



CITY OF KIRKLAND
Planning and Building Department
 123 Fifth Avenue, Kirkland, WA 98033
 425.587.3600 - www.kirklandwa.gov

ADVISORY REPORT
FINDINGS, CONCLUSIONS, AND RECOMMENDATIONS

To: Kirkland Hearing Examiner, Sue Tanner

From: Janice Coogan Janice Coogan, Project Planner
Eric R. Shields Eric R. Shields, AICP, Director Planning and Building Department

Date: May 3, 2016

File: CITY OF KIRKLAND PUBLIC/DOWNTOWN EMPLOYEE PERMIT PARKING LOT,
 ZON16-00469

Hearing Date and Place: May 12, 2016, 11:30 am
 City Hall Peter Kirk Room
 123 Fifth Avenue, Kirkland

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I. INTRODUCTION

A. APPLICATION

1. Applicant: Rod Steitzer, Capital Projects Supervisor, Public Works Department, representing the City of Kirkland
2. Site Location: two vacant parcels located south of City Hall at 120 3rd Avenue (see Attachment 1).
3. Request: Proposal for a government facility use to construct an 84 stall parking lot for public and downtown employee permit parking. The intent of the new parking lot is to increase parking availability for customers in the downtown by relocating employee parking outside the downtown core area.

The parking lot will include pervious pavement, internal and perimeter landscaping and 20' tall light poles. Vehicle access to the lot will be from 3rd Avenue and from 1st Street through the City Hall Annex building parking lot. Five angled parking stalls within the Annex parking lot will be replaced with two parallel stalls to widen the aisle width for the new access to the parking lot. (See Attachment 2).

Pedestrian access to the new parking lot will be provided by a new stairway along 3rd Avenue and to the existing pedestrian path along the north that connects to City Hall.

A citizen advisory group was formed to provide input on the proposed parking lot (discussed in more detail in Section II.C). In response to the group's concerns and other public comments, the City revised the proposal to incorporate the following items that would not otherwise be required by code:

- a. shrubs will be added to the perimeter landscaping to minimize glare from car lights shining into residences and for aesthetics
 - b. shields will be added to parking lot lighting to minimize light glare on adjacent residential units
 - c. a garbage receptacle will be installed to minimize litter
4. Review Process: Process IIA, Hearing Examiner conducts public hearing and makes the final decision.
 5. Summary of Key Issues: Compliance with Zoning Code requirements for a parking lot, issues related to traffic circulation and design of the parking lot to minimize impacts on the surrounding neighborhood.

B. RECOMMENDATIONS

Based on Statements of Fact and Conclusions (Section II), and Attachments in this report, I 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 3, 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 3, the condition of approval shall be followed (see Conclusion II.G).
2. As part of the application for a Land Surface Modification Building Permit the applicant shall submit:

- a. Revised plans to show the details for the parking lot lighting, garbage receptacle and signage prohibiting overnight parking.
 - b. A revised tree retention plan that incorporates the recommendations from the City's contract arborist and tree protection fencing per City standards. (See Attachment 3, Development Standards, for specific information concerning tree retention requirements and the Arborist's recommendations (see Conclusion II.G).
 - c. Revised plans incorporating the recommendations of the City's Transportation Engineer in his March 31, 2016 memo as a result of review of the traffic impact analysis and SEPA review (see Attachment 6).
3. Prior to final inspection of the land surface modification permit the applicant shall:
- a. Complete installation of required parking lot improvements, landscaping, lighting and signs.

II. FINDINGS OF FACT AND CONCLUSIONS

A. SITE DESCRIPTION

1. Site Development and Zoning:
 - a. Facts:
 - (1) Size: the two parcels total 28,492 square feet. There are no current development plans for a third vacant parcel included in the City Hall campus located on the corner of 3rd Avenue and 2nd Street.
 - (2) Land Use: vacant
 - (3) Zoning: High Density Residential, PLA 7A zone.
 - (4) Terrain and Vegetation: The site is elevated above 3rd Avenue and contains approximately 16 trees.
 - b. Conclusions: There are no constraining factors on the site.
2. Neighboring Development and Zoning:
 - a. Facts: The proposed parking lot is surrounded by the following development and zoning:
 - (1) South: Multi- family residential and an office building located within the CBD 8 zone
 - (2) North: City Hall in the PLA 7A zone
 - (3) East: A vacant parcel (part of City Hall campus) in the PLA 7A zone
 - (4) West: City Hall annex building on 1st Street in PLA 7A zone
 - b. Conclusion: How the parking lot is designed to minimize impacts on the surrounding development is a factor in this application. See the public comments in Section II.C and I.A above for how the proposal will incorporate items to minimize adverse impacts.

B. HISTORY

1. Facts: City Hall acquired the properties to the south with the intent of someday expanding the City Hall facility.
2. Conclusion: A Process IIA zoning permit is required to include the parcels into the government facility use.

C. PUBLIC COMMENTS

1. Facts: An advisory group made up of representatives from surrounding multi-family complexes and a business owner was convened to discuss plans for the parking lot. The group met with City staff on several occasions to discuss how their concerns could be resolved. Attachment 4 describes the topics discussed and which ones the City agreed to incorporate into the development proposal. Issues related to existing transportation issues on surrounding streets were forwarded to the Neighborhood Traffic Control Program for resolution. Several emails were received from other nearby residents who were not part of the advisory group (see Attachment 5).

The following is a summary of the key concerns expressed in the public comments:

- use and management of parking lot (permit hours, use by the public)
 - increased vehicle traffic and safety on surrounding streets
 - glare from car headlights shining into residential units and request for low level landscaping to soften light glare
 - glare from new light poles impact on residential units (new and existing City Hall parking lot; add light shields)
 - aesthetics of the parking lot design
 - prohibiting overnight car camping
 - litter accumulation (add a garbage can)
 - Third Avenue Issues- proposed driveway location and driveways on south side of street, sight distance at driveways, speed of vehicles, narrow width makes two cars passing challenging, on-street parking (number of stalls and time limits to ensure residents have adequate parking for guests)
 - Third Avenue and Second Place intersection- people don't stop at stop sign
 - Second Place curve to Central Way – sight distance and safety issues
 - noise during construction and noise of human activity in lot
 - use of pervious pavement
 - use solar lighting
 - develop property as an affordable housing project above two levels of parking garage instead of a surface parking lot
 - develop property as a park or keep as a community garden
2. Conclusions: The applicant responded to the public comments received by revising the proposal to incorporate light shielding, shrubs to the perimeter landscape buffer and installing a garbage receptacle. Pervious pavement will be used for the surface materials. Light poles will be 20 feet tall. The contractor will need to comply with established limits to construction hours. If noise or use of the lot for overnight parking becomes a problem the City will respond to complaints received based on existing ordinances. The idea of using the site in the future for affordable housing was forwarded to the City Manager and the City Council would make the ultimate decision for long term use of the site. Solar lighting is beyond the scope of the project. Concerns regarding existing transportation related issues surrounding the site were forwarded to the Neighborhood Traffic Control Program for monitoring and resolution.

D. STATE ENVIRONMENTAL POLICY ACT (SEPA)

1. Facts: A Determination of Nonsignificance (DNS) was issued on April 11, 2016. The appeal period for both SEPA and Concurrency ended on April 25, 2016. No SEPA appeal was received. The Environmental Checklist, Determination, memo from the transportation engineer evaluating the traffic impact analysis report from KPG are included as Attachments 6.
2. Conclusion: The applicant has complied with the SEPA requirements.

E. CONCURRENCY

1. Facts: The Public Works Department has reviewed the application for concurrency. A concurrency test was passed for water, sewer and traffic on March 7, 2016.
2. Conclusion: The applicant has complied with the concurrency requirements of Kirkland Municipal Code Title 25.

F. APPROVAL CRITERIA

1. 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 150.65.3. It is consistent with all applicable development regulations (see Section II.G below) and the Comprehensive Plan (see Section II.H). In addition, it is consistent with the public health, safety, and welfare because the development proposal provides needed parking for the Central Business District while addressing public comments received to minimize traffic, noise, light and glare impacts of the development.

G. DEVELOPMENT REGULATIONS

1. Government Facility Use

Facts: PLA 7A zone, Section 25.20 Special Regulation #8 establishes that the site design for a Government Facility use must minimize adverse impacts on surrounding residential neighborhoods. As part of the SEPA review process the traffic impact analysis included an evaluation of the potential traffic impacts of the development on the surrounding residential neighborhood as well as concerns raised in the public comments.

Conclusions: The City's Transportation Engineer, Thang Nguyen made recommendations for the project to implement along 3rd Avenue as part of the construction of the parking lot such as prohibiting parking within the sight distance of driveway, relocating the load and unload spot. He recommended existing transportation concerns be addressed through the Neighborhood Traffic Control Program (see Attachment 6).

2. Required Yards

Facts:

- a. Section 25.30 establishes that a government facility in the PLA 7A zone provide a 20 foot front yard, 10 foot side and 10 foot rear yard setback.

- b. Section 115.115.5.d establishes that a parking lot may be located within a front yard setback but not be closer than 5 feet to a property line.
- c. Plans show the parking lot will be located 8 feet from the front and east property lines. The parking lot will straddle the north and west property lines.

Conclusions: The parking lot meets the minimum 5 foot setback from the south front property line. The parcels are considered within the same subject property as City Hall and therefore the parking lot may straddle the property lines.

3. Maximum lot coverage

Facts:

- a. The maximum lot coverage of impervious surface for a government facility is 70%. Attachment 2 shows the amount of impervious and pervious surfaces for the entire City Hall campus (including the three vacant and Annex Building properties along 3rd Ave). The new parking lot will use pervious pavement to reduce the amount of impervious surfaces. With the new parking lot, the City Hall campus will contain 69.6% of impervious surfaces.

Conclusions: With the addition of the new parking lot the entire City Hall campus complies with the maximum lot coverage requirements.

4. Parking Lot Design

KZC Chapter 105 establishes the design standards for parking lots including surface materials, landscaping, parking stall and aisle width, pedestrian access and lighting.

Facts:

- a. Lighting - Parking areas must provide non-glare lighting and mounted no more than 20 feet above ground.
 - (1) The citizen advisory group expressed concern that the existing light poles in the City Hall parking lot are too bright at night. The group requested that both the existing and new light poles have shielding installed to minimize glare shining into residential units.
 - (2) The proposed light poles will be 20 feet tall, contain LED lights and provide shielding to minimize glare to adjacent residents to the south and east.
- b. Pedestrian Access- Section 105.18 requires pedestrian access through parking areas, from the parking lot to abutting streets, between properties, and between uses on subject property. Section 105.18 establishes the standards for how these pathways must be installed including a minimum 5 foot width, accessibility, and non-glare lighting mounted no more than 20 feet above ground.
 - (1) Pedestrian connections will be provided through the parking lot, to 3rd Avenue and along the north side of the parking lot to connect to the lower City Hall parking lot.
- c. Landscaping Requirements
 - (1) Section 25.40 requires a government facility in a PLA 7A zone to comply with Landscape Category C. Category A or B may be required depending on the type of use on the subject property.

Section 95.10 lists the applicable regulations for Landscape Category C. Because the subject property is adjacent to medium, high density residential and an office uses to the south, the applicant must comply with buffering standard 2 in Section 95.43. Buffering Standard 2 requires a 5 foot wide landscape strip planted with one row of trees 10 feet apart and ground covers along the south property line(s).

- (2) Section 95.45 requires a five foot wide buffer along the perimeter of the parking lot and driveway planted with one row of trees and groundcover.

The landscape plans for the parking lot show a perimeter landscape buffer will be installed (5-9 feet in width) along the west, south and east property lines planted with trees, shrubs and groundcover.

- (3) Section 95.44 requires a parking lot to provide internal landscaping at a rate of 25 square feet per parking stall (minimum 2,100 sq. ft.). The islands or peninsulas should be placed to separate groups of parking spaces generally every 8 stalls and planted with at least one deciduous tree and groundcover.

The landscape and lot coverage plans show 2,262 sq. ft. of internal landscape islands and planted consistent with these requirements.

- (4) The citizen advisory group requested that the perimeter landscaping provide additional low level shrubs to screen the car headlights along the south and east side of the parking lot. The applicant agreed to incorporate the shrubs in the perimeter landscape buffer (see Attachment 4). The applicant is also working with the adjacent residents and Public Works maintenance division to add shielding to a few existing lights at the City Hall parking lot.

Conclusion: The proposed plans show compliance with the Zoning Code requirements related to lighting, landscaping, pedestrian access and parking lot design. As part of the land surface modification permit application the applicant should provide plan details showing code compliance.

5. Significant Vegetation

Facts:

- (1) Kirkland Zoning Code Chapter 95 establishes the regulations for tree retention. For a commercial permit, the applicant is required to retain all viable trees on the site to the extent possible and protect the trees to be retained during construction.
- (2) The applicant submitted a tree inventory and proposed tree retention plan prepared by a certified arborist (see Attachment 2). The inventory shows that, out of the 13 significant trees on site, 4 trees will be retained.
- (3) The City's contract urban forester reviewed the inventory and agreed that 4 trees (on the east side of the lot) are viable for

saving given the goals of maximizing the number of parking stalls and parking layout. He made additional recommendations for tree protection during construction as well as pruning of the existing cedar trees on the west side of the parking lot (see Attachment 3).

Conclusion: As part of the land surface modification permit the applicant should comply with the recommendations of the City's arborist in Attachment 3, and provide a more detailed tree retention plan and tree protection fencing per City requirements.

6. Additional Development Standards

Fact: Additional comments and requirements placed on the project from City departments are found on the Development Standards, Attachment 3.

Conclusion: The applicant should follow the requirements set forth in Attachment 3.

H. COMPREHENSIVE PLAN

1. Fact: The City Hall campus is located within the Norkirk neighborhood in Planned Area 7 and designated as High Density Residential. Planned Area 7 is a transitional area between downtown and the low density areas in the neighborhood. In Policy N-10.2, the Neighborhood Plan discusses preferred routes through the neighborhood to and from City Hall. Policies encourage City visitors and City vehicles to route vehicle trips to collector streets (1st Street, 3rd, 4th, 5th Avenues). To mitigate the impacts of on-street parking on local residents, Policy N-14.1 text encourages the City to arrange for alternate employee parking locations by securing shared parking agreements with local private institutions such as churches to use their parking lots.

The Central Business District section of the Moss Bay Neighborhood Plan encourages public parking at City Hall during non-City Hall business hours to support parking for businesses in the downtown.

2. Conclusion: Signs have been installed on the above streets directing the public to the parking available at City Hall. These existing signs will help direct the public to the new parking lot. It is anticipated that a sign similar to the ones at City Hall will be installed at the new parking lot along 3rd Avenue to identify the site for public parking. Developing the new parking lot will expand the amount of public parking available in close proximity to the downtown benefiting employees of downtown businesses, local residents and visitors.

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. APPEALS AND JUDICIAL REVIEW

The following is a summary of the deadlines and procedures for appeals to the Hearing Examiner's decision. 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. APPENDICES

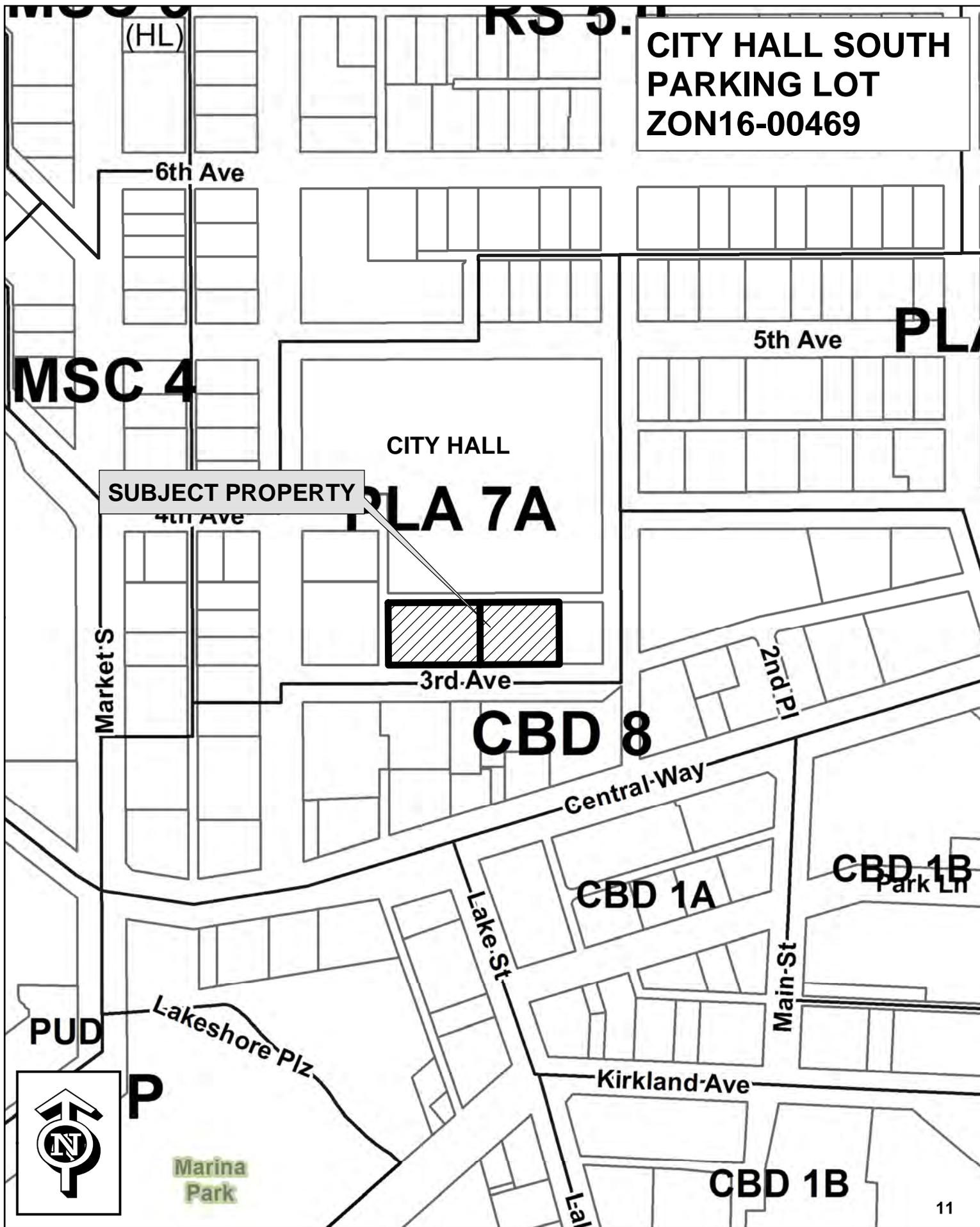
Attachments 1 through 6 are attached.

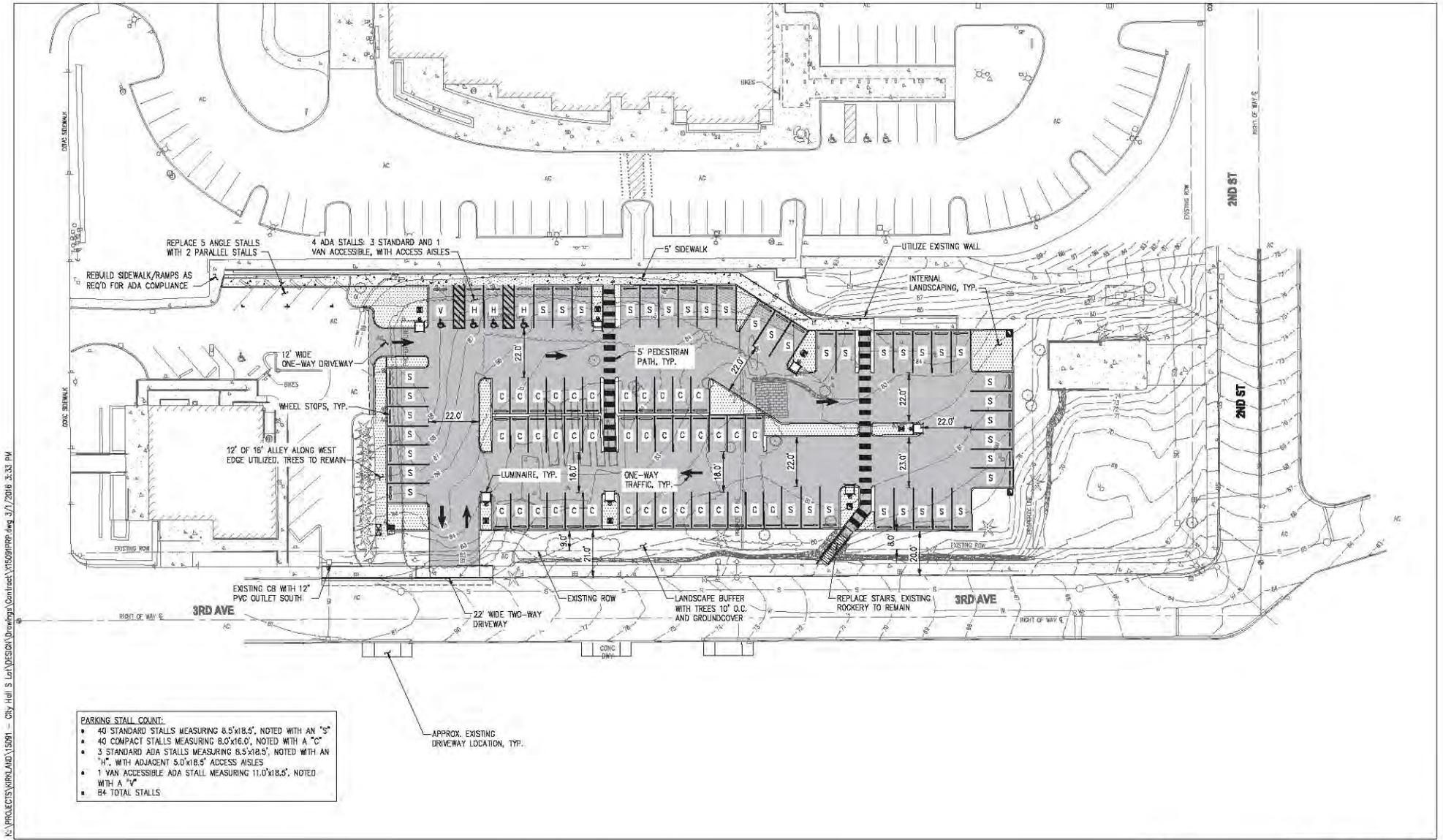
1. Vicinity map
2. Proposed plans
3. Development Standards
4. Citizen Advisory Group comments
5. Public Comments
6. SEPA documents

VI. PARTIES OF RECORD

Applicant
Parties of Record
Department of Planning and Building
Department of Public Works
Department of Fire Services

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





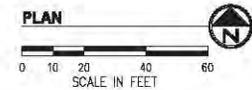
I:\PROJECTS\KIRKLAND\15991 - City Hall S Lot\DESIGN\Drawings\Contract\VT0901RPR.dwg 3/7/2016 3:33 PM

- PARKING STALL COUNT:**
- 40 STANDARD STALLS MEASURING 8.5'x18.5', NOTED WITH AN "S"
 - 40 COMPACT STALLS MEASURING 8.0'x16.0', NOTED WITH A "C"
 - 3 STANDARD ADA STALLS MEASURING 8.5'x18.5', NOTED WITH AN "H", WITH ADJACENT 5.0'x18.5' ACCESS AISLES
 - 1 VAN ACCESSIBLE ADA STALL MEASURING 11.0'x18.5', NOTED WITH A "V"
 - 84 TOTAL STALLS

APPROX. EXISTING DRIVEWAY LOCATION, TYP.



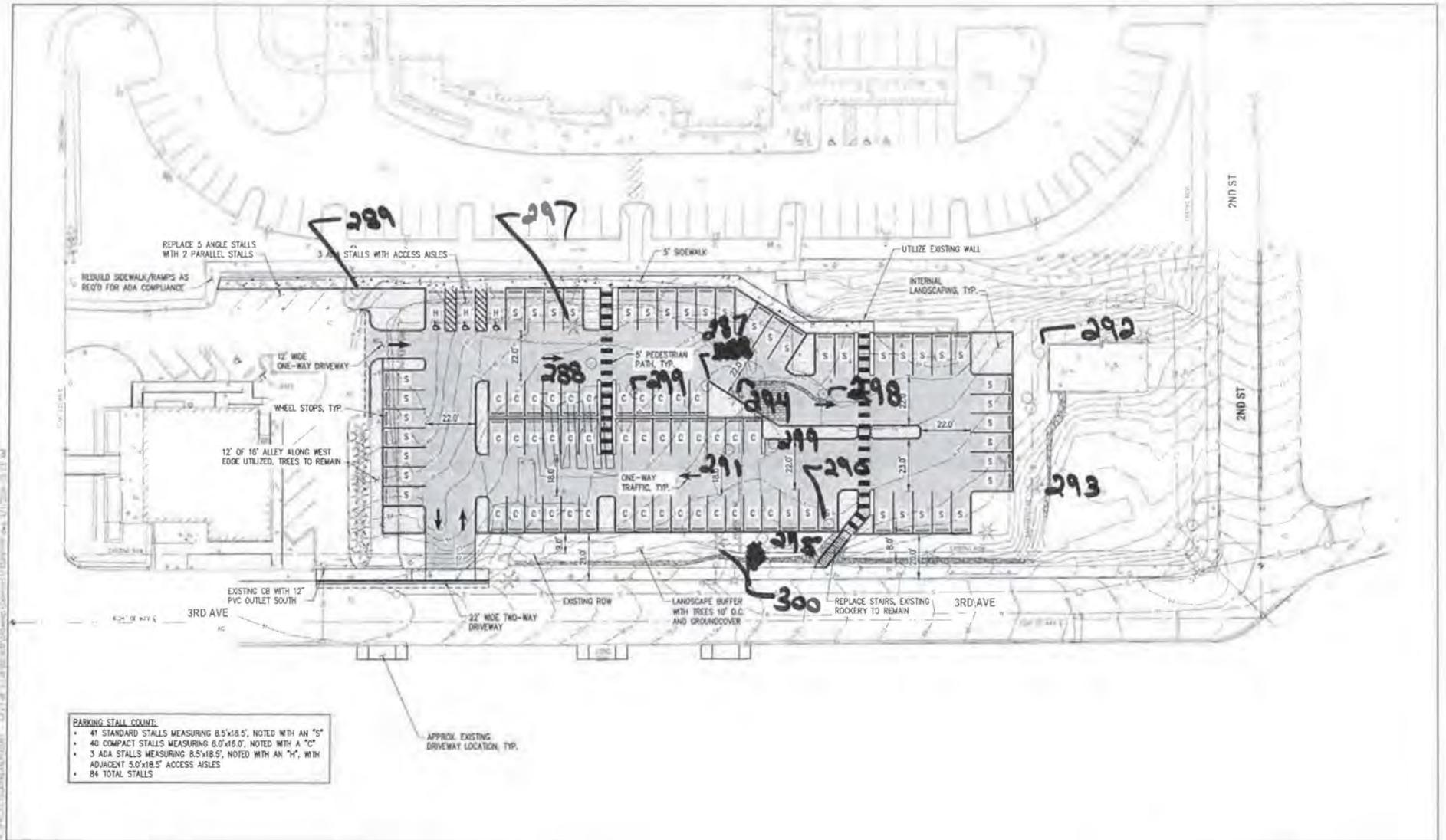
PARKING LOT LAYOUT
KIRKLAND CITY HALL SOUTH LOT



KPG
 753 9th Ave N
 Seattle, WA 98107
 (206) 396-1698
 www.kpg.com

2500 Jefferson Ave
 Tacoma, WA 98402
 (253) 827-4229

TREE INVENTORY - February 26, 2016																				
Assessor: Kasey Parker		ISA Certified Arborist # PN-7477A, TRAQ																		
I visited the site for the Kirkland City Hall South Lot on 2/26/2016 and have summarized my findings in the table below.																				
tree number	tag number	DBH @4.5'	general health	species	Condition	proposed plan														
1	289	9"	Good	Acer Rubrum	Tree is located in a planter strip with approx. 40% of roots covered by pavement. Tree's vigor and crown density are normal. Tree has codominant stems with some included bark.	remove for sidewalk														
2	297	9"	Good	Psuedotsuga Menziesii	Tree is located on a flat topography, Crown density and vigor are normal. There is Ivy climbing up tree, recommend removing Ivy around base. No main concerns with this tree. Tree is healthy.	remove for grading. Looked at possibly moving planter to west, but proposed grades will impact roots														
3	288	8"	Poor	Ilex aquifolium	Holly tree appears to have fruiting bodies located on sapwood. Tree has wounds running up trunk and appears to be decaying. Recommend Removal of Holly tree as this can be considered a nuisance tree.	removed for paving														
4	299	10"	Good	Quercus	Tree does not appear to have any history of failure. Vigor and crown Density are normal. 85% LCR. Pruning cuts have been previously been made for clearance. Recommend making proper finishing cuts. Approx. a 5 degree lean from the trunk but tree has self corrected. No major concerns with this tree.	removed for paving														
5	287	12"	Good	Prunus	Tree has Normal vigor and crown density. Has a LCR of 60%. There is approx a 10-15 degree lean at the trunk but the tree has self corrected and compensated for lean with heavy root growth opposite lean. This tree appears to be in good condition. Recommend clearing underbrush to allow tree room to grow.	remove for grading. Looked at possibly moving planter to west, but proposed grades will impact roots														
6	294	13"	Good	Picea	Tree has Normal Vigor and crown density. LCR of 85%. Ivy climbing stem of tree adds more load to tree. Recommend removing Ivy. 5 degree lean present and has been corrected. Tree in good overall condition.	removed for paving														
7	291	10"	Poor	Unknown	Tree is dead. Recommend Removal.	removed for paving														
8	300	17.5"	Good	Psuedotsuga Menziesii	Tree has overall good general health. Vigor and Crown Density normal. No codominant stems or weak attachments.	retention anticipated. Will require field observation for grading.														
9	295	8"	Moderate	Cornus Florida	Tree vigor appears to be normal-low. Has multiple leaders. Recommend removing some weight of various leaders.	retention anticipated. Will require field observation for grading.														
10	298	13"	Good	Betula	Tree Has normal Vigor and crown density. There is pavement over approx. 45% of the root zone. No major concerns.	removed for paving														
11	290	11.5"	Good	Prunus	Tree has low-normal vigor. Has normal crown density. Approx. 10% of overall branches are dead. Recommend pruning dead wood. Large number of surface roots could present tripping hazard	removed for paving														
12	293	30"	Good	Psuedotsuga Menziesii	Tree appears to be in good health, Vigor and crown density are normal. No signs of any concerns on structure of tree. Excessive ivy is climbing up tree. Recommend removing ivy from base.	retention anticipated.														
13	292	13.5"	Good	Prunus	Crown density and vigor appear to be normal. No major concerns with this tree. Recommend removing underbrush to allow tree more space to grow.	retention anticipated.														

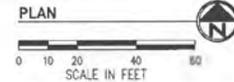


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 - 3 ADA STALLS MEASURING 8.5'x18.5', NOTED WITH AN "H", WITH ADJACENT 5.0'x18.5' ACCESS AISLES
 - 84 TOTAL STALLS

APPROX. EXISTING DRIVEWAY LOCATION, TYP.



