

Visual Model: Existing Site



Example view from northwest

Visual Model: Proposal



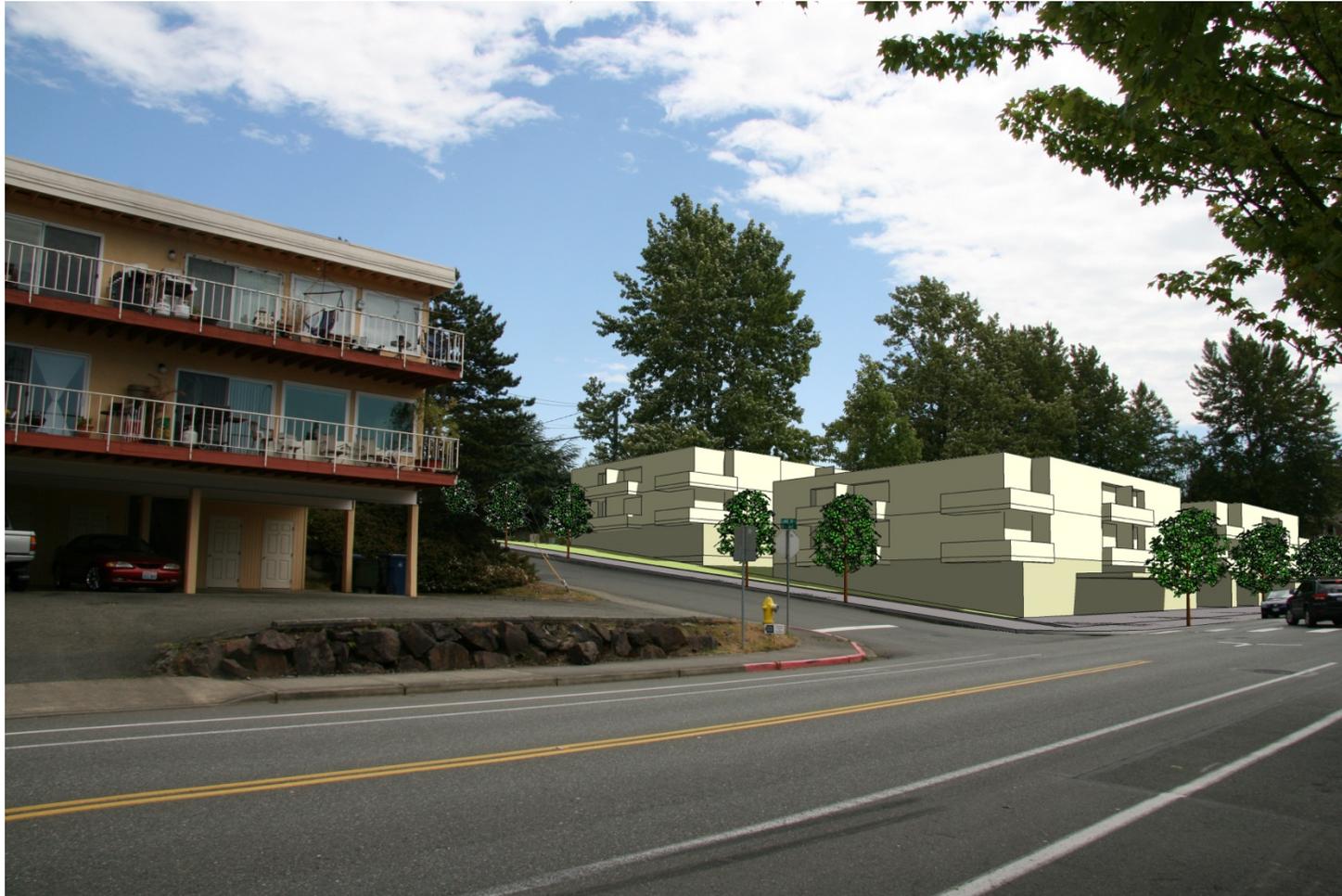
Example view from northwest

Alternative Scenario 1



Example view from northwest

Alternative Scenario 2



Example view from northwest

Alternative Scenario 3



Example view from northwest

Aesthetics: Key Findings

- Proposal features out of scale and/or character with surrounding area:
 - Building size and mass
 - Visually prominent parking entrance
 - Perimeter retaining walls
 - First floor elevation below street level
 - Proposed building colors



Aesthetics: Mitigation

Menu of options of addressing impacts associated with:

- Building size and massing
- Parking
- Landscaping
- Building/street relationship
- Building materials and color



Transportation: Approach

- Based on City's adopted *Transportation Impact Analysis Guidelines*
 - Reflects best practice for transportation analysis, incorporating nationally established procedures
 - Establishes significance thresholds for roadway operations
- Additional areas of more detailed analysis guided by comments provided during scoping



