



CITY OF KIRKLAND
 Planning and Community Development Department
 123 Fifth Avenue, Kirkland, WA 98033 425.587.3225
www.kirklandwa.gov

**ADVISORY REPORT
 FINDINGS, CONCLUSIONS, AND RECOMMENDATIONS**

To: Kirkland Hearing Examiner

From: 
 Tony Leavitt, Associate Planner


 Eric R. Shields, AICP, Planning Director

Date: May 10, 2012

File: ZON12-00003, FRIENDS OF YOUTH CHANGE OF USE ZONING PERMIT AND SHORT PLAT

Hearing Date and Place: May 17, 2012; 6:30 PM
 City Hall Council Chamber
 123 Fifth Avenue, Kirkland

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I. INTRODUCTION

A. APPLICATION

1. Applicant: Rand Redlin representing Friends of Youth
2. Site Location: 13116 NE 132nd Street (see Attachment 1)
3. Request: Friends of Youth proposes a community facility that includes the conversion of the existing Grace Chapel (approximately 6,100 square feet) to office space for administrative offices, construction of a new Youth Haven facility (5,800 square feet) that would house up to 17 homeless youth (see Attachments 2 and 3). The proposal also involves subdividing the existing parcel into 6 separate parcels, two to accommodate the community facility and four to accommodate the construction of four new single family houses intended to provide residences for transitional housing for young adults.
4. Review Process: Process IIA, Hearing Examiner conducts public hearing and makes final decision.
5. Summary of Key Issues:
 - a. Compliance with Short Plat Approval Criteria (see Section II.E.1)
 - b. Compliance with Zoning Permit Approval Criteria (see Section II.E.2).

B. RECOMMENDATIONS

Based on Statements of Fact and Conclusions (Section II), and Attachments in this report, we recommend approval of this application subject to the following conditions:

1. This application is subject to the applicable requirements contained in the Kirkland Municipal Code, Zoning Code, and Building and Fire Code. It is the responsibility of the applicant to ensure compliance with the various provisions contained in these ordinances. Attachment 4, Development Standards, is provided in this report to familiarize the applicant with some of the additional development regulations. This attachment does not include all of the additional regulations. When a condition of approval conflicts with a development regulation in Attachment 4, the condition of approval shall be followed.
2. As part of the building permit for the Youth Haven facility, the applicant shall install the required 15 foot wide landscape buffer (Standard 1 outlined in KZC Section 95.42.1) along the north and west property lines (see Conclusion II.F.4).
3. As part of any development permit, the applicant shall install tree protection fencing around onsite and offsite significant trees as depicted on the tree plan (see Conclusion II.F.5).
4. The minimum required number of onsite parking stalls for the proposed Friends of Youth Administrative Office and Youth Haven Facility shall be 23 stalls (see Conclusion II.F.6).

II. FINDINGS OF FACT AND CONCLUSIONS

A. SITE DESCRIPTION

1. Site Development and Zoning:

a. Facts:

- (1) Size: 73,626 square feet (1.69 acres)
- (2) Land Use: The subject property contains an existing building that was previously used as a church. The building is currently vacant.
- (3) Zoning: RSA 6 (Residential Single Family). A Community Facility Use is an allowed use, subject to approval of a Process IIA Zoning Permit, within this zone.
- (4) Terrain: The subject property has no significant slope to it.
- (5) Vegetation: The subject property only contains one significant tree that is proposed for retention.

b. Conclusions:

- (1) Size, land use, terrain and vegetation are not constraining factors in the review of these applications.
- (2) Zoning is relevant factor in the review of the application, due to the fact that a Community Facility Use occupying a property less than 5 acres requires approval of Process IIA Zoning Permit.

2. Neighboring Development and Zoning:

a. Facts: The neighboring properties are zoned as follows and contain the following uses:

North and West: Zoned RSA, Single-family residences
East: Zoned RMA 3.6 (Residential Multi-family), Church Use
South: Zoned P (Park), Park

b. Conclusion: Neighboring development and zoning are factors in the review of this application. The existing development and the potential impacts of the proposed development should be considered in the review of the proposed applications.

B. PUBLIC COMMENT

1. Facts: The initial public comment period ran from February 29 to March 26, 2012. The Planning Department received a total of 2 comment emails (see Attachments 5 and 6) during this comment period. The two letters brought up potential issues with the proposed Youth Haven Facility including security, privacy, and residents. Staff forwarded the emails to Terry Pottmeyer, Friends of Youth President and CEO, for a response. Her response emails are included as Attachments 7 and 8.

C. STATE ENVIRONMENTAL POLICY ACT (SEPA)

1. Facts: A Determination of Nonsignificance (DNS) was issued on April 2, 2012. The Environmental Determination and Memo are included as Attachment 9.
2. Conclusion: The applicant and the City have satisfied the requirements of SEPA.

D. CONCURRENCY

1. Facts: The Public Works Department has reviewed the application for concurrency. A concurrency test was passed for traffic on January 11, 2012 (see Attachment 10).
2. Conclusion: The applicant and City have satisfied Concurrency requirements.

E. APPROVAL CRITERIA

1. SHORT PLATS

a. Facts:

- (1) The proposed short plat would typically be reviewed as a Process I permit (Planning Director Approval), however Kirkland Zoning Code Section 145.10 states that if the development is part of a proposal that requires additional approval through Process IIA the entire proposal will be decided upon using that other process.
- (2) Municipal Code section 22.20.140 states that the decision maker may approve a short subdivision only if:
 - (a) There are adequate provisions for open spaces, drainage ways, rights-of-way, easements, water supplies, sanitary waste, power service, parks, playgrounds, and schools; and
 - (b) It will serve the public use and interest and is consistent with the public health, safety, and welfare. The Hearing Examiner shall be guided by the policy and standards and may exercise the powers and authority set forth in RCW 58.17.
- (3) Zoning Code section 145.45 states that the decision maker may approve a short subdivision only if
 - (a) It is consistent with all applicable development regulations and, to the extent there is no applicable development regulation, the Comprehensive Plan; and
 - (b) It is consistent with the public health, safety, and welfare.

- b. Conclusions: The proposal complies with Municipal Code section 22.20.140 and Zoning Code section 145.45. It is consistent with the Comprehensive Plan. With the recommended conditions of approval, it is consistent with the Zoning Code and Subdivision regulations and there are adequate provisions for open spaces, drainage ways, rights-of-way, easements, water supplies, sanitary waste, power service, parks, playgrounds, and schools. It will serve the public use and interest and is consistent with the public health, safety, and welfare because it will add housing stock to the City of Kirkland in a manner that is consistent with applicable development regulations.

2. GENERAL ZONING CODE CRITERIA

- a. Fact: Zoning Code section 150.65.3 states that a Process IIA application may be approved if:
 - (1) It is consistent with all applicable development regulations and, to the extent there is no applicable development regulation, the Comprehensive Plan; and
 - (2) It is consistent with the public health, safety, and welfare.
- b. Conclusion: The proposal complies with the criteria in section 150.65. It is consistent with all applicable development regulations (see Sections II.F) and the Comprehensive Plan (see Section II.G). In addition, it is consistent with the public health, safety, and welfare because it will allow for the construction of a community facility to provided needed services to the community while minimizing the impacts on the neighboring residential uses.

F. DEVELOPMENT REGULATIONS

1. Design Requirements for Short Plats

All lots comply with the minimum lots size requirements for subdivisions found in KMC 22.28 for this zone. Additionally all lots are shaped for reasonable use and development and comply with minimum lot width standards.

2. Vehicular Access Easements for Short Plats

- a. Facts:
 - (1) Municipal Code sections 22.28.110 and 22.28.130 establish that if vehicular access within the plat is provided by means other than rights-of-way, the plat must establish easements or tracts, compliant with Zoning Code Section 105.10, which will provide the legal right of access to each of the lots served.
 - (2) Zoning Code section 105.10 establishes dimensional standards for vehicular access easements or tracts. Easements which serve 1 to 4 lots must be 20 feet wide and contain a paved surface 16 feet in width.
 - (3) The proposed plat will have a 21 foot wide easement with 21 feet of paved surface.

- b. Conclusion: The proposed vehicular access easement complies with KZC section 105.10.

3. Community Facility Site Design

a. Facts:

- (1) KZC Section 18.10.080, Special Regulation No. 2, states the site design must minimize adverse impacts on surrounding residential neighborhoods.
- (2) The proposed community facility use Youth Haven building will be located approximately 62 feet from the north property line and approximately 105 feet from the west property line.
- (3) A parking lot will be located 15 feet from the north property line and will be screened with a required 15 foot landscape buffer and an existing 6 foot high fence.

- b. Conclusion: The proposal minimizes impacts on the neighboring residential properties by locating the proposed Youth Haven building approximately 62 feet away from the nearest residential property and the installation of the required 15 foot wide landscape buffer will minimize impacts of the proposed parking lot.

4. Landscaping Requirements for Community Facility

a. Facts:

- (1) KZC Section 18.10.080, Special Regulation No. 3 states Landscape Category A or B may be required depending on the type of use on the subject property and the impacts associated with the use on the nearby uses.
- (2) Staff is recommending that Landscape Category A be required. This would require that a 15 foot landscape buffer be installed along the north and west property lines.
- (3) The applicant is proposing the installation of 15 foot wide landscape buffer as recommended by Staff.

- b. Conclusion: As part of the building permit for the Youth Haven facility, the applicant should install the required 15 foot wide landscape buffer (Standard 1 outlined in KZC Section 95.42.1) along the north and west property lines.

5. Natural Features- Significant Landscaping

a. Facts:

- (1) Regulations regarding the retention of trees can be found in Chapter 95 of the Kirkland Zoning Code. The applicant is required to retain all trees with a moderate to high retention value to the maximum extent possible.

- (2) The applicant submitted a tree plan as part of the application (see Attachment 11). The subject property contains one significant tree that the applicant is proposing to retain. No work is proposed within the critical root zone of the tree.
 - (3) There are five significant trees on neighboring properties that have drip lines that extend onto the subject property. Three of the trees are located to the west of the subject property and are located behind an existing three foot high rockery. Development on the subject property will not impact these trees. The other two significant trees are located to the north of the subject property and the drip lines will be within the proposed landscape buffer. No work is proposed within the critical root zones of these trees.
- b. Conclusions: As part of any development permit, the applicant should install tree protection fencing around onsite and offsite significant trees as depicted on the tree plan.
6. Parking for Community Facility
- a. Facts:
- (1) KZC Section 18.10.080 does not establish a parking requirement for community facility uses. Instead, it defers to KZC section 105.25, which authorizes the Planning Official to establish the number of required parking stalls based on the parking demand for the proposed use.
 - (2) A parking demand study was submitted as part of the Traffic Impact Analysis (see Attachment 12). The study concluded a total peak demand of 23 spaces for the proposed Friends of Youth Administrative Office and Youth Haven Facility.
 - (3) The City's Transportation Engineer has reviewed the parking demand study and agrees with the proposed parking requirement.
 - (4) The applicant is proposing a total of 28 onsite parking stalls.
- b. Conclusions:
- (1) The minimum required number of onsite parking stalls for the proposed Friends of Youth Administrative Office and Youth Haven Facility should be 23 stalls.
 - (2) The applicant is proposing an adequate number of parking stalls to serve the proposed project.

G. COMPREHENSIVE PLAN

1. Facts:

- a. The subject property is located within the Kingsgate neighborhood. The Comprehensive Land Use Map designates the subject property for low density residential at 6 units per acre.
- b. The locating of a community facility is allowed within a low density residential land use category.
- c. Policy LU-8.3 calls for the applicant to design community facilities to reduce incompatibility with adjacent land uses.
- d. Policy H-2.11 states that the City should encourage and support the development of emergency, transitional, and permanent housing with appropriate on-site services for persons with special needs.

2. Conclusion: The proposed community facility use and short plat comply with the applicable density and policies contained in the Comprehensive Plan. The proposal includes transitional housing that will include on-site services and is designed to minimize impacts on the neighboring residential properties as outlined in Section II.F.

H. DEVELOPMENT STANDARDS

1. Fact: Additional comments and requirements placed on the project are found on the Development Standards, Attachment 4.
2. Conclusion: The applicant should follow the requirements set forth in Attachment 4.

III. SUBSEQUENT MODIFICATIONS

Modifications to the approval may be requested and reviewed pursuant to the applicable modification procedures and criteria in effect at the time of the requested modification.

IV. CHALLENGES AND JUDICIAL REVIEW

The following is a summary of the deadlines and procedures for appeals. Any person wishing to file or respond to an appeal should contact the Planning Department for further procedural information.

A. APPEALS

1. Appeal to City Council:

Section 150.80 of the Zoning Code allows the Hearing Examiner's decision to be appealed by the applicant and any person who submitted written or oral testimony or comments to the Hearing Examiner. A party who signed a petition may not appeal unless such party also submitted independent written comments or information. The appeal must be in writing and must be delivered, along with any fees set by ordinance, to the Planning Department by 5:00 p.m., _____, fourteen (14) calendar days following the postmarked date of distribution of the Hearing Examiner's decision on the application.

B. JUDICIAL REVIEW

Section 150.130 of the Zoning Code allows the action of the City in granting or denying this zoning permit to be reviewed in King County Superior Court. The petition for review must be filed within 21 calendar days of the issuance of the final land use decision by the City.

V. LAPSE OF APPROVAL

A. SHORT PLAT

Under Section 22.20.370 of the Subdivision Ordinance, the short plat must be recorded with King County within four (4) years following the date of approval, or the decision becomes void; provided, however, that in the event judicial review is initiated, the running of the four years is tolled for any period of time during which a court order in said judicial review proceeding prohibits the recording of the short plat.

B. COMMUNITY USE ZONING PERMIT

Under Section 150.135 of the Zoning Code, the applicant must submit to the City a complete building permit application approved under Chapter 150, within four (4) years after the final approval on the matter, or the decision becomes void; provided, however, that in the event judicial review is initiated per Section 150.130, the running of the four years is tolled for any period of time during which a court order in said judicial review proceeding prohibits the required development activity, use of land, or other actions. Furthermore, the applicant must substantially complete construction approved under Chapter 150 and complete the applicable conditions listed on the Notice of Approval within six (6) years after the final approval on the matter, or the decision becomes void.

VI. APPENDICES

Attachments 1 through 12 are attached.

1. Vicinity Map
2. Project Description
3. Development Plans
4. Development Standards
5. Email from Shannon Hirst
6. Email from Ryan Lorenz
7. Email Response to Ms. Hirst from Terry Pottmeyer
8. Email Response to Mr. Lorenz from Terry Pottmeyer
9. SEPA Determination and Memo
10. Concurrency Review Memo
11. Tree Plan prepared by JGM Landscape Architects
12. Transportation Analysis Report prepared by Heffron Transportation Inc

VII. PARTIES OF RECORD

Applicant: Rand Redlin, 419 Occidental South, Suite 504, Seattle, WA 98104

Applicant: Terry Pottmeyer, Friends of Youth, 16225 NE 87th Street, Suite A6, Redmond, WA 98052

Parties of Record

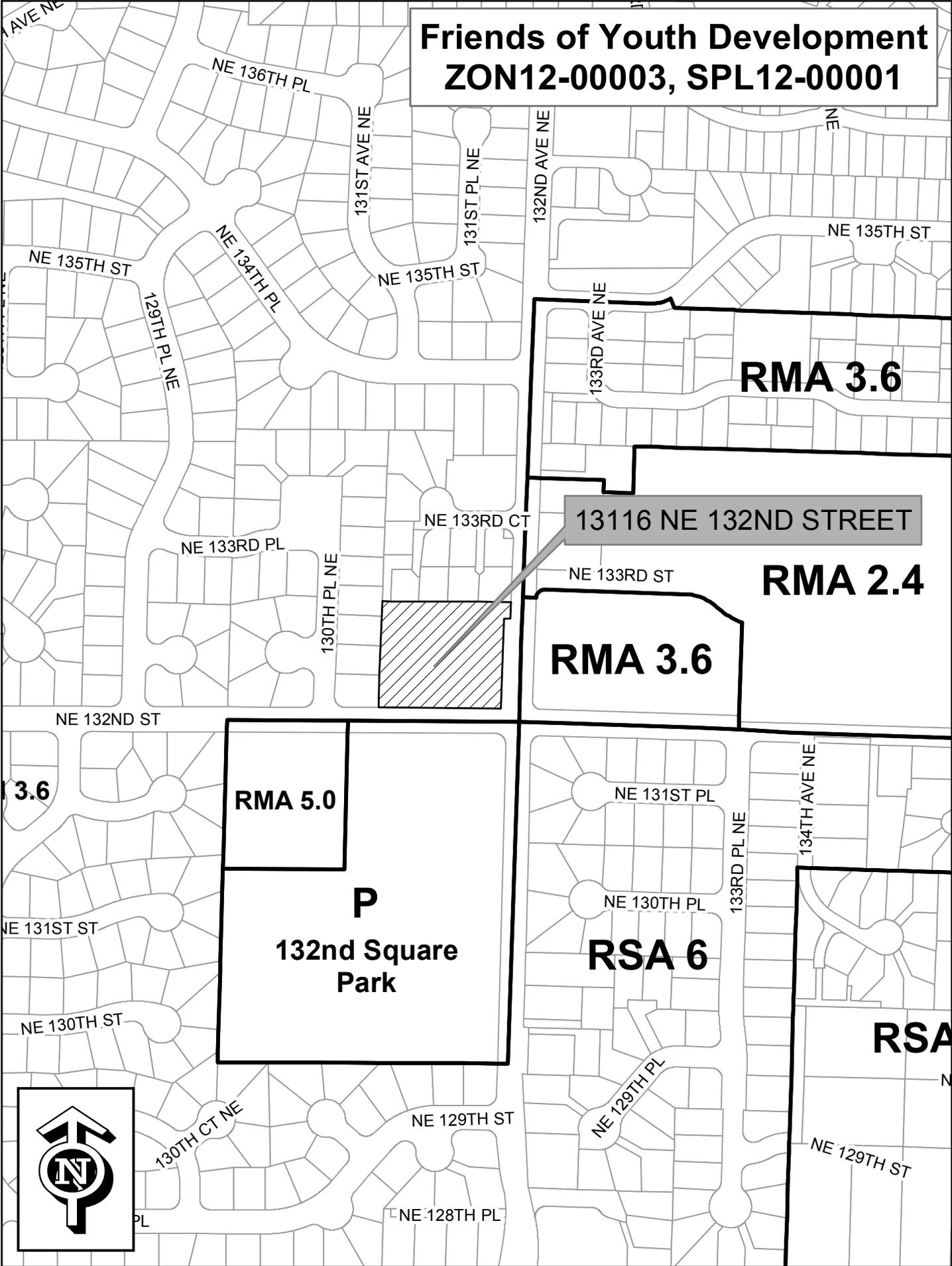
Department of Planning and Community Development

Department of Public Works

Department of Building and Fire Services

A written decision will be issued by the Hearing Examiner within eight calendar days of the date of the open record hearing.

Friends of Youth Development ZON12-00003, SPL12-00001



RMA 3.6

13116 NE 132ND STREET

RMA 2.4

RMA 3.6

3.6

RMA 5.0

P

**132nd Square
Park**

NE 131ST PL

NE 130TH PL

RSA 6

RSA





January 17, 2012

Zoning Compliance Summary

Project: Proposed Friends of Youth Consolidated Campus
13116 Northeast 132nd Street, Kirkland, WA 98034

Zoning Designation: RSA 6

Parcel Size: 73,626 SF

402 15th Avenue East
Seattle WA 98112-4599
206 329 8300
206 329 5494 fax
www.eworks.org

Summary

The proposed project:

- Renovate the existing building to accommodate administrative offices for Friends of Youth.
- Construct new two story residential structure to provide temporary youth housing.
- Develop infrastructure for four future single family residences.

Board of Directors

Karen Brawley,
Vice President
Brad Collins
Bob Fish,
Treasurer
Larry Goetz
Tracey Rowland,
President
Debbie Roth
Tim Spelman,
Secretary
Bradley Wilburn

FOY Office:

Existing 6,000 sf building currently used as church offices, classrooms, kitchen, multipurpose room and sanctuary. FOY proposes a minor interior renovation focused primarily on finishes to provide administrative offices for organization management, meeting space for organization wide meetings, staff training and board meetings.

Staff

Dan Baldner
Christina Congdon
Lori Goodwin
Sally Knodell
Eileen Krotki
Charla Lemoine
Michael Mackie
Rachel Minnery
Christopher Palms
Bill Singer
Roger Tucker,
Executive Director

Zoning Chart Section 18.10.080 Community Facility as established in Pre-Application PRE11-00073.

1. Lot size:	Allowed Proposed	No Requirement 35,823 sf
2. Setbacks:	Front Side Rear	20' 10' each side 10'
3. Lot Coverage	Allowed Proposed	70% 50.5%
4. Far:	No Requirement	
5. Structure height:	Allowed	30'

- | | | |
|-----------------|--|--------------------|
| | Proposed | 18' existing ridge |
| 6. Parking: | Parking demand established by Traffic Impact Analysis and Road Concurrency is eighteen (18) stalls. Twenty-five (25) stall provided. | |
| 7. Landscaping: | Category C | |

Youth Haven:

Provides supervised temporary housing for girls and boys, ages 11 to 17 with counseling for life skills and family reconciliation.

Zoning Chart Section 18.10.080 Community Facility as established in Pre-Application PRE11-00073.

- | | | |
|----------------------|--|-----------------|
| 1. Lot size: | Allowed | No Requirement |
| | Proposed | 16,821 sf |
| 2. Setbacks: | Front | 20' |
| | Side | 10' each side |
| | Rear | 10' |
| 3. Lot Coverage | Allowed | 70% |
| | Proposed | 69.3% |
| 4. Far: | No Requirement | |
| 5. Structure height: | Allowed | 30' |
| | Proposed | 27'-6" to ridge |
| 6. Parking: | Parking demand established by Traffic Impact Analysis and Road Concurrency is five stalls which are provided.. | |
| 7. Landscaping: | Category C | |

Future Transitional Housing

Single family style homes for five unrelated young adults to provide transitional living facilities while residents learn independent living skills and enter the job market.

Zoning Chart Section 18.10.010 Detached Dwelling Unit.

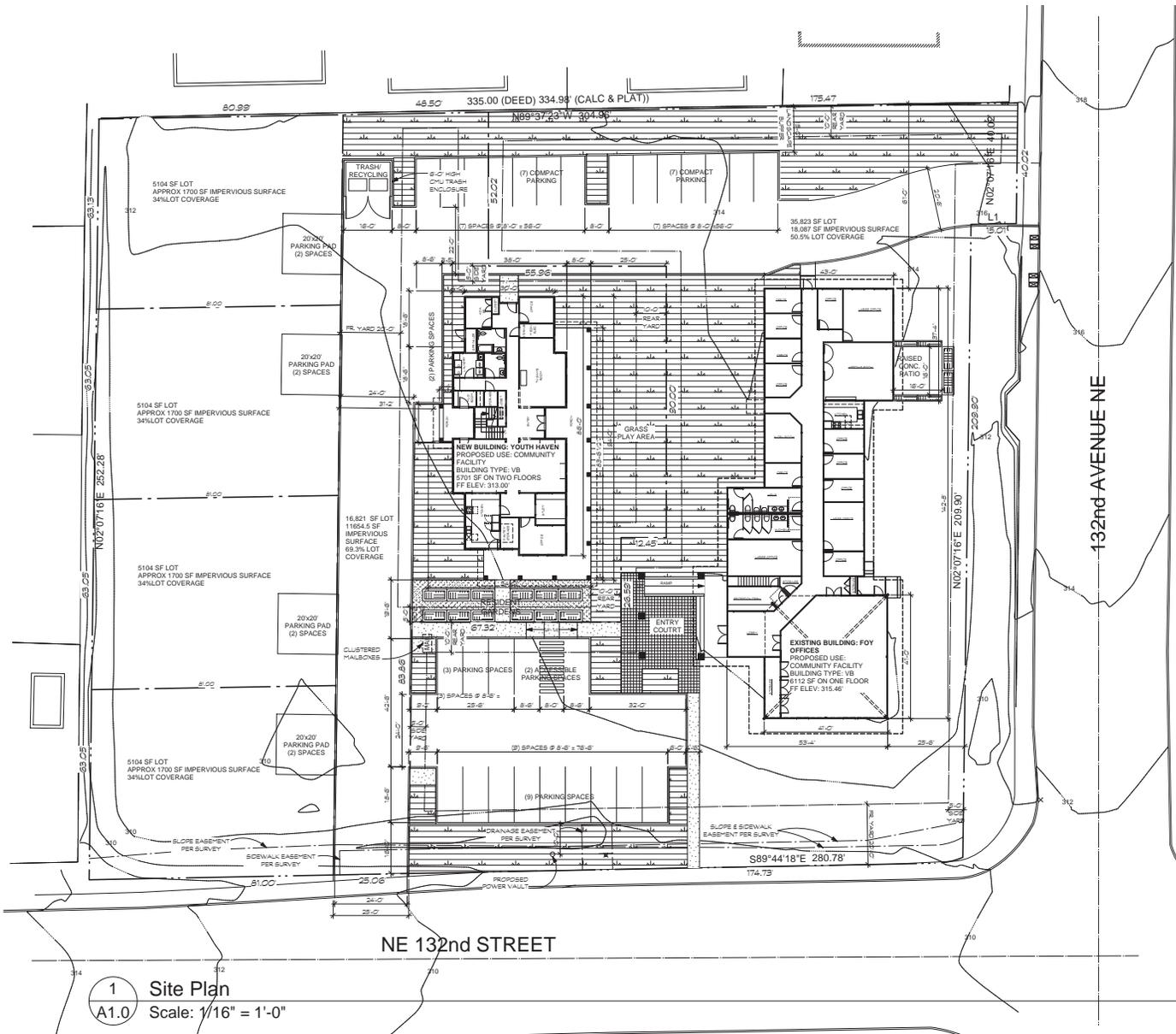
- | | | |
|--------------|----------|--------------|
| 1. Lot size: | Minimum | 5100 sf. |
| | Proposed | 5,104 sf |
| 2. Setbacks: | Front | 20' |
| | Side | 5' each side |
| | Rear | 10' |

3. Lot Coverage: Allowed 50%
Future Coverage 5100 x 50% = 2550 sf.
4. F.A.R.: Allowed 50%
Future F.A.R. 5100 x 50% = 2550 sf.
5. Structure height: 30'
6. Parking: Two stalls are required.
7. Landscaping: Category E

Thank you for your review. Please contact Environmental Works if more information is required.