PARKING LOT LAYOUT
KIRKLAND CITY HALL SOUTH LOT



Kirkland City Hall S. Lots
 Impervious Coverage and Landscaping Calculations
 KPG - 3/8/16

<i>S. Lots - Utilized Parcel Areas</i>	<i>Area (SF)</i>	<i>Notes</i>
S. Lot Parcels	28504	
North Alley (Approx. 16' x 295')	4725	
West Alley (Approx. 16' x 102')	1633	
Total Area	34862	

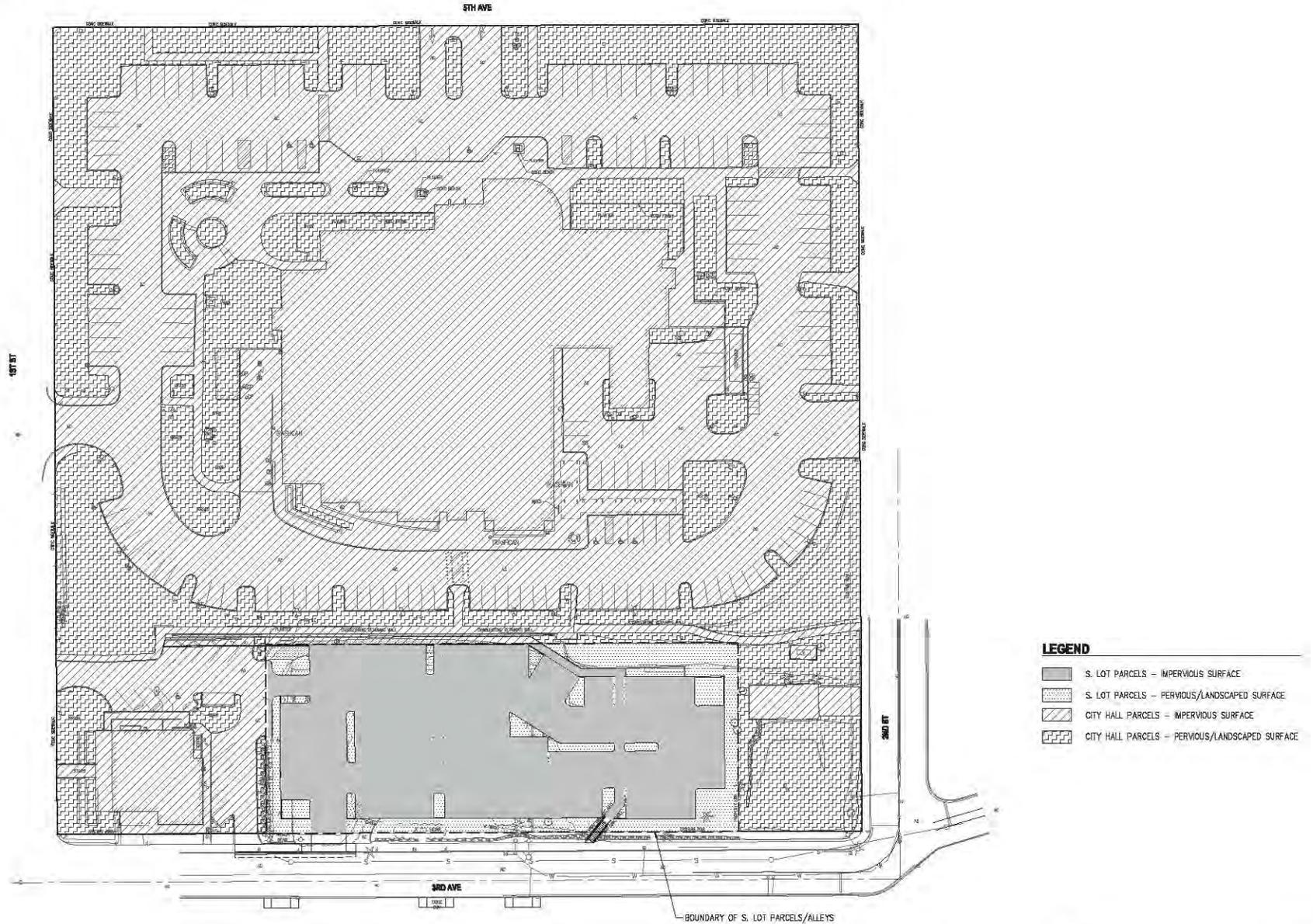
<i>S. Lots - New Impervious Surfaces</i>	<i>Area (SF)</i>	<i>Notes</i>
Conc. Sidewalk - S. Lot Parcels/Alleys	312	
New Curb & Conc. Medians	1081	
New Asphalt	24937	Porous HMA counted as impervious surface for calcs - apply 10% overall impervious surface reduction
Conc. Stairs	97	
Existing Annex Impervious	67	Small portion within alley boundary
Total Impervious	26494	

<i>S. Lots - Pervious/Landscaped Surfaces</i>	<i>Area (SF)</i>	<i>Notes</i>
Lot Internal Planters	2262	Total required for 84 stalls @ 25 SF/stall (KZC) = 2100 SF
External Pervious/Landscaping	6106	
Total Pervious	8368	

<i>S. Lots - Impervious Coverage</i>	<i>Coverage (%)</i>	<i>Notes</i>
Total Impervious Coverage	76.0%	
Reduction for Porous HMA	10.0%	Half of total new Porous HMA = 12,469 SF = 35.8% of total lot area (> 10%, so 10% reduction controls)
Total Impervious Coverage	66.0%	MAX allowable = 70% (KZC)

<i>City Hall Parcels - Impervious Coverage</i>	<i>Area (SF)</i>	<i>Notes</i>
City Hall Parcels Total Area	219076	Incl. City Hall parcel, Annex parcel, and Duplex parcel
Impervious Surfaces	152779	Incl. roofs, sidewalks, and asphalt
Pervious/Landscaped Surfaces	66297	
Total Impervious Coverage	69.7%	MAX allowable = 70% (KZC)

<i>Combined S. Lots and City Hall Coverage</i>	<i>Area (SF)</i>	<i>Notes</i>
Total Area of All Parcels	253938	
Total Area of Impervious Surfaces	179273	
Reduction for use of S. Lot Porous HMA	2649	10% of total impervious area calculated for S. Lots can be subtracted for use of Porous HMA
TOTAL IMPERVIOUS COVERAGE	69.6%	MAX allowable = 70% (KZC)



CITY HALL PARCELS - SURFACE COVERAGE
 KIRKLAND CITY HALL S. LOT PROJECT



PLANNING DEPARTMENT

Contact: Janice Coogan, jcoogan@kirklandwa.gov, 425-587-3257

ZONING CODE STANDARDS GENERAL STANDARDS

95.30 Tree Retention.

The applicant submitted a tree inventory and tree retention plan showing 13 significant trees on site of which four are viable for retention. These trees were assessed by the City's Urban Forester and made additional recommendations for tree protection and pruning of other existing trees along the west property line. The following trees are proposed for retention. The applicant shall follow the recommendations described below.

Significant Trees:

	High Retention Value	Moderate Retention Value	Low Retention Value
--	----------------------	--------------------------	---------------------

On Site

292 X

293 X

295 X

300 X

Removed

287 Not viable - UDI

288 Not viable - UDI

289 Not viable - UDI

290 Not viable - UDI

291 Not viable - UDI

294 Not viable - UDI

297 Not viable - UDI

298 Not viable - UDI

299 Not viable - UDI

UF checklist comments: trees #292, 293, 295 and 300 are high retention value trees. Trees #295 and 300 will be substantially impacted by the proposed parking lot. These two trees are likely to have approximately 45% of their root zone smothered by the pavement. They have an equal likelihood of survival. Tree #295 will need to have some of its canopy pruned to provide clearance for the vehicle parking space immediately north of this tree. Tree #300 is at risk of trucks striking the trunk when and if they back into the parking space – it appears to be approximately 4 feet from the back of the wheel stop. Compact spaces will limit full size trucks partially but not entirely. Trees #292 and 293 are the two trees in the arborist report which are most likely to be saved but this will depend on grading.

Trees #287, 288, 289, 290, 291, 294, 297, 298 and 299 are not viable trees due to unavoidable development impacts (UDI).

The arborist report did not include some significant trees on-site. There are two pine trees approximately 30 and 45 feet to the east of tree #292. These trees are unlikely to be impacted if the adjacent area is used by the contractor for material storage, staging or other construction efforts. The concrete pad to their south will aid in protecting the trees but the contractor should not be allowed to access the site north of these trees. There is also an 8-inch DBH Red Maple approximately 45 feet north of tree #298.

Other comments regarding site trees and vegetation:

The north-south oriented hedge of western red cedar to the southwest of the parking lot is not acknowledged by the arborist report. I have four suggestions to improve this area as part of this development project. First is to thin the hedge by removing all trees and stems 10-inches DBH and smaller. Second is to retain and supplement the tall Oregon grape (*Mahonia aquifolium*) shrubs in this planting bed. Third is to remove the laurel shrubs. Fourth is to remove the southernmost trees which are being topped to provide clearance to the overhead powerlines.

The two Douglas fir trees and the holly at the southeast corner of the parking lot should be removed. The Douglas fir trees because they are being topped to provide clearance for the overhead power lines and the holly because it is a weed of concern in King County.

The laurel shrubs to the west and south of tree #292 should be cut to 3 feet high to remove them from tree #292's canopy to reduce the competition for light between these two plants. The laurel will survive, re-sprout and can also be trained into a smaller shrub rather than having it deform tree #292 through competition for light.

95.44 Parking Area Landscape Islands. Landscape islands must be included in parking areas as provided in this section. Show on plans calculations for amount of landscaping.

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. Perimeter landscaping shall be installed along the west, south and east side of the parking lot. Existing vegetation may be used to comply with the standards.

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. Remove existing ivy on site and on trees.

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

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.

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.

105.19 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.

105.65 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.

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.

115.75.2 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.

115.135 Sight Distance at Intersection. Areas around all intersections, including the entrance of driveways onto streets, must be kept clear of sight obstruction as described in this section.

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. Show on plans Urban Forester's recommendations described above.

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.

Prior to final inspection/occupancy:

95.51.2.a Required Landscaping. All required landscaping shall be installed and 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.

BUILDING DEPARTMENT

Contact: Tom Jensen – tjensen@kirklandwa.gov

1. A geotechnical report is required to address development activity. The 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.
2. Prior to issuance of Building, Demolition or Landsurface Modification permit applicant must submit a proposed rat baiting program for review and approval. Kirkland Municipal Ordinance 9.04.040
3. Plumbing meter and service line shall be sized in accordance with the current UPC. We are currently using the 2012 edition.
4. Any vault or retaining wall will require a separate building permit.
5. Building permits must comply with 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. Kirkland currently has adopted the 2012 editions. Permits submitted after June 30, 2016 shall comply with the 2015 code editions.
6. Lighting must comply with International Energy Conservation Code as adopted and amended by the State of Washington. We are currently using the 2012 edition. Permits submitted after June 30, 2016 shall comply with the 2015 code edition.
7. Kirkland reviews, issues and inspects all electrical permits in the city. Kirkland currently uses the 2014 Washington Cities Electrical Code chapters 1 and 3 as published by WABO. Permits submitted after June 30, 2016 shall comply with the 2015 code edition.
8. Structures must be designed for seismic design category D, wind speed of 110 miles per hour and exposure C.
9. Nonstructural components must be designed for seismic design category D, wind speed of 110 miles per hour and exposure C. ASCE 7 - 10
10. Fire apparatus loading is required for the area over and around the vault. Required Loading for Fire Department Apparatus: HS 20 loading required: Point load of 45,000 lbs., due to max reaction at stabilizer outrigger. This load must be applied on an 18 by 18-inch area and also applied as an unfactored load on a 10 by 14-inch area.
11. 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# (800) 514-0301.

PUBLIC WORKS DEPARTMENT

Permit #: ZON16-00469

Project Name: City Hall South Parking Lot

Project Address: 123 Fifth Ave, 120 3rd Ave, 136 3rd Ave

Date: March 14, 2016

PUBLIC WORKS CONDITIONS

Building and Land Surface Modification (Grading) Permit Process:

Philip Vartanian, Development Engineer

Phone: 425-587-3856 Fax: 425-587-3807

E-mail: pvartanian@kirklandwa.gov

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.
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 applicant should anticipate the following fees:
 - o Surface Water Connection Fees (paid with the issuance of a Land surface modification, LSM permit).
 - o Right-of-way Fee (paid with the issuance of LSM permit).
 - o Review and Inspection Fee (paid with issuance of LSM permit).
3. All street and utility improvements shall be permitted by obtaining a Land Surface Modification (LSM) Permit, including the required LSM Checklist.
4. 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.
5. After Concurrency has passed a certificate will be issued that will read as follows: CERTIFICATE OF CONCURRENCY: This project has been reviewed and approved for water, sewer, and traffic concurrency. Any

water and sewer mitigating conditions are listed within the conditions below. Any traffic mitigating conditions will be found in an attached memorandum from the Public Works Traffic Engineering Analyst to the Planning Department Project Planner. Upon issuance of this permit, this project shall have a valid Certificate of Concurrency and concurrency vesting until the permit expires. This condition shall constitute issuance of a Certificate of Concurrency pursuant to chapter 25.12 of the Kirkland Municipal Code.

6. 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 G-7, Engineering Plan Requirements. This policy is contained in the Public Works Pre-Approved Plans and Policies manual.
7. 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.
8. All plans submitted in conjunction with grading or right-of-way permit must have elevations which are based on the King County datum only (NAVD 88).
9. The required tree plan shall include any significant tree in the public right-of-way along the property frontage.

Surface Water Conditions:

1. Provide temporary and permanent storm water control per the 2009 King County Surface Water Design Manual and the Kirkland Addendum (Policy D-10). See Policy 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. This project most likely triggers a Full Drainage Review:

- Full Drainage Review

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

- o Add 5,000ft² or more of new impervious surface area or 10,000ft² or more of new plus replaced impervious surface area,
- o Propose 7,000ft² or more of new pervious surface or,
- o 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. This project is in a Level 1/Potential Direct Discharge Area, and is required to comply with core drainage requirements in the 2009 King County Surface Water Design Manual.

This project must provide Level 1 Flow Control, or qualify for an exemption.

To qualify for direct discharge exemption from flow control, the applicant must demonstrate (at a minimum):

- The conveyance system between the project site and Lake Washington will be comprised of manmade conveyance elements and will be within public right-of-way or a public or private drainage easement, AND
- The conveyance system will have adequate capacity per Core Requirement #4, Conveyance System, for the entire contributing drainage area, assuming build-out conditions to current zoning for the equivalent area portion and existing conditions for the remaining area; or,
- This project may qualify for an exception to flow control if the target surfaces will generate no more than a 0.1 cfs increase in the pre-developed 100-year peak flow. The existing site conditions (mixture of impervious, lawn, and forest) can be used as the pre-developed condition since this project is in a Level 1 area (fully forested conditions do not have to be used).

3. All areas of pervious pavement can be modeled as 50% impervious/50% pervious if designed according to the 2009 King County Surface Water Design Manual.

4. 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 Plans Policy L-2 for more information on this requirement.

5. Amended soil per Ecology BMP T5.13 is recommended for all landscaped areas.

6. This project is creating or replacing more than 5,000 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 less than 1 acre in size.

If pervious pavement is used for the PGIS areas, this project may qualify for the Soil Treatment Exemption from water quality treatment (see pages 1-65 and 1-66 in the 2009 King County Surface Water Design Manual). A geotechnical report is required to verify soils meet the criteria.

7. Provide a level one off-site analysis (based on the King County Surface Water Design Manual, core requirement #2).

8. Provide an Erosion and Sediment Control Plan (narrative and drawing) with the Land Surface Modification Permit application. The plan shall be in accordance with PW Pre-Approved Plans Policy D-12 and the 2009 King County Surface Water Design Manual.

9. 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.

Street and Pedestrian Improvement Conditions:

1. The subject property abuts 3rd Ave to the south and alley to the north and west.. 3rd Ave is a Neighborhood Access type street. 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.
2. Remove and replace all broken existing curb, gutter, and sidewalk along property frontages.
3. Landscape the area of the alley that are not utilized for vehicular access.
4. Meet the requirements of the City of Kirkland Driveway Pre-Approved Policy R-4.
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. It shall be the responsibility of the applicant to relocate any above-ground or below-ground utilities which conflict with the project associated proposed improvements.
7. Underground all new and existing on-site utility lines and overhead transmission lines.
8. Underground any new off-site 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 3rd Ave 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. The LID No Protest Agreement shall be signed and recorded prior to issuance of a Building or Land Surface Modification Permit.
10. New street lights may be required per Puget Power design and Public Works approval. Contact the INTO Light Division at PSE for a lighting analysis. If lighting is necessary, design must be submitted prior to issuance of a grading or building permit. New street lighting must be LED.

Links

- City of Kirkland Pre-Approved Plans and Policies
- Public Works Development Fees
- Stormwater FAQs
- Application Forms (Electronic, Paper)
- KZC105 – Private Drive, Private and Pedestrian Walkway Requirements
- KZC110 - Public Right-of-way Improvement Requirements

April 21, 2016

SUMMARY OF RECOMMENDATIONS

by the advisory group for City Hall’s planned Third Avenue parking lot



Kirkland’s public works and planning staff met five times in March and April 2016 with condominium residents along Third Avenue to talk about the planned Third Avenue parking lot. They discussed how it might affect residents and how the City of Kirkland could address those effects. This document

summarizes the resident and business stakeholders’ recommendations based on those discussions and categorizes them as project-related initiatives or broader City of Kirkland initiatives. ‘Yes’ in the Scope column is within the project’s scope. ‘No’ in the Scope column requires a broader City-wide initiative.

TOPIC	SCOPE	DISCUSSION	GROUP AGREES	STAFF AGREES
Use of new lot	No	The new lot will, according to current discussion, offer permit parking for downtown employees from 9 a.m. to 5 p.m. and be open and free to the public at night, similar to the parking lots at City Hall and surrounding streets. The City of Kirkland has not yet finalized the specific details of this plan.	Yes	Yes
Height of light poles	Yes	In accordance with Kirkland Zoning Code Section 105.60, Project is planning the light poles’ height in the new lot will be no taller 20 feet tall.	Yes	Yes
Light shielding	Yes	Kirkland will equip the new lights with light shields to minimize glare to adjacent residents located on the south side of Third Avenue and on the east side of Second Street.	Yes	Yes
City Hall lights	No	Kirkland’s facilities department plans to install shields on four existing lights on the southeast corner of City Hall’s parking lot. If feasible, it will add shields to other City Hall lights, as well.	Yes	Yes
Aesthetics & landscaping	Yes	The Zoning Code requires perimeter and internal landscaping. In response to concerns about vehicle lights shining into residential units and the threat of prowlers hiding in bushes, the City will incorporate into the proposal low-growing shrubs to the perimeter landscape buffer. These shrubs should be just tall enough to block headlight glare and just short enough to discourage prowlers from hiding in them. Kirkland will submit a more detailed landscaping plan in the future. Here’s a summary of landscaping requirements in KZC 95.44 and 95.45: Perimeter: One five-foot-wide row of trees and 25 square-feet of groundcover and internal landscaped area per parking stall with at least one tree and groundcover.	Yes	Yes
Litter in parking lot	Yes	Project can add waste receptacle; Waste Management will maintain it.	Yes	Yes

Overnight parking	Yes	“No overnight parking” sign in lot. <i>(City Attorney says establishing a sign prohibiting access is not best practice.)</i>	Yes	No
Driveway locations	Yes	Two driveways will provide access to the site. The project will relocate the existing Third Avenue driveway approximately 17 feet to the west. The project will widen that driveway for two-way traffic. The existing one-way driveway off First Street into City Hall’s Annex building will allow cars to enter but not exit the parking lot. The project will eliminate the curb-cut between the existing Third Avenue driveway and the east-most driveway into City Hall’s Annex building. The project will relocate the existing on-street loading area between the existing driveway and the driveway into City Hall’s Annex building. To provide adequate sight-distance on Third Avenue, the parking lot’s southern driveway will have 15 feet of red curbs on each side of them. The clearance areas on both sides of the project driveway will also provide additional pull-out areas for vehicles traveling west-bound and additional maneuvering areas for vehicles entering and exiting the opposing driveways to the south. The proposed project driveway location will not impact existing driveways on the south side of Third Avenue.	Yes	Yes
Sight-distance on Third Avenue	No	On-street parking will not be allowed within 15 feet of project driveways to maintain adequate sight-distance. The existing on-street loading zone on the north side of the street will be relocated to the east side of the project driveway, adjacent to the red curb. This will improve traffic maneuvers entering and exiting the project driveway and the opposing driveways on the south side of Third Avenue.	Yes	Yes
Third Avenue & Second Place intersection	No	The Neighborhood Traffic Control Program coordinator will work with the police department to monitor and enforce that drivers are stopping at the stop sign.	Yes	Yes
Sight-distance on Second Place	No	No way-finding signs will be installed on Second Place to reduce drivers’ use of Second Place as a route to the proposed parking lot.	Yes	Yes
	No	Kirkland’s Neighborhood Traffic Control Program coordinator will work with property owner(s) to trim the northeast hedge near Scruff to Fluff dog groomers. This will enhance the sight-distance for traffic traveling eastbound on Third Avenue to the Brezza condominium parking garage. Brezza’s Home Owner’s Association approve trimming the hedge	Monitor for effectiveness	Monitor for effectiveness
	No	Enforce City’s policy to keep waste bins off street until 30 minutes before and 30 minutes after Waste Management empties them.	Yes	Yes
Third Avenue parking	No	The new on-street parking configuration of Third Avenue will result in two lost parking spaces. To ensure sufficient sight-distance at the parking lot’s driveway, the project will eliminate one spot on the north side. It will eliminate one on the south side of Third Avenue at the west end of the street to provide a pull-out area for traffic heading northbound on First Street to eastbound Third Avenue. The project will maintain Third Avenue’s current time-restrictions for parking. The City will monitor traffic on Third Avenue after the parking lot’s construction and will review the need to remove or add time-restrictions to on-street parking as necessary.	Kirkland staff to discuss	Staff to discuss

From: Bea Nahon <Bea.Nahon@nahoncpa.com>
Sent: Friday, April 01, 2016 12:02 PM
To: Christian Knight
Cc: Janice Coogan; Rod Steitzer; Bruce Nahon
Subject: RE: Meeting No. 5: Review of consensus items

Good point - Thank you! I suggest that the other items (and you may well have others) be listed as open items.

I'm concerned that items that are identified for assignment to another department will not be resolved timely – and outside of group discussion of ideas, solutions, concerns, pros and cons. That would be unfortunate, we'd hoped to have all issues of common concern addressed together, and for what we've done thus far, it's been highly effective and responsive to mutual concerns and benefits. FWIW, the other items really are directly connected to the project, right?

If any items must go to another department, then perhaps someone from said department could come to our April 7 meeting? Is that possible? For example, I think Kathy is out this week, but I believe she's back next week.

Thank you again, much appreciated!

Bea

From: Christian Knight [<mailto:CKnight@kirklandwa.gov>]
Sent: Friday, April 01, 2016 11:48 AM
To: Bea Nahon <Bea.Nahon@nahoncpa.com>
Cc: Janice Coogan <JCoogan@kirklandwa.gov>; Rod Steitzer <RSteitzer@kirklandwa.gov>
Subject: RE: Meeting No. 5: Review of consensus items

Thanks Bea!

We are trying to acquire a list of requests to which we've all agreed in our four meetings. We did discuss many of the items on your list. But I don't think we reached consensus on how to address them—or even whether they should be addressed by the project or another City service, such as the Neighborhood Traffic Control Program, maintenance or code enforcement.

The bullet points we will send you Monday or Tuesday will be the requests on which we've reached consensus and agreement. The City can address the requests that are clearly beyond the scope of the parking lot project through a separate process. Does this make sense? I just want to make sure you get what you are expecting.

CHRISTIAN KNIGHT
 Neighborhood Services Coordinator
 City of Kirkland ☺ 425-587-3831

-----Original Appointment-----

From: Bea Nahon [<mailto:Bea.Nahon@nahoncpa.com>]

Sent: Thursday, March 31, 2016 11:49 AM

To: Christian Knight

Cc: Bruce Nahon; Steve Brilling; Sandy Fredric (gem.gen@frontier.com); Dave Cook, Waterview Condos; David Alskog; Rod Steitzer; Janice Coogan; Thang Nguyen; 'Elias Israel'

Subject: Accepted: Meeting No. 5: Review of consensus items

When: Thursday, April 07, 2016 9:00 AM-10:00 AM (UTC-08:00) Pacific Time (US & Canada).

Where: Norkirk Room

Hi Christian – items that come to mind to add to the list are: a date certain for the resolution of the sight distance on 2nd Place, ongoing maintenance of the subject hedge (i.e. it will grow back, right?), discouraging overnight parking in the new lot, the problematic 3-way/allway/4-way stop at the 3rd Ave/2nd St intersection, placement of wayfinding signage, and a waste receptacle at the parking lot. That's off the top of my head, I'll let you know if I think of anything else (hope not!) Looking forward to seeing the document and thank you for your work on this, I know sometimes it's like herding cats but it's all for good.

Best to you,

Bea

From: Bea Nahon <Bea.Nahon@nahoncpa.com>
Sent: Friday, April 01, 2016 11:04 AM
To: Janice Coogan
Cc: Rod Steitzer; Steve Brilling; Bruce Nahon; the2cooks@hotmail.com; alskog@livengoodlaw.com; Sandy Fredric (gem.gen@frontier.com)
Subject: RE: Notice of Application with Optional SEPA - City Hall South Parking Lot, File No. ZON16-00469

Thank you Janice!

That makes sense, it's consistent with my reading of the code, and I'm glad to see that you strongly encourage communication if there's going to be work outside of the regular hours. And I'm comforted by the SEPA checklist indicating that construction noise will occur only between 7AM and 7PM.

As I'm looking back at the SEPA checklist, it reminded me to ask you, do we have a contract yet, or does that wait until after the Hearing Examiner? Or is it still in RFP process (or has that even begun yet?)

Thank you again for all of your help, it's a pleasure to work together with you in this process. Have an excellent weekend!

Bea

From: Janice Coogan [<mailto:JCoogan@kirklandwa.gov>]
Sent: Friday, April 01, 2016 10:04 AM
To: Bea Nahon <Bea.Nahon@nahoncpa.com>
Cc: Rod Steitzer <RSteitzer@kirklandwa.gov>
Subject: RE: Notice of Application with Optional SEPA - City Hall South Parking Lot, File No. ZON16-00469

Bea,

If the City approves an exception to work ours described in 115.25.2a the City is not required to provide notice to the adjacent property owners but we strongly encourage a contractor to notify people by use of door hangers, flyers etc..

The notice requirement to the property owner (developer) is only required if the Planning Official limits or restricts the construction timing (115.25.2b).

I confirmed this practice with the Code Enforcement officer.

Janice Coogan

Senior Planner

City of Kirkland Planning and Building Department

123 Fifth Avenue Kirkland WA 98033

425.587.3257

"Kirkland Maps" makes property information searches fast and easy.

GIS mapping system now available to public at <http://maps.kirklandwa.gov>.

From: Bea Nahon [<mailto:Bea.Nahon@nahoncpa.com>]
Sent: Thursday, March 31, 2016 1:23 PM
To: Janice Coogan <JCoogan@kirklandwa.gov>; 'Steve Brillig' <sbrilling@gmail.com>; Angela Martin <aamartin@kirklandwa.gov>; Rod Steitzer <RSteitzer@kirklandwa.gov>; Christian Knight <CKnight@kirklandwa.gov>
Cc: Bruce Nahon <bruce.nahon@nahoncpa.com>; gem.gen@frontier.com; alskog@livengoodlaw.com; the2cooks@hotmail.com
Subject: RE: Notice of Application with Optional SEPA - City Hall South Parking Lot, File No. ZON16-00469

Hi Janice, I meant to respond earlier and tell you thank you for providing this information, much appreciated.

A question for you – if I understand this correctly, if the City restricts a property owner to a shorter window for operating hours, the City has to provide notice to the property owner, and that makes sense. But there's no comparable provision to provide notice to adjacent properties if the City permits activity to occur outside of the time frame noted in the Code. Hopefully that won't even come up as an issue, but is there a way that the neighboring property owners can be informed in advance of granting permission if that is proposed or contemplated? Or is there a notice provision that I'm just not seeing that would apply?

Thank you and best regards,

Bea

From: Janice Coogan [<mailto:JCoogan@kirklandwa.gov>]
Sent: Thursday, March 31, 2016 8:28 AM
To: Bea Nahon <Bea.Nahon@nahoncpa.com>; 'Steve Brillig' <sbrilling@gmail.com>; Angela Martin <aamartin@kirklandwa.gov>; Rod Steitzer <RSteitzer@kirklandwa.gov>; Christian Knight <CKnight@kirklandwa.gov>
Cc: Bruce Nahon <bruce.nahon@nahoncpa.com>; gem.gen@frontier.com; alskog@livengoodlaw.com; the2cooks@hotmail.com
Subject: RE: Notice of Application with Optional SEPA - City Hall South Parking Lot, File No. ZON16-00469

Thank you Bea for your comments.

Here is the information regarding limitations on construction activity from the Zoning Code. This is a permit condition.

115.25 Development Activity – Limitations On

1. General – It is a violation of this code to engage in any development activity before 7:00 a.m. or after 8:00 p.m., Monday through Friday, or before 9:00 a.m. or after 6:00 p.m.

Saturday. No development activity may occur on Sundays or on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

2. a. Exception – The Planning Official may grant written permission to engage in a development activity outside of the hours established by subsection (1) of this section if either:

- 1) The activity or operation will not impact any residential use; or
- 2) The permission will facilitate the construction of publicly funded improvements that will serve the general population of the City of Kirkland and such permission is necessary to avoid undue delay of project completion and/or long-term inconvenience or disruption to the general public.

b. The Planning Official may limit the hours of operation permitted under subsection (1) of this section, if:

- 1) The reduced hours will best serve the public's health, safety and welfare; or
- 2) There have been substantial verifiable complaints received by the Planning and Building Department that the development activity is interfering with the health and repose of residents of a residential use which is permitted in the zone in which the development activity is located.

If the Planning Official determines that the hours of operation on a site should be limited pursuant to subsections (2)(b)(1) or (2) of this section, he/she shall provide written notice to the owner of the property affected by this decision one (1) week prior to the imposition of the restriction. The Planning Official shall have the right to repeal this restriction at any time it can be shown that the development activity can and will be conducted so as not to be contrary to subsections (2)(b)(1) and (2) of this section.