Transportation: Key Findings

- **Background Traffic Volumes**
 - Most congested conditions on Lake Street S occur during weekday PM peak hour (worst case condition)
 - However, high traffic volumes also occur on Lake Street S during weekday AM peak hour and weekend peak hours
- **Vehicle Trip Generation**

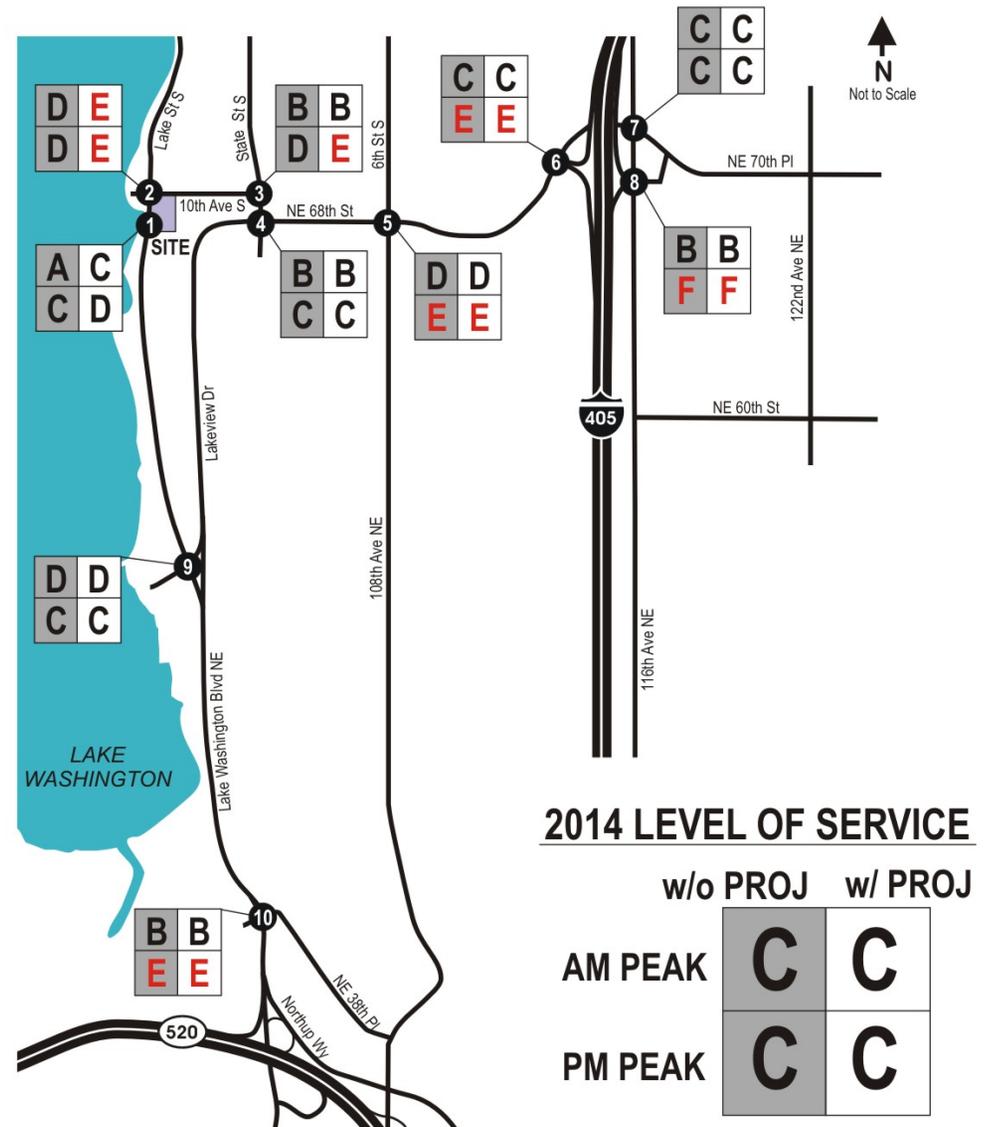
	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Project Traffic	1,140	25	61	86	66	45	111
Existing Site Traffic	-90	-1	-1	-2	-4	-4	-8
NET CHANGE	1,050	24	60	84	62	41	103

Transportation: Key Findings

Level of Service

- Project adds
 - 5-12 seconds average delay at Lake Street intersections with site driveway and 10th Avenue
 - 1-3 seconds average delay at other intersections