Sincerely,

Dan Baldner
Project Architect
Environmental Works



PARKING REQUIREMENTS (SEE PARKING STUDY BY HEFFRON TRANSPORTATION)	
	REQD. SPACES
SINGLE FAMILY LOTS (4)	8
YOUTH HAVEN	5
FOY OFFICES	18
TOTAL PARKING SPACES REQUIRED	31
TOTAL PARKING SPACES PROVIDED	39



Friends of Youth Consolidated Campus

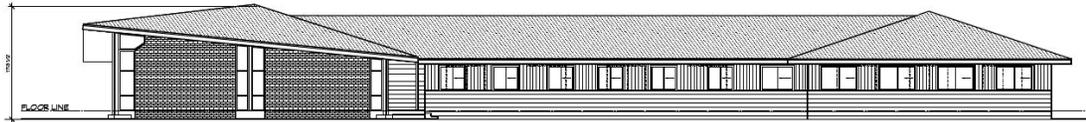
13116 NE 132nd St
Kirkland, WA 98034

SITE PLAN

.....	Date
.....	9 January 2012
.....	Revisors
.....	Drawn by:
.....	Checked by (C.E.):
.....	Project No.
.....	10-027A

1 Site Plan
A1.0 Scale: 1/16" = 1'-0"

A1.0



5 East Elevation - Friends of Youth Offices (Existing Building)
Scale: 1/8" = 1'-0"



4 West Elevation - New Youth Haven Building & Friends of Youth Offices (Existing Building) beyond
Scale: 1/8" = 1'-0"

AVERAGE BUILDING ELEVATION CALCULATION			
ELEVATION	LENGTH	ELEV X LENGTH	
A=	312.00	96.00	29,952.00
B=	313.20	58.00	18,165.60
C=	312.75	96.00	30,024.00
D=	312.00	58.00	19,096.00
	SUM	308	96,237.6
	(A x L + B x L + C x L + D x L) / (L + L + L + L)		312.48

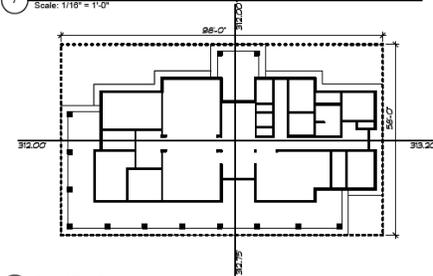
* SITE BENCHMARK OF SEWER MANHOLE ADJACENT TO NORTHEAST PROPERTY CORNER, ELEV. 312.32



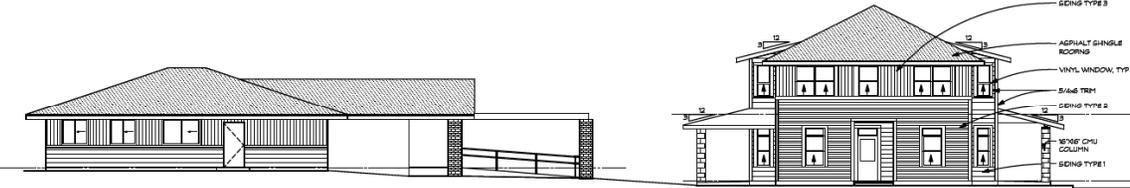
3 East Elevation - New Youth Haven Building
Scale: 1/8" = 1'-0"



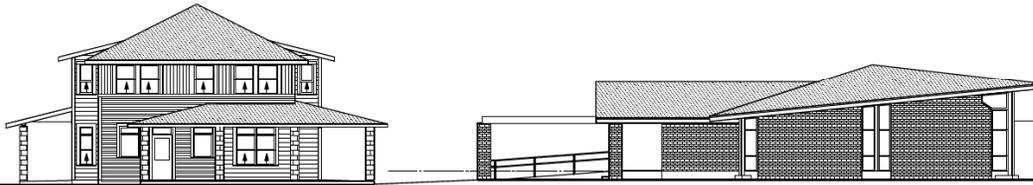
7 East Elevation
Scale: 1/16" = 1'-0"



6 Ground Floor Plan
Scale: 1/16" = 1'-0"



2 North Elevation - Friends of Youth Offices (Existing Building) & Youth Haven Building
Scale: 1/8" = 1'-0"



1 South Elevation - New Youth Haven Building & Friends of Youth Offices (Existing Building)
Scale: 1/8" = 1'-0"



402 12th Avenue East
Seattle, Washington 98112
206.328.6000
206.328.6444 fax

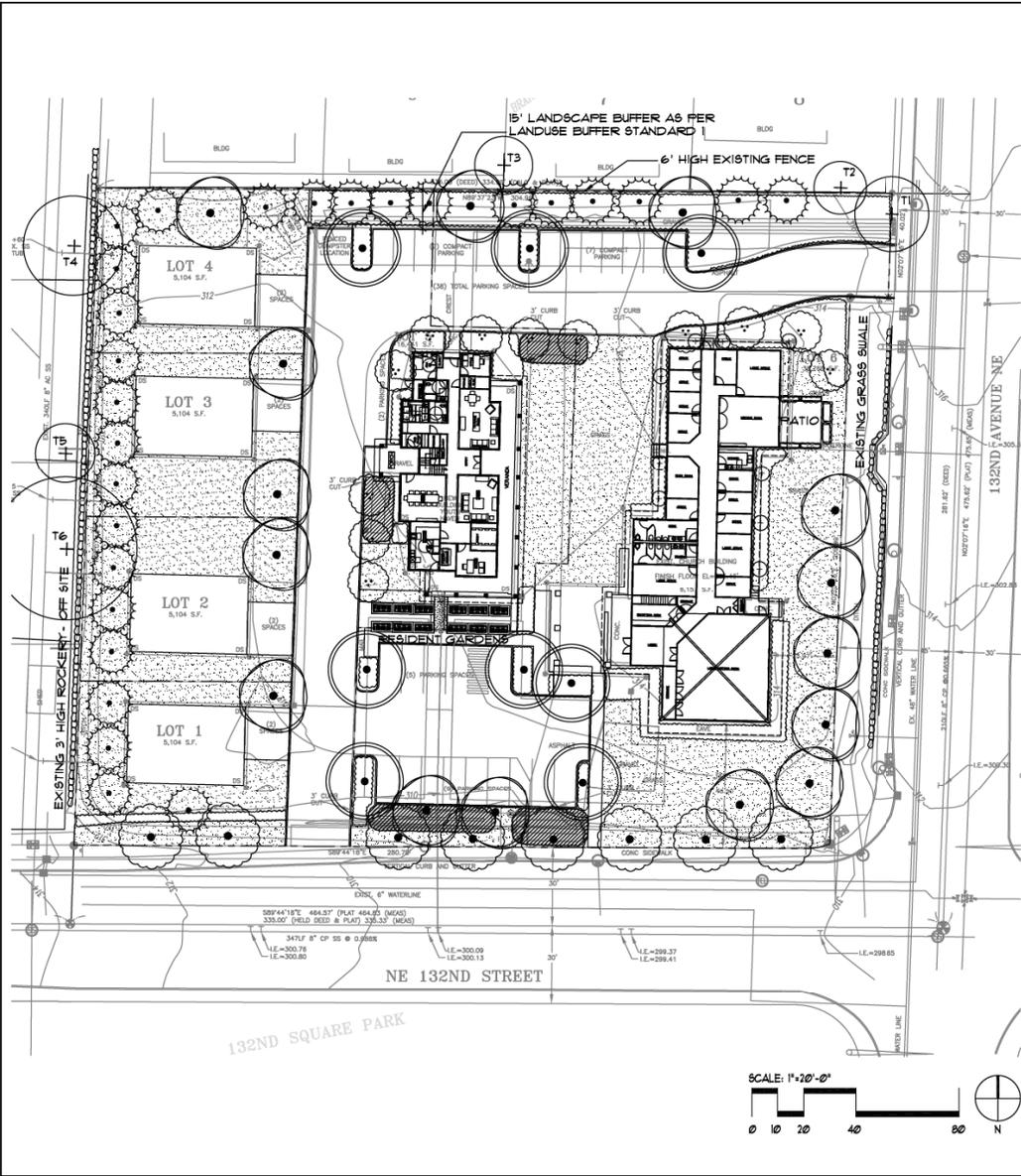
Friends of Youth
Consolidated Campus

13116 NE 132nd St
Kirkland, WA 98034



Elevations

Date
9 January 2012
Revisions
Drawn by
CML
Checked by (P.M.)
Checked by (D.C.)
Project No.
10-027A



SIGNIFICANT TREE INVENTORY

NO.	TREE TYPE	CALIFER SIZE DBH @ 4.5'	CONDITION	LOCATION	SAVED
T1	ORNAMENTAL PEAR	10"	GOOD	ON SITE	YES
T2	ALDER (TWIN TRUNKS)	14"	FAIR	OFF SITE	YES
T3	MAPLE	12"	GOOD	OFF SITE	YES
T4	BLUE SPRUCE	14"	GOOD	OFF SITE	YES
T5	CEDAR	10"	GOOD	OFF SITE	YES
T6	BIRCH (TWIN TRUNKS)	14"	GOOD	OFF SITE	YES

SITE TREE DENSITY CALCULATION

LOT NO.	AREA	MINIMUM REQUIRED TREE CREDITS	EXISTING SIGNIFICANT TREES	PROPOSED SUPPLEMENTAL TREES
LOT 1	5,104 SFT	4	-	5
LOT 2	5,104 SFT	4	-	5
LOT 3	5,104 SFT	4	-	6
LOT 4	5,104 SFT	4	-	6
LOT 5	16,891 SFT	12	-	13
LOT 6	35,823 SFT	25	-	28
TOTAL TREE CREDITS PROPOSED =				63

TOTAL SITE AREA = 169 ACRE
 MINIMUM REQUIRED 30 TREE CREDITS PER ACRE I.E. 51 TREE CREDITS
 TOTAL PROPOSED TREE CREDITS = 63

SUPPLEMENTAL PLANTING TREE CALCULATION

REQUIRED - 1 TREE PER 1000 SFT
 AREA AVAILABLE FOR SUPPLEMENTAL PLANTING = 10,131 SFT
 THEREFORE, NO. OF TREES REQUIRED IN SUPPLEMENTAL PLANTING AREA = 10131 / 1000 = 10 TREES
 PROPOSED TREES = 10 NOS.

INTERNAL PARKING LOT LANDSCAPE CALCULATION

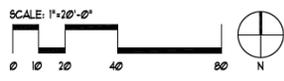
REQUIRED - 25 SFT OF LANDSCAPE AREA / PARKING STALL
 NO. OF PARKING STALLS = 38
 REQUIRED LANDSCAPE AREA = 38 X 25 = 950 SFT
 PROPOSED PARKING AREA LANDSCAPE = 1072 SFT

LANDSCAPE BUFFER REQUIREMENTS

REQUIRED - LANDSCAPE CATEGORY C (FROM KZC SECTION 10.10 TABLE)
 BUFFERING STANDARD 1 (FROM KZC 95.42)
 PROPOSED - SEE PLAN

LEGEND

- SYMBOL: FLANTING EXISTING TREE TO BE SAVED
- SYMBOL: CONIFER
- SYMBOL: DECIDUOUS TREE
- SYMBOL: STREET TREE UNDER OVERHEAD LINES
- SYMBOL: DECIDUOUS TREE
- SYMBOL: EXISTING SHRUBS TO BE SAVED
- SYMBOL: SHRUBS, GROUNDCOVERS, PERENNIALS
- SYMBOL: RAIN GARDEN
- SYMBOL: LAWN
- SYMBOL: SIZE AT PLANTING
- SYMBOL: 8-10' HT.
- SYMBOL: 2 1/2" CALIFER
- SYMBOL: 2" CALIFER
- SYMBOL: 2" CALIFER



JGM
 LANDSCAPE ARCHITECTS
 INCORPORATED P.S.
 LANDSCAPE ARCHITECTURE
 URBAN DESIGN
 SITE PLANNING
 PARKS AND
 RECREATION PLANNING
 2800 NORTHERLY WAY, SUITE 100
 BELLEVUE WA, 98004
 PH: 425.454.5721
 FX: 425.284.6235
 E: jgm@jgm-lsa.com

FRIENDS OF YOUTH
 CONSOLIDATED
 CAMPUS
 1816 NE 52ND ST
 KIRKLAND WA 98034
 FOR:
 COMMON GROUND

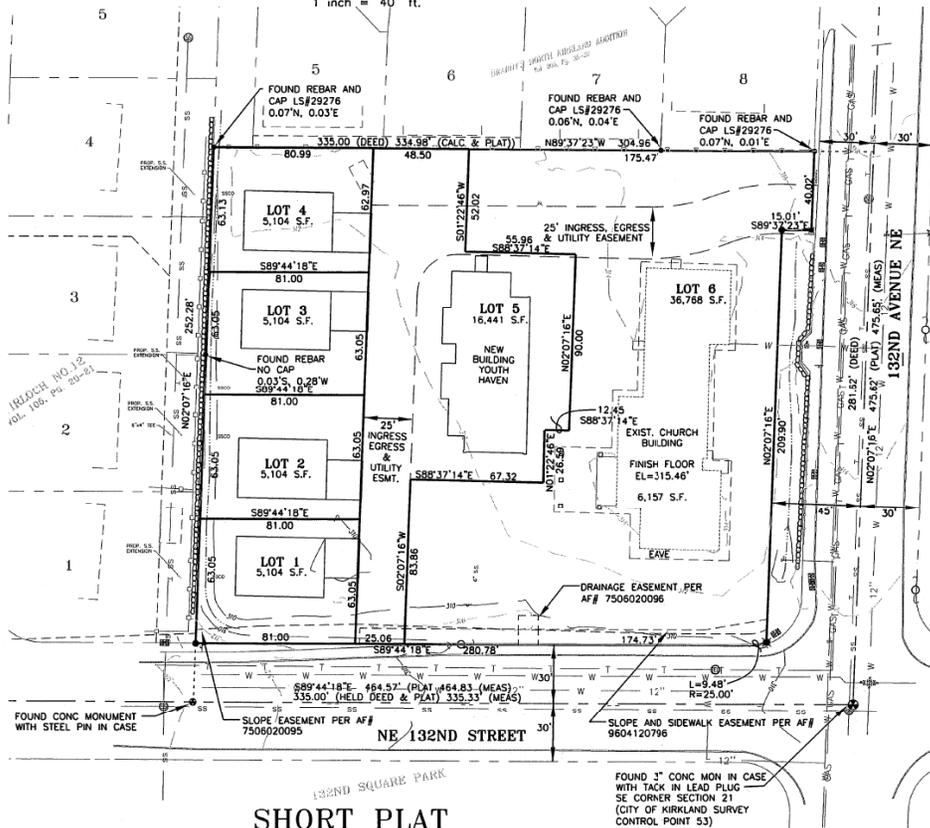
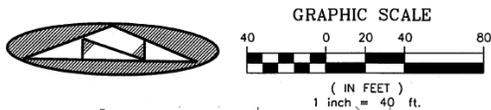
REVISIONS/DRAWING ISSUES:
 Drawn by: BC
 Checked by: CL

PERMIT DRAWING - NOT FOR CONSTRUCTION

STATE OF WASHINGTON
 LANDSCAPE ARCHITECT
 LISA M. REED
 LICENSE NO. 40

DATE: 1-13-2017
 LIAISON: CL
 CAD FILE:
 DRAWING TITLE
 TREE RETENTION & LANDSCAPE PLAN

SHEET NUMBER
 L1.0



SHORT PLAT
SCALE: 1"=40'

NOTES:

1) NO PART OF THIS SITE FALLS WITHIN A FLOOD HAZARD ZONE.

VEGETATED COVER NOTES:

1) EXISTING CONDITIONS CONSIST OF LAWN AND IMP.
2) PROPOSED CONDITIONS CONSIST OF LAWN AND IMP.
SOILS ARE A ALDERWOOD GRAVELLY, SANDY LOAM, 6 TO 15 PERCENT SLOPES.

IMPERVIOUS AREAS

EXIST. CHURCH: 6,157 S.F.
EXIST. SHED: 100 S.F.
EXIST. GRAVEL DRIVEWAY: 25,378 S.F.
EXIST. ASPHALT DRIVEWAY: 8,181 S.F.
TOTAL EXIST.: 39,816 S.F.

RETAINED CHURCH: 6,157 S.F.
PROPOSED YOUTH HAVEN: 3,658 S.F.
PROPOSED HOUSES: 5,400 S.F.
PROPOSED DRIVEWAY: 16,926 S.F.
FINAL TOTAL: 32,141 S.F.



ADDRESS: VICINITY MAP

13116 NE 132ND ST, KIRKLAND, WA. 98034

ASSESSOR'S PARCEL NO:
212605-9100

LEGAL DESCRIPTION

THAT PORTION OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 21, TOWNSHIP 26 NORTH, RANGE 5 EAST, IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHEAST CORNER OF SAID SUBDIVISION; THENCE NORTH 00°45'00" EAST ALONG THE EAST LINE OF SAID SUBDIVISION, A DISTANCE OF 281.62 FEET; THENCE SOUTH 89°09'00" WEST, A DISTANCE OF 335 FEET TO THE WEST LINE OF THE WEST 335 FEET OF SAID SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER, SAID POINT ALSO BEING THE SOUTHWEST CORNER OF THAT CERTAIN PARCEL OF LAND CONVEYED TO WILLIAM L. GAMBLE AND PEGGY L. GAMBLE, BY UNRECORDED CONTRACT AND FURTHER IDENTIFIED BY PURCHASER'S ASSIGNMENT OF CONTRACT AND DEED UNDER RECORDING NO. 5076310; THENCE SOUTH 00°45'00" WEST ALONG THE WEST LINE OF THE EAST 335 FEET OF SAID SUBDIVISION, A DISTANCE OF 280 FEET, MORE OR LESS, TO THE SOUTH LINE OF SAID SUBDIVISION; THENCE EAST ALONG SAID SOUTH LINE 335 FEET, MORE OR LESS, TO THE TRUE POINT OF BEGINNING. EXCEPT ANY PORTION THEREOF LYING WITHIN N.E. 132ND STREET; AND EXCEPT ANY PORTION THEREOF CONVEYED TO KING COUNTY FOR ROAD PURPOSES BY DEED RECORDED MAY 11, 1960, JUNE 2, 1975 AND APRIL 12, 1995 UNDER RECORDING NO'S. 5160392, 750602094 AND 9504121269.

OWNER/APPLICANT:

FRIENDS OF YOUTH
18225 NE 87TH ST, SUITE A-6
REDMOND, WA. 98052
CONTACT: RAND REDLIN (206) 461-4500 EXT. 129

ZONING:

RS6 - SITE & ADJACENT PARCEL

SURVEYOR:

RIVER CITY LAND SERVICES
P.O. BOX 171
SHOEMO, WA. 98291
PH: (425) 218-8235

ENGINEER:

CAVASSA & ASSOC. INC./J.L. GARDNER
321 N. LEWIS ST./P.O. BOX 298
MONROE, WA. 98272
PH: 360-794-7266
jrmg@covasso.com
www.covasso.com

AREA:

GROSS AREA = 1.69 ACRES (73,626 S.F.)

BASIS OF BEARING:

N89°44'18"W BETWEEN MONUMENTS ALONG THE SOUTH LINE OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 21, TOWNSHIP 26 NORTH, RANGE 5 EAST, W.M. PER KCAS

HORIZONTAL DATUM:

NORTH AMERICAN DATUM OF 1983 (1991) [NAD 83/91]

VERTICAL DATUM:

NORTH AMERICAN VERTICAL DATUM OF 1988 [NAVD 88]

PROJECT BENCHMARK: CITY OF KIRKLAND SURVEY CONTROL POINT 53
TOP OF CONCRETE MONUMENT IN CASE AT THE INTERSECTION OF 132nd Ave NE & NE 132nd St. EL= 310.15' (NAVD 88)

SITE BENCHMARK: RIM OF SEWER MANHOLE ADJACENT TO THE NORTHEAST PROPERTY CORNER. EL= 317.32' (NAVD 88)

CITY OF KIRKLAND P.W. INSPECTION REQUEST #(425) 587-3805

CALL DIAL-A-DIG
AT 1-800-424-5555
A MINIMUM OF 48 HOURS
BEFORE CONSTRUCTION BEGINS

SHEET
1 OF
1
JOB# 111041



avassa & Associates, Inc.
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MONROE, WA. 98272
PHONE: (360) 794-7266
FAX: (360) 794-1004
ext@avassa-inc.com

DESIGNED: J.L.G.
CHECKED: J.L.G.
REVISION:

OWNER/DEVELOPER:
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18225 NE 87TH ST, SUITE A-6
REDMOND, WA. 98052
CONTACT: RAND REDLIN (206) 461-4500 EXT. 129

PROJECT:
FRIENDS OF YOUTH
SHORT PLAT MAP

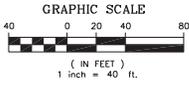


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DESIGNED: E.C. JR.
 CHECKED: E.C. JR.
 DATE: 04-18-12
 REVISID:

OWNER/DEVELOPER:
FRIENDS OF YOUTH CAMPUS
 13116 NE 132ND ST.
 KIRKLAND, WA 98034
 CONTACT: RAND REDLIN (206) 467-4500 EXT. 129

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FRIENDS OF YOUTH CAMPUS
 13116 NE 132ND ST.
 KIRKLAND, WA 98034
SHORT PLAT



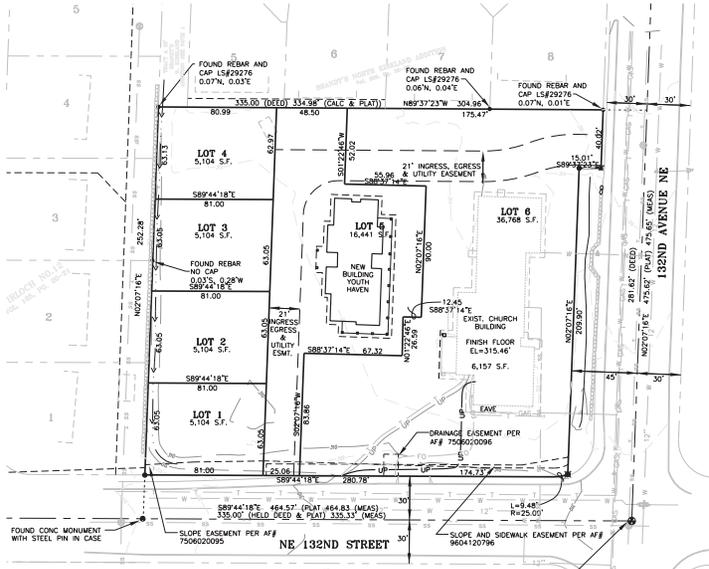
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 EXCEPT ANY PORTION THEREOF LYING WITHIN N.E. 132ND STREET, AND EXCEPT ANY PORTION THEREOF CONVEYED TO KING COUNTY FOR ROAD PURPOSES BY DEED RECORDED MAY 11, 1960, JUNE 2, 1975 AND APRIL 12, 1995 UNDER RECORDING NOS.: 5160392, 7506620004 AND 9504121269.