Janice Coogan
Senior Planner
City of Kirkland Planning and Building Department

123 Fifth Avenue Kirkland WA 98033
425.587.3257

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GIS mapping system now available to public at <http://maps.kirklandwa.gov>.*

From: Bea Nahon [<mailto:Bea.Nahon@nahoncpa.com>]
Sent: Tuesday, March 29, 2016 9:20 AM
To: Janice Coogan <JCoogan@kirklandwa.gov>; 'Steve Brillling' <sbrilling@gmail.com>; Angela Martin <aamartin@kirklandwa.gov>; Rod Steitzer <RSteitzer@kirklandwa.gov>; Christian Knight <CKnight@kirklandwa.gov>
Cc: Bruce Nahon <bruce.nahon@nahoncpa.com>; gem.gen@frontier.com; alskog@livengoodlaw.com; the2cooks@hotmail.com
Subject: RE: Notice of Application with Optional SEPA - City Hall South Parking Lot, File No. ZON16-00469

Thank you for the opportunity to provide comments. Regarding the SEPA checklist for this project:

1. I concur with the comments submitted previously by Steve Brillling – and included below – regarding the lighting and shielding. Although we've discussed this in our meetings and have come to verbal agreement about the issue and the need for shielding, it's also important that it be memorialized for the future, so that now and in years to come, the shielding is on record.
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Thank you for your consideration of these items.

Respectfully submitted,

Bea Nahon
129 3rd Ave #503
Kirkland WA 98033
425-828-4747

From: Janice Coogan [<mailto:JCoogan@kirklandwa.gov>]
Sent: Monday, March 21, 2016 7:23 AM
To: 'Steve Brilling' <sbrilling@gmail.com>; Angela Martin <aamartin@kirklandwa.gov>; Rod Steitzer <RSteitzer@kirklandwa.gov>; Christian Knight <CKnight@kirklandwa.gov>
Cc: Bea Nahon <Bea.Nahon@nahoncpa.com>; Bruce Nahon <bruce.nahon@nahoncpa.com>; gem.gen@frontier.com; alskog@livengoodlaw.com; the2cooks@hotmail.com
Subject: RE: Notice of Application with Optional SEPA - City Hall South Parking Lot, File No. ZON16-00469

Thank you Steve, I have received your comments.

Janice Coogan
Senior Planner
City of Kirkland Planning and Building Department
123 Fifth Avenue Kirkland WA 98033
425.587.3257

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From: Steve Brilling [<mailto:sbrilling@gmail.com>]
Sent: Saturday, March 19, 2016 9:06 AM
To: Angela Martin <aamartin@kirklandwa.gov>; Janice Coogan <JCoogan@kirklandwa.gov>; Rod Steitzer <RSteitzer@kirklandwa.gov>; Christian Knight <CKnight@kirklandwa.gov>
Cc: Bea.Nahon@nahoncpa.com; 'Bruce Nahon' <bruce.nahon@nahoncpa.com>; gem.gen@frontier.com; alskog@livengoodlaw.com; the2cooks@hotmail.com
Subject: RE: Notice of Application with Optional SEPA - City Hall South Parking Lot, File No. ZON16-00469

Thanks for sending us this paperwork. I would like to request that in the section of the SEPA Checklist re Light and Glare, the following response be amended:

d. Proposed measures to reduce or control light and glare impacts, if any:
None instead replace with something along the lines of: per city code, lights in parking lot will be fully shielded

Thanks, Steve

Steve Brilling
225 4th Ave, A603
Kirkland, WA 98033
425-891-7875

From: Angela Martin [<mailto:aamartin@kirklandwa.gov>]
Sent: Friday, March 18, 2016 11:22 AM

To: Janice Coogan <JCoogan@kirklandwa.gov>

Subject: Notice of Application with Optional SEPA - City Hall South Parking Lot, File No. ZON16-00469

Attached for your information are the notice of application with Optional SEPA, Site Plan and Environmental Checklist for the **City Hall South Parking Lot, File No. ZON16-00469**.

If you have any questions regarding this information you may contact **Senior Planner Janice Coogan** at jcoogan@kirklandwa.gov or 425-587-3257.

Thank you,

Angela Martin
Planning & Building Department
Office Specialist
425-587-3237
aamartin@kirklandwa.gov



Please don't print this e-mail unless you really need to. Reduce, Reuse, Recycle

From: Bea Nahon <Bea.Nahon@nahoncpa.com>
Sent: Friday, April 01, 2016 9:39 AM
To: Christian Knight; Rod Steitzer; Stephen Padua; Janice Coogan; Thang Nguyen
Cc: Bruce Nahon; Steve Brillling; the2cooks@hotmail.com; Sandy Fredric (gem.gen@frontier.com); alskog@livengoodlaw.com; 'Elias Israel'
Subject: Kirkland statute re overnight parking

Yesterday there was some question about what the meaning was for “overnight parking”. Then it occurred to me, perhaps it’s defined in the Code. And it turns out, of course it is!

KMC 12.45.010(6) states “Overnight parking” means the parking of a vehicle in one spot continuously for a period exceeding six hours at any time during the hours from ten p.m. of the day designated to eight a.m. of the following day.

Further on, KMC 12.45.230 states that: It is a civil infraction to park or stand a motor vehicle in a street zone where a sign or pavement markings restrict parking, in violation of the applicable restrictions, which include the following: and then notably, Overnight Parking is item (b) in that list.

Best to all,

Bea



Please consider the environment before printing this e-mail or attachments.

From: Bea Nahon <Bea.Nahon@nahoncpa.com>
Sent: Tuesday, March 29, 2016 10:17 AM
To: Rod Steitzer; Janice Coogan; 'Steve Brilling'; Angela Martin; Christian Knight; Thang Nguyen
Cc: Bruce Nahon; gem.gen@frontier.com; alskog@livengoodlaw.com; the2cooks@hotmail.com
Subject: RE: Parking at City Hall - traffic study

Hello to all and sorry that I wasn't able to respond by last Friday. Hopefully these comments are still timely for your consideration for our next meeting.

1. Table 3 notes that the intersections of 1st St and 3rd Ave, and 2nd St and 3rd Ave, are currently LOS A at PM peak hour, with delays of 9 seconds and 7 seconds respectively. Table 4 notes that there will be 252 daily trips added for permit parking, and it notes (above Table 4) that it is assuming that 100% of the permit parking users will leave the lot during the PM peak hour (that being 126 outbound trips). And yet, looking to Table 5, the LOS for those two intersections is still LOS A, with an increased delay of just 1 second after the project. Really? Adding 126 trips thru those intersections in the PM peak hour will only add 1 second of delay? When comparing against Figure 4 and adding a material number of trips during peak hour for those two intersections and arriving at just one additional second of delay, just doesn't seem like a logical result.
2. Table 6 notes the intersection collisions, and it is interesting to note that the highest number of average collisions is the intersection of 2nd Pl/Central Way/Main. Not surprising - and definitely interesting. What I found to be missing, though, is the following:
 - a. Only 4 of the intersections are noted in this table. Does that mean that no collisions occurred at any of the other intersections referenced elsewhere in the report?
 - b. The report notes that the rear-end collisions at the 2nd Pl intersection were caused by "driver inattention, speeding or vehicles following too close." Where was that data obtained? Given the obstructed view that 2nd Pl suffers, I have to wonder if that was a contributing factor for at least 2 of the noted causes.
3. Table 7 – which segment of this table would include the roadway - from the intersection of Central Way and 2nd Place – to the intersection of 3rd Ave and 2nd St? It seems to be missing from the table but it could be there and I am just not seeing it!
4. Staying with that same portion of the roadway as noted in my item 3 above, the document is mysteriously silent about the visibility issues of that segment – for travel on the segment and the visibility for ingress and egress by the residential and commercial properties along it. This absolutely needs to be addressed in this report, with current conditions and the impact of increased trips that will occur on that portion of the roadway.
5. At the bottom of Page 17, the study notes – "The collision rate along these segments is considered low and the added traffic volumes from the project will have minimal impact to the frequency of collisions on area roadways." The conclusion seems speculative at best. The report does not back up that conclusion, even though a material number of additional trips will occur.

Seems to me that the City is not well served by a document that predicts minimal impact to the frequency of collisions and reliance on same, should an injury or fatality accident occur.

6. I like the recommendation for continuing to allow parking on both sides of 3rd Ave with vehicle pullouts. As noted in an earlier e-mail to Rod, however, that option should be combined with time-of-day parking restrictions on the north side. The proposed drawing would have no pullouts on either side for much of the eastern portion of 3rd Ave., not nearly as much as on the western portion. Rather than adding marked pullouts on the eastern portion, my ask is that we change the parking to time-limited during daytime hours – 4 hours, or possibly 2 hours, depending on what would be best. This would allow for more turnover of the parking during the day and as a result, create some pullout space from time to time. And it would open up more opportunities for downtown customers and visitors to park there, in spots that are now often occupied by transit riders.

As a related item, which occurs to me as I'm writing this and as I was responding earlier to the SEPA checklist, we should be keeping a written summary of the consensus items that have evolved from this group so that we all have a record of same. Please advise as to how best to proceed with that.

Much appreciated and best to all. See you all on Thursday,

Respectfully submitted,

Bea Nahon
129 – 3rd Ave #503
Kirkland WA 98033
425-828-4747

From: Rod Steitzer [<mailto:RSteitzer@kirklandwa.gov>]
Sent: Tuesday, March 22, 2016 5:08 PM
To: Janice Coogan <JCoogan@kirklandwa.gov>; 'Steve Brillig' <sbrilling@gmail.com>; Angela Martin <aamartin@kirklandwa.gov>; Christian Knight <CKnight@kirklandwa.gov>; Thang Nguyen <TNguyen@kirklandwa.gov>
Cc: Bea Nahon <Bea.Nahon@nahoncpa.com>; Bruce Nahon <bruce.nahon@nahoncpa.com>; gem.gen@frontier.com; alskog@livengoodlaw.com; the2cooks@hotmail.com
Subject: Parking at City Hall - traffic study

All

Thanks again for taking the time to participate in the advisory group for the parking project. In preparation for our next meeting, please review the attached traffic report with recommendations for street parking.

It would be best to receive comments by this Friday.

Thank you,

Rod

From: Bea Nahon <Bea.Nahon@nahoncpa.com>
Sent: Tuesday, March 29, 2016 9:20 AM
To: Janice Coogan; 'Steve Brilling'; Angela Martin; Rod Steitzer; Christian Knight
Cc: Bruce Nahon; gem.gen@frontier.com; alskog@livengoodlaw.com; the2cooks@hotmail.com
Subject: RE: Notice of Application with Optional SEPA - City Hall South Parking Lot, File No. ZON16-00469

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1. I concur with the comments submitted previously by Steve Brilling – and included below – regarding the lighting and shielding. Although we've discussed this in our meetings and have come to verbal agreement about the issue and the need for shielding, it's also important that it be memorialized for the future, so that now and in years to come, the shielding is on record.
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Thank you for your consideration of these items.

Respectfully submitted,

Bea Nahon
 129 3rd Ave #503
 Kirkland WA 98033
 425-828-4747

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Sent: Monday, March 21, 2016 7:23 AM
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Cc: Bea Nahon <Bea.Nahon@nahoncpa.com>; Bruce Nahon <bruce.nahon@nahoncpa.com>; gem.gen@frontier.com; alskog@livengoodlaw.com; the2cooks@hotmail.com
Subject: RE: Notice of Application with Optional SEPA - City Hall South Parking Lot, File No. ZON16-00469

Thank you Steve, I have received your comments.

Janice Coogan

Senior Planner
 City of Kirkland Planning and Building Department
 123 Fifth Avenue Kirkland WA 98033
 425.587.3257

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Sent: Saturday, March 19, 2016 9:06 AM
To: Angela Martin <aamartin@kirklandwa.gov>; Janice Coogan <JCoogan@kirklandwa.gov>; Rod Steitzer <RSteitzer@kirklandwa.gov>; Christian Knight <CKnight@kirklandwa.gov>
Cc: Bea.Nahon@nahoncpa.com; 'Bruce Nahon' <bruce.nahon@nahoncpa.com>; gem.gen@frontier.com; alskog@livengoodlaw.com; the2cooks@hotmail.com
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None instead replace with something along the lines of: per city code, lights in parking lot will be fully shielded

Thanks, Steve

Steve Brillig
 225 4th Ave, A603
 Kirkland, WA 98033
 425-891-7875

From: Angela Martin [<mailto:aamartin@kirklandwa.gov>]
Sent: Friday, March 18, 2016 11:22 AM
To: Janice Coogan <JCoogan@kirklandwa.gov>
Subject: Notice of Application with Optional SEPA - City Hall South Parking Lot, File No. ZON16-00469

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Thank you,

Angela Martin
Planning & Building Department
Office Specialist
425-587-3237
aamartin@kirklandwa.gov



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From: Evan Schmidt <evan.schmidt@hotmail.com>
Sent: Sunday, March 27, 2016 11:13 AM
To: Janice Coogan
Subject: Case No. ZON16-00469

Janice,

I live across the street from the subject property and feel as though the city may be overlooking the safety issues regarding 2nd PL and Central Way.

1. That intersection is uncontrolled and poses considerable risk to both vehicles and pedestrians. It's very difficult for vehicles to safely enter and exit traffic and, in my opinion, completely unsafe for pedestrians during peak traffic hours. I'm surprised we haven't had a death to be frank.
2. The bend of 2nd PL in front of Brezza condominiums is blind for vehicles. Having more traffic just creates more opportunity for accidents.

All the best and thanks for reading my comments.

Evan Schmidt

Sent from my iPhone

From: Steve Brillig <sbrilling@gmail.com>
Sent: Saturday, March 19, 2016 9:06 AM
To: Angela Martin; Janice Coogan; Rod Steitzer; Christian Knight
Cc: Bea.Nahon@nahoncpa.com; 'Bruce Nahon'; gem.gen@frontier.com; alskog@livengoodlaw.com; the2cooks@hotmail.com
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Steve Brillig
 225 4th Ave, A603
 Kirkland, WA 98033
 425-891-7875

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To: Janice Coogan <JCoogan@kirklandwa.gov>
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Thank you,

Angela Martin
 Planning & Building Department
 Office Specialist
 425-587-3237
aamartin@kirklandwa.gov

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From: Steve Brillling <sbrilling@gmail.com>
Sent: Monday, February 29, 2016 11:58 AM
To: Rod Steitzer; Christian Knight; Janice Coogan
Cc: Bea.Nahon@nahoncpa.com; 'Elias Israel'; bruce.nahon@nahoncpa.com; gem.gen@frontier.com
Subject: FW: Emailing - PROJECT-UPDATE-parking-lot.pdf
Attachments: IMG_0170.jpg; IMG_1054.jpg

Dear Rod, Christian and Janice,

In getting ready for our meeting next week, I did a little homework around the lighting/aesthetics concerns we raised in our first meeting. What I found via the internet were exterior lighting requirements for the Rose Hill Business District and standards that the City of Redmond is using. I also attached the lighting being used in the Juanita shopping/housing area and a photo of the light generated from Kirkland City Hall as seen from my condo.

All this leads me to conclude the following:

- * The current 35' tall poles are much too high. Rose Hill uses 12'-20' max. and Redmond limits it to 15'. While 35' poles may be cost effective, it is the opposite of the goal of good aesthetics and minimum impact to the surrounding neighbors. The Rose Hill standard states: "The intent of this section is to discourage excessive lighting and to protect low density residential zones from adverse impacts that can be associated with light trespass from nonresidential and medium to high density residential development."
- * Both regulations mentioned state that full shielding is a must. While I realize the current poles aren't part of your project, I would ask that it be dealt with at the same time as this project.
- * I believe we already agreed to this but ground-level screening is important to shield lights from parking cars. The Redmond standard below does a good job of describing this.

Below are the actual regulations that I found. I look forward to our conversation next week. Steve

Exterior Lighting Requirements for the Rose Hill Business District

<http://www.codepublishing.com/WA/Kirkland/?KirklandZ115/KirklandZ115.html>

- a. General – In addition to the requirements of subsection (1) of this section, the following regulations contained in this section apply to all exterior lighting to be installed or modified in RH zones within the Rose Hill Business District. **The intent of this section is to discourage excessive lighting and to protect low density residential zones from adverse impacts that can be associated with light trespass from nonresidential and medium to high density residential development.**
- b. Standards – The following standards shall apply to all exterior lighting on buildings, all open air parking areas and equipment storage yards:
 - 1) **All exterior building-mounted and ground-mounted light fixtures for open air parking areas, including rooftop parking area light fixtures, shall be directed downward and use “fully shielded cut off” fixtures** as defined by the Illuminating Engineering Society of North America (IESNA), or other appropriate measure to conceal the light source from adjoining uses.

Manufacturer specification sheets for the lighting fixtures including photometric data shall be included with lighting plans; and

- 2) All exterior lighting shall be turned off after business hours or 10:00 p.m., whichever is earlier, leaving necessary lighting for site security. Outdoor lighting used for security purposes or to illuminate walkways, roadways, equipment yards, parking lots and building entrances may remain on after 10:00 p.m., provided the following are met:
 - a) Light fixtures are mounted to a maximum of 12 feet high; and
 - b) Site illumination does not exceed a uniformity ratio maximum of 15:1, vertical illumination of 0.25 foot-candles and horizontal luminance of 0.5 foot-candles.
- 3) The maximum mounting height of ground-mounted light fixtures in open air parking areas and equipment storage yards shall be 20 feet. Rooftop parking structures may have light fixtures up to 15 feet in height. Height of light fixtures shall be measured from the finished floor or the finished grade of the parking surface, to the bottom of the light bulb fixture.
- 4) The maximum uniformity ratio of the illumination on the site shall average 20:1.
- 5) All development proposed within 100 feet of a low density residential zone shall submit a lighting plan and photometric site plan for approval by the Planning Official. The plan shall meet the requirements of this section and indicate at 20-foot intervals that all site- and building-mounted lighting fixtures will produce a maximum initial luminance value of 0.6 horizontal and vertical foot-candles (as measured at three (3) feet above grade) at the site boundary, and drop to 0.1 foot-candles onto the abutting residential-zoned property as measured within 15 feet from the residential-zoned property line.

Redmond Standards:

20D.90.10-040 Lighting Standards for Uses within 50 feet of Residential Zones

(1) For exterior lighting installations and fixtures within 50 feet of low and low-moderate density residential zones (densities less than or equal to R-6), the following requirements shall apply:

- a. Lighting fixtures shall be no higher than 15 feet above grade.
- b. Lighting fixtures shall be aimed and shielded in a manner that shall not direct illumination on adjacent residential zones. Fixtures should be of a type or adequately shielded so as to prevent glare from normal viewing angles.
- c. Where feasible, additional landscaping may be required by the Technical Committee to provide light screening between commercial zones and residential zones to help prevent light trespass. Where landscaping is used for light screening, the Technical Committee shall take into consideration the applicable landscaping standards found elsewhere in these regulations, the design standards found elsewhere in these regulations, the creation of excessive shadows or dark spaces, and views into and out of a site.

<http://www.scn.org/darksky/code/wa/redmond.html>

Steve Brillling
225 4th Ave, A603
Kirkland, WA 98033

425-891-7875

From: Sharron Price <seprice3@gmail.com>
Sent: Friday, March 25, 2016 10:52 AM
To: Janice Coogan
Subject: Response to Environmental Impact on Permit # ZON16-00469

Hi Janice:

I live on the south side of 3rd Ave, at 125 3rd Ave, #300, Kirkland WA. 98033, and my name is Sharron Price. This is a small (6 unit) condo complex with very limited parking, (2 spaces, back to back only, per unit), so when we have guests there is no place for them to park.. I have the following concerns about the upcoming 84 slot parking complex being built on the north side of 3rd Ave.

- ❖ The in/out in the middle of 3rd avenue, will increase traffic on an already too fast, 1 block long street. Why can't the in and out be made on 1st St., where the street is wider and longer?
- ❖ Our parking is very limited, as stated previously, and we are requesting to have 6 permits for parking if you take street parking away totally on one side of the street.
- ❖ Are the 84 slots in the proposed parking are by permit only? There is a huge need for general public parking and I feel some of those slots should be allocated to general public.
- ❖ It seems that permit parking areas already in existence, the one at 2nd st. and 2nd place for employees in the business below, seems to be used and is full most of the time. However, the permit parking on Lake Street West seems to be virtually vacant . Who can use these permit parking places?
- ❖ **Last, but most important**, the speed on 3rd Ave is already very fast as people use it to cut through, and if the parking is going to be available on one side of the street only, my fear is that a wider street will increase the speed or traffic significantly, therefore making it unsafe.
- ❖

Thank you for considering these points when finalizing your proposal.

Sent from Mail for Windows 10,
 Sharron Price
[Seprice3@gmail.com](mailto:seprice3@gmail.com)

From: John Evans <jmevans.cpa@gmail.com>
Sent: Wednesday, March 23, 2016 10:42 AM
To: Janice Coogan
Subject: City Hall South Parking Lot, File No. ZON16-00469

Hello, Janice

I reside at 225 4th Avenue, APT A401, Kirkland, WA, 98033. My email is jmevans.cpa@gmail.com.

I received a copy of the Notice of Application and have the following questions:

1. Will the lot's lighting be directed in such a way as to focus on the lot and minimize glare/shine into nearby residences?
2. I see a traffic study is part of the plan. Will the study include pedestrian traffic as well as vehicle traffic?
3. Is there a plan for dealing with the unavoidable increase of litter associated with increased vehicle and pedestrian traffic?
4. How will the noise associated with increased vehicle and human activity be addressed on a long-term basis? I see construction noise is addressed in the SEPA checklist, but it is unclear to me that it relates to more than the construction period.

I plan to attend the public comment hearing, once it is scheduled. Please let me know when that is.

Thank you

John Evans

From: Steve Brillling <sbrilling@gmail.com>
Sent: Wednesday, March 30, 2016 4:17 PM
To: 'Bea Nahon'; Thang Nguyen; Rod Steitzer; Janice Coogan; Angela Martin; Christian Knight
Cc: 'Bruce Nahon'; gem.gen@frontier.com; alskog@livengoodlaw.com; the2cooks@hotmail.com
Subject: RE: Parking at City Hall - traffic study

Just to weigh in, I agree with the recommendations that Bea has made. I would add one additional consideration--permit parking accommodation for Sandy's condo. They do have serious parking limitations and it would be good to give her group a reasonable alternative for guests visiting longer than 2-4 hours. I'm equally sensitive to the needs expressed by David Alskog's business so any accommodations for his company would be welcome. Steve

Steve Brillling
 225 4th Ave, A603
 Kirkland, WA 98033
 425-891-7875

From: Bea Nahon [<mailto:Bea.Nahon@nahoncpa.com>]
Sent: Wednesday, March 30, 2016 4:03 PM
To: Thang Nguyen <TNguyen@kirklandwa.gov>; Rod Steitzer <RSteitzer@kirklandwa.gov>; Janice Coogan <JCoogan@kirklandwa.gov>; 'Steve Brillling' <sbrilling@gmail.com>; Angela Martin <aamartin@kirklandwa.gov>; Christian Knight <CKnight@kirklandwa.gov>
Cc: Bruce Nahon <bruce.nahon@nahoncpa.com>; gem.gen@frontier.com; alskog@livengoodlaw.com; the2cooks@hotmail.com
Subject: RE: Parking at City Hall - traffic study

Hi Thang – and thank you for sending this on to the consultant, I very much appreciate the responses and clarifications.

I suppose that as long as everyone leaves the lot in the manner noted by the consultant, ratably during the peak hour, one by one, paced about 30 seconds or so between each departure, the expectation of continued LOS A makes sense. Obviously that's said tongue in cheek, we all know that's not the reality of how it will work, but I also understand that the tables and computations are prepared based on anticipated averages over the peak hour.

I'm curious to know the source WSDOT from which gathers their collision data – i.e. is it only in cases where there is a police response? Or from citation data? Or from insurance companies? Just wondering how large the database is. And I also wonder if the blind turn on 2nd Place was the causal or contributing factor in some of the “right of way” or “inattention” or “following too closely” incidents. And the consultant is right, there was mention of the limited sight distance on Page 21 of the report, but only with respect to the “eastbound vehicles turning into Brezza Condominiums.” However, the sight impairment applies not just to those turning into that complex, it impacts travelers traveling in either direction on that portion of roadway, irrespective of whether they are entering the Brezza parking lot. With additional traffic anticipated to be using that segment, a resolution is time-sensitive.

My takeaway from this is as follows:

- I'd favor having time limited parking during daytime hours on both sides of 3rd Avenue for the entire segment between 1st and 2nd Streets (and thank you to the consultant for the clarification between time-limited and time-of-day, I had misunderstood the phrasing). I'd like to see the entire segment either 2-hour, 4-hour or a mix (perhaps 2 hour at the western end and 4 hour at the eastern end?) for the reasons noted below.
- The consultant is recommending that the City needs to investigate trimming or removing the landscaped screening/buffer on 2nd Place. Can we get that timetabled for investigation, action and resolution? I'd not entirely rule out other means such as mirrors, one-way traffic, etc. but I think that the needs, concerns and preferences of the Brezza community needs to be foremost in this issue.
- The intersection of 3rd Ave and 2nd St is currently set up as a 3-way stop. With increased traffic at that intersection, I'd like to see it changed to a 4-way stop. The 4th would be the driveway at the SW corner of that intersection, from which 21 households enter and exit. The fact is that most drivers who are traveling east/west are oblivious to the fact that traffic is coming and going in and out of that driveway. And with cars anticipated to be traveling one every 20-30 seconds (see the consultant's notes below) thru that intersection, without having a 4th stop as part of that intersection, we won't be able to exit our driveway at all. It would also serve to bring attention to the eastbound travelers that traffic approaching from the north is not necessarily turning, indeed, traffic from the north may be continuing southbound.
- Looking forward to hearing the recommendations too from the rest of the group!
- Let's get a written summary of all consensus recommendations that have come from this process so that we have the information to refer back to.

Much appreciated and I look forward to seeing everyone tomorrow AM.

Thank you,

Bea Nahon
129 3rd Ave #503
Kirkland WA 98033
(425) 828-4747

From: Thang Nguyen [<mailto:TNguyen@kirklandwa.gov>]

Sent: Tuesday, March 29, 2016 2:02 PM

To: Bea Nahon <Bea.Nahon@nahoncpa.com>; Rod Steitzer <RSteitzer@kirklandwa.gov>; Janice Coogan <JCoogan@kirklandwa.gov>; 'Steve Brillling' <sbrilling@gmail.com>; Angela Martin <aamartin@kirklandwa.gov>; Christian Knight <CKnight@kirklandwa.gov>

Cc: Bruce Nahon <bruce.nahon@nahoncpa.com>; gem.gen@frontier.com; alskog@livengoodlaw.com; the2cooks@hotmail.com

Subject: RE: Parking at City Hall - traffic study

Hi Bea,

Please see the response from the traffic consultant regarding your questions/comments.

1. Table 3 notes that the intersections of 1st St and 3rd Ave, and 2nd St and 3rd Ave, are currently LOS A at PM peak hour, with delays of 9 seconds and 7 seconds respectively. Table 4 notes that there will be 252 daily trips added for permit parking, and it notes (above Table 4) that it is assuming that 100% of the permit parking users will leave the lot during the PM peak hour (that being 126 outbound trips). And yet, looking to Table 5, the LOS for those two intersections is still LOS A, with an increased delay of just 1 second after the project. Really? Adding 126 trips thru those intersections in the PM peak hour will only add 1 second of delay? When comparing against Figure 4 and adding a material number of trips during peak hour for those two intersections and arriving at just one additional second of delay, just doesn't seem like a logical result.

Response: Level of Service measurement of average delay at an intersection. One way to consider the impact of 126 peak trips is that on average the new parking area will add 2-3 trips per minute or one-trip every 20-30 seconds. Outside of the peak, the new traffic will add about one trip every 2 minutes. An intersection that has light traffic today will be able to process that increase fairly easily. Therefore, the increase in intersection delay will be small.

2. Table 6 notes the intersection collisions, and it is interesting to note that the highest number of average collisions is the intersection of 2nd Pl/Central Way/Main. Not surprising - and definitely interesting. What I found to be missing, though, is the following:
 - a. Only 4 of the intersections are noted in this table. Does that mean that no collisions occurred at any of the other intersections referenced elsewhere in the report?
 - b. The report notes that the rear-end collisions at the 2nd Pl intersection were caused by "driver inattention, speeding or vehicles following too close." Where was that data obtained? Given the obstructed view that 2nd Pl suffers, I have to wonder if that was a contributing factor for at least 2 of the noted causes.

Response: The Washington State Department of Transportation collects and manages traffic collision records for all the state. Part a: There were reported collisions at only four of the intersections and so only those intersections were included in Table 6. Part b: The WSDOT data includes a variety of information such as direction of travel, what each vehicle was doing when the collision occurred, time of day, etc. It also includes a column describing contributing factors, which can range from anything from "following too closely" to "looking for dropped cell phone". In this case, we reviewed the contributing factors and six of the 10 were "inattention" or "following too closely". Other factors were "did not grant right of way to vehicle" (2), "improper turn" (1), and "other" (1).

3. Table 7 – which segment of this table would include the roadway - from the intersection of Central Way and 2nd Place – to the intersection of 3rd Ave and 2nd St? It seems to be missing from the table but it could be there and I am just not seeing it!

Only segments that had reported collision were included in Table 7.

4. Staying with that same portion of the roadway as noted in my item 3 above, the document is mysteriously silent about the visibility issues of that segment – for travel on the segment and the visibility for ingress and egress by the residential and commercial properties along it. This absolutely needs to be addressed in this report, with current conditions and the impact of increased trips that will occur on that portion of the roadway.

A comment about the sight distance at 2nd Place and 3rd Avenue was included at the top of page 21.

5. At the bottom of Page 17, the study notes – “The collision rate along these segments is considered low and the added traffic volumes from the project will have minimal impact to the frequency of collisions on area roadways.” The conclusion seems speculative at best. The report does not back up that conclusion, even though a material number of additional trips will occur. Seems to me that the City is not well served by a document that predicts minimal impact to the frequency of collisions and reliance on same, should an injury or fatality accident occur.

Your primary concern is about the visibility at 2nd Place/3rd Avenue intersection which is primarily a sight distance issue caused by the plantings along the south side of the street. The issue, which is an existing problem, needs to be addressed whether or not additional traffic uses the street.

6. I like the recommendation for continuing to allow parking on both sides of 3rd Ave with vehicle pullouts. As noted in an earlier e-mail to Rod, however, that option should be combined with time-of-day parking restrictions on the north side. The proposed drawing would have no pullouts on either side for much of the eastern portion of 3rd Ave., not nearly as much as on the western portion. Rather than adding marked pullouts on the eastern portion, my ask is that we change the parking to time-limited during daytime hours – 4 hours, or possibly 2 hours, depending on what would be best. This would allow for more turnover of the parking during the day and as a result, create some pullout space from time to time. And it would open up more opportunities for downtown customers and visitors to park there, in spots that are now often occupied by transit riders.

I agree the time-limited parking could provide additional benefits. To clarify “time-of-day” parking would refer to “no parking from 4-6 PM” whereas time-limited refers to 2 or 4 hour parking maximums.

*Thang T. Nguyen
Transportation Engineer
City of Kirkland
Public Works Department
123 5th Avenue
Kirkland WA 98033-6189
Phone: (425) 587-3869
Fax: (425) 587-3807*

tnguyen@kirklandwa.gov

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From: Bea Nahon [<mailto:Bea.Nahon@nahoncpa.com>]

Sent: Tuesday, March 29, 2016 10:17 AM

To: Rod Steitzer <RSteitzer@kirklandwa.gov>; Janice Coogan <JCoogan@kirklandwa.gov>; 'Steve Brillling' <sbrilling@gmail.com>; Angela Martin <aamartin@kirklandwa.gov>; Christian Knight <CKnight@kirklandwa.gov>; Thang Nguyen <TNguyen@kirklandwa.gov>

Cc: Bruce Nahon <bruce.nahon@nahoncpa.com>; gem.gen@frontier.com; alskog@livengoodlaw.com; the2cooks@hotmail.com

Subject: RE: Parking at City Hall - traffic study

Hello to all and sorry that I wasn't able to respond by last Friday. Hopefully these comments are still timely for your consideration for our next meeting.