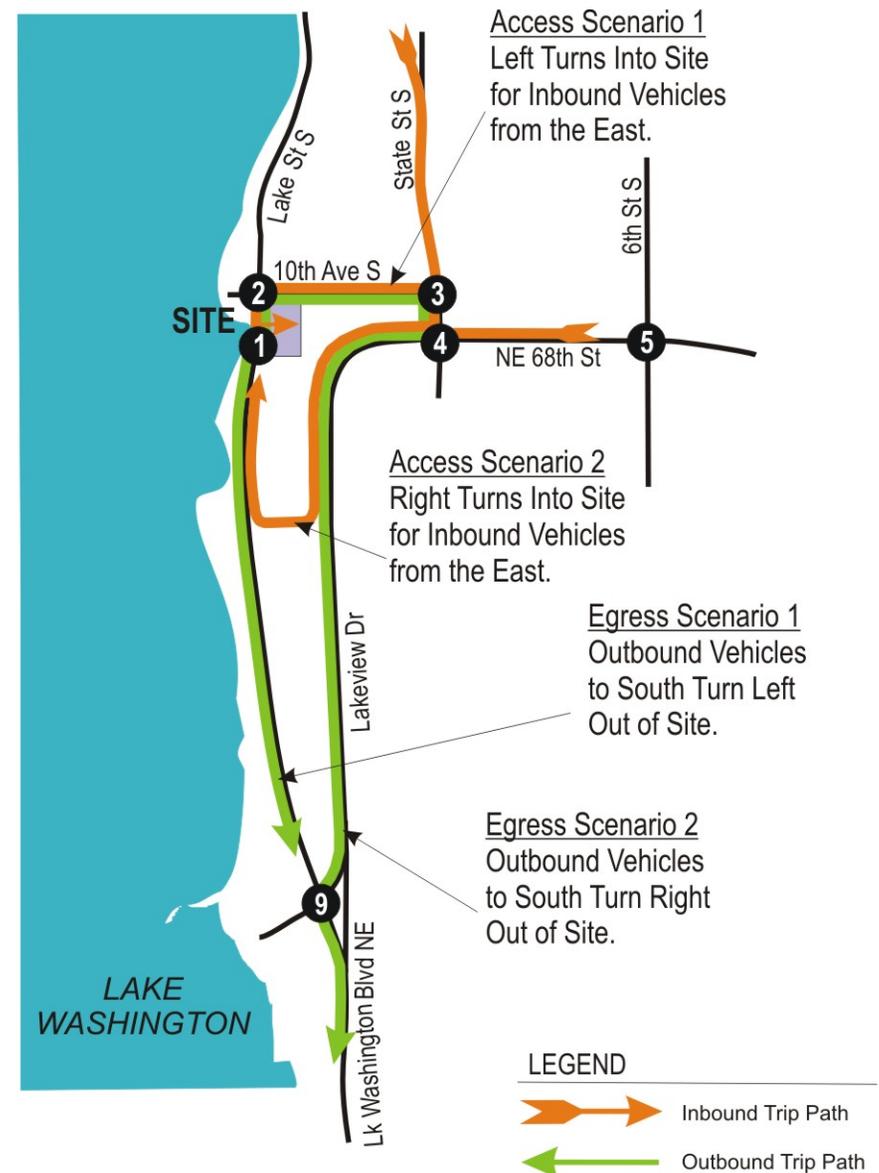
- At LOS E and LOS F intersections, project's proportional share of volumes do not meet City's significance thresholds



Transportation: Key Findings

Neighborhood Circulation

- During peak hours, drivers may favor “right turn” paths over “left turn” paths using Lake Street
- Higher right-turn-in volumes would shift vehicles from 10th Ave to 64th St
 - 10-30 peak hour trips
- Higher right-turn-out volumes would shift vehicles from Lake St to 10th Ave/State St/Lakeview Dr
 - 20-25 peak hour trips
- Shifts to right turn paths would improve overall LOS operation



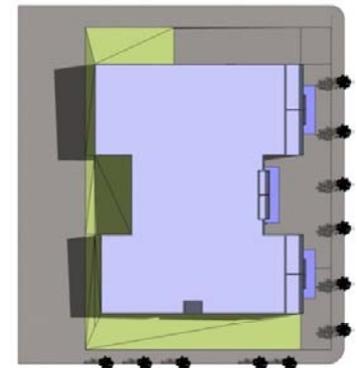
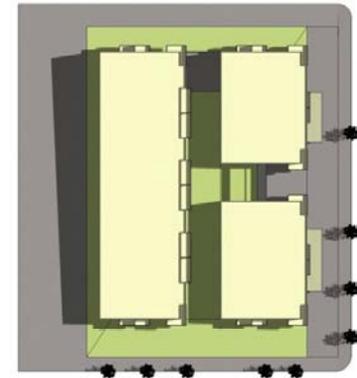
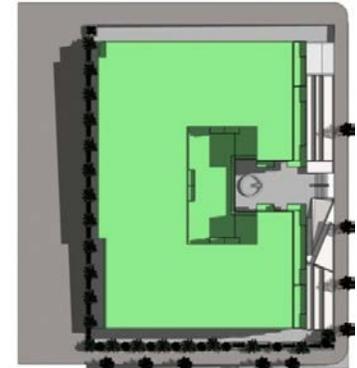
Transportation: Alternative Scenarios

