

**DATE:** August 4, 2010

**TO:** Thang Nguyen, P.E.  
City of Kirkland

**FROM:** Chris Forster, P.E.  
TENW

**RE:** Central Park Tennis Club Four Court Tennis Building  
Trip Generation/Impact Fee Assessment  
TENW Project No. 4412

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This memorandum documents our trip generation and impact fee assessment for the proposed Central Park Tennis Club (CPTC) Four Court Tennis Building project. The Central Park Tennis Club is located at 12630 NE 59<sup>th</sup> Street in Kirkland, Washington (see **Attachment A** site vicinity map).

### ***Project Description***

The project site is located on the south side of NE 60<sup>th</sup> Street between 125<sup>th</sup> Lane NE and 128<sup>th</sup> Avenue NE. The project would consist of a new four court tennis building to be located on the southern portion of the site currently occupied by the Club's main parking area. As part of the project, the parking lot would be reconfigured and capacity increased from approximately 70 parking stalls to 105 parking stalls. In addition, the Club's main vehicular site access from 127<sup>th</sup> Avenue NE would be eliminated and replaced with a new connection to NE 60<sup>th</sup> Street via 125<sup>th</sup> Lane NE. A preliminary site plan is provided in **Attachment B**. The project is expected to be completed by summer 2011.

### ***Trip Generation***

The trip generation estimate for the proposed CPTC Four Court Tennis Building was based on the trip rates (trips per court) published in the Institute of Transportation Engineers (ITE) *Trip Generation* Manual, 8<sup>th</sup> edition for Land Use Code (LUC) 491 (Racquet/Tennis Club).

The weekday daily and PM peak hour trip generation associated with the proposed project are summarized in **Attachment C**. As shown in **Attachment C**, the proposed project is estimated to generate 155 new weekday daily trips, with 13 new trips occurring during the weekday PM peak hour (6 entering, 7 exiting).

The applicant requests that a concurrency test be conducted using the estimated trip generation summarized above. A concurrency application is being submitted with this memo.

### ***Transportation Impact Fees***

The project applicant has requested that transportation impact fees be determined by an independent fee calculation rather than the impact fee schedule as allowed by Kirkland Municipal Code (KMC) 27.04.040. The analysis provided below shall serve as our independent fee calculation for review and approval by the director.

Transportation impact fees for the proposed Four Court Tennis Building were calculated based on ITE *Trip Generation*, 8<sup>th</sup> Edition PM peak hour trip rates and the methodology outlined in the City of Kirkland's impact fee rate study (*City of Kirkland Transportation Impact Fee Update - DRAFT April 10, 2007*, Mirai Transportation Planning & Engineering). The impact fee rate study established the calculation methods used including the formula and other variables such as trip length and percent new trips. The cost per trip used in our calculation was based on the current rate in effect as of January 1, 2009 (\$3,787.00 per trip). The cost per trip is subject to change, and the applicant will pay the cost per trip in effect at the time of building permit issuance.

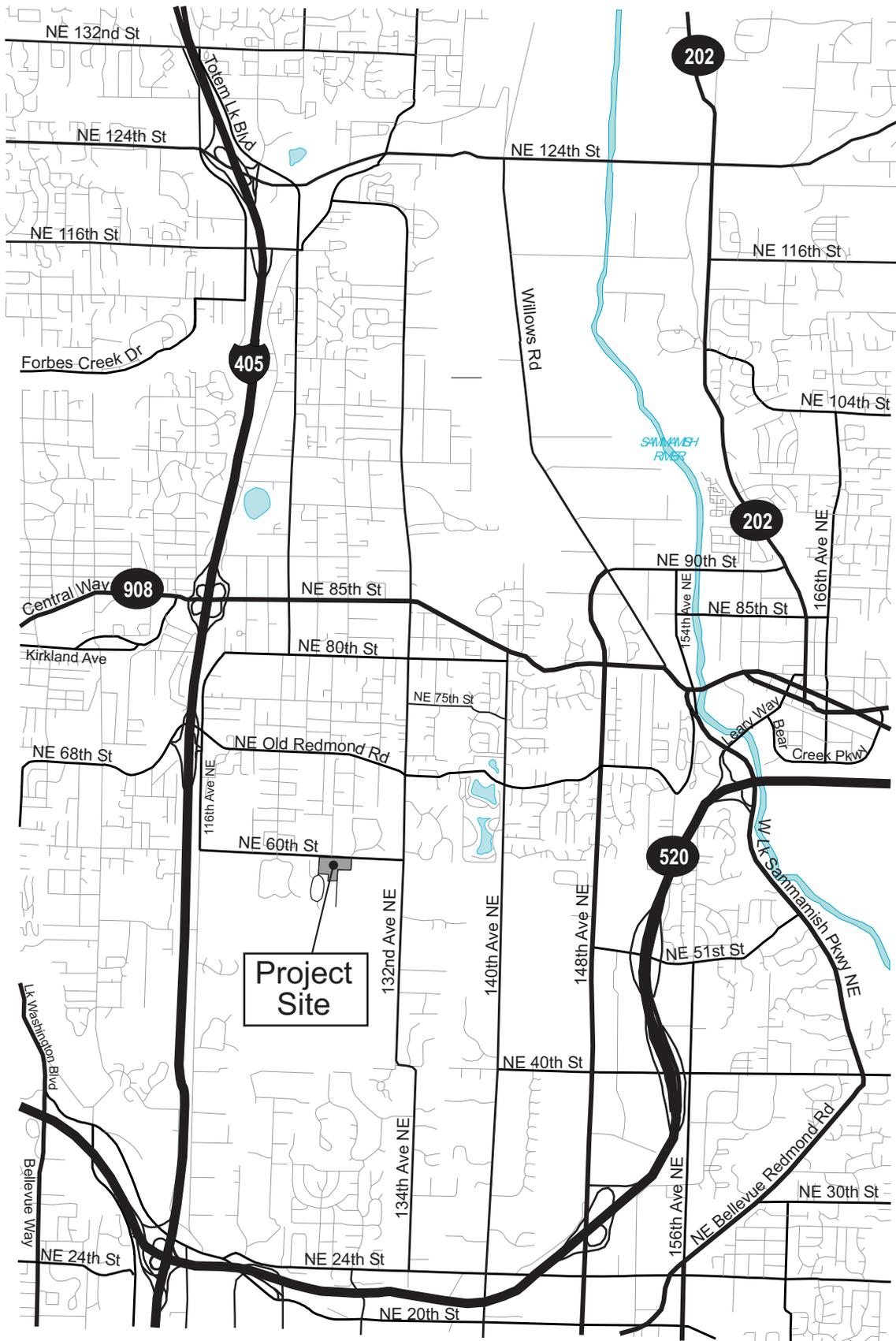
The independent fee calculation is shown in **Attachment D**. Based on the currently adopted cost per trip, the proposed project results in a transportation impact fee of **\$33,704.30**.

If you have any questions regarding the information presented in this memo, please call me at 206-498-5897 or email at [forster@tenw.com](mailto:forster@tenw.com).

cc: Larry Ho, Freiheit & Ho Architects



Not to Scale



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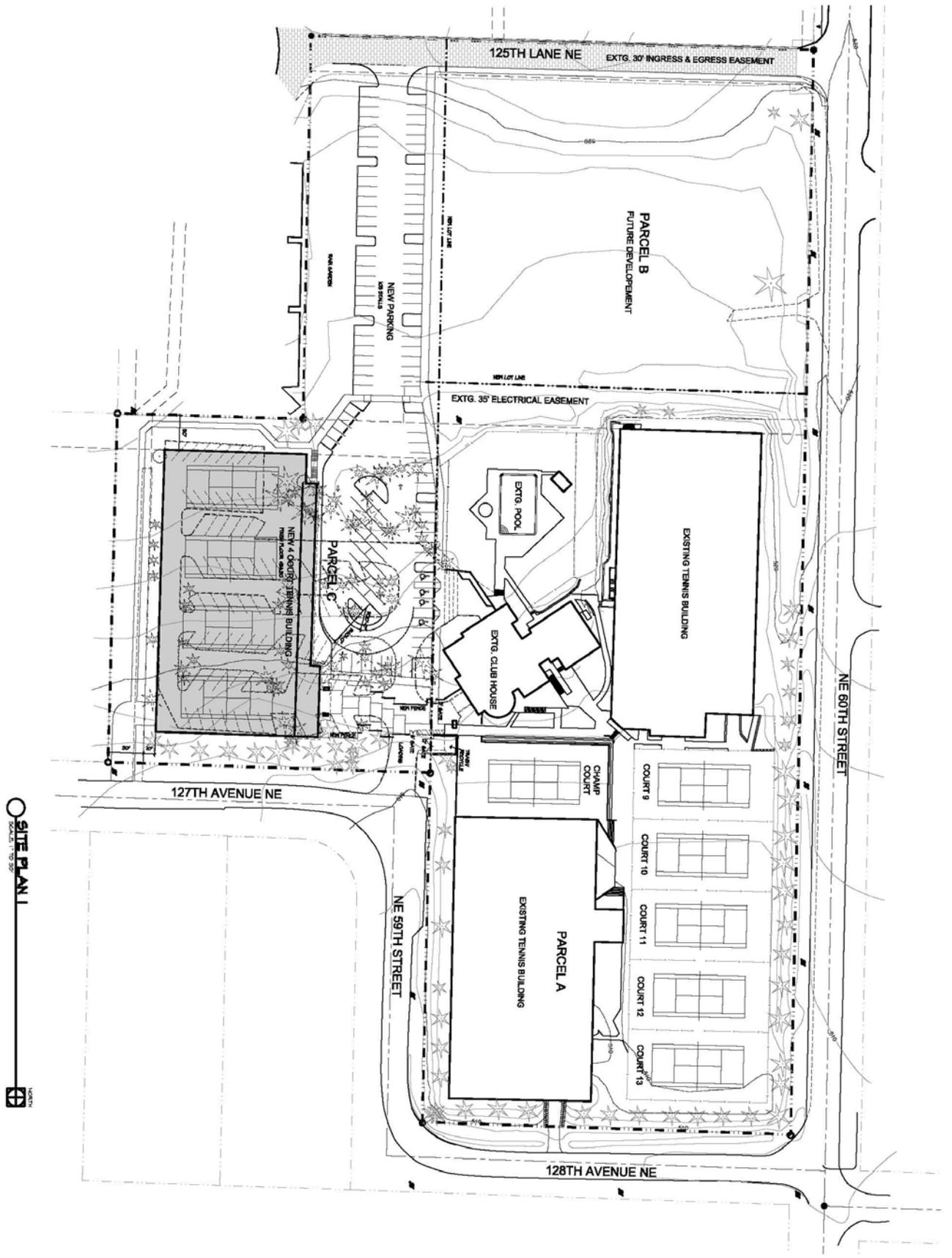


Transportation  
Engineering  
Northwest

# Attachment A Project Vicinity

Central Park  
Tennis Club  
Four Court  
Tennis Building

ATTACHMENT B - PRELIMINARY SITE PLAN



 **SITE PLAN I**  
 SCALE: 1" = 20'  
 NORTH

## Attachment C

### Central Park Tennis Club Four Court Tennis Building Trip Generation Summary

Land Use	Area	Units	ITE LUC <sup>1</sup>	Directional Split <sup>2</sup>		Trip Rate	Trips Generated		
				In	Out		In	Out	Total
<b>Weekday Daily Trip Generation</b>									
Four Court Tennis Building	4	Courts	491	50%	50%	38.70	77	78	155
<b>Weekday PM Peak Hour Trip Generation</b>									
Four Court Tennis Building	4	Courts	491	50%	50%	3.35	6	7	13
Notes:									
<sup>1</sup> ITE Trip Generation Manual, 8th Edition Land Use Code (LUC) 491 Racquet/Tennis Club									
<sup>2</sup> Directional split not available for PM peak hour; therefore 50/50 split was assumed.									

## Attachment D

### Central Park Tennis Club Four Court Tennis Building

### Impact Fee Calculations

Land Use	Size (sf)	Units	ITE LUC <sup>1</sup>	ITE Trip Rate	% New Trips <sup>2</sup>	A New Trips	B Trip Length Factor <sup>3</sup>	C Cost Per Trip <sup>4</sup>	D = A X B X C Impact Fee
<b><u>PM Peak Hour</u></b>									
4-Court Tennis Building	4	courts	491	3.35	75%	10	0.89	\$3,787.00	\$33,704.30

## Notes:

<sup>1</sup> Institute of Transportation Engineers, Trip Generation Manual, 8th Edition, 2008 Land Use Code (LUC).

<sup>2</sup> % new trips for LUC 491 per City of Kirkland Transportation Impact Fee Program (April 10, 2007).

<sup>3</sup> Trip Length Adjustment Factor for LUC 491 per City of Kirkland Transportation Impact Fee Program (April 10, 2007) Factor is the ratio between the trip length for LUC 491 and the Citywide average trip length.

<sup>4</sup> Adopted cost per trip in the City of Kirkland Transportation Impact Fee Schedule (January 1, 2009).

**DATE:** October 4, 2010

**TO:** Thang Nguyen, P.E.  
City of Kirkland

**FROM:** Chris Forster, P.E.  
TENW

**RE:** Central Park Tennis Club Four Court Tennis Building  
Traffic Impact Analysis  
TENW Project No. 4412

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This memorandum documents the traffic impact analysis conducted for the proposed Central Park Tennis Club (CPTC) Four Court Tennis Building project. The Central Park Tennis Club is located at 12630 NE 59<sup>th</sup> Street in Kirkland, Washington (see **Figure 1** site vicinity map).

### **Executive Summary**

Proposal. The project would consist of a new four court tennis building to be located on the southern portion of the site currently occupied by the Club's main parking area. As part of the project, the parking lot would be reconfigured and capacity increased from approximately 70 parking stalls to 103 parking stalls. In addition, the Club's main vehicular site access from 127<sup>th</sup> Avenue NE would be eliminated and replaced with a new connection to NE 60<sup>th</sup> Street via 125<sup>th</sup> Lane NE. The project is expected to be completed by summer 2011.

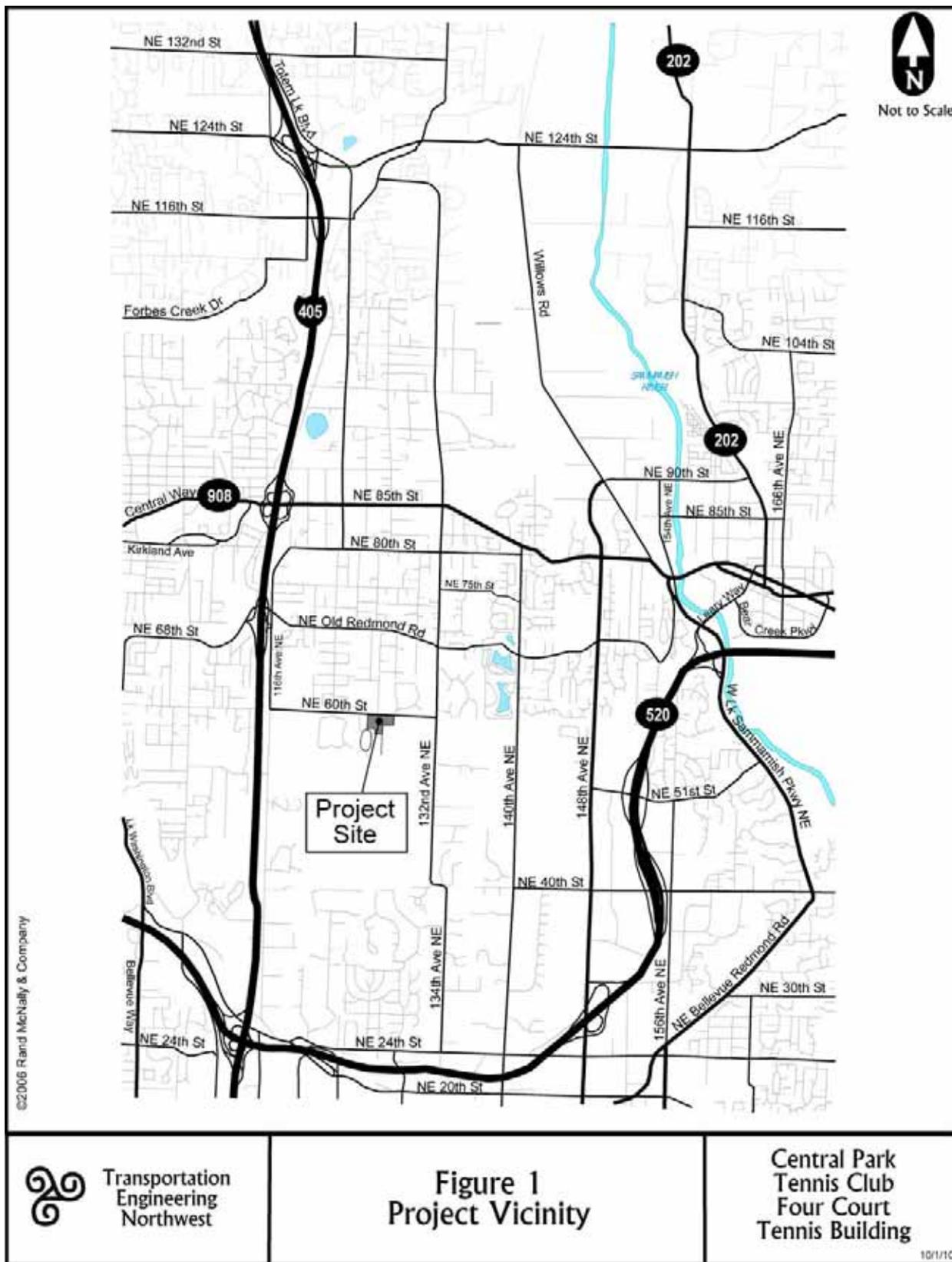
Trip Generation. The proposed project is estimated to generate 155 new weekday daily trips, with 13 new trips occurring during the weekday p.m. peak hour (6 entering, 7 exiting).

Concurrency/Proportional Share Analysis. Based on the results of a transportation concurrency test, the City has determined the proposed project meets the City's transportation concurrency requirements. Therefore, no short-term traffic mitigation was required to obtain concurrency in the City of Kirkland. Based on an intersection proportional share analysis, a detailed analysis of off-site intersections was not required.

Access Analysis. Based on the results of the LOS and queuing analyses, the proposed 125<sup>th</sup> Lane NE access on NE 60<sup>th</sup> Street would operate at acceptable levels, and the project would not have a significant impact on traffic operations. Entering and stopping sight distances at the proposed site access meet City of Kirkland/AASHTO standards, and the access does not have a history of any reported collisions within the last 3 years.

Parking Demand Analysis. Based on the results of a parking demand study at the existing Club, the proposed future parking supply is expected to accommodate the estimated future peak demand with the proposed project.

Mitigation. Based on our findings, the proposed project would not have a significant adverse impact on the transportation system. The payment of transportation impact fees will adequately mitigate project impacts by funding the project's fair share of the cost of the City of Kirkland's planned transportation improvements.



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Transportation Engineering Northwest

Figure 1  
Project Vicinity

Central Park  
Tennis Club  
Four Court  
Tennis Building

10/1/10

## **Introduction**

Per discussions with City staff, the following items are addressed in this traffic impact analysis:

- Project description
- Trip generation
- Transportation concurrency
- Trip distribution and assignment
- Traffic volume forecasts
- Intersection proportional share analysis
- Site access analysis, including:
  - Intersection LOS & Queues
  - Entering and Stopping Sight Distance
  - Collision history
- Parking demand study

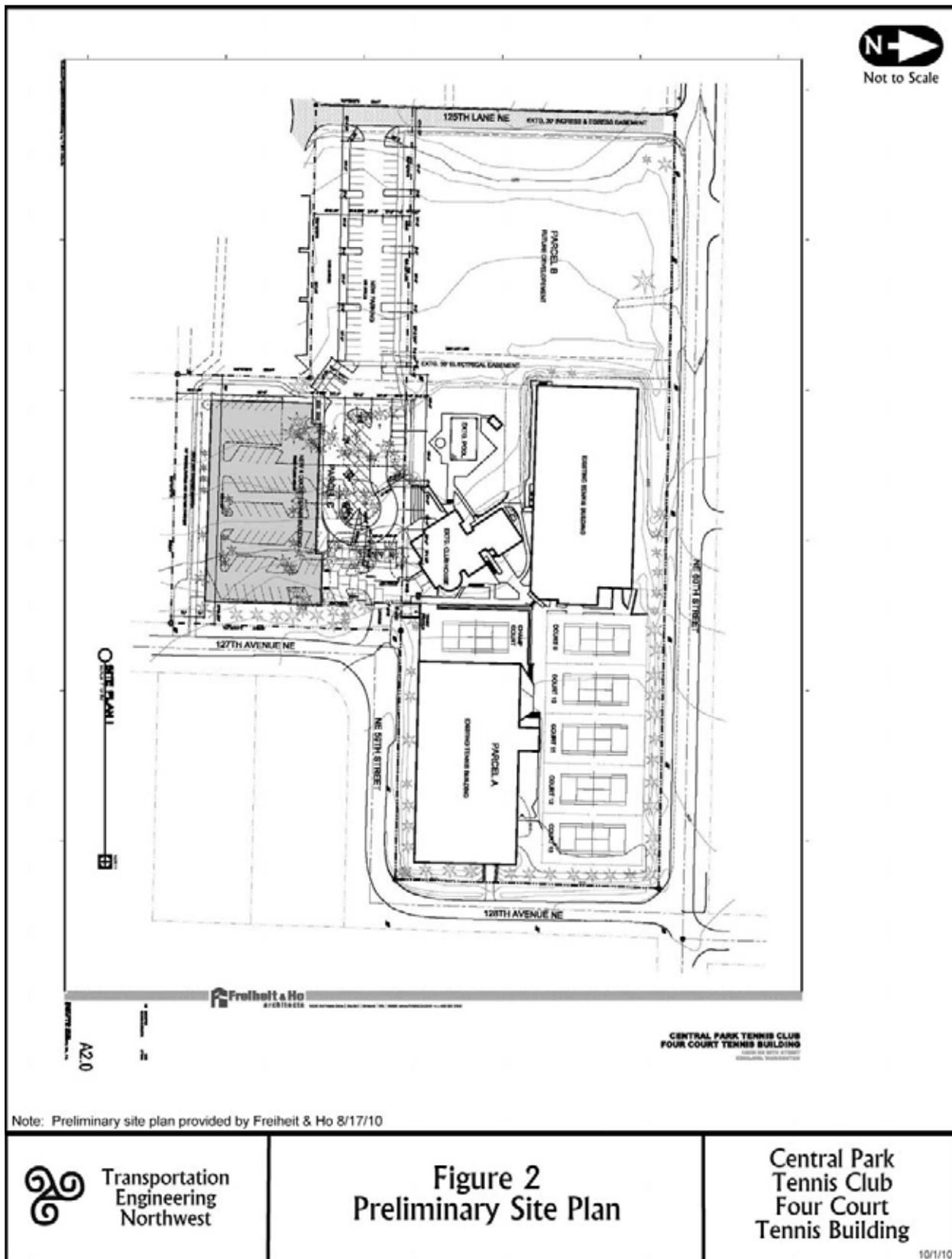
## **Project Description**

The project site is located on the south side of NE 60<sup>th</sup> Street between 125<sup>th</sup> Lane NE and 128<sup>th</sup> Avenue NE. The project would consist of a new four court tennis building to be located on the southern portion of the site currently occupied by the Club's main parking area. As part of the project, the parking lot would be reconfigured and capacity increased from approximately 70 parking stalls to 103 parking stalls. In addition, the Club's main vehicular site access from 127<sup>th</sup> Avenue NE would be eliminated and replaced with a new connection to NE 60<sup>th</sup> Street via 125<sup>th</sup> Lane NE. A minor access for service vehicles would remain on 127<sup>th</sup> Ave NE. A preliminary site plan is provided in **Figure 2**. The project is expected to be completed by summer 2011.

## **Trip Generation**

The trip generation estimate for the proposed CPTC Four Court Tennis Building was based on the trip rates (trips per court) published in the Institute of Transportation Engineers (ITE) *Trip Generation* Manual, 8<sup>th</sup> edition for Land Use Code (LUC) 491 (Racquet/Tennis Club).

The weekday daily and p.m. peak hour trip generation associated with the proposed project are summarized in **Table 1**.



Time Period	Area	Trip Rate <sup>1</sup>	Directional Split <sup>2</sup>		Trips		
			Enter	Exit	In	Out	Total
<b>Weekday Daily</b>	4 courts	38.70	50%	50%	77	78	155
<b>Weekday PM Peak Hour</b>	4 courts	3.35	50%	50%	6	7	13

<sup>1</sup> Trip generation based on ITE Trip Generation Manual, 8<sup>th</sup> Edition, 2008 for Land Use Code 491 Racquet/Tennis Club

<sup>2</sup> Directional split not available for p.m. peak hour; therefore a 50/50 split was assumed

As shown in **Table 1**, the proposed project is estimated to generate 155 new weekday daily trips, with 13 new trips occurring during the weekday PM peak hour (6 entering, 7 exiting).

### Transportation Concurrency

The project was tested for transportation concurrency by the City of Kirkland. Based on the results of the test, the City has determined the proposed project meets the City's transportation concurrency requirements. Therefore, no short-term transportation mitigation was required to obtain concurrency in the City of Kirkland. A Concurrency Test Notice was issued for the project on September 19, 2010 and is included as **Attachment A**.

### Trip Distribution and Assignment

The distribution and assignment of project trips was as provided by the City of Kirkland. Project trips were distributed on the local street network as follows:

- At 125<sup>th</sup> Lane NE/NE 60<sup>th</sup> Street: 50 percent to/from the east on NE 60<sup>th</sup> Street and 50 percent to/from the west on NE 60<sup>th</sup> Street
- At 116<sup>th</sup> Ave NE/NE 60<sup>th</sup> Street: 50 percent to/from the north on 116<sup>th</sup> and 50 percent to/from the south on 116<sup>th</sup>

### Traffic Volume Forecasts

Existing weekday p.m. peak hour traffic counts on NE 60<sup>th</sup> Street at the proposed site access (125<sup>th</sup> Lane NE) were conducted on Tuesday September 28, 2010 by All Traffic Data, Inc. The existing traffic volumes represent the highest hour between 4:00 and 6:00 p.m. The existing traffic volumes shown on 125<sup>th</sup> Lane NE are associated with the existing Kirkland Hunt Club neighborhood which includes single family homes and an equestrian facility.

