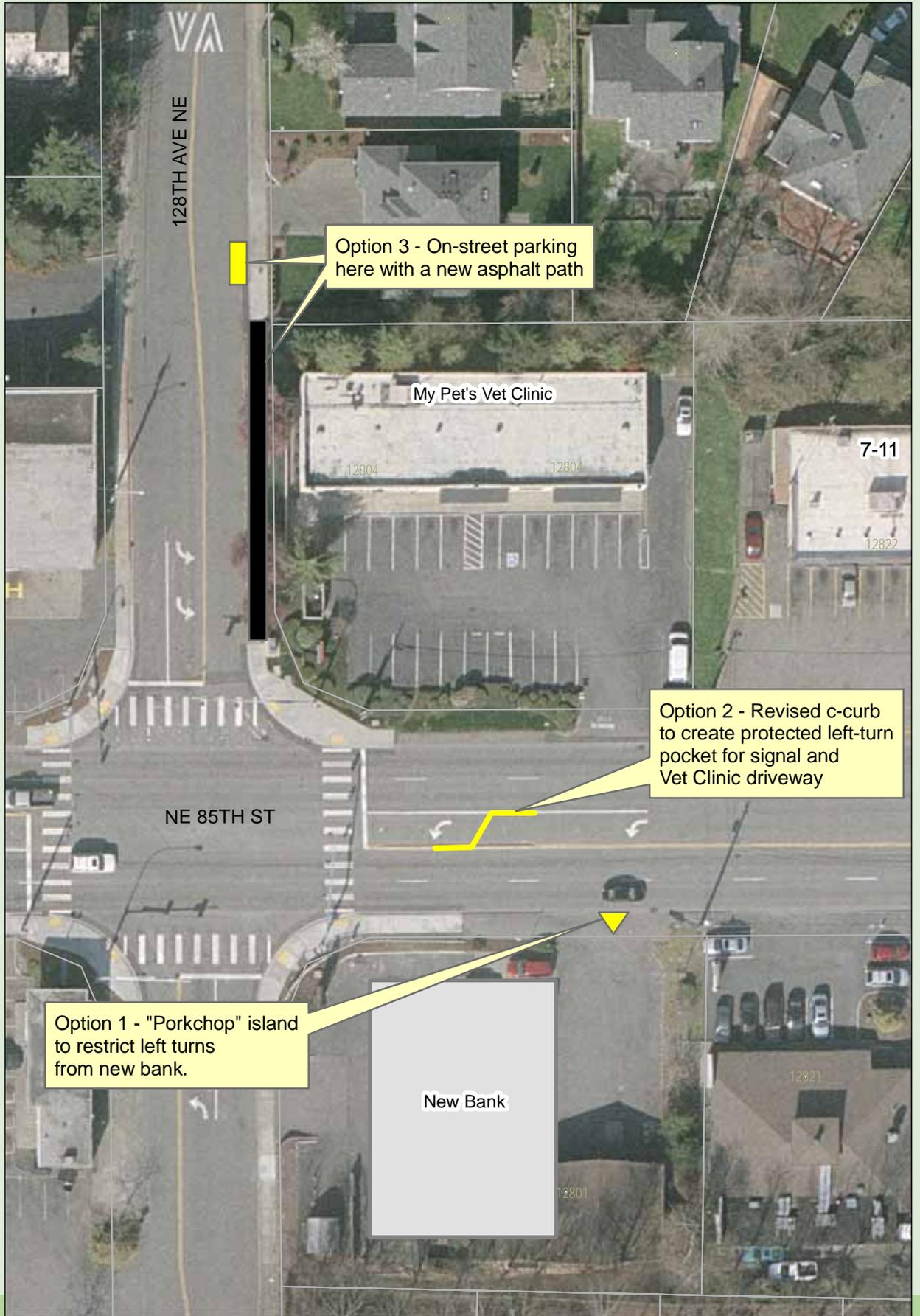
Attachment

cc: David Godfrey, PE, Transportation Engineering Manager

# Left-Turn Access to 12804 NE 85th Street



Vicinity Map



1 inch = 50 feet



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