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ZONING: RS46 - SITE & ADJACENT PARCEL
ENGINEER: CAVASSA & ASSOC., INC./J.L. GARDNER
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VERTICAL DATUM: NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88)

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SHORT PLAT
 SCALE: 1"=40'

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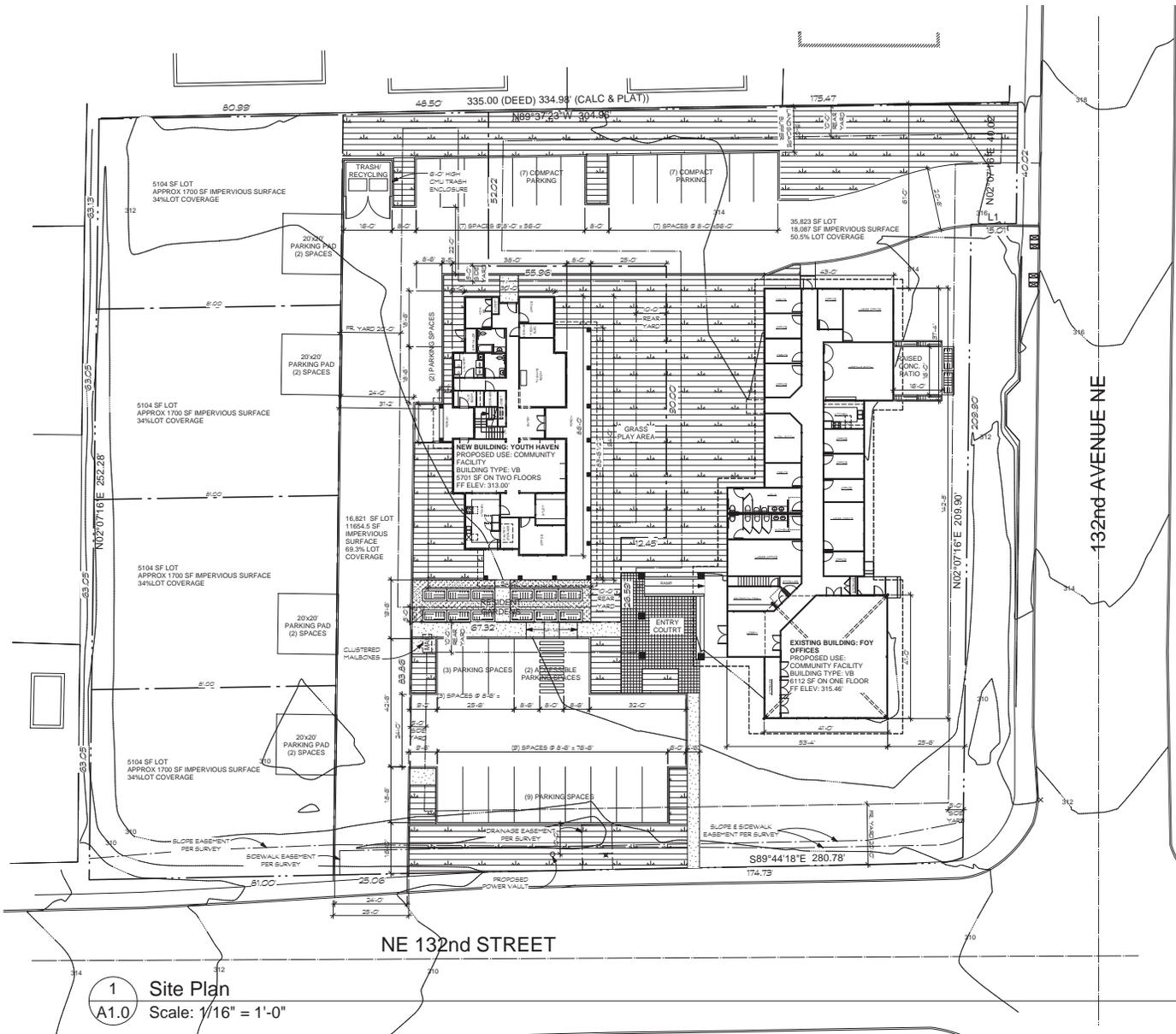
EXIST. CHURCH:	6,157 S.F.
EXIST. SHED:	100 S.F.
EXIST. DRIVEL DRIVEWAY:	25,378 S.F.
EXIST. ASPHALT DRIVEWAY:	5,181 S.F.
TOTAL EXIST:	36,816 S.F.
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PROPOSED YOUTH HAVEN:	3,058 S.F.
PROPOSED HOUSES:	2,400 S.F.
PROPOSED DRIVEWAY:	15,926 S.F.
FINAL TOTAL:	31,541 S.F.

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 2) PROPOSED CONDITIONS CONSIST OF LAWN AND IMP.
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APPROVED FOR CONSTRUCTION
 CITY OF KIRKLAND

SIGNATURE _____ DATE _____
 PROJECT FILE NO. _____

CITY OF KIRKLAND P.W. INSPECTION REQUEST # (425) 587-3805
 CALL DIAL-A-DIG
 AT 1-800-424-5555
 A MINIMUM OF 48 HOURS
 BEFORE CONSTRUCTION BEGINS



PARKING REQUIREMENTS (SEE PARKING STUDY BY HEFFRON TRANSPORTATION)	
	REQD. SPACES
SINGLE FAMILY LOTS (4)	8
YOUTH HAVEN	5
FOY OFFICES	18
TOTAL PARKING SPACES REQUIRED	31
TOTAL PARKING SPACES PROVIDED	39



Friends of Youth Consolidated Campus

13116 NE 132nd St
Kirkland, WA 98034

SITE PLAN

.....	Date
.....	9 January 2012
.....	Revisors
.....	Drawn by
.....	Checked by (P.M.)
.....	Project No.
.....	10-027A

1 Site Plan
A1.0 Scale: 1/16" = 1'-0"

A1.0



5 East Elevation - Friends of Youth Offices (Existing Building)
Scale: 1/8" = 1'-0"



4 West Elevation - New Youth Haven Building & Friends of Youth Offices (Existing Building) beyond
Scale: 1/8" = 1'-0"

AVERAGE BUILDING ELEVATION CALCULATION					
ELEVATION	LENGTH	ELEV X LENGTH			
A=	312.00	96.00	AxL=	29,952.00	
B=	313.20	96.00	BxL=	30,163.20	
C=	312.75	96.00	CxL=	30,024.00	
D=	312.00	96.00	DxL=	29,952.00	
	SUM	384	SUM	119,091.20	
	(Aax + Bbx + Ccx + Ddx) / (a + b + c + d)			312.48	

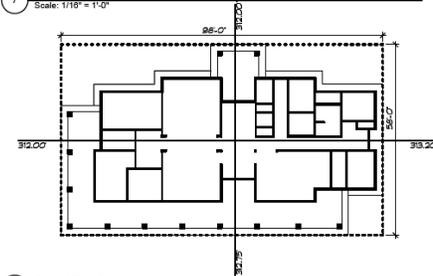
* SITE BENCHMARK BY OF SEWER MANHOLE ADJACENT TO NORTHEAST PROPERTY CORNER, ELEV. 312.32



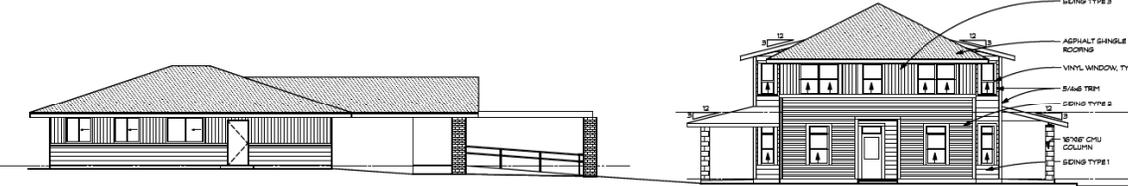
3 East Elevation - New Youth Haven Building
Scale: 1/8" = 1'-0"



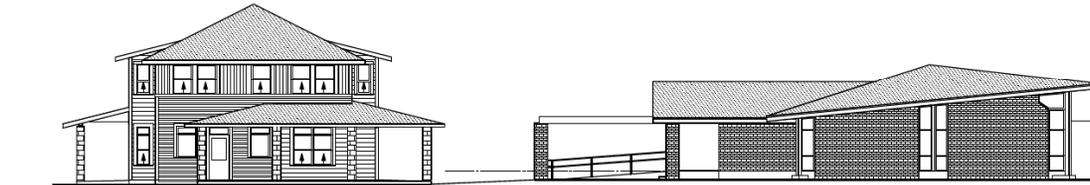
7 East Elevation
Scale: 1/16" = 1'-0"



6 Ground Floor Plan
Scale: 1/16" = 1'-0"



2 North Elevation - Friends of Youth Offices (Existing Building) & Youth Haven Building
Scale: 1/8" = 1'-0"



1 South Elevation - New Youth Haven Building & Friends of Youth Offices (Existing Building)
Scale: 1/8" = 1'-0"



402 12th Avenue East
Seattle, Washington 98112
206.328.6000
206.325.5444 fax

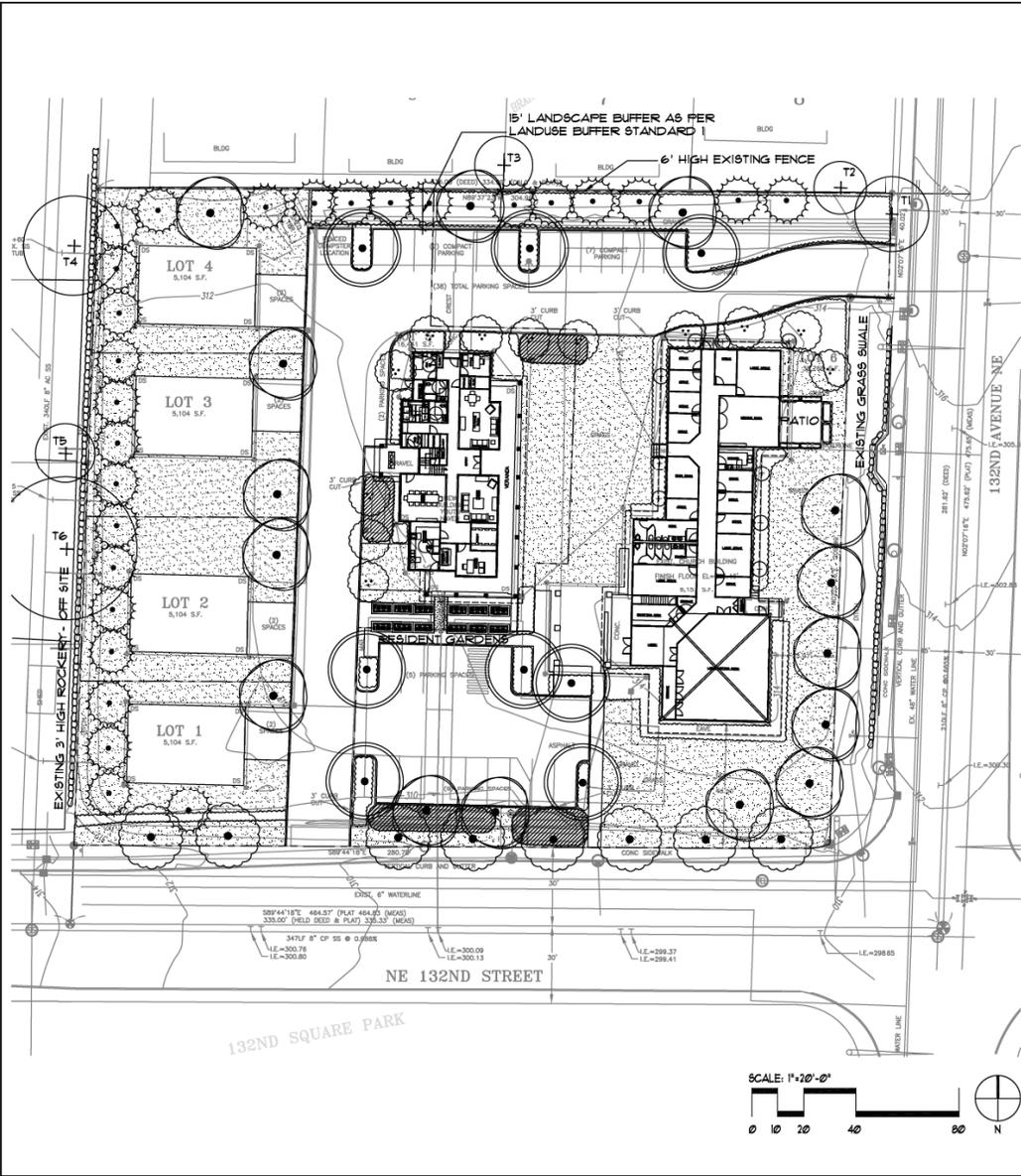
Friends of Youth
Consolidated Campus

13116 NE 132nd St
Kirkland, WA 98034



Elevations

Date
9 January 2012
Revisions
Drawn by
CML
Checked by (P.M.)
Checked by (O.C.)
Project No.
10-027A



SIGNIFICANT TREE INVENTORY

NO.	TREE TYPE	CALIFER SIZE DBH @ 4.5'	CONDITION	LOCATION	SAVED
T1	ORNAMENTAL PEAR	10"	GOOD	ON SITE	YES
T2	ALDER (TWIN TRUNKS)	14"	FAIR	OFF SITE	YES
T3	MAPLE	12"	GOOD	OFF SITE	YES
T4	BLUE SPRUCE	14"	GOOD	OFF SITE	YES
T5	CEDAR	10"	GOOD	OFF SITE	YES
T6	BIRCH (TWIN TRUNKS)	14"	GOOD	OFF SITE	YES

SITE TREE DENSITY CALCULATION

LOT NO.	AREA	MINIMUM REQUIRED TREE CREDITS	EXISTING SIGNIFICANT TREES	PROPOSED SUPPLEMENTAL TREES
LOT 1	5,104 SFT	4	-	5
LOT 2	5,104 SFT	4	-	5
LOT 3	5,104 SFT	4	-	6
LOT 4	5,104 SFT	4	-	6
LOT 5	16,891 SFT	12	-	13
LOT 6	35,823 SFT	25	-	28
TOTAL TREE CREDITS PROPOSED =				63

TOTAL SITE AREA = 169 ACRE
 MINIMUM REQUIRED 30 TREE CREDITS PER ACRE I.E. 51 TREE CREDITS
 TOTAL PROPOSED TREE CREDITS = 63

SUPPLEMENTAL PLANTING TREE CALCULATION

REQUIRED - 1 TREE PER 1000 SFT
 AREA AVAILABLE FOR SUPPLEMENTAL PLANTING = 10,131 SFT
 THEREFORE, NO. OF TREES REQUIRED IN SUPPLEMENTAL PLANTING AREA = 10131 / 1000 = 10 TREES
 PROPOSED TREES = 10 NOS.

INTERNAL PARKING LOT LANDSCAPE CALCULATION

REQUIRED - 25 SFT OF LANDSCAPE AREA / PARKING STALL
 NO. OF PARKING STALLS = 38
 REQUIRED LANDSCAPE AREA = 38 X 25 = 950 SFT
 PROPOSED PARKING AREA LANDSCAPE = 1072 SFT

LANDSCAPE BUFFER REQUIREMENTS

REQUIRED - LANDSCAPE CATEGORY C (FROM KZC SECTION 10.10 TABLE)
 BUFFERING STANDARD 1 (FROM KZC 95.42)
 PROPOSED - SEE PLAN

LEGEND

- SYMBOL: PLANTING EXISTING TREE TO BE SAVED
 - SYMBOL: CONIFER
 - SYMBOL: DECIDUOUS TREE
 - SYMBOL: STREET TREE UNDER OVERHEAD LINES
 - SYMBOL: DECIDUOUS TREE
 - SYMBOL: EXISTING SHRUBS TO BE SAVED
 - SYMBOL: SHRUBS, GROUNDCOVERS, PERENNIALS
 - SYMBOL: RAIN GARDEN
 - SYMBOL: LAWN
- SIZE AT PLANTING: -
 8-10' HT.
 2 1/2" CALIFER
 2" CALIFER
 2" CALIFER

JGM
 LANDSCAPE ARCHITECTS
 INCORPORATED P.S.
 LANDSCAPE ARCHITECTURE
 URBAN DESIGN
 SITE PLANNING
 PARKS AND
 RECREATION PLANNING
 2800 NORTHERLY WAY, SUITE 100
 BELLEVUE WA, 98004
 PH: 425.454.5721
 FX: 425.284.6235
 E: jgm@jgm-lsa.com

FRIENDS OF YOUTH CONSOLIDATED CAMPUS
 1816 NE 52ND ST
 KIRKLAND WA 98034

FOR:
 COMMON GROUND

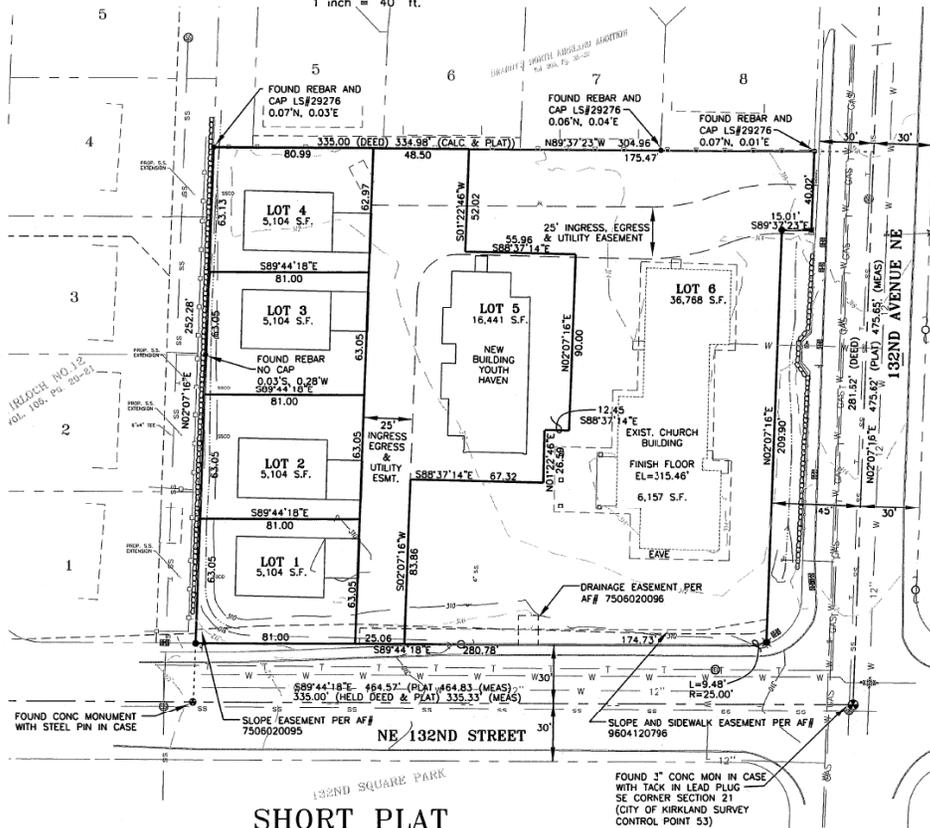
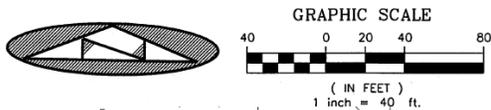
REVISIONS/DRAWING ISSUES:
 Drawn by: BC
 Checked by: CL

PERMIT DRAWING - NOT FOR CONSTRUCTION

STATE OF WASHINGTON
 DEPARTMENT OF ECOLOGY
 LANDSCAPE DESIGN
Kevin A. Nease
 LICENSE NO. 40

DATE: 1-13-2017
 LAST MODIFIED:
 CAD FILE:
 DRAWING TITLE
 TREE RETENTION & LANDSCAPE PLAN

SHEET NUMBER
 L1.0



SHORT PLAT
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NOTES:

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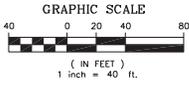


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 PH: (425) 218-8235
 www.cavassa.com

AREA: GROSS AREA = 1.69 ACRES (73,626 S.F.)

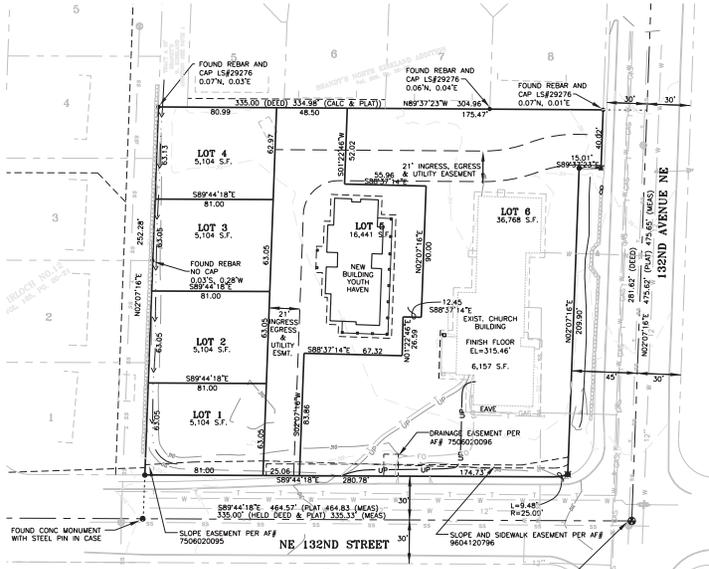
BASIS OF BEARING: NB87°44'18"W BETWEEN MONUMENTS ALONG THE SOUTH LINE OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 21, TOWNSHIP 28 NORTH, RANGE 5 EAST, W.M. PER KCAS

HORIZONTAL DATUM: NORTH AMERICAN DATUM OF 1983 (NAD 83) [MAD 83/91]

VERTICAL DATUM: NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88)

PROJECT BENCHMARK: CITY OF KIRKLAND SURVEY CONTROL POINT 53
 TOP OF CONCRETE MONUMENT IN CASE AT THE INTERSECTION OF 132nd Ave NE & NE 132nd St. EL= 310.15' (NAVD 88)

SITE BENCHMARK: RIM OF SEWER MANHOLE ADJACENT TO THE NORTHEAST PROPERTY CORNER. EL= 317.32' (NAVD 88)



SHORT PLAT
 SCALE: 1"=40'

NOTES:
 1) NO PART OF THIS SITE FALLS WITHIN A FLOOD HAZARD ZONE.

IMPERVIOUS AREAS

EXIST. CHURCH:	6,157 S.F.
EXIST. SHED:	100 S.F.
EXIST. DRIVEL DRIVEWAY:	25,378 S.F.
EXIST. ASPHALT DRIVEWAY:	5,181 S.F.
TOTAL EXIST:	36,816 S.F.
RETAINED CHURCH:	6,157 S.F.
PROPOSED YOUTH HAVEN:	3,058 S.F.
PROPOSED HOUSES:	2,400 S.F.
PROPOSED DRIVEWAY:	15,926 S.F.
FINAL TOTAL:	31,541 S.F.

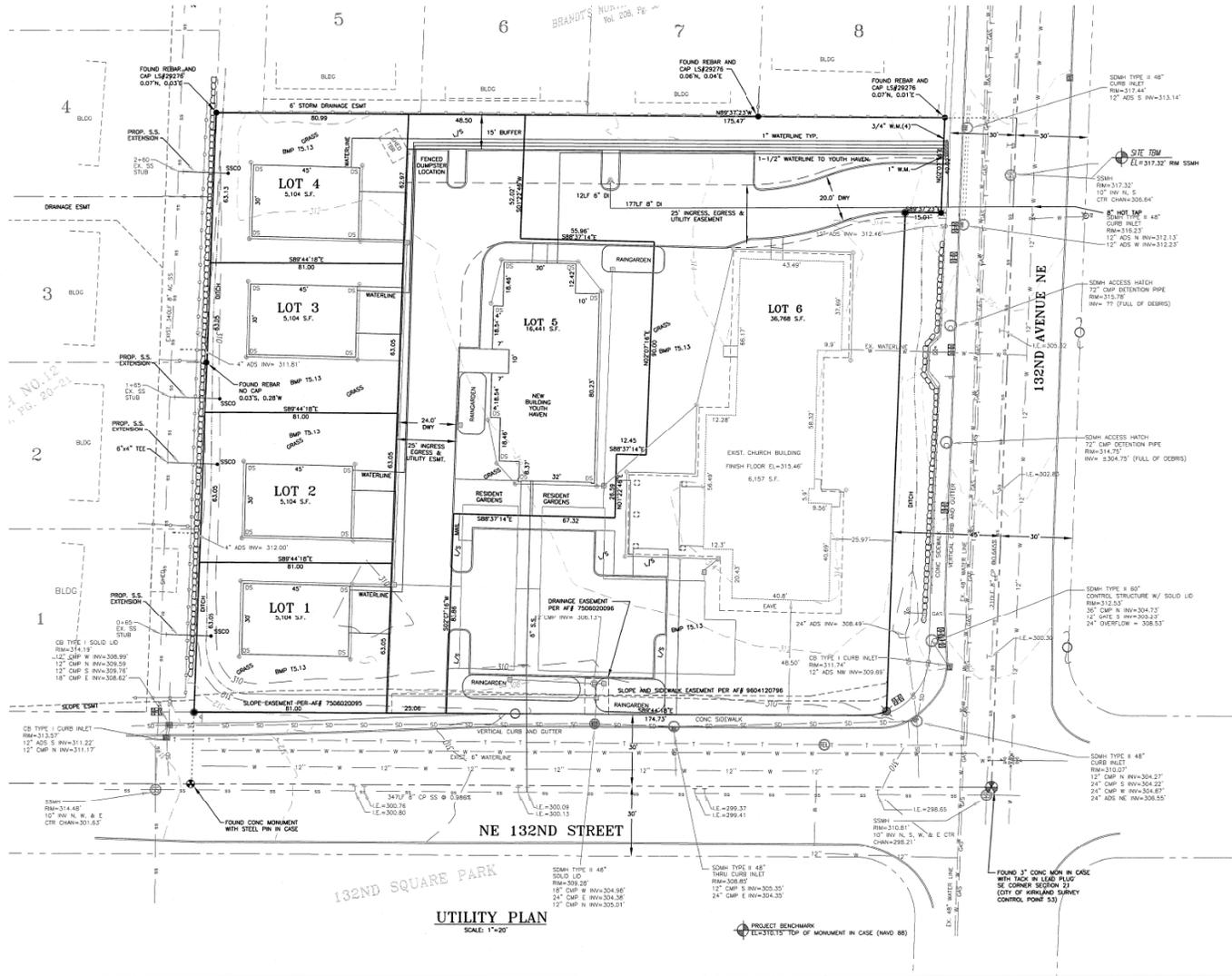
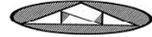
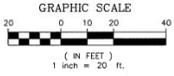
VEGETATED COVER NOTES:
 1) EXISTING CONDITIONS CONSIST OF LAWN AND IMP.
 2) PROPOSED CONDITIONS CONSIST OF LAWN AND IMP.
 SOILS ARE A ALDERWOOD GRANELLY, SANDY LOAM, 6 TO 15 PERCENT SLOPES.