A 2 percent annual growth rate was applied to the existing volumes on NE 60<sup>th</sup> Street to estimate late year 2011 baseline traffic volumes for the future year operations analysis.

Based on the trip rates used for the proposed project, the existing CPTC (14 existing tennis courts) is estimated to generate 47 average weekday p.m. peak hour trips. This existing CPTC traffic was shifted from the current driveway on 127<sup>th</sup> Ave NE to 125<sup>th</sup> Lane NE for with-project conditions. The existing CPTC club traffic was distributed in the same pattern as the net new trips from the proposed four court tennis building. A service/delivery access to the Club will remain on 127<sup>th</sup> Ave NE with the project. However, as a conservative measure, all Club traffic during the p.m. peak hour was assumed to use 125<sup>th</sup> Lane NE for this analysis.

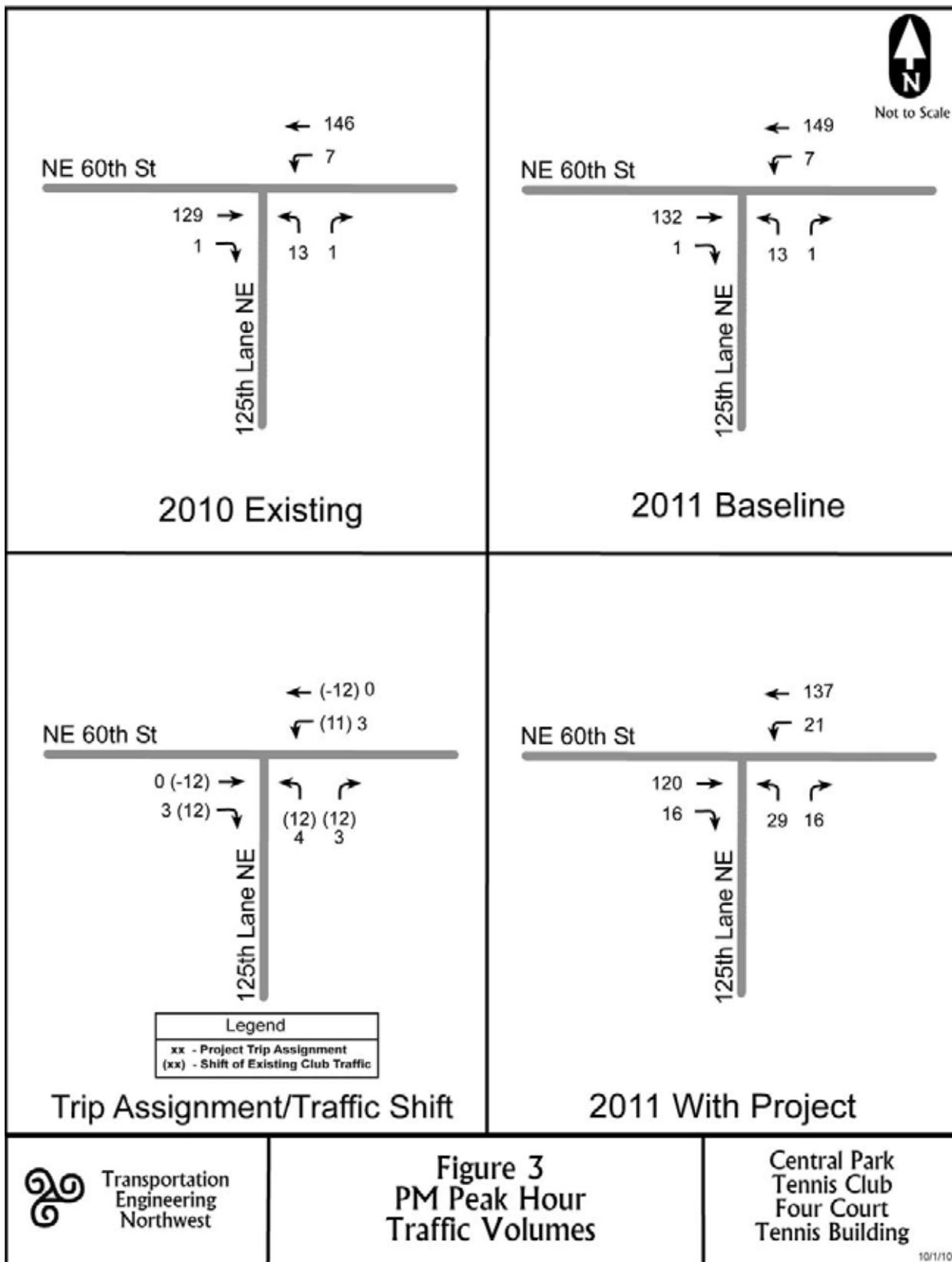
Future 2011 with project traffic volumes were estimated by adding the trip assignment from the proposed four court tennis building and applying the shift in existing Club traffic to the year 2011 baseline volumes.

The 2010 existing traffic volumes, 2011 baseline traffic volumes, trip assignment, shift in existing Club traffic, and 2011 with-project volumes are summarized on **Figure 3**.

### **Intersection Proportional Share Analysis**

Based upon the City of Kirkland's *Traffic Impact Analysis Guidelines* dated February 2004, a detailed traffic analysis is required at intersections that have a proportional share of project traffic of at least 1 percent. The proportional share calculations are based on use of the City's proportional share spreadsheet and the project's daily trip assignment, as shown in **Appendix B**.

The City of Kirkland requested a proportional share evaluation at the intersection of 116<sup>th</sup> Ave NE/NE 60<sup>th</sup> Street. As shown in **Appendix B**, the project's proportional share at the intersection is estimated to be less than 1 percent (0.47 percent). Therefore, a detailed traffic operations analysis was not required at any off-site study intersections.



## Site Access Analysis

### LOS/Queue Analysis

The intersection level of service (LOS) and queue analysis at the site access (125<sup>th</sup> Lane NE) was conducted using the methodology and procedures outlined in the 2000 *Highway Capacity Manual* (HCM) Special Report 209, Transportation Research Board. *Highway Capacity Software* (HCS) was used to determine the LOS and queues at the site access on NE 60<sup>th</sup> Street.

Level of service (LOS) serves as an indicator of the quality of traffic flow and degree of congestion at an intersection or roadway segment. It is a measure of vehicle operating speed, travel time, travel delays, and driving comfort. The LOS criteria for stop-controlled intersections are based on the delay reported for each movement and therefore do not represent the overall operations of the intersection. The LOS methodology is described in **Attachment C**. The reported queues are 95<sup>th</sup> percentile queues. The estimated 95<sup>th</sup> percentile queues are exceeded only 5 percent of the time during the analysis period.

125<sup>th</sup> Lane NE is a private roadway consisting of one inbound and one outbound lane. NE 60<sup>th</sup> Street consists of one eastbound and one westbound lane with no exclusive turn lanes at 125<sup>th</sup> Lane NE. With the proposed project, the use of 125<sup>th</sup> Lane will be shared by the existing Kirkland Hunt Club neighborhood which includes single family homes and an equestrian facility.

**Table 2** summarizes the results of the LOS/queue analysis at NE 60<sup>th</sup> Street/125<sup>th</sup> Lane NE for the weekday p.m. peak hour. The LOS and queue calculation sheets are included in **Attachment C**.

<b>Table 2 NE 60<sup>th</sup> Street/125<sup>th</sup> Lane NE P.M. Peak Hour Level of Service/Queue Summary</b>			
<b>Scenario / Controlled Movement</b>	<b>LOS<sup>1</sup></b>	<b>Delay<sup>2</sup> (sec/veh)</b>	<b>Queue<sup>3</sup> (ft)</b>
<b>2010 Existing</b>			
Westbound (Inbound) Left-Through	A	7.5	0'
Northbound (Outbound) Left-Right	B	11.0	0'
<b>2011 Baseline</b>			
Westbound (Inbound) Left-Through	A	7.5	0'
Northbound (Outbound) Left-Right	B	11.1	0'
<b>2011 With-Project</b>			
Westbound (Inbound) Left-Through	A	7.6	0'
Northbound (Outbound) Left-Right	B	11.1	0'
<sup>1</sup> LOS = Level of Service. <sup>2</sup> Delay refers to average control delay for each stop-controlled movement. <sup>3</sup> Queues are 95 <sup>th</sup> Percentile queues rounded to the nearest 25 feet. Assumes 1 vehicle = 25 foot queue.			

The LOS results in **Table 2** show that the stop-controlled movements at NE 60<sup>th</sup> Street/125<sup>th</sup> Lane NE currently operate at LOS B or better and would remain at LOS B or better during the p.m. peak hour in 2011 with or without the project. The proposed four court tennis building along with the shift in existing Club traffic to 125<sup>th</sup> Lane NE is expected to have an insignificant impact on LOS and queuing at this location.

### Sight Distance

Entering sight distances and stopping sight distances at the intersection of NE 60<sup>th</sup> Street/125<sup>th</sup> Lane NE were field verified by TENW on September 30, 2010. Entering sight distance was measured based on the *City of Kirkland Department of Public Works Pre-Approved Plans Policy R-13 (Intersection Sight Distance)*. Stopping sight distance was measured based on *AASHTO-Geometric Design of Highways and Streets, 4<sup>th</sup> Edition*. The posted speed limit on NE 60<sup>th</sup> Street is 25 mph, with an estimated ADT of 3,600 (per 2007 City of Kirkland data). The design speed on NE 60<sup>th</sup> Street was assumed to be 30 mph for the stopping sight distance analysis.

*Entering Sight Distance.* For a 25 mph posted speed and ADT under 6,000 on NE 60<sup>th</sup> Street, the recommended value for entering sight distance is 150 feet for driveway type E-3 (50-200 p.m. peak hour trips). Per City guidelines, driveways include vehicular access easements and tracts, which is consistent with the use of 125<sup>th</sup> Lane NE. For informational purposes, if 125<sup>th</sup> Lane NE was a public street, the recommended value for entering sight distance would be 280 feet. The distance is measured from a setback point on the driveway approach 14 feet back from the edge of the traveled way. Looking to the east and west from this location on 125<sup>th</sup> Lane NE, the available entering sight distance was verified to be in excess of 280 feet, therefore meeting City standards.

Photos taken from 125<sup>th</sup> Lane NE looking east and west are shown below.



**Looking west on NE 60<sup>th</sup> Street from 125<sup>th</sup> Lane NE (9/30/10)**



**Looking east on NE 60<sup>th</sup> Street from 125<sup>th</sup> Lane NE (9/30/10)**

*Stopping Sight Distance.* For a 30 mph design speed, the recommended minimum value for stopping sight distance on NE 60<sup>th</sup> Street is 200 feet (AASHTO Exhibit 3-1). On both eastbound and westbound approaches to the intersection with 125<sup>th</sup> Lane NE, the available stopping sight distances were verified to be in excess of 200 feet, therefore meeting AASHTO standards.

#### Collision History

Based on information provided by the City of Kirkland, there were no reported collisions on NE 60<sup>th</sup> Street in the immediate vicinity of 125<sup>th</sup> Lane NE for the most recent 3 years with available data (2007-2009). Therefore, the intersection of NE 60<sup>th</sup> Street/125<sup>th</sup> Lane NE does not appear to have an existing safety issue.

#### **Parking Demand Analysis**

A parking demand analysis was conducted to forecast future parking demand with the proposed four court tennis building to verify that the proposed parking supply will accommodate the future demand.

#### Methodology

A parking demand study was conducted at the Central Park Tennis Club Tuesday thru Saturday, August 10-14, 2010, and on Monday August 16, 2010. Based on discussions with the Club, the times selected for the study were based on the times when existing parking demand typically peaks. The peak parking demand times are not expected to change with the completion of the proposed four court tennis building. The study was conducted during the following time periods:

Monday/Tuesday/Friday: 10:00 a.m. – 1:30 p.m., 5:30 p.m. – 8:00 p.m.

Wednesday/Thursday: 10:00 a.m. – 1:30 p.m., 5:30 p.m. – 9:00 p.m.

Saturday: 9:00 a.m. – 1:00 p.m.

Data collection was conducted by TENW and Traffic Data Gathering, Inc. The number of vehicles parked on-site was recorded every 15 minutes, and categorized into the following:

General: Standard striped on-site parking stalls (68 available general stalls)

Grass Overflow: Grassy unstriped area just west of the parking lot

Undesignated: Cars not parked in striped stalls (some of these vehicles were dropping off or picking up people near the front door)

ADA: Handicap parking stalls (2 available ADA stalls)

In addition to the on-site areas above, the number of vehicles parked on the street on 127<sup>th</sup> Ave NE, NE 59<sup>th</sup> Street, and 128<sup>th</sup> Ave NE was recorded. On-street parking is currently not allowed and is discouraged by the Club. There was only one time period where one vehicle was observed to park on the street during our study. In the future with the project, it is unlikely that street parking will be an issue because the access will be relocated to 125<sup>th</sup> Lane NE, which is a private road. A site plan showing the parking areas counted during the study is included in **Attachment D**.

#### Existing Parking Demand Results

The results of the existing parking demand counts are summarized in **Attachment E**. Based on our counts, the peak existing parking demand occurred on Monday at 7:00 p.m. with a total of 77 vehicles parked. Based on discussions with the Club, this peak demand was due to court “change-over” which occurs at the end of the 5:30 p.m. “Men’s Night” session and the start of the 7:00 p.m. session. This results in an overlap where parking demand is high for a relatively short time period (7:00 p.m. – 7:30 p.m.). According to the Club, the tennis courts were fully occupied and “at capacity” during the August 16<sup>th</sup> “Men’s Night”. Also contributing to the parking demand during this time was the relatively high swimming pool usage due to above-normal (90+ degree) temperatures. Considering the “at capacity” tennis usage and the higher than normal pool usage, along with the other typical fitness activities occurring at the Club, we believe that the observed August 16 peak utilization is likely representative of the Club’s maximum parking demand (outside of special events – discussed later in this memo).

A “seasonality” adjustment is sometimes applied to the observed peak parking demand if the demand is expected to be higher at other times of the year. For example, if the study was conducted on a rainy day in February, the peak parking demand may be lower than normal since not all of the tennis courts would be utilized, and the Club would be operating at “below capacity”. This situation would warrant the use of a “seasonality” adjustment factor. In our study, the Club’s observed August 16 peak parking demand represents a condition that will likely not be exceeded at other times of the year, since the Club was operating “at capacity”. In fact, our study may even represent a

conservative high estimate of parking demand due to the higher than normal pool usage. For these reasons, applying a “seasonality” adjustment to our observed peak demand would be both unnecessary and inappropriate.

#### Future Parking Demand Estimates with Project

To estimate the future parking demand with the proposed four court tennis building, a peak parking generation rate was derived from the existing peak parking demand. The existing Club has 14 tennis courts. Therefore, the observed peak parking generation rate was calculated to be 5.50 vehicles per court (77 vehicles / 14 courts). This parking rate was then applied to the total number of tennis courts with the new four court tennis building (18 courts). The resulting estimated future peak parking demand with the four court tennis building is 99 parking stalls (18 courts X 5.50). Based on the site plan provided in **Figure 2**, the Club is proposing 103 total on-site parking stalls with the new building. Therefore, the proposed future parking supply is expected to accommodate the estimated future peak demand. The parking rate calculations and future parking demand estimates are summarized in **Attachment F**.

#### Parking during Special Events

Three times per year, Central Park Tennis Club hosts tennis events which require the use of the adjacent field for parking. The first event occurs on Father's Day weekend when the Club hosts the United States Tennis Association local playoffs. The event runs Thursday evening through Sunday evening. The event involves teams from around the Northwest competing to go to regional playoffs. For this event, notices are sent to the team captains alerting them that all participants must park in the adjacent field, which has a gated access on NE 60<sup>th</sup> Street. During the tournament, signs are placed on NE 60th Street next to the gates, which are open for Tournament Parking. In addition, a sign is placed at the Club's parking lot entrance stating that parking in the lot is for members only. An additional sign is posted inside the Clubhouse entry alerting participants of the mandatory field parking.

The second time the Club uses the adjacent field for parking is during the Washington State Champs, which occurs the weekend following the 4th of July. This is a kids tournament (ages 12-18) so the field is primarily used for overflow. Based on discussions with the Club, the Club's parking lot usually accommodates the parents bringing their kids, but the field is open for overflow to be used as needed.

Recently, the Club has also helped with a third tournament based out of the Bellevue Club where the field parking is utilized. It is usually the last weekend in July (Friday and Saturday). The event benefits First Place School and is a mixed doubles event. During the tournament, signs are placed on NE 60th Street next to the gates, which are open for Tournament Parking. In addition, a sign is placed at the Club's parking lot entrance stating that parking in the lot is for members only. An additional sign is posted inside the Clubhouse entry alerting participants of the mandatory field parking. This is to allow the members full use of the parking lot and facility while they run the tournament on a limited number of courts.

Based on discussions with the Club, the capacity of the adjacent field has not been exceeded, and parking spillover into the adjacent neighborhoods has not been an issue during these tournaments.

If you have any questions regarding the information presented in this Traffic Impact Analysis, please call me at 206-498-5897 or email at [forster@tenw.com](mailto:forster@tenw.com).

cc: Jack Goldberg, Central Park Tennis Club  
Larry Ho, Freiheit & Ho Architects

# **ATTACHMENT A**

## Concurrency Test Notice

**CITY OF KIRKLAND**

123 FIFTH AVENUE • KIRKLAND, WASHINGTON 98033-6189 • (425) 587-3800

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**DEPARTMENT OF PUBLIC WORKS  
MEMORANDUM**

**To:** Susan Greene, Planner

**From:** Thang Nguyen, Transportation Engineer

**Date:** September 19, 2010

**Subject:** Central Park Tennis Club Expansion Traffic Concurrency Notice, Permit #CON010-00001

This memo summarizes public works review of traffic concurrency for the proposed expansion of the Central Park Tennis Club at 12630 NE 59<sup>th</sup> Street. This memo will serve as the traffic concurrency test notice.

**Project Description**

The applicant proposes to add 31,739 square feet building to contain four additional tennis courts. The project will also include 35 additional parking stalls. The project is expected to be complete in the summer of 2011.

**Project Trip Generation**

Based on the traffic analysis, it is estimated that the proposed project will generate 13 PM peak and 155 daily net new trips. It is anticipated that the project will be built and fully occupied by 2011.

**Traffic Concurrency**

All developments subject to SEPA review are required to pass traffic concurrency. The purpose of traffic concurrency is to ensure that the City roadway network is built concurrent with land use growth. The proposed project was tested for concurrency on September 19, 2010 and passed. The project is allowed to proceed through the development process and must obtain a building or development permit prior to September 19, 2011 in order to maintain a valid concurrency status.

**Traffic Concurrency**

All developments subject to SEPA review are required to pass traffic concurrency. The purpose of traffic concurrency is to ensure that the City roadway network is built concurrent with land use growth.

Memorandum to Susan Greene

September 19, 2010

Page 2 of 2

The proposed project passed traffic concurrency. This memo will serve as the concurrency test notice for the proposed project. Per *Section 25.10.020 Procedures* of the KMC, this Concurrency Test Notice will expire in one year (September 19, 2011) unless a development permit and certificate of concurrency are issued or an extension is granted.

### **EXPIRATION**

The concurrency test notice shall expire and a new concurrency test application is required unless:

1. A complete SEPA checklist, traffic impact analysis and all required documentation are submitted to the City within 90 calendar days of the concurrency test notice.
2. A Certificate of Concurrency is issued or an extension is requested and granted by the Public Works Department within one year of issuance of the concurrency test notice. (A Certificate of Concurrency is issued at the same time a development permit or building permit is issued if the applicant holds a valid concurrency test notice.)
3. A Certificate of Concurrency shall expire six years from the date of issuance of the concurrency test notice unless all building permits are issued for buildings approved under the concurrency test notice.

### **APPEALS**

The concurrency test notice may be appealed by the public or 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. If you have any questions, please call me at x3869.

### **Traffic Impact Analysis Scope**

Based on the trip generation, the project will have less than 1% proportional impact to off-site intersections. Therefore, the traffic analysis will be limited to traffic safety analyses (sight distance analysis) at the site driveways.

cc: Chris Forster, TENW  
Advantage, Con10-0001

# **ATTACHMENT B**

## Proportional Share Analysis

Central Park Tennis Club  
 Trip Distribution at NE 60th/116th

	<u>Trip Generation</u>	
	<u>Inbound</u>	<u>Outbound</u>
PM Peak	6	7
Daily	77	78

**Trip Distribution - Central Park Tennis Club 4 Court Tennis Building**

Int. Code	Intersection	Turning Volumes											
		Eastbound			Westbound			Northbound			Southbound		
		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
414	NE 60th St/116th Ave NE												
	PM Peak Hour Trips =				2		2			1	2		
	Daily Trips =				19		20			19	20		

**Proportional Share Impact Worksheet**

*Input appropriate information in green cells*

<sup>1</sup> See "Intersection Description" worksheet for descriptions

<b>Project Name:</b>	Central Park Tennis 4 Court Tennis Bldg		<b>Through Lanes<sup>1</sup></b>
<b>Major Street<sup>1</sup></b>	116th Ave NE	# of Lanes* = 1	
<b>Minor Street<sup>1</sup></b>	NE 60th St	# of Lanes* = 1	

<sup>1</sup> May Change without notice, call Thang Nguyen 425-587-3869 with questions

DATE:  
10/1/2010

**Daily Project Traffic Entering the Intersection**

(Total of both approaches divided by two)  
(Total of both approaches divided by two)

	Daily Volumes	Entering Leg Volumes*	
<b>Major Street</b> Volume $V_1 =$	19.5	20	19
<b>Minor Street</b> Volume $V_2 =$	19.5	39	0

**Major**  
**Minor**

**\*Do not leave cell empty for zero volume**

**Determine Geometric Factors**

Number of Lanes		Geometric Factors			
Major Street	Minor Street	$f_1$	$f_2$	$f_3$	$f_4$
2	2	1.000	1.330	1.000	1.330
2	1	1.000	1.000	1.000	1.000
1	2	0.833	1.330	0.833	1.330
1	1	0.833	1.000	0.833	1.000

$f_1$	$f_2$	$f_3$	$f_4$
<b>0.833</b>	<b>1</b>	<b>0.833</b>	<b>1</b>

**Calculate Base Percentages**

$P_1 = V_1 / (10,000 \times f_1) =$  0.23%  
 $P_2 = V_2 / (5,000 \times f_2) =$  0.39%  
 $P_3 = V_1 / (15,000 \times f_3) =$  0.16%  
 $P_4 = V_2 / (2,500 \times f_4) =$  0.78%

**Calculate Proportional Share**

$S_1 = (P_1 + P_2) / 2 =$  0.31%  
 $S_2 = (P_3 + P_4) / 2 =$  0.47%

**Intersection Proportional Share = Maximum of S1 and S2 =** 0.47%  
**Significant Intersection?** no

1. Number of through lanes. Do not count exclusive turn lanes. Use the smaller number of lanes if the number of lanes is unequal on two legs. For Example, if one minor leg has two lanes and one minor leg has one lane, the number of lanes on the minor leg is one.

**Computed By:** CPF  
**Company:** TENW

# ATTACHMENT C

## Intersection LOS Calculations

## Level of Service Methodology

Level of service refers to the degree of congestion on a roadway or intersection. It is a measure of vehicle operating speed, travel time, travel delays, and driving comfort. Level of service is generally described by a letter scale from A to F. LOS A represents free-flow conditions- motorists experience little or no delays, and LOS F represents forced-flow conditions where the number of vehicles arriving exceed the capacity of the intersection.

The LOS reported for signalized intersections is based on the average control delay for the entire intersection. Level of service calculations for the signalized intersections was based on methodology and procedures outlined in the 2000 update of the *Highway Capacity Manual*, Special Report 209, Transportation Research Board, using *Synchro 6.0* traffic analysis software. **Table 1** outlines the LOS criteria for signalized intersections.

<b>Table 2</b>	
<b>Level of Service Criteria for Signalized Intersections</b>	
<b>Level of Service</b>	<b><u>Signalized Intersection</u></b>
<b>Level of Service</b>	<b>Delay Range (sec)</b>
A	≤ 10
B	>10 to ≤20
C	>20 to ≤35
D	>35 to ≤55
E	>55 to ≤80
F	>80

Source: "Highway Capacity Manual", Special Report 209, Transportation Research Board, 2000 Update

The LOS at stop-controlled intersections is based on average control delay (sec/veh) and is reported for each movement. Therefore, the reported LOS at unsignalized intersections does not represent a measure of the overall operations of the intersection. Level of service calculations for the stop-controlled intersections were calculated using the methodology and procedures outlined in the 2000 update of the *Highway Capacity Manual*, Special Report 209, Transportation Research Board, using *Highway Capacity Software (HCS) 2000*. **Table 2** outlines the LOS criteria for unsignalized intersections.