Alternative residential scenarios

- Small reduction in intersection delay (0 – 2 seconds) compared to the Proposed Action
- No effect on levels of service

Retail development

- Slightly lower AM trips and slightly higher PM trips compared to the Proposed Action
- No change to intersections operation or levels of service
- Proposed parking supply would accommodate retail use



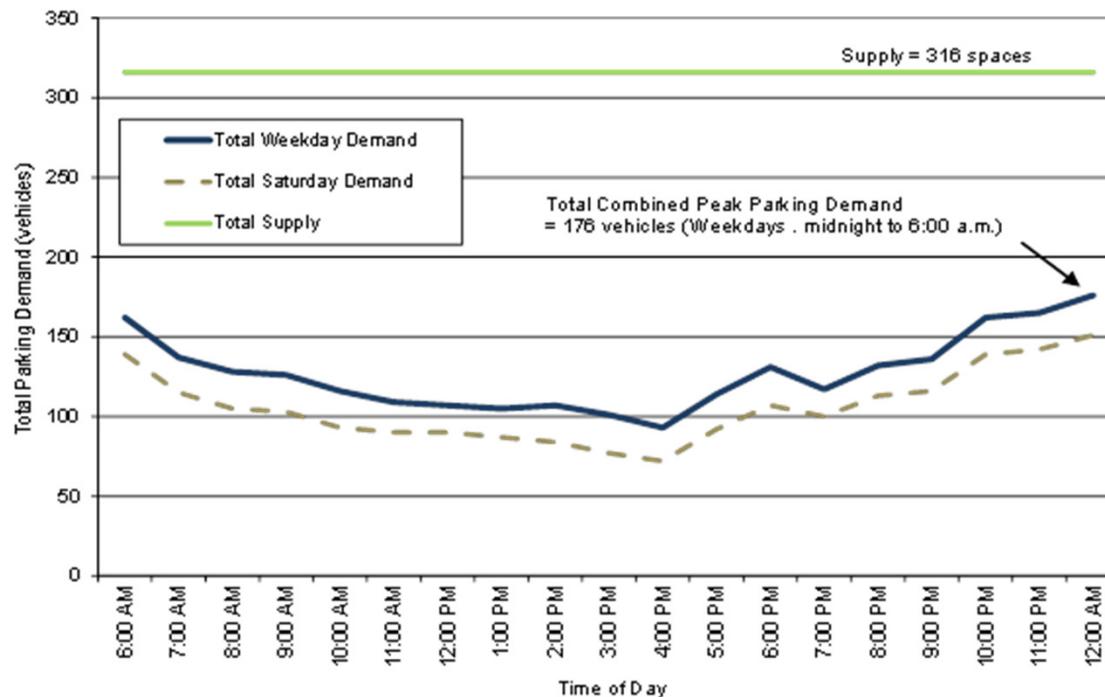
Transportation: Key Findings

■ Pedestrian and Bicycle Modes

- Roadway analysis conservatively assumed that all project-generated trips would occur by automobile, but it is expected that some trips would be pedestrian and bicycle.
- Existing infrastructure (sidewalks, crosswalks, bike lanes) would support non-motorized trips generated by project.
- Sight distance adequate for vehicles entering and exiting the site to see and yield to pedestrians and bicyclists traveling along Lake Street.
- Project site design would need to adhere to City design standards and ensure that adequate sight distance be maintained at the driveway.

Transportation: Key Findings

- Parking supply required by City code exceeds peak parking demand projected to be generated by the project.



- Some visitors to site could still choose to park on-street.

Transportation: Mitigation

- Road impact fees
- Frontage improvements
- Parking management strategies
 - Bundle parking with leases
 - Reserve spaces for commercial uses and visitors in visible locations
 - Provide kiosk with alternative mode information
 - Allow commercial parking to be used by residents and visitors when businesses are closed

Construction Impacts

- Noise/Vibration
- Air Quality
- Light and Glare
- Transportation, Parking, Access
- Site Clean-up
- Specific mitigation measures



EIS Status



Draft EIS Commenting

- Comment period open through August 24, 2012
- Written comment may be provided at anytime during the comment period
 - PotalaEIS@KirklandWA.gov
 - Teresa Swan, Project Planner
Department of Planning and Community Development
123 5th Avenue
Kirkland WA 98033
- Verbal comment may be provided at tonight's public hearing

Final EIS

- Final EIS scheduled to be issued Fall 2012
- Final EIS will contain comments and responses on the Draft EIS; clarification, additions and corrections to Draft EIS
- Final EIS completes the EIS process
- EIS is advisory and not formally adopted