APPROVED FOR CONSTRUCTION
 CITY OF KIRKLAND

SIGNATURE _____ DATE _____
 PROJECT FILE NO. _____

CITY OF KIRKLAND P.W. INSPECTION REQUEST # (425) 587-3805

CALL DIAL-A-DIG
 AT 1-800-424-5555
 A MINIMUM OF 48 HOURS
 BEFORE CONSTRUCTION BEGINS



UTILITY PLAN
SCALE: 1"=20'

SHEET
C-4
20111101



avasso & Associates, Inc.
Civil Engineers
321 N. Levee St., P.O. Box 288
Minnetonka, MN 55345
Phone: (763) 794-2266
Fax: (763) 794-2266

DESIGNED: J.L.G.
DRAWN: M.A.H.
CHECKED: J.L.G.
REVISIONS:
1. SINGLE

OWNER/DEVELOPER:
FRIENDS OF YOUTH
10222 NE 87TH ST, SUITE 46
MINNETONKA, MN 55345
CONTACT: RANDI BEZON (763) 941-4300 EXT. 129

PROJECT:
FRIENDS OF YOUTH
SHORT PLAT
UTILITY PLAN

NOTES:
EXISTING UTILITY DATA BASED UPON AS-BUILT DRAWINGS. CONTRACTOR IS RESPONSIBLE FOR VERIFICATION OF UTILITY DEPTH AND LOCATION.

CITY OF KIRKLAND P.W. INSPECTION REQUEST #14251 587-3805
CALL DIAL-A-DIG
AT 1-800-424-5555
A MINIMUM OF 48 HOURS
BEFORE CONSTRUCTION BEGINS



CITY OF KIRKLAND
Planning and Community Development Department
123 Fifth Avenue, Kirkland, WA 98033 425.587-
3225
www.kirklandwa.gov

DEVELOPMENT STANDARDS LIST

FRIEND OF YOUTH DEVELOPMENT, ZON12-00003, SPL12-00001

SUBDIVISION STANDARDS

22.28.030 Lot Size. Unless otherwise approved in the preliminary subdivision or short subdivision approval, all lots within a subdivision must meet the minimum size requirements established for the property in the Kirkland zoning code or other land use regulatory document.

22.28.130 Vehicular Access Easements. The applicant shall comply with the requirements found in the Zoning Code for vehicular access easements or tracts.

22.28.210 Significant Trees. No trees are to be removed with an approved short plat or subdivision permit. Based on the approved Tree Retention Plan, the applicant shall retain and protect all viable trees throughout the development of each single family lot except for those trees allowed to be removed for the installation of the plat infrastructure improvements *and* construction of the residence and associated site improvements. Modifications to the Tree Retention Plan must be approved per KZC 95.30(6)(b).

22.32.010 Utility System Improvements. All utility system improvements must be designed and installed in accordance with all standards of the applicable serving utility.

22.32.030 Stormwater Control System. The applicant shall comply with the construction phase and permanent stormwater control requirements of the Municipal Code.

22.32.050 Transmission Line Undergrounding. The applicant shall comply with the utility lines and appurtenances requirements of the Zoning Code.

22.32.060 Utility Easements. Except in unusual circumstances, easements for utilities should be at least ten feet in width.

27.06.030 Park Impact Fees. New residential units are required to pay park impact fees prior to issuance of a building permit. Please see KMC 27.06 for the current rate. Exemptions and/or credits may apply pursuant to KMC 27.06.050 and KMC 27.06.060. If a property contains an existing unit to be removed, a "credit" for that unit shall apply to the first building permit of the subdivision.

Prior to Recording:

22.20.362 Short Plat - Title Report. The applicant shall submit a title company certification which is not more than 30 calendar days old verifying ownership of the subject property on the date that the property owner(s) (as indicated in the report) sign(s) the short plat documents; containing a legal description of the entire parcel to be subdivided; describing any easements or restrictions affecting the property with a description, purpose and reference by auditor's file number and/or recording number; any encumbrances on the property; and any delinquent taxes or assessments on the property.

22.20.366 Short Plat - Lot Corners. The exterior short plat boundary and all interior lot corners shall be set by a registered land surveyor. If the applicant submits a bond for

construction of short plat improvements and installation of permanent interior lot corners, the City may allow installation of temporary interior lot corners until the short plat improvements are completed.

22.20.390 Short Plat - Improvements. The owner shall complete or bond all required right-of-way, easement, utility and other similar improvements.

22.32.020 Water System. The applicant shall install a system to provide potable water, adequate fire flow and all required fire-fighting infrastructure and appurtenances to each lot created.

22.32.040 Sanitary Sewer System. The developer shall install a sanitary sewer system to serve each lot created.

22.32.080 Performance Bonds. In lieu of installing all required improvements and components as part of a plat or short plat, the applicant may propose to post a bond, or submit evidence that an adequate security device has been submitted and accepted by the service provider (City of Kirkland and/or Northshore Utility District), for a period of one year to ensure completion of these requirements within one year of plat/short plat approval.

Prior to occupancy:

22.32.020 Water System. The applicant shall install a system to provide potable water, adequate fire flow and all required fire-fighting infrastructure and appurtenances to each lot created.

22.32.040 Sanitary Sewer System. The developer shall install a sanitary sewer system to serve each lot created.

ZONING CODE STANDARDS

95.51.2.a Required Landscaping. All required landscaping shall be maintained throughout the life of the development. The applicant shall submit an agreement to the city to be recorded with King County which will perpetually maintain required landscaping. Prior to issuance of a certificate of occupancy, the proponent shall provide a final as-built landscape plan and an agreement to maintain and replace all landscaping that is required by the City.

95.44 Parking Area Landscape Islands. Landscape islands must be included in parking areas as provided in this section.

95.45 Parking Area Landscape Buffers. Applicant shall buffer all parking areas and driveways from the right-of-way and from adjacent property with a 5-foot wide strip as provided in this section. If located in a design district a low hedge or masonry or concrete wall may be approved as an alternative through design review.

95.50 Tree Installation Standards. All supplemental trees to be planted shall conform to the Kirkland Plant List. All installation standards shall conform to Kirkland Zoning Code Section 95.45.

95.52 Prohibited Vegetation. Plants listed as prohibited in the Kirkland Plant List shall not be planted in the City.

100.25 Sign Permits. Separate sign permit(s) are required. In JBD and CBD cabinet signs are prohibited.

105.10.2 Pavement Setbacks. The paved surface in an access easement or tract shall be set back at least 5 feet from any adjacent property which does not receive access from that easement or tract. An access easement or tract that has a paved area greater than 10 feet in width must be screened from any adjacent property that does not receive access from it. Screening standards are outlined in this section.

105.18 Pedestrian Walkways. All uses, except single family dwelling units and duplex structures, must provide pedestrian walkways designed to minimize walking distances from the building entrance to the right of way and adjacent transit facilities, pedestrian connections to

adjacent properties, between primary entrances of all uses on the subject property, through parking lots and parking garages to building entrances. Easements may be required. In design districts through block pathways or other pedestrian improvements may be required. See also Plates 34 in Chapter 180.

105.32 Bicycle Parking. All uses, except single family dwelling units and duplex structures with 6 or more vehicle parking spaces must provide covered bicycle parking within 50 feet of an entrance to the building at a ratio of one bicycle space for each twelve motor vehicle parking spaces. Check with Planner to determine the number of bike racks required and location.

105.18 Entrance Walkways. All uses, except single family dwellings and duplex structures, must provide pedestrian walkways between the principal entrances to all businesses, uses, and/or buildings on the subject property.

105.18 Overhead Weather Protection. All uses, except single family dwellings, multifamily, and industrial uses, must provide overhead weather protection along any portion of the building, which is adjacent to a pedestrian walkway.

105.18.2 Walkway Standards. Pedestrian walkways must be at least 5' wide; must be distinguishable from traffic lanes by pavement texture or elevation; must have adequate lighting for security and safety. Lights must be non-glare and mounted no more than 20' above the ground.

105.18.2 Overhead Weather Protection Standards. Overhead weather protection must be provided along any portion of the building adjacent to a pedestrian walkway or sidewalk; over the primary exterior entrance to all buildings. May be composed of awnings, marquees, canopies or building overhangs; must cover at least 5' of the width of the adjacent walkway; and must be at least 8 feet above the ground immediately below it. In design districts, translucent awnings may not be backlit; see section for the percent of property frontage or building facade.

105.19 Public Pedestrian Walkways. The height of solid (blocking visibility) fences along pedestrian pathways that are not directly adjacent a public or private street right-of-way shall be limited to 42 inches unless otherwise approved by the Planning or Public Works Directors. All new building structures shall be setback a minimum of five feet from any pedestrian access right-of-way, tract, or easement that is not directly adjacent a public or private street right-of-way. If in a design district, see section and Plate 34 for through block pathways standards.

105.47 Required Parking Pad. Except for garages accessed from an alley, garages serving detached dwelling units in low density zones shall provide a minimum 20-foot by 20-foot parking pad between the garage and the access easement, tract, or right-of-way providing access to the garage.

105.65 Compact Parking Stalls. Up to 50% of the number of parking spaces may be designated for compact cars.

105.60.2 Parking Area Driveways. Driveways which are not driving aisles within a parking area shall be a minimum width of 20 feet.

105.60.3 Wheelstops. Parking areas must be constructed so that car wheels are kept at least 2' from pedestrian and landscape areas.

105.60.4 Parking Lot Walkways. All parking lots which contain more than 25 stalls must include pedestrian walkways through the parking lot to the main building entrance or a central location. Lots with more than 25,000 sq. ft. of paved area must provide pedestrian routes for every 3 aisles to the main entrance.

105.77 Parking Area Curbing. All parking areas and driveways, for uses other than detached dwelling units must be surrounded by a 6" high vertical concrete curb.

110.60.5 Street Trees. All trees planted in the right-of-way must be approved as to species by the City. All trees must be two inches in diameter at the time of planting as measured using the standards of the American Association of Nurserymen with a canopy that starts at least six feet above finished grade and does not obstruct any adjoining sidewalks or driving lanes.

115.25 Work Hours. It is a violation of this Code to engage in any development activity or to operate any heavy equipment before 7:00 am. or after 8:00 pm Monday through Friday, or before 9:00 am or after 6:00 pm Saturday. No development activity or use of heavy equipment may occur on Sundays or on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, and Christmas Day. The applicant will be required to comply with these regulations and any violation of this section will result in enforcement action, unless written permission is obtained from the Planning official.

115.40 Fence Location. Fences over 6 feet in height may not be located in a required setback yard. A detached dwelling unit abutting a neighborhood access or collector street may not have a fence over 3.5 feet in height within the required front yard. No fence may be placed within a high waterline setback yard or within any portion of a north or south property line yard, which is coincident with the high waterline setback yard.

A detached dwelling unit may not have a fence over 3.5 feet in height within 3 feet of the property line abutting a principal or minor arterial except where the abutting arterial contains an improved landscape strip between the street and sidewalk. The area between the fence and property line shall be planted with vegetation and maintained by the property owner.

115.42 Floor Area Ratio (F.A.R.) Limits. Floor area for detached dwelling units is limited to a maximum floor area ratio in low density residential zones. See Use Zone charts for the maximum percentages allowed. This regulation does not apply within the disapproval jurisdiction of the Houghton Community Council.

115.43 Garage Requirements for Detached Dwelling Units in Low Density Zones. Detached dwelling units served by an open public alley, or an easement or tract serving as an alley, shall enter all garages from that alley. Whenever practicable, garage doors shall not be placed on the front façade of the house. Side-entry garages shall minimize blank walls. For garages with garage doors on the front façade, increased setbacks apply, and the garage width shall not exceed 50% of the total width of the front façade. These regulations do not apply within the disapproval jurisdiction of the Houghton Community Council. Section 115.43 lists other exceptions to these requirements.

115.45 Garbage and Recycling Placement and Screening. For uses other than detached dwelling units, duplexes, moorage facilities, parks, and construction sites, all garbage receptacles and dumpsters must be setback from property lines, located outside landscape buffers, and screened from view from the street, adjacent properties and pedestrian walkways or parks by a solid sight-obscuring enclosure.

115.47 Service Bay Locations. All uses, except single family dwellings and multifamily structures, must locate service bays away from pedestrian areas. If not feasible must screen from view.

115.75.2 Fill Material. All materials used as fill must be non-dissolving and non-decomposing. Fill material must not contain organic or inorganic material that would be detrimental to the water quality, or existing habitat, or create any other significant adverse impacts to the environment.

115.90 Calculating Lot Coverage. The total area of all structures and pavement and any other impervious surface on the subject property is limited to a maximum percentage of total lot area. See the Use Zone charts for maximum lot coverage percentages allowed. Section 115.90 lists exceptions to total lot coverage calculations See Section 115.90 for a more detailed explanation of these exceptions.

115.95 Noise Standards. The City of Kirkland adopts by reference the Maximum Environmental Noise Levels established pursuant to the Noise Control Act of 1974, RCW 70.107. See Chapter 173-60 WAC. Any noise, which injures, endangers the comfort, repose, health or safety of persons, or in any way renders persons insecure in life, or in the use of property is a violation of this Code.

115.115 Required Setback Yards. This section establishes what structures, improvements and activities may be within required setback yards as established for each use in each zone.

115.115.3.g Rockeries and Retaining Walls. Rockeries and retaining walls are limited to a maximum height of four feet in a required yard unless certain modification criteria in this section are met. The combined height of fences and retaining walls within five feet of each other in a required yard is limited to a maximum height of 6 feet, unless certain modification criteria in this section are met.

115.115.3.n Covered Entry Porches. In residential zones, covered entry porches on dwelling units may be located within 13 feet of the front property line if certain criteria in this section are met. This incentive is not effective within the disapproval jurisdiction of the Houghton Community Council.

115.115.3.o Garage Setbacks. In low density residential zones, garages meeting certain criteria in this section can be placed closer to the rear property line than is normally allowed in those zones.

115.115.3.p HVAC and Similar Equipment: These may be placed no closer than five feet of a side or rear property line, and shall not be located within a required front yard; provided, that HVAC equipment may be located in a storage shed approved pursuant to subsection (3)(m) of this section or a garage approved pursuant to subsection (3)(o)(2) of this section. All HVAC equipment shall be baffled, shielded, enclosed, or placed on the property in a manner that will ensure compliance with the noise provisions of KZC 115.95.

115.115.5.a Driveway Width and Setbacks. For a detached dwelling unit, a driveway and/or parking area shall not exceed 20 feet in width in any required front yard, and shall be separated from other hard surfaced areas located in the front yard by a 5-foot wide landscape strip. Driveways shall not be closer than 5 feet to any side property line unless certain standards are met.

115.115.d Driveway Setbacks. Parking areas and driveways for uses other than detached dwelling units, attached and stacked dwelling units in residential zones, or schools and day-cares with more than 12 students, may be located within required setback yards, but, except for the portion of any driveway which connects with an adjacent street, not closer than 5 feet to any property line.

115.120 Rooftop Appurtenance Screening. New or replacement appurtenances on existing buildings shall be surrounded by a solid screening enclosure equal in height to the appurtenance. New construction shall screen rooftop appurtenances by incorporating them in to the roof form.

150.22.2 Public Notice Signs. Within seven (7) calendar days after the end of the 21-day period following the City's final decision on the permit, the applicant shall remove all public notice signs.

Prior to issuance of a grading or building permit:

95.30(4) Tree Protection Techniques. A description and location of tree protection measures during construction for trees to be retained must be shown on demolition and grading plans.

95.34 Tree Protection. Prior to development activity or initiating tree removal on the site, vegetated areas and individual trees to be preserved shall be protected from potentially damaging activities. Protection measures for trees to be retained shall include (1) placing no construction material or equipment within the protected area of any tree to be retained; (2) providing a visible temporary protective chain link fence at least 6 feet in height around the protected area of retained trees or groups of trees until the Planning Official authorizes their removal; (3) installing visible signs spaced no further apart than 15 feet along the protective fence stating "Tree Protection Area, Entrance Prohibited" with the City code enforcement phone number; (4) prohibiting excavation or compaction of earth or other damaging activities within the barriers unless approved by the Planning Official and supervised by a qualified professional; and (5) ensuring that approved landscaping in a protected zone shall be done with light machinery or by hand.

27.06.030 Park Impact Fees. New residential units are required to pay park impact fees prior to issuance of a building permit. Please see KMC 27.06 for the current rate. Exemptions and/or credits may apply pursuant to KMC 27.06.050 and KMC 27.06.060. If a property contains an existing unit to be removed, a "credit" for that unit shall apply to the first building permit of the subdivision.

Prior to occupancy:

85.25.3 Geotechnical Professional On-Site. The geotechnical engineer shall submit a

95.51.2.a Required Landscaping. All required landscaping shall be maintained throughout the life of the development. The applicant shall submit an agreement to the city to be recorded with King County which will perpetually maintain required landscaping. Prior to issuance of a certificate of occupancy, the proponent shall provide a final as-built landscape plan and an agreement to maintain and replace all landscaping that is required by the City

95.51.2.b Tree Maintenance. For detached dwelling units, the applicant shall submit a 5-year tree maintenance agreement to the Planning Department to maintain all pre-existing trees

110.60.6 Mailboxes. Mailboxes shall be installed in the development in a location approved by the Postal Service and the Planning Official. The applicant shall, to the maximum extent possible, group mailboxes for units or uses in the development.

Date: 3/14/2012

DEVELOPMENT STANDARDS
CASE NO.: ZON12-00003
PCD FILE NO.: ZON12-00003

You can review your permit status and conditions at www.kirklandpermits.net

PUBLIC WORKS CONDITIONS

Permit #: ZON12-00003
Project Name: Friends of Youth Consolidated Campus
Project Address: 13116 NE 132nd St
Date: 9/8/11

Public Works Staff Contacts
Land Use and Pre-Submittal Process:
Rob Jammerman, Development Engineering Manager
Phone: 425-587-3845 Fax: 425-587-3807
E-mail: rjammer@ci.kirkland.wa.us

Building and Land Surface Modification (Grading) Permit Process:
John Burkhalter, Development Engineer Supervisor
Phone: 425-587-3846 Fax: 425-587-3807
E-mail: jb Burkhalter@ci.kirkland.wa.us

General Conditions:

1. All public improvements associated with this project including street and utility improvements, must meet the City of Kirkland Public Works Pre-Approved Plans and Policies Manual. A Public Works Pre-Approved Plans and Policies manual can be purchased from the Public Works Department, or it may be retrieved from the Public Works Department's page at the City of Kirkland's web site at www.ci.kirkland.wa.us.
2. This project will be subject to Public Works Permit and Connection Fees. It is the applicant's responsibility to contact the Public Works Department by phone or in person to determine the fees. The fees can also be review the City of Kirkland web site at www.ci.kirkland.wa.us. The applicant should anticipate the following fees:
 - o Water and Sewer connection Fees (Woodinville Utility District)
 - o Side Sewer Inspection Fee (Northshore Utility District)
 - o Right-of-way Fee
 - o Review and Inspection Fee (for utilities and street improvements).
 - o Traffic Impact Fee (paid with the issuance of Building Permit). For additional information, see notes below.
 - o Park Impact Fee for residential uses (paid with the issuance of Building Permit). For additional information, see notes below.
 - o Storm Water Connection and Review Fees.
3. Prior to submittal of a Building or Zoning Permit, the applicant must apply for a Concurrency Test

Notice. Contact Thang Nguyen, Transportation Engineer, at 425-587-3869 for more information. A separate Concurrency Permit will be created.

4. Building Permits associated with this proposed project will be subject to the traffic impact and park impact fees per Chapter 27.04 of the Kirkland Municipal Code. The impact fees shall be paid prior to issuance of the Building Permit(s).
5. All civil engineering plans which are submitted in conjunction with a building, grading, or right-of-way permit must conform to the Public Works Policy titled ENGINEERING PLAN REQUIREMENTS. This policy is contained in the Public Works Pre-Approved Plans and Policies manual.
6. All street improvements and underground utility improvements (storm, sewer, and water) must be designed by a Washington State Licensed Engineer; all drawings shall bear the engineers stamp.
7. All plans submitted in conjunction with a building, grading or right-of-way permit must have elevations which are based on the King County datum only (NAVD 88).
8. A completeness check meeting is required prior to submittal of any Building Permit applications.
9. Prior to issuance of any commercial or multifamily Building Permit, the applicant shall provide a plan for garbage storage and pickup. The plan shall be approved by Waste Management and the City.
10. The required tree plan shall include any significant tree in the public right-of-way along the property frontage.

Sanitary Sewer Conditions:

1. Northshore Utility District approval required for sewer service. A letter of sewer availability has been provided.

Water System Conditions:

1. Woodinville Utility District approval required for water service. A letter of water availability is required.

Surface Water Conditions:

1. Provide temporary and permanent storm water control per the 2009 King County Surface Water Design Manual and the Kirkland Addendum. See Policies D-2 and D-3 in the PW Pre-Approved Plans for drainage review information, or contact city of Kirkland Surface Water staff at (425) 587-3800 for help in determining drainage review requirements. Summarized below are the levels of drainage review based on site and project characteristics:

" Full Drainage Review

" A full drainage review is required for any proposed project, new or redevelopment, that will:

" Add or replaces 5,000ft² or more of new impervious surface area,

" Propose 7,000ft² or more of land disturbing activity, or,

" Be a redevelopment project on a single or multiple parcel site in which the total of new plus replaced impervious surface area is 5,000ft² or more and whose valuation of proposed improvements (including interior improvements but excluding required mitigation and frontage improvements) exceeds 50% of the assessed value of the existing site improvements.

2. Evaluate the feasibility and applicability of dispersion, infiltration, and other stormwater low impact development facilities on-site (per section 5.2 in the 2009 King County Surface Water Design Manual). If feasible, stormwater low impact development facilities are required. See PW Pre-Approved Plan Policy L-1 for more information on this requirement.

3. Because this project site is one acre or greater, the following conditions apply:
 - " Amended soil requirements (per Ecology BMP T5.13) must be used in all landscaped areas.
 - " If the project meets minimum criteria for water quality treatment (5,000ft² pollution generating impervious surface area), the enhanced level of treatment is required if the project is multi-family residential, commercial, or industrial. Enhanced treatment targets the removal of metals such as copper and zinc.
 - " The applicant is responsible to apply for a Construction Stormwater General Permit from Washington State Department of Ecology. Provide the City with a copy of the Notice of Intent for the permit. Permit Information can be found at the following website:
<http://www.ecy.wa.gov/programs/wq/stormwater/construction/>
 Among other requirements, this permit requires the applicant to prepare a Storm Water Pollution Prevention Plan (SWPPP) and identify a Certified Erosion and Sediment Control Lead (CESCL) prior to the start of construction. The CESCL shall attend the City of Kirkland PW Dept. pre-construction meeting with a completed SWPPP.
 - " Turbidity monitoring by the developer/contractor is required if a project contains a lake, stream, or wetland.
 - " A Stormwater Pollution Prevention and Spill (SWPPS) Plan must be kept on site during all phases of construction and shall address construction-related pollution generating activities. Follow the guidelines in the 2009 King County Surface Water Design Manual for plan preparation.
4. Amended soil per Ecology BMP T5.13 is recommended for all landscaped areas.
5. If a storm water detention system is required, it shall be designed to Level II standards. Historic (forested) conditions shall be used as the pre-developed modeling condition.
6. If this project is creating or replacing more than 5000 square feet of new impervious area that will be used by vehicles (PGIS - pollution generating impervious surface). Provide storm water quality treatment per the 2009 King County Surface Water Design Manual. The enhanced treatment level is encouraged when feasible for multi-family residential, commercial, and industrial projects.
7. Storm detention calculations for the entire site are required.
8. Provide a level one off-site analysis (based on the King County Surface Water Design Manual, core requirement #2).
9. When applicable, structural source control measures, such as car wash pads or dumpster area roofing, shall be shown on the site improvement plans submitted for engineering review and approval. Refer to Volume IV in the 20015 Department of Ecology Storm Water Management Manual for Western Washington for further information.
10. Any off-site storm water must by-pass the on-site storm water detention system or accounted for in the design of the detention system.
11. It doesn't appear that any work within an existing ditch will be required, however the developer has been given notice that the Army Corps of Engineers (COE) has asserted jurisdiction over upland ditches draining to streams. Either an existing Nationwide COE permit or an Individual COE permit may be necessary for work within ditches, depending on the project activities. Applicants should obtain the applicable COE permit; information about COE permits can be found at: U.S. Army Corps of Engineers, Seattle District Regulatory Branch
http://www.nws.usace.army.mil/PublicMenu/Menu.cfm?sitename=REG&pagename=mainpage_NWPs
 Specific questions can be directed to: Seattle District, Corps of Engineers, Regulatory Branch, CENWS-OD-RG, Post Office Box 3755, Seattle, WA 98124-3755, Phone: (206) 764-3495
12. Provide an erosion control report and plan with Building or Land Surface Modification Permit application. The plan shall be in accordance with the 2009 King County Surface Water Design Manual.
13. Construction drainage control shall be maintained by the developer and will be subject to periodic

inspections. During the period from May 1 and September 30, all denuded soils must be covered within 7 days; between October 1 and April 30, all denuded soils must be covered within 12 hours. Additional erosion control measures may be required based on site and weather conditions. Exposed soils shall be stabilized at the end of the workday prior to a weekend, holiday, or predicted rain event.

14. For the individual lots along the west property line, provide a separate storm drainage connection for each dwelling.

15. All roof and driveway drainage must be tight-lined to the storm drainage system or utilize low impact development techniques.