<b>Table 3</b>	
<b>Level of Service Criteria for Unsignalized Intersections</b>	
<b>Level of Service</b>	<b><u>Unsignalized Intersection</u></b>
<b>Level of Service</b>	<b>Delay Range (sec)</b>
A	≤ 10
B	>10 to ≤15
C	>15 to ≤25
D	>25 to ≤35
E	>35 to ≤50
F	>50

Source: "Highway Capacity Manual", Special Report 209, Transportation Research Board, 2000 Update

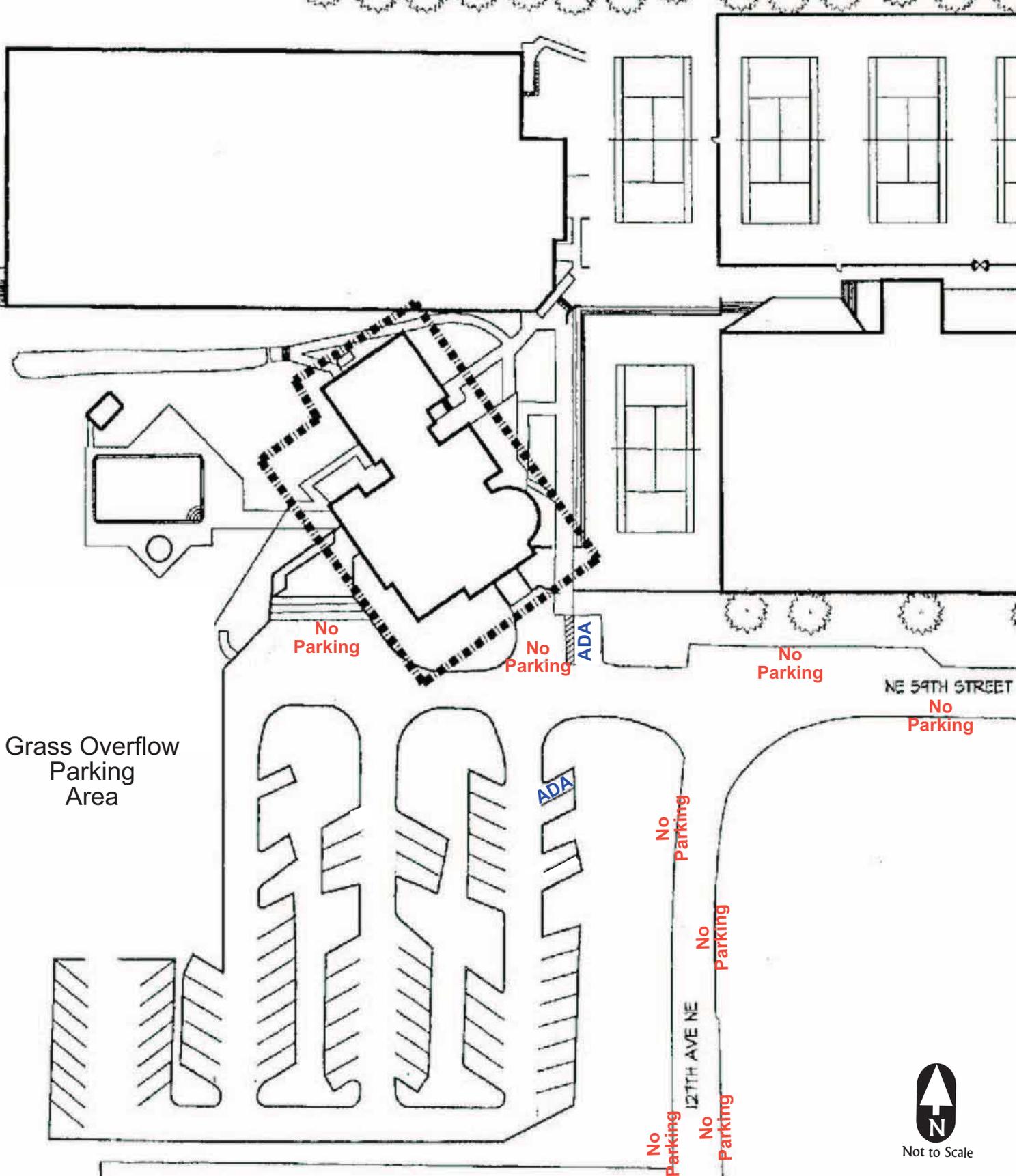
TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	CPF			Intersection	125th Lane/NE 60th			
Agency/Co.	TENW			Jurisdiction	Kirkland			
Date Performed	10/1/2010			Analysis Year	2010 Existing			
Analysis Time Period	PM Peak							
Project Description Central Park Tennis Club 4 Court Tennis Building								
East/West Street: NE 60th St				North/South Street: 125th Lane NE				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	0	129	1	7	146	0		
Peak-hour factor, PHF	1.00	0.88	0.88	0.66	0.66	1.00		
Hourly Flow Rate (veh/h)	0	146	1	10	221	0		
Proportion of heavy vehicles, P <sub>HV</sub>	0	--	--	0	--	--		
Median type	Undivided							
RT Channelized?			0			0		
Lanes	0	1	0	0	1	0		
Configuration			TR	LT				
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	13	0	1	0	0	0		
Peak-hour factor, PHF	0.58	1.00	0.58	1.00	1.00	1.00		
Hourly Flow Rate (veh/h)	22	0	1	0	0	0		
Proportion of heavy vehicles, P <sub>HV</sub>	0	0	0	0	0	0		
Percent grade (%)	0			0				
Flared approach		N			N			
Storage		0			0			
RT Channelized?			0			0		
Lanes	0	0	0	0	0	0		
Configuration		LR						
Control Delay, Queue Length, Level of Service								
Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
Volume, v (vph)		10		23				
Capacity, c <sub>m</sub> (vph)		1445		623				
v/c ratio		0.01		0.04				
Queue length (95%)		0.02		0.11				
Control Delay (s/veh)		7.5		11.0				
LOS		A		B				
Approach delay (s/veh)	--	--		11.0				
Approach LOS	--	--		B				

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	CPF			Intersection	125th Lane/NE 60th		
Agency/Co.	TENW			Jurisdiction	Kirkland		
Date Performed	10/1/2010			Analysis Year	2011 Baseline		
Analysis Time Period	PM Peak						
Project Description <i>Central Park Tennis Club 4 Court Tennis Building</i>							
East/West Street: <i>NE 60th St</i>				North/South Street: <i>125th Lane NE</i>			
Intersection Orientation: <i>East-West</i>				Study Period (hrs): <i>0.25</i>			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	0	132	1	7	149	0	
Peak-hour factor, PHF	1.00	0.88	0.88	0.66	0.66	1.00	
Hourly Flow Rate (veh/h)	0	150	1	10	225	0	
Proportion of heavy vehicles, P <sub>HV</sub>	0	--	--	0	--	--	
Median type	Undivided						
RT Channelized?			0			0	
Lanes	0	1	0	0	1	0	
Configuration			TR	LT			
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	13	0	1	0	0	0	
Peak-hour factor, PHF	0.58	1.00	0.58	1.00	1.00	1.00	
Hourly Flow Rate (veh/h)	22	0	1	0	0	0	
Proportion of heavy vehicles, P <sub>HV</sub>	0	0	0	0	0	0	
Percent grade (%)	0			0			
Flared approach		N			N		
Storage		0			0		
RT Channelized?			0			0	
Lanes	0	0	0	0	0	0	
Configuration		LR					
Control Delay, Queue Length, Level of Service							
Approach	EB	WB	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
Volume, v (vph)		10		23			
Capacity, c <sub>m</sub> (vph)		1440		616			
v/c ratio		0.01		0.04			
Queue length (95%)		0.02		0.12			
Control Delay (s/veh)		7.5		11.1			
LOS		A		B			
Approach delay (s/veh)	--	--		11.1			
Approach LOS	--	--		B			

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	CPF			Intersection	125th Lane/NE 60th		
Agency/Co.	TENW			Jurisdiction	Kirkland		
Date Performed	10/1/2010			Analysis Year	2011 With Project		
Analysis Time Period	PM Peak						
Project Description Central Park Tennis Club 4 Court Tennis Building							
East/West Street: NE 60th St				North/South Street: 125th Lane NE			
Intersection Orientation: East-West				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	0	120	16	21	137	0	
Peak-hour factor, PHF	1.00	0.88	0.88	0.66	0.66	1.00	
Hourly Flow Rate (veh/h)	0	136	18	31	207	0	
Proportion of heavy vehicles, P <sub>HV</sub>	0	--	--	0	--	--	
Median type	Undivided						
RT Channelized?			0			0	
Lanes	0	1	0	0	1	0	
Configuration			TR	LT			
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	29	0	16	0	0	0	
Peak-hour factor, PHF	0.58	1.00	0.58	1.00	1.00	1.00	
Hourly Flow Rate (veh/h)	50	0	27	0	0	0	
Proportion of heavy vehicles, P <sub>HV</sub>	0	0	0	0	0	0	
Percent grade (%)	0			0			
Flared approach		N			N		
Storage		0			0		
RT Channelized?			0			0	
Lanes	0	0	0	0	0	0	
Configuration		LR					
Control Delay, Queue Length, Level of Service							
Approach	EB	WB	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
Volume, v (vph)		31		77			
Capacity, c <sub>m</sub> (vph)		1437		668			
v/c ratio		0.02		0.12			
Queue length (95%)		0.07		0.39			
Control Delay (s/veh)		7.6		11.1			
LOS		A		B			
Approach delay (s/veh)	--	--		11.1			
Approach LOS	--	--		B			

# ATTACHMENT D

## Parking Areas Included in Study



Grass Overflow  
Parking  
Area

No  
Parking

No  
Parking

ADA

No  
Parking

NE 54TH STREET  
No  
Parking

ADA

No  
Parking

No  
Parking

No  
Parking

12TH AVE NE

No  
Parking



Not to Scale

# **ATTACHMENT E**

## Counts of Parked Vehicles

### CENTRAL PARK TENNIS CLUB PARKING DEMAND STUDY

Date: Monday, 8/16/2010

Times: 1000-1330, 1730-2000

Time Beginning	Existing Parking Demand					Total Existing Parking Demand
	General	Grass Overflow	Un-designated <sup>1</sup>	ADA	On-Street	
10:00	51	3	0	1	0	55
10:15	52	3	0	1	0	56
10:30	50	3	0	1	0	54
10:45	51	3	0	0	0	54
11:00	61	3	0	0	0	64
11:15	61	3	0	0	0	64
11:30	67	7	0	0	0	74
11:45	58	13	0	0	0	71
12:00	50	12	0	0	0	62
12:15	54	13	0	0	0	67
12:30	61	13	1	0	0	75
12:45	61	13	0	0	0	74
13:00	56	13	0	0	0	69
13:15	53	12	0	0	0	65
13:30	47	7	0	0	0	54
17:30	50	3	0	0	0	53
17:45	50	5	0	0	0	55
18:00	54	5	0	0	0	59
18:15	53	5	0	0	0	58
18:30	57	5	0	0	0	62
18:45	55	5	0	0	0	60
19:00	67	9	0	0	1	77
19:15	61	9	0	0	0	70
19:30	40	7	0	0	0	47
19:45	32	4	0	0	0	36
20:00	32	4	0	0	0	36

Maximum = 77

**Notes:**

<sup>1</sup> Vehicles who parked in undesignated areas of the parking lot (outside of a striped parking stall). Some of these vehicles were short term drop-off/pick-up.

### CENTRAL PARK TENNIS CLUB PARKING DEMAND STUDY

Date: Tuesday, 8/10/2010

Times: 1000-1330, 1730-2000

Time Beginning	Existing Parking Demand					Total Existing Parking Demand
	General	Grass Overflow	Un-designated <sup>1</sup>	ADA	On-Street	
10:00	45	1	0	0	0	46
10:15	42	1	0	1	0	44
10:30	43	1	0	1	0	45
10:45	41	1	0	1	0	43
11:00	44	1	0	1	0	46
11:15	44	1	0	1	0	46
11:30	62	3	0	1	0	66
11:45	60	4	0	1	0	65
12:00	52	4	0	1	0	57
12:15	51	4	0	1	0	56
12:30	54	4	1	0	0	59
12:45	43	3	0	0	0	46
13:00	42	2	0	0	0	44
13:15	38	3	0	0	0	41
13:30	36	3	0	0	0	39
17:30	22	3	1	0	0	26
17:45	19	2	0	0	0	21
18:00	18	2	0	0	0	20
18:15	20	2	0	0	0	22
18:30	25	2	0	0	0	27
18:45	27	1	0	0	0	28
19:00	45	1	0	0	0	46
19:15	42	1	0	0	0	43
19:30	36	1	0	0	0	37
19:45	38	1	0	0	0	39
20:00	37	1	0	0	0	38

Maximum = 66

**Notes:**

<sup>1</sup> Vehicles who parked in undesignated areas of the parking lot (outside of a striped parking stall). Some of these vehicles were short term drop-off/pick-up.

### CENTRAL PARK TENNIS CLUB PARKING DEMAND STUDY

Date: Wednesday, 8/11/2010 Times: 1000-1330, 1730-2100

Time Beginning	Existing Parking Demand					Total Existing Parking Demand
	General	Grass Overflow	Un-designated <sup>1</sup>	ADA	On-Street	
10:00	53	1	0	0	0	54
10:15	50	1	0	0	0	51
10:30	49	1	0	0	0	50
10:45	45	1	0	0	0	46
11:00	49	1	0	0	0	50
11:15	48	1	1	0	0	50
11:30	61	2	0	0	0	63
11:45	57	2	0	0	0	59
12:00	55	2	0	1	0	58
12:15	57	2	0	1	0	60
12:30	62	2	1	1	0	66
12:45	56	2	0	1	0	59
13:00	61	2	0	1	0	64
13:15	60	2	0	1	0	63
13:30	59	2	0	1	0	62
17:30	55	2	1	0	0	58
17:45	53	1	1	0	0	55
18:00	56	1	1	0	0	58
18:15	61	1	1	0	0	63
18:30	61	1	0	0	0	62
18:45	60	2	0	0	0	62
19:00	65	3	0	0	0	68
19:15	67	3	0	0	0	70
19:30	59	4	0	0	0	63
19:45	56	4	0	0	0	60
20:00	56	3	1	0	0	60
20:15	48	3	0	0	0	51
20:30	37	2	0	0	0	39
20:45	29	1	0	0	0	30
21:00	19	0	0	0	0	19

Maximum = 70

**Notes:**

<sup>1</sup> Vehicles who parked in undesignated areas of the parking lot (outside of a striped parking stall). Some of these vehicles were short term drop-off/pick-up.

### CENTRAL PARK TENNIS CLUB PARKING DEMAND STUDY

Date: Thursday, 8/12/2010 Times: 1000-1330, 1730-2100

Time Beginning	Existing Parking Demand					Total Existing Parking Demand
	General	Grass Overflow	Un-designated <sup>1</sup>	ADA	On-Street	
10:00	41	2	0	0	0	43
10:15	42	2	0	0	0	44
10:30	43	2	0	0	0	45
10:45	42	2	0	0	0	44
11:00	44	2	0	0	0	46
11:15	47	2	0	0	0	49
11:30	51	2	0	0	0	53
11:45	49	3	0	0	0	52
12:00	39	4	0	0	0	43
12:15	37	3	0	0	0	40
12:30	44	3	3	0	0	50
12:45	42	3	0	0	0	45
13:00	48	3	0	0	0	51
13:15	42	3	0	0	0	45
13:30	39	3	1	0	0	43
17:30	50	2	0	1	0	53
17:45	60	2	0	1	0	63
18:00	62	2	0	1	0	65
18:15	56	2	0	1	0	59
18:30	60	2	0	0	0	62
18:45	62	2	0	0	0	64
19:00	67	6	0	0	0	73
19:15	67	6	0	0	0	73
19:30	63	6	0	0	0	69
19:45	60	6	0	0	0	66
20:00	61	6	0	0	0	67
20:15	60	6	0	0	0	66
20:30	58	6	0	0	0	64
20:45	42	3	0	0	0	45
21:00	31	2	1	0	0	34

Maximum = 73

**Notes:**

<sup>1</sup> Vehicles who parked in undesignated areas of the parking lot (outside of a striped parking stall). Some of these vehicles were short term drop-off/pick-up.

### CENTRAL PARK TENNIS CLUB PARKING DEMAND STUDY

Date: Friday, 8/13/2010

Times: 1000-1330, 1730-2000

Time Beginning	Existing Parking Demand					Total Existing Parking Demand
	General	Grass Overflow	Un-designated <sup>1</sup>	ADA	On-Street	
10:00	38	3	0	1	0	42
10:15	36	3	0	1	0	40
10:30	38	3	0	1	0	42
10:45	33	3	0	1	0	37
11:00	40	4	1	0	0	45
11:15	41	4	1	0	0	46
11:30	46	4	1	0	0	51
11:45	37	4	1	0	0	42
12:00	38	4	1	0	0	43
12:15	32	3	0	0	0	35
12:30	32	3	0	0	0	35
12:45	29	3	0	0	0	32
13:00	28	4	0	0	0	32
13:15	22	4	0	0	0	26
13:30	21	4	0	0	0	25
17:30	26	0	0	0	0	26
17:45	25	0	0	0	0	25
18:00	27	0	0	0	0	27
18:15	26	0	0	0	0	26
18:30	25	0	0	0	0	25
18:45	25	0	0	0	0	25
19:00	24	0	0	0	0	24
19:15	21	0	0	0	0	21
19:30	21	0	0	0	0	21
19:45	13	0	0	0	0	13
20:00	13	0	0	0	0	13

Maximum = 51

**Notes:**

<sup>1</sup> Vehicles who parked in undesignated areas of the parking lot (outside of a striped parking stall). Some of these vehicles were short term drop-off/pick-up.

## CENTRAL PARK TENNIS CLUB PARKING DEMAND STUDY

Date: Saturday, 8/14/2010 Times: 0900-1300

Time Beginning	Existing Parking Demand					Total Existing Parking Demand
	General	Grass Overflow	Un-designated <sup>1</sup>	ADA	On-Street	
9:00	31	1	0	0	0	32
9:15	30	1	0	0	0	31
9:30	28	1	0	0	0	29
9:45	25	1	0	0	0	26
10:00	30	1	0	1	0	32
10:15	30	1	0	1	0	32
10:30	26	1	0	1	0	28
10:45	25	1	0	1	0	27
11:00	23	1	0	0	0	24
11:15	20	1	0	0	0	21
11:30	30	2	0	0	0	32
11:45	30	2	0	0	0	32
12:00	27	2	0	0	0	29
12:15	28	2	0	0	0	30
12:30	28	1	0	0	0	29
12:45	29	1	1	0	0	31
13:00	31	1	1	0	0	33
<b>Maximum =</b>						<b>33</b>

**Notes:**

<sup>1</sup> Vehicles who parked in undesignated areas of the parking lot (outside of a striped parking stall). Some of these vehicles were short term drop-off/pick-up.

# **ATTACHMENT F**

## **Parking Rate and Future Parking Demand Estimates**

## CENTRAL PARK TENNIS CLUB PARKING DEMAND STUDY RESULTS

### Existing Parking Demand Data Summary

Day	Existing Peak Parking Demand <sup>1</sup>
Monday - August 16, 2010	77
Tuesday - August 10, 2010	66
Wednesday - August 11, 2010	70
Thursday - August 12, 2010	73
Friday - August 13, 2010	51
Saturday - August 14, 2010	33
<b>Maximum Peak Observed</b>	<b>77</b>

### Existing Parking Demand Rates

**Total Number of Existing Tennis Courts = 14 courts**

Calculation	Existing Peak Parking Demand Rate <sup>2</sup>
77 vehicles / 14 courts	5.50

### Future Parking Demand Estimates with Four Court Tennis Building

**Total Number of Future Tennis Courts = 18 courts**

Calculation	Estimated Future Peak Parking Demand <sup>3</sup>
5.50 X 18 courts	99

<sup>1</sup> Peak parking demand in vehicles as observed over the 6-day study period

<sup>2</sup> Existing parking demand rate. Calculated as peak # of parked vehicles/14 existing courts.

<sup>3</sup> Future peak parking demand based on applying existing parking demand rate to future # of courts with the project

**DATE:** October 4, 2010

**TO:** Thang Nguyen, P.E.  
City of Kirkland

**FROM:** Chris Forster, P.E.  
TENW

**RE:** Central Park Tennis Club Four Court Tennis Building  
Traffic Impact Analysis  
TENW Project No. 4412

This memorandum documents the traffic impact analysis conducted for the proposed Central Park Tennis Club (CPTC) Four Court Tennis Building project. The Central Park Tennis Club is located at 12630 NE 59<sup>th</sup> Street in Kirkland, Washington (see **Figure 1** site vicinity map).

### **Executive Summary**

Proposal. The project would consist of a new four court tennis building to be located on the southern portion of the site currently occupied by the Club's main parking area. As part of the project, the parking lot would be reconfigured and capacity increased from approximately 70 parking stalls to 103 parking stalls. In addition, the Club's main vehicular site access from 127<sup>th</sup> Avenue NE would be eliminated and replaced with a new connection to NE 60<sup>th</sup> Street via 125<sup>th</sup> Lane NE. The project is expected to be completed by summer 2011.

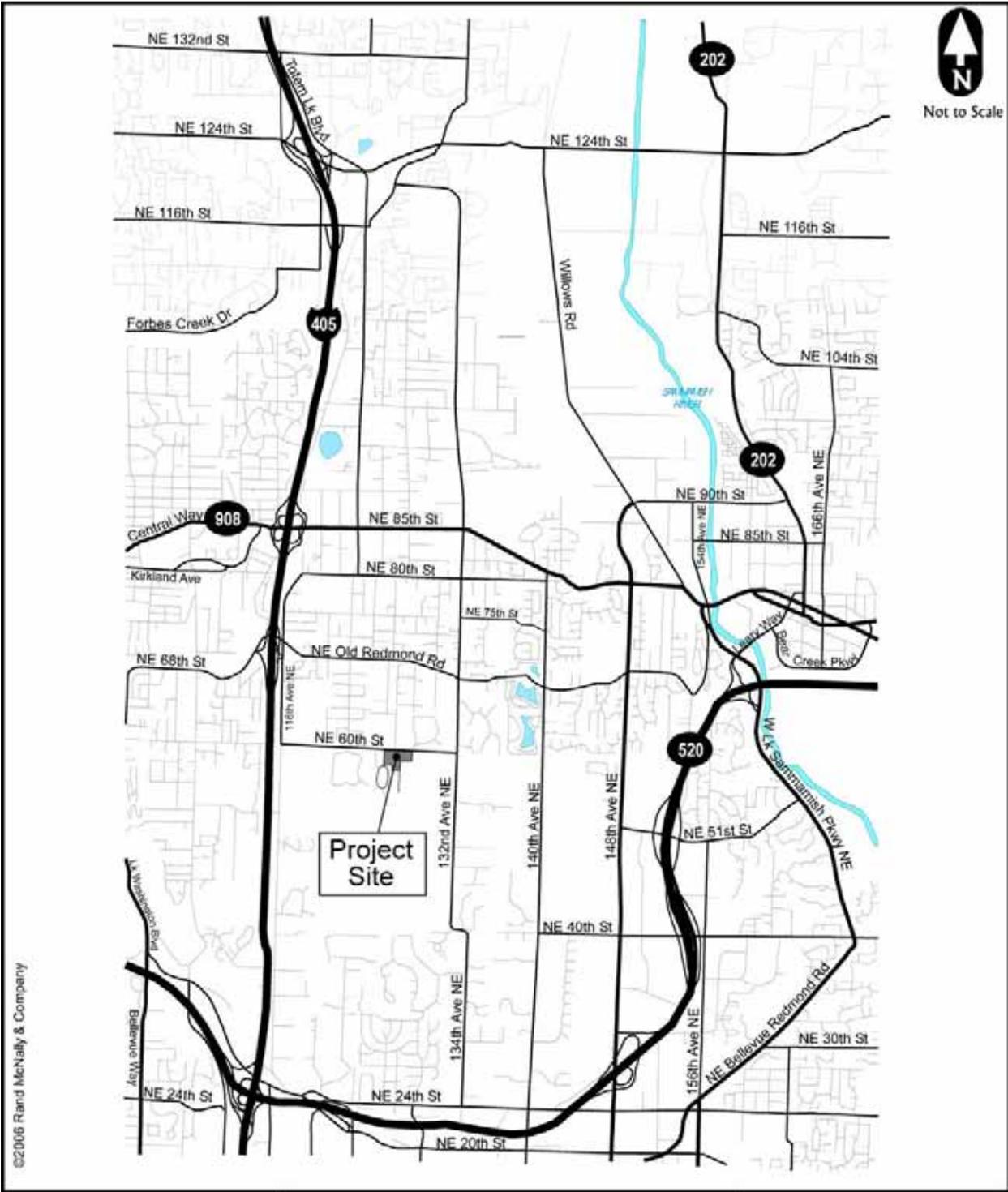
Trip Generation. The proposed project is estimated to generate 155 new weekday daily trips, with 13 new trips occurring during the weekday p.m. peak hour (6 entering, 7 exiting).

Concurrency/Proportional Share Analysis. Based on the results of a transportation concurrency test, the City has determined the proposed project meets the City's transportation concurrency requirements. Therefore, no short-term traffic mitigation was required to obtain concurrency in the City of Kirkland. Based on an intersection proportional share analysis, a detailed analysis of off-site intersections was not required.

Access Analysis. Based on the results of the LOS and queuing analyses, the proposed 125<sup>th</sup> Lane NE access on NE 60<sup>th</sup> Street would operate at acceptable levels, and the project would not have a significant impact on traffic operations. Entering and stopping sight distances at the proposed site access meet City of Kirkland/AASHTO standards, and the access does not have a history of any reported collisions within the last 3 years.

Parking Demand Analysis. Based on the results of a parking demand study at the existing Club, the proposed future parking supply is expected to accommodate the estimated future peak demand with the proposed project.

Mitigation. Based on our findings, the proposed project would not have a significant adverse impact on the transportation system. The payment of transportation impact fees will adequately mitigate project impacts by funding the project's fair share of the cost of the City of Kirkland's planned transportation improvements.



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 <p>Transportation Engineering Northwest</p>	<p><b>Figure 1</b> <b>Project Vicinity</b></p>	<p>Central Park Tennis Club Four Court Tennis Building</p> <p style="font-size: small;">10/1/10</p>
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## **Introduction**

Per discussions with City staff, the following items are addressed in this traffic impact analysis:

- Project description
- Trip generation
- Transportation concurrency
- Trip distribution and assignment
- Traffic volume forecasts
- Intersection proportional share analysis
- Site access analysis, including:
  - Intersection LOS & Queues
  - Entering and Stopping Sight Distance
  - Collision history
- Parking demand study

## **Project Description**

The project site is located on the south side of NE 60<sup>th</sup> Street between 125<sup>th</sup> Lane NE and 128<sup>th</sup> Avenue NE. The project would consist of a new four court tennis building to be located on the southern portion of the site currently occupied by the Club's main parking area. As part of the project, the parking lot would be reconfigured and capacity increased from approximately 70 parking stalls to 103 parking stalls. In addition, the Club's main vehicular site access from 127<sup>th</sup> Avenue NE would be eliminated and replaced with a new connection to NE 60<sup>th</sup> Street via 125<sup>th</sup> Lane NE. A minor access for service vehicles would remain on 127<sup>th</sup> Ave NE. A preliminary site plan is provided in **Figure 2**. The project is expected to be completed by summer 2011.