1. Table 3 notes that the intersections of 1st St and 3rd Ave, and 2nd St and 3rd Ave, are currently LOS A at PM peak hour, with delays of 9 seconds and 7 seconds respectively. Table 4 notes that there will be 252 daily trips added for permit parking, and it notes (above Table 4) that it is assuming that 100% of the permit parking users will leave the lot during the PM peak hour (that being 126 outbound trips). And yet, looking to Table 5, the LOS for those two intersections is still LOS A, with an increased delay of just 1 second after the project. Really? Adding 126 trips thru those intersections in the PM peak hour will only add 1 second of delay? When comparing against Figure 4 and adding a material number of trips during peak hour for those two intersections and arriving at just one additional second of delay, just doesn't seem like a logical result.
2. Table 6 notes the intersection collisions, and it is interesting to note that the highest number of average collisions is the intersection of 2nd PI/Central Way/Main. Not surprising - and definitely interesting. What I found to be missing, though, is the following:
 - a. Only 4 of the intersections are noted in this table. Does that mean that no collisions occurred at any of the other intersections referenced elsewhere in the report?
 - b. The report notes that the rear-end collisions at the 2nd PI intersection were caused by "driver inattention, speeding or vehicles following too close." Where was that data obtained? Given the obstructed view that 2nd PI suffers, I have to wonder if that was a contributing factor for at least 2 of the noted causes.

3. Table 7 – which segment of this table would include the roadway - from the intersection of Central Way and 2nd Place – to the intersection of 3rd Ave and 2nd St? It seems to be missing from the table but it could be there and I am just not seeing it!
4. Staying with that same portion of the roadway as noted in my item 3 above, the document is mysteriously silent about the visibility issues of that segment – for travel on the segment and the visibility for ingress and egress by the residential and commercial properties along it. This absolutely needs to be addressed in this report, with current conditions and the impact of increased trips that will occur on that portion of the roadway.
5. At the bottom of Page 17, the study notes – “The collision rate along these segments is considered low and the added traffic volumes from the project will have minimal impact to the frequency of collisions on area roadways.” The conclusion seems speculative at best. The report does not back up that conclusion, even though a material number of additional trips will occur. Seems to me that the City is not well served by a document that predicts minimal impact to the frequency of collisions and reliance on same, should an injury or fatality accident occur.
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As a related item, which occurs to me as I'm writing this and as I was responding earlier to the SEPA checklist, we should be keeping a written summary of the consensus items that have evolved from this group so that we all have a record of same. Please advise as to how best to proceed with that.

Much appreciated and best to all. See you all on Thursday,

Respectfully submitted,

Bea Nahon
 129 – 3rd Ave #503
 Kirkland WA 98033
 425-828-4747

From: Rod Steitzer [<mailto:RSteitzer@kirklandwa.gov>]
Sent: Tuesday, March 22, 2016 5:08 PM
To: Janice Coogan <JCoogan@kirklandwa.gov>; 'Steve Brillig' <sbrilling@gmail.com>; Angela Martin <aamartin@kirklandwa.gov>; Christian Knight <CKnight@kirklandwa.gov>; Thang Nguyen <TNguyen@kirklandwa.gov>
Cc: Bea Nahon <Bea.Nahon@nahoncpa.com>; Bruce Nahon <bruce.nahon@nahoncpa.com>; gem.gen@frontier.com; alskog@livengoodlaw.com; the2cooks@hotmail.com
Subject: Parking at City Hall - traffic study

All

Thanks again for taking the time to participate in the advisory group for the parking project. In preparation for our next meeting, please review the attached traffic report with recommendations for street parking.

It would be best to receive comments by this Friday.

Thank you,

Rod

From: Jeanne Large <jeannemlarge2010@hotmail.com>
Sent: Wednesday, April 06, 2016 11:34 PM
To: Janice Coogan
Cc: David Barnes
Subject: City Hall South Parking Lot - Case No. ZON16-00469

To: Janice Coogan, Project Planner

I would like to submit a written comment about the proposed construction of a parking lot on the property south of City Hall: ZON16-00469

I live in the SW corner of the Brezza Condo at the NE corner of 2nd St. and 3rd Ave. My home is at street level directly across 2nd St. from the site. I am basically in favor of development of the site. Because it is publically owned, I have confidence that it will be wisely and responsibly used.

While I'm sure there is a need for more parking in this part of Kirkland, I know there is an even greater need for affordable housing. Therefore, I would like to propose that the site be used for both parking and affordable housing.

I am interested in learning about the results of the study of the environmental impacts of the proposed parking project as well as of my proposals. I would like to participate in more in-depth conversations about development alternatives. I am willing to be a positive voice to my Brezza neighbors about the project. As the closest neighbor to this site, I have a sincere and serious interest in its use.

My first and favorite proposal:

At least two levels of parking at or below 3rd Ave street level. Above the parking, at least three levels of housing which would be affordable for people working at low and moderate incomes in downtown Kirkland and at the City of Kirkland. I propose that the City look into and apply for public and/or private grants that can be used for such a project. I suggest that most of the parking be available to City employees during the week and visitors to downtown Kirkland evenings and weekends. A portion of the parking could be available for residents of the housing but I would prefer that most residents primarily transport themselves by foot, bicycle and public transportation.

A temporary short-term proposal:

A pervious surfaced parking lot for City employees that would eventually be developed into something similar to my favorite proposal.

Sincerely,
Jeanne Large
225 4th Ave A-203

Kirkland, WA 98033
425-827-6730 home
206-794-2900 cell
jeannemlarge2010@hotmail.com

From: David Alskog <alskog@livengoodlaw.com>
Sent: Thursday, April 07, 2016 7:54 AM
To: Christian Knight
Cc: Janice Coogan; Rod Steitzer; Thang Nguyen; Stephen Padua; Kathy Robertson
Subject: Re: Look what we've accomplished!

Christian,

Thank you for the summary. And thanks to everyone else for their hard work and input.

I am unable to attend the meeting this morning due to other commitments so just carry on. My only input is for the current signs with time limits for parking on Third Ave remain the same and with the two hour parking up to the current time of 7:30 pm. The signs in front of our law office would simply remain as-is.

Best regards,

David Alskog
Livengood Alskog, PLLC
Sent from my iPhone
Please excuse any typos.

On Apr 4, 2016, at 1:13 PM, Christian Knight <CKnight@kirklandwa.gov> wrote:

We've had some tedious and productive discussions. The attached document details the agreements those discussions have produced. We will discuss these agreements at our 9 a.m., Thursday meeting in the Norkirk Room. Please email me if the attached summary is in error.

CHRISTIAN KNIGHT
Neighborhood Services Coordinator
City of Kirkland ☺ 425-587-3831

<SUMMARY of agreements.docx>

From: Steve Brilling <sbrilling@gmail.com>
Sent: Monday, April 04, 2016 2:10 PM
To: 'Bea Nahon'; Christian Knight
Cc: Janice Coogan; Rod Steitzer; Thang Nguyen; Stephen Padua; Kathy Robertson
Subject: RE: Look what we've accomplished!

I would like to echo Bea's praise for the level of cooperation throughout this project--thank you for carving out the time to help make this a positive process.

Just as a point of clarification, in the document it states:

- **Light shielding:** Kirkland will equip the new lights with light shields to minimize glare to adjacent residents located on the south side of Third Avenue and on the east side of Second Street.

I'm assuming the reference to the adjacent residents is there for elaboration re why it is being done vs. a limitation on the number of lights that will be shielded? I believe we have agreed to all lights on the property being shielded--correct? Thanks, Steve

Steve Brilling
 225 4th Ave, A603
 Kirkland, WA 98033
 425-891-7875

From: Bea Nahon [<mailto:Bea.Nahon@nahoncpa.com>]
Sent: Monday, April 04, 2016 1:45 PM
To: Christian Knight <CKnight@kirklandwa.gov>
Cc: Janice Coogan <JCoogan@kirklandwa.gov>; Rod Steitzer <RSteitzer@kirklandwa.gov>; Thang Nguyen <TNguyen@kirklandwa.gov>; Stephen Padua <SPadua@kirklandwa.gov>; Kathy Robertson <KRobertson@kirklandwa.gov>
Subject: RE: Look what we've accomplished!

Christian and the rest of the team –

This is an outstanding document – thank you, not only for putting this together, but for all of the work getting to this point.

There is one item that I don't believe has been agreed to - the 2nd bullet point regarding limiting "parking to 24 hours to discourage overnight parking." In fact, allowing 24 hours would actually encourage overnight parking, IMO. Sometime after our last meeting, I sent a copy of the statute on this item and so I'd suggest that this is still an open item for our meeting on Thursday, and I'm hoping that we would use the provisions of the KMC, as noted below (I e-mailed these to the group last week, I believe).

<p>KMC 12.45.010(6) states "Overnight parking" means the parking of a vehicle in one spot continuously for a period exceeding six hours at any time during the hours from ten p.m. of the day designated to eight a.m. of the following day.</p>
--

Further on, KMC 12.45.230 states that: It is a civil infraction to park or stand a motor vehicle in a street zone where a sign or pavement markings restrict parking, in violation of the applicable restrictions, which include the following: and then notably, Overnight Parking is item (b) in that list.

I'd also suggest that for the items that need to be addressed by other departments (e.g. Neighborhood Traffic Control), that our group develop a recommendation and that there be a time-certain for resolution. Extensions work well for tax returns, but not for this project ☺

Janice and I had a good e-mail exchange about construction hours, it would also be good to note that for the group when we next meet.

Thank you again, see you all again on Thursday!

Bea

From: Christian Knight [<mailto:CKnight@kirklandwa.gov>]

Sent: Monday, April 04, 2016 1:12 PM

To: Christian Knight <CKnight@kirklandwa.gov>

Cc: Janice Coogan <JCoogan@kirklandwa.gov>; Rod Steitzer <RSteitzer@kirklandwa.gov>; Thang Nguyen <TNguyen@kirklandwa.gov>; Stephen Padua <SPadua@kirklandwa.gov>; Kathy Robertson <KRobertson@kirklandwa.gov>

Subject: Look what we've accomplished!

We've had some tedious and productive discussions. The attached document details the agreements those discussions have produced. We will discuss these agreements at our 9 a.m., Thursday meeting in the Norkirk Room. Please email me if the attached summary is in error.

CHRISTIAN KNIGHT

Neighborhood Services Coordinator
City of Kirkland ☺ 425-587-3831

From: Heidi Grieb <heidigrieb@gmail.com>
Sent: Friday, April 08, 2016 4:53 PM
To: Janice Coogan
Subject: A Park, not a parking lot please - Case #ZON16-00469

Janice,

Concerning the proposed South Parking Lot, if it is turned into a parking lot, would be a mistake. The lot already has beautiful, mature trees and could be developed into a park for strolling, relaxing, picnics, lunch breaks, and maybe some pea-patch gardens.

The many local neighborhood residents would probably benefit from having a quiet park to really relax in--a park they can easily walk to. A parking lot for cars, would just be ugly, no matter what. It would not enhance the beauty of the area, it would detract from it. We do not need more parking when there is endless parking so very close-- 1 or 2 blocks away!

There is plenty of parking within easy walking distance of downtown Kirkland, and it is currently underused. The many streets and side streets to the north are very wide, and parking is always available. I realize people do complain about parking, but that is because they are trying to park smack in the middle of everything, out of habit. I work in downtown Kirkland, and I simply park a few blocks away on the street. It is very, very easy to walk from street parking to downtown.

Please develop this precious spot of land into a park. Trees are so valuable. Green space is extremely valuable, and if developed into a public park, it will become more and more valuable to the city's residents, and will serve to further increase the value of homes around it.

I do not agree with the Environmental Review that declares turning that area into a parking lot has no environmental impact. Every time a tree is cut, and cars are allowed in, there is negative impact.

Please reconsider.

Thank you.

--

Heidi Grieb
10021 NE 122nd St Unit D
Kirkland, WA 98034
425-205-3478

From: Bea Nahon <Bea.Nahon@nahoncpa.com>
Sent: Thursday, April 21, 2016 8:39 AM
To: Angela Martin; Janice Coogan
Cc: Jeremy McMahan; Thang Nguyen
Subject: RE: SEPA Determination - City Hall South Parking Lot SEP16-00470 ZON16-00469

Thank you again for providing the determination and the related reports - and for all of the work that has gone into this project.

For the record, please note two corrections that should be considered.

First, as noted in a previous e-mail, there is a typo on Page 2 of the April 4 memo of Janice Coogan to Eric Shields, under the heading of "Transportation" the acronym "KGB" should be corrected to "KPG."

Second, on Page 7 of the March 31 memo from Thang Nguyen, in the 2nd paragraph, the bolded header refers to "the **4-Way** Stop intersection of 3rd Avenue/2nd Street." However, this intersection is not a 4-way stop, it is an "all-way" stop. Currently, there are 3 stop signs, rather than 4. There is a multi-family residential driveway directly SE of the eastbound stop-sign on 3rd Avenue, but there is no stop-sign at the top of that driveway.

I'd also note, while not a correction per se, it is a clarification, that the concern about the intersection is both a failure of many cars to observe the "all-way stop" - and that drivers on 3rd Avenue or 2nd Street are frequently oblivious to traffic which is properly traveling to or from the aforementioned residential driveway.

I appreciate your work on this and look forward to a successful project.

Best to all,

Bea Nahon

129 Third Ave #503
 Kirkland WA 98033

From: Angela Martin [<mailto:aamartin@kirklandwa.gov>]
Sent: Monday, April 11, 2016 2:38 PM
To: Janice Coogan <JCoogan@kirklandwa.gov>
Cc: Jeremy McMahan <JMcMahan@kirklandwa.gov>
Subject: SEPA Determination - City Hall South Parking Lot SEP16-00470 ZON16-00469

Attached for your information are the SEPA Memo, Notice, DNS, Environmental Checklist and Staff Memo regarding the City Hall South Parking Lot, File No. SEP16-00470/ZON16-00469.

For questions, you may contact **Senior Planner Janice Coogan** at jcoogan@kirklandwa.gov, 425-587-3257 or **Planning Manager Jeremy McMahan** at jmcmahan@kirklandwa.gov, 425-587-3229.

Thank you,

Angela Martin
Planning & Building Department
Office Specialist
425-587-3237
aamartin@kirklandwa.gov



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From: Bea Nahon <Bea.Nahon@nahoncpa.com>
Sent: Monday, May 02, 2016 11:12 AM
To: Janice Coogan; Rob Jammerman; Kathy Brown
Subject: Case # ZON16-00469, City Hall South Parking Lot
Attachments: LID Waiver Template.doc

To: Janice Coogan, Rob Jammerman and Kathy Brown
 Re: Case # ZON16-00469, City Hall South Parking Lot

This is a follow-up to discussions that have occurred with Rob Jammerman regarding

- The City's requirement per its zoning code KZC 110.60.7.b to underground the utility lines (a copy of the statute appears at the end of this e-mail)
- The City's determination of infeasibility of doing so
- The documentation of the infeasibility
- The entering in to an LID Waiver of Protest agreement by the City

For the record, please note that this communication is not being sent out of disagreement with the City's determination or course of action. My concern is one of documentation and process. Of greatest concern is: whereas this process typically occurs between a property owner and the City, in this case, the property owner is the City – thereby making the process entirely internal. The City has made its own determination about the infeasibility to comply with the Zoning Code, and is about to enter into an LID Waiver agreement with itself. On its face, the appearance of such an agreement is self-serving and lacks arms' length negotiation, however, the statute may have contemplated this fact pattern and may well allow exactly that. Accordingly, the reason for getting this out in the open and resolving it so that it is not questioned in the future.

Also for the record, the subject of undergrounding of utilities did not come up during any of the advisory meetings that occurred with staff and the adjacent neighbors with respect to the City Hall South Parking Lot. I note that not as a point of criticism, to the contrary, those meetings were highly beneficial to all concerned and I believe contributed to the process as a whole. I am only stating that so that it's noted that the undergrounding of utilities is a new topic that has not had any previous discussion with the adjacent neighbors prior to this time.

As a taxpayer, I recognize – and commend - the City's wise and prudent uses of its financial resources. Although I do not know the actual cost that undergrounding of utilities would have added to the Parking Lot project, I suspect that it would be significant and while I'd very much like to see the aesthetic improvement, I do appreciate the City's prioritization for how it spends its limited resources.

My questions are as follows (some of these questions have already been discussed via phone conversations, I'm noting them here in my best attempt to have a complete record):

1. With respect to the LID Waiver agreement that the City proposes to enter into - and I have attached a draft that was provided to me previously by the City (and which may have subsequently been edited) – I see that the statutory basis for this type of agreement is referenced in the Kirkland Zoning Code and in RCW 35.43.182. My understanding is that several Washington cities, including Kirkland, use this type of agreement between the City and a 3rd-party property owner in connection with property improvements. However, as to the City's ability to enter into this type of agreement with itself – what is the legal basis to allow that,

specifically? Are there other processes that are required or recommended before that can occur? Is there statute or legal precedent on point?

2. What process did the City use to determine that undergrounding was infeasible? Who was involved, what factors were considered, and how was the determination documented? Was there any difference of opinion among those involved in the process?
3. Were the City to have undergrounded the utilities, what is the location of the lines that would have been undergrounded?
4. What would have been the approximate total cost to underground those utilities?
5. Related question to #3 and #4, were there variable options for the undergrounding of utilities, i.e. smaller area vs larger area? If so, please comment as to the potential variations of scope and the range of approximate cost.
6. Would the City have had to bear 100% of the cost of undergrounding? If not, which other owners would have been required to share in the cost, what % would have been assessed to others, and how is that % determined?
7. Can you provide some brief illustrative examples of recent developments in Kirkland where the LID Waiver agreement was used and how feasibility was determined in those cases? Similarly, are there any examples where undergrounding did occur at the property owner's expense and if so, can you note why the waiver process was not used (if you have that information)?
8. Several of the neighboring properties to the south and the east of the new parking lot have had undergrounded utilities for many years. I believe that just one of the neighboring properties (Pointe Overlook) does not. Who paid for undergrounding the utilities for what is now WaterView Condos, the Livengood law firm building, Marina Heights and Brezza? I am asking this question as a point of equity; if those developments paid for undergrounding, then those costs would have been passed on as part of the costs of development, making it less desirable for the current or future property owners to contribute to an LID at a later date.
9. If an LID occurs sometime in the future for the undergrounding of these utilities, what is the process for voting? How many votes would the City have? And how many votes would the neighboring properties have? For example, we reside in a 24-unit condominium that has frontage on 3rd Avenue, and we are each owners of a separate parcel for property tax purposes, and we have 3 street addresses. Would the condo owners in this property have 1 vote, 3 votes or 24 votes? Or is it prorata by lineal feet along the subject area? Or some other methodology for the voting?
10. Similarly as to the above, if an LID occurs in the future, how would the costs be allocated?

Below, for your reference, I have pasted a copy of the cited KZC and RCW.

Thank you for your consideration of these comments and questions.

You may forward this to the Hearing Examiner or if you would prefer to forward it to the Examiner along with your responses, that is fine with me, I defer to your judgment as to process.

Respectfully submitted,

Bea Nahon
129 3rd Ave #503
Kirkland WA 98033

KZC Chapter 110.60.7.b:

Utility Lines and Appurtenances

- a. The location of sanitary sewer, storm drainage, and water main lines shall be as approved or required by the Public Works Director. All other utility lines, water meters and other utility appurtenances must be undergrounded within the utility strip, unless an alternate location is approved or required by the Public Works Director. Utility appurtenances must be no higher than finished grade unless this is determined by the Public Works Director to be infeasible.
- b. All overhead service utility lines on the subject property must be undergrounded to the nearest primary source; undergrounding to a secondary service pole will not be allowed unless approved by the Public Works Director. All existing overhead utility lines in the public right-of-way adjacent to the subject site must be undergrounded unless the Public Works Director determines that this is infeasible. If undergrounding is determined to be infeasible, the property owner shall sign an agreement, in a form acceptable to the City Attorney, that waives the property owner's right to protest formation of a Local Improvement District (LID) for conversion of overhead utility lines to underground, in the public right-of-way adjacent to the subject property, consistent with RCW [35.43.182](#).

RCW 35.43.182:

Waivers of protest—Recording—Limits on enforceability.

If an owner of property enters into an agreement with a city or town waiving the property owner's right under RCW 35.43.180 to protest formation of a local improvement district, the agreement must specify the improvements to be financed by the district and shall set forth the effective term of the agreement, which shall not exceed ten years. The agreement must be recorded with the auditor of the county in which the property is located. It is against public policy and void for an owner, by agreement, as a condition imposed in connection with proposed property development, or otherwise, to waive rights to object to the property owner's individual

assessment (including the determination of special benefits allocable to the property), or to appeal to the superior court the decision of the city or town council affirming the final assessment roll.

[1988 c 179 § 8.]



CITY OF KIRKLAND
 Planning & Building Department
 123 Fifth Avenue, Kirkland, WA 98033
 425.587.3600 ~ www.kirklandwa.gov

MEMORANDUM

To: Eric R. Shields, AICP, SEPA Responsible Official
From: Janice Coogan, Senior Planner
Date: April 4, 2016
File: City Hall South Parking Lot, ZON16-00469
Subject: STATE ENVIRONMENTAL POLICY ACT (SEPA) DETERMINATION
 FOR CITY HALL SOUTH PARKING LOT PROJECT, SEP16-00470

GENERAL

The City of Kirkland is proposing to construct a new 84 stall parking lot on two vacant parcels owned by the City located directly south of City Hall at 120 3rd Avenue. The purpose of the parking lot is to provide parking for downtown employees and be open to the general public in the evenings and weekends (although the details of the parking management program may change over time). The goal is to provide employee permit parking within close walking distance to work in order to free up customer parking for downtown businesses. There are no plans at this time to develop a third vacant parcel on the corner of 2nd Street and 3rd Avenue (see Attachment 1).

The main access driveway will be from 3rd Avenue with a second driveway from 1st Street through the City Hall annex building parking lot. The existing alley driveway between the annex building and new parking lot along 3rd Avenue will be eliminated (see Attachment 2).

A stairway will provide pedestrians a connection from the parking lot to 3rd Avenue within close proximity to the stairway at the end of 2nd Street that leads to Central Way. On the north side of the parking lot a new pedestrian path will connect to the existing path that leads to the lower City Hall parking lot.

A Process IIA zoning permit is required for a government facility use in the PLA 7A zone. Following the zoning permit decision, approval of a land surface modification permit will be necessary. Construction of the lot is planned for this summer.

ANALYSIS

The SEPA "threshold determination" is the formal decision as to whether the proposal is likely to cause a significant adverse environmental impact for which mitigation cannot be identified. If it is determined that a proposal may have a significant adverse impact that cannot be mitigated, an Environmental Impact Statement (EIS) would be required.

Many environmental impacts are mitigated by City codes and development regulations. For example, the Kirkland Zoning Code has regulations that protect sensitive areas, limit noise, limit glare, provide setbacks, establish height limits, etc. Where City regulations have been adopted to address an environmental impact, it is presumed that such regulations are adequate to achieve sufficient mitigation [WAC 197-11-660(1) (e) and (g)].

I have had an opportunity to visit the subject property and review the following documents:

- Memo from Thang Nguyen, Transportation Engineer with the Public Works Department evaluating the Traffic Impact Analysis report prepared by KPG (see Attachment 3). Mr. Nguyen did not identify any probable significant environmental impacts and recommends that no SEPA mitigation measures are needed. He is recommending that Public Works Department conditions be added to the development permit for 3rd Avenue such as painting the curb in certain areas to restrict parking and relocating the load/unload area. For concerns from neighborhood residents related to existing conditions not related to the proposed parking lot (discussed below and his

memo), he recommends they be addressed through the Neighborhood Traffic Control Program. The proposed project passed traffic concurrency.

- Traffic Impact Analysis (TIA) prepared by KPG dated March 21, 2016. In addition to the traffic impact analysis, the KPG report analyzes the impacts of potential traffic circulation on the surrounding streets, and concerns expressed related to traffic safety, proposed driveway and sight distance, width and speed of cars on 3rd Avenue and further described below (see Attachment 4).
- Environmental Checklist dated March 18, 2016 (see Attachment 5)
- Comments from an informal citizen advisory group that was formed made up of representatives from surrounding condominiums, apartments and a business to discuss concerns about the project. City staff met with the group to listen and discuss their concerns which include (see Attachment 7):
 - Design and use of parking lot: potential glare from the parking lot lights and car lights, general safety of increased traffic and human life within the lot, potential for car vandalism, increased noise during construction, litter, general use of the lot, nearby residents lack sufficient guest parking in their buildings and therefore should be eligible for permits to park in the lot anytime.
 - Transportation: increased traffic and speed of cars on surrounding streets including 3rd Avenue, maintaining adequate width of 3rd Avenue for two vehicles to pass, sight distance issues (at 3rd Avenue and 2nd Pl; driveways on south side of 3rd Avenue; drivers northbound on 1st Street turning onto 3rd Avenue), and drivers not stopping at the intersection of 3rd Avenue and 2nd Street.
- Email comments from other residents with concerns similar to the citizen group regarding potential glare, increased traffic, and sight distance at 2nd Pl. etc. (Attachment 6).

It will be necessary to further analyze the proposal to determine if the project complies with all the applicable City codes and policies. That analysis will be addressed within the staff advisory report which will be presented at the public hearing.

Below is an analysis of key SEPA elements identified by staff and/or brought up by the general public.

Transportation

Correction: KPG

The traffic impact analysis prepared by ~~KGB~~ evaluated the proposed vehicle trips and traffic circulation impact on the surrounding neighborhood streets. Thang Nguyen's memo discusses his analysis of the KPG report and the transportation related concerns brought up by the nearby residents and business. I support the recommendations in Thang Nguyen's memo for items to be included as conditions of approval with the development permit and the items that should be addressed through the neighborhood traffic control program (see Attachment 3).

Noise

Residents expressed concerns related to noise from construction activity and potential noise from people using the parking lot. KZC 115.25 establishes the time limits for construction activity that the contractor will need to comply with as a permit condition. Violations of these times will be enforced. If excessive noise is created by parking lot users, complaints may be filed with the Police Department.

Light and glare

Concerns were expressed related to potential glare from the new parking lot lighting and car lights shining into residential units. The glare from existing lights at the City Hall parking lot was also brought up. Zoning Code 105 sets a limit for parking lot light fixtures to be no taller than 20 ft. above ground and non-glare. In response to the comments received, the City has agreed to provide shielding to the light fixtures. To respond to glare from existing parking lot lighting at City Hall, the City has offered to add shielding to four lights in the southeast portion of the lot. The City has also agreed to incorporate

shrubs into the perimeter landscaping as a way to address car lights. The construction plans will need to reflect the details for the lighting and landscaping.

Aesthetics

KZC 105 and 95 require parking lots to meet the minimum perimeter landscape buffer requirements (five foot wide landscape strip planted with one row of trees and groundcover) and internal landscaping (25 sq. ft. per parking stall). The site plan shows perimeter and internal landscaping will be installed. A more detailed landscape plan showing compliance with Zoning Code requirements will need to be submitted with the land surface modification permit.