16. Provide a plan and profile design for the storm sewer system.

Street and Pedestrian Improvement Conditions:

1. The subject property abuts 132nd Ave NE and NE 132nd St. These streets are Collector and Arterial type streets, respectively. Zoning Code sections 110.10 and 110.25 require the applicant to make half-street improvements in rights-of-way abutting the subject property. Section 110.30-110.50 establishes that this street must be improved with the following:

- A. Remove and replace any cracked or broken curb, gutter and sidewalk.
- B. Provide street trees 30 foot on center along all ROW frontages, behind existing sidewalk.

2. A 2-inch asphalt street overlay will be required where three or more utility trench crossings occur within 150 lineal ft. of street length or where utility trenches parallel the street centerline. Grinding of the existing asphalt to blend in the overlay will be required along all match lines.

3. The driveway for each dwelling (lots 1-4) shall be long enough so that parked cars do not extend into the access easement or right-of-way (20 ft. min.)

4. The driveway width shall be a min/max of 24' - 30'.

5. All street and driveway intersections shall not have any visual obstructions within the sight distance triangle. See Public Works Pre-approved Policy R.13 for the sight distance criteria and specifications.

6. The new driveway location along NE 132nd St will need to be evaluated with the traffic study to determine if it should be limited to right in, right out, and if c-curb should be required.

7. It shall be the responsibility of the applicant to relocate any above-ground or below-ground utilities which conflict with the project associated street or utility improvements.

8. Underground all new and existing on-site utility lines and overhead transmission lines.

9. Zoning Code Section 110.60.9 establishes the requirement that existing utility and transmission (power, telephone, etc.) lines on-site and in rights-of-way adjacent to the site must be underground. The Public Works Director may determine if undergrounding transmission lines in the adjacent right-of-way is not feasible and defer the undergrounding by signing an agreement to participate in an undergrounding project, if one is ever proposed. In this case, the Public Works Director has determined that undergrounding of existing overhead utility on 132nd Ave NE and NE 132nd St is not feasible at this time and the undergrounding of off-site/frontage transmission lines should be deferred with a Local Improvement District (LID) No Protest Agreement.

FIRE DEPARTMENT CONDITIONS

Fire sprinklers are required in all buildings associated with this zoning permit.

No additional hydrants are required. Fire sprinklers may be provided in the single family homes in lieu of providing an additional hydrant.

The water purveyor is Woodinville Water. According to their letter of water availability there is approximately 3,365 gpm available in the area (1,500 gpm required).

Access as proposed is acceptable.

BUILDING DEPARTMENT CONDITIONS

Building permits must comply with the 2009 editions of the International Building, Residential and Mechanical Codes and the Uniform Plumbing Code as adopted and amended by the State of Washington and the City of Kirkland.

Structure must comply with Washington State Energy Code (WAC 51-11).

Structures must be designed for seismic design category D, wind speed of 85 miles per hour and exposure B.

The applicant is cautioned to investigate the implications of the Americans with Disabilities Act on the construction of this project. For more information the applicant may contact the Office of the General Counsel, Architectural and Transportation Barriers Compliance Board, 1111 18th Street, N.W., Suite 501, Washington, DC 20036, Ph# (202) 653-7834.

Plumbing meter and service line shall be sized in accordance with the UPC.

Geotechnical report required to address development activity. Report must be prepared by a Washington State licensed Professional Engineer. Recommendations contained within the report shall be incorporated into the design of the Short Plat and subsequent structures.

Tony Leavitt

From: Shannon Hirst [plant.med@gmail.com]
Sent: Thursday, March 15, 2012 11:29 AM
To: Tony Leavitt
Subject: Friends of Youth

I am writing in my comments regarding the Friends of Youth shelter.

My family will have this facility 15 feet from our backyard and it will be directly in front of our new baby's window. My main concern is safety. I have been talking with the neighbors about this new facility and we all have very similar comments. We all support the theory of this project but are concerned about the safety of our homes and kids with such a close proximity to a transient population.

I have noted that one of the facilities run by Friends of Youth is specifically for sexual offenders and this, of course, is concerning to me as a parent. Will this facility house a large percentage of sexual offenders? Also will there be sufficient oversight during day and night hours. Will there be significant traffic to and from these facilities at all hours?

The second concern is a bit of the traffic and aesthetic concern. Currently we see the mountains from our back window. WE will lose this. For safety and aesthetics, it would sure be nice to have a treed or other green buffer and minimal windows staring into our home and backyard.

Will there be floodlights on the back of these buildings making it necessary for us to block our windows at night?

Will our backyard be adequately fenced or otherwise separated from the new facilities in case there is any loitering of people?

Again, I support the efforts of this group. As someone who will be impacted by this project at a real distance of 15 feet (and with a loss of view of the mountains), I would like to be able to keep my home private, quiet, and safe for myself and my new family. I know that the neighbors I have talked to feel the same way. This is a quiet, family filled neighborhood. Many of the people here commute significant distances to work. Our homes are our refuge to be with our families, to play in the park and to settle for many years.

Sincerely,

Shannon Hirst, ND

--

SHANNON HIRST, ND. 425-825-8088. www.drshannonhirst.com

Confidentiality Notice: The preceding message contains information that may be privileged and/or confidential. The information is intended for the use of the designated recipient only. If you have received this email in error, please be advised that any disclosure, copying, distribution or other use of the contents is prohibited and may be unlawful. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message. Thank you.

Tony Leavitt

From: ryanclorenz@comcast.net
Sent: Monday, March 26, 2012 10:14 AM
To: Tony Leavitt
Subject: Public/Private Comment ZON23-0003 Friends of Youth

Dear Tony Leavitt or whom it may concern.

My name is Ryan Lorenz I am writing you this letter in response to the Friends of Youth Development happening directly in my back yard Permit Information: ZON12-00003

Own / Reside at
13210 130th PL NE,
Kirkland, WA 98034
Email: ryanclorenz@comcast.net
Phone: 206-251-7577

I am one of the two homeowners most directly affected by this proposal / Development, the other being Shannon/Miles Elledge my neighbors.

I am concerned with this project on many different levels. I feel that it will affect my family's privacy and safety, and just as importantly, the valuation and salability of my home. Additionally, it concerns me that the entire neighborhood has had little or no notification concerning the project, that will in essence, change the entire character of our neighborhood. Even without legal counsel at this point, I still find myself questioning the legality of bringing this type of a development into our humble normal suburban neighborhood. I also am seriously questioning whether I want to be part of it!

While I do understand, appreciate and respect the goals of your foundation, I am still having a hard time understanding why it should be my family's problem in any way shape or form. I seriously question what type of crowd your development will attract to the community. "Friends do have friends" as saying goes. I also am knowledgeable enough to know that when family units have issues, there is undeniable evidence; the kids will also have issues. I honestly do not care how much micro managing occurs on site. The issues that will affect me and my family, and our neighborhood, in some form or fashion are undeniable.

Again, I seriously question my family's safety and privacy, and seriously wonder how I can bring up my 10 year old daughter in an environment that would include this development. In addition, you will be negatively affecting my property values if and when I decide to sell. For these reasons, I wholeheartedly decline to embrace your plan. Please buy my house so I can move.

Most of the people directly on my street and adjoining cul de sac are still in the dark regarding the details that surround this project. They are not even aware of the possible impact this could have on their families. When they all find out the true nature of what is involved here, I am certain you will be hearing from them as well. But for me and my family, all I am asking is for my right to raise my family in a safe neighborhood, while maintaining my privacy and my property value. If you can't guarantee me this, then please buy my house so I can find a place where that can happen.

Best Regards,

Your frustrated very pissed off neighbor

Ryan Lorenz

13210 130th PL NE,
Kirkland, WA 98034

Email: ryanclorenz@comcast.net

Phone: 206-251-7577

Tony Leavitt

From: Terry Pottmeyer [terry@friendsofyouth.org]
Sent: Saturday, March 17, 2012 2:10 PM
To: plant.med@gmail.com
Cc: Carol Almero; Tony Leavitt; Rand Redlin; Kami Dockery
Subject: RE: Friends of Youth

Dear Shannon,

Tony Leavitt of the City of Kirkland forwarded your letter to me on Thursday. Thanks for taking the time to send your thoughts on our proposed development; I appreciate the opportunity to answer your questions and respond to your concerns.

Our new campus in Kirkland will become our administrative offices (in the current church) and will create a new home for our Youth Haven program. This two story residence will provide a home for young people under the age of 18 who have runaway, or who are in the midst of a family crisis. Here are a few key things to know about our Youth Haven program:

- We do not accept sexually aggressive youth or sex offenders in the Youth Haven program. Those youth require a very specialized therapeutic environment. We provide those services at another Friends of Youth location and will not be moving those services to this campus.
- The home is staffed 24 hours a day with an awake staff member on duty at all times.
- Traffic will be similar to that of any other residence with children. The kids attend school, sports practice or after school activities during the week. On the weekends we take them swimming, or to the library, or to the movies. We have a minivan, which is how we get the kids from 'home' to other locations.
- This is not a drop in shelter—youth don't show up to the home for admittance. Placement in the program is handled through our intake process and all youth are evaluated for appropriateness for placement in the program prior to being admitted. There will not be anyone loitering on the property.
- The city requires, and we have planned, a fifteen foot landscape buffer all the way around the property. The Youth Haven house will be sited in the middle of the property, with parking around it as well as additional landscaping. We will not have flood lights on at night that would shine in your windows. There is a fence surrounding the property.

We currently operate our Youth Haven program in two homes, both in residential neighborhoods, with no impact to the safety, quiet or privacy of our neighbors. We expect a similarly tranquil and positive relationship at this new location.

Please let me know if I can answer any other questions for you. Again, thanks for addressing your concerns so clearly and openly to us.

Terry Pottmeyer
President & CEO
Friends of Youth
16225 NE 87th Street, Suite A6
Redmond, WA 98052
425.869.6490 x313
www.friendsofyouth.org

Tony Leavitt

From: Terry Pottmeyer [terry@friendsofyouth.org]
Sent: Wednesday, March 28, 2012 6:34 PM
To: Tony Leavitt; ryanclorenz@comcast.net
Cc: Rand Redlin; Carol Almero
Subject: RE: Public/Private Comment ZON23-0003 Friends of Youth

Mr. Lorenz,

Thank you for taking the time to voice your concerns about the project. We have worked hard to keep the neighbors informed of our plans for the property since late last summer, when we met with the neighborhood association board and the LDS church. Additionally we have worked hard to provide multiple opportunities for conversations with the community and neighbors:

- November 5th Four of us walked through the neighborhoods bordering Grace Chapel and beyond, including your home, to leave a flyer and extend a personal invitation to attend the upcoming neighborhood meeting
- November 16th Evergreen Hills Neighborhood meeting , where we shared our plans and had a long question and answer time with the neighborhood
- December 15th Zoning hearing held at the church in the evening; several neighbors attended
- March 21st Presentation at Evergreen Hills Neighborhood meeting

You voiced a concern about property values. Currently our Youth Haven program operates in two different residential neighborhoods, one in Bellevue and one in Kenmore. Neither property has experienced a change or decline in neighborhood property values as a consequence of our presence, and we expect a similarly tranquil and positive relationship at this new location.

You also indicated a worry that we would attract the wrong crowd to the site. As our program does not accept 'drop in' youth—all of our residents go through our rigorous intake process—you will not find nonresident youth 'hanging out' at our Youth Haven site.

The under 18 youth we serve are hurting and looking for a safe and caring place to help them get back on their feet. We provide that caring place for them, in a safe and respectful home. They stay with us a short time—just 21 to30 days—and they leave us with new coping skills and the opportunity to get back on track.

We have been good neighbors in the local community for many years and look forward to putting your concerns to rest as we move our program to Kirkland. Thank you again for giving me the opportunity to answer your questions.

Terry Pottmeyer
President & CEO
Friends of Youth
16225 NE 87th Street, Suite A6
Redmond, WA 98052
425.869.6490 x313
www.friendsofyouth.org



CITY OF KIRKLAND
123 FIFTH AVENUE, KIRKLAND, WASHINGTON 98033-6189
(425) 587-3225

DETERMINATION OF NONSIGNIFICANCE (DNS)

CASE #: SEP12-00001

DATE ISSUED: 4/2/2012

DESCRIPTION OF PROPOSAL -----

The conversion of the existing Grace Chapel (approximately 6,100 square feet) to office space for administrative offices, construction of a new Youth Haven facility (5,800 square feet) that would house up to 17 homeless youth, and the construction of four new single-family detached houses to provide residences for low-income families. Additionally a parking lot with 38 spaces would be constructed.

PROPONENT: **RAND REDLIN**

LOCATION OF PROPOSAL -----

13116 NE 132ND STREET

LEAD AGENCY is **The City of Kirkland**

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21.030 (2) (c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public upon request.

There is no comment period for this DNS.

Responsible official: 
Eric Shields, Director
Department of Planning and Community Development
425-587-3225

3/29/12
Date

Address: City of Kirkland
123 Fifth Avenue
Kirkland, WA 98033-6189

You may appeal this determination to the Planning Department at Kirkland City Hall, 123 Fifth Avenue, Kirkland, WA 98033 no later than 5:00 p.m., Monday, April 16, 2012 by WRITTEN NOTICE OF APPEAL.

You should be prepared to make specific factual objections. Contact the Planning Department at 425-587-3225 to read or ask about the procedures for SEPA appeals.

Please reference case # SEP12-00001.

Distributed By: 

4/2/12
Date:



CITY OF KIRKLAND

Planning and Community Development Department

123 Fifth Avenue, Kirkland, WA 98033 425.587-3225

www.kirklandwa.gov

MEMORANDUM

To: Eric R. Shields, AICP, Planning Director

From: Tony Leavitt, Associate Planner

Date: March 29, 2012

File: SEP12-00001, ZON12-00003, SPL12-00001

Subject: **ENVIRONMENTAL DETERMINATION FOR FRIENDS OF YOUTH OFFICE AND RESIDENTIAL DEVELOPMENT**

PROPOSAL

Friends of Youth proposes the conversion of the existing Grace Chapel (approximately 6,100 square feet) to office space for administrative offices, construction of a new Youth Haven facility (5,800 square feet) that would house up to 17 homeless youth, and the construction of four new single-family detached houses to provide residences for low-income families (see Enclosure 1 and 2). The current driveway off 132nd Avenue NE will remain relatively at the same location and the driveway off NE 132nd Street will be relocated further west. Additionally a parking lot with 38 spaces would be constructed.

ENVIRONMENTAL ISSUES

I have had an opportunity to visit the site and review the environmental checklist (Enclosure 3) and the following information:

- Transportation Analysis Report prepared by Heffron Transportation Inc dated February 21, 2012 (Enclosure 4)
- Traffic Impact Analysis Review Memo prepared by Iris Cabrera, COK Transportation Engineer, dated March 29, 2012 (Enclosure 5)

Based on a review of these materials, the main environmental issues related to the development of this project are potential traffic impacts. Additionally, during the initial comment period for the zoning and short plat permit applications, the City received a total of 2 letters from neighboring property owners (see Enclosure 6). Issues raised in the comment letters (including lighting and landscaping) will be addressed during Staff's review of the zoning and short permit application.

Traffic Impacts

The Public Works Department has reviewed the Parking and Traffic Study for the proposed development and concluded that the project will not have a negative traffic impact on existing facilities. Public Works recommends approval of the project subject to the conditions that the applicant pay the applicable road impact fees. Road impact fees will be assessed as part of the Public Works review of the building permit applications.

CONCLUSIONS AND RECOMMENDATION

It will be necessary to further analyze certain aspects of the proposal to determine if the project complies with all the applicable City codes and policies. That analysis is most appropriately addressed within the review of the zoning and short plat permit applications and subsequent building permit applications. In contrast, State law specifies that this environmental review under the State Environmental Policy Act (SEPA) is to focus only on potential significant impacts to the environment that could not be adequately mitigated through the Kirkland regulations and Comprehensive Plan.¹

Based on my review of all available information, I have not identified any significant adverse environmental impacts. Therefore, I recommend that a Determination of Non-Significance be issued for this proposed action.

SEPA ENCLOSURES

1. Vicinity Map
2. Site Plan
3. Environmental Checklist
4. Transportation Analysis Report prepared by Heffron Transportation Inc, 2/21/12
5. Traffic Impact Analysis Review Memo prepared by Iris Cabrera, COK Transportation Engineer, 3/29/12
6. Initial Public Comments

Review by Responsible Official:

I concur

I do not concur

Comments:

Eric R. Shields, AICP
Planning Director

Date

¹ESHB 1724, adopted April 23, 1995

CITY OF KIRKLAND

123 FIFTH AVENUE ● KIRKLAND, WASHINGTON 98033-6189 ● (425) 587-3000

**DEPARTMENT OF PUBLIC WORKS
MEMORANDUM**

To: Planning Department

From: Thang Nguyen, Transportation Engineer

Date: January 11, 2012

Subject: Friend of Youth Development, CON12-00002

The purpose of this memo is to inform you that the proposed Friend of Youth facility has passed traffic concurrency. This memo will serve as the concurrency test notice.

Project Description

The applicant is proposing to redevelop a church at the northwest corner of NE 132nd Street/132nd Avenue NE into a service and housing facility for homeless youth. The site will consist of four single-family homes, a 6,087 square foot office and a 5,817 square foot youth service facility. The current driveway off 132nd Avenue NE will remain relatively at the same location and the driveway off NE 132nd Street will be relocated further west. The development is anticipated to be complete and fully occupied by the end of 2013.

The project is forecasted to generate a net new of 80 daily, 17 AM peak hour and 14 PM peak hour trips.

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 (January 11, 2013) 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.

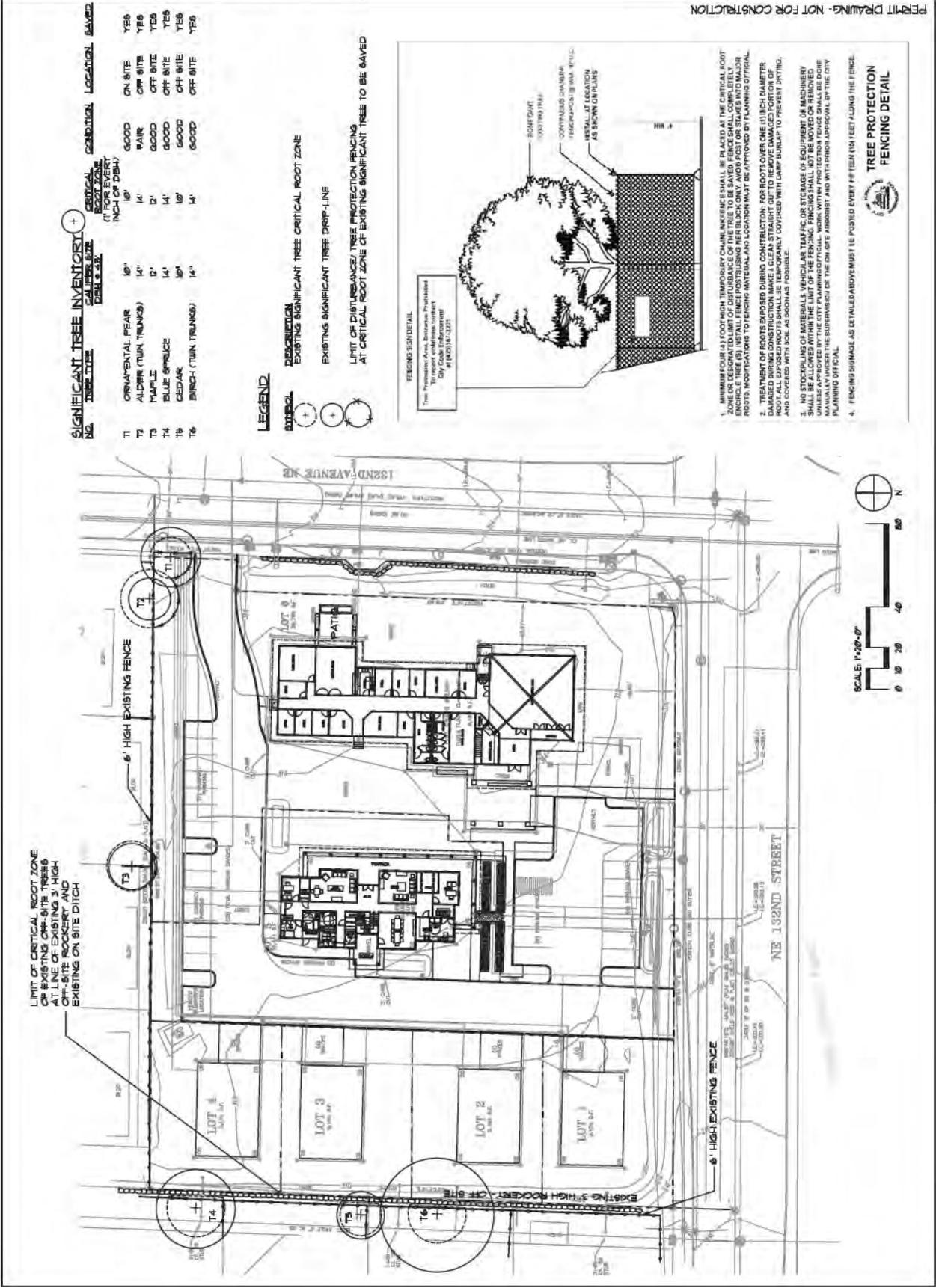
APPEALS

In accordance with Chapter 25.23 Kirkland Municipal Code (KMC), the concurrency test decision may be appealed by the applicant, agency with jurisdiction or an individual or other entity who is specifically and directly affected by the proposed development. A notice of the concurrency test decision will be provided at the same time as the SEPA notice. An appeal must be filed within fourteen (14) calendar days of issuance of a determination of non-significance (DNS) or within seven (7) calendar days of the date of publication of a determination of significance (DS) under Title 24 KMC. An appeal of the concurrency test decision is heard before the Kirkland Hearing Examiner along with any applicable SEPA appeal if there is an appeal of SEPA.

For more information, refer to the Kirkland Municipal Code, Title 25. If you have any questions, please call me at x3869.

cc: Advantage
File

JGM LANDSCAPE ARCHITECTS INCORPORATED BS 1400 N. 10TH AVENUE SUITE 100 DENVER, CO 80202 TEL: 303.733.2222 FAX: 303.733.2223 WWW.JGMARCHITECTS.COM	FRIENDS OF YOUTH CONSOLIDATED CAMPUIS 1000 W. 10TH ST DENVER, CO 80202	FOR: COMMON GROUND	REF: ARCHITECTURAL RULES	Drawn by: Checked by:		DATE: 7-6-2012
						DRAWING TITLE TREE PLAN



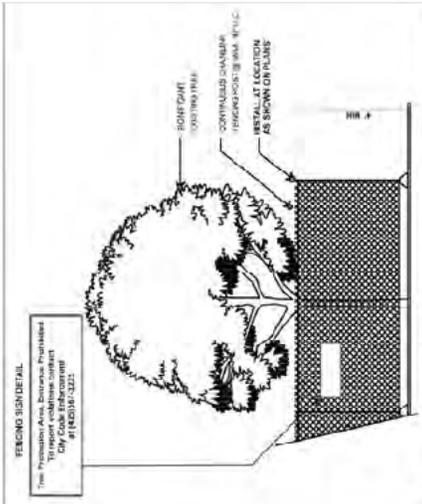
SIGNIFICANT TREE INVENTORY

NO.	TREE TYPE	DBH (INCH)	HEIGHT (FEET)	CONDITION	LOCATION	REMARKS
T1	ORNAMENTAL PEAR	10"	10'	GOOD	ON SITE	YES
T2	ALDER (TWIN TRUNKS)	14"	14'	FAIR	OFF SITE	YES
T3	MAPLE	21"	21'	GOOD	OFF SITE	YES
T4	BLUE SPRUCE	14"	14'	GOOD	OFF SITE	YES
T5	CEDAR	10"	10'	GOOD	OFF SITE	YES
T6	BURCH (TWIN TRUNKS)	14"	14'	GOOD	OFF SITE	YES

LEGEND

EXISTING SIGNIFICANT TREE CRITICAL ROOT ZONE

 EXISTING SIGNIFICANT TREE DRIP-LINE
 LIMIT OF DISTURBANCE/TREE PROTECTION FENCING AT CRITICAL ROOT ZONE OF EXISTING SIGNIFICANT TREE TO BE SAVED



TREE PROTECTION FENCING DETAIL

10" DIA. TRUNK
 6' HIGH PERMANENT FENCE
 4x4 POST WITH 2x4 HORIZONTAL RAIL

PERMIT DRAWING - NOT FOR CONSTRUCTION

TRANSPORTATION ANALYSIS REPORT

CONSOLIDATED CAMPUS

PREPARED FOR:
FRIENDS OF YOUTH

PREPARED BY:

heffron
transportation, inc.

6544 NE 61st Street, Seattle WA 98115
ph: (206) 523-3939 • fx: (206) 523-4949

FEBRUARY 21, 2012

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1. INTRODUCTION

This transportation impact analysis was prepared for the Friends of Youth organization for the proposed Consolidated Campus project, located at 13116 NE 132nd Street (tax parcel number 212605-9100) in the Evergreen Hill neighborhood of Kirkland. This report documents the existing conditions in the site vicinity, presents estimates of project-related changes to local traffic conditions, and evaluates the anticipated impacts to the surrounding transportation system, including operations, access and circulation, safety, and parking. Transportation concurrency and mitigation are also addressed. The elements presented in this report are based on direction provided by Thang Nguyen, Transportation Engineer at the City of Kirkland (City) Public Works Department.¹

1.1. Project Description

The Consolidated Campus site is bounded by NE 132nd Street to the south and 132nd Avenue NE to the east. Surrounding land use consists of a church directly to the east, 132nd Square Park to the south, and single family and multi-family homes to the north and west. A vicinity map is shown on Figure 1.