## **Trip Generation**

The trip generation estimate for the proposed CPTC Four Court Tennis Building was based on the trip rates (trips per court) published in the Institute of Transportation Engineers (ITE) *Trip Generation* Manual, 8<sup>th</sup> edition for Land Use Code (LUC) 491 (Racquet/Tennis Club).

The weekday daily and p.m. peak hour trip generation associated with the proposed project are summarized in **Table 1**.



Time Period	Area	Trip Rate <sup>1</sup>	Directional Split <sup>2</sup>		Trips		
			Enter	Exit	In	Out	Total
<b>Weekday Daily</b>	4 courts	38.70	50%	50%	77	78	155
<b>Weekday PM Peak Hour</b>	4 courts	3.35	50%	50%	6	7	13

<sup>1</sup> Trip generation based on ITE Trip Generation Manual, 8<sup>th</sup> Edition, 2008 for Land Use Code 491 Racquet/Tennis Club

<sup>2</sup> Directional split not available for p.m. peak hour; therefore a 50/50 split was assumed

As shown in **Table 1**, the proposed project is estimated to generate 155 new weekday daily trips, with 13 new trips occurring during the weekday PM peak hour (6 entering, 7 exiting).

### Transportation Concurrency

The project was tested for transportation concurrency by the City of Kirkland. Based on the results of the test, the City has determined the proposed project meets the City's transportation concurrency requirements. Therefore, no short-term transportation mitigation was required to obtain concurrency in the City of Kirkland. A Concurrency Test Notice was issued for the project on September 19, 2010 and is included as **Attachment A**.

### Trip Distribution and Assignment

The distribution and assignment of project trips was as provided by the City of Kirkland. Project trips were distributed on the local street network as follows:

- At 125<sup>th</sup> Lane NE/NE 60<sup>th</sup> Street: 50 percent to/from the east on NE 60<sup>th</sup> Street and 50 percent to/from the west on NE 60<sup>th</sup> Street
- At 116<sup>th</sup> Ave NE/NE 60<sup>th</sup> Street: 50 percent to/from the north on 116<sup>th</sup> and 50 percent to/from the south on 116<sup>th</sup>

### Traffic Volume Forecasts

Existing weekday p.m. peak hour traffic counts on NE 60<sup>th</sup> Street at the proposed site access (125<sup>th</sup> Lane NE) were conducted on Tuesday September 28, 2010 by All Traffic Data, Inc. The existing traffic volumes represent the highest hour between 4:00 and 6:00 p.m. The existing traffic volumes shown on 125<sup>th</sup> Lane NE are associated with the existing Kirkland Hunt Club neighborhood which includes single family homes and an equestrian facility.

A 2 percent annual growth rate was applied to the existing volumes on NE 60<sup>th</sup> Street to estimate late year 2011 baseline traffic volumes for the future year operations analysis.

Based on the trip rates used for the proposed project, the existing CPTC (14 existing tennis courts) is estimated to generate 47 average weekday p.m. peak hour trips. This existing CPTC traffic was shifted from the current driveway on 127<sup>th</sup> Ave NE to 125<sup>th</sup> Lane NE for with-project conditions. The existing CPTC club traffic was distributed in the same pattern as the net new trips from the proposed four court tennis building. A service/delivery access to the Club will remain on 127<sup>th</sup> Ave NE with the project. However, as a conservative measure, all Club traffic during the p.m. peak hour was assumed to use 125<sup>th</sup> Lane NE for this analysis.

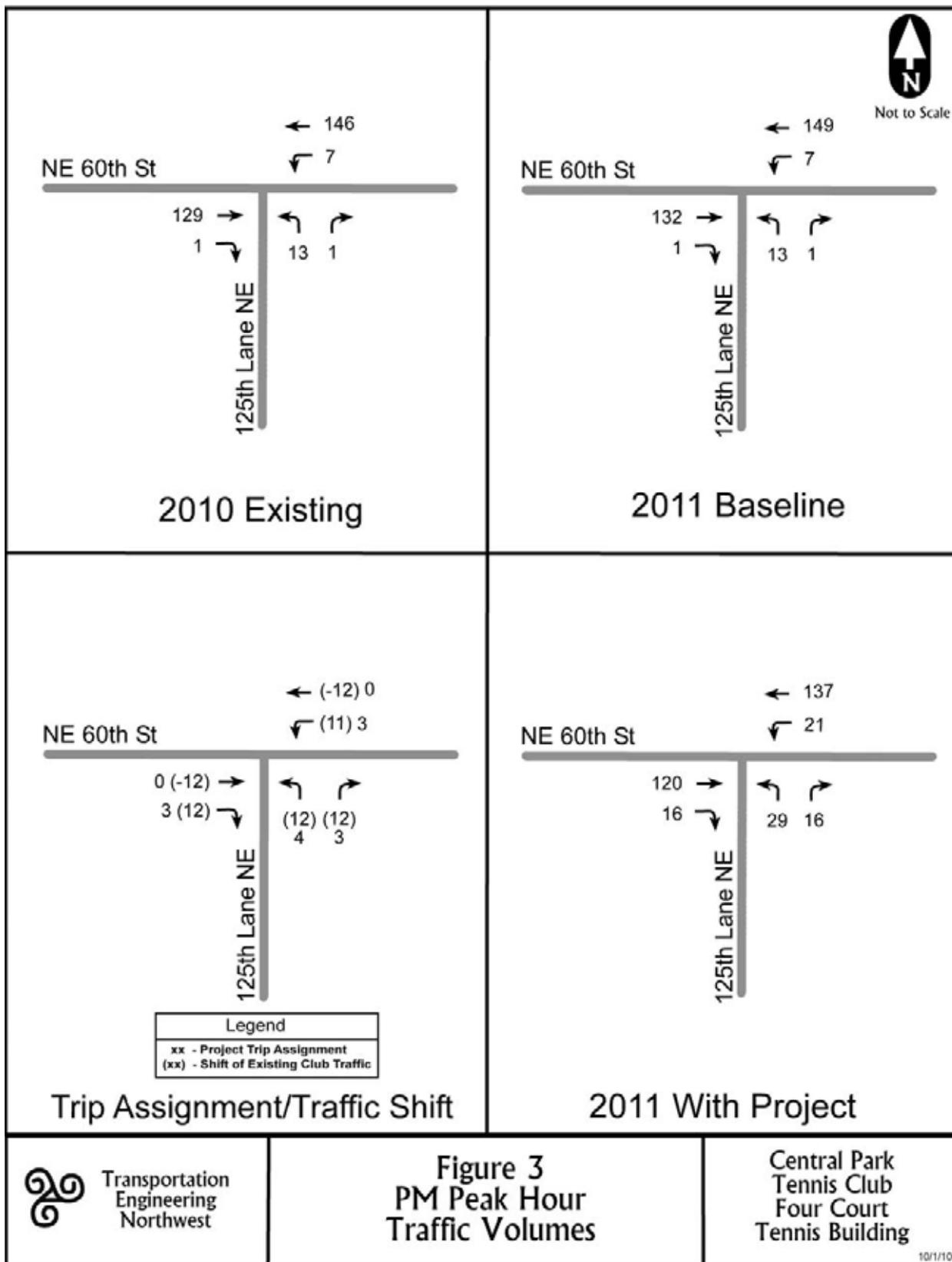
Future 2011 with project traffic volumes were estimated by adding the trip assignment from the proposed four court tennis building and applying the shift in existing Club traffic to the year 2011 baseline volumes.

The 2010 existing traffic volumes, 2011 baseline traffic volumes, trip assignment, shift in existing Club traffic, and 2011 with-project volumes are summarized on **Figure 3**.

### **Intersection Proportional Share Analysis**

Based upon the City of Kirkland's *Traffic Impact Analysis Guidelines* dated February 2004, a detailed traffic analysis is required at intersections that have a proportional share of project traffic of at least 1 percent. The proportional share calculations are based on use of the City's proportional share spreadsheet and the project's daily trip assignment, as shown in **Appendix B**.

The City of Kirkland requested a proportional share evaluation at the intersection of 116<sup>th</sup> Ave NE/NE 60<sup>th</sup> Street. As shown in **Appendix B**, the project's proportional share at the intersection is estimated to be less than 1 percent (0.47 percent). Therefore, a detailed traffic operations analysis was not required at any off-site study intersections.



## Site Access Analysis

### LOS/Queue Analysis

The intersection level of service (LOS) and queue analysis at the site access (125<sup>th</sup> Lane NE) was conducted using the methodology and procedures outlined in the 2000 *Highway Capacity Manual* (HCM) Special Report 209, Transportation Research Board. *Highway Capacity Software* (HCS) was used to determine the LOS and queues at the site access on NE 60<sup>th</sup> Street.

Level of service (LOS) serves as an indicator of the quality of traffic flow and degree of congestion at an intersection or roadway segment. It is a measure of vehicle operating speed, travel time, travel delays, and driving comfort. The LOS criteria for stop-controlled intersections are based on the delay reported for each movement and therefore do not represent the overall operations of the intersection. The LOS methodology is described in **Attachment C**. The reported queues are 95<sup>th</sup> percentile queues. The estimated 95<sup>th</sup> percentile queues are exceeded only 5 percent of the time during the analysis period.

125<sup>th</sup> Lane NE is a private roadway consisting of one inbound and one outbound lane. NE 60<sup>th</sup> Street consists of one eastbound and one westbound lane with no exclusive turn lanes at 125<sup>th</sup> Lane NE. With the proposed project, the use of 125<sup>th</sup> Lane will be shared by the existing Kirkland Hunt Club neighborhood which includes single family homes and an equestrian facility.

**Table 2** summarizes the results of the LOS/queue analysis at NE 60<sup>th</sup> Street/125<sup>th</sup> Lane NE for the weekday p.m. peak hour. The LOS and queue calculation sheets are included in **Attachment C**.

<b>Table 2 NE 60<sup>th</sup> Street/125<sup>th</sup> Lane NE P.M. Peak Hour Level of Service/Queue Summary</b>			
<b>Scenario / Controlled Movement</b>	<b>LOS<sup>1</sup></b>	<b>Delay<sup>2</sup> (sec/veh)</b>	<b>Queue<sup>3</sup> (ft)</b>
<b>2010 Existing</b>			
Westbound (Inbound) Left-Through	A	7.5	0'
Northbound (Outbound) Left-Right	B	11.0	0'
<b>2011 Baseline</b>			
Westbound (Inbound) Left-Through	A	7.5	0'
Northbound (Outbound) Left-Right	B	11.1	0'
<b>2011 With-Project</b>			
Westbound (Inbound) Left-Through	A	7.6	0'
Northbound (Outbound) Left-Right	B	11.1	0'
<sup>1</sup> LOS = Level of Service. <sup>2</sup> Delay refers to average control delay for each stop-controlled movement. <sup>3</sup> Queues are 95 <sup>th</sup> Percentile queues rounded to the nearest 25 feet. Assumes 1 vehicle = 25 foot queue.			

The LOS results in **Table 2** show that the stop-controlled movements at NE 60<sup>th</sup> Street/125<sup>th</sup> Lane NE currently operate at LOS B or better and would remain at LOS B or better during the p.m. peak hour in 2011 with or without the project. The proposed four court tennis building along with the shift in existing Club traffic to 125<sup>th</sup> Lane NE is expected to have an insignificant impact on LOS and queuing at this location.

### Sight Distance

Entering sight distances and stopping sight distances at the intersection of NE 60<sup>th</sup> Street/125<sup>th</sup> Lane NE were field verified by TENW on September 30, 2010. Entering sight distance was measured based on the *City of Kirkland Department of Public Works Pre-Approved Plans Policy R-13 (Intersection Sight Distance)*. Stopping sight distance was measured based on *AASHTO-Geometric Design of Highways and Streets, 4<sup>th</sup> Edition*. The posted speed limit on NE 60<sup>th</sup> Street is 25 mph, with an estimated ADT of 3,600 (per 2007 City of Kirkland data). The design speed on NE 60<sup>th</sup> Street was assumed to be 30 mph for the stopping sight distance analysis.

*Entering Sight Distance.* For a 25 mph posted speed and ADT under 6,000 on NE 60<sup>th</sup> Street, the recommended value for entering sight distance is 150 feet for driveway type E-3 (50-200 p.m. peak hour trips). Per City guidelines, driveways include vehicular access easements and tracts, which is consistent with the use of 125<sup>th</sup> Lane NE. For informational purposes, if 125<sup>th</sup> Lane NE was a public street, the recommended value for entering sight distance would be 280 feet. The distance is measured from a setback point on the driveway approach 14 feet back from the edge of the traveled way. Looking to the east and west from this location on 125<sup>th</sup> Lane NE, the available entering sight distance was verified to be in excess of 280 feet, therefore meeting City standards.

Photos taken from 125<sup>th</sup> Lane NE looking east and west are shown below.



**Looking west on NE 60<sup>th</sup> Street from 125<sup>th</sup> Lane NE (9/30/10)**



**Looking east on NE 60<sup>th</sup> Street from 125<sup>th</sup> Lane NE (9/30/10)**

*Stopping Sight Distance.* For a 30 mph design speed, the recommended minimum value for stopping sight distance on NE 60<sup>th</sup> Street is 200 feet (AASHTO Exhibit 3-1). On both eastbound and westbound approaches to the intersection with 125<sup>th</sup> Lane NE, the available stopping sight distances were verified to be in excess of 200 feet, therefore meeting AASHTO standards.

#### Collision History

Based on information provided by the City of Kirkland, there were no reported collisions on NE 60<sup>th</sup> Street in the immediate vicinity of 125<sup>th</sup> Lane NE for the most recent 3 years with available data (2007-2009). Therefore, the intersection of NE 60<sup>th</sup> Street/125<sup>th</sup> Lane NE does not appear to have an existing safety issue.

#### **Parking Demand Analysis**

A parking demand analysis was conducted to forecast future parking demand with the proposed four court tennis building to verify that the proposed parking supply will accommodate the future demand.

#### Methodology

A parking demand study was conducted at the Central Park Tennis Club Tuesday thru Saturday, August 10-14, 2010, and on Monday August 16, 2010. Based on discussions with the Club, the times selected for the study were based on the times when existing parking demand typically peaks. The peak parking demand times are not expected to change with the completion of the proposed four court tennis building. The study was conducted during the following time periods:

Monday/Tuesday/Friday: 10:00 a.m. – 1:30 p.m., 5:30 p.m. – 8:00 p.m.

Wednesday/Thursday: 10:00 a.m. – 1:30 p.m., 5:30 p.m. – 9:00 p.m.

Saturday: 9:00 a.m. – 1:00 p.m.

Data collection was conducted by TENW and Traffic Data Gathering, Inc. The number of vehicles parked on-site was recorded every 15 minutes, and categorized into the following:

General: Standard striped on-site parking stalls (68 available general stalls)

Grass Overflow: Grassy unstriped area just west of the parking lot

Undesignated: Cars not parked in striped stalls (some of these vehicles were dropping off or picking up people near the front door)

ADA: Handicap parking stalls (2 available ADA stalls)

In addition to the on-site areas above, the number of vehicles parked on the street on 127<sup>th</sup> Ave NE, NE 59<sup>th</sup> Street, and 128<sup>th</sup> Ave NE was recorded. On-street parking is currently not allowed and is discouraged by the Club. There was only one time period where one vehicle was observed to park on the street during our study. In the future with the project, it is unlikely that street parking will be an issue because the access will be relocated to 125<sup>th</sup> Lane NE, which is a private road. A site plan showing the parking areas counted during the study is included in **Attachment D**.

#### Existing Parking Demand Results

The results of the existing parking demand counts are summarized in **Attachment E**. Based on our counts, the peak existing parking demand occurred on Monday at 7:00 p.m. with a total of 77 vehicles parked. Based on discussions with the Club, this peak demand was due to court “change-over” which occurs at the end of the 5:30 p.m. “Men’s Night” session and the start of the 7:00 p.m. session. This results in an overlap where parking demand is high for a relatively short time period (7:00 p.m. – 7:30 p.m.). According to the Club, the tennis courts were fully occupied and “at capacity” during the August 16<sup>th</sup> “Men’s Night”. Also contributing to the parking demand during this time was the relatively high swimming pool usage due to above-normal (90+ degree) temperatures. Considering the “at capacity” tennis usage and the higher than normal pool usage, along with the other typical fitness activities occurring at the Club, we believe that the observed August 16 peak utilization is likely representative of the Club’s maximum parking demand (outside of special events – discussed later in this memo).

A “seasonality” adjustment is sometimes applied to the observed peak parking demand if the demand is expected to be higher at other times of the year. For example, if the study was conducted on a rainy day in February, the peak parking demand may be lower than normal since not all of the tennis courts would be utilized, and the Club would be operating at “below capacity”. This situation would warrant the use of a “seasonality” adjustment factor. In our study, the Club’s observed August 16 peak parking demand represents a condition that will likely not be exceeded at other times of the year, since the Club was operating “at capacity”. In fact, our study may even represent a

conservative high estimate of parking demand due to the higher than normal pool usage. For these reasons, applying a “seasonality” adjustment to our observed peak demand would be both unnecessary and inappropriate.

#### Future Parking Demand Estimates with Project

To estimate the future parking demand with the proposed four court tennis building, a peak parking generation rate was derived from the existing peak parking demand. The existing Club has 14 tennis courts. Therefore, the observed peak parking generation rate was calculated to be 5.50 vehicles per court (77 vehicles / 14 courts). This parking rate was then applied to the total number of tennis courts with the new four court tennis building (18 courts). The resulting estimated future peak parking demand with the four court tennis building is 99 parking stalls (18 courts X 5.50). Based on the site plan provided in **Figure 2**, the Club is proposing 103 total on-site parking stalls with the new building. Therefore, the proposed future parking supply is expected to accommodate the estimated future peak demand. The parking rate calculations and future parking demand estimates are summarized in **Attachment F**.

#### Parking during Special Events

Three times per year, Central Park Tennis Club hosts tennis events which require the use of the adjacent field for parking. The first event occurs on Father's Day weekend when the Club hosts the United States Tennis Association local playoffs. The event runs Thursday evening through Sunday evening. The event involves teams from around the Northwest competing to go to regional playoffs. For this event, notices are sent to the team captains alerting them that all participants must park in the adjacent field, which has a gated access on NE 60<sup>th</sup> Street. During the tournament, signs are placed on NE 60th Street next to the gates, which are open for Tournament Parking. In addition, a sign is placed at the Club's parking lot entrance stating that parking in the lot is for members only. An additional sign is posted inside the Clubhouse entry alerting participants of the mandatory field parking.

The second time the Club uses the adjacent field for parking is during the Washington State Champs, which occurs the weekend following the 4th of July. This is a kids tournament (ages 12-18) so the field is primarily used for overflow. Based on discussions with the Club, the Club's parking lot usually accommodates the parents bringing their kids, but the field is open for overflow to be used as needed.

Recently, the Club has also helped with a third tournament based out of the Bellevue Club where the field parking is utilized. It is usually the last weekend in July (Friday and Saturday). The event benefits First Place School and is a mixed doubles event. During the tournament, signs are placed on NE 60th Street next to the gates, which are open for Tournament Parking. In addition, a sign is placed at the Club's parking lot entrance stating that parking in the lot is for members only. An additional sign is posted inside the Clubhouse entry alerting participants of the mandatory field parking. This is to allow the members full use of the parking lot and facility while they run the tournament on a limited number of courts.

Based on discussions with the Club, the capacity of the adjacent field has not been exceeded, and parking spillover into the adjacent neighborhoods has not been an issue during these tournaments.

If you have any questions regarding the information presented in this Traffic Impact Analysis, please call me at 206-498-5897 or email at [forster@tenw.com](mailto:forster@tenw.com).

cc: Jack Goldberg, Central Park Tennis Club  
Larry Ho, Freiheit & Ho Architects

# **ATTACHMENT A**

## Concurrency Test Notice

**CITY OF KIRKLAND**

123 FIFTH AVENUE • KIRKLAND, WASHINGTON 98033-6189 • (425) 587-3800

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**DEPARTMENT OF PUBLIC WORKS  
MEMORANDUM**

**To:** Susan Greene, Planner

**From:** Thang Nguyen, Transportation Engineer

**Date:** September 19, 2010

**Subject:** Central Park Tennis Club Expansion Traffic Concurrency Notice, Permit #CON010-00001

This memo summarizes public works review of traffic concurrency for the proposed expansion of the Central Park Tennis Club at 12630 NE 59<sup>th</sup> Street. This memo will serve as the traffic concurrency test notice.

**Project Description**

The applicant proposes to add 31,739 square feet building to contain four additional tennis courts. The project will also include 35 additional parking stalls. The project is expected to be complete in the summer of 2011.

**Project Trip Generation**

Based on the traffic analysis, it is estimated that the proposed project will generate 13 PM peak and 155 daily net new trips. It is anticipated that the project will be built and fully occupied by 2011.

**Traffic Concurrency**

All developments subject to SEPA review are required to pass traffic concurrency. The purpose of traffic concurrency is to ensure that the City roadway network is built concurrent with land use growth. The proposed project was tested for concurrency on September 19, 2010 and passed. The project is allowed to proceed through the development process and must obtain a building or development permit prior to September 19, 2011 in order to maintain a valid concurrency status.

**Traffic Concurrency**

All developments subject to SEPA review are required to pass traffic concurrency. The purpose of traffic concurrency is to ensure that the City roadway network is built concurrent with land use growth.

Memorandum to Susan Greene

September 19, 2010

Page 2 of 2

The proposed project passed traffic concurrency. This memo will serve as the concurrency test notice for the proposed project. Per *Section 25.10.020 Procedures* of the KMC, this Concurrency Test Notice will expire in one year (September 19, 2011) unless a development permit and certificate of concurrency are issued or an extension is granted.

### **EXPIRATION**

The concurrency test notice shall expire and a new concurrency test application is required unless:

1. A complete SEPA checklist, traffic impact analysis and all required documentation are submitted to the City within 90 calendar days of the concurrency test notice.
2. A Certificate of Concurrency is issued or an extension is requested and granted by the Public Works Department within one year of issuance of the concurrency test notice. (A Certificate of Concurrency is issued at the same time a development permit or building permit is issued if the applicant holds a valid concurrency test notice.)
3. A Certificate of Concurrency shall expire six years from the date of issuance of the concurrency test notice unless all building permits are issued for buildings approved under the concurrency test notice.

### **APPEALS**

The concurrency test notice may be appealed by the public or 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. If you have any questions, please call me at x3869.

### **Traffic Impact Analysis Scope**

Based on the trip generation, the project will have less than 1% proportional impact to off-site intersections. Therefore, the traffic analysis will be limited to traffic safety analyses (sight distance analysis) at the site driveways.

cc: Chris Forster, TENW  
Advantage, Con10-0001

# **ATTACHMENT B**

## Proportional Share Analysis

Central Park Tennis Club  
Trip Distribution at NE 60th/116th

	<u>Trip Generation</u>	
	<u>Inbound</u>	<u>Outbound</u>
PM Peak	6	7
Daily	77	78

**Trip Distribution - Central Park Tennis Club 4 Court Tennis Building**

Int. Code	Intersection	Turning Volumes											
		Eastbound			Westbound			Northbound			Southbound		
		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
414	NE 60th St/116th Ave NE												
	PM Peak Hour Trips =				2		2			1	2		
	Daily Trips =				19		20			19	20		

**Proportional Share Impact Worksheet**

*Input appropriate information in green cells*

<sup>1</sup> See "Intersection Description" worksheet for descriptions

<b>Project Name:</b>	Central Park Tennis 4 Court Tennis Bldg		<b>Through Lanes<sup>1</sup></b>
<b>Major Street<sup>1</sup></b>	116th Ave NE	# of Lanes* =	1
<b>Minor Street<sup>1</sup></b>	NE 60th St	# of Lanes* =	1

<sup>1</sup> May Change without notice, call Thang Nguyen 425-587-3869 with questions

DATE:  
10/1/2010

**Daily Project Traffic Entering the Intersection**

(Total of both approaches divided by two)

(Total of both approaches divided by two)

	Daily Volumes	Entering Leg Volumes*		
<b>Major Street</b> Volume $V_1 =$	19.5	20	19	<b>Major</b>
<b>Minor Street</b> Volume $V_2 =$	19.5	39	0	<b>Minor</b>

\*Do not leave cell empty for zero volume

**Determine Geometric Factors**

Number of Lanes		Geometric Factors			
Major Street	Minor Street	$f_1$	$f_2$	$f_3$	$f_4$
2	2	1.000	1.330	1.000	1.330
2	1	1.000	1.000	1.000	1.000
1	2	0.833	1.330	0.833	1.330
1	1	0.833	1.000	0.833	1.000

$f_1$	$f_2$	$f_3$	$f_4$
<b>0.833</b>	<b>1</b>	<b>0.833</b>	<b>1</b>

**Calculate Base Percentages**

$P_1 = V_1 / (10,000 \times f_1) =$	0.23%
$P_2 = V_2 / (5,000 \times f_2) =$	0.39%
$P_3 = V_1 / (15,000 \times f_3) =$	0.16%
$P_4 = V_2 / (2,500 \times f_4) =$	0.78%

**Calculate Proportional Share**

$S_1 = (P_1 + P_2) / 2 =$	0.31%
$S_2 = (P_3 + P_4) / 2 =$	0.47%

**Intersection Proportional Share = Maximum of S1 and S2 =** 0.47%  
**Significant Intersection?** no

1. Number of through lanes. Do not count exclusive turn lanes. Use the smaller number of lanes if the number of lanes is unequal on two legs. For Example, if one minor leg has two lanes and one minor leg has one lane, the number of lanes on the minor leg is one.