CONCLUSION

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

ATTACHMENTS

1. Vicinity Map
2. Site plan
3. Memo from Thang Nguyen, March 7, 2016
4. KGB Traffic Impact Analysis Report
5. Environmental checklist
6. Public comments received to date
7. Citizen advisory group discussion summary received to date

I concur I do not concur

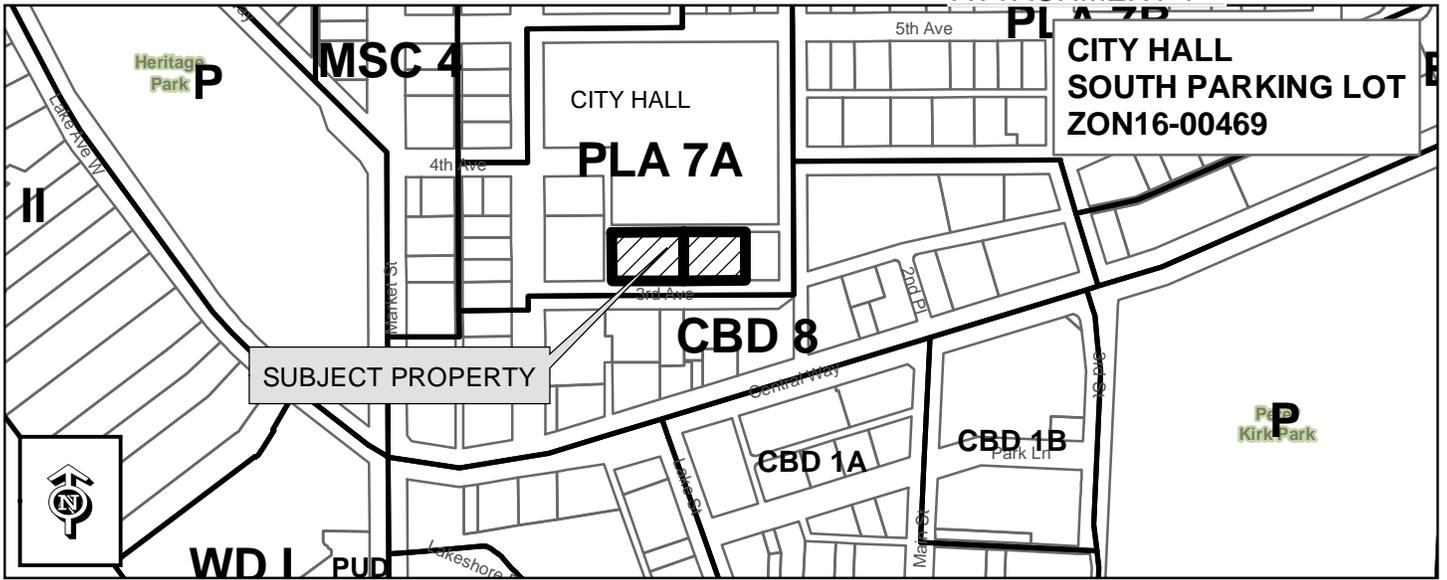
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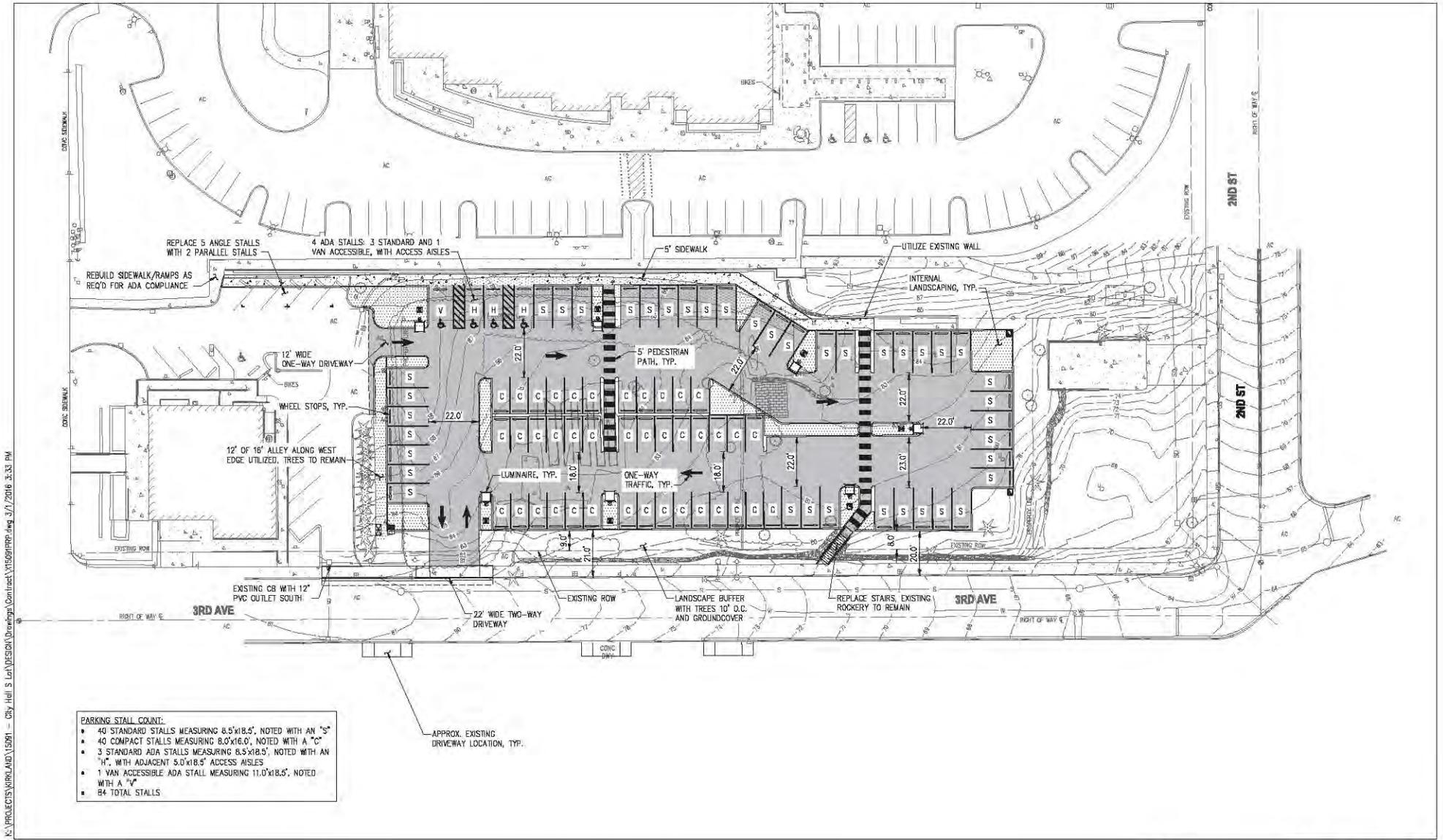


April 5, 2016

Eric R. Shields, Planning Director Date

cc: Rod Steitzer, Public Works Department



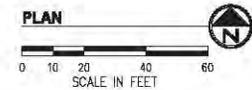


I:\PROJECTS\KIRKLAND\15991 - City Hall S Lot\DESIGN\Drawings\Contract\VT0901RPR.dwg 3/7/2016 3:33 PM

- PARKING STALL COUNT:**
- 40 STANDARD STALLS MEASURING 8.5'x18.5', NOTED WITH AN "S"
 - 40 COMPACT STALLS MEASURING 8.0'x16.0', NOTED WITH A "C"
 - 3 STANDARD ADA STALLS MEASURING 8.5'x18.5', NOTED WITH AN "H", WITH ADJACENT 5.0'x18.5' ACCESS AISLES
 - 1 VAN ACCESSIBLE ADA STALL MEASURING 11.0'x18.5', NOTED WITH A "V"
 - 84 TOTAL STALLS

APPROX. EXISTING DRIVEWAY LOCATION, TYP.

PARKING LOT LAYOUT
KIRKLAND CITY HALL SOUTH LOT



KPG

753 9th Ave N
 Seattle, WA 98107
 (206) 396-1698
 www.kpg.com

2208 Jefferson Ave
 Tacoma, WA 98402
 (253) 827-4229





CITY OF KIRKLAND
Department of Public Works
123 Fifth Avenue, Kirkland, WA 98033 425.587.3800
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MEMORANDUM

To: Janice Coogan, Planning Supervisor
From: Thang Nguyen, Transportation Engineer
Date: March 31, 2016
Subject: Carter Property Downtown Employee Parking Lot Traffic Study Review, Zon16-00469

This memo summarizes my review of the traffic report dated March 9, 2016 *Traffic Impact Analysis for the Carter Property Parking Lot* submitted by KPG. My findings and recommendations are summarized below followed by my review comments on the traffic impacts documented in the traffic report.

Staff Findings

The proposed parking lot will not generate net new traffic beyond the Kirkland downtown area. All of the project's traffic will be from employees and visitors already coming to downtown to work or visit. Therefore, the traffic impacts will be limited to the streets adjacent to the project site.

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

There may be a loss of one on-street parking space on the north side of 3rd Avenue due to the 15 feet parking restriction on both sides of the project driveway. The proposed project will not create significant SEPA traffic impacts that warrant specific off-site transportation mitigation.

Staff Recommendations

SEPA Mitigation:

Staff recommends approval the proposed project. SEPA mitigation is not warranted because the project will not create significant off-site traffic impacts.

Mitigation for Existing Conditions (Public Works Permit Conditions):

1. Extend the parking prohibition (red curb) on the south side of 3rd Avenue another 10 feet to the east at the intersection of 1st Street/3rd Avenue.
2. Maintain 15 feet clearance on both sides of the project's driveway on 3rd Avenue by prohibiting parking with red curb.
3. Relocate the existing loading area next to the existing project site driveway to the east side of the new project driveway as shown in Figure 1.

Neighborhood Traffic Control Program (NTCP):

The following traffic issues raised by the public will be managed through the NTCP:

1. ***Speeding on 3rd Avenue-*** The City will collect a week of speed data during the 1st week of April to verify the speed on 3rd Avenue. If speeding is an issue, the NTCP coordinator will coordinate with the police department to find the appropriate mitigation.
2. ***3rd Avenue travel lane is narrow-*** The City will monitor traffic on 3rd Avenue through the NTCP after the construction of the proposed parking lot and make adjustments to on-street parking such as "time-of-day" parking or other mitigation to maintain traffic safety.
3. ***Sight distance at the 3rd Avenue/2nd Place intersection-*** The NTCP coordinator will review the sight distance at this location and provide mitigation if necessary.
4. ***Drivers not stopping at the 4-Way Stop intersection of 3rd Avenue/2nd Street-*** The NTCP coordinator will notify the police department to monitor the intersection.

Project Description and Trip Generation

The City of Kirkland proposes to construct an 84-stall public parking lot at 120 3rd Avenue. The parking lot will provide parking for downtown employees as well as the general public. The proposed project is anticipated to be constructed and in full operation by the summer of 2016.

For Trip generation, it's assumed that Monday through Friday the lot would allow only permitted downtown employees from 7:00 AM to 6:00 PM. Other times, the lot would be open to the public. The lot would be open to the public all day on Saturday and Sundays.

The likely operating scenario of the parking lot is for most of the downtown employees parking to leave during a three hour period between 4 PM and 7 PM and public parkers to arrive between 6 PM and 8 PM.

However, to represent a high demand scenario, a conservative approach was assumed; namely that all parking spaces would be occupied within the morning AM peak hour and throughout the day until the PM peak hour (5:00 to 6:00 PM). During the PM peak hour all downtown employees using the parking lot would leave and half of the stalls would be filled up by downtown visitors. Consequently, under this the project is forecasted to generate 252 daily trips, 126 net new PM peak hour trips and 84 net new AM peak hour trips.

Two driveways will provide access to the site; one existing driveway off 3rd Avenue will be relocated approximately 17 feet to the west and be widened for two-way traffic and one existing one-way driveway off 1st Street S will provide entering access to the parking lot. The curb cut between the existing site driveway and the driveway to City Annex building will be vacated. The existing on-street loading area that is between existing

site driveway and the driveway to City Annex building will be relocated to the east of the new project driveway.

Traffic Concurrency

Developments are tested for traffic concurrency for the weekday PM peak hour. The proposed project passed traffic concurrency. Per *Section 25.10.020 Procedures* of the KMC, this Concurrency Test Notice expires within one year of the concurrency test notice (February 23, 2016) unless a development permit and certificate of concurrency are issued or an extension is granted.

Concurrency Appeal

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

Traffic Impacts

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

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

The City's Traffic Impact Analysis Guidelines (TIAG) requires a level of service (LOS) analysis using the Highway Capacity Manual Operational Method for intersections that have a proportionate share equal or greater than 1% as calculated using the method in the TIAG. In addition, intersections adjacent to the project site were also analyzed for level of service. The intersections analyzed for the traffic report are:

- 4th Avenue/Market Street
- 1st Street/3rd Avenue
- 1st Street/Central Way
- 2nd Street/4th Avenue
- 2nd Street/3rd Avenue
- 2nd Place-Main Street/Central Way
- 4th Street/3rd Avenue
- 3rd Street/Central way

The PM peak hour was chosen for analysis because it represents the worst-case scenario when traffic from the project site would be the largest in combination with the peak hour traffic of adjacent street traffic (commute and commercial traffic).

Traffic Mitigation Threshold

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

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

Off-site and Driveway Operation Traffic Impacts

Based on the level of service analyses, with the exception of the intersection of 2nd Place-Main Street/Central Way and 1st Street/Central Way, all other analyzed intersections and driveways are calculated to operate at LOS-D or better during the weekday PM peak hour in the future with the proposed parking lot; and therefore will not triggering traffic mitigation.

The intersection of 2nd Place-Main Street/Central Way is currently operating at LOS-D on weekdays and is calculated to operate at LOS-D without and LOS-E with the proposed parking lot. Since the proposed project has less than a 15% impact to the intersection, mitigation is not warranted based on the City's level of service mitigation threshold.

The intersection of 1st Street/Central Way is currently operating at LOS-E on weekdays and is calculated to operate at LOS-F without and with the proposed parking lot. Since the proposed project has less than a 5% impact to the intersection, mitigation is not warranted based on the City's level of service mitigation threshold.

It is forecasted that 3rd Avenue will have 223 PM peak hour trips with the proposed parking lot. The intersections on both ends of 3rd Avenue are forecasted to operate at LOS-A. Therefore, 3rd Avenue will operate without congestion.

Traffic Safety

Based on WSDOT collision data, there have been few crashes near the project site in the past three years. None of the locations analyzed are on the City of Kirkland's High Accident Location list. There were no accident on 3rd Avenue between 1st Street and 2nd Street fronting the project site. There are no sight line restrictions or speeding problems on 3rd Avenue. It is not anticipated that the proposed project would increase the number of crashes on 3rd Avenue. Therefore, SEPA mitigation for 3rd Avenue is not warranted.

Driveway & Sight Distance

The project driveway off 3rd Avenue is forecasted to operate at a good level of service (LOS-A). Therefore, mitigation based on level of service is not required. The city's driveway sight distance guidelines require the proposed project driveway to have a sight distance of 150 feet in both directions for exiting traffic. Parking will be prohibited within 15 feet of the driveway. With the on-street parking clearances, the measured sight distance at the project driveway looking to the west is 220 feet and to the east is

170 feet, which exceed the minimum sight distance requirement. Sight distance analysis at the driveway off 1st Street is not required because it does not provide exiting traffic. Based on the results of the site driveway analyses, it is forecasted that the project's driveway will operate safely.

Traffic Circulation

The traffic consultant was tasked to review the circulation on adjacent streets surrounding the project site based on public concerns about the traffic impacts to nearby streets. Those concerns include:

- Speeding on 3rd Avenue
- Adequate width on 3rd Avenue for two-way traffic
- Traffic impact on 3rd Avenue/2nd Place
- Sight distance at the corner where 3rd Avenue turns into 2nd Place
- Sight distance at the driveways on the south side of 3rd Avenue
- Adequate sight distance as drivers turn onto 3rd Avenue from northbound 1st Street
- Drivers not stopping at the intersection of 3rd Avenue/2nd Street.

All of the concerns raised above are existing conditions and will not be significantly impacted by the proposed project.

Speeding on 3rd Avenue

3rd Avenue between 1st Street and 2nd Street provides local access to the residential and commercial buildings on 3rd Avenue. The traffic count on 3rd Avenue indicates that it is not being used as a pass-through traffic route. When vehicles are parked on both sides of the street, the drive lane is reduced to approximately 12 to 14 feet which is not wide enough for two way traffic. The opposing traffic are required to pull off to the side to yield to each other. This condition is not unusual on local neighborhood street and it helps to inhibit speeding. The NTCP coordinator has been notified to address the speeding complaint. The City will collect a week of speed data to verify the speed on 3rd Avenue. If speeding is an issue, it will be managed through the City's NTCP process.

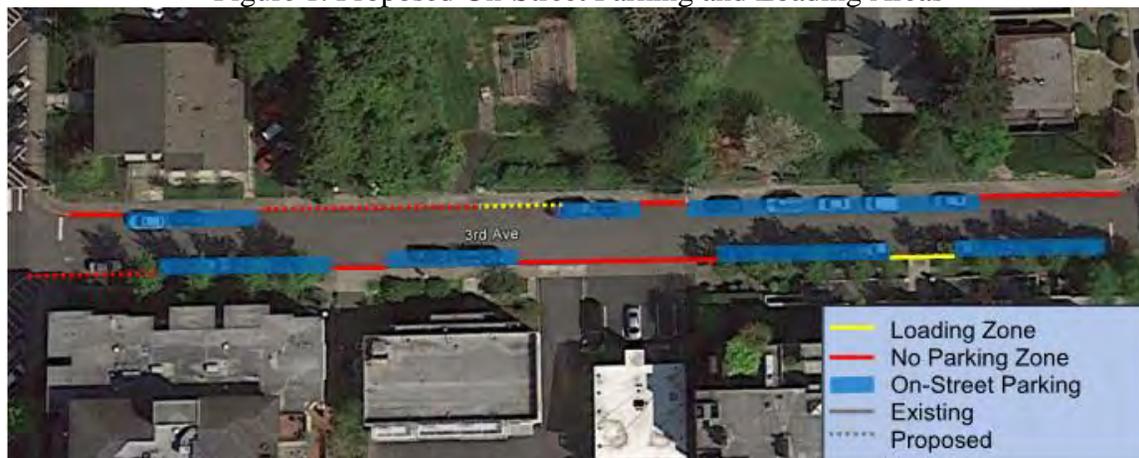
Adequate width on 3rd Avenue for two-way traffic

As indicated above, because of the narrow travel lanes opposing traffic are required to pull off to the side to yield to each other. Parking on both sides of the 3rd Avenue is staggered so that drivers have the ability to pull off to the side to yield to each other. There have been no crashes on 3rd Avenue between 1st Street and 2nd Street. This street is operating safely with the narrow lane width and pull out areas.

It is anticipated that the additional project traffic would not create congestion on 3rd Avenue. Staff agrees with the traffic consultant's and the neighborhood advisory group's recommendation to retain the on-street parking on 3rd Avenue and to lengthen the red curb on the south side of 3rd Avenue at the intersection of 1st Street/3rd Avenue as illustrated in Figure 1 to provide a sufficient pull-out area for northbound to eastbound traffic when there is westbound traffic coming toward the intersection.

The City will monitor traffic on 3rd Avenue through the Neighborhood Traffic Control Program (NTCP) after the construction of the proposed parking lot and make adjustments to on-street parking as necessary to maintain traffic safety.

Figure 1. Proposed On-Street Parking and Loading Areas



Traffic impacts on 3rd Avenue/2nd Place

The general lane capacity for a neighborhood street with a travel speed of 25 mile per hour (mph) is approximately 600 vph. It is forecasted the traffic on 3rd Avenue/2nd Place will increase from 67 vehicles per hour (vph) during the PM peak hour to approximately 100 vph. This is a nominal traffic volume increase and is well below the capacity of the street. Therefore, staff does not anticipate congestion to the traffic flow on the street.

Sight distance at the 3rd Avenue/2nd Place intersection

Some residents living at the Brezza Condominium have express concern that there is some sight restriction for eastbound traffic turning left into the Brezza Condominium garage. However, there have not been any crashes at that location in the past three years. There are some evergreen trees that could be trimmed to increase the sight distance. The NTCP coordinator have been notified to address the concern.

Maintain Adequate Clearance Area for driveways on the south side of 3rd Avenue

The proposed project will not impact the maneuverability at the existing driveways located on the south side of 3rd Avenue. There will be 15 feet of red curbs on both sides of all the driveways to provide sufficient clearance for vehicles to enter and exit and adequate sight distance as well as a pull out area for vehicles traveling westbound on 3rd Avenue. The clearance areas on both sides of the project driveway will also provide additional maneuvering area for vehicles entering and exiting the opposing driveways to the south. Therefore, the proposed project driveway location will not impact existing driveways on the south side of 3rd Avenue.

Adequate sight distance as drivers turn onto 3rd Avenue from northbound 1st Street

A few residents have raised concerns about not being able to see vehicle exiting 3rd Avenue as they turn right onto 3rd Avenue from 1st Street (traveling northbound to eastbound) and request that the City provide an adequate pull out area as a safe measure. Currently, there is red curb on the south side of 3rd Avenue to restrict on-street parking within 10 feet of the intersection. Staff believes that the red curb could be extended another 10 feet to provide an adequate pull out area to allow traffic entering 3rd Avenue from 1st Street to take refuge and allow traffic exiting 3rd Avenue to pass by. The impact of extending the red curb is a likely loss of one on-street parking space.

Correction: All Way Stop

Drivers not stopping at the 4-Way Stop intersection of 3rd Avenue/2nd Street

There have been no crashes at the intersection of 3rd Avenue/2nd Street in the past three years. This intersection is forecasted to operate at LOS-A with the proposed project and will continue to operate safely. The Neighborhood Traffic Control Program (NTCP) coordinator have been notified to work with the police department to monitor and enforce the situation.

Transportation Impact Fee

Per City's Ordinance 3685, Transportation Impact Fees are required for all developments and is calculated based on the most updated Transportation Impact Fee Schedule, January 1, 2016. Road impact fees are used to construct transportation capacity improvements throughout the City to help the City maintain traffic concurrency. The impact fee is imposed to mitigate new trips generated by new developments.

The proposed parking lot will serve employees and patrons already coming to work and visiting the Kirkland downtown area, it will not generate any new trips beyond the streets adjacent to the project site. There are no transportation capacity improvement project on the streets adjacent to the project site. Therefore, road impact fee is not warranted.

cc: Philip Vartanian, Development Engineer
Energov

Traffic Impact Analysis for the Permit Parking Lot at City Hall

Submitted to

City of Kirkland

Prepared by

KPG

March 21, 2016

Permit Parking Lot at City Hall
 Traffic Impact Analysis
 March 21, 2016



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 Traffic Impact Analysis
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OVERVIEW

This study assesses the traffic impact for a parking lot with 84 spaces, located on 3rd Avenue between 2nd Street and 3rd Street to the south of City Hall. The project is envisioned to provide permit commuter parking during weekdays and public parking on evenings and weekends. While parking facilities generally do not generate new trips to an area, the proposed facility is likely to shift existing trips from downtown Kirkland onto the local street system.

This study analyzes the traffic impacts of the project on the surrounding street system as per the City of Kirkland Traffic Impact Analysis requirements. The City has work with an Advisory Committee to gain input about the issues and interest of the local community and businesses.

The project is expected to be completed by summer of 2016. For this analysis, 2017 is used for the future analysis year for consistency with the City's model forecasts. The following conditions are analyzed:

- Existing Conditions – 2016 traffic conditions
- Future Conditions Without Project – 2017 traffic conditions without the project, but considering the traffic from other projects that will be completed.
- Future Conditions with Project – 2017 traffic conditions with the project and background traffic.

Project Site Description

The project site is made up of two parcels 3885808600 and 3885808615 located at approximately 136 3rd Avenue, Kirkland, WA 98033. **Figure 1** provides a vicinity map showing the project site.

While the existing project site includes a single family house, this analysis considers the site as vacant.

Proposed Project Description

The proposed site plan (2/29/2016) has 84 parking spaces, including four ADA-compliant parking spaces located along the northwest portion of the site. The primary access to the site is on 3rd Avenue, with a secondary access that connects to the City Annex property located west of the property. **Figure 2** shows a preliminary site plan for the parking lot.

Figure 1. Vicinity Map

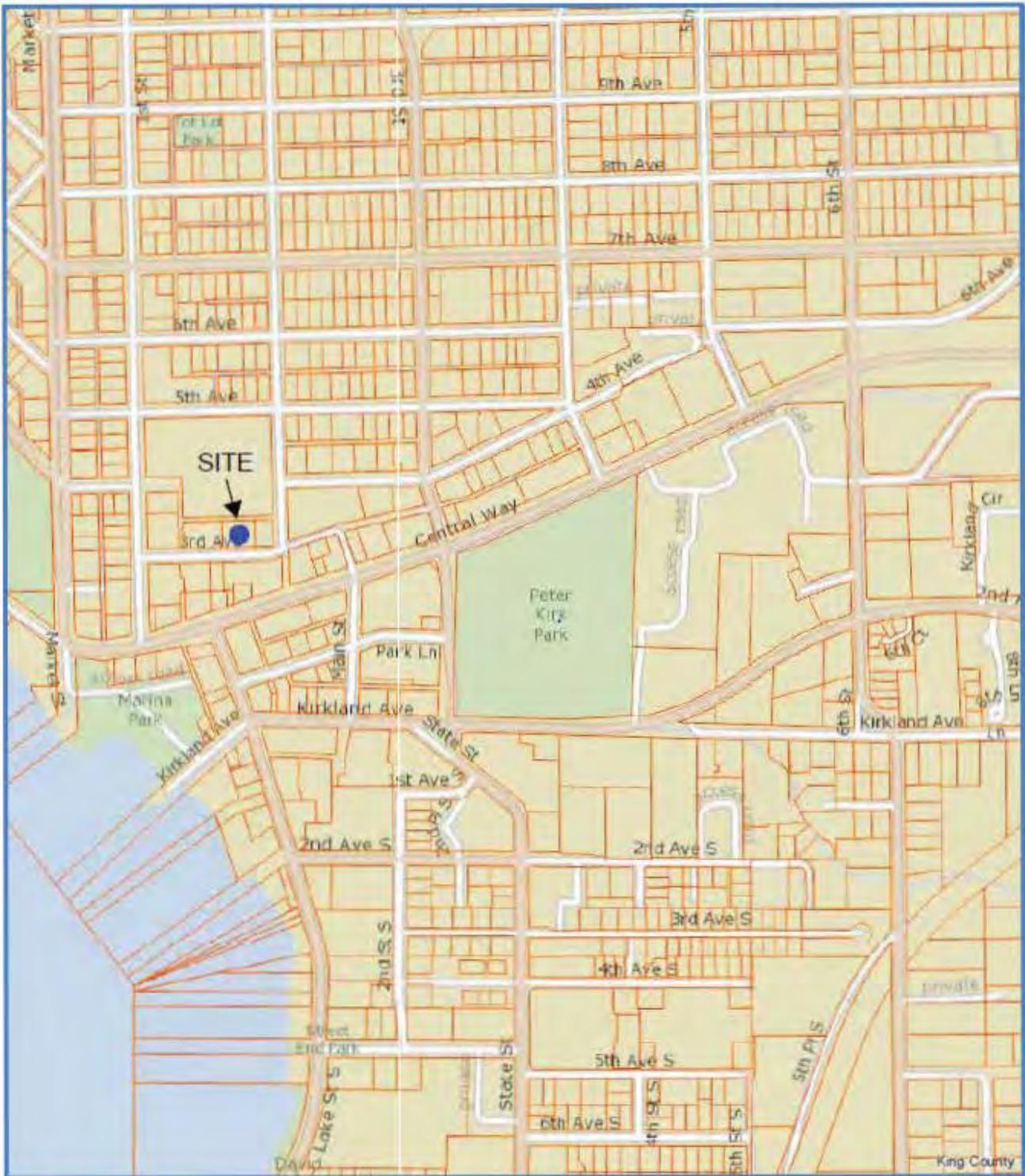
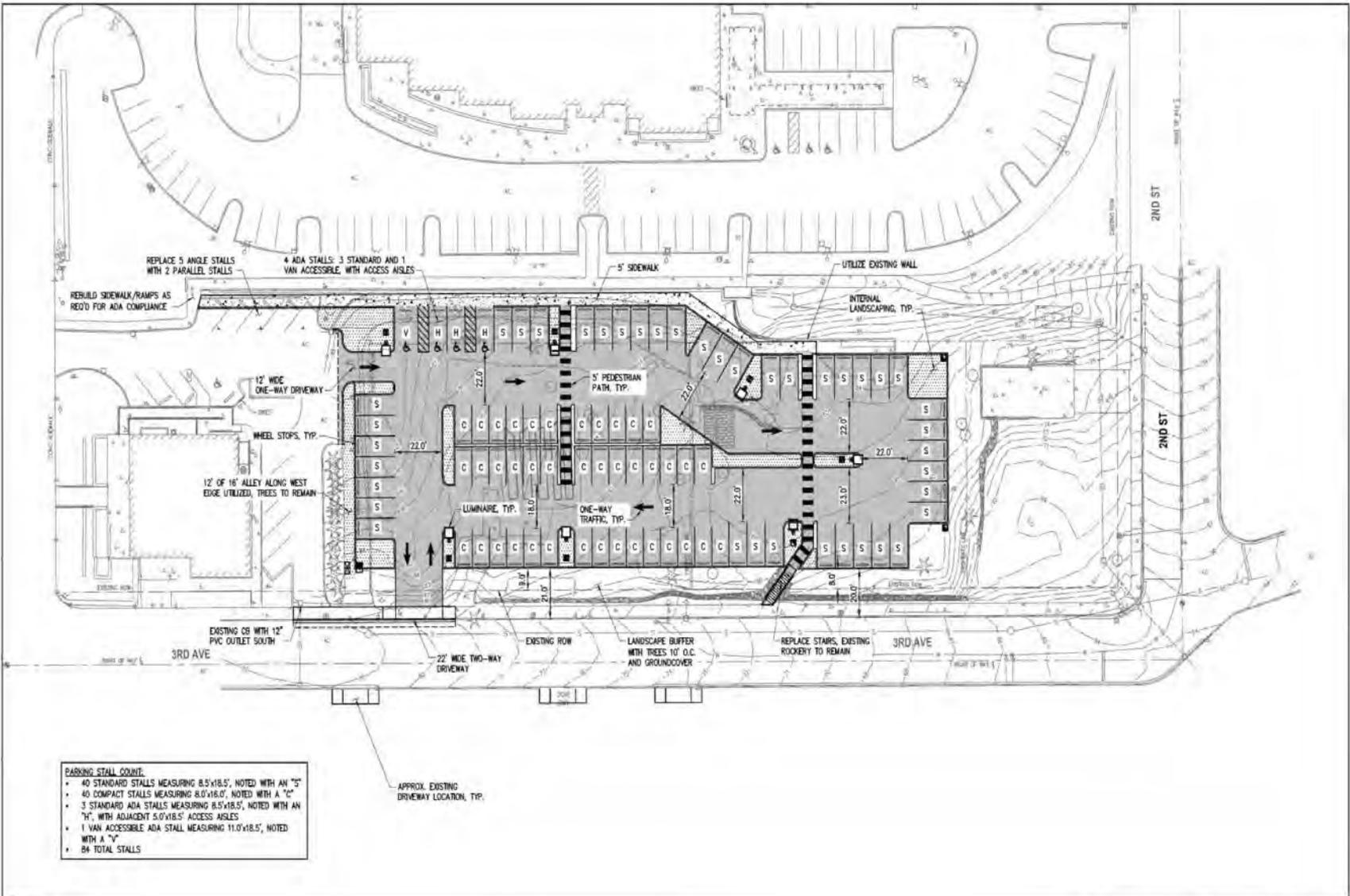


Figure 2. Preliminary Site Plan



- PARKING STALL COUNT:**
- 40 STANDARD STALLS MEASURING 8.5'x18.5', NOTED WITH AN "S"
 - 40 COMPACT STALLS MEASURING 8.0'x16.0', NOTED WITH A "C"
 - 3 STANDARD ADA STALLS MEASURING 8.5'x18.5', NOTED WITH AN "H", WITH ADJACENT 5.0'x18.5' ACCESS AISLES
 - 1 VAN ACCESSIBLE ADA STALL MEASURING 11.0'x18.5', NOTED WITH A "V"
 - 84 TOTAL STALLS



PARKING LOT LAYOUT
KIRKLAND CITY HALL SOUTH LOT



KPG
719 1st Ave | 307 1st Ave
Seattle, WA 98101 | Tacoma, WA 98502
(206) 381-7600 | (253) 402-0122
www.kpg.com

Study Intersections

This study evaluates eight intersections to assess the traffic impacts of the project on the surrounding roadway system. Discussions with City staff discussed potential impacts on the area's roadway network and identified local intersections most likely to be impacted by the project. The 3rd Street/Central Way intersection was identified as a significant intersections using the City's Proportionate Share Calculation methodology.

The following lists the study intersections included evaluated in this analysis:

- 4th Avenue/Market St
- 1st Street/3rd Avenue
- 1st Street/Central Way
- 2nd Street/4th Avenue
- 2nd Street/3rd Avenue
- 2nd Place-Main Street/Central Way
- 4th Street/3rd Avenue
- 3rd Street/Central Way

The analysis evaluates the weekday PM peak hour, which typically occurs between 4:30 and 5:30 in the afternoon. The analysis of the afternoon peak hour reflects the worst-case conditions of the roadway system during a typical weekday.

EXISTING CONDITIONS

This section describes the roadway characteristics, details the PM peak hour level of service operations, reports historical collision data and summarizes the area's non-motorized facilities and transit services.

Roadway and Intersection Description

The primary roadways in the study area are Central Way and Market Street. The remainder of streets within study area are local or collector streets that provide access to adjacent properties. The characteristics of each of the roadways is described below:

Central Way is a multilane arterial street connecting between downtown Kirkland and I-405 and has a posted speed limit of 30 mph in the downtown section.

Market Street, an arterial street, connects downtown to the neighborhoods in the north end of the city and has a posted speed limit of 25 mph in the vicinity of the study area. It has a single lane in each direction and left turn channelization within the median area.

3rd Avenue is a local street that will serve the proposed lot. It is 28 feet wide and with on-street parking on both sides, leaving 12-14 feet for two-way vehicle travel. To the east of 2nd Street, 3rd Avenue becomes 24 feet in width with parking along the north side.

2nd Place is a local street between Central Way and 3rd Avenue. It forms the north leg of the Main Street/Central Way intersection. The local street is approximately 24 feet wide with two-way travel and no parking.