Existing land use at the site consists of the Grace Chapel and a surface parking lot. A site plan for the proposed project is shown on Figure 2. The project would:

- Construct four new single-family detached houses to provide residences for low-income families.
- Construct a new Youth Haven facility (5,817 square feet [sf] in size) that would house up to 17 homeless youth, aged 11 to 17. This facility would have 24-hour staffing, consisting of three 2-person shifts.
- Convert the existing Grace Chapel (6,087 sf in size) to office space for Friends of Youth.
- Provide a surface parking lot with 38 spaces, of which eight would be reserved for the four single-family houses.

The existing site has two driveways; the south driveway connects to NE 132nd Street and the east driveway connects to 132nd Avenue NE. The project would maintain one access driveway at each roadway, but proposes to move the south driveway approximately 90 feet to the west of its existing location. This would move the driveway farther from the NE 132nd Street/132nd Avenue NE intersection so that it would be located closer to a midblock location. Project construction is planned to begin in 2012 and be completed and occupied in 2013.

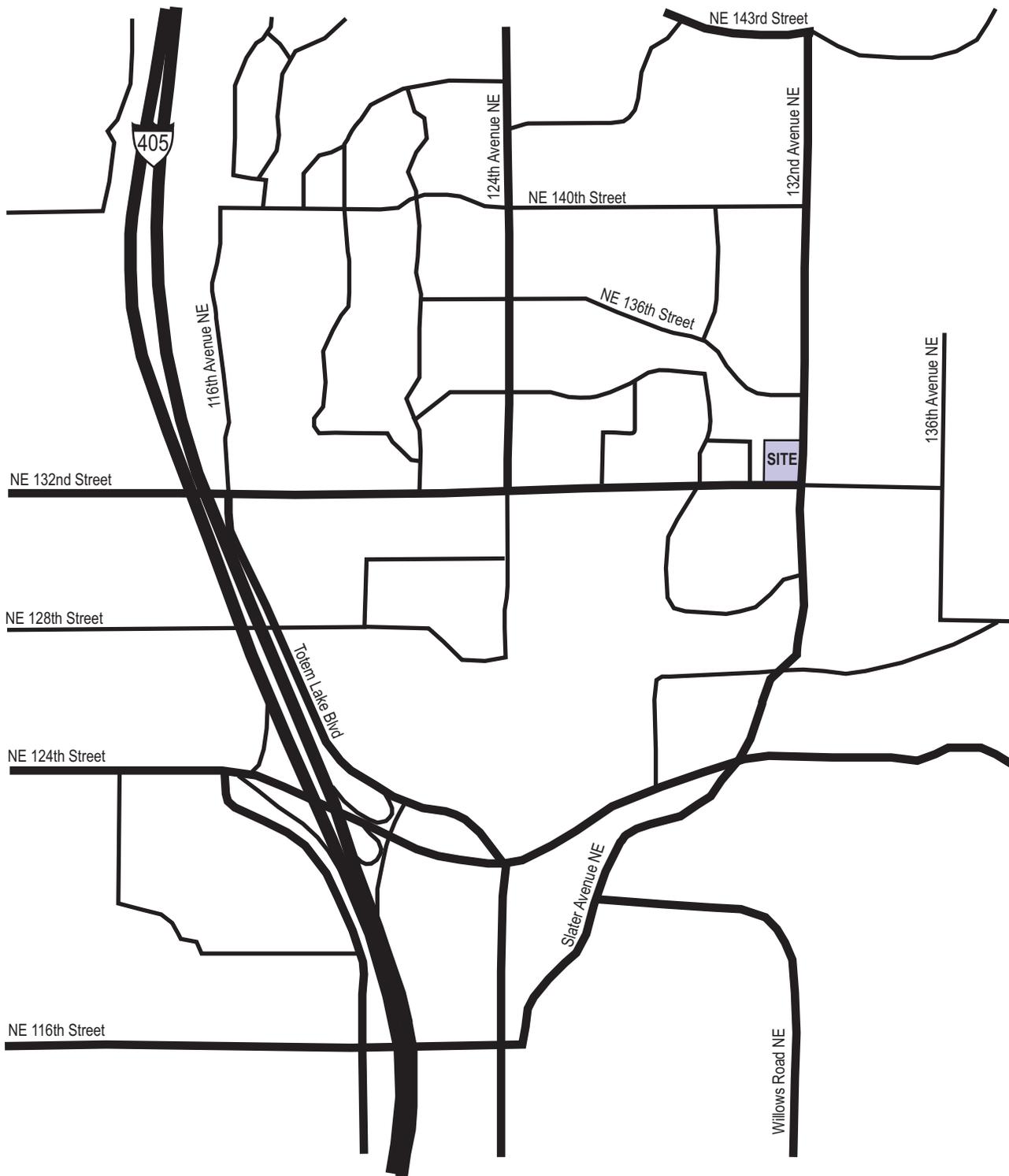
1.2. Study Area

The study area for this analysis was coordinated with City of Kirkland Public Works Department staff and includes the intersections adjacent to the site: NE 132nd Street/132nd Avenue NE and the two site driveway intersections. Proportionate share calculations were completed for the three concurrency intersections nearest the site (NE 132nd Street/132nd Avenue NE, NE 124th Street/Slater Avenue NE, and NE 132nd Street/124th Avenue NE) according to City-established procedures (see Appendix A). Project-generated trips are expected to have a proportional share less than 1% at the nearest concurrency intersections; thus, no additional intersection analysis is needed.

¹ Traffic analysis scoping confirmed in an email from Thang Nguyen to Jennifer Barnes, January 17, 2012.



Not to Scale

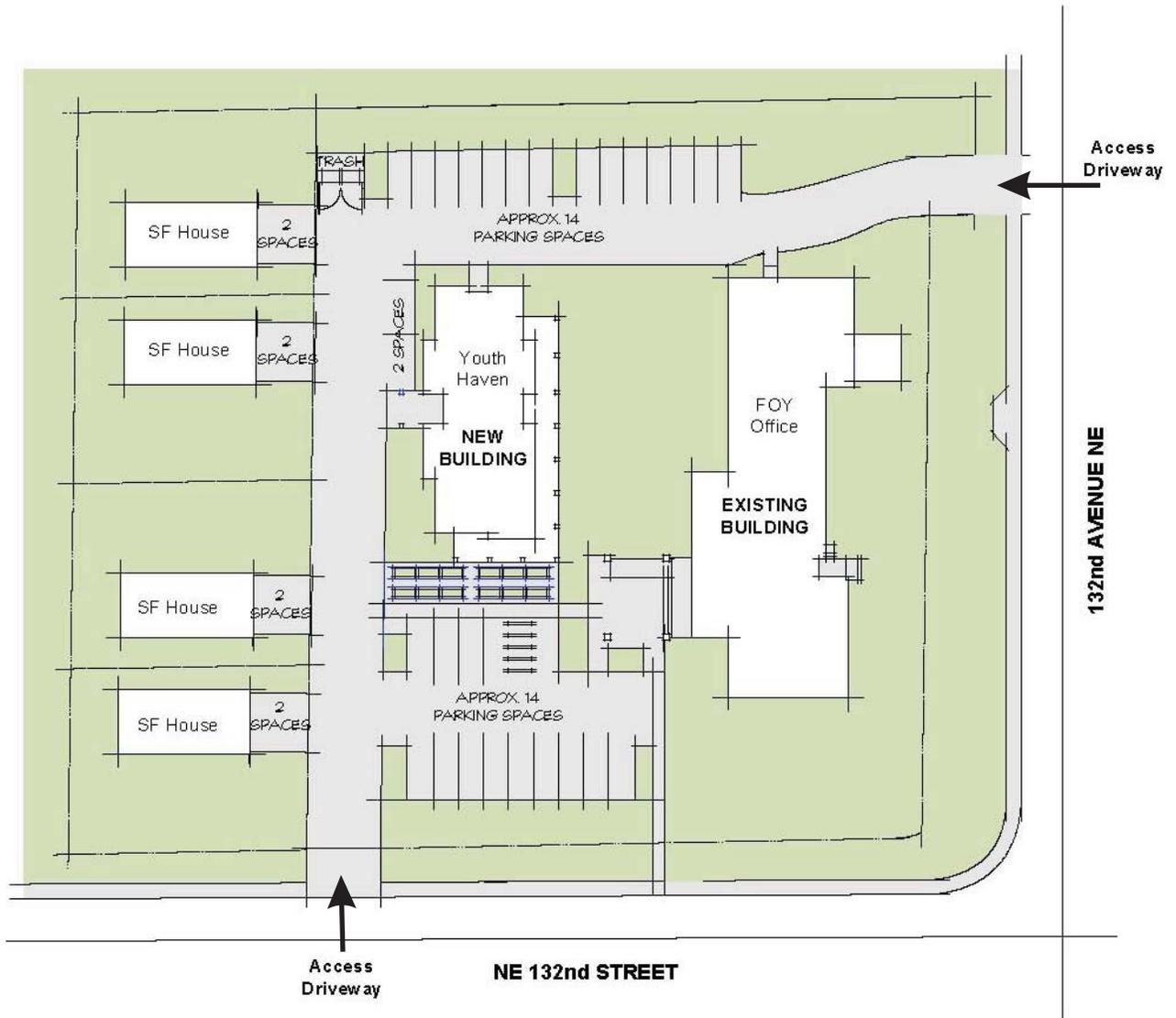


Friends of Youth
Consolidated Campus

Figure 1
VICINITY MAP



↑
N
Not to Scale



Friends of Youth
Consolidated Campus

Figure 2
SITE PLAN

heffron
transportation, inc.

2. BACKGROUND CONDITIONS

This section describes the existing roadway network, traffic volumes, traffic operations, parking conditions, and site access and circulation in the site vicinity. It also describes how these conditions may change in the future without the proposed project. The Consolidated Campus project is planned to be complete and occupied in 2013; therefore, this report analyzes forecasted 2013 conditions.

2.1. Roadway Network

The following roadways serve the immediate site area.

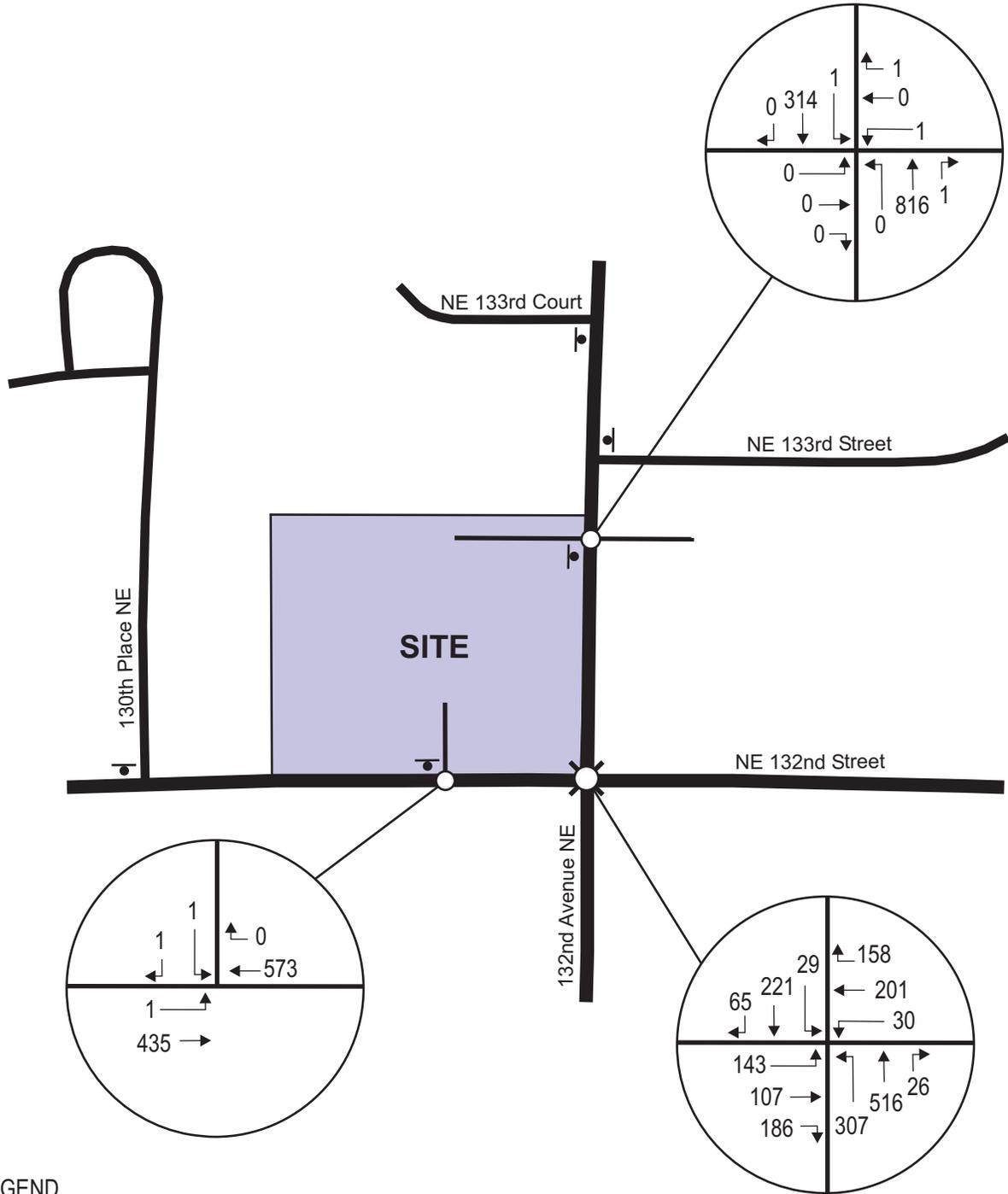
NE 132nd Street is an east-west principal arterial located along the south side of the site. It has one travel lane in each direction, with left-turn lanes at major intersections. In the site vicinity, it has curb, gutter, and sidewalk on both sides of the street. No on-street parking is allowed adjacent to the site. West of 132nd Avenue NE it has a speed limit of 35 miles per hour (mph), and east of 132nd Avenue NE it has a speed limit of 25 mph.

132nd Avenue NE is a north-south collector located along the east side of the site. It has one travel lane in each direction, with a center two-way left-turn lane that transitions into left-turn lanes at intersections. In the site vicinity, it has curb, gutter, and sidewalk on both sides of the street. No on-street parking is allowed adjacent to the site. It has a speed limit of 35 mph.

2.2. Traffic Volumes

Existing PM peak hour traffic volumes were determined from a count conducted by All Traffic Data at NE 132nd Street / 132nd Avenue NE on Wednesday, February 1, 2012. The existing PM peak hour volumes at the study intersection are shown on Figure 3.

To estimate 2013 background (without project) conditions, an average annual growth rate of 1.5% was applied to existing traffic volumes. Since project completion is expected to occur by the end of 2013, two years of traffic growth was assumed. The projected 2013 background PM peak hour volumes at the study intersection are shown on Figure 4.



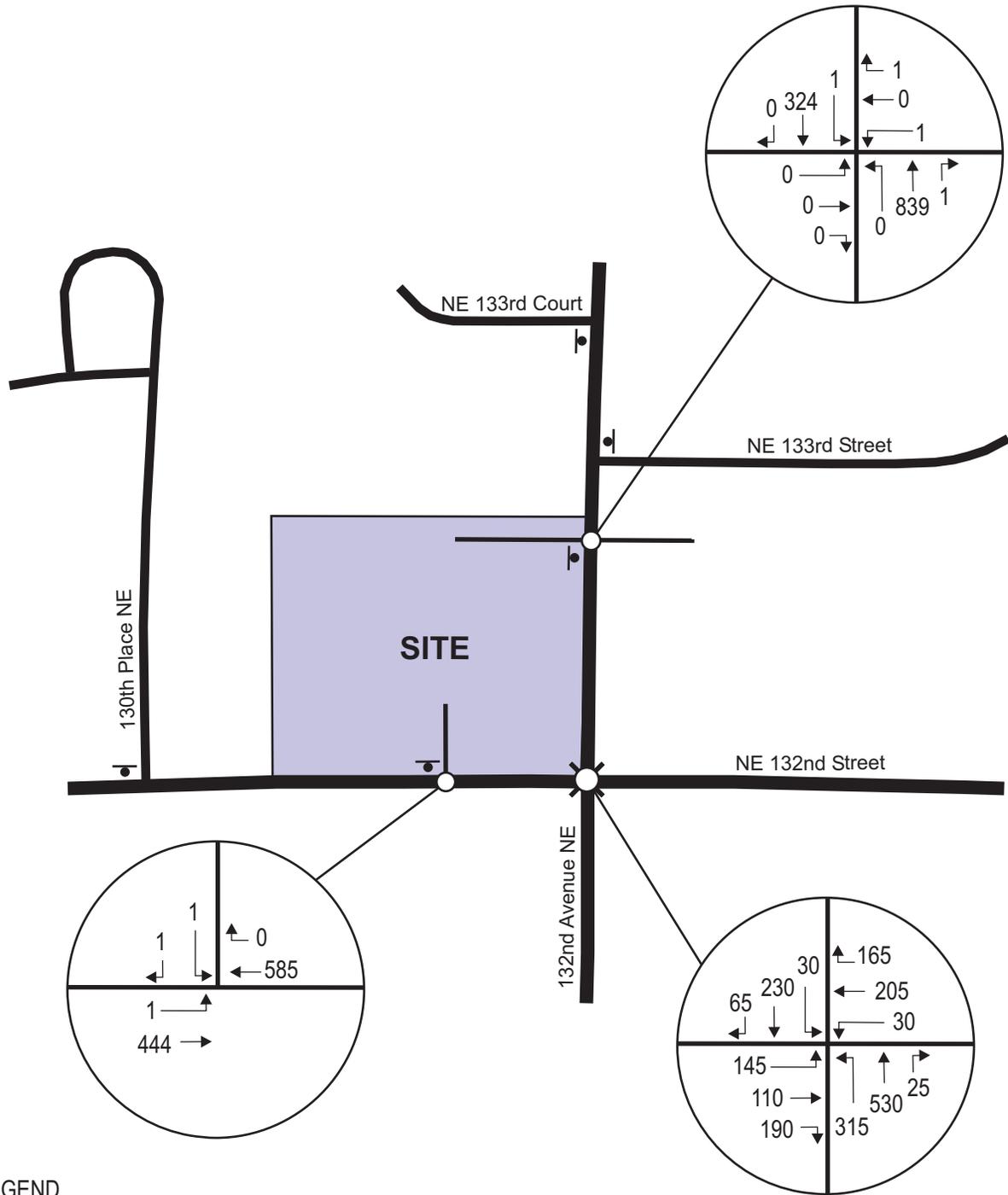
LEGEND

-  Traffic Signal
-  Stop Sign
-  ←XX PM Peak Hour Volume

**Friends of Youth
Consolidated Campus**

Figure 3
**EXISTING (2012) TRAFFIC VOLUMES
PM PEAK HOUR**





LEGEND

-  Traffic Signal
-  Stop Sign
-  ←XX PM Peak Hour Volume

**Friends of Youth
Consolidated Campus**

Figure 4
FUTURE (2013) TRAFFIC VOLUMES
WITHOUT PROJECT - PM PEAK HOUR



2.3. Traffic Operations

Level of service (LOS) analysis was performed for the study area intersections during the PM peak hour. Level of service is a qualitative measure used to characterize traffic operating conditions. Six letter designations, “A” through “F,” are used to define level of service. LOS A is the best and represents good traffic operations with little or no delay to motorists. LOS F is the worst and indicates poor traffic operations with long delays. Appendix B presents the level of service criteria for signalized and unsignalized intersections.

Levels of service for the study area intersections were analyzed using methodologies presented in the *Highway Capacity Manual (HCM)*.² All level of service calculations were performed with Trafficware’s *Synchro 8.0* analysis software. Intersection analysis was completed using the Synchro calculation module, which refines Highway Capacity Manual methods to account for more detailed driving behavior. Results for unsignalized intersections were reported using the *HCM Unsignalized* module. Intersection geometry, traffic signal timing and phasing for this analysis were verified through field observation.

Table 1 summarizes level of service for existing (2012) and future 2013-without-project conditions. The table shows that all three study-area intersections currently operate at LOS C or better and are projected to continue operating at those levels in year 2013 without the project. Level of service reports for the study intersections are provided in Appendix B.

Table 1. PM Peak Hour Level of Service - Existing and 2013-Without-Project Conditions

Intersection	Existing		2013 Without Project	
	LOS ¹	Delay ²	LOS	Delay
Signalized Intersection				
NE 132 nd Street / 132 nd Avenue NE	C	30.2	C	31.1
Unsignalized Intersections				
132 nd Avenue NE / East Site Driveway				
Eastbound movements from driveway ³	—	—	—	—
Westbound movements from driveway	C	22.5	C	23.8
Northbound left turns to driveway ³	—	—	—	—
Southbound left turns to driveway	B	10.2	B	10.3
NE 132 nd Street / South Site Driveway				
Southbound movements from driveway	C	16.4	C	16.8
Eastbound left turns to driveway	A	8.9	A	8.9

Source: Heffron Transportation, Inc., February 2012.

1. Level of service.
2. Average seconds of delay per vehicle.
3. No traffic is expected to be generated at the east site driveway under existing or 2013 without-project conditions.

² Transportation Research Board. 2010. Highway Capacity Manual. Special Report 209. Washington, DC.

2.4. Collision History

Collision data obtained from the Washington State Department of Transportation (WSDOT) for the site vicinity were assessed to determine the existing traffic safety conditions in the area. Table 2 summarizes the most recent available 3+ years of data, recorded from January 1, 2008 through May 31, 2011.

As shown, an average 2.9 collisions per year have occurred at NE 132nd Street/132nd Avenue NE, and range across collision types; no collisions resulted in fatalities. No midblock collisions were reported adjacent to the site within the study period. The historical collision summary in the site vicinity does not indicate any unusual safety conditions in the area.

Table 2. Historical Collision Summary in Project Study Area (1/1/2008 – 5/31/2011)

Intersection	Collision Type							Total for 3.4 Years	Average Per Year
	Rear- End	Side- Swipe	Right Turn	Left Turn	Right Angle	Ped/ Cycle	Other		
NE 132 nd Street / 132 nd Avenue NE	3	0	1	4	2	0	0	10	2.9

Source: Washington State Department of Transportation, January 2012.

2.5. Access, Circulation, and Sight Distance

The existing site has two driveways; the south driveway connects to NE 132nd Street and the east driveway connects to 132nd Avenue NE. Under the City's sight distance guidelines,³ the site driveways were evaluated as Type E2 driveways. Although the driveways experience fewer than 10 trips during the PM peak hour (which is Type E1 level), the adjacent streets have Average Daily Traffic (ADT) greater than 6,000 vehicles⁴ (adjacent street ADT must be less than 6,000 for a Type E1 driveway). For a Type E2 driveway with a speed limit of 35 mph on the intersecting street, City guidelines indicate 250 feet for minimum sight distance and 390 feet for desirable sight distance. Sight distance is measured from 14 feet behind the edge of the traveled way.

At the existing south driveway, no structures or vegetation obscure sight distance in either direction. Sight distance to the west exceeds 500 feet, at which point NE 132nd Street curves downhill. To the east, NE 132nd Street has very little horizontal or vertical curvature, and sight distance exceeds 600 feet, extending well past the NE 132nd Street/132nd Avenue NE intersection.

At the existing east driveway, no structures or vegetation obscure sight distance to the south. Sight distance to the south exceeds 500 feet, extending well past the NE 132nd Street/132nd Avenue NE intersection, at which point 132nd Avenue NE curves downhill. To the north, sight distance is limited somewhat by street trees that are present on the west side of the road, just north of the driveway. The trees are planted behind the sidewalk, in front of a fence that is set back approximately 6 feet behind the sidewalk. The tree trunks are fairly small in diameter and sight distance through them exceeds the City's desired threshold of 390 feet. If a motorist moves forward a few feet along the driveway (to

³ City of Kirkland, Sight Distance Procedures, 2011.

⁴ Approximate ADT estimates were obtained from City of Kirkland Traffic Count Summary, August 5, 2008.

about 10 feet behind the edge of the traveled way) sight distance to the north is completely unobstructed and extends well beyond 500 feet.

2.6. Parking

Parking demand generated by the existing Grace Chapel is served by the parking lot located on site. As described previously in *Section 2.1 Roadway Network*, no on-street parking is allowed on the streets adjacent to the site.

2.7. Non-Motorized and Transit

As described previously in *Section 2.1 Roadway Network*, curb, gutter and sidewalk is in place on both sides of the streets adjacent to the site. Signalized pedestrian crosswalks are provided across all four legs of the NE 132nd Street/132nd Avenue NE intersection.

Bus stops are present on both sides of 132nd Avenue NE adjacent to the site, serving King County Metro Transit (Metro) Routes 236 and 252. Route 236 provides local service seven days per week between the downtown Kirkland Transit Center, Juanita, Kingsgate, and Woodinville. It has stops in both directions adjacent to the site on 132nd Avenue NE. Route 252 provides weekday commuter service between Kingsgate and downtown Seattle. The northbound service travels on 132nd Avenue NE with a stop adjacent to the site, and the southbound service travels on 124th Avenue NE, approximately ½ mile to the west of the site.