**Computed By:** CPF  
**Company:** TENW

# ATTACHMENT C

## Intersection LOS Calculations

## Level of Service Methodology

Level of service refers to the degree of congestion on a roadway or intersection. It is a measure of vehicle operating speed, travel time, travel delays, and driving comfort. Level of service is generally described by a letter scale from A to F. LOS A represents free-flow conditions- motorists experience little or no delays, and LOS F represents forced-flow conditions where the number of vehicles arriving exceed the capacity of the intersection.

The LOS reported for signalized intersections is based on the average control delay for the entire intersection. Level of service calculations for the signalized intersections was based on methodology and procedures outlined in the 2000 update of the *Highway Capacity Manual*, Special Report 209, Transportation Research Board, using *Synchro 6.0* traffic analysis software. **Table 1** outlines the LOS criteria for signalized intersections.

<b>Table 2</b>	
<b>Level of Service Criteria for Signalized Intersections</b>	
<b>Level of Service</b>	<b><u>Signalized Intersection</u></b>
<b>Level of Service</b>	<b>Delay Range (sec)</b>
A	≤ 10
B	>10 to ≤20
C	>20 to ≤35
D	>35 to ≤55
E	>55 to ≤80
F	>80

Source: "Highway Capacity Manual", Special Report 209, Transportation Research Board, 2000 Update

The LOS at stop-controlled intersections is based on average control delay (sec/veh) and is reported for each movement. Therefore, the reported LOS at unsignalized intersections does not represent a measure of the overall operations of the intersection. Level of service calculations for the stop-controlled intersections were calculated using the methodology and procedures outlined in the 2000 update of the *Highway Capacity Manual*, Special Report 209, Transportation Research Board, using *Highway Capacity Software (HCS) 2000*. **Table 2** outlines the LOS criteria for unsignalized intersections.

<b>Table 3</b>	
<b>Level of Service Criteria for Unsignalized Intersections</b>	
<b>Level of Service</b>	<b><u>Unsignalized Intersection</u></b>
<b>Level of Service</b>	<b>Delay Range (sec)</b>
A	≤ 10
B	>10 to ≤15
C	>15 to ≤25
D	>25 to ≤35
E	>35 to ≤50
F	>50

Source: "Highway Capacity Manual", Special Report 209, Transportation Research Board, 2000 Update

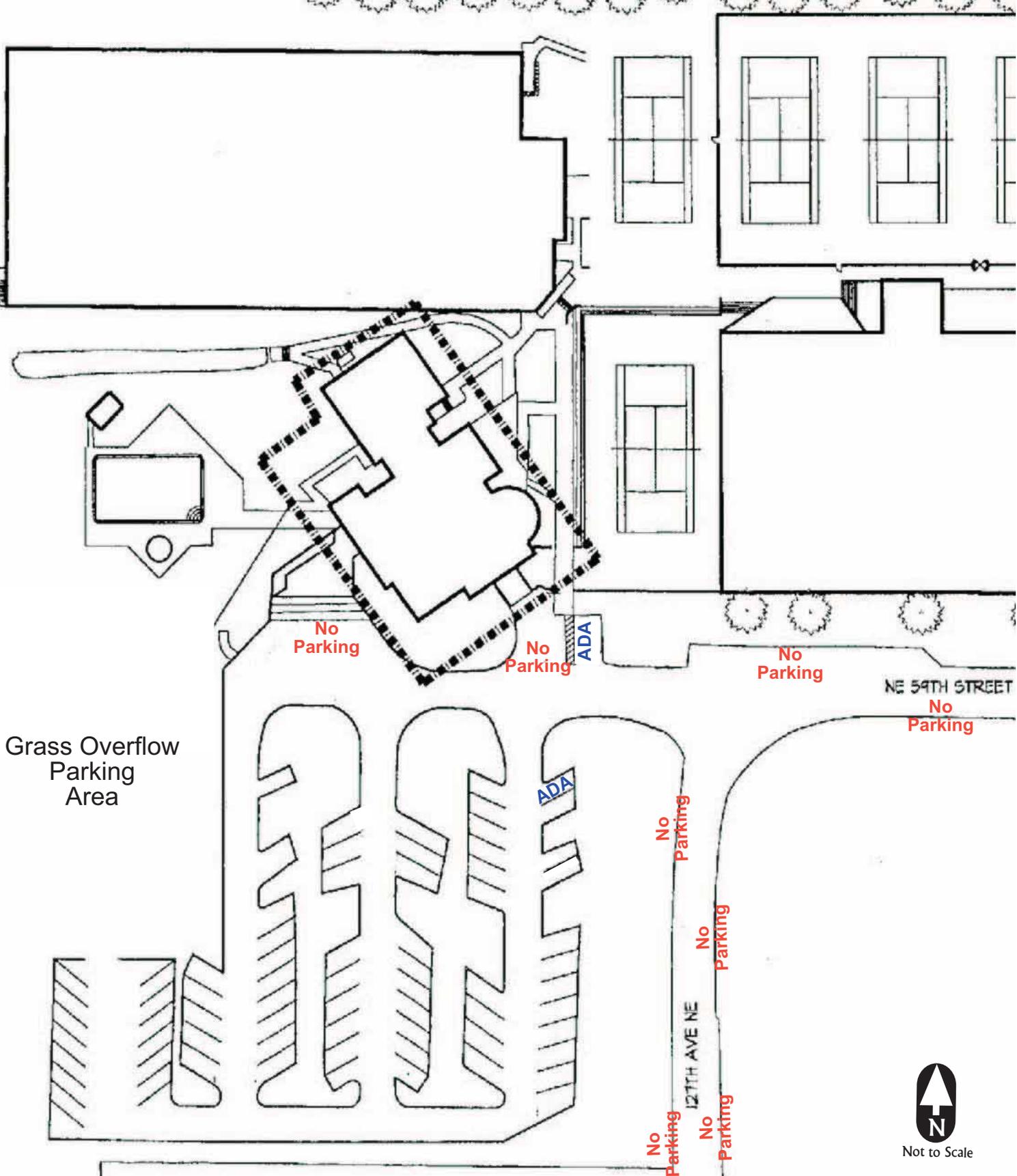
TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	CPF			Intersection	125th Lane/NE 60th		
Agency/Co.	TENW			Jurisdiction	Kirkland		
Date Performed	10/1/2010			Analysis Year	2010 Existing		
Analysis Time Period	PM Peak						
Project Description <i>Central Park Tennis Club 4 Court Tennis Building</i>							
East/West Street: <i>NE 60th St</i>				North/South Street: <i>125th Lane NE</i>			
Intersection Orientation: <i>East-West</i>				Study Period (hrs): <i>0.25</i>			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	0	129	1	7	146	0	
Peak-hour factor, PHF	1.00	0.88	0.88	0.66	0.66	1.00	
Hourly Flow Rate (veh/h)	0	146	1	10	221	0	
Proportion of heavy vehicles, P <sub>HV</sub>	0	--	--	0	--	--	
Median type	Undivided						
RT Channelized?			0			0	
Lanes	0	1	0	0	1	0	
Configuration			TR	LT			
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	13	0	1	0	0	0	
Peak-hour factor, PHF	0.58	1.00	0.58	1.00	1.00	1.00	
Hourly Flow Rate (veh/h)	22	0	1	0	0	0	
Proportion of heavy vehicles, P <sub>HV</sub>	0	0	0	0	0	0	
Percent grade (%)	0			0			
Flared approach		N			N		
Storage		0			0		
RT Channelized?			0			0	
Lanes	0	0	0	0	0	0	
Configuration		LR					
Control Delay, Queue Length, Level of Service							
Approach	EB	WB	Northbound			Southbound	
Movement	1	4	7	8	9	10	11 12
Lane Configuration		LT		LR			
Volume, v (vph)		10		23			
Capacity, c <sub>m</sub> (vph)		1445		623			
v/c ratio		0.01		0.04			
Queue length (95%)		0.02		0.11			
Control Delay (s/veh)		7.5		11.0			
LOS		A		B			
Approach delay (s/veh)	--	--		11.0			
Approach LOS	--	--		B			

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	CPF			Intersection	125th Lane/NE 60th		
Agency/Co.	TENW			Jurisdiction	Kirkland		
Date Performed	10/1/2010			Analysis Year	2011 Baseline		
Analysis Time Period	PM Peak						
Project Description <i>Central Park Tennis Club 4 Court Tennis Building</i>							
East/West Street: <i>NE 60th St</i>				North/South Street: <i>125th Lane NE</i>			
Intersection Orientation: <i>East-West</i>				Study Period (hrs): <i>0.25</i>			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	0	132	1	7	149	0	
Peak-hour factor, PHF	1.00	0.88	0.88	0.66	0.66	1.00	
Hourly Flow Rate (veh/h)	0	150	1	10	225	0	
Proportion of heavy vehicles, P <sub>HV</sub>	0	--	--	0	--	--	
Median type	Undivided						
RT Channelized?			0			0	
Lanes	0	1	0	0	1	0	
Configuration			TR	LT			
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	13	0	1	0	0	0	
Peak-hour factor, PHF	0.58	1.00	0.58	1.00	1.00	1.00	
Hourly Flow Rate (veh/h)	22	0	1	0	0	0	
Proportion of heavy vehicles, P <sub>HV</sub>	0	0	0	0	0	0	
Percent grade (%)	0			0			
Flared approach		N			N		
Storage		0			0		
RT Channelized?			0			0	
Lanes	0	0	0	0	0	0	
Configuration		LR					
Control Delay, Queue Length, Level of Service							
Approach	EB	WB	Northbound			Southbound	
Movement	1	4	7	8	9	10	11 12
Lane Configuration		LT		LR			
Volume, v (vph)		10		23			
Capacity, c <sub>m</sub> (vph)		1440		616			
v/c ratio		0.01		0.04			
Queue length (95%)		0.02		0.12			
Control Delay (s/veh)		7.5		11.1			
LOS		A		B			
Approach delay (s/veh)	--	--		11.1			
Approach LOS	--	--		B			

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	CPF			Intersection	125th Lane/NE 60th		
Agency/Co.	TENW			Jurisdiction	Kirkland		
Date Performed	10/1/2010			Analysis Year	2011 With Project		
Analysis Time Period	PM Peak						
Project Description Central Park Tennis Club 4 Court Tennis Building							
East/West Street: NE 60th St				North/South Street: 125th Lane NE			
Intersection Orientation: East-West				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	0	120	16	21	137	0	
Peak-hour factor, PHF	1.00	0.88	0.88	0.66	0.66	1.00	
Hourly Flow Rate (veh/h)	0	136	18	31	207	0	
Proportion of heavy vehicles, P <sub>HV</sub>	0	--	--	0	--	--	
Median type	Undivided						
RT Channelized?			0			0	
Lanes	0	1	0	0	1	0	
Configuration			TR	LT			
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	29	0	16	0	0	0	
Peak-hour factor, PHF	0.58	1.00	0.58	1.00	1.00	1.00	
Hourly Flow Rate (veh/h)	50	0	27	0	0	0	
Proportion of heavy vehicles, P <sub>HV</sub>	0	0	0	0	0	0	
Percent grade (%)	0			0			
Flared approach		N			N		
Storage		0			0		
RT Channelized?			0			0	
Lanes	0	0	0	0	0	0	
Configuration		LR					
Control Delay, Queue Length, Level of Service							
Approach	EB	WB	Northbound			Southbound	
Movement	1	4	7	8	9	10	11 12
Lane Configuration		LT		LR			
Volume, v (vph)		31		77			
Capacity, c <sub>m</sub> (vph)		1437		668			
v/c ratio		0.02		0.12			
Queue length (95%)		0.07		0.39			
Control Delay (s/veh)		7.6		11.1			
LOS		A		B			
Approach delay (s/veh)	--	--		11.1			
Approach LOS	--	--		B			

# ATTACHMENT D

## Parking Areas Included in Study



Grass Overflow  
Parking  
Area

No  
Parking

No  
Parking

ADA

No  
Parking

NE 54TH STREET  
No  
Parking

ADA

No  
Parking

No  
Parking

12TH AVE NE

No  
Parking

No  
Parking



Not to Scale

# **ATTACHMENT E**

## Counts of Parked Vehicles

### CENTRAL PARK TENNIS CLUB PARKING DEMAND STUDY

Date: Monday, 8/16/2010

Times: 1000-1330, 1730-2000

Time Beginning	Existing Parking Demand					Total Existing Parking Demand
	General	Grass Overflow	Un-designated <sup>1</sup>	ADA	On-Street	
10:00	51	3	0	1	0	55
10:15	52	3	0	1	0	56
10:30	50	3	0	1	0	54
10:45	51	3	0	0	0	54
11:00	61	3	0	0	0	64
11:15	61	3	0	0	0	64
11:30	67	7	0	0	0	74
11:45	58	13	0	0	0	71
12:00	50	12	0	0	0	62
12:15	54	13	0	0	0	67
12:30	61	13	1	0	0	75
12:45	61	13	0	0	0	74
13:00	56	13	0	0	0	69
13:15	53	12	0	0	0	65
13:30	47	7	0	0	0	54
17:30	50	3	0	0	0	53
17:45	50	5	0	0	0	55
18:00	54	5	0	0	0	59
18:15	53	5	0	0	0	58
18:30	57	5	0	0	0	62
18:45	55	5	0	0	0	60
19:00	67	9	0	0	1	77
19:15	61	9	0	0	0	70
19:30	40	7	0	0	0	47
19:45	32	4	0	0	0	36
20:00	32	4	0	0	0	36

Maximum = 77

**Notes:**

<sup>1</sup> Vehicles who parked in undesignated areas of the parking lot (outside of a striped parking stall). Some of these vehicles were short term drop-off/pick-up.

### CENTRAL PARK TENNIS CLUB PARKING DEMAND STUDY

Date: Tuesday, 8/10/2010

Times: 1000-1330, 1730-2000

Time Beginning	Existing Parking Demand					Total Existing Parking Demand
	General	Grass Overflow	Un-designated <sup>1</sup>	ADA	On-Street	
10:00	45	1	0	0	0	46
10:15	42	1	0	1	0	44
10:30	43	1	0	1	0	45
10:45	41	1	0	1	0	43
11:00	44	1	0	1	0	46
11:15	44	1	0	1	0	46
11:30	62	3	0	1	0	66
11:45	60	4	0	1	0	65
12:00	52	4	0	1	0	57
12:15	51	4	0	1	0	56
12:30	54	4	1	0	0	59
12:45	43	3	0	0	0	46
13:00	42	2	0	0	0	44
13:15	38	3	0	0	0	41
13:30	36	3	0	0	0	39
17:30	22	3	1	0	0	26
17:45	19	2	0	0	0	21
18:00	18	2	0	0	0	20
18:15	20	2	0	0	0	22
18:30	25	2	0	0	0	27
18:45	27	1	0	0	0	28
19:00	45	1	0	0	0	46
19:15	42	1	0	0	0	43
19:30	36	1	0	0	0	37
19:45	38	1	0	0	0	39
20:00	37	1	0	0	0	38

Maximum = 66

**Notes:**

<sup>1</sup> Vehicles who parked in undesignated areas of the parking lot (outside of a striped parking stall). Some of these vehicles were short term drop-off/pick-up.

### CENTRAL PARK TENNIS CLUB PARKING DEMAND STUDY

Date: Wednesday, 8/11/2010 Times: 1000-1330, 1730-2100

Time Beginning	Existing Parking Demand					Total Existing Parking Demand
	General	Grass Overflow	Un-designated <sup>1</sup>	ADA	On-Street	
10:00	53	1	0	0	0	54
10:15	50	1	0	0	0	51
10:30	49	1	0	0	0	50
10:45	45	1	0	0	0	46
11:00	49	1	0	0	0	50
11:15	48	1	1	0	0	50
11:30	61	2	0	0	0	63
11:45	57	2	0	0	0	59
12:00	55	2	0	1	0	58
12:15	57	2	0	1	0	60
12:30	62	2	1	1	0	66
12:45	56	2	0	1	0	59
13:00	61	2	0	1	0	64
13:15	60	2	0	1	0	63
13:30	59	2	0	1	0	62
17:30	55	2	1	0	0	58
17:45	53	1	1	0	0	55
18:00	56	1	1	0	0	58
18:15	61	1	1	0	0	63
18:30	61	1	0	0	0	62
18:45	60	2	0	0	0	62
19:00	65	3	0	0	0	68
19:15	67	3	0	0	0	70
19:30	59	4	0	0	0	63
19:45	56	4	0	0	0	60
20:00	56	3	1	0	0	60
20:15	48	3	0	0	0	51
20:30	37	2	0	0	0	39
20:45	29	1	0	0	0	30
21:00	19	0	0	0	0	19

Maximum = 70

**Notes:**

<sup>1</sup> Vehicles who parked in undesignated areas of the parking lot (outside of a striped parking stall). Some of these vehicles were short term drop-off/pick-up.

### CENTRAL PARK TENNIS CLUB PARKING DEMAND STUDY

Date: Thursday, 8/12/2010 Times: 1000-1330, 1730-2100

Time Beginning	Existing Parking Demand					Total Existing Parking Demand
	General	Grass Overflow	Un-designated <sup>1</sup>	ADA	On-Street	
10:00	41	2	0	0	0	43
10:15	42	2	0	0	0	44
10:30	43	2	0	0	0	45
10:45	42	2	0	0	0	44
11:00	44	2	0	0	0	46
11:15	47	2	0	0	0	49
11:30	51	2	0	0	0	53
11:45	49	3	0	0	0	52
12:00	39	4	0	0	0	43
12:15	37	3	0	0	0	40
12:30	44	3	3	0	0	50
12:45	42	3	0	0	0	45
13:00	48	3	0	0	0	51
13:15	42	3	0	0	0	45
13:30	39	3	1	0	0	43
17:30	50	2	0	1	0	53
17:45	60	2	0	1	0	63
18:00	62	2	0	1	0	65
18:15	56	2	0	1	0	59
18:30	60	2	0	0	0	62
18:45	62	2	0	0	0	64
19:00	67	6	0	0	0	73
19:15	67	6	0	0	0	73
19:30	63	6	0	0	0	69
19:45	60	6	0	0	0	66
20:00	61	6	0	0	0	67
20:15	60	6	0	0	0	66
20:30	58	6	0	0	0	64
20:45	42	3	0	0	0	45
21:00	31	2	1	0	0	34

Maximum = 73

**Notes:**

<sup>1</sup> Vehicles who parked in undesignated areas of the parking lot (outside of a striped parking stall). Some of these vehicles were short term drop-off/pick-up.

### CENTRAL PARK TENNIS CLUB PARKING DEMAND STUDY

Date: Friday, 8/13/2010

Times: 1000-1330, 1730-2000

Time Beginning	Existing Parking Demand					Total Existing Parking Demand
	General	Grass Overflow	Un-designated <sup>1</sup>	ADA	On-Street	
10:00	38	3	0	1	0	42
10:15	36	3	0	1	0	40
10:30	38	3	0	1	0	42
10:45	33	3	0	1	0	37
11:00	40	4	1	0	0	45
11:15	41	4	1	0	0	46
11:30	46	4	1	0	0	51
11:45	37	4	1	0	0	42
12:00	38	4	1	0	0	43
12:15	32	3	0	0	0	35
12:30	32	3	0	0	0	35
12:45	29	3	0	0	0	32
13:00	28	4	0	0	0	32
13:15	22	4	0	0	0	26
13:30	21	4	0	0	0	25
17:30	26	0	0	0	0	26
17:45	25	0	0	0	0	25
18:00	27	0	0	0	0	27
18:15	26	0	0	0	0	26
18:30	25	0	0	0	0	25
18:45	25	0	0	0	0	25
19:00	24	0	0	0	0	24
19:15	21	0	0	0	0	21
19:30	21	0	0	0	0	21
19:45	13	0	0	0	0	13
20:00	13	0	0	0	0	13

Maximum = 51

**Notes:**

<sup>1</sup> Vehicles who parked in undesignated areas of the parking lot (outside of a striped parking stall). Some of these vehicles were short term drop-off/pick-up.

## CENTRAL PARK TENNIS CLUB PARKING DEMAND STUDY

Date: Saturday, 8/14/2010 Times: 0900-1300

Time Beginning	Existing Parking Demand					Total Existing Parking Demand
	General	Grass Overflow	Un-designated <sup>1</sup>	ADA	On-Street	
9:00	31	1	0	0	0	32
9:15	30	1	0	0	0	31
9:30	28	1	0	0	0	29
9:45	25	1	0	0	0	26
10:00	30	1	0	1	0	32
10:15	30	1	0	1	0	32
10:30	26	1	0	1	0	28
10:45	25	1	0	1	0	27
11:00	23	1	0	0	0	24
11:15	20	1	0	0	0	21
11:30	30	2	0	0	0	32
11:45	30	2	0	0	0	32
12:00	27	2	0	0	0	29
12:15	28	2	0	0	0	30
12:30	28	1	0	0	0	29
12:45	29	1	1	0	0	31
13:00	31	1	1	0	0	33
<b>Maximum =</b>						<b>33</b>

**Notes:**

<sup>1</sup> Vehicles who parked in undesignated areas of the parking lot (outside of a striped parking stall). Some of these vehicles were short term drop-off/pick-up.

# ATTACHMENT F

## Parking Rate and Future Parking Demand Estimates

## CENTRAL PARK TENNIS CLUB PARKING DEMAND STUDY RESULTS

### Existing Parking Demand Data Summary

Day	Existing Peak Parking Demand <sup>1</sup>
Monday - August 16, 2010	77
Tuesday - August 10, 2010	66
Wednesday - August 11, 2010	70
Thursday - August 12, 2010	73
Friday - August 13, 2010	51
Saturday - August 14, 2010	33
<b>Maximum Peak Observed</b>	<b>77</b>

### Existing Parking Demand Rates

**Total Number of Existing Tennis Courts = 14 courts**

Calculation	Existing Peak Parking Demand Rate <sup>2</sup>
77 vehicles / 14 courts	5.50

### Future Parking Demand Estimates with Four Court Tennis Building

**Total Number of Future Tennis Courts = 18 courts**

Calculation	Estimated Future Peak Parking Demand <sup>3</sup>
5.50 X 18 courts	99

<sup>1</sup> Peak parking demand in vehicles as observed over the 6-day study period

<sup>2</sup> Existing parking demand rate. Calculated as peak # of parked vehicles/14 existing courts.

<sup>3</sup> Future peak parking demand based on applying existing parking demand rate to future # of courts with the project

**CITY OF KIRKLAND**

123 FIFTH AVENUE • KIRKLAND, WASHINGTON 98033-6189 • (425) 587-3800

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**DEPARTMENT OF PUBLIC WORKS  
MEMORANDUM**

**To:** Susan Greene, Planner

**From:** Thang Nguyen, Transportation Engineer

**Date:** September 19, 2010

**Subject:** Central Park Tennis Club Expansion Traffic Concurrency Notice, Permit #CON010-00001

This memo summarizes public works review of traffic concurrency for the proposed expansion of the Central Park Tennis Club at 12630 NE 59<sup>th</sup> Street. This memo will serve as the traffic concurrency test notice.

**Project Description**

The applicant proposes to add 31,739 square feet building to contain four additional tennis courts. The project will also include 35 additional parking stalls. The project is expected to be complete in the summer of 2011.

**Project Trip Generation**

Based on the traffic analysis, it is estimated that the proposed project will generate 13 PM peak and 155 daily net new trips. It is anticipated that the project will be built and fully occupied by 2011.

**Traffic Concurrency**

All developments subject to SEPA review are required to pass traffic concurrency. The purpose of traffic concurrency is to ensure that the City roadway network is built concurrent with land use growth. The proposed project was tested for concurrency on September 19, 2010 and passed. The project is allowed to proceed through the development process and must obtain a building or development permit prior to September 19, 2011 in order to maintain a valid concurrency status.

**Traffic Concurrency**

All developments subject to SEPA review are required to pass traffic concurrency. The purpose of traffic concurrency is to ensure that the City roadway network is built concurrent with land use growth.

Memorandum to Susan Greene

September 19, 2010

Page 2 of 2

The proposed project passed traffic concurrency. This memo will serve as the concurrency test notice for the proposed project. Per *Section 25.10.020 Procedures* of the KMC, this Concurrency Test Notice will expire in one year (September 19, 2011) unless a development permit and certificate of concurrency are issued or an extension is granted.

### **EXPIRATION**

The concurrency test notice shall expire and a new concurrency test application is required unless:

1. A complete SEPA checklist, traffic impact analysis and all required documentation are submitted to the City within 90 calendar days of the concurrency test notice.
2. A Certificate of Concurrency is issued or an extension is requested and granted by the Public Works Department within one year of issuance of the concurrency test notice. (A Certificate of Concurrency is issued at the same time a development permit or building permit is issued if the applicant holds a valid concurrency test notice.)
3. A Certificate of Concurrency shall expire six years from the date of issuance of the concurrency test notice unless all building permits are issued for buildings approved under the concurrency test notice.

### **APPEALS**

The concurrency test notice may be appealed by the public or 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. If you have any questions, please call me at x3869.

### **Traffic Impact Analysis Scope**

Based on the trip generation, the project will have less than 1% proportional impact to off-site intersections. Therefore, the traffic analysis will be limited to traffic safety analyses (sight distance analysis) at the site driveways.

cc: Chris Forster, TENW  
Advantage, Con10-0001

---

**DATE:** August 18, 2010

**TO:** Thang Nguyen, P.E.  
City of Kirkland

**FROM:** Chris Forster, P.E.  
TENW

**RE:** Central Park Tennis Club - Four Court Tennis Building  
Parking Assessment  
TENW Project No. 4412

---

This memorandum documents the parking assessment for the proposed Central Park Tennis Club Four Court Tennis Building project. The Central Park Tennis Club is located at 12630 NE 59<sup>th</sup> Street in Kirkland, Washington (see vicinity in **Attachment A**).

The trip generation and impact fee estimates for the proposed project are included in a previous memo to the City of Kirkland dated August 4, 2010. This memo supplements our previous memo with an assessment of existing and future parking demand.