1st Street runs north-south between downtown and the Norkirk neighborhoods to the north. Within the study area, 1st Street has parallel parking along the west side of the street and front-in angle parking on the east side.

2nd Street is a north-south local street which runs along the east side of the City Hall. It is approximately 35 feet wide with on-street parking on both sides.

3rd Street is a north-south collector street, north of Central Way that connects to the signal at 3rd Street/Central Way.

4th Avenue provides an east-west connection between 2nd Street and 3rd Street. It is 32 feet wide with on-street parking on both sides.

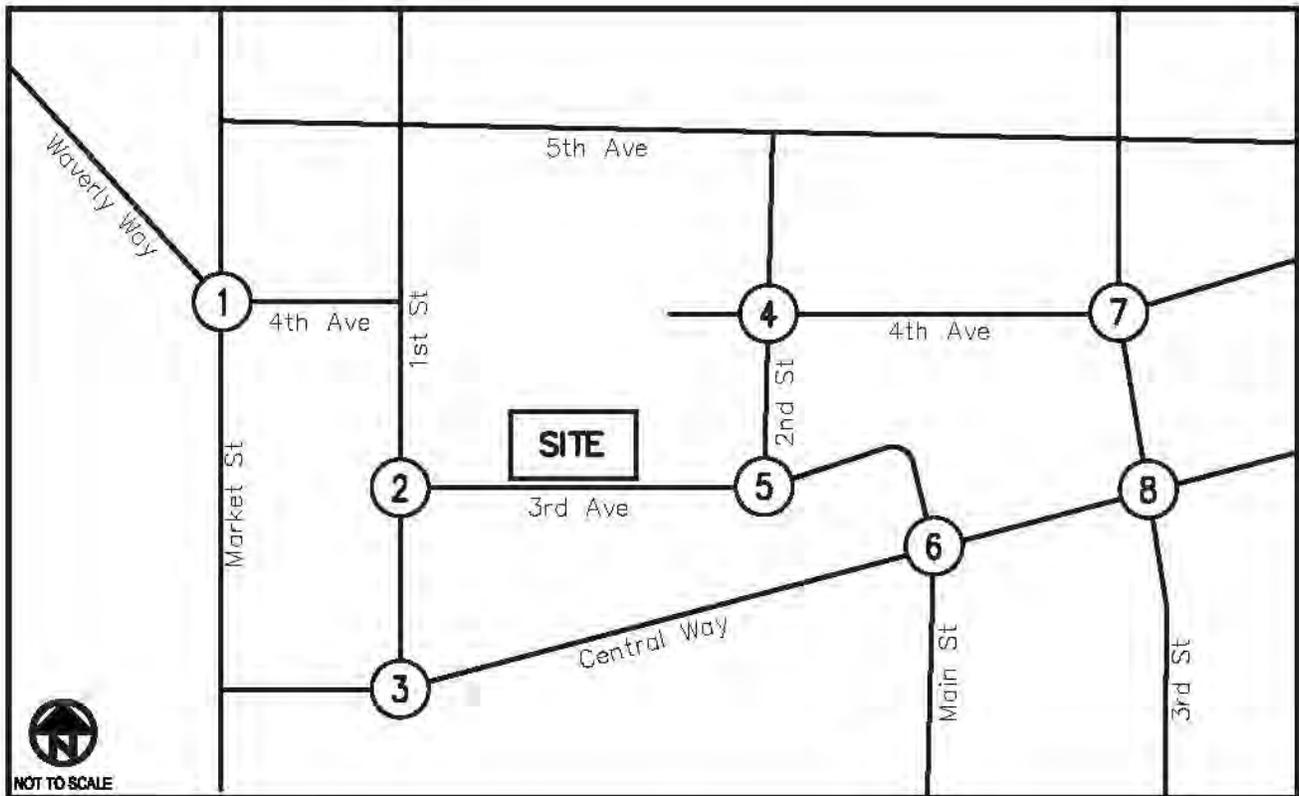
Of the study intersections along these roadway segments, most are stop-controlled for the minor leg of the intersection. There is an all-way stop sign at the 2nd Street/3rd Avenue intersection. The only study intersection with a signal is at the intersection of 3rd Street/Central Way.

Figure 3 shows the intersection channelization and traffic control type within the study area.

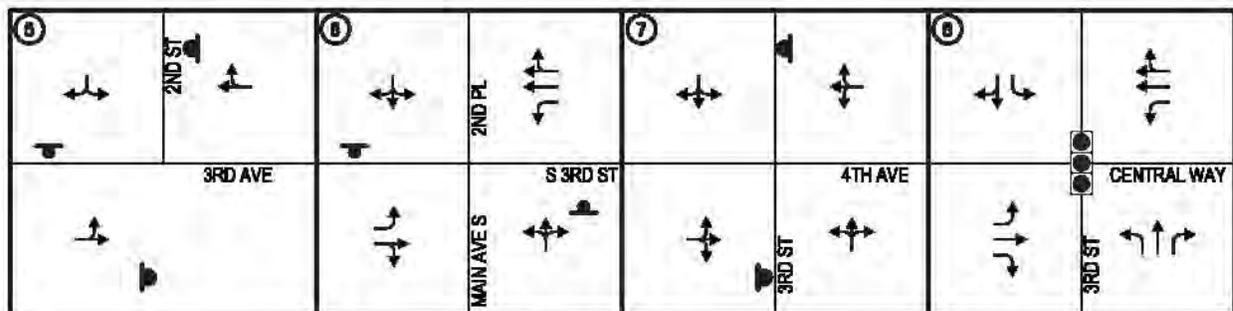
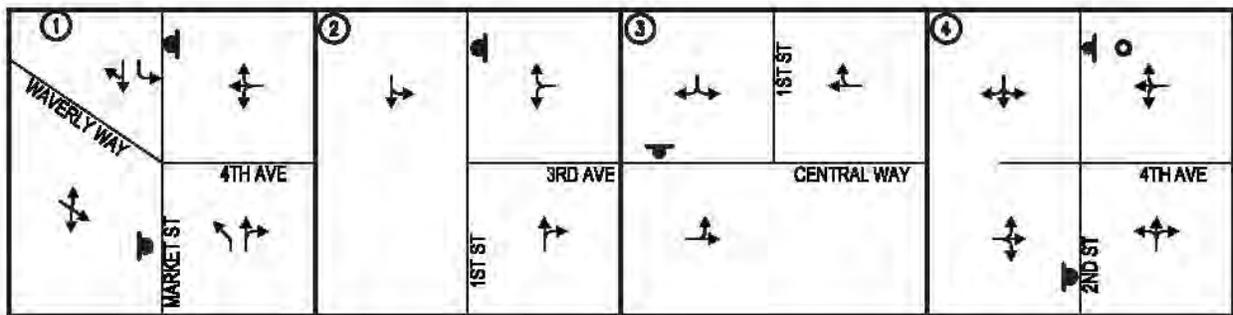
Traffic Counts

Traffic counts for this analysis were collected on January 28, 2016 to provide recent information on the traffic patterns and volumes in the area. The City of Kirkland provided an existing count for the intersection of 3rd Street/Central Way. **Figure 4** shows the existing weekday PM peak hour traffic volumes at each of the study intersections.

Figure 3. Intersection Channelization and Traffic Control

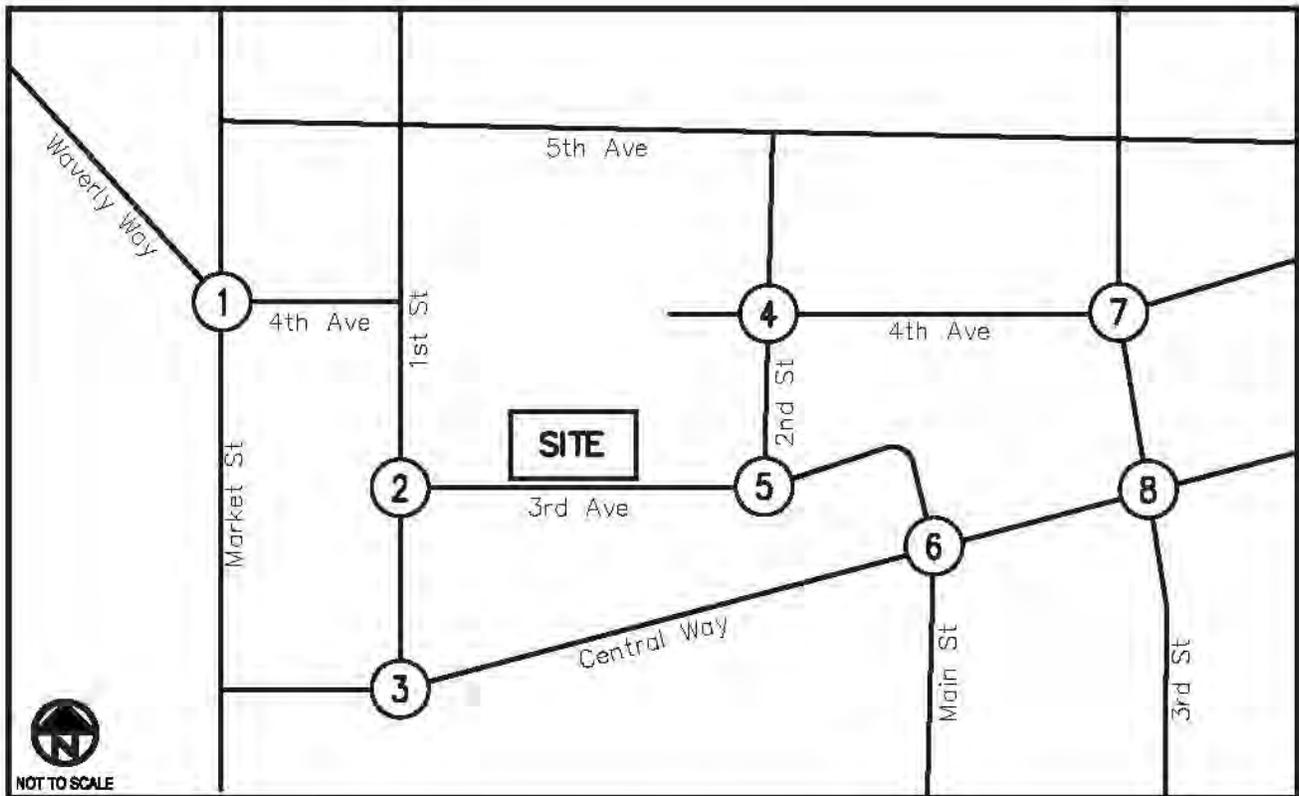


NOT TO SCALE



STOP CONTROLLED APPROACH
 SIGNALIZED INTERSECTION
 EXISTING CHANNELIZATION

Figure 4. 2016 PM Peak Hour Volumes



<p>①</p> <p>Waverly Way</p> <p>Market St</p> <p>4th Ave</p> <p>399 8 388 7</p> <p>26 62 0 3</p> <p>29 3 1 25</p>	<p>②</p> <p>1st St</p> <p>3rd Ave</p> <p>30 23 7</p> <p>20 5 15</p>	<p>③</p> <p>1st St</p> <p>Central Way</p> <p>36 10 25</p> <p>527 887 1</p>	<p>④</p> <p>2nd St</p> <p>4th Ave</p> <p>8 5 2</p> <p>13 5 3 5</p>
--	---	--	--

<p>⑤</p> <p>2nd St</p> <p>3rd Ave</p> <p>20 8 14</p> <p>34 13 21</p> <p>66 51 14 9</p>	<p>⑥</p> <p>2nd Pl</p> <p>S 3rd St</p> <p>36 11 2 17</p> <p>625 37 571 27</p> <p>82 21 4 67</p>	<p>⑦</p> <p>3rd St</p> <p>4th Ave</p> <p>123 1 121 1</p> <p>5 3 1 1</p> <p>14 63 1</p>	<p>⑧</p> <p>3rd St</p> <p>Central Way</p> <p>218 18 100 100</p> <p>652 14 652 66</p> <p>542 131 262 128</p>
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Intersection Levels of Service

Level of Service (LOS) is a qualitative measure of the quality of traffic operations at an intersection. LOS is described using an A to F scale, with LOS A representing minimal traffic delays and LOS F representing severe congestion and long delays. For signals, the LOS is defined by measuring the average control delay per vehicle and is reported the entire intersection. For two-way stop-controlled intersections, delay is reported for the worst approach of the intersection. **Table 1** defines the LOS for the signalized and unsignalized study intersections.

Table 1. Level of Service Criteria for Signalized and Unsignalized Intersections

Level of Service	Signalized Average Delay per Vehicle (seconds)	Unsignalized Average Delay per Vehicle (seconds)
A	0 to 10	0 to 10
B	10 to 20	10 to 15
C	20 to 35	15 to 25
D	35 to 55	25 to 35
E	55 to 80	35 to 50
F	> 80	> 50

Source: 2010 Highway Capacity Manual

Level of Service Standards

To ensure the operation of the roadway system, jurisdictions establish level of service standards. These LOS standard are used to identify if mitigation actions are necessary to improve the operation of the intersection as a result of the proposed project. The City of Kirkland Traffic Impact Analysis Guidelines (August 2014 revision) identifies LOS E as the threshold for providing mitigation for impacts from development.

Existing Level of Service

Existing traffic counts were analyzed using a Synchro traffic analysis program that using the Highway Capacity Manual 2010 methodology. The Synchro inputs included intersection turning movement volumes, lane configurations and intersection traffic controls. **Table 2** shows the results of the LOS calculations. **Appendix A** includes the detailed Synchro reports for existing conditions during the PM peak hour.

The intersection of 1st Street/Central Way operates at LOS E with 47 seconds of delay. All other intersections operate at LOS E or better.

Table 2. Existing PM Peak Hour Intersection Level of Service

ID	Study Intersections	Intersection Control	LOS	Delay
1	4th Avenue/Market St	eastbound stop, westbound stop	C	18
2	1st Street/3rd Avenue	westbound stop	A	9
3	1st Street/Central Way	southbound stop	E	47
4	2nd Street/4th Avenue	westbound stop	A	10
5	2nd Street/3rd Avenue	all-way stop	A	7
6	2nd Place-Main Street/Central Way	northbound stop, southbound stop	D	29
7	4th Street/3rd Avenue	eastbound stop, westbound stop	B	15
8	3rd Street/Central Way	signal	C	28

Note: For 2-way stop-controlled intersections, delay is reported for the worst approach of the intersection.

Summary of Existing Conditions

The site is located to the south of City Hall, one to two blocks away from downtown Kirkland. The site is close to major transportation facilities including I-405 and the Kirkland Transit Center. The intersection operational analysis found most intersections operate at LOS D or better during the PM peak hour. The intersection of 1st Street/Central Way operates at LOS E during the PM peak hour. High east-west traffic volumes on Central Way and high levels of pedestrian activity result in delays for southbound traffic at the intersection.

FUTURE (2017) CONDITIONS WITHOUT PROJECT

This section evaluates the future traffic operations without the project. The analysis used a 2017 baseline that included the traffic from other developments to allow comparison with the proposed project and to calculate the future LOS operation.

Traffic Growth Assumptions

Future traffic growth in the area was obtained by applying a 2 percent annual growth rate to the existing traffic volumes. While the project is anticipating full development of the project by this summer 2016, the analysis used 2017 as the project completion year for the analysis of future conditions. In addition, traffic from developments already applied for (pipeline), were included at intersections as indicated by City staff.

Planned Area Roadway Improvements

There are no planned roadway improvements that would affect the study intersections.

2017 PM Peak Hour Traffic Volumes without Project

The 2017 weekday PM peak hour intersection volumes were calculated by adding background growth and trips from future development to the existing volumes. **Figure 5** shows the traffic volumes, without the Permit Parking Lot, at each of the study intersections.

Levels of Service without Project

Using the future PM peak hour traffic volumes, the analysis calculated the level of service for each of the study intersections. **Table 3** lists the levels of service and delay for existing and future conditions without the project.

Under future conditions without the project, the study intersection of 1st Street/Central Way would operate at LOS F by 2017. All other study intersections would operate at LOS D or better. **Appendix 3** includes the detailed Synchro reports for future conditions without the proposed project volumes.

Table 3. Future Conditions PM Peak Hour Intersection Level of Service – Without Project

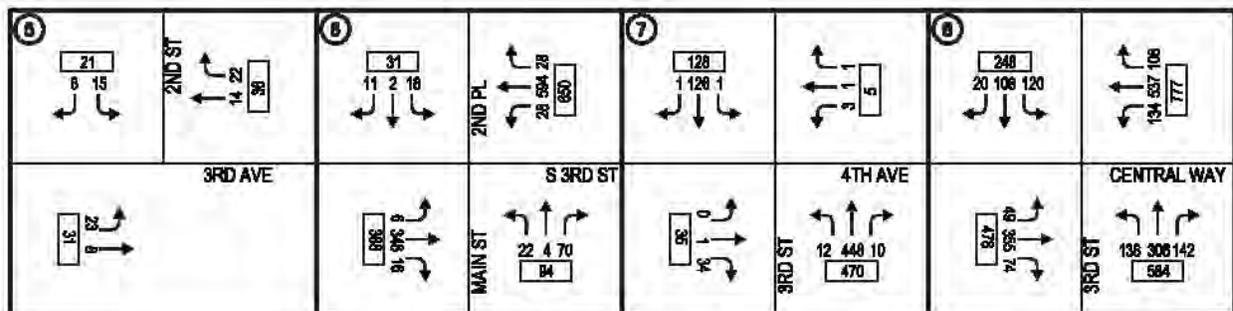
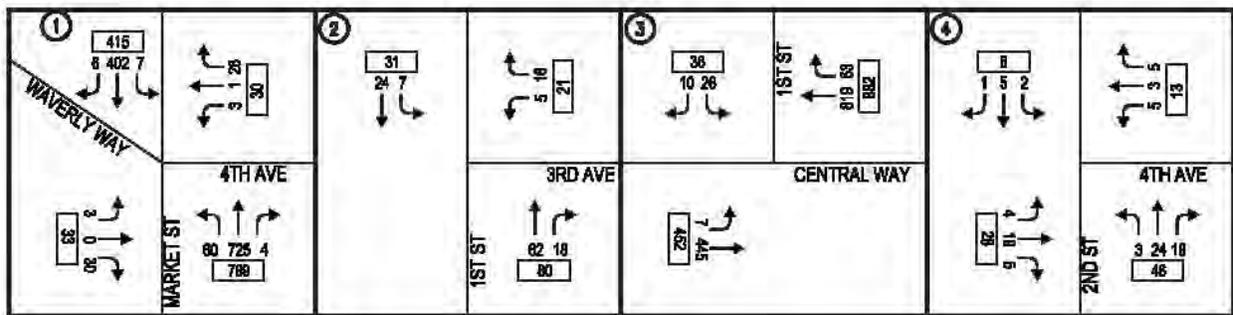
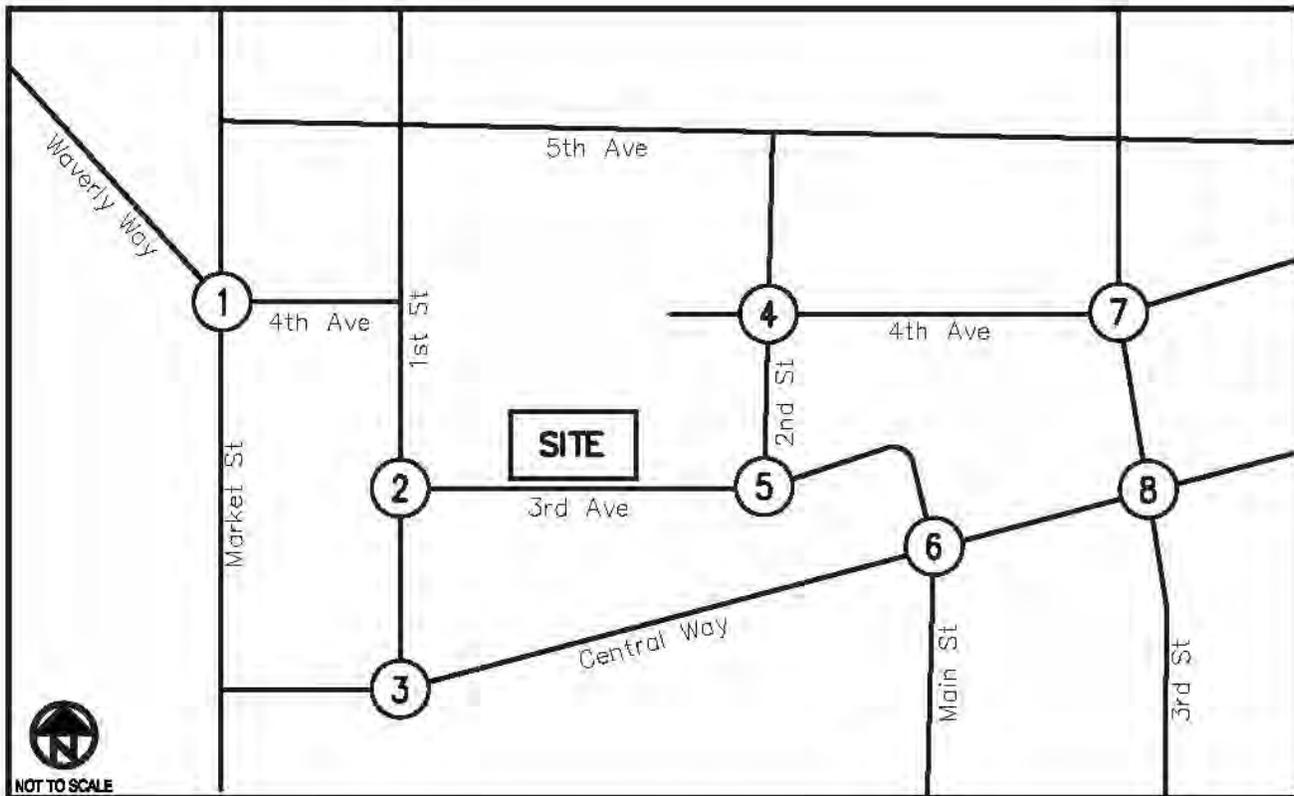
ID	Study Intersections	Intersection Control	LOS	Delay
1	4th Avenue/Market St	eastbound stop, westbound stop	C	19
2	1st Street/3rd Avenue	westbound stop	A	9
3	1st Street/Central Way	southbound stop	F	53
4	2nd Street/4th Avenue	westbound stop	A	10
5	2nd Street/3rd Avenue	all-way stop	A	7
6	2nd Place-Main Street/Central Way	northbound stop, southbound stop	D	33
7	4th Street/3rd Avenue	eastbound stop, westbound stop	C	15
8	3rd Street/Central Way	signal	C	32

Note: For 2-way stop-controlled intersections, delay is reported for the worst approach of the intersection.

Summary of Future Conditions without Project

The analysis assumed a background growth of 2 percent and 2017 completion year to provide a conservative analysis and to be consistent with the City-provided future year volumes. The intersection operational analysis found that the 1st Street/Central Way intersection would operate at LOS F during the PM peak hour for future conditions.

Figure 5. 2017 PM Peak Hour Volumes - Without Project



FUTURE (2017) CONDITIONS WITH PROJECT

This section documents the estimated impact of the proposed permit parking lot on the study intersections. Steps to estimating the 2017 future volumes with the project included estimating the future trip entering and existing the facility and assigning the project traffic to the roadway system. The LOS was calculated and compared to the existing and to the 2017 without project conditions.

Trip Generation

The Institute of Transportation Engineers (ITE) Trip Generation (9th Edition) is typically used to estimate the number of new trips generated by the associated land uses of the development project. A trip is defined as either a vehicle entering or exiting the site.

Parking lots are not included in ITE Trip Generation and are not considered as generators of new vehicle trips. The proposed parking lot will support the existing development within downtown Kirkland. At the suggestion of City staff, the analysis reflects an estimate of the trips entering and exiting the site which are diverted from downtown. This provides a conservative analysis of the traffic impact of the project on the surrounding roadway network. These assumptions include:

- The parking lot will serve employees that work within the downtown core located to south of Central Way, resulting in new trips at intersections to the north of Central Way.
- 100 percent of the permit parking users will leave the lot during the PM peak hour.
- Arriving vehicles during the PM peak hour will occupy 50% of parking spaces to represent patrons of local businesses. Evening use of the parking lot will not require a permit.
- Daily trips reflect the total entering and exiting vehicles using the parking lot throughout the day.

Table 4 shows the daily, AM peak hour and PM peak hour trip generation estimated for the parking lot based on 84 parking spaces. This trip generation is consistent with the Concurrency Certificate for the project.

Table 4. Permit Parking Lot Entering and Exiting Vehicle Estimate (84 spaces)

Period	Total	Inbound	Outbound
Daily Trips	252	126	126
AM Peak Hour	84	84	0
PM Peak Hour	126	42	84

Source: Concurrency test notice 2/10/2016.

Project Trip Distribution and Assignment

The City of Kirkland Public Works used its BKR Model to provide the PM peak trip assignment for the proposed development. The model distributes the projects volumes on to the roadway network. A daily trip assignment was developed based on the PM peak hour model results. **Figure 6** shows the assignment for the PM peak hour analysis. **Figure 7** shows the daily trip assignment used in the analysis.

2017 PM Peak Hour Volumes with the Project

The PM peak hour traffic with the Permit Parking Lot volumes were calculated by adding the project trip assignment (inbound and outbound) to the 2017 traffic volumes without the project. **Figure 8** shows the 2017 traffic volumes for the weekday PM peak hour at each of the study intersections.

2017 Level of Service with the Permit Parking Lot Project

The table identifies the impact of project trips on the operation of the study intersections. The future condition results assumes the optimization of traffic signal timing, which adjusts the cycle length and time assigned to each signal phase to accommodate the expected traffic volumes. **Table 5** shows LOS for each study intersection with the addition of the Permit Parking Lot volumes. **Appendix C** includes the detailed Synchro reports for future conditions with the proposed project volumes.

Table 5. Future Conditions PM Peak Hour Level of Service – Without and With Project

ID	Study Intersection	Intersection Control	Without Project		With Project	
			LOS	Delay	LOS	Delay
1	4th Avenue/Market St	eastbound stop, westbound stop	C	19	C	19
2	1st Street/3rd Avenue	westbound stop	A	9	A	10
3	1st Street/Central Way	southbound stop	F	53	F	59
4	2nd Street/4th Avenue	westbound stop	A	10	B	10
5	2nd Street/3rd Avenue	all-way stop	A	7	A	8
6	2nd Place-Main Street/Central Way	northbound stop, southbound stop	D	33	E	37
7	4th Street/3rd Avenue	eastbound stop, westbound stop	C	15	C	17
8	3rd Street/Central Way	signal	C	32	C	34
9	Site Driveway/3rd Avenue	southbound stop	--	--	A	9

Note: For 2-way stop-controlled intersections, delay is reported for the worst approach of the intersection.