3. PROJECT IMPACTS

This section of the report describes the conditions that would exist with the proposed project constructed and occupied. First, the increase in automobile trips generated by the proposed project was estimated. Then, these trips were added to the 2013-without-project traffic volumes. Finally, level of service analysis was performed to determine the proposed project's impact on traffic operations in the study area. Potential impacts to other components of the transportation network were also evaluated. The following sections describe the methodology used to determine the proposed project's impacts.

3.1. Roadway Network

As described previously in *Section 1.1 Project Description*, the project would relocate the south driveway approximately 90 feet to the west of its existing location. No modifications to the off-site road network are proposed.

3.2. Traffic Volumes

Completion of the Consolidated Campus project would add vehicle trips to those currently generated by the site. Traffic analysis was performed using the net change in site-generated trips, which is the difference between the trips generated by the existing and proposed uses. The following describes the methods used to determine the net new traffic expected to result from the proposed project.

3.2.1. Trip Generation

Trip generation methods and results were previously documented in *Trip Generation and Parking Demand*,⁵ which was submitted to the City as part of the Consolidated Campus concurrency review application. City staff concurred with the project trip generation in the concurrency test notice⁶ that was issued for the project, which is provided in Appendix C. Trip generation method and results are described as follows.

Trip Generation Rates

Trip generation for new projects is typically determined using national studies of similar types of facilities published in *Trip Generation* by the Institute of Transportation Engineers (ITE).⁷ ITE average trip rates were applied to estimate vehicle trips for the proposed single-family houses (ITE land use code [LU] 210), proposed single-tenant office (LU 715), and existing church (LU 560). Table 3 summarizes the ITE rates applied for the consolidated campus trip generation analysis.

⁵ Heffron Transportation, December 27, 2011.

⁶ Thang Nguyen, City of Kirkland, Friends of Youth, CON12-0002, Concurrency Test Notice, January 13, 2012.

⁷ Institute of Transportation Engineers, *Trip Generation*, 8th Edition, 2008.

Table 3. ITE Trip Generation Rates

Land Use Type	Daily	PM Peak Hour
Single-Family House (LU 210)	9.57 trips/unit 50% in 50% out	1.01 trips/unit 66% in 34% out
Single-Tenant Office (LU 715)	11.57 trips/1,000 sf 50% in 50% out	1.73 trips/1,000 sf 15% in 85% out
Church (LU 560)	9.11 trips/1,000 sf 50% in 50% out	0.55 trips/1,000 sf 48% in 52% out

Source: Institute of Transportation Engineers (ITE) Trip Generation, 8th Edition, 2008. "sf" = square feet.

ITE does not provide rates for a facility comparable to the proposed Youth Haven facility. ITE recommends in its *Trip Generation Handbook*,⁸ "If the description of a site is not covered by the land use classifications presented in *Trip Generation*, the analysis should collect local data and establish a local rate." Thus, trip estimates for the Youth Haven facilities were based on the experience of two existing Youth Haven facilities located in Bellevue and Kenmore.⁹ Table 4 summarizes the trips projected for the Youth Haven facility on a typical weekday. The Youth Haven facility would have one van, parked on site. No youth residents would have a vehicle or make vehicle trips as a driver. Expected trip types are as follows:

- **Staff commute trips** – The facility would have 24-hour staffing, consisting of three 2-person shifts per day. Shifts are expected to be 7:00 A.M. – 3:00 P.M., 3:00 P.M. – 11:00 P.M., and 11:00 P.M. – 7:00 A.M. The commute trips for the six staff would total 12 per day (6 inbound, 6 outbound). The only staff commute trips expected to occur during a peak hour would be those associated with the 7:00 A.M. shift change—2 inbound, 2 outbound.
- **Staff shopping and errands** – Staff would use the facility van to go grocery shopping or run other needed errands. This type of trip would typically occur during late morning or early afternoon while the youth residents are in school. It is not expected that this type of trip would occur every day, and when it does, it would typically occur no more than once per day.
- **Transport youth residents to/from school and activities** – The mode of travel for youth residents to and from school would vary, depending on the age of the child and the location of his or her school, and could include walking, transit, or transport in the facility van. All youth residents transported by the facility van would travel together. On a typical day, one round trip would occur in the morning when the kids are taken to school and one round trip would occur in the afternoon when the kids are picked up from school. Up to three additional round trips could occur, depending on the day. These could include picking up kids from after school activities, or taking them to appointments (such as doctor or dentist) during the day. Of these, one round trip is expected to occur during the AM peak hour (transporting kids to school) and one round trip could occur during the PM peak hour (picking kids up from afterschool activities).

⁸ Institute of Transportation Engineers, *Trip Generation Handbook*, 2nd Edition, June 2004.

⁹ Terry Pottmeyer, Friends of Youth President & CEO, provided Youth Haven trip information to Jennifer Barnes, Heffron Transportation, in a telephone conversation on December 7, 2011.

- **Service and deliveries** – This includes package deliveries and occasional on-site service and repairs. It is not expected that this type of trip would occur every day, and when it does, it would typically occur no more than once per day. Service and delivery trips are expected to primarily occur during the midday hours.
- **Visitors** – No visitor trips to the site are expected to occur during a typical weekday. Visits between youth residents and family members usually occur off site, and most often occur on weekends.

Table 4. Estimated Weekday Trips for Youth Haven Facility

Trip Type	Daily Trips	PM Peak Hour		
		In	Out	Total
Staff commute	12	0	0	0
Staff shopping and errands	2	0	0	0
Transport youth residents to/from school and activities	10	1	1	2
Service and deliveries	2	0	0	0
Visitors	0	0	0	0
Total	26	1	1	2

Source: Friends of Youth, December 2011.

The Youth Haven facility would also be supported by a Program Manager and a Therapeutic Case Manager. These two staff persons would be based in the proposed office space, and thus their estimated trip generation is included in the total trips calculated for the single-tenant office portion of the project.

Project Trip Generation

Table 5 summarizes the forecasted trip generation for the proposed consolidated campus, based on the average trip rates described in the previous section and the project-specific trips for the Youth Haven facility. As shown, the proposed project is expected to generate 80 net new trips per day, with 14 occurring in the PM peak hour.

Table 5. Friends of Youth Consolidated Campus –Vehicle Trip Estimates

Land Use Type	Size	Daily Trips	PM Peak Hour		
			In	Out	Total
Proposed					
Single-Family Houses (LU 210)	4 dwelling units	38	3	1	4
Single-Tenant Office (LU 715)	6,087 sf	70	2	9	11
Youth Haven Facility	5,817 sf	26	1	1	2
Total		134	6	11	17
Less Existing					
Church (LU 560)	6,087 sf	-54	-1	-2	-3
Net New Trips		80	5	9	14

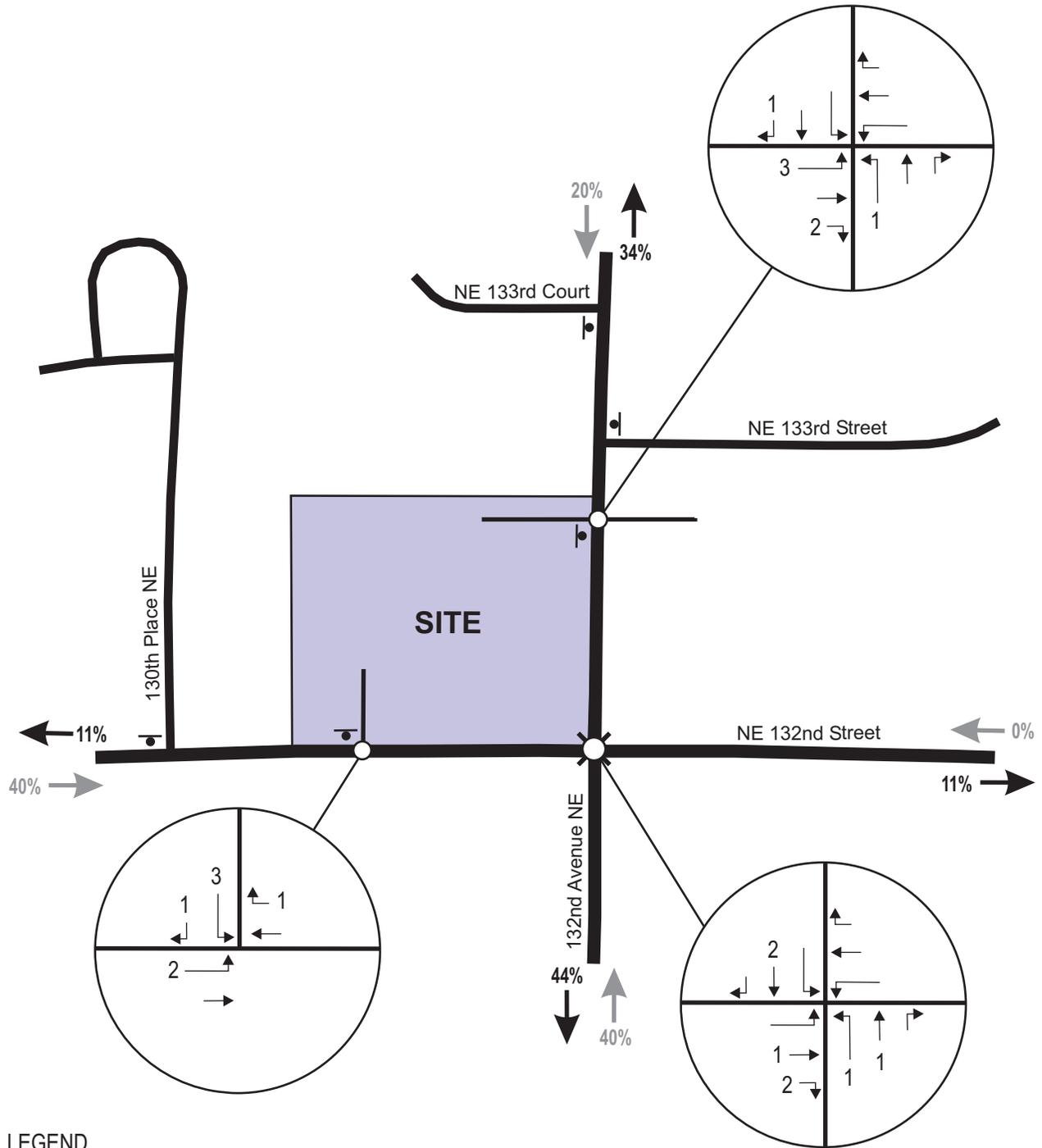
Source: Heffron Transportation, Inc., December 2011.

Trip Distribution and Assignment

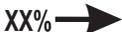
Figure 5 shows the expected net change in peak hour trips resulting from the project, and the overall distribution the site-generated trips. Trip distribution to and from the site with the project is based on information provided by the City of Kirkland using the City’s travel demand model.¹⁰

The estimated net changes in project-generated traffic were combined with the 2013-without-project traffic volumes to estimate with-project traffic volumes. The estimates for the with-project volumes during the PM peak hour are shown on Figure 6.

¹⁰ Modeled trip distribution of the projected PM peak hour trips was provided by Thang Nguyen, City of Kirkland, on January 13, 2012.



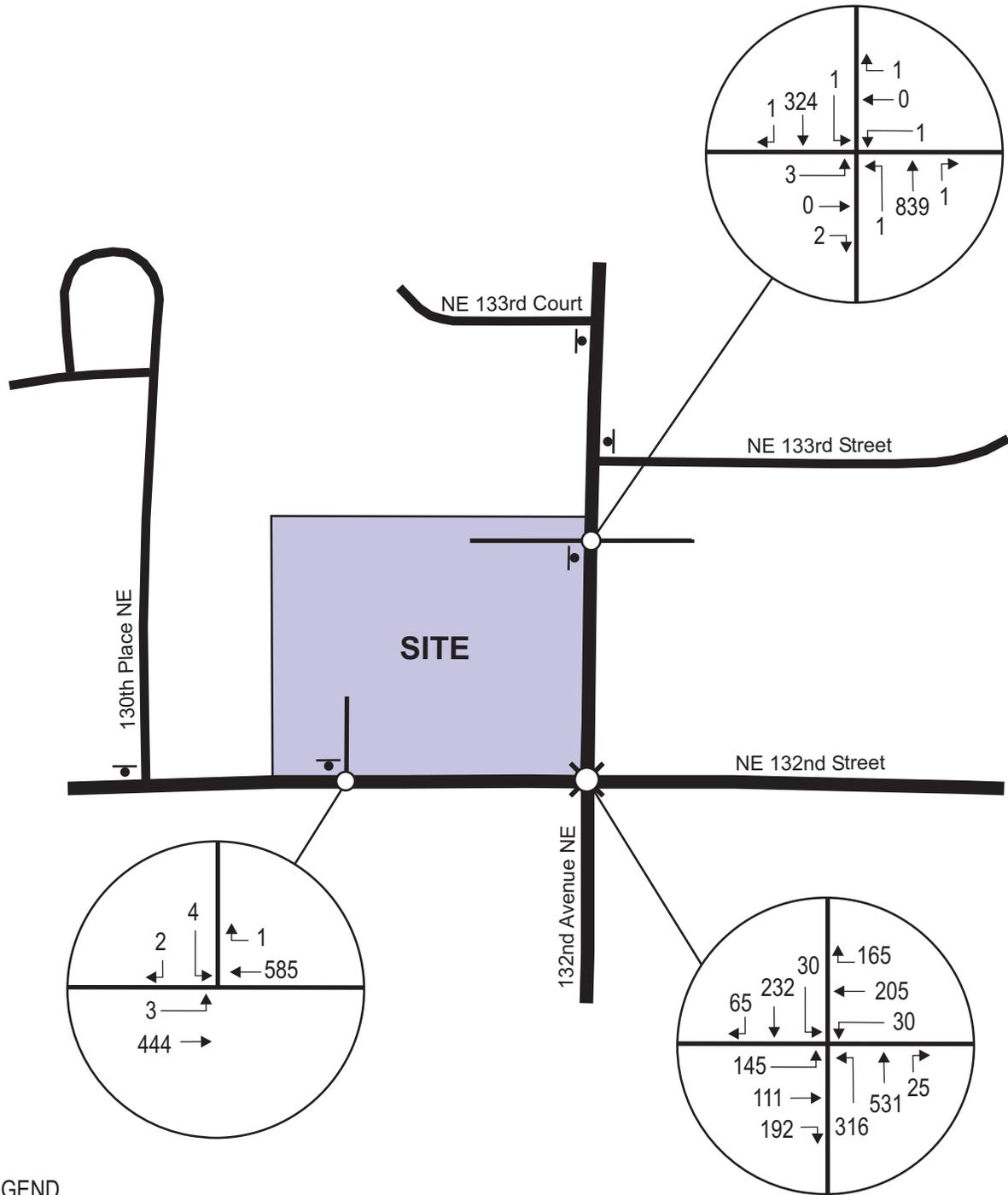
LEGEND

-  Traffic Signal
-  Stop Sign
-  PM Peak Hour Volume
-  XX% Inbound Trip %
-  XX% Outbound Trip %

**Friends of Youth
Consolidated Campus**

Figure 5
**NET NEW PROJECT TRIPS
PM PEAK HOUR**





LEGEND

-  Traffic Signal
-  Stop Sign
-  ←XX PM Peak Hour Volume

**Friends of Youth
Consolidated Campus**

Figure 6
**FUTURE (2013) TRAFFIC VOLUMES
PM PEAK HOUR - WITH PROJECT**



3.3. Traffic Operations

Levels of service for study area intersections were calculated using the 2013-with-project traffic volumes and the methodologies described earlier in this report. Table 6 shows the results of the analysis for the PM peak hour. Levels of service for 2013-without-project conditions are shown for comparison. As shown, the project is expected to add a very small amount of delay at study area intersections, and is not expected to change levels of service compared to without-project conditions. Operations at all study intersections are expected to remain at LOS C or better.

Table 6. PM Peak Hour Level of Service – 2013 Without- and With-Project Conditions

Intersection	2013 Without Project		2013 With Project	
	LOS ¹	Delay ²	LOS	Delay
Signalized Intersection				
NE 132 nd Street / 132 nd Avenue NE	C	31.1	C	31.1
Unsignalized Intersections				
132 nd Avenue NE / East Site Driveway				
Eastbound movements from driveway ³	—	—	C	23.9
Westbound movements from driveway	C	23.8	C	24.0
Northbound left turns to driveway ³	—	—	A	8.0
Southbound left turns to driveway	B	10.3	B	10.3
NE 132 nd Street / South Site Driveway				
Southbound movements from driveway	C	16.8	C	18.6
Eastbound left turns to driveway	A	8.9	A	8.9

Source: Heffron Transportation, Inc., February 2012.

1. Level of service.
2. Average seconds of delay per vehicle.
3. No traffic is expected to be generated at the east site driveway under 2013 without-project conditions.

3.4. Queuing Assessment

Table 7 summarizes the 50th-percentile and 95th-percentile queues for the traffic movements at NE 132nd Street/132nd Avenue NE that are adjacent to the project site.

Eastbound queues on NE 132nd Street back up in the direction of the site’s south driveway. If queued vehicles exceed the distance between the stop line and the site driveway, they could cause delay to left-turning vehicles entering and exiting the driveway. As shown in Table 7, although the 95th-percentile queue is projected to extend past the existing location of the south driveway, it is not expected to extend past the driveway’s proposed location. Therefore, no delay to entering or existing vehicles is expected at the south driveway due to on-street queuing.

Southbound queues on 132nd Avenue NE back up in the direction of the site’s east driveway. If queued vehicles exceed the distance between the stop line and the site driveway, they could delay both right-turn and left-turn vehicles entering and exiting the site driveway. As shown in Table 7, the 50th-percentile queue in both the left-turn and through lanes is not projected to extend past the

existing driveway, nor would the 95th-percentile queue in the left-turn lane. However, the 95th-percentile queue in the through-right lane is projected to exceed the distance to the site driveway (by about 4 car lengths). In a field observation conducted during the PM peak hour, southbound queues extending past the existing east driveway were observed twice and the duration of time that the driveway was blocked was less than 30 seconds each time. It occurred when the southbound through-movement was waiting for the protected northbound left-turn phase to end, and each time the queue cleared quickly when the southbound light turned green. Since a queue that would extend past the driveway is expected to be infrequent and driveway volumes would be low, vehicles waiting to enter or exit the driveway would simply wait for the queue to clear. It should be noted that the southbound queue in the left-turn lane at the NE 132nd Street/132nd Avenue NE intersection is short (typically 0 or 1 car); therefore, there should be adequate space in the left-turn lane at the driveway for a northbound entering vehicle to wait if an occasional queue extended past the driveway. Therefore, no adverse impacts are anticipated at the east driveway due to on-street queuing on 132nd Avenue NE.

Table 7. Queues at NE 132nd Street/132nd Avenue NE, Adjacent to Site

Traffic Movement	50 th -Percentile Queue (feet)	95 th -Percentile Queue (feet)	Distance to Site Driveway
Eastbound left turn	56	121	90 feet (existing location) 180 feet (proposed location)
Eastbound through	51	110	
Southbound left turn	10	28	195 feet
Southbound through-right	160	295	

Source: Heffron Transportation, Inc., February 2012.

3.5. Access, Circulation, and Sight Distance

As described earlier, the project would open the east driveway and maintain one access driveway at each roadway, but proposes to move the south driveway approximately 90 feet to the west of its existing location. Both driveways are expected to remain a Type E2 under the City's sight distance procedures, with a minimum sight distance of 250 feet and a desired sight distance of 390 feet. The project does not include any elements that would change the topography at or near the site, or add obstacles to sight distance. The project would add street trees behind the sidewalks, in accordance with City requirements. Trees would of a size and spacing that meet City guidelines. Similar to the trees that exist to the north on 132nd Avenue NE, sight distance through them would continue to exceed City standards.

The proposed relocation of the south driveway would move it approximately 90 feet west, away from the NE 132nd Street/132nd Avenue NE intersection, so that it would be located closer to midblock. Sight distance in both directions from the proposed driveway location would still exceed the desired sight distance of 390 feet.

The east driveway is proposed to remain at approximately the same location as the existing driveway. As described previously in *Section 2.5, Access, Circulation, and Sight Distance*, sight distance to the south exceeds 500 feet. To the north, sight distance is limited somewhat by street trees that are present on the west side of the road, just north of the driveway. However, the tree trunks are fairly small in diameter and sight distance through them exceeds the City's desired threshold of 390 feet.

3.6. Safety

The project is expected to add a small number of vehicle trips to the surrounding street network, which could increase the potential for conflicts. However, historical collision data in the site vicinity do not indicate any unusual safety concerns, and the project is not expected to have an adverse impact on vehicular or non-motorized safety.

3.7. Parking

Peak parking demand was estimated using typical parking rates provided by ITE¹¹, and also information about the Youth Haven facility previously described. Peak parking demand is estimated for each proposed land use as follows:

- **Single-Family Houses** – ITE identifies peak parking demand for single-family houses (LU 210) as 1.83 vehicles per house, with peak demand time occurring at night. Based on this information, this analysis conservatively assumes that 2 parking spaces would be used by each house, for a total demand of 8 parking spaces.
- **Office** – ITE does not provide parking demand data for a single-tenant office, but does provide data for a general suburban office (LU 701). ITE identifies peak parking demand as 2.84 spaces per 1,000 square feet, occurring between 9:00 A.M. and 4:00 P.M. Based on this information, a peak parking demand for the proposed office space is expected to be 18 spaces.
- **Youth Haven Facility** – Based on the information provided by Friends of Youth, peak parking demand for this facility would occur during shift changes, when the two incoming staff members and two outgoing staff members would all have vehicles parked on site. The facility van would also be parked on site, for a total peak demand of 5 spaces.

The cumulative peak parking demand for the three proposed uses would be 31 spaces. Therefore, the proposed 38-space parking lot, including 8 spaces reserved for the single-family houses, would accommodate the peak parking needs of the Consolidated Campus.

3.8. Non-Motorized Facilities

As part of redevelopment, Friends of Youth would provide frontage improvements as required by City development code, including replacement of cracked or broken sidewalk, curb, and gutter. These improvements would enhance the non-motorized facilities and environment for pedestrians in the site vicinity.

3.9. Transit

The project could generate a few transit trips. The site is served by transit that can accommodate transit demand generated by the project. No adverse transit impacts are expected to result from the project.

¹¹ Institute of Transportation Engineers, Parking Generation, 4th Edition, 2010.

3.10. Transportation Concurrency

The City has adopted a Concurrency Management System under Title 25 of the Kirkland City Code. Concurrency analysis considers the effects of proposed land use on the transportation system at the time of project completion, which is a legal requirement to ensure that the City has funding secured in its 6-year Capital Improvement Plan for transportation projects needed to support development planned through that time period. Under the Concurrency Management System, the City has assessed the transportation impacts of planned future land use defined in the City's *Comprehensive Plan* according to adopted level of service thresholds. For proposed new development, a Concurrency Management application must be completed, which the City reviews and determines if the new trips that would be generated by the project are within the limits that the City has covered in its concurrency program. If they are, the project is considered to "pass" the concurrency test.

A Concurrency Management application for this project was submitted to the City in December 2011, which included the Trip Generation memorandum prepared for this project. The City issued notification (dated January 11, 2012), that the project had passed concurrency (provided in Appendix C).

3.11. Mitigation

3.11.1. Road Impact Fees

The City of Kirkland has adopted a Transportation Impact Fee Program that outlines the contribution that must be paid for new development, based on land use type, toward citywide transportation improvement projects that have been planned to support concurrency. Friends of Youth will pay a transportation impact fee for the proposed project, in accordance with City guidelines, to contribute toward citywide transportation improvement projects.

3.11.2. Frontage Improvements

As part of redevelopment, Friends of Youth will provide frontage improvements as required by City development code, including replacement of cracked or broken sidewalk, curb, and gutter. These improvements will enhance the non-motorized facilities and environment for pedestrians in the site vicinity.

4. SUMMARY

The proposed project consists of constructing four new single-family detached houses, a new Youth Haven facility that would house up to 17 homeless youth, conversion of the existing Grace Chapel to office space for Friends of Youth, and a surface parking lot with 38 spaces. The project would maintain one access driveway at each adjacent roadway, but proposes to move the south driveway approximately 90 feet to the west of its existing location. The following summarizes the key analysis findings:

- The project is expected to result in an increase in trips—estimated at 80 daily trips, 14 of which are expected to occur during the PM peak hour.
- Operations of the NE 132nd Street/132nd Avenue NE and driveway intersections are expected to continue at LOS C or better during the PM peak hour in 2013 with the project.
- Sight distance at the existing and proposed new site access intersections exceeds the City's desired thresholds of 390 feet for these types of driveways.
- Under with-project conditions, it is expected that eastbound queue lengths from NE 132nd Street/132nd Avenue NE would not typically block the relocated south site driveway.
- Under with-project conditions, it is expected that southbound queue lengths from NE 132nd Street/132nd Avenue NE could occasionally block the east site driveway during the PM peak hour. Since exiting volumes at the driveway would be low, it is expected that vehicles entering or exiting the driveway that are blocked by an occasional queue would simply wait for the queue to clear. Since the southbound queue in the left-turn lane at the NE 132nd Street/132nd Avenue NE intersection are typically very short there should be adequate space in the left-turn lane at the driveway for a northbound entering vehicle to wait to enter the site driveway.
- It is expected the proposed 38-space parking lot would accommodate the cumulative peak parking demand of the project of the Consolidated Campus, projected to be 31 spaces.
- The City provided notification (dated January 12, 2012) that the proposed project had passed concurrency.