### ***Project Description***

The project site is located on the south side of NE 60<sup>th</sup> Street between 125<sup>th</sup> Lane NE and 128<sup>th</sup> Avenue NE. The project would consist of a new four court tennis building to be located on the southern portion of the site currently occupied by the Club's main parking area. As part of the project, the parking lot would be reconfigured and capacity increased from approximately 70 parking stalls to 103 parking stalls. In addition, the Club's main vehicular site access from 127<sup>th</sup> Avenue NE would be eliminated and replaced with a new connection to NE 60<sup>th</sup> Street via 125<sup>th</sup> Lane NE (a private roadway). A preliminary project site plan is provided in **Attachment B**. The project is expected to be completed by summer 2011.

### ***Existing Parking Demand Methodology***

A parking demand study was conducted at the Central Park Tennis Club Tuesday thru Saturday, August 10-14, 2010, and on Monday August 16, 2010. Based on discussions with the Club, the times selected for the study were based on the times when existing parking demand typically peaks. The peak parking demand times are not expected to change with the completion of the proposed four court tennis building. The study was conducted during the following time periods:

Monday/Tuesday/Friday: 10:00 a.m. – 1:30 p.m., 5:30 p.m. – 8:00 p.m.

Wednesday/Thursday: 10:00 a.m. – 1:30 p.m., 5:30 p.m. – 9:00 p.m.

Saturday: 9:00 a.m. – 1:00 p.m.

Data collection was conducted by TENW and Traffic Data Gathering, Inc. The number of vehicles parked on-site was recorded every 15 minutes, and categorized into the following:

General: Standard striped on-site parking stalls (68 available general stalls)

Grass Overflow: Grassy unstriped area just west of the parking lot

Undesignated: Cars not parked in striped stalls (some of these vehicles were dropping off or picking up people near the front door)

ADA: Handicap parking stalls (2 available ADA stalls)

In addition to the on-site areas above, the number of vehicles parked on the street on 127<sup>th</sup> Ave NE, NE 59<sup>th</sup> Street, and 128<sup>th</sup> Ave NE was recorded. On-street parking is currently not allowed and is discouraged by the Club. There was only one time period where one vehicle was observed to park on the street during our study. In the future with the project, it is unlikely that street parking will be an issue because the access will be relocated to 125<sup>th</sup> Lane NE, which is a private road. A site plan showing the parking areas counted during the study is included in **Attachment C**.

### ***Existing Parking Demand Results***

The results of the existing parking demand counts are summarized in **Attachment D**. Based on our counts, the peak existing parking demand occurred on Monday at 7:00 p.m. with a total of 77 vehicles parked. Based on discussions with the Club, this peak demand was due to court “change-over” which occurs at the end of the 5:30 p.m. “Men’s Night” session and the start of the 7:00 p.m. session. This results in an overlap where parking demand is high for a relatively short time period (7:00 p.m. – 7:30 p.m.). According to the Club, the tennis courts were fully occupied and “at capacity” during the August 16<sup>th</sup> “Men’s Night”. Also contributing to the parking demand during this time was the relatively high swimming pool usage due to above-normal (90+ degree) temperatures. Considering the “at capacity” tennis usage and the higher than normal pool usage, along with the other typical fitness activities occurring at the Club, we believe that the observed August 16 peak utilization is likely representative of the Club’s maximum parking demand (outside of special events – discussed later in this memo).

A “seasonality” adjustment is sometimes applied to the observed peak parking demand if the demand is expected to be higher at other times of the year. For example, if the study was conducted on a rainy day in February, the peak parking demand may be lower than normal since not all of the tennis courts would be utilized, and the Club would be operating at “below capacity”. This situation would warrant the use of a “seasonality” adjustment factor. In our study, the Club’s observed August 16 peak parking demand represents a condition that will likely not be exceeded at other times of the year, since the Club was operating “at capacity”. In fact, our study may even represent a conservative high estimate of parking demand due to the higher than normal pool usage. For these reasons, applying a “seasonality” adjustment to our observed peak demand would be both unnecessary and inappropriate.

### ***Future Parking Demand Estimates with Project***

To estimate the future parking demand with the proposed four court tennis building, a peak parking generation rate was derived from the existing peak parking demand. The existing Club has 14 tennis courts. Therefore, the observed peak parking generation

rate was calculated to be 5.50 vehicles per court (77 vehicles / 14 courts). This parking rate was then applied to the total number of tennis courts with the new four court tennis building (18 courts). The resulting estimated future peak parking demand with the four court tennis building is 99 parking stalls (18 courts X 5.50). Based on the site plan provided in **Attachment B**, the Club is proposing 103 total on-site parking stalls with the new building. Therefore, the proposed future parking supply is expected to accommodate the estimated future peak demand. The parking rate calculations and future parking demand estimates are summarized in **Attachment E**.

### ***Parking during Special Events***

Three times per year, Central Park Tennis Club hosts tennis events which require the use of the adjacent field for parking. The first event occurs on Father's Day weekend when the Club hosts the United States Tennis Association local playoffs. The event runs Thursday evening through Sunday evening. The event involves teams from around the Northwest competing to go to regional playoffs. For this event, notices are sent to the team captains alerting them that all participants must park in the adjacent field, which has a gated access on NE 60<sup>th</sup> Street. During the tournament, signs are placed on NE 60th Street next to the gates, which are open for Tournament Parking. In addition, a sign is placed at the Club's parking lot entrance stating that parking in the lot is for members only. An additional sign is posted inside the Clubhouse entry alerting participants of the mandatory field parking.

The second time the Club uses the adjacent field for parking is during the Washington State Champs, which occurs the weekend following the 4th of July. This is a kids tournament (ages 12-18) so the field is primarily used for overflow. Based on discussions with the Club, the Club's parking lot usually accommodates the parents bringing their kids, but the field is open for overflow to be used as needed.

Recently, the Club has also helped with a third tournament based out of the Bellevue Club where the field parking is utilized. It is usually the last weekend in July (Friday and Saturday). The event benefits First Place School and is a mixed doubles event. During the tournament, signs are placed on NE 60th Street next to the gates, which are open for Tournament Parking. In addition, a sign is placed at the Club's parking lot entrance stating that parking in the lot is for members only. An additional sign is posted inside the Clubhouse entry alerting participants of the mandatory field parking. This is to allow the members full use of the parking lot and facility while they run the tournament on a limited number of courts.

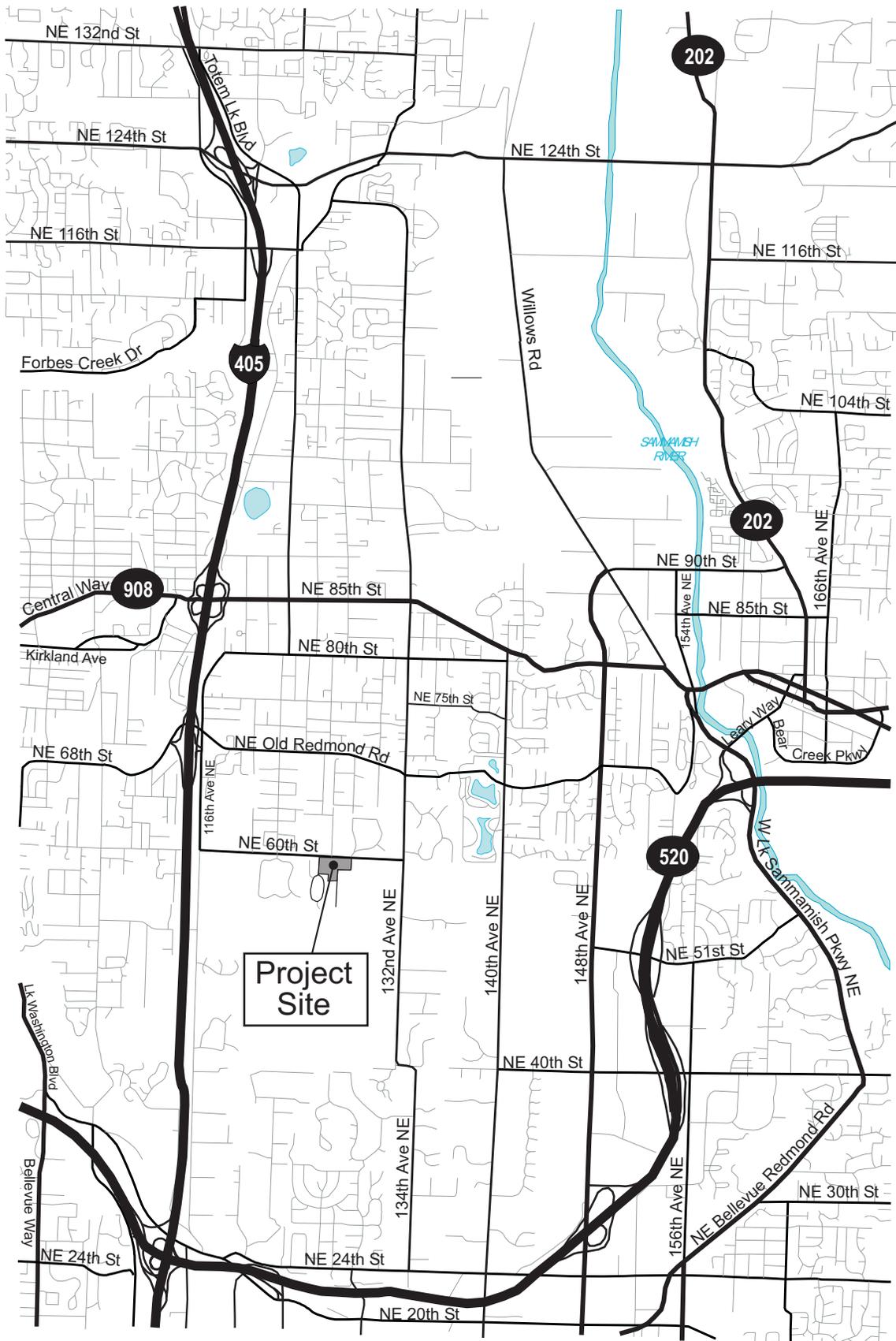
Based on discussions with the Club, the capacity of the adjacent field has not been exceeded, and parking spillover into the adjacent neighborhoods has not been an issue during these tournaments.

If you have any questions regarding the information presented in this memo, please call me at 206-498-5897.

cc: Julie Wheadon, Jack Goldberg, Central Park Tennis Club  
Larry Ho, Freiheit & Ho Architects



Not to Scale



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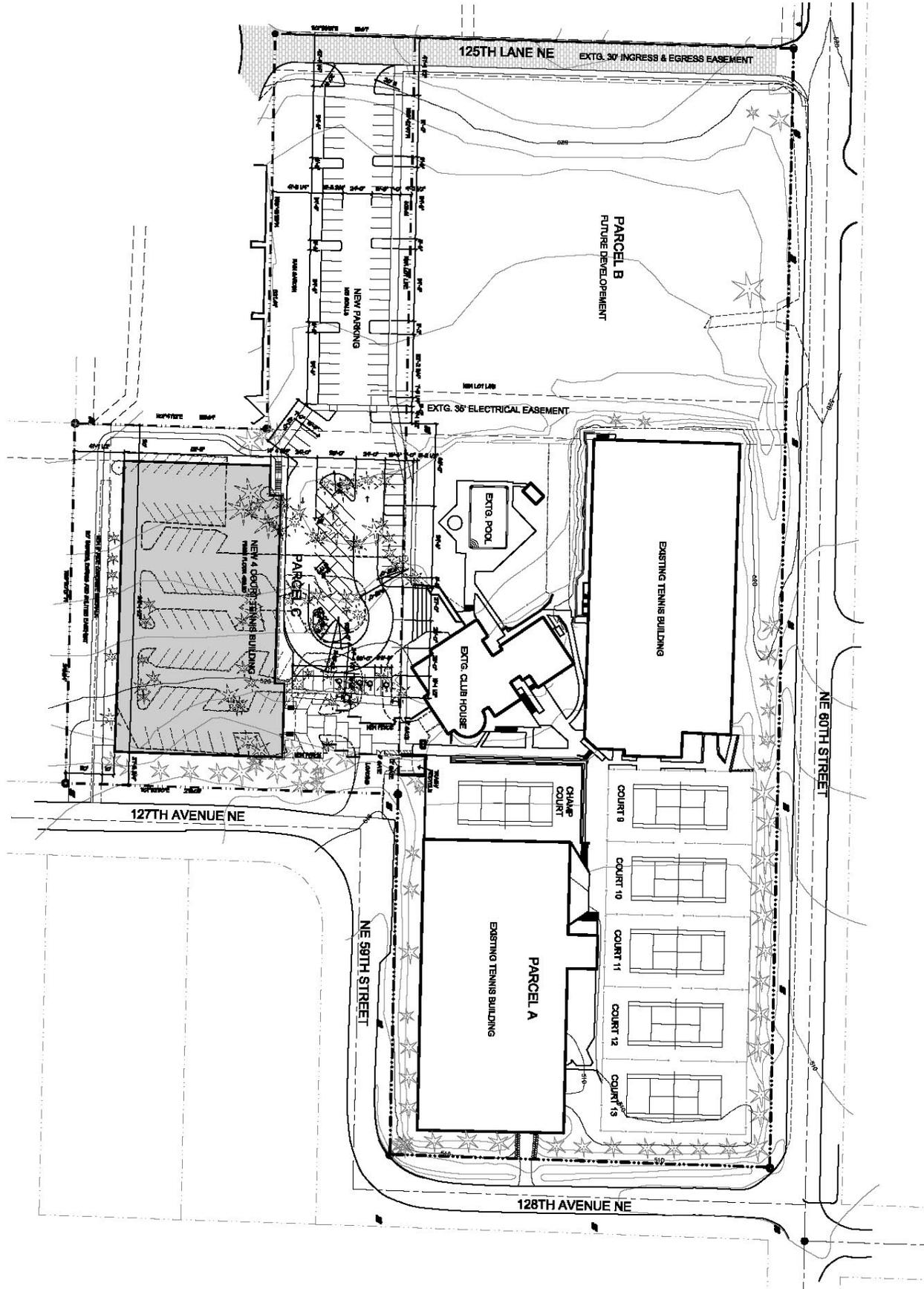


Transportation  
Engineering  
Northwest

# Attachment A Project Vicinity

Central Park  
Tennis Club  
Four Court  
Tennis Building

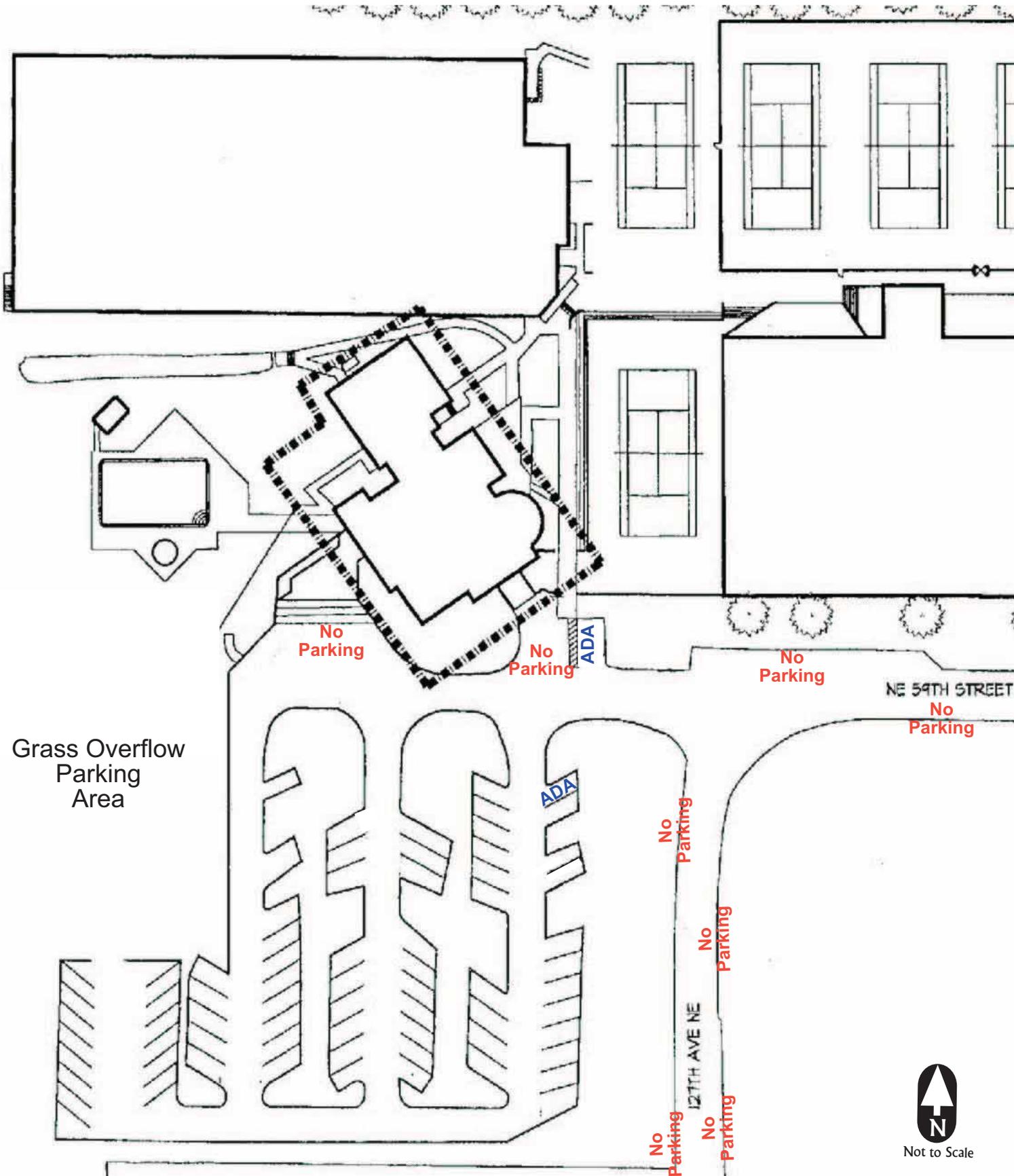
ATTACHMENT B - PRELIMINARY SITE PLAN



SCALE: 1" = 10'-0"



# Attachment C Central Park Tennis Club Parking



Grass Overflow  
Parking  
Area



# **ATTACHMENT D**

## Counts of Parked Vehicles

### CENTRAL PARK TENNIS CLUB PARKING DEMAND STUDY

Date: Monday, 8/16/2010

Times: 1000-1330, 1730-2000

Time Beginning	Existing Parking Demand					Total Existing Parking Demand
	General	Grass Overflow	Un-designated <sup>1</sup>	ADA	On-Street	
10:00	51	3	0	1	0	55
10:15	52	3	0	1	0	56
10:30	50	3	0	1	0	54
10:45	51	3	0	0	0	54
11:00	61	3	0	0	0	64
11:15	61	3	0	0	0	64
11:30	67	7	0	0	0	74
11:45	58	13	0	0	0	71
12:00	50	12	0	0	0	62
12:15	54	13	0	0	0	67
12:30	61	13	1	0	0	75
12:45	61	13	0	0	0	74
13:00	56	13	0	0	0	69
13:15	53	12	0	0	0	65
13:30	47	7	0	0	0	54
17:30	50	3	0	0	0	53
17:45	50	5	0	0	0	55
18:00	54	5	0	0	0	59
18:15	53	5	0	0	0	58
18:30	57	5	0	0	0	62
18:45	55	5	0	0	0	60
19:00	67	9	0	0	1	77
19:15	61	9	0	0	0	70
19:30	40	7	0	0	0	47
19:45	32	4	0	0	0	36
20:00	32	4	0	0	0	36

Maximum = 77

**Notes:**

<sup>1</sup> Vehicles who parked in undesignated areas of the parking lot (outside of a striped parking stall). Some of these vehicles were short term drop-off/pick-up.

### CENTRAL PARK TENNIS CLUB PARKING DEMAND STUDY

Date: Tuesday, 8/10/2010

Times: 1000-1330, 1730-2000

Time Beginning	Existing Parking Demand					Total Existing Parking Demand
	General	Grass Overflow	Un-designated <sup>1</sup>	ADA	On-Street	
10:00	45	1	0	0	0	46
10:15	42	1	0	1	0	44
10:30	43	1	0	1	0	45
10:45	41	1	0	1	0	43
11:00	44	1	0	1	0	46
11:15	44	1	0	1	0	46
11:30	62	3	0	1	0	66
11:45	60	4	0	1	0	65
12:00	52	4	0	1	0	57
12:15	51	4	0	1	0	56
12:30	54	4	1	0	0	59
12:45	43	3	0	0	0	46
13:00	42	2	0	0	0	44
13:15	38	3	0	0	0	41
13:30	36	3	0	0	0	39
17:30	22	3	1	0	0	26
17:45	19	2	0	0	0	21
18:00	18	2	0	0	0	20
18:15	20	2	0	0	0	22
18:30	25	2	0	0	0	27
18:45	27	1	0	0	0	28
19:00	45	1	0	0	0	46
19:15	42	1	0	0	0	43
19:30	36	1	0	0	0	37
19:45	38	1	0	0	0	39
20:00	37	1	0	0	0	38

Maximum = 66

**Notes:**

<sup>1</sup> Vehicles who parked in undesignated areas of the parking lot (outside of a striped parking stall). Some of these vehicles were short term drop-off/pick-up.

### CENTRAL PARK TENNIS CLUB PARKING DEMAND STUDY

Date: Wednesday, 8/11/2010 Times: 1000-1330, 1730-2100

Time Beginning	Existing Parking Demand					Total Existing Parking Demand
	General	Grass Overflow	Un-designated <sup>1</sup>	ADA	On-Street	
10:00	53	1	0	0	0	54
10:15	50	1	0	0	0	51
10:30	49	1	0	0	0	50
10:45	45	1	0	0	0	46
11:00	49	1	0	0	0	50
11:15	48	1	1	0	0	50
11:30	61	2	0	0	0	63
11:45	57	2	0	0	0	59
12:00	55	2	0	1	0	58
12:15	57	2	0	1	0	60
12:30	62	2	1	1	0	66
12:45	56	2	0	1	0	59
13:00	61	2	0	1	0	64
13:15	60	2	0	1	0	63
13:30	59	2	0	1	0	62
17:30	55	2	1	0	0	58
17:45	53	1	1	0	0	55
18:00	56	1	1	0	0	58
18:15	61	1	1	0	0	63
18:30	61	1	0	0	0	62
18:45	60	2	0	0	0	62
19:00	65	3	0	0	0	68
19:15	67	3	0	0	0	70
19:30	59	4	0	0	0	63
19:45	56	4	0	0	0	60
20:00	56	3	1	0	0	60
20:15	48	3	0	0	0	51
20:30	37	2	0	0	0	39
20:45	29	1	0	0	0	30
21:00	19	0	0	0	0	19

Maximum = 70

**Notes:**

<sup>1</sup> Vehicles who parked in undesignated areas of the parking lot (outside of a striped parking stall). Some of these vehicles were short term drop-off/pick-up.

### CENTRAL PARK TENNIS CLUB PARKING DEMAND STUDY

Date: Thursday, 8/12/2010 Times: 1000-1330, 1730-2100

Time Beginning	Existing Parking Demand					Total Existing Parking Demand
	General	Grass Overflow	Un-designated <sup>1</sup>	ADA	On-Street	
10:00	41	2	0	0	0	43
10:15	42	2	0	0	0	44
10:30	43	2	0	0	0	45
10:45	42	2	0	0	0	44
11:00	44	2	0	0	0	46
11:15	47	2	0	0	0	49
11:30	51	2	0	0	0	53
11:45	49	3	0	0	0	52
12:00	39	4	0	0	0	43
12:15	37	3	0	0	0	40
12:30	44	3	3	0	0	50
12:45	42	3	0	0	0	45
13:00	48	3	0	0	0	51
13:15	42	3	0	0	0	45
13:30	39	3	1	0	0	43
17:30	50	2	0	1	0	53
17:45	60	2	0	1	0	63
18:00	62	2	0	1	0	65
18:15	56	2	0	1	0	59
18:30	60	2	0	0	0	62
18:45	62	2	0	0	0	64
19:00	67	6	0	0	0	73
19:15	67	6	0	0	0	73
19:30	63	6	0	0	0	69
19:45	60	6	0	0	0	66
20:00	61	6	0	0	0	67
20:15	60	6	0	0	0	66
20:30	58	6	0	0	0	64
20:45	42	3	0	0	0	45
21:00	31	2	1	0	0	34

Maximum = 73

**Notes:**

<sup>1</sup> Vehicles who parked in undesignated areas of the parking lot (outside of a striped parking stall). Some of these vehicles were short term drop-off/pick-up.

### CENTRAL PARK TENNIS CLUB PARKING DEMAND STUDY

Date: Friday, 8/13/2010

Times: 1000-1330, 1730-2000

Time Beginning	Existing Parking Demand					Total Existing Parking Demand
	General	Grass Overflow	Un-designated <sup>1</sup>	ADA	On-Street	
10:00	38	3	0	1	0	42
10:15	36	3	0	1	0	40
10:30	38	3	0	1	0	42
10:45	33	3	0	1	0	37
11:00	40	4	1	0	0	45
11:15	41	4	1	0	0	46
11:30	46	4	1	0	0	51
11:45	37	4	1	0	0	42
12:00	38	4	1	0	0	43
12:15	32	3	0	0	0	35
12:30	32	3	0	0	0	35
12:45	29	3	0	0	0	32
13:00	28	4	0	0	0	32
13:15	22	4	0	0	0	26
13:30	21	4	0	0	0	25
17:30	26	0	0	0	0	26
17:45	25	0	0	0	0	25
18:00	27	0	0	0	0	27
18:15	26	0	0	0	0	26
18:30	25	0	0	0	0	25
18:45	25	0	0	0	0	25
19:00	24	0	0	0	0	24
19:15	21	0	0	0	0	21
19:30	21	0	0	0	0	21
19:45	13	0	0	0	0	13
20:00	13	0	0	0	0	13

Maximum = 51

**Notes:**

<sup>1</sup> Vehicles who parked in undesignated areas of the parking lot (outside of a striped parking stall). Some of these vehicles were short term drop-off/pick-up.