Figure 6. PM Peak Hour Trip Assignment

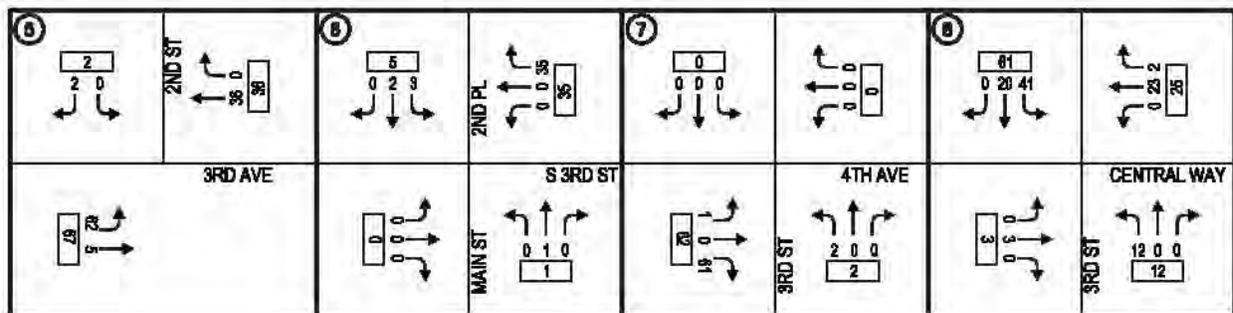
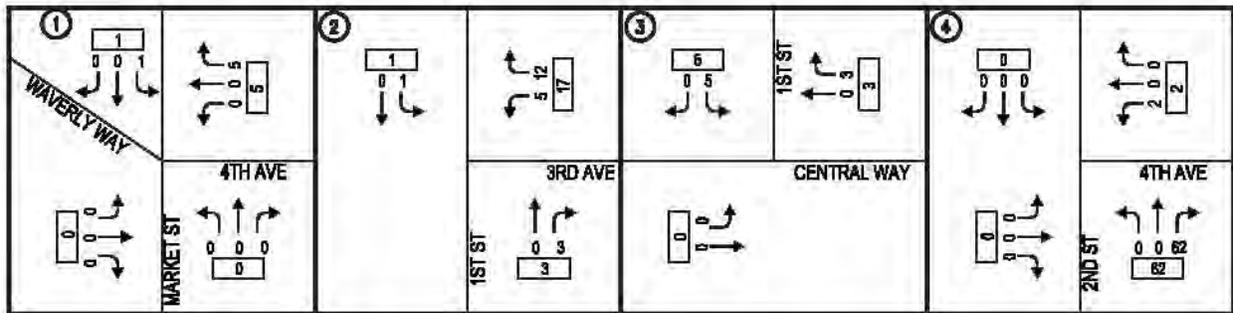
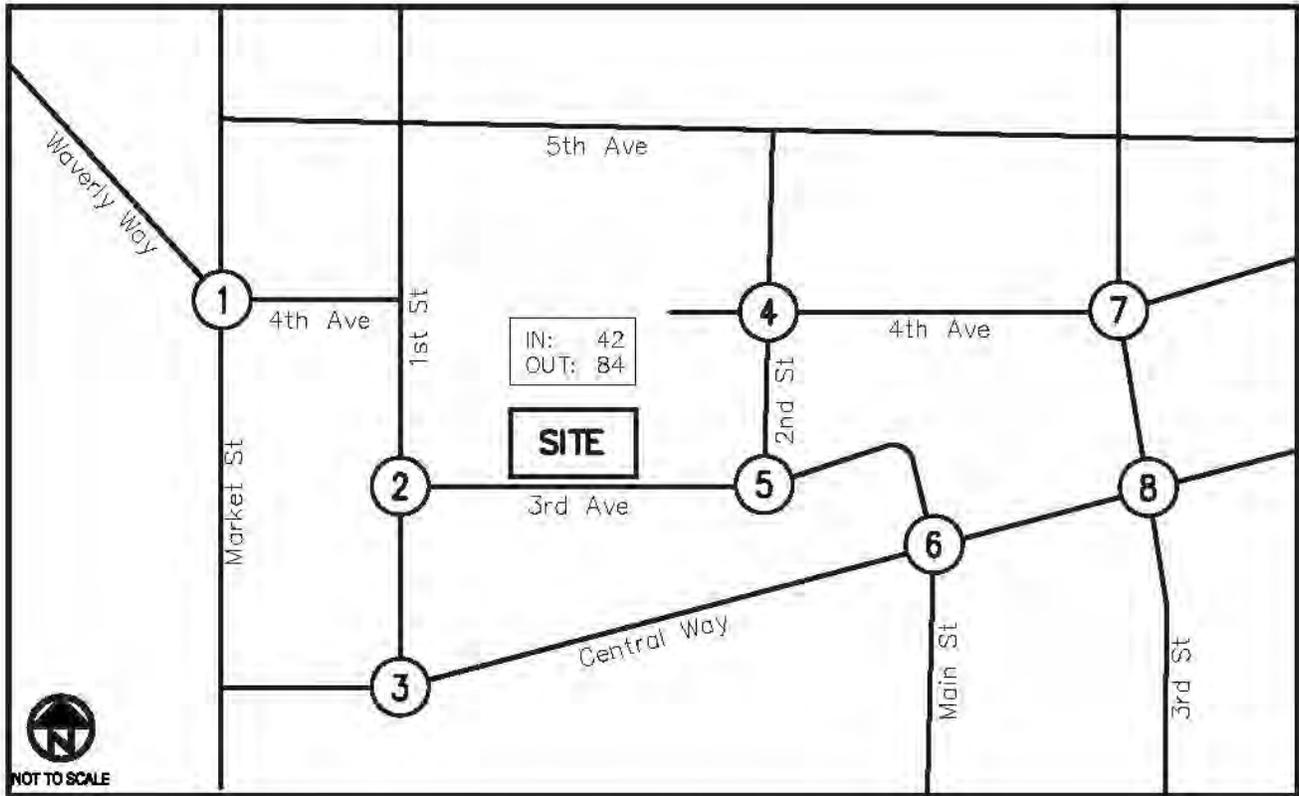


Figure 7. Daily Trip Assignment

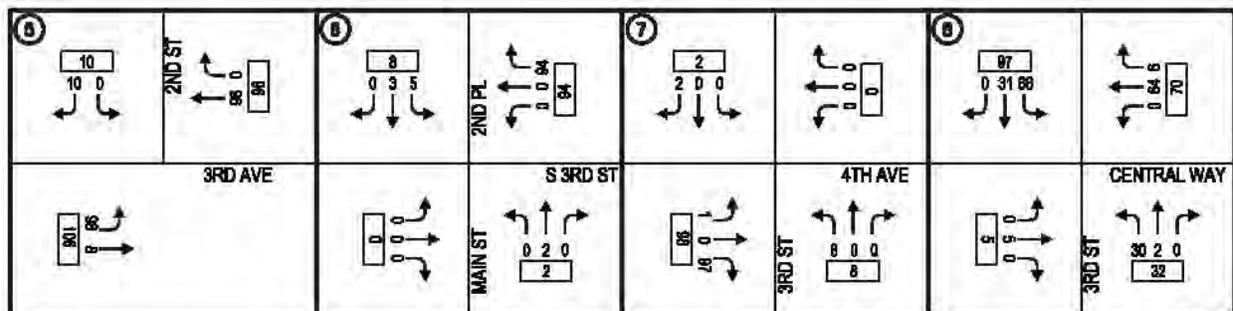
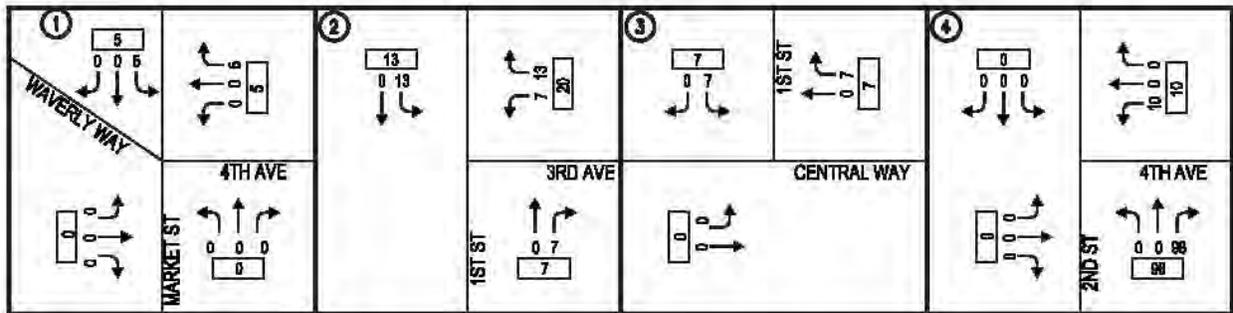
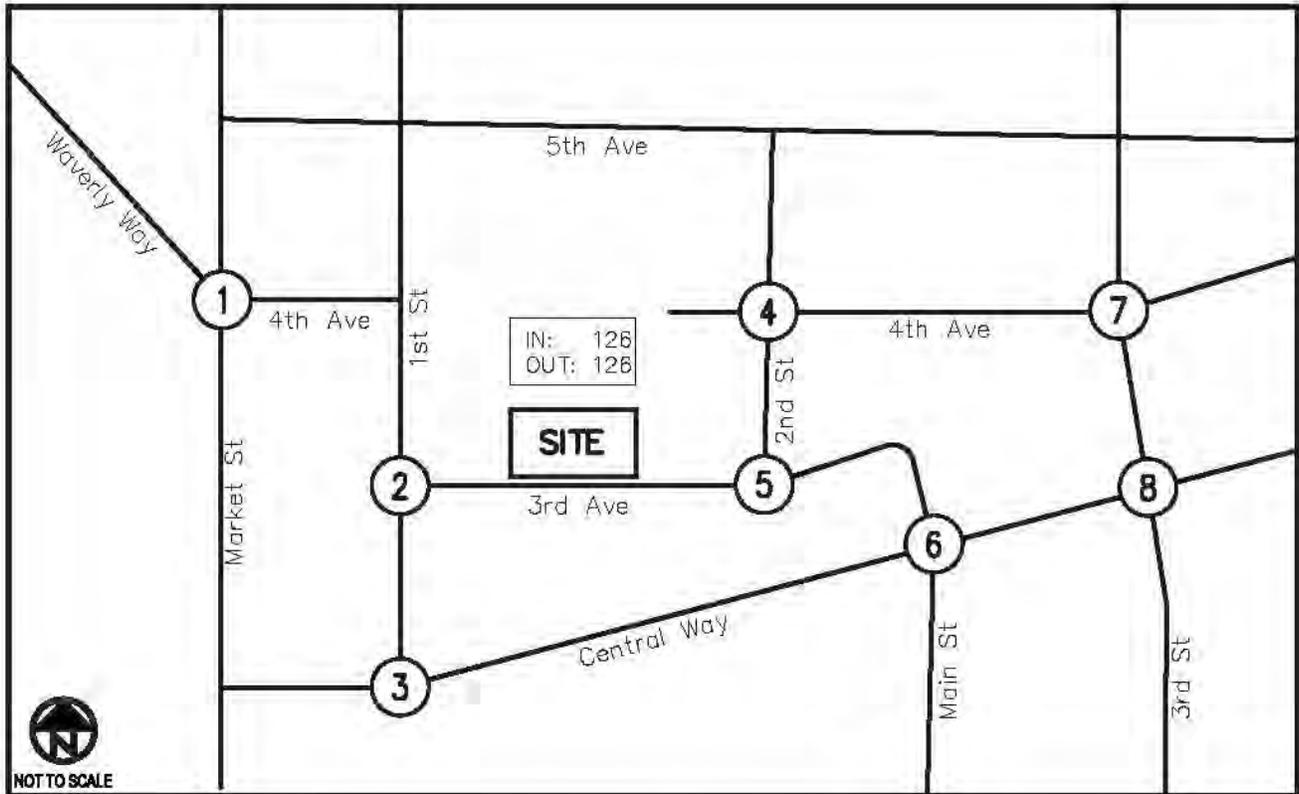
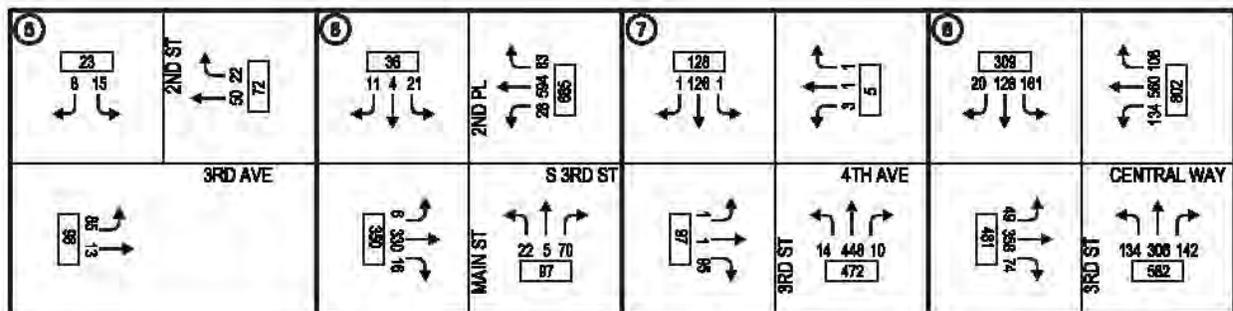
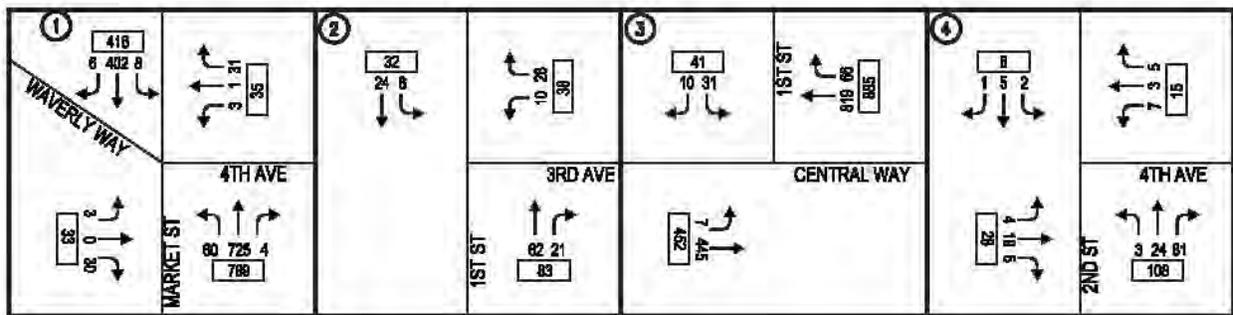
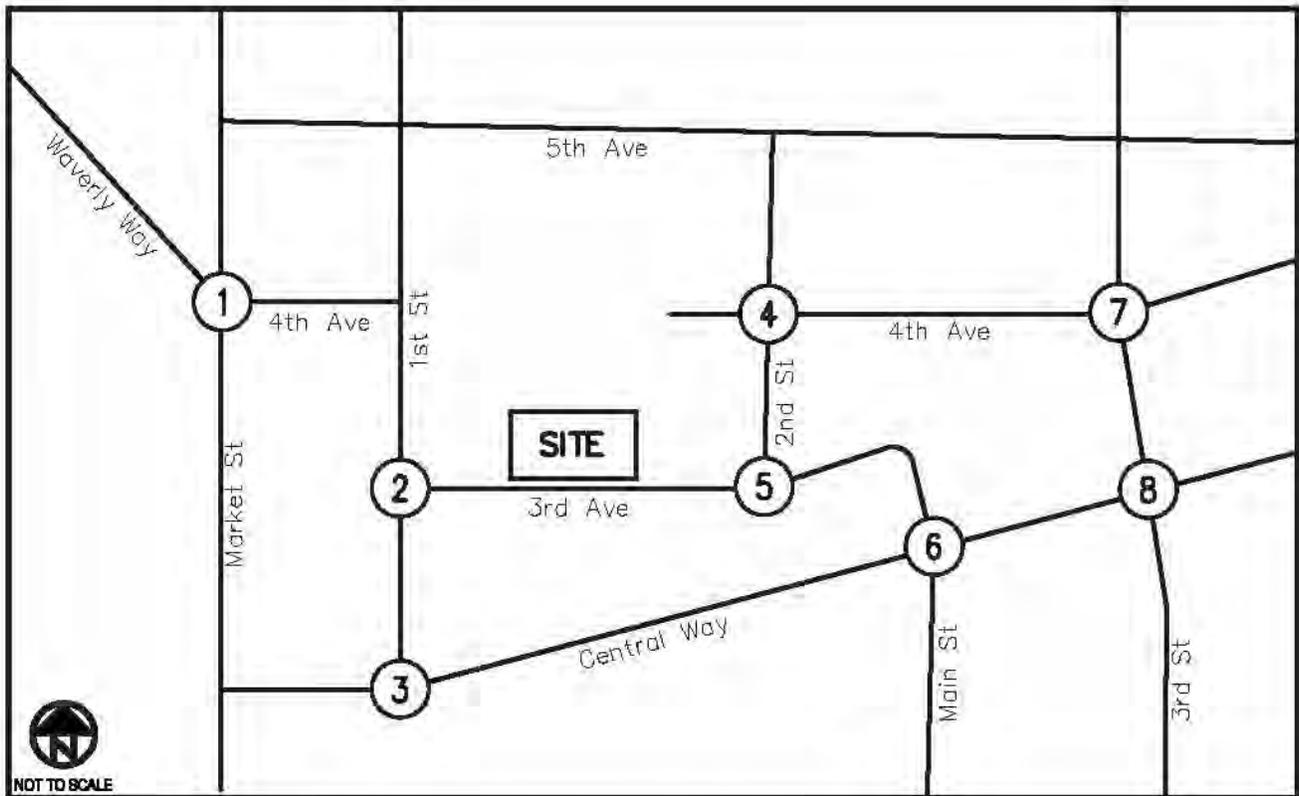


Figure 8. 2017 PM Peak Hour Volumes - With Project



The addition of the Permit Parking Lot trips would create an impact to the operation of two intersections:

- 1st Street/Central Way would operate at LOS F with 53 seconds of delay without the project and 59 seconds with project.
- 2nd Place-Main Street/Central Way intersection would operate at LOS D with 33 seconds of delay without the project and at LOS E and 37 seconds of delay with the project.

SAFETY ANALYSIS

The collision history was obtained by WSDOT for a three-year period between 2013 and 2015. **Table 6** shows the collision types at study intersections with one or more reported collisions during the three years.

Table 6. 2013-2015 Intersection Collisions at Study Intersections

ID	Study Intersection	Angle	Rear End	Object	Pedestrian	Other	Total	Collisions per Year
1	4th Av/Market St		2				2	0.67
3	1st St/Central Way		2		1		3	1.00
6	2nd Pl-Main St/Central Way	2	5	2		1	10	3.33
8	3rd St/Central Way	5	2		2		9	3.00

Source: WSDOT 2013-2015

At the study intersections, the number of collisions are fairly low, considering the traffic volumes in the area. There were 10 collisions over three years occurring at the 2nd Place-Main Street/Central Way intersection. Most were rear-end collisions caused by driver inattention, speeding or vehicles following too close.

Table 7 summarizes collisions for roadway segments along the corridor. Many segment collisions were related to vehicle colliding with objects, often unoccupied parked vehicles. Other collision types were related to vehicles entering the flow of traffic from parking spaces or driveways. The highest number of total collision occurred on Central Way between Market Street and 3rd Street. There were no recorded collisions on 3rd Avenue. The collision rate along these segments is considered low, and the added traffic volumes from the project will have minimal impact to the frequency of collisions on area roadways.

Table 7. 2013-2015 Roadway Collisions for Study Roadway Segments

Street	Segment	Angle	Rear End	Object	Parking	Ped	Other	Total
1st Street	Central Way - 3rd Av		1	2	1			4
2nd Street	3rd Av - 4th Av						1	1
3rd Street	Central Way - 4th Av		1					1
4th Avenue	2nd St - 3rd St				1			1
Central Way	Market St - Lake St	1	1	1	1			4
Central Way	Lake St - 3rd St	2	1	3	1	1	1	9
Market St	Central Way - 4th Av		1		1		1	3

Source: WSDOT 2013-2015

ACCESS AND CIRCULATION

The site will include a driveway onto 3rd Avenue and a one-way entrance from the adjacent City Annex parking area, immediately west of the site. This section discusses the internal and external circulation patterns for vehicles entering and exiting the site.

Internal Circulation

Within the project site, the internal circulation will form a clockwise one-way loop to serve parking spaces. The site will have 22-foot one-way traffic aisles except for a section of 18-foot one-way aisle adjacent to compact parking spaces. Pedestrian access is supplemented by a sidewalk along the north edge of the site and two sets of internal walkways within the parking lot. A staircase provides a connection between 3rd Avenue and the eastern half of the parking area. The proposed site plan (see Figure 2) provides additional details.

The proposed site driveway on 3rd Avenue would allow 220 feet of sight distance to the west (to 1st Street) and 170 feet to the east. A 15-foot marked no parking zone on either side of the driveway should be marked to prevent sight distance obstruction from parked vehicles.

3rd Avenue Circulation between 1st Street and 2nd Street

The narrow width of 3rd Avenue is a concern for circulation to and from the site. 3rd Avenue is approximately 28 feet wide with on-street parking on both sides leaving a shared travel lane of 12-14 feet for two-way traffic. Traffic on 3rd Avenue currently uses driveway areas and no parking zones as pull outs to allow approaching vehicles to pass, which reduces issues related to speeding.

The City and the neighborhood desire to balance the needs for two-way travel with the retention of on-street parking and loading areas that serve adjacent business and residential buildings. **Table 8** provides a matrix of potential parking options for 3rd Avenue and the advantages and disadvantages of each.

Table 8. Parking Options on 3rd Avenue - Advantages and Disadvantages

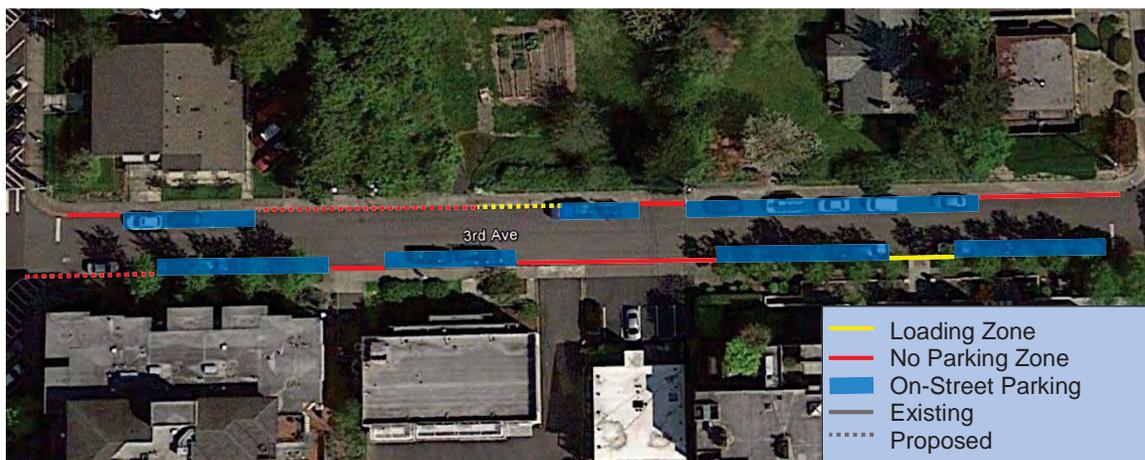
Parking Option	Advantages	Disadvantages
Elimination of north side parking	<ul style="list-style-type: none"> • Maximizes sight distance at project driveway • Creates 2-way drive lane with 22 foot width • Retains south side parking next to businesses/residents 	<ul style="list-style-type: none"> • 2-way travel lane may increase speeding/volumes on 3rd Avenue • Loss of 12 parking spaces and one loading zone
Elimination of south side parking	<ul style="list-style-type: none"> • Improves sight distance for residents/businesses along south side 	<ul style="list-style-type: none"> • 2-way travel lane may increase speeding/volumes on 3rd Avenue • Loss of 16 parking spaces and one loading area on south side. • Customers required to cross street to destination • Increases travel lane offset at the 2nd Street/3rd Avenue intersection
Parking on both sides with vehicle pullouts	<ul style="list-style-type: none"> • Retains parking on both sides • Retains existing feel and operations of 3rd Avenue • Calms traffic by requiring vehicles to use pullouts along street • Retains north side loading zone 	<ul style="list-style-type: none"> • Loss of some parking to create pullout areas
Time-of-day parking restrictions on north side	<ul style="list-style-type: none"> • Creates 2-way drive lane with 22 foot width during peak periods • Calms traffic during off-peak hour • No loss of parking or loading areas during most hours 	<ul style="list-style-type: none"> • 2-way travel lane may increase speeding/volumes on 3rd Avenue during busiest times of day • Need to enforce time limits with ticketing and towing

The review of the advantages and disadvantages, the low daily volumes on 3rd Avenue (approximately 650 vehicles per day including the project trips), and the input from the local residents and business, makes keeping parking on both sides with pullouts the preferred alternative. The pullout areas are spaces where a vehicle can pull over towards the curb to allow an approaching vehicle to pass and can include no parking zones and driveways along the street. This alternative is appropriate for low-volume roadways, discourages speeding, and maintains parking on both sides of 3rd Avenue. For implementation of this alternative, the following changes to the on-street parking on 3rd Avenue are recommended:

- Create a west end pullout for eastbound traffic entering from 1st Street. This may will remove one or two parking spaces along the south side of the street.
- Stripe a 15-foot no-parking zone to the east and west of the proposed driveway.
- Relocate the loading zone to the east of the proposed site driveway to retain a north side loading area.
- In the event that traffic growth in the area necessitates full two-way travel, alternative options such as time-of-day parking restrictions or restriction of parking along the north side of the street could be implemented in the future.

Figure 9 shows a schematic illustration of the corridor and the existing and proposed pull out areas that would form the pull out areas for the corridor.

Figure 9 Existing and Proposed Parking on 3rd Avenue



3rd Avenue 2nd Place Circulation

To the east of 2nd Street, 3rd Avenue narrows to 24 feet with on-street parking along portions of the north side of the street. This leaves a narrow 16-foot wide travel way to accommodate two-way traffic. At the east end of 3rd Avenue, the roadway turns to the south becoming 2nd Place S, which is 24-feet wide without on-street parking. As with

the segment to the west of 2nd Street, traffic volumes are light and vehicles can maneuver within the paved width by allowing approaching vehicles to pass.

The sharp corner formed by 2nd Place and 3rd Avenue has limited sight distance for the eastbound vehicles turning into Brezza Condominiums because of landscape screening to the south. Further investigation by the City is needed to assess if the landscaped buffer to the south could be trimmed or removed to improve the sight distance.

FINDINGS

This section summarizes the key findings from the analysis and describes the traffic impacts that are associated with the proposed project.

ra ic I acts

The transportation analysis completed found that two intersections would operate at or below LOS E with the addition of future volumes and the project trips associated with the Permit Parking Lot at City Hall.

- 1st Street/Central Way would operate at LOS F with 53 seconds of delay without the project and 59 seconds with project.
- 2nd Place-Main Street/Central Way intersection would operate at LOS D with 33 seconds of delay without the project and at LOS E and 37 seconds of delay with the project.

All other intersections would operate at LOS D or better during the PM peak hour.

ra ic Sa et

The analysis did not identify any locations within the study area with a high number of annual collisions. The highest number of collisions occurred at the 2nd Place-Main Street/Central Way intersection, which had 10 collisions over a 3-year period (3.3 per year). The majority of these were rear-end collisions that were caused by speeding, driver inattention, or vehicles following too closely. The data does not indicate specific factors that could be addressed by changing the geometry or operations of the intersection. The data did not identify any collisions in the proximity of the site driveway.

Site Access

The analysis identified the narrow width of 3rd Avenue as a concern for circulation to and from the site. With parking located on both sides of the street between 1st Street and 2nd Street, the remaining 12-14 foot width is narrow for two-way travel. To maintain the parking supply and to keep the character of 3rd Avenue, the analysis

recommends retaining parking on both sides of the street and creating pullout areas where vehicles can allow approaching vehicles to safely pass.

RECOMMENDATIONS

This section describes the proposed mitigation for the impacts caused by the project.

mitigation Actions

The City of Kirkland requires mitigation measures to offset the impacts of development projects using three mechanisms.

Transportation Concurrency Mitigation

The City's concurrency system tests if there is adequate transportation facilities to meet the needs of future development. This is based on the adequacy of the transportation facilities within a subarea to support future development. The Permit Parking Lot project met the City's transportation concurrency requirement and does not require mitigation.

Impact Fee Mitigation

The City collects transportation impact fees to maintain system-wide mobility and to develop future facilities. Impact fees are calculated by multiplying a development's trip generation for its proposed land uses by a per unit fee. Because the proposed permit parking lot does not generate new trips, there is no impact fee expected for this project.

SEPA Mitigation

This mitigation is for transportation impacts related to the specific development proposal, as required by the State Environmental Protection Act (SEPA). The City requires developments that add a significant level of traffic at an intersection operating at LOS E or LOS F to install improvements that will mitigate those impacts. The threshold for mitigation is based on the City's proportionate share methodology that calculates the percentage share of a development's project trips at an intersection. The following criteria are used to determine if mitigation is required:

- LOS A to LOS D – Installation of improvements are not required.
- LOS E – Install improvements if the project's Intersection Proportional Share exceeds 15% of the intersection daily volume.
- LOS F – Install improvements if project's Intersection Proportional Share exceeds 5% of the intersection daily volume.

Table 9 shows the project proportional share results for the two study intersections that would operate at LOS E or LOS F based on the “with project” LOS and determines whether the project is required to provide mitigation.

Table 9. Proportional Share Determination for SEPA – With Project

ID	Study Intersections	With Project LOS	Intersection Proportional Share	SEPA Mitigation
3	1st Street/Central Way	F	0.08%	No
6	2nd Place-Main Street/Central Way	E	0.29%	No

With the proposed project, the 1st Street/Central Way intersection would operate at LOS F, but the proportional share project trips are less than the 5 percent threshold for mitigation. With the proposed project, the 2nd Place-Main Street/Central Way intersection would operate at LOS E, but the proportional share of trips are below the 15 percent threshold for mitigation. Therefore, no SEPA mitigation is required.

Mitigation

The analysis identified that the narrow street width of 3rd Avenue requires additional pullout areas where a vehicle can pull over towards the curb to allow an approaching vehicle to pass. This configuration discourages speeding and maintains parking on both sides of 3rd Avenue. As part of the project, the City will create a west end pullout for eastbound traffic entering from 1st Street by removing one to two parking spaces along the south side of the street and will relocate the north side loading zone to the east of the proposed driveway.

In the event that traffic growth in the area requires full two-way travel lanes on 3rd Avenue, the City will explore time-of-day parking restrictions or restriction of parking along the north side of the street.

Summary

Parking lots are not included in ITE Trip Generation and are not considered as generators of new vehicle trips. However, the project will relocate traffic volumes from downtown to the roadways and at intersections in the vicinity of the site. The analysis found that on-street parking could be retained along the both sides of 3rd Avenue by creating pullout areas to accommodate two-way travel, which will be included as part of the project’s mitigation.