The following summarizes recommended mitigation for the project:

- Friends of Youth will pay a transportation impact fee, in accordance with City guidelines, to contribute toward citywide transportation improvement projects that have been planned to support concurrency.
- Friends of Youth will provide frontage improvements as required by City development code.

As no additional transportation impacts are expected to result from the project, no other transportation mitigation is recommended for the proposed Consolidated Campus project.

APPENDIX A

PROPORTIONATE SHARE CALCULATION WORKSHEETS

Proportional Share Impact Worksheet

Input appropriate information in green cells

¹ See "Intersection Description" worksheet for descriptions

Project Name:	Friends of Youth Consolidated Campus		Through Lanes¹
Major Street¹	132nd Avenue NE	# of Lanes* = 1	
Minor Street¹	NE 132nd Street	# of Lanes* = 1	

¹ May Change without notice, call Thang Nguyen 425-587-3869 with questions

DATE:

1/17/2012

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 *	
Major Street Volume $V_1 =$	13.5	10	17
Minor Street Volume $V_2 =$	5.5	9	2

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
0.833	1	0.833	1

Calculate Base Percentages

$P_1 = V_1 / (10,000 \times f_1) =$	0.16%
$P_2 = V_2 / (5,000 \times f_2) =$	0.11%
$P_3 = V_1 / (15,000 \times f_3) =$	0.11%
$P_4 = V_2 / (2,500 \times f_4) =$	0.22%

Calculate Proportional Share

$S_1 = (P_1 + P_2) / 2 =$	0.14%
$S_2 = (P_3 + P_4) / 2 =$	0.16%

Intersection Proportional Share = Maximum of S1 and S2 = 0.16%
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: Jennifer Barnes
Company: Heffron Transportation

Proportional Share Impact Worksheet

Input appropriate information in green cells

¹ See "Intersection Description" worksheet for descriptions

Project Name:	Friends of Youth Consolidated Campus		Through Lanes¹
Major Street¹	NE 124th Street	# of Lanes* = 2	
Minor Street¹	Slater Avenue NE	# of Lanes* = 1	

¹ May Change without notice, call Thang Nguyen 425-587-3869 with questions

DATE:

1/17/2012

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 *	
Major Street Volume $V_1 =$	4	4	4
Minor Street Volume $V_2 =$	13	17	9

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
1	1	1	1

Calculate Base Percentages

$P_1 = V_1 / (10,000 \times f_1) =$	0.04%
$P_2 = V_2 / (5,000 \times f_2) =$	0.26%
$P_3 = V_1 / (15,000 \times f_3) =$	0.03%
$P_4 = V_2 / (2,500 \times f_4) =$	0.52%

Calculate Proportional Share

$S_1 = (P_1 + P_2) / 2 =$	0.15%
$S_2 = (P_3 + P_4) / 2 =$	0.27%

Intersection Proportional Share = Maximum of S1 and S2 = 0.27%
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: Jennifer Barnes
Company: Heffron Transportation

Proportional Share Impact Worksheet

Input appropriate information in green cells

¹ See "Intersection Description" worksheet for descriptions

Project Name:	Friends of Youth Consolidated Campus		Through Lanes¹
Major Street¹	NE 132nd Street	# of Lanes* = 1	
Minor Street¹	124th Avenue NE	# of Lanes* = 1	

¹ May Change without notice, call Thang Nguyen 425-587-3869 with questions

DATE:

1/17/2012

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 *	
Major Street Volume $V_1 =$	9	7	11
Minor Street Volume $V_2 =$	2	4	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
0.833	1	0.833	1

Calculate Base Percentages

$P_1 = V_1 / (10,000 \times f_1) =$	0.11%
$P_2 = V_2 / (5,000 \times f_2) =$	0.04%
$P_3 = V_1 / (15,000 \times f_3) =$	0.07%
$P_4 = V_2 / (2,500 \times f_4) =$	0.08%

Calculate Proportional Share

$S_1 = (P_1 + P_2) / 2 =$	0.07%
$S_2 = (P_3 + P_4) / 2 =$	0.08%

Intersection Proportional Share = Maximum of S1 and S2 = 0.08%
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: Jennifer Barnes
Company: Heffron Transportation

APPENDIX B

LEVEL OF SERVICE DEFINITIONS & SYNCHRO REPORTS

Levels of service (LOS) are qualitative descriptions of traffic operating conditions. These levels of service are designated with letters ranging from LOS A, which is indicative of good operating conditions with little or no delay, to LOS F, which is indicative of stop-and-go conditions with frequent and lengthy delays. Levels of service for this analysis were developed using procedures presented in the *Highway Capacity Manual* (Transportation Research Board, 2010).

Level of service for signalized intersections is defined in terms of delay. Delay can be a cause of driver discomfort, frustration, inefficient fuel consumption, and lost travel time. Specifically, level of service criteria are stated in terms of the average delay per vehicle in seconds. Delay is a complex measure and is dependent on a number of variables including: the quality of progression, cycle length, green ratio, and a volume-to-capacity ratio for the lane group or approach in question. Table A-1 shows the level of service criteria for signalized intersections from the *Highway Capacity Manual*.

Table B-1. Level of Service Criteria

Level of Service	Average Delay Per Vehicle	General Description
A	Less than 10.0 Seconds	Free flow
B	10.1 to 20.0 seconds	Stable flow (slight delays)
C	20.1 to 35.0 seconds	Stable flow (acceptable delays)
D	35.1 to 55.0 seconds	Approaching unstable flow (tolerable delay—occasionally wait through more than one signal cycle before proceeding).
E	55.1 to 80.0 seconds	Unstable flow (approaching intolerable delay)
F	Greater than 80.0 seconds	Forced flow (jammed)

Source: Transportation Research Board, *Highway Capacity Manual*, 2010.

For unsignalized intersections, level of service is based on the average delay per vehicle for each turning movement. The level of service for a two-way, stop-controlled intersection is determined by the computed or measured control delay and is defined for each minor movement. Delay is related to the availability of gaps in the main street's traffic flow, and the ability of a driver to enter or pass through those gaps. The delay at an all-way, stop-sign (AWSC) controlled intersection is based on saturation headways, departure headways, and service time using procedures in *Chapter 17 – Unsignalized Intersections, Applications – AWSC Intersections* of the *Highway Capacity Manual 2010* (Transportation Research Board (TRB), 2010). Table A-2 shows the level of service criteria for unsignalized intersections from the *Highway Capacity Manual*.

Table B-2. Level of Service Criteria for Unsignalized Intersections

Level of Service	Average Delay (seconds per vehicle)
A	Less than 10.0
B	10.1 to 15.0
C	15.1 to 25.0
D	25.1 to 35.0
E	35.1 to 50.0
F	Greater than 50.0

Source: Transportation Research Board, *Highway Capacity Manual*, 2010.

SYNCHRO REPORTS
EXISTING CONDITIONS

Friends of Youth Consolidated Campus
1: 132nd Ave NE & NE 132nd St

Existing Conditions - PM Peak Hour
Lanes, Volumes, Timings

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	143	107	186	30	201	158	307	516	26	29	221	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor				0.99	0.99			1.00		1.00	0.99	
Frt			0.850		0.934			0.993			0.966	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1805	1764	0	1787	1865	0	1752	1771	0
Flt Permitted	0.219			0.687			0.297			0.332		
Satd. Flow (perm)	408	1863	1583	1293	1764	0	559	1865	0	610	1771	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			190		33			3			12	
Link Speed (mph)		35			25			35			35	
Link Distance (ft)		250			458			542			252	
Travel Time (s)		4.9			12.5			10.6			4.9	
Confl. Peds. (#/hr)	1		3	3		1	2		3	3		2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	1%	1%	1%	3%	3%	3%
Adj. Flow (vph)	146	109	190	31	205	161	313	527	27	30	226	66
Shared Lane Traffic (%)												
Lane Group Flow (vph)	146	109	190	31	366	0	313	554	0	30	292	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Prot	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4	4	3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4	4	3	8		5	2		1	6	

Friends of Youth Consolidated Campus
1: 132nd Ave NE & NE 132nd St

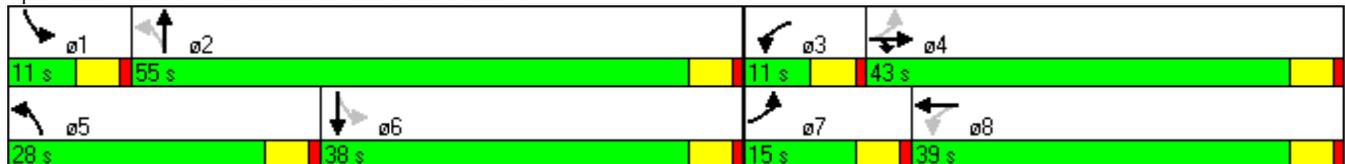
Existing Conditions - PM Peak Hour
Lanes, Volumes, Timings

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0	21.0	11.0	21.0		11.0	21.0		11.0	21.0	
Total Split (s)	15.0	43.0	43.0	11.0	39.0		28.0	55.0		11.0	38.0	
Total Split (%)	12.5%	35.8%	35.8%	9.2%	32.5%		23.3%	45.8%		9.2%	31.7%	
Maximum Green (s)	10.0	38.0	38.0	6.0	34.0		23.0	50.0		6.0	33.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	None		None	None	
Walk Time (s)		5.0	5.0		5.0			5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	37.4	32.1	32.1	28.9	22.8		44.2	38.4		27.4	21.3	
Actuated g/C Ratio	0.40	0.35	0.35	0.31	0.25		0.48	0.41		0.30	0.23	
v/c Ratio	0.47	0.17	0.28	0.07	0.80		0.62	0.71		0.12	0.70	
Control Delay	24.9	26.5	5.5	20.0	44.7		21.9	30.9		17.0	42.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	24.9	26.5	5.5	20.0	44.7		21.9	30.9		17.0	42.5	
LOS	C	C	A	B	D		C	C		B	D	
Approach Delay		17.0			42.7			27.6			40.1	
Approach LOS		B			D			C			D	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 92.6
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 30.2
 Intersection Capacity Utilization 77.5%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 1: 132nd Ave NE & NE 132nd St



Friends of Youth Consolidated Campus
2: 132nd Ave NE/132nd Ave & Dwy

Existing Conditions - PM Peak Hour
HCM Unsignalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	1	0	1	0	816	1	1	314	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.97	0.97	0.94	0.94	0.94
Hourly flow rate (vph)	0	0	0	1	0	1	0	841	1	1	334	0
Pedestrians		2			3							
Lane Width (ft)		12.0			12.0							
Walking Speed (ft/s)		4.0			4.0							
Percent Blockage		0			0							
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								252				
pX, platoon unblocked	0.69	0.69		0.69	0.69	0.69				0.69		
vC, conflicting volume	1180	1183	336	1181	1183	845	336			845		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1036	1040	336	1037	1040	549	336			550		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	99	100	100	100			100		
cM capacity (veh/h)	144	159	709	145	159	371	1227			698		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	0	2	0	842	1	334						
Volume Left	0	1	0	0	1	0						
Volume Right	0	1	0	1	0	0						
cSH	1700	208	1700	1700	698	1700						
Volume to Capacity	0.00	0.01	0.00	0.50	0.00	0.20						
Queue Length 95th (ft)	0	1	0	0	0	0						
Control Delay (s)	0.0	22.5	0.0	0.0	10.2	0.0						
Lane LOS	A	C			B							
Approach Delay (s)	0.0	22.5	0.0		0.0							
Approach LOS	A	C										
Intersection Summary												
Average Delay			0.1									
Intersection Capacity Utilization			53.0%		ICU Level of Service				A			
Analysis Period (min)			15									

Friends of Youth Consolidated Campus
3: NE 132nd St & Dw

Existing Conditions - PM Peak Hour
HCM Unsignalized Intersection Capacity Analysis

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	1	435	573	0	1	1
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.96	0.96	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	453	623	0	1	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)			250			
pX, platoon unblocked	0.87				0.87	0.87
vC, conflicting volume	623				1078	623
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	496				1017	496
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	933				232	505
Direction, Lane #	EB 1	EB 2	WB 1	SB 1		
Volume Total	1	453	623	2		
Volume Left	1	0	0	1		
Volume Right	0	0	0	1		
cSH	933	1700	1700	318		
Volume to Capacity	0.00	0.27	0.37	0.01		
Queue Length 95th (ft)	0	0	0	1		
Control Delay (s)	8.9	0.0	0.0	16.4		
Lane LOS	A			C		
Approach Delay (s)	0.0		0.0	16.4		
Approach LOS				C		
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			40.2%		ICU Level of Service	A
Analysis Period (min)			15			

SYNCHRO REPORTS
FUTURE (2013) WITHOUT-PROJECT CONDITIONS

Friends of Youth Consolidated Campus
1: 132nd Ave NE & NE 132nd St

Future (2013) Without Project - PM Peak Hour

Lanes, Volumes, Timings

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	145	110	190	30	205	165	315	530	25	30	230	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor				0.99	0.99			1.00		1.00	0.99	
Frt			0.850		0.933			0.993			0.967	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1805	1761	0	1787	1865	0	1752	1773	0
Flt Permitted	0.206			0.685			0.286			0.316		
Satd. Flow (perm)	384	1863	1583	1289	1761	0	538	1865	0	581	1773	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			194		34			2			12	
Link Speed (mph)		35			25			35			35	
Link Distance (ft)		250			458			542			252	
Travel Time (s)		4.9			12.5			10.6			4.9	
Confl. Peds. (#/hr)	1		3	3		1	2		3	3		2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	1%	1%	1%	3%	3%	3%
Adj. Flow (vph)	148	112	194	31	209	168	321	541	26	31	235	66
Shared Lane Traffic (%)												
Lane Group Flow (vph)	148	112	194	31	377	0	321	567	0	31	301	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Prot	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4	4	3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4	4	3	8		5	2		1	6	

Friends of Youth Consolidated Campus
1: 132nd Ave NE & NE 132nd St

Future (2013) Without Project - PM Peak Hour
Lanes, Volumes, Timings

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0	21.0	11.0	21.0		11.0	21.0		11.0	21.0	
Total Split (s)	15.0	43.0	43.0	11.0	39.0		28.0	55.0		11.0	38.0	
Total Split (%)	12.5%	35.8%	35.8%	9.2%	32.5%		23.3%	45.8%		9.2%	31.7%	
Maximum Green (s)	10.0	38.0	38.0	6.0	34.0		23.0	50.0		6.0	33.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	None		None	None	
Walk Time (s)		5.0	5.0		5.0			5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effect Green (s)	38.1	32.8	32.8	29.7	23.5		45.2	39.4		28.0	21.8	
Actuated g/C Ratio	0.40	0.35	0.35	0.31	0.25		0.48	0.42		0.30	0.23	
v/c Ratio	0.49	0.17	0.29	0.07	0.81		0.64	0.73		0.12	0.72	
Control Delay	25.8	26.8	5.4	20.2	46.1		22.7	31.7		17.2	43.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	25.8	26.8	5.4	20.2	46.1		22.7	31.7		17.2	43.7	
LOS	C	C	A	C	D		C	C		B	D	
Approach Delay		17.3			44.1			28.4			41.2	
Approach LOS		B			D			C			D	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 94.3
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 31.1
 Intersection Capacity Utilization 79.2%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 1: 132nd Ave NE & NE 132nd St



Friends of Youth Consolidated Campus
2: 132nd Ave NE/132nd Ave & Dwy

Future (2013) Without Project - PM Peak Hour
HCM Unsignalized Intersection Capacity Analysis

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	1	0	1	0	839	1	1	324	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.97	0.97	0.94	0.94	0.94
Hourly flow rate (vph)	0	0	0	1	0	1	0	865	1	1	345	0
Pedestrians		2			3							
Lane Width (ft)		12.0			12.0							
Walking Speed (ft/s)		4.0			4.0							
Percent Blockage		0			0							
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								252				
pX, platoon unblocked	0.68	0.68		0.68	0.68	0.68				0.68		
vC, conflicting volume	1215	1218	347	1215	1217	868	347			869		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1081	1085	347	1081	1084	571	347			572		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	99	100	100	100			100		
cM capacity (veh/h)	133	148	700	133	148	355	1216			675		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	0	2	0	866	1	345						
Volume Left	0	1	0	0	1	0						
Volume Right	0	1	0	1	0	0						
cSH	1700	194	1700	1700	675	1700						
Volume to Capacity	0.00	0.01	0.00	0.51	0.00	0.20						
Queue Length 95th (ft)	0	1	0	0	0	0						
Control Delay (s)	0.0	23.8	0.0	0.0	10.3	0.0						
Lane LOS	A	C			B							
Approach Delay (s)	0.0	23.8	0.0		0.0							
Approach LOS	A	C										
Intersection Summary												
Average Delay			0.1									
Intersection Capacity Utilization			54.2%		ICU Level of Service					A		
Analysis Period (min)			15									

Friends of Youth Consolidated Campus
3: NE 132nd St & Dwy

Future (2013) Without Project - PM Peak Hour
HCM Unsignalized Intersection Capacity Analysis

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	1	444	585	0	1	1
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.96	0.96	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	462	636	0	1	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)			250			
pX, platoon unblocked	0.87				0.87	0.87
vC, conflicting volume	636				1100	636
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	507				1041	507
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	921				223	496
Direction, Lane #	EB 1	EB 2	WB 1	SB 1		
Volume Total	1	462	636	2		
Volume Left	1	0	0	1		
Volume Right	0	0	0	1		
cSH	921	1700	1700	308		
Volume to Capacity	0.00	0.27	0.37	0.01		
Queue Length 95th (ft)	0	0	0	1		
Control Delay (s)	8.9	0.0	0.0	16.8		
Lane LOS	A			C		
Approach Delay (s)	0.0		0.0	16.8		
Approach LOS				C		
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			40.8%		ICU Level of Service	A
Analysis Period (min)			15			

SYNCHRO REPORTS
FUTURE (2013) WITH-PROJECT CONDITIONS

Friends of Youth Consolidated Campus
1: 132nd Ave NE & NE 132nd St

Future (2013) With Project - PM Peak Hour
Lanes, Volumes, Timings

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	145	111	192	30	205	165	316	531	25	30	232	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor				0.99	0.99			1.00		1.00	0.99	
Frt			0.850		0.933			0.993			0.967	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1805	1761	0	1787	1865	0	1752	1773	0
Flt Permitted	0.205			0.684			0.284			0.315		
Satd. Flow (perm)	382	1863	1583	1287	1761	0	534	1865	0	579	1773	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			196		34			2			12	
Link Speed (mph)		35			25			35			35	
Link Distance (ft)		250			458			542			252	
Travel Time (s)		4.9			12.5			10.6			4.9	
Confl. Peds. (#/hr)	1		3	3		1	2		3	3		2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	1%	1%	1%	3%	3%	3%
Adj. Flow (vph)	148	113	196	31	209	168	322	542	26	31	237	66
Shared Lane Traffic (%)												
Lane Group Flow (vph)	148	113	196	31	377	0	322	568	0	31	303	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Prot	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4	4	3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4	4	3	8		5	2		1	6	

Friends of Youth Consolidated Campus
1: 132nd Ave NE & NE 132nd St

Future (2013) With Project - PM Peak Hour
Lanes, Volumes, Timings

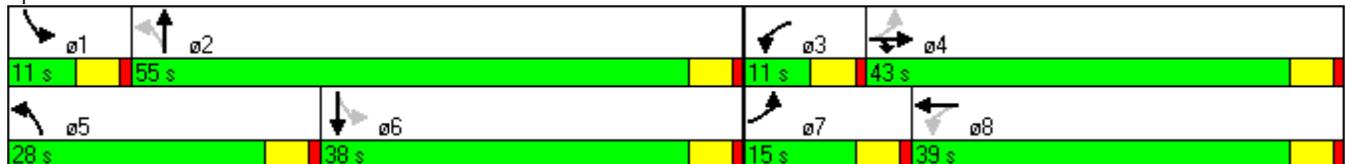
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0	21.0	11.0	21.0		11.0	21.0		11.0	21.0	
Total Split (s)	15.0	43.0	43.0	11.0	39.0		28.0	55.0		11.0	38.0	
Total Split (%)	12.5%	35.8%	35.8%	9.2%	32.5%		23.3%	45.8%		9.2%	31.7%	
Maximum Green (s)	10.0	38.0	38.0	6.0	34.0		23.0	50.0		6.0	33.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	None		None	None	
Walk Time (s)		5.0	5.0		5.0			5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effect Green (s)	38.1	32.8	32.8	29.6	23.5		45.3	39.5		28.1	21.9	
Actuated g/C Ratio	0.40	0.35	0.35	0.31	0.25		0.48	0.42		0.30	0.23	
v/c Ratio	0.49	0.17	0.29	0.07	0.81		0.65	0.73		0.12	0.72	
Control Delay	25.9	26.8	5.4	20.2	46.2		22.8	31.6		17.2	43.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	25.9	26.8	5.4	20.2	46.2		22.8	31.6		17.2	43.7	
LOS	C	C	A	C	D		C	C		B	D	
Approach Delay		17.4			44.2			28.4			41.3	
Approach LOS		B			D			C			D	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 94.4
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 31.1
 Intersection Capacity Utilization 79.3%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 1: 132nd Ave NE & NE 132nd St



Friends of Youth Consolidated Campus
2: 132nd Ave NE/132nd Ave & Dwy

Future (2013) With Project - PM Peak Hour
HCM Unsignalized Intersection Capacity Analysis

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	0	2	1	0	1	1	839	1	1	324	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.97	0.97	0.94	0.94	0.94
Hourly flow rate (vph)	3	0	2	1	0	1	1	865	1	1	345	1
Pedestrians		2			3							
Lane Width (ft)		12.0			12.0							
Walking Speed (ft/s)		4.0			4.0							
Percent Blockage		0			0							
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								252				
pX, platoon unblocked	0.68	0.68		0.68	0.68	0.68				0.68		
vC, conflicting volume	1217	1220	347	1220	1220	868	348			869		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1084	1089	347	1087	1089	571	348			572		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	100	100	99	100	100	100			100		
cM capacity (veh/h)	132	147	699	131	147	355	1215			675		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	5	2	1	866	1	346						
Volume Left	3	1	1	0	1	0						
Volume Right	2	1	0	1	0	1						
cSH	195	192	1215	1700	675	1700						
Volume to Capacity	0.03	0.01	0.00	0.51	0.00	0.20						
Queue Length 95th (ft)	2	1	0	0	0	0						
Control Delay (s)	23.9	24.0	8.0	0.0	10.3	0.0						
Lane LOS	C	C	A		B							
Approach Delay (s)	23.9	24.0	0.0		0.0							
Approach LOS	C	C										
Intersection Summary												
Average Delay			0.2									
Intersection Capacity Utilization			54.2%		ICU Level of Service				A			
Analysis Period (min)			15									

Friends of Youth Consolidated Campus
3: NE 132nd St & Dw

Future (2013) With Project - PM Peak Hour
HCM Unsignalized Intersection Capacity Analysis

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	3	444	585	1	4	2
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.96	0.96	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	462	636	1	4	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)			250			
pX, platoon unblocked	0.87				0.87	0.87
vC, conflicting volume	637				1105	636
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	508				1046	507
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				98	100
cM capacity (veh/h)	919				221	495
Direction, Lane #	EB 1	EB 2	WB 1	SB 1		
Volume Total	3	462	637	7		
Volume Left	3	0	0	4		
Volume Right	0	0	1	2		
cSH	919	1700	1700	271		
Volume to Capacity	0.00	0.27	0.37	0.02		
Queue Length 95th (ft)	0	0	0	2		
Control Delay (s)	8.9	0.0	0.0	18.6		
Lane LOS	A			C		
Approach Delay (s)	0.1		0.0	18.6		
Approach LOS				C		
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			40.9%		ICU Level of Service	A
Analysis Period (min)			15			

APPENDIX C

CONCURRENCY TEST RESULTS NOTICE

CITY OF KIRKLAND

123 FIFTH AVENUE ● KIRKLAND, WASHINGTON 98033-6189 ● (425) 587-3000

**DEPARTMENT OF PUBLIC WORKS
MEMORANDUM**

To: Planning Department

From: Thang Nguyen, Transportation Engineer

Date: January 11, 2012

Subject: Friend of Youth Development, CON12-00002

The purpose of this memo is to inform you that the proposed Friend of Youth facility has passed traffic concurrency. This memo will serve as the concurrency test notice.

Project Description

The applicant is proposing to redevelop a church at the northwest corner of NE 132nd Street/132nd Avenue NE into a service and housing facility for homeless youth. The site will consist of four single-family homes, a 6,087 square foot office and a 5,817 square foot youth service facility. The current driveway off 132nd Avenue NE will remain relatively at the same location and the driveway off NE 132nd Street will be relocated further west. The development is anticipated to be complete and fully occupied by the end of 2013.

The project is forecasted to generate a net new of 80 daily, 17 AM peak hour and 14 PM peak hour trips.

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 (January 11, 2013) 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

In accordance with Chapter 25.23 Kirkland Municipal Code (KMC), the concurrency test decision may be appealed by the applicant, agency with jurisdiction or an individual or other entity who is specifically and directly affected by the proposed development. A notice of the concurrency test decision will be provided at the same time as the SEPA notice. An appeal must be filed within fourteen (14) calendar days of issuance of a determination of non-significance (DNS) or within seven (7) calendar days of the date of publication of a determination of significance (DS) under Title 24 KMC. An appeal of the concurrency test decision is heard before the Kirkland Hearing Examiner along with any applicable SEPA appeal if there is an appeal of SEPA.

For more information, refer to the Kirkland Municipal Code, Title 25. If you have any questions, please call me at x3869.

cc: Advantage
File