### CENTRAL PARK TENNIS CLUB PARKING DEMAND STUDY

Date: Saturday, 8/14/2010 Times: 0900-1300

Time Beginning	Existing Parking Demand					Total Existing Parking Demand
	General	Grass Overflow	Un-designated <sup>1</sup>	ADA	On-Street	
9:00	31	1	0	0	0	32
9:15	30	1	0	0	0	31
9:30	28	1	0	0	0	29
9:45	25	1	0	0	0	26
10:00	30	1	0	1	0	32
10:15	30	1	0	1	0	32
10:30	26	1	0	1	0	28
10:45	25	1	0	1	0	27
11:00	23	1	0	0	0	24
11:15	20	1	0	0	0	21
11:30	30	2	0	0	0	32
11:45	30	2	0	0	0	32
12:00	27	2	0	0	0	29
12:15	28	2	0	0	0	30
12:30	28	1	0	0	0	29
12:45	29	1	1	0	0	31
13:00	31	1	1	0	0	33
<b>Maximum =</b>						<b>33</b>

**Notes:**

<sup>1</sup> Vehicles who parked in undesignated areas of the parking lot (outside of a striped parking stall). Some of these vehicles were short term drop-off/pick-up.

# **ATTACHMENT E**

## **Parking Rate and Future Parking Demand Estimates**

## CENTRAL PARK TENNIS CLUB PARKING DEMAND STUDY RESULTS

### Existing Parking Demand Data Summary

Day	Existing Peak Parking Demand <sup>1</sup>
Monday - August 16, 2010	77
Tuesday - August 10, 2010	66
Wednesday - August 11, 2010	70
Thursday - August 12, 2010	73
Friday - August 13, 2010	51
Saturday - August 14, 2010	33
<b>Maximum Peak Observed</b>	<b>77</b>

### Existing Parking Demand Rates

**Total Number of Existing Tennis Courts = 14 courts**

Calculation	Existing Peak Parking Demand Rate <sup>2</sup>
77 vehicles / 14 courts	5.50

### Future Parking Demand Estimates with Four Court Tennis Building

**Total Number of Future Tennis Courts = 18 courts**

Calculation	Estimated Future Peak Parking Demand <sup>3</sup>
5.50 X 18 courts	99

<sup>1</sup> Peak parking demand in vehicles as observed over the 6-day study period

<sup>2</sup> Existing parking demand rate. Calculated as peak # of parked vehicles/14 existing courts.

<sup>3</sup> Future peak parking demand based on applying existing parking demand rate to future # of courts with the project

**CITY OF KIRKLAND**

123 FIFTH AVENUE • KIRKLAND, WASHINGTON 98033-6189 • (425) 587-3800

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**DEPARTMENT OF PUBLIC WORKS  
MEMORANDUM**

**To:** Susan Greene, Planner

**From:** Thang Nguyen, Transportation Engineer

**Date:** November 16, 2010

**Subject:** Central Park Tennis Club Expansion Traffic Impact Review, ZON10-00022

This memo summarizes public works review of traffic impact analysis for the proposed expansion of the Central Park Tennis Club at 12630 NE 59<sup>th</sup> Street.

**Project Description**

The applicant proposes to add 31,739 square feet building to contain four additional tennis courts for a total of 18 tennis courts. The project will also include 33 additional parking stalls for a total of 103 parking stalls. The project is expected to be complete and in full operation in the summer of 2011.

**Project Trip Generation**

Based on the traffic analysis, it is estimated that the proposed project will generate 13 PM peak and 155 daily net new trips. It is anticipated that the project will be built and fully occupied by 2011.

**Traffic Concurrency**

All developments subject to SEPA review are required to pass traffic concurrency. The purpose of traffic concurrency is to ensure that the City roadway network is built concurrent with land use growth.

The proposed project passed traffic concurrency. This memo will serve as the concurrency test notice for the proposed project. Per *Section 25.10.020 Procedures* of the KMC, this Concurrency Test Notice will expire in one year (September 19, 2011) unless a development permit and certificate of concurrency are issued or an extension is granted.

The traffic analysis followed the City's Traffic Impact Analysis Guidelines (TIAG). The TIAG requires a Level of Service (LOS) Analysis using the Highway Capacity Manual Operational Method for intersections that have a proportionate share greater than 1%. Based on the traffic assignment

Memorandum to Susan Greene

November 16, 2010

Page 2 of 3

presented in the traffic report, no off-site intersection has a proportionate share impact greater than 1%; thus no off-site intersection besides the project driveway was analyzed for traffic impact.

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 traffic is more than 15% of the intersection proportional share.
2. An intersection level of service is at F and the project traffic is more than 5% of the intersection proportional share.

Based on the LOS analyses, the driveway is operating at LOS-B during the PM peak hour and is forecasted to operate at LOS-B with the full operation of the proposed expansion. Based on the mitigation criteria (as described above) within the City's TIA Guideline, specific intersection improvement is not warranted.

School starts at 9:00 AM and ends at 3:30 PM (2:00 PM on Wed). So peak school traffic would be expected to occur 8:30 – 9:00 AM, and 3:30 – 4:00 PM. Based on ITE the trip generation rates for Racquet/Tennis Clubs during the AM peak hour (highest hour 7-9 AM) are typically less than 40% of the PM peak hour rate. Based on parking demand studies conducted in 2006, parking demand was very low at the Club at 4:00 PM. Staff observed traffic at 128<sup>th</sup> Avenue NE where the tennis facility is accessed during school traffic peak time between 3:30 and 4PM and verified that traffic to/from the tennis facility is very low during the weekday when children are leaving school. There are crossing guards to the west of the project site driveway during times when children are coming and leaving school. There is no continuous sidewalk along the south side NE 60<sup>th</sup> Street to the east of 125<sup>th</sup> Lane NE and children walk on the north side to the school. The traffic volume at that time is low and the car speed is at 20 mile per hour (mph). Staff doesn't anticipate significant pedestrian and traffic impacts due to the expansion of the tennis facility.

Sight distances at the project driveway were measured and the project driveway meets the City's sight distance requirements when there are no vehicles parking along the south side of NE 60<sup>th</sup> Street. Staff observed that during the school pickup/drop-off, when large vehicles parked along the south side of NE 60 Street, sight distance is reduced. However, the traffic volume at that time is low and the car speed is at 20 mile per hour (mph). Staff did not observe any potential conflict with vehicles leaving the project proposed driveway as drivers are particularly careful driving through the school zone.

### **Parking**

Based on the parking analysis, the expansion is forecasted to have a demand of 99 parking stalls. The applicant is proposing to provide 103 parking stalls plus overflow parking area on a grass field on site to accommodate parking for special events. To minimize impact and maintain sight distance, during special events or at time when the parking lot is full, the tennis facility should put

Memorandum to Susan Greene  
November 16, 2010  
Page 3 of 3

out signs to instruct attendees not to park on-street and driveway along the site frontage and direct attendees to park in the overflow parking area.

### **Road Impact Fees**

Per City's Ordinance 3685, Traffic Impact Fees per Impact Fee Schedule in effect 2010 is required for all developments. For road impact fee, the racquet club category includes tennis court facility. The fee for a racquet club is \$4.60 per square foot. The proposed project will expand by 31,739 square feet. The applicant is requesting an independent road impact fee calculation based on trips per the current ITE Trip Generation Report. The proposed project is forecasted to generate 13 additional trips. Applying the new trip and trip length adjustment factors to the gross trips result in nine (9) net new trips. The fee per trip is \$3,787. The resulting road impact fee is \$34,083 (9 x \$3,787). Final traffic fee will be determined at time of building permit issuance.

### **Staff Recommendations**

Staff recommends approval of the proposed project with the following conditions:

- Pay road impact fee
- During special events or at time when the parking lot is full, the tennis facility shall put out signs to instruct attendees not to park on-street along the site frontage and along the driveway and direct attendees to park in the overflow parking area.
- Employees are required to park on-site

If you have questions or clarification, please contact me at x3869.

cc: file

Heidi and Dennis Weston  
 5709 125<sup>th</sup> LN NE  
 Kirkland, WA 98003  
 425-739-2694  
Weston\_heidi@hotmail.com

RECEIVED  
 OCT 18 2010

City of Kirkland Planning and Community Development Department  
 ATTN: Susan Greene, Project Planner  
 123 5<sup>th</sup> Avenue  
 Kirkland, WA 98033

PLANNING DEPARTMENT  
 BY \_\_\_\_\_ PM

RE: Permit Number ZON10-00022

Dear Ms. Greene:

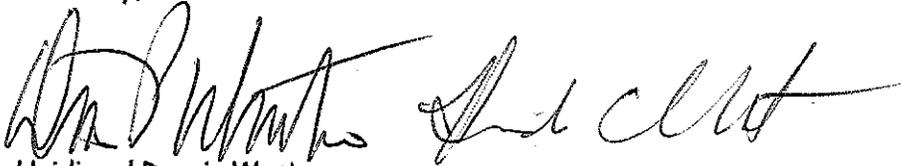
We are writing to express our opinion and opposition to the planned expansion to the Central Park Tennis Club, specifically to the planned access to their parking off of NE 60<sup>th</sup> Street via 125<sup>th</sup> LN NE.

We are residents in the Kirkland Hunt Club and come and go from our residence at many different times of the day. We see the various kinds of activities around the equestrian center, 60<sup>th</sup> and 125<sup>th</sup> LN NE throughout the day and we believe the tremendous increase in vehicular activity anticipated by Central Park's use of 125<sup>th</sup> LN will put many at unusually high increased risk of accident, injury and inconvenience. Here are our views:

1. As it is, access to Eastbound 60<sup>th</sup> from 125<sup>th</sup> is dangerous because traffic and pedestrians on 60<sup>th</sup> are difficult to see because of fencing, trees, shrubbery and signage. Increased vehicle activity will dramatically increase the chance of accidents.
2. Vehicle and pedestrian activity on 60<sup>th</sup>, near 125<sup>th</sup> LN NE, related to Benjamin Franklin School is already absolutely unacceptable as it is and presents tremendous risk to students and their families. If you've ever watched the vehicular activity from parents dropping off and picking up kids from school then you've seen illegal parking, illegal jay-walking, kids running around the sidewalks and traffic jams such that it can take 5 to 10 minutes for a Hunt Club resident to get the chance to turn in to 125<sup>th</sup>. Increasing traffic around 125<sup>th</sup> LN NE exponentially increases the risk of accident and injury.
3. We have horses on our residence property and we know the difficulty and potential danger we experience when pulling a horse trailer around 125<sup>th</sup> LN NE and onto 60<sup>th</sup>. The short turns and limited vision near the point Central Park wants to access their parking off of 125<sup>th</sup> dramatically increases the danger in that area.
4. The KFG Equestrian Center ongoing activities to be impacted include the following:
  - a. Horses being handled by trainers in the current KFG parking area and being walked around 125<sup>th</sup> LN by handlers. Almost anything can cause a horse to spook and the increased vehicular activity increases that risk.
  - b. Large trucks delivering to KFG, removing manure, delivering and picking-up horses will be impacted by the additional traffic.

We are very concerned about the increased risk of accident and injury to students and families of Ben Franklin, to the animals and participants in equestrian activities and unreasonable inconvenience to the resident of the Kirkland Hunt Club. Having seen the plans for Central Park's new buildings, we believe there are acceptable design changes that can be made to retain Central Park's existing vehicle access and not negatively impact the focus of their expansion of the addition of tennis courts.

Sincerely,



Heidi and Dennis Weston

RECEIVED  
OCT 18 2010

October 17, 2010

To Whom It May Concern:

I am writing to you out of concern for my children's safety in the event that the expansion of the Central Park Tennis Club is granted. My family and I live in the Hunt Club Community at 5714 125th Lane NE Kirkland 98033. We bought in this residential neighborhood for it's quiet and safe attributes. Our oldest will shortly be starting kindergarten at Franklin Elementary. We have looked forward to walking through our neighborhood and down 125th Lane to and from school with our child. There are no sidewalks on 125<sup>th</sup>, and we are understandably concerned about the use of this quiet residential lane for continual access to a growing athletic club. If the Tennis Club adds more courts as proposed, the number of members will also grow. As much as I would like to see the local businesses in my community expand, those businesses in residential areas with unique zoning privileges should be limited, so as not to disrupt the quiet surrounding residents.

The location of the Central Park Club is already in the middle of a residential neighborhood. We have noticed that the Tennis Club members are the biggest offenders of the speed limit laws on 60th as well as on 128th (the current entrance to the club). The members speed through the school zone and then turn down 128th to perhaps make their appointment with their tennis pro or are late to drop their kids off at tennis camp. Of course the members don't want to be late and so completely disregard the residential speed limit maximum of 25mph in this area. This has become such a problem that speed bumps had to be installed from 60<sup>th</sup> on 128th leading into the tennis club in an attempt to slow these fast drivers down. I realize that law enforcement can help with speeding tickets, but they cannot be here all of the time and in our opinion more consistent enforcement is needed. If the Club changes the entrance and uses our quiet lane (125th LN) our small children will no longer be able ride their bikes or play games, enjoying the road in our quiet community.

I cannot believe that from a safety standpoint it would make sense to move the entrance of the club closer to the elementary school. Under the proposed change the entrance would be moved from a few hundred yards from the school to directly in front of the school drop off loop and the entrance of the school. This is just a few feet from the crosswalk that the children use to enter and exit the school. Adding more cars and congestion closer to where grade school children are crossing the street and riding bikes seems completely contradictory to community safety. As well, this unnecessarily increases the risk of an accident. The current entrance of the club is at a much safer distance from the kids than the proposed new entrance. Further, the Tennis Club has a restaurant that is open every day during the week to the public during school hours, this restaurant serves alcohol.

We will be disturbed and confussed if this proposed plan is approved. This letter will act as notice that if this permit is granted and there is an accident involving a speeding member of the tennis club and a small child on 125th Lane or on 60th around the entrance of the school, this committee was warned of this potential danger prior to the approval of the new entrance.

We respectfully urge this committee to consider the negative impacts of this zoning change to both the safety of the children in our small neighborhood as well as the safety of the children attending the local elementary school. Our family would like to continue to live in a quiet and safe "residential" community where our children's safety is not at risk.

Regards,

Joshua and Laura Larkin  
Home Owners/Hunt Club

Kirkland Hunt Club HOA  
6619 132<sup>nd</sup> AVE NE  
PMB 109  
Kirkland, WA. 98033

BY  
PLANNING DEPARTMENT  
AM  
PM  
OCT 18 2010  
RECEIVED

October 15, 2010

Susan Greene  
City of Kirkland  
Planning Department  
123 5<sup>th</sup> AVE  
Kirkland, WA. 98033

RE: Central Park Tennis Club Expansion - Permit number ZON1010-00022

Dear Ms. Greene,

This letter is submitted by the Kirkland Hunt Club Homeowners' Association ("Homeowners Association") on behalf of its members.

The Kirkland Hunt Club is a gated residential community containing twenty-one lots including an Equestrian Center surrounded by individual homes. The only access to the Hunt Club is off NE 60<sup>th</sup> Street, down 125<sup>th</sup> Lane NE, a private road with a stone paver surface and a concrete curb.

125<sup>th</sup> Lane NE is owned by the Central Park Tennis Club ("Central Park") and the Homeowners Association has a thirty foot easement for ingress and egress over the Central Park Property. This easement was acquired in conjunction with the development of the Hunt Club property and 125<sup>th</sup> Lane NE. Property owners within the Hunt Club never contemplated that 125<sup>th</sup> Lane NE might end up being a shared entrance with Central Park. If that were the case, the design of 125<sup>th</sup> Lane NE would have been dramatically different to accommodate over 10 times the volume of traffic that currently exists.

Central Park seeks to use 125<sup>th</sup> Lane NE as the sole entrance and exit for its members and guests.

The Hunt Club was designed to be in alignment with the equestrian character of the Kirkland Bridle Trails community. Each Hunt Club lot is sufficiently large to maintain two horses and the Hunt Club Covenants require that each residential lot "shall provide an area of at least 14,500 square feet capable of being converted into a horse paddock area and configured in a contiguous and usable manner to accommodate stables, a yard area connecting the stables and the paddock area, and the feed storage and manure pile for two horses." Allowing Central Park to utilize 125<sup>th</sup> Lane NE as its sole entrance and exit for its members and guests would result in safety and

traffic congestion problems and thus would discourage equestrian/pedestrian use of 125<sup>th</sup> Lane NE.

The Benjamin Franklin Grade School, located on the North side of NE 60<sup>th</sup> Street, is across the street from the entrance to 125<sup>th</sup> Lane NE. A large playfield, maintained by the Kirkland Parks Department, is located immediately west of the Benjamin Franklin School buildings. In addition to use by Benjamin Franklin students, this playfield is utilized for various youth recreational activities such as football, softball and soccer. Substantial traffic congestion frequently occurs at the intersection of NE 60<sup>th</sup> Street and 125<sup>th</sup> Lane NE and the surrounding area. This congestion is the result of parents dropping off and picking up children, school busses entering and leaving school property, students crossing NE 60<sup>th</sup> Street, meetings at the school, recreational events at the playfield etc. Because a refuse station is located at the foot of NE 60<sup>th</sup> Street west of the grade school, there is a substantial amount of commercial truck traffic throughout the day. Allowing Central Park to use 125<sup>th</sup> Lane NE as its sole entrance and exit for its members and guests would increase the risk of traffic accidents and exacerbate congestion, a major concern for the families, many with children, in the community.

Currently there is a double striped yellow line at the intersection of NE 60<sup>th</sup> St and 125<sup>th</sup> Lane NE. Any left turn at this intersection is illegal. Central Park's proposed plan to use 125<sup>th</sup> Lane as the sole entrance-exit for its member and guests will increase the number of illegal left turns made off NE 60<sup>th</sup> Street onto 125<sup>th</sup> Lane NE.

The Central Park Tennis Club is essentially a commercial enterprise; members pay dues for the privilege of playing on its tennis courts; refreshments are sold; tennis related clothing and equipment are sold onsite; and tennis lessons are sold and offered to the public. A restaurant open to the public is also operated on the Central Park premises. The KGF equestrian center, located within the Hunt Club, is also a commercial enterprise. If the Tennis Club is allowed to use 125<sup>th</sup> Lane NE as its sole entrance and exit for members and guests, then 125<sup>th</sup> Lane NE would be the sole entrance and exit for three commercial enterprises, a restaurant, a tennis club and an equestrian center. We doubt that there are few, if any, Kirkland residential streets that serve as the sole means of ingress and egress for three commercial establishments.

We understand that Central Park has experienced serious incidents of vandalism in its existing parking lot. Central Park seeks to establish a parking lot immediately adjacent the proposed entrance-exit on 125<sup>th</sup> Lane NE. The proposed parking lot would be on the southern boundary of the Club's vacant property (Parcel B) and would accommodate 103 vehicles as opposed to its current maximum capacity of 69 vehicles. The proposed Central Park parking lot would be immediately adjacent to an existing parking lot owned by the KGF Equestrian Center. Two parking lots, side by side, would exponentially increase the risk of vandalism. Since Central Park is presently unable to control vandalism, it undoubtedly would not be able to control vandalism in the proposed parking lot, an area remote from Central Park's main area of operations. We fear that the vandalism spawned by the Central Park parking lot would inevitably migrate to the homes and facilities within the Hunt Club.

The KGF Equestrian Center commercial parking lot intersects with 125<sup>th</sup> Lane NE. The Homeowners' Association has actual experience with traffic hazards at that location. There have been numerous "near misses" between vehicular traffic on 125<sup>th</sup> Lane NE and cars exiting the Equestrian Center parking lot. The proposed location of Central Park's new entrance-exit would be a short distance from the intersection of 125<sup>th</sup> Lane NE and the Equestrian Center parking lot. Two such dangerous intersections within a few yards of one another would make this section of 125<sup>th</sup> Lane NE a very dangerous area and a real obstacle course.

Central Park's current entrance/exit is off a public dead end street. The public street currently used by Central Park serves less than half the number of houses now within the Hunt Club. Despite the paucity of houses on this public street, Central Park has a long history of traffic problems involving its neighbors. A drive by Central Park's current entrance-exit demonstrates these problems. There is a virtual physical barrier at the Central Park exit attempting to compel cars to stop before entering the public street. Speed bumps abound on the street leading to the Club. The safety and traffic congestion problems caused by Central Park drivers should not be exported from a public street to a private road.

Central Park submitted to the City of Kirkland as part of its expansion plans a Parking Assessment (Parking Assessment") prepared by Transportation Engineering Northwest. The Hunt Club disagrees with the methodology and time period utilized in the Parking Assessment. The Parking Assessment was conducted circa mid August 2010. Mid August is vacation season in the Pacific Northwest. Anyone who has scheduled a mid August meeting knows that attendance will be sparse. Thus a mid August parking assessment is not representative of Central Park spawned traffic. Further the Parking Assessment did not count the number of vehicles dropping off or picking up a Central Park member or guest. Why didn't the Parking Assessment count the number of vehicles entering and leaving the Central Park parking lot?

Central Park proposes to increase its parking from 69 parking stalls to 103 resulting in a 49% increase. Central Park proposes to increase its tennis court total from 14 to 18 resulting in a 29% increase. Central Park acknowledges that it is thinking about a 15% to 20% membership increase. It is only reasonable to conclude that Central Park generated traffic will increase anywhere from 29% to 49% if the proposed expansion is approved.

We have suggestions as to how Central Park should address our safety and traffic congestion concerns. Using its present exit, Central Park could install an elevated pedestrian walkway or sky bridge over the entrance road. This sky bridge would connect the club house to the secure pathway that leads to the new tennis building. This would alleviate Central Park's concern regarding secure access to the new tennis building. Hunt Club members suggested a sky bridge to Central Park at a meeting concerning the proposed expansion and urged the Club to give serious consideration to this proposal. The Hunt Club would be pleased to further explain to Central Park how a sky bridge could be incorporated into the Club's expansion plans.

Another suggestion would be for Central Park to establish a separate entrance to Parcel B intersecting with NE 60<sup>th</sup> Street preferably far away from the Ben Franklin Grade School. This idea was suggested by Hunt Club members to Central Park at a meeting hosted by Central Park to inform the Hunt Club of the Club's proposed expansion plans. The Central Park spokesman

objected on the ground that such a road would separate Central Park's existing facilities from future facilities. In other words, Central Park tennis players would have to cross the Club's own road to reach their assigned tennis courts, in the event there were to be a future development of courts beyond the expansion contemplated here. Such a road need not be permanent. Future needs of Central Park and the Hunt Club may be materially different than those of today. Therefore, what Central Park might want to do in the unforeseeable distant future should not dictate what actions should be taken today. We believe the cost of such a road amortized over twenty years, would be modest on an annual basis.

The Central Park objection to a new Central Park road off of NE 60th Street on the ground that dividing Central Park land into parcels would impair future use of Parcel B raises the following questions: What are Central Park's future plans? How many tennis courts does Central Park intend to build? Are there a maximum number of tennis courts that this residential neighborhood can sustain?

If and only if the City of Kirkland authorizes the Central Park expansion with its sole entrance-exit on 125<sup>th</sup> Lane NE, we suggest, in mitigation the following:

(a) The City of Kirkland requires that Central Park install a traffic camera at the intersection of the new Club parking lot and 125<sup>th</sup> Lane NE. This traffic camera would identify all vehicles that fail to stop while exiting the parking lot. A fine would be imposed on the Central Park member responsible for the vehicle. Central Park would collect the fine and the proceeds would be allocated to a 125<sup>th</sup> Lane NE maintenance fund or donated to the City of Kirkland.

(b) Because of increased pedestrian traffic on 125<sup>th</sup> Lane NE entering Central Park, the City of Kirkland should compel the Club to construct sidewalks adjacent to its property on NE 60<sup>th</sup> St and adjacent to its property on 125<sup>th</sup> Lane NE. Sidewalks would promote pedestrian safety and alleviate traffic congestion.

(c) The City of Kirkland should compel Central Park to post a security guard in its new parking lot during the period from dusk through one-half hour after the Club closes on a daily basis. The presence of a security guard would protect both Central Park vehicles and Hunt Club homes and facilities from vandalism resulting from the presence of the Central Park parking lot.

(d) The City of Kirkland should compel Central Park to upgrade the road surface on 125<sup>th</sup> Lane NE to accommodate increased traffic in compliance with its duties under the Hunt Club easement; it being understood that stone pavers with concrete curbs are the "quality" standard. The easement provides in part: "Central Park Tennis Club hereby covenants to keep and maintain the easement rights of way in good condition, usable for their intended purposes ... all at the sole expense of Central Park Tennis Club...."

The Hunt Club respectfully requests that this letter be made a part of the record in this proceeding and that a copy be provided to the hearing examiner.

In this letter, Homeowners Association wishes to express its grave concerns about the safety and traffic congestion problems and does not take a position on other aspects of Central Park's

proposal. The Homeowners' Association reserves the right to state its additional views at a later time.

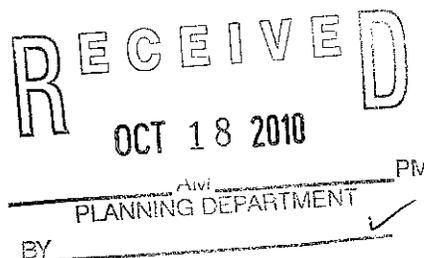
In conclusion, we wish to reiterate that our primary concerns with the proposed Central Park expansion are first, safety and second, traffic congestion. Both concerns would be resolved if the City of Kirkland compels Central Park to retain its current entrance-exit or if the City compels Central Park to establish a new entrance-exit off NE 60<sup>th</sup> Street.

Thank you for your consideration in this matter.



Frederick O. Frederickson, Vice President

Frederick O. Frederickson  
Carol J. Frederickson  
5726 125<sup>th</sup> Lane NE  
Kirkland, WA 98033  
(425) 827 3499  
fofrederickson@aol.com



Susan Greene  
City of Kirkland  
Planning Department  
123 5<sup>th</sup> Ave.  
Kirkland, WA 98033

October 17, 2010

RE: Central Park Expansion-Permit number ZON1010-00022

Dear Ms. Greene,

We have resided in the Kirkland Hunt Club for approximately twenty years and we submit this letter in opposition to the proposed expansion of the Central Park Tennis Club to the extent that the expansion plan contemplates utilizing 125<sup>th</sup> Lane as the club's sole means of ingress and egress for members and guests. We adopt the letter submitted by the Kirkland Hunt Club Homeowners' Association and in this letter focus on how the Central Park expansion would unfairly and unreasonably impact us.

We were among the earliest members of the Central Park Tennis Club and our daughter learned to play tennis at the club taking lessons from club pros. We are in agreement with the club's general objectives, but at the same time we recognize that the club is a luxury, not a necessity; it is not a facility most members would allow in their back yard. If Central Park is allowed to expand, the expansion must be designed to minimize its adverse impact on the surrounding neighborhood.

Our home is the last house on 125<sup>th</sup> Lane NE adjacent to the Hunt Club exit gate. We are closer to the tennis club than any other Hunt Club house. The KGF Equestrian Center parking lot is immediately north of our house and the proposed Central Park parking lot is immediately north of that parking lot.

Central Park has experienced serious vandalism problems in its current parking lot. The proposed expansion would literally export these problems into our house and yard. Construction of new indoor tennis courts should not outweigh the safety of the

surrounding residential neighborhood. Loud parties fortified by alcoholic beverages already take place in the equestrian center parking lot contiguous to the northern boundary of our property. The presence of the proposed Club parking lot near our home with vehicle access off 125<sup>th</sup> Lane NE would promote more parties and increase the risk that we will be the victims of vandalism.

We are well aware of the traffic problems suffered by Central Park's neighbors to the south and east of its facilities. Central Park drivers don't stop at the club's exit; they speed through the streets when entering or departing the club. The prospective traffic problems the Hunt Club would endure if expansion is approved and the existing traffic problems suffered by Central Park's neighbors would both be ameliorated if the City of Kirkland compelled Central Park to establish a driveway off NE 60<sup>th</sup> Street for its members and guests. Central Park presently uses NE 60<sup>th</sup> Street as an entrance or exit for overflow parking, so a new Central Park driveway is practically feasible.

Central Park's only real objection to constructing a new driveway is money. It would be somewhat more expensive for Central Park to construct its own driveway than to appropriate an existing one built by someone else, namely 125<sup>th</sup> Lane NE. Considering the cost of the proposed expansion, the incremental cost of a Central Park constructed driveway would be a minimal, especially since this cost would be amortized over many years.

A Parking Assessment, prepared by Transportation NorthWest, was commissioned by Central Park. This Parking Assessment was conducted in mid August 2010. Because Central Park currently has six outdoor and eight indoor courts, we don't believe this assessment accurately reflects tennis court usage and therefore paints an inaccurate picture of traffic caused by Central Park. During mid summer, the indoor courts are hot and stuffy; air circulation is minimal. Thus the eight indoor courts (almost 60% of the Club's total courts) are undesirable in mid August. Since a substantial majority of Central Park's tennis courts are indoors, a mid summer study does not accurately reflect use of the club's facilities and the concomitant traffic congestion caused by Central Park.

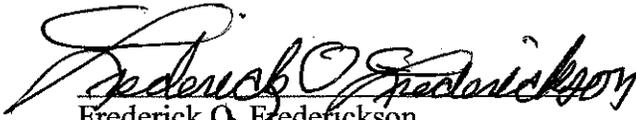
The public restaurant in Central Park serves alcoholic beverages and we understand that the Club also sells alcoholic beverages to its members and guests. 125<sup>th</sup> Lane NE intersects with NE 60<sup>th</sup> Street directly in front of the Benjamin Franklin Grade School. It would be both imprudent and unwise to funnel Central Park drivers, many of whom have been drinking alcohol, into a grade school intersection populated by a host of small children especially since there are alternatives that would not pose a risk to the young students who attend the Ben Franklin School. (These alternatives are discussed in the Hunt Club Homeowners' Association letter opposing Central Park expansion.)

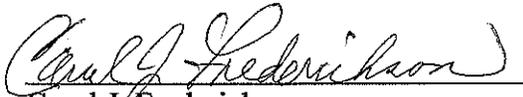
At a meeting during which Central Park explained its proposed expansion plans to the Hunt Club, the Central Park spokesman advised that the Club intends to move its existing sign to a location near the entrance to 125<sup>th</sup> Lane NE. If Central Park is allowed to put its sign in this location, presumably the KGF Equestrian Center should be allowed a sign of equal magnitude. If both these commercial enterprises are allowed signs, then fairness

dictates that the Hunt Club should also be allowed to post a similar sign. We urge the City of Kirkland not to allow any additional signs at or near the entrance of 125<sup>th</sup> Lane NE.

We request that this letter be made part of the record of this proceeding and we reiterate that the letter submitted by the Hunt Club Homeowners' Association contains more detailed statement of our views regarding Central Park expansion.

Very truly yours

  
Frederick O. Fredericksen

  
Carol J. Fredericksen

RECEIVED

OCT 18 2010

Avt  
PLANNING DEPARTMENT  
BY \_\_\_\_\_ PMCraig and Kerry Levine  
5609 125<sup>th</sup> LN NE  
Kirkland, WA. 98033

October 15, 2010

Susan Greene  
City of Kirkland  
Planning Department  
123 5<sup>th</sup> Ave  
Kirkland, WA. 98033

RE: Central Park Tennis Club Expansion - Permit number ZON1010-00022

Dear Ms Greene:

We are members of Central Park Tennis Club and live in The Hunt Club neighborhood, which is adjacent and to the west. Central Park seeks to use 125<sup>th</sup> LN NE as the sole entrance and exit for its member and guests. Use of this road will adversely impact the community for the reasons stated below. Therefore, we ask the City of Kirkland to deny Central Park's request and require them to revise their expansion plans.

1. Safety: 125<sup>th</sup> Lane is a residential private road currently used for activities such as bicycling, walking dogs and equestrian use. In the event this street becomes the main entrance point for all central park members and guests, many of these uses will become too dangerous, do to the increased volume of traffic, a lack of sidewalks on 125<sup>th</sup> LN and the blind corner that exists for those coming from the west on 60<sup>th</sup> Street and taking a right hand turn onto 125<sup>th</sup> LN.
2. Security: Placing the entrance to two additional commercial businesses at the entrance to The Hunt Club neighborhood will increase the exposure of vandalism and/or burglary to the homes in The Hunt Club. This has been an issue over the years in Central Park's parking lot and could spread to our neighborhood if the entrance to a 100 plus stall parking lot were placed in close proximity to the entrance of the Hunt Club neighborhood, as proposed.

We understand that any expansion by Central Park will cause increased traffic and security issues. We are not opposed to Central Park developing its property. We are asking that it is required to minimize its negative impact on all neighbors involved by either creating a separate entrance off 60<sup>th</sup> or continuing to use its existing main entrance.

Thank you for your consideration on this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Kerry Levine". The signature is written in a cursive style with a large, stylized initial "K".

Craig and Kerry Levine

Irene Campbell  
5824 124<sup>th</sup> Ct NE  
Kirkland, WA. 98033  
[kiscinike@msn.com](mailto:kiscinike@msn.com)

October 15, 2010

Susan Greene  
City of Kirkland  
Planning Department  
123 5<sup>th</sup> Ave, Kirkland, WA 98033

RE: Central Park Tennis Club Expansion - Permit number ZON1010-00022

Dear Ms Greene,

Central Park seeks to use 125<sup>th</sup> Lane NE as the sole entrance and exit for its members and guests.

Allowing Central Park to utilize 125<sup>th</sup> Lane NE as its sole entrance and exit for its members and guests would result in 1) safety concerns, 2) noise and 3) security issues.

- 1) **Safety concerns:** The proposed location of Central Park's new entrance/exit to their parking lot on 125<sup>th</sup> Lane NE is hazardous to existing traffic entering and exiting both the Hunt Club and the Equestrian center.
- 2) **Noise:** My home along 125<sup>th</sup> Lane NE would be severely impacted by the noise generated by Central Park using 125<sup>th</sup> Lane NE. It's a cobblestone street. I believe their hours of operation is 5:30am to 10pm.
- 3) **Security issues:** I understand that Central Park has experienced serious incidents of vandalism in its existing parking lot. I fear that the vandalism would inevitably migrate to my home located adjacent to 125<sup>th</sup> Lane NE. Currently I only have shrubs providing privacy, and will be forced to install a fence to minimize trespassing.

These issues would be eliminated if Central Park were required to maintain its current entrance-exit or establish a new entrance-exit off NE 60<sup>th</sup> Street.

Thank you for your consideration in this matter.

Irene Campbell  
[kiscinike@msn.com](mailto:kiscinike@msn.com)

Dear Susan Greene,

My name is Glen Simmons and I am a resident of Hunt Club, a community adjacent to Central Park Tennis Club. I have attended the Tennis Club's project briefing meetings and studied the proposed plan. I strongly oppose the proposed expansion plan for the following reasons:

- The resulting increase traffic will compromise the safety of pedestrians and equestrians on 125th Lane.
- Traffic is presently impossible at the start and finish of the school day at 125th Lane and 60th N.E. across from Ben Franklin Elementary School. Added traffic will present a serious safety hazzard to school children, parents and teachers.
- 125th Lane will have to handle traffic for three commercial businesses: the Tennis Club, the public resturant at the Tennis Club and the Equestrian Center. This deminishes the appeal of the community and thus property values.
- The proposed large parking lot in the open field presents a safety and asthetic hazzard to the families of the community.
- 125th Lane is a brick lane built on top of a spring and is vulnerable to serious breakdown considering the volumn of projected traffic that would have to use it.

I respectfully request the City of Kirkland consider these and all other issues relevent to the surrounding communities and deny permission to proceed.

Sincerely,

Glen G. Simmons  
206-390-7282 (cell)

Susan,

I would like to submit my objection to the Tennis Club using our street as an entrance to their facility (125th Lane N.E.)

I am a homeowner in the Kirkland Hunt Club - for over 10 years. Our main access road (125th Lane N.E.) is not suitable for any additional traffic. The current road is set with pavers, which is in need of some work, and any additional traffic would greatly increase its demise.

Currently the Tennis Club has their own entrance. I don't see why they can't just modify their current entrance - to achieve their new goal of additional parking.

The traffic for us has gotten worse, ever since the remodeling of Ben Franklin School. During the beginning of the school day, and the end of the school day, it is very difficult for us to enter and exit our only entrance. To add more traffic to our entrance would make it even more difficult.

Please reconsider - and not allow this traffic flow change.

Thank you,

Craig Nordlie

5615 125th Lane N.E.

Kirkland, WA 98083

425-822-8480

[Nordlie@comcast.net](mailto:Nordlie@comcast.net)

Dear Ms. Greene,

I am writing to you to oppose the Central Park Tennis Club's expansion plan. I oppose it for numerous reasons, but namely for the following:

- 1) We are a residential and equestrian neighborhood. Further commercial expansion goes against current zoning laws and and community well being.
- 2) The traffic along N.E. 60th is already extremely congested-due to school traffic, transfer station traffic and existing tennis club traffic.
- 3) I also oppose the proposed use of 125th lane for entrance and exit to the new facility. There is already so much traffic congestion with Ben Franklin Elementary being directly across the street, and more vehicles would only increase the possibility of an accident. Per the Tennis Club's spokesperson Jack Goldberg, he said that the tennis club would generate 464.4 daily trips to their courts, and would generate more in the summer time. There are also cars and deliveries associated with the equestrian center, in addition to pedestrians and horses on 125th lane. It is simply an accident waiting to happen.

Thank you for the opportunity to voice my concerns and objections.

Sincerely,

Elizabeth Clinton  
5914 124th Ct. NE  
Kirkland, WA 98033  
(425) 802-5251



**Jeff and Robin Jones  
5811 124<sup>th</sup> CT NE  
Kirkland, WA 98033  
425.444.9894**

October 18, 2010

Ms. Susan Greene  
City of Kirkland  
Planning Department  
123 5<sup>th</sup> Ave  
Kirkland, WA 98033

RE: Central Park Tennis Club expansion – Permit Number – ZON1010-00022

Dear Ms. Greene,

I am writing to you on behalf of my family regarding the proposed expansion of the Central Park Tennis Club, specifically pertaining to the use of 125<sup>th</sup> Lane NE as the main point of entry/exit for all club members and guests.

Our main concerns are as follows:

- Traffic
  - The increased volume of traffic on 125<sup>th</sup> LN NE could grow as much as ten times. This represents challenges relating to auto congestion and excessive auto speed, to name a few. The lane is designated as a private residential road and not one that would serve as a commercial thoroughfare. Is it appropriate for a road that is zoned as a private lane to be accessed by three commercial operations (KGF Equestrian Center, Sasi's Café (the public restaurant), and the Central Park Tennis Club)? If there are other streets within the City of Kirkland that meet these criteria, I would be interested to be made aware of where they are and whom they service.
  - In addition to the additional traffic on 125<sup>th</sup> LN NE, the entry/exit out of the Hunt Club would be severely compromised. When a homeowner currently exits the community in a vehicle, there is a significant blind spot as

one is approaches a slight left turn before heading down the 125<sup>th</sup> LN NE. With the additional traffic on 125<sup>th</sup> LN NE, this presents the opportunity for unnecessary vehicle compromise in the form of a collision (s).

- Safety
  - 125<sup>th</sup> LN NE is a private residential road that is meant for the use of the homeowners in the Kirkland Hunt Club, 21 homeowners with daily vehicle commutes. It is also currently safe for the number of pedestrians that it serves daily, mainly parents walking their children to/from Ben Franklin Elementary School. It also serves as an equestrian thoroughfare for the tenants of the KGF Equestrian Facility. Increased vehicle traffic significantly compromises the safety of all pedestrian and equestrian traffic.

It is my understanding that there are two other options for entry/exit to the proposed expansion of the Central Park Tennis Club. These include:

- Maintaining the current entry/exit, NE 59<sup>th</sup> Street, the public street as it currently serves; and/or
- Making the temporary entry/exit off of NE 60<sup>th</sup> (as successfully used over the many years when the club has hosted tennis tournaments), and converting this to the permanent point of entry/exit.

In the first point, no changes would need to be made and in the second point, the Central Park Tennis Club could manage a private entry/exit point to the extent that it meets the needs of their members and guests.

The Kirkland Hunt Club is a lovely, private, residential community and deserves the opportunity to maintain this atmosphere. While the Central Park Tennis Club is an asset to the neighborhood, their request for use of 125<sup>th</sup> LN NE diminishes the appeal that brought so many homeowners to this ideal location. I urge you to consider very carefully what impact additional commercial use of the 125<sup>th</sup> LN NE would have not only on the Hunt Club, but the Bridle Trails community in general.

Respectfully,

Robin and Jeff Jones

**From:** Chris Forster [forster@tenw.com]  
**Sent:** Thursday, October 28, 2010 11:30 AM  
**To:** Thang Nguyen  
**Subject:** RE: Central Park Tennis Court - Traffic Impact Study

Thang-

Below are some answers to your questions based on current data available. Let me know if you need anything else.

Chris

What is the project traffic like during school hours (when students are coming and leaving school)?

*We looked up the bell schedules for the Franklin Elementary. The school starts at 9:00 AM and ends at 3:30 PM (2:00 PM on Wed). So peak school traffic would be expected to occur 8:30 – 9:00 AM, and 3:30 – 4:00 PM (typically). Based on ITE the trip generation rates for Racquet/Tennis Clubs during the AM peak hour (highest hour 7-9 AM) are typically less than 40% of the PM peak hour rate. Therefore, based on ITE, we would expect less than 24 total trips from the Club in the AM peak hour on 125<sup>th</sup> Lane (which coincides with the AM school peak). During the afternoon school peak, we don't have any hard data on trip rates, but based on parking demand studies conducted in 2006, parking demand was very low at the Club at 4:00 PM. We would assume based on this that late afternoon trip generation at the Club would be much less than PM peak hour trip generation.*

Where are the children crossing relative to the project proposed driveway?

*We have not observed conditions when this school is starting or ending, but based on our site visit and aerial photos, there is a marked crosswalk on NE 60<sup>th</sup> St on the west leg of the school's west driveway (approximately 150' west of 125<sup>th</sup> Lane), and another marked crosswalk at the pedestrian/equestrian trail approximately 300' west of 125<sup>th</sup> Lane). I assume that children cross NE 60<sup>th</sup> at one or both of these locations. In my experience with other elementary schools, crossing guards are typically used at these types of locations before and after school to ensure safety.*

How would this impact pedestrian and school?

Traffic Impacts:

- *The project is not introducing any new points of conflict on NE 60<sup>th</sup> Street.*
- *125<sup>th</sup> Lane and the opposing school driveways meet the City's Driveway Policy R-4 (there are no offset requirements for driveways on Collectors).*
- *125<sup>th</sup> Lane meets the City's adopted entering and stopping sight distance standards, and there is clear visibility from 125<sup>th</sup> Lane to both school driveways.*
- *The driveway would operate at acceptable LOS (LOS B or better during the PM peak hour)*
- *Tennis Club Trip generation is likely to be low during the school peak hours, and school*

generated traffic is low during the peak hours of the Club (after 5 PM).

- Although the project would result in increases in traffic on 125<sup>th</sup> Lane, the total volume on 125<sup>th</sup> Lane would still be considered low (82 total in the PM peak hour, including equestrian/residential traffic).
- As with any school, there will be congestion during the AM and afternoon school peaks at the school driveways. These times of congestion are typically limited to a 15-30 minute period before and after school. The addition of Club traffic to 125<sup>th</sup> Lane will be small in comparison to the existing school generated traffic, so any increases in delays during the school peaks are expected to be minimal.

Pedestrian Impacts

- It is assumed that crossing guards are used during school peak hours when children are crossing in the vicinity of 125<sup>th</sup> Lane. The small increase in overall traffic at NE 60<sup>th</sup> Street/125<sup>th</sup> Lane is not expected to have a significant impact on pedestrian safety.

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**From:** Thang Nguyen [<mailto:TNguyen@ci.kirkland.wa.us>]  
**Sent:** Tuesday, October 26, 2010 11:31 AM  
**To:** Chris Forster  
**Subject:** RE: Central Park Tennis Court - Traffic Impact Study

Chris,

Could you discuss the traffic impacts as it relates to the school operation? How would this impact pedestrian and school? Where are the children crossing relative to the project proposed driveway? What is the project traffic like during school hours (when students are coming and leaving school)?

Here are some comments from the neighbor opposing the project:

*I am a resident of Hunt Club, a community adjacent to Central Park Tennis Club. I have attended the Tennis Club's project briefing meetings and studied the proposed plan. I strongly oppose the proposed expansion plan for the following reasons:*

*-The resulting increase traffic will compromise the safety of pedestrians and equestrians on 125th Lane.*

*-Traffic is presently impossible at the start and finish of the school day at 125th Lane and 60th N.E. across from Ben Franklin Elementary School. Added traffic will present a serious safety hazzard to school children, parents and teachers.*

*-125th Lane will have to handle traffic for three commercial businesses: the Tennis Club, the public restaurant at the Tennis Club and the Equestrian Center. This deminishes the appeal of the community and thus property values.*

*-The proposed large parking lot in the open field presents a safety and asthetic hazzard to the families of the community.*

*-125th Lane is a brick lane built on top of a spring and is vulnerable to serious breakdown considering the volumn of projected traffic that would have to use it.*

*Thang T. Nguyen  
Transportation Engineer  
City of Kirkland  
Public Works Department*

123 Fifth Avenue  
Kirkland WA 98033-6189  
Phone: (425) 587-3869  
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**From:** Chris Forster [<mailto:forster@tenw.com>]  
**Sent:** Wednesday, October 06, 2010 11:06 AM  
**To:** Thang Nguyen  
**Subject:** RE: Central Park Tennis Court - Traffic Impact Study

Thang-  
Did you get the PDF OK? Just wanted to confirm.  
Thanks

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**From:** Chris Forster  
**Sent:** Monday, October 04, 2010 4:10 PM  
**To:** Thang Nguyen  
**Cc:** [SGreene@ci.kirkland.wa.us](mailto:SGreene@ci.kirkland.wa.us); Jack Goldberg; Larry Ho  
**Subject:** Central Park Tennis Court - Traffic Impact Study

Thang/Susan,  
Attached for the City's review is the traffic impact analysis completed for the Central Park Tennis Club Four Court Tennis Building project. Do you need hard copies printed/submitted or will the attached PDF be sufficient? Just let me know.

Please let me know if you have any questions.  
Thanks,  
Chris

**Chris Forster, P.E.**  
Transportation Engineering Northwest (TENW)  
816 6th Street South  
Kirkland, Washington 98033  
Phone: 206-498-5897  
Fax: 425-889-TENW(8369)  
Email: [forster@tenw.com](mailto:forster@tenw.com)



October 21, 2010

**Planning Department  
City of Kirkland  
123 5<sup>th</sup> Avenue,  
Kirkland, WA 98033**

**ATTN: SUSAN GREENE**

**RE: CENTRAL PARK TENNIS CLUB NEW TENNIS BUILDING (ZON1010-00022)**

Susan,

We are writing to respond to the letters from our neighbors, the residents of Kirkland Hunt Club. We summarize and respond to their concerns regarding the following issues:

**1. USE OF 125<sup>TH</sup> LANE NE AS ACCESS TO CENTRAL PARK TENNIS CLUB**

In general, City of Kirkland policies encourage adjoining property owners to combine their access driveways. Here in PLA 16, it is explicitly called out in KZC 60.182.030, Special Regulation 6.

Letters from the neighbors suggest or imply that 125<sup>th</sup> Lane NE is part of the Hunt Club neighborhood. It is not. This private road is on property owned by Central Park Tennis Club. The club granted an easement to the Hunt Club developer. Central Park Tennis Club fully expects to be able to use their own property for access.

The Hunt Club neighborhood is a gated community that begins behind their gates. There are no front yards, driveway, children's play area or any other neighborhood amenities that about 125<sup>th</sup> Lane NE.

**2. ADDITIONAL TRAFFIC ON NE 60<sup>TH</sup> STREET AND CONGESTION AT INTERSECTION OF NE 60<sup>TH</sup> STREET AND 125<sup>TH</sup> LANE NE**

We may add a few more members to the club with this expansion, which will contribute some additional traffic on NE 60<sup>th</sup> Street. Our traffic study shows that the intersection, as well as traffic on NE 60<sup>th</sup> Street, will still maintain acceptable levels of service with the completion of our project. The traffic congestion that the neighbors described has much more to do with the school than the tennis club. Since the peak hours of our club (10 am to noon, and 5 to 7 pm) happen at different times of the day than the school's peak hours, there should be very little additional conflict.

**3. COMMERCIAL USE IN RESIDENTIAL NEIGHBORHOOD**



CITY OF KIRKLAND

Page 2 of 3

October 21, 2010

Our use is an allowed use in this zone. We are complying with Kirkland's Comprehensive Plan and the KZC, hence the club has every right to expand on the property that it has owned for years. We find it ironic that a neighborhood with a commercial equestrian center as its visual core objects to a lower intensity commercial use on adjoining property. Our club was established in the early 1970's. It was in place and in operation when every Hunt Club resident purchased their home.

#### **4. IMPROVEMENT AND MAINTENANCE OF 125<sup>TH</sup> LANE NE**

The current users of 125<sup>th</sup> Lane NE have not properly maintained the road. Once it is brought up to acceptable standard, Central Park Tennis Club is open to negotiating a shared maintenance agreement with the Hunt Club and the KGF Equestrian Center. Our development plan calls for the installation of a new sidewalk on the east side of 125<sup>th</sup> Lane NE. This sidewalk will continue to the southeast corner of our property, allowing the children that live on 127<sup>th</sup> Ave. NE easy and safe access to the school.

#### **5. VACANT LOT AND FUTURE USE**

Any neighbor that bought a home in the Hunt Club knows that the vacant property is owned by Central Park Tennis Club. It is fenced and signed accordingly. Neighbors should expect that the property would be developed some day. Our plan is to develop a small part of the vacant land for parking and leave the majority as open space for now.

#### **6. ADDITIONAL DRIVEWAY FROM NE 60<sup>TH</sup> STREET**

The successful operation of our club depends on having one point of entry for all our members and guests. We need to monitor who gets admitted to our premises and assure that proper fees are charged. Our current configuration requires all members and guests to enter the property and park their cars on the "public" area of the club. They will then enter our club house and proceed to the "private" areas of the club, which are the tennis courts and other amenities. If we let our future development be separated from our club house by a "public" driveway, we will not be able to maintain control of our premises.

#### **7. SKYBRIDGE FROM OUR CLUB HOUSE TO THE NEW BUILDING**

Some neighbors suggested we should keep our existing vehicle entrance off 127<sup>th</sup> Avenue NE and build a skybridge to connect our club house and the new tennis building. We are required to provide an accessible route from the new tennis building to other facilities of the club. A skybridge would be a very unattractive and expensive option due to the long ramps or elevators that will be required.

#### **8. VANDALISM**

We believe a better lit and more open parking lot *will reduce* the amount of vandalism. Our project will include security cameras in the parking lot, to further protect against the possibility of increased vandalism.

## 9. TIME OF YEAR CHOSEN FOR PARKING STUDY

A letter from the Hunt Club Home Owners' Association questions whether it is appropriate to conduct our parking study in August. Our traffic engineer discussed seasonality in his analysis. The Club was operating "at capacity" on two evenings during the study due to special organized tennis functions which used all tennis courts and a very high swimming pool usage because of the 90+ degree temperature. Factoring this "at capacity" condition upward in direct proportion to the increase in courts (14 to 18) is a valid method to forecast the future "at capacity" condition regardless of time of year.

The same letter also questions whether the parking study counted all vehicles for pick-up and drop-off. Our traffic engineer confirms that the parking study included ALL parked vehicles, whether they were parked long-term or were simply just dropping off/picking up near the front entrance.

We hope this letter answers most of the issues raised by our neighbors. We look forward to further exchange of information and ideas with them.

Sincerely,

FREIHEIT & HO ARCHITECTS, INC., P. S.



Lawrence K. L. Ho, AIA  
Vice President