Appendix A.
Existing Conditions Level of Service Analysis

Existing Conditions PM Peak Hour
1: Market St & Waverly Way/4th Ave

Permit Parking Lot
2/26/2016

Intersection

Int Delay, s/veh 1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	3	0	29	3	1	25	58	697	4	7	386	6
Future Vol, veh/h	3	0	29	3	1	25	58	697	4	7	386	6
Conflicting Peds, #/hr	10	0	16	9	0	3	16	0	9	3	0	10
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	70	-	-	120	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	80	80	80	95	95	95	91	91	91
Heavy Vehicles, %	3	3	3	0	0	0	1	1	1	2	2	2
Mvmt Flow	4	0	36	4	1	31	61	734	4	8	424	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1342	1328	459	1344	1329	755	447	0	0	747	0	0
Stage 1	459	459	-	867	867	-	-	-	-	-	-	-
Stage 2	883	869	-	477	462	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.1	6.5	6.2	4.11	-	-	4.12	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.5	4	3.3	2.209	-	-	2.218	-	-
Pot Cap-1 Maneuver	129	154	600	130	156	412	1119	-	-	861	-	-
Stage 1	580	565	-	350	373	-	-	-	-	-	-	-
Stage 2	339	368	-	573	568	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	110	141	582	113	143	405	1102	-	-	853	-	-
Mov Cap-2 Maneuver	110	141	-	113	143	-	-	-	-	-	-	-
Stage 1	540	551	-	328	349	-	-	-	-	-	-	-
Stage 2	292	345	-	525	554	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.6	18.4	0.6	0.2
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1102	-	-	415	304	853	-	-
HCM Lane V/C Ratio	0.055	-	-	0.095	0.119	0.009	-	-
HCM Control Delay (s)	8.5	-	-	14.6	18.4	9.3	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.3	0.4	0	-	-

Existing Conditions PM Peak Hour
2: 1st St & 3rd Ave

Permit Parking Lot
2/26/2016

Intersection						
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Int Delay, s/veh	2.1					
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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	5	15	60	17	7	23
Future Vol, veh/h	5	15	60	17	7	23
Conflicting Peds, #/hr	27	26	0	27	26	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	71	71	80	80	83	83
Heavy Vehicles, %	0	0	1	1	3	3
Mvmt Flow	7	21	75	21	8	28

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	158	139	0	0	123	0
Stage 1	113	-	-	-	-	-
Stage 2	45	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.13	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.227	-
Pot Cap-1 Maneuver	838	915	-	-	1458	-
Stage 1	917	-	-	-	-	-
Stage 2	983	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	791	869	-	-	1422	-
Mov Cap-2 Maneuver	791	-	-	-	-	-
Stage 1	893	-	-	-	-	-
Stage 2	952	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	9.4		0		1.8
HCM LOS	A				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	848	1422
HCM Lane V/C Ratio	-	-	0.033	0.006
HCM Control Delay (s)	-	-	9.4	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Existing Conditions PM Peak Hour
3: Central Way & 1st St

Permit Parking Lot
2/26/2016

Intersection

Int Delay, s/veh 1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	7	428	787	61	25	10
Future Vol, veh/h	7	428	787	61	25	10
Conflicting Peds, #/hr	41	0	0	111	111	41
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	92	92	80	80
Heavy Vehicles, %	2	2	1	1	0	0
Mvmt Flow	8	476	855	66	31	13

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1033	0	1491
Stage 1	-	-	1000
Stage 2	-	-	491
Critical Hdwy	4.12	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.218	-	3.5
Pot Cap-1 Maneuver	673	-	138
Stage 1	-	-	359
Stage 2	-	-	619
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	642	-	108
Mov Cap-2 Maneuver	-	-	108
Stage 1	-	-	321
Stage 2	-	-	544

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	47.1
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	642	-	-	-	128
HCM Lane V/C Ratio	0.012	-	-	-	0.342
HCM Control Delay (s)	10.7	0	-	-	47.1
HCM Lane LOS	B	A	-	-	E
HCM 95th %tile Q(veh)	0	-	-	-	1.4

Existing Conditions PM Peak Hour
4: 2nd St & 4th Ave

Permit Parking Lot
2/26/2016

Intersection

Int Delay, s/veh 5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	4	18	5	5	3	5	3	23	18	2	5	1
Future Vol, veh/h	4	18	5	5	3	5	3	23	18	2	5	1
Conflicting Peds, #/hr	10	0	12	6	0	4	12	0	6	4	0	10
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	56	56	56	54	54	54	73	73	73	50	50	50
Heavy Vehicles, %	7	7	7	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	32	9	9	6	9	4	32	25	4	10	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	96	101	35	110	90	60	24	0	0	62	0	0
Stage 1	31	31	-	58	58	-	-	-	-	-	-	-
Stage 2	65	70	-	52	32	-	-	-	-	-	-	-
Critical Hdwy	7.17	6.57	6.27	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.17	5.57	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.17	5.57	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.563	4.063	3.363	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	875	780	1024	868	800	1005	1591	-	-	1541	-	-
Stage 1	973	859	-	954	847	-	-	-	-	-	-	-
Stage 2	933	827	-	961	868	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	840	762	1001	815	782	990	1573	-	-	1526	-	-
Mov Cap-2 Maneuver	840	762	-	815	782	-	-	-	-	-	-	-
Stage 1	959	847	-	946	840	-	-	-	-	-	-	-
Stage 2	907	820	-	903	856	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.7	9.3	0.5	1.8
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1573	-	-	809	865	1526	-	-
HCM Lane V/C Ratio	0.003	-	-	0.06	0.028	0.003	-	-
HCM Control Delay (s)	7.3	0	-	9.7	9.3	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-

Existing Conditions PM Peak Hour
5: 3rd Ave & 2nd StPermit Parking Lot
2/26/2016

Intersection									
Intersection Delay, s/veh	7.2								
Intersection LOS	A								
Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR
Traffic Vol, veh/h	0	22	8	0	13	21	0	14	6
Future Vol, veh/h	0	22	8	0	13	21	0	14	6
Peak Hour Factor	0.92	0.55	0.55	0.92	0.57	0.57	0.92	0.63	0.63
Heavy Vehicles, %	2	0	0	2	0	0	2	0	0
Mvmt Flow	0	40	15	0	23	37	0	22	10
Number of Lanes	0	0	1	0	1	0	0	1	0
Approach		EB			WB			SB	
Opposing Approach	WB			EB					
Opposing Lanes	1			1			0		
Conflicting Approach Left	SB						WB		
Conflicting Lanes Left	1			0			1		
Conflicting Approach Right				SB			EB		
Conflicting Lanes Right	0			1			1		
HCM Control Delay	7.4			6.9			7.3		
HCM LOS	A			A			A		
Lane	EBLn1	WBLn1	SBLn1						
Vol Left, %	73%	0%	70%						
Vol Thru, %	27%	38%	0%						
Vol Right, %	0%	62%	30%						
Sign Control	Stop	Stop	Stop						
Traffic Vol by Lane	30	34	20						
LT Vol	22	0	14						
Through Vol	8	13	0						
RT Vol	0	21	6						
Lane Flow Rate	55	60	32						
Geometry Grp	1	1	1						
Degree of Util (X)	0.063	0.06	0.036						
Departure Headway (Hd)	4.147	3.625	4.055						
Convergence, Y/N	Yes	Yes	Yes						
Cap	865	987	879						
Service Time	2.169	1.653	2.098						
HCM Lane V/C Ratio	0.064	0.061	0.036						
HCM Control Delay	7.4	6.9	7.3						
HCM Lane LOS	A	A	A						
HCM 95th-tile Q	0.2	0.2	0.1						

Existing Conditions PM Peak Hour
6: Main St/2nd Pl & Central WayPermit Parking Lot
2/26/2016

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	6	317	15	27	571	27	21	4	67	17	2	11
Future Vol, veh/h	6	317	15	27	571	27	21	4	67	17	2	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	160	-	-	75	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-1	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	87	87	87	79	79	79	75	75	75
Heavy Vehicles, %	2	2	2	1	1	1	2	2	2	2	2	2
Mvmt Flow	7	373	18	31	656	31	27	5	85	23	3	15
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	687	0	0	391	0	0	788	1145	382	1175	1139	344
Stage 1	-	-	-	-	-	-	396	396	-	734	734	-
Stage 2	-	-	-	-	-	-	392	749	-	441	405	-
Critical Hdwy	4.14	-	-	4.11	-	-	7.33	6.53	6.23	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.22	-	-	2.209	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	903	-	-	1173	-	-	295	199	664	157	201	653
Stage 1	-	-	-	-	-	-	629	603	-	379	425	-
Stage 2	-	-	-	-	-	-	605	418	-	594	598	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	903	-	-	1173	-	-	278	192	664	131	194	653
Mov Cap-2 Maneuver	-	-	-	-	-	-	278	192	-	131	194	-
Stage 1	-	-	-	-	-	-	624	598	-	376	414	-
Stage 2	-	-	-	-	-	-	572	407	-	510	593	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.4			15.3			28.8		
HCM LOS							C			D		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	466	903	-	-	1173	-	-	191				
HCM Lane V/C Ratio	0.25	0.008	-	-	0.026	-	-	0.209				
HCM Control Delay (s)	15.3	9	-	-	8.2	-	-	28.8				
HCM Lane LOS	C	A	-	-	A	-	-	D				
HCM 95th %tile Q(veh)	1	0	-	-	0.1	-	-	0.8				

Existing Conditions PM Peak Hour
7: 3rd St & 4th Ave

Permit Parking Lot
2/26/2016

Intersection

Int Delay, s/veh 1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	1	33	3	1	1	12	431	10	1	121	1
Future Vol, veh/h	0	1	33	3	1	1	12	431	10	1	121	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	65	65	63	63	63	90	90	90	79	79	79
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	3	3	3
Mvmt Flow	0	2	51	5	2	2	13	479	11	1	153	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	669	673	154	693	668	484	154	0	0	490	0	0
Stage 1	156	156	-	511	511	-	-	-	-	-	-	-
Stage 2	513	517	-	182	157	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.13	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.227	-	-
Pot Cap-1 Maneuver	371	377	892	358	379	583	1426	-	-	1068	-	-
Stage 1	846	769	-	545	537	-	-	-	-	-	-	-
Stage 2	544	534	-	820	768	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	365	372	892	333	374	583	1426	-	-	1068	-	-
Mov Cap-2 Maneuver	365	372	-	333	374	-	-	-	-	-	-	-
Stage 1	835	768	-	538	530	-	-	-	-	-	-	-
Stage 2	534	527	-	771	767	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.5	14.9	0.2	0.1
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1426	-	-	857	373	1068	-	-
HCM Lane V/C Ratio	0.009	-	-	0.061	0.021	0.001	-	-
HCM Control Delay (s)	7.5	0	-	9.5	14.9	8.4	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-

Existing Conditions PM Peak Hour
8: 3rd St & Central Way

Permit Parking Lot
2/26/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	292	71	125	463	92	131	282	129	100	100	18
Future Volume (veh/h)	30	292	71	125	463	92	131	282	129	100	100	18
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	35	344	0	144	532	83	164	352	49	125	125	10
Adj No. of Lanes	1	1	1	1	2	0	1	1	1	1	1	0
Peak Hour Factor	0.85	0.85	0.85	0.87	0.87	0.87	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	270	466	396	316	909	141	203	658	560	158	559	45
Arrive On Green	0.03	0.25	0.00	0.08	0.30	0.30	0.11	0.35	0.35	0.09	0.33	0.33
Sat Flow, veh/h	1774	1863	1583	1774	3071	477	1774	1863	1583	1774	1703	136
Grp Volume(v), veh/h	35	344	0	144	306	309	164	352	49	125	0	135
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1770	1779	1774	1863	1583	1774	0	1839
Q Serve(g_s), s	1.1	13.5	0.0	4.6	11.6	11.7	7.1	11.9	1.6	5.5	0.0	4.2
Cycle Q Clear(g_c), s	1.1	13.5	0.0	4.6	11.6	11.7	7.1	11.9	1.6	5.5	0.0	4.2
Prop In Lane	1.00		1.00	1.00		0.27	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	270	466	396	316	524	527	203	658	560	158	0	604
V/C Ratio(X)	0.13	0.74	0.00	0.46	0.58	0.59	0.81	0.53	0.09	0.79	0.00	0.22
Avail Cap(c_a), veh/h	322	611	520	342	637	640	302	658	560	235	0	604
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.1	27.3	0.0	20.1	23.7	23.7	34.2	20.4	17.1	35.3	0.0	19.3
Incr Delay (d2), s/veh	0.2	3.3	0.0	1.0	1.0	1.0	9.6	3.1	0.3	10.3	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	7.3	0.0	2.3	5.8	5.9	4.0	6.7	0.8	3.1	0.0	2.3
LnGrp Delay(d),s/veh	21.4	30.7	0.0	21.1	24.8	24.8	43.8	23.5	17.4	45.6	0.0	20.1
LnGrp LOS	C	C		C	C	C	D	C	B	D		C
Approach Vol, veh/h		379			759			565			260	
Approach Delay, s/veh		29.8			24.1			28.9			32.4	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.6	32.5	10.8	24.3	13.6	30.5	7.2	28.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	10.5	28.0	7.5	26.0	13.5	25.0	5.0	28.5				
Max Q Clear Time (g_c+I1), s	7.5	13.9	6.6	15.5	9.1	6.2	3.1	13.7				
Green Ext Time (p_c), s	0.1	2.7	0.0	4.3	0.2	3.0	0.0	5.3				
Intersection Summary												
HCM 2010 Ctrl Delay			27.7									
HCM 2010 LOS			C									

Appendix B.

2017 Future Conditions Level of Service Analysis – Without Project

Future without Project - PM Peak Hour
1: Market St & Waverly Way/4th Ave

Permit Parking Lot
2/26/2016

Intersection												
Int Delay, s/veh	1.4											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	3	0	30	3	1	26	60	725	4	7	402	6
Future Vol, veh/h	3	0	30	3	1	26	60	725	4	7	402	6
Conflicting Peds, #/hr	10	0	16	9	0	3	16	0	9	3	0	10
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	70	-	-	120	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	80	80	80	95	95	95	91	91	91
Heavy Vehicles, %	3	3	3	0	0	0	1	1	1	2	2	2
Mvmt Flow	4	0	37	4	1	33	63	763	4	8	442	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1393	1379	477	1396	1381	784	464	0	0	776	0	0
Stage 1	476	476	-	901	901	-	-	-	-	-	-	-
Stage 2	917	903	-	495	480	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.1	6.5	6.2	4.11	-	-	4.12	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.5	4	3.3	2.209	-	-	2.218	-	-
Pot Cap-1 Maneuver	119	144	586	120	145	396	1103	-	-	840	-	-
Stage 1	568	555	-	335	360	-	-	-	-	-	-	-
Stage 2	325	355	-	560	558	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	100	131	568	104	132	389	1086	-	-	832	-	-
Mov Cap-2 Maneuver	100	131	-	104	132	-	-	-	-	-	-	-
Stage 1	527	541	-	313	336	-	-	-	-	-	-	-
Stage 2	277	332	-	511	544	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.1	19.2	0.6	0.2
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1086	-	-	398	291	832	-	-
HCM Lane V/C Ratio	0.058	-	-	0.102	0.129	0.009	-	-
HCM Control Delay (s)	8.5	-	-	15.1	19.2	9.4	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.3	0.4	0	-	-

Future without Project - PM Peak Hour
2: 1st St & 3rd Ave

Permit Parking Lot
2/26/2016

Intersection						
Int Delay, s/veh	2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	5	16	62	18	7	24
Future Vol, veh/h	5	16	62	18	7	24
Conflicting Peds, #/hr	27	26	0	27	26	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	71	71	80	80	83	83
Heavy Vehicles, %	0	0	1	1	3	3
Mvmt Flow	7	23	78	23	8	29
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	162	142	0	0	127	0
Stage 1	116	-	-	-	-	-
Stage 2	46	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.13	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.227	-
Pot Cap-1 Maneuver	834	911	-	-	1453	-
Stage 1	914	-	-	-	-	-
Stage 2	982	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	787	866	-	-	1417	-
Mov Cap-2 Maneuver	787	-	-	-	-	-
Stage 1	890	-	-	-	-	-
Stage 2	951	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.4	0		1.7		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	846	1417	-	
HCM Lane V/C Ratio	-	-	0.035	0.006	-	
HCM Control Delay (s)	-	-	9.4	7.6	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.1	0	-	

Future without Project - PM Peak Hour
3: Central Way & 1st St

Permit Parking Lot
2/26/2016

Intersection

Int Delay, s/veh 1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	7	445	819	63	26	10
Future Vol, veh/h	7	445	819	63	26	10
Conflicting Peds, #/hr	41	0	0	111	111	41
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	92	92	80	80
Heavy Vehicles, %	2	2	1	1	0	0
Mvmt Flow	8	494	890	68	33	13

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1070	0	1545
Stage 1	-	-	1035
Stage 2	-	-	510
Critical Hdwy	4.12	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.218	-	3.5
Pot Cap-1 Maneuver	651	-	127
Stage 1	-	-	345
Stage 2	-	-	607
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	621	-	100
Mov Cap-2 Maneuver	-	-	100
Stage 1	-	-	309
Stage 2	-	-	533

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	52.6
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	621	-	-	-	119
HCM Lane V/C Ratio	0.013	-	-	-	0.378
HCM Control Delay (s)	10.9	0	-	-	52.6
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	1.6

Future without Project - PM Peak Hour
4: 2nd St & 4th Ave

Permit Parking Lot
2/26/2016

Intersection												
Int Delay, s/veh	5.1											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	4	19	5	5	3	5	3	24	19	2	5	1
Future Vol, veh/h	4	19	5	5	3	5	3	24	19	2	5	1
Conflicting Peds, #/hr	10	0	12	6	0	4	12	0	6	4	0	10
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	56	56	56	54	54	54	73	73	73	50	50	50
Heavy Vehicles, %	7	7	7	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	34	9	9	6	9	4	33	26	4	10	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	99	104	35	112	92	62	24	0	0	65	0	0
Stage 1	31	31	-	60	60	-	-	-	-	-	-	-
Stage 2	68	73	-	52	32	-	-	-	-	-	-	-
Critical Hdwy	7.17	6.57	6.27	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.17	5.57	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.17	5.57	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.563	4.063	3.363	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	871	777	1024	866	798	1003	1591	-	-	1537	-	-
Stage 1	973	859	-	951	845	-	-	-	-	-	-	-
Stage 2	930	824	-	961	868	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	836	759	1001	811	780	988	1573	-	-	1522	-	-
Mov Cap-2 Maneuver	836	759	-	811	780	-	-	-	-	-	-	-
Stage 1	959	847	-	943	838	-	-	-	-	-	-	-
Stage 2	904	817	-	901	856	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.8	9.3	0.5	1.8
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1573	-	-	804	863	1522	-
HCM Lane V/C Ratio	0.003	-	-	0.062	0.028	0.003	-
HCM Control Delay (s)	7.3	0	-	9.8	9.3	7.4	0
HCM Lane LOS	A	A	-	A	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-

Future without Project - PM Peak Hour
5: 3rd Ave & 2nd St

Permit Parking Lot
2/26/2016

Intersection									
Intersection Delay, s/veh	7.2								
Intersection LOS	A								
Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR
Traffic Vol, veh/h	0	23	8	0	14	22	0	15	6
Future Vol, veh/h	0	23	8	0	14	22	0	15	6
Peak Hour Factor	0.92	0.55	0.55	0.92	0.57	0.57	0.92	0.63	0.63
Heavy Vehicles, %	2	0	0	2	0	0	2	0	0
Mvmt Flow	0	42	15	0	25	39	0	24	10
Number of Lanes	0	0	1	0	1	0	0	1	0
Approach	EB			WB			SB		
Opposing Approach	WB			EB					
Opposing Lanes	1			1			0		
Conflicting Approach Left	SB						WB		
Conflicting Lanes Left	1			0			1		
Conflicting Approach Right				SB			EB		
Conflicting Lanes Right	0			1			1		
HCM Control Delay	7.5			6.9			7.3		
HCM LOS	A			A			A		
Lane	EBLn1	WBLn1	SBLn1						
Vol Left, %	74%	0%	71%						
Vol Thru, %	26%	39%	0%						
Vol Right, %	0%	61%	29%						
Sign Control	Stop	Stop	Stop						
Traffic Vol by Lane	31	36	21						
LT Vol	23	0	15						
Through Vol	8	14	0						
RT Vol	0	22	6						
Lane Flow Rate	56	63	33						
Geometry Grp	1	1	1						
Degree of Util (X)	0.065	0.064	0.038						
Departure Headway (Hd)	4.155	3.634	4.076						
Convergence, Y/N	Yes	Yes	Yes						
Cap	862	984	874						
Service Time	2.178	1.663	2.12						
HCM Lane V/C Ratio	0.065	0.064	0.038						
HCM Control Delay	7.5	6.9	7.3						
HCM Lane LOS	A	A	A						
HCM 95th-tile Q	0.2	0.2	0.1						

Future without Project - PM Peak Hour
6: Main St/2nd Pl & Central Way

Permit Parking Lot
2/26/2016

Intersection												
Int Delay, s/veh	2.8											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	6	346	16	28	594	28	22	4	70	18	2	11
Future Vol, veh/h	6	346	16	28	594	28	22	4	70	18	2	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	160	-	-	75	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-1	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	87	87	87	79	79	79	75	75	75
Heavy Vehicles, %	2	2	2	1	1	1	2	2	2	2	2	2
Mvmt Flow	7	407	19	32	683	32	28	5	89	24	3	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	715	0	0	426	0	0	838	1210	416	1240	1203	357
Stage 1	-	-	-	-	-	-	431	431	-	763	763	-
Stage 2	-	-	-	-	-	-	407	779	-	477	440	-
Critical Hdwy	4.14	-	-	4.11	-	-	7.33	6.53	6.23	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.22	-	-	2.209	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	881	-	-	1139	-	-	272	182	636	141	184	640
Stage 1	-	-	-	-	-	-	602	582	-	364	412	-
Stage 2	-	-	-	-	-	-	593	405	-	568	577	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	881	-	-	1139	-	-	256	175	636	115	177	640
Mov Cap-2 Maneuver	-	-	-	-	-	-	256	175	-	115	177	-
Stage 1	-	-	-	-	-	-	597	577	-	361	400	-
Stage 2	-	-	-	-	-	-	559	394	-	481	572	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.4	16.3	33.3
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	439	881	-	-	1139	-	-	168
HCM Lane V/C Ratio	0.277	0.008	-	-	0.028	-	-	0.246
HCM Control Delay (s)	16.3	9.1	-	-	8.3	-	-	33.3
HCM Lane LOS	C	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	1.1	0	-	-	0.1	-	-	0.9

Future without Project - PM Peak Hour
7: 3rd St & 4th Ave

Intersection

Int Delay, s/veh 1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	1	34	3	1	1	12	448	10	1	126	1
Future Vol, veh/h	0	1	34	3	1	1	12	448	10	1	126	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	65	65	63	63	63	90	90	90	79	79	79
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	3	3	3
Mvmt Flow	0	2	52	5	2	2	13	498	11	1	159	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	695	699	160	720	693	503	161	0	0	509	0	0
Stage 1	163	163	-	530	530	-	-	-	-	-	-	-
Stage 2	532	536	-	190	163	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.13	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.227	-	-
Pot Cap-1 Maneuver	357	364	885	343	367	569	1418	-	-	1051	-	-
Stage 1	839	763	-	533	527	-	-	-	-	-	-	-
Stage 2	531	523	-	812	763	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	351	359	885	318	362	569	1418	-	-	1051	-	-
Mov Cap-2 Maneuver	351	359	-	318	362	-	-	-	-	-	-	-
Stage 1	828	762	-	526	520	-	-	-	-	-	-	-
Stage 2	521	516	-	762	762	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.5	15.3	0.2	0.1
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1418	-	-	849	358	1051	-	-
HCM Lane V/C Ratio	0.009	-	-	0.063	0.022	0.001	-	-
HCM Control Delay (s)	7.6	0	-	9.5	15.3	8.4	0	-
HCM Lane LOS	A	A	-	A	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-

Future without Project - PM Peak Hour
8: 3rd St & Central Way

Permit Parking Lot
2/26/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	355	74	134	537	106	136	306	142	120	108	20
Future Volume (veh/h)	49	355	74	134	537	106	136	306	142	120	108	20
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	58	418	3	154	617	99	170	382	66	150	135	13
Adj No. of Lanes	1	1	1	1	2	0	1	1	1	1	1	0
Peak Hour Factor	0.85	0.85	0.85	0.87	0.87	0.87	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	263	511	434	291	954	153	207	613	521	184	529	51
Arrive On Green	0.04	0.27	0.27	0.08	0.31	0.31	0.12	0.33	0.33	0.10	0.32	0.32
Sat Flow, veh/h	1774	1863	1583	1774	3056	490	1774	1863	1583	1774	1673	161
Grp Volume(v), veh/h	58	418	3	154	357	359	170	382	66	150	0	148
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1770	1776	1774	1863	1583	1774	0	1834
Q Serve(g_s), s	2.0	17.9	0.1	5.1	14.8	14.8	8.0	14.7	2.5	7.0	0.0	5.1
Cycle Q Clear(g_c), s	2.0	17.9	0.1	5.1	14.8	14.8	8.0	14.7	2.5	7.0	0.0	5.1
Prop In Lane	1.00		1.00	1.00		0.28	1.00		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	263	511	434	291	552	555	207	613	521	184	0	580
V/C Ratio(X)	0.22	0.82	0.01	0.53	0.65	0.65	0.82	0.62	0.13	0.81	0.00	0.26
Avail Cap(c_a), veh/h	290	569	483	303	592	595	281	613	521	219	0	580
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.3	28.9	22.5	21.2	25.2	25.3	36.7	24.1	20.0	37.4	0.0	21.7
Incr Delay (d2), s/veh	0.4	8.4	0.0	1.6	2.2	2.2	13.1	4.7	0.5	17.9	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	10.4	0.1	2.6	7.6	7.6	4.7	8.3	1.2	4.4	0.0	2.8
LnGrp Delay(d),s/veh	21.8	37.3	22.5	22.8	27.4	27.5	49.8	28.9	20.5	55.3	0.0	22.7
LnGrp LOS	C	D	C	C	C	C	D	C	C	E		C
Approach Vol, veh/h		479			870			618			298	
Approach Delay, s/veh		35.4			26.6			33.7			39.1	
Approach LOS		D			C			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.3	32.5	11.5	27.8	14.4	31.4	8.2	31.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	10.5	28.0	7.5	26.0	13.5	25.0	5.0	28.5				
Max Q Clear Time (g_c+l1), s	9.0	16.7	7.1	19.9	10.0	7.1	4.0	16.8				
Green Ext Time (p_c), s	0.1	2.7	0.0	3.5	0.1	3.3	0.0	5.5				
Intersection Summary												
HCM 2010 Ctrl Delay			32.1									
HCM 2010 LOS			C									

Appendix C.
2017 Future Conditions Level of Service Analysis – With Project

Future Conditions With Project PM Peak Hour
1: Market St & Waverly Way/4th Ave

Permit Parking Lot
2/26/2016

Intersection												
Int Delay, s/veh	1.5											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	3	0	30	3	1	31	60	725	4	8	402	6
Future Vol, veh/h	3	0	30	3	1	31	60	725	4	8	402	6
Conflicting Peds, #/hr	10	0	16	9	0	3	16	0	9	3	0	10
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	70	-	-	120	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	80	80	80	95	95	95	91	91	91
Heavy Vehicles, %	3	3	3	0	0	0	1	1	1	2	2	2
Mvmt Flow	4	0	37	4	1	39	63	763	4	9	442	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1400	1382	477	1398	1383	784	464	0	0	776	0	0
Stage 1	479	479	-	901	901	-	-	-	-	-	-	-
Stage 2	921	903	-	497	482	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.1	6.5	6.2	4.11	-	-	4.12	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.5	4	3.3	2.209	-	-	2.218	-	-
Pot Cap-1 Maneuver	117	143	586	119	145	396	1103	-	-	840	-	-
Stage 1	566	553	-	335	360	-	-	-	-	-	-	-
Stage 2	323	355	-	559	557	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	97	130	568	103	132	389	1086	-	-	832	-	-
Mov Cap-2 Maneuver	97	130	-	103	132	-	-	-	-	-	-	-
Stage 1	525	539	-	313	336	-	-	-	-	-	-	-
Stage 2	270	332	-	509	543	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.2	19	0.6	0.2
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1086	-	-	394	301	832	-	-
HCM Lane V/C Ratio	0.058	-	-	0.103	0.145	0.011	-	-
HCM Control Delay (s)	8.5	-	-	15.2	19	9.4	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.3	0.5	0	-	-

Future Conditions With Project PM Peak Hour
2: 1st St & 3rd Ave

Permit Parking Lot
2/26/2016

Intersection						
Int Delay, s/veh	3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	10	28	62	21	8	24
Future Vol, veh/h	10	28	62	21	8	24
Conflicting Peds, #/hr	27	26	0	27	26	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	71	71	80	80	83	83
Heavy Vehicles, %	0	0	1	1	3	3
Mvmt Flow	14	39	78	26	10	29
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	166	144	0	0	131	0
Stage 1	118	-	-	-	-	-
Stage 2	48	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.13	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.227	-
Pot Cap-1 Maneuver	829	909	-	-	1448	-
Stage 1	912	-	-	-	-	-
Stage 2	980	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	781	864	-	-	1412	-
Mov Cap-2 Maneuver	781	-	-	-	-	-
Stage 1	889	-	-	-	-	-
Stage 2	948	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.6	0		1.9		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	840	1412	-	
HCM Lane V/C Ratio	-	-	0.064	0.007	-	
HCM Control Delay (s)	-	-	9.6	7.6	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.2	0	-	

Future Conditions With Project PM Peak Hour
3: Central Way & 1st St

Permit Parking Lot
2/26/2016

Intersection						
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Int Delay, s/veh	2					
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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	7	445	819	66	31	10
Future Vol, veh/h	7	445	819	66	31	10
Conflicting Peds, #/hr	41	0	0	111	111	41
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	92	92	80	80
Heavy Vehicles, %	2	2	1	1	0	0
Mvmt Flow	8	494	890	72	39	13

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1073	0	1547
Stage 1	-	-	1037
Stage 2	-	-	510
Critical Hdwy	4.12	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.218	-	3.5
Pot Cap-1 Maneuver	650	-	127
Stage 1	-	-	345
Stage 2	-	-	607
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	620	-	100
Mov Cap-2 Maneuver	-	-	100
Stage 1	-	-	309
Stage 2	-	-	533

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	58.6
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	620	-	-	-	116
HCM Lane V/C Ratio	0.013	-	-	-	0.442
HCM Control Delay (s)	10.9	0	-	-	58.6
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	1.9

Future Conditions With Project PM Peak Hour
4: 2nd St & 4th Ave

Permit Parking Lot
2/26/2016

Intersection

Int Delay, s/veh 3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	4	19	5	7	3	5	3	24	81	2	5	1
Future Vol, veh/h	4	19	5	7	3	5	3	24	81	2	5	1
Conflicting Peds, #/hr	10	0	12	6	0	4	12	0	6	4	0	10
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	56	56	56	54	54	54	73	73	73	50	50	50
Heavy Vehicles, %	7	7	7	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	34	9	13	6	9	4	33	111	4	10	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	141	189	35	155	135	104	24	0	0	150	0	0
Stage 1	31	31	-	103	103	-	-	-	-	-	-	-
Stage 2	110	158	-	52	32	-	-	-	-	-	-	-
Critical Hdwy	7.17	6.57	6.27	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.17	5.57	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.17	5.57	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.563	4.063	3.363	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	817	697	1024	812	756	951	1591	-	-	1431	-	-
Stage 1	973	859	-	903	810	-	-	-	-	-	-	-
Stage 2	883	758	-	961	868	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	784	681	1001	757	739	937	1573	-	-	1417	-	-
Mov Cap-2 Maneuver	784	681	-	757	739	-	-	-	-	-	-	-
Stage 1	959	847	-	895	803	-	-	-	-	-	-	-
Stage 2	857	751	-	901	856	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.2	9.6	0.2	1.9
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1573	-	-	737	805	1417	-	-
HCM Lane V/C Ratio	0.003	-	-	0.068	0.035	0.003	-	-
HCM Control Delay (s)	7.3	0	-	10.2	9.6	7.5	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-

Future without Project - PM Peak Hour
5: 3rd Ave & 2nd St

Permit Parking Lot
2/26/2016

Intersection									
Intersection Delay, s/veh	7.2								
Intersection LOS	A								
Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR
Traffic Vol, veh/h	0	23	8	0	14	22	0	15	6
Future Vol, veh/h	0	23	8	0	14	22	0	15	6
Peak Hour Factor	0.92	0.55	0.55	0.92	0.57	0.57	0.92	0.63	0.63
Heavy Vehicles, %	2	0	0	2	0	0	2	0	0
Mvmt Flow	0	42	15	0	25	39	0	24	10
Number of Lanes	0	0	1	0	1	0	0	1	0
Approach	EB			WB			SB		
Opposing Approach	WB			EB					
Opposing Lanes	1			1			0		
Conflicting Approach Left	SB						WB		
Conflicting Lanes Left	1			0			1		
Conflicting Approach Right				SB			EB		
Conflicting Lanes Right	0			1			1		
HCM Control Delay	7.5			6.9			7.3		
HCM LOS	A			A			A		
Lane	EBLn1	WBLn1	SBLn1						
Vol Left, %	74%	0%	71%						
Vol Thru, %	26%	39%	0%						
Vol Right, %	0%	61%	29%						
Sign Control	Stop	Stop	Stop						
Traffic Vol by Lane	31	36	21						
LT Vol	23	0	15						
Through Vol	8	14	0						
RT Vol	0	22	6						
Lane Flow Rate	56	63	33						
Geometry Grp	1	1	1						
Degree of Util (X)	0.065	0.064	0.038						
Departure Headway (Hd)	4.155	3.634	4.076						
Convergence, Y/N	Yes	Yes	Yes						
Cap	862	984	874						
Service Time	2.178	1.663	2.12						
HCM Lane V/C Ratio	0.065	0.064	0.038						
HCM Control Delay	7.5	6.9	7.3						
HCM Lane LOS	A	A	A						
HCM 95th-tile Q	0.2	0.2	0.1						

Future Conditions With Project PM Peak Hour
6: Main St/2nd Pl & Central Way

Permit Parking Lot
2/26/2016

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	6	330	16	28	594	63	22	5	70	21	4	11
Future Vol, veh/h	6	330	16	28	594	63	22	5	70	21	4	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	160	-	-	75	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-1	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	87	87	87	79	79	79	75	75	75
Heavy Vehicles, %	2	2	2	1	1	1	2	2	2	2	2	2
Mvmt Flow	7	388	19	32	683	72	28	6	89	28	5	15
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	755	0	0	407	0	0	820	1232	398	1242	1204	378
Stage 1	-	-	-	-	-	-	412	412	-	783	783	-
Stage 2	-	-	-	-	-	-	408	820	-	459	421	-
Critical Hdwy	4.14	-	-	4.11	-	-	7.33	6.53	6.23	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.22	-	-	2.209	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	851	-	-	1157	-	-	280	176	651	141	183	621
Stage 1	-	-	-	-	-	-	616	593	-	354	404	-
Stage 2	-	-	-	-	-	-	592	388	-	581	588	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	851	-	-	1157	-	-	260	170	651	115	176	621
Mov Cap-2 Maneuver	-	-	-	-	-	-	260	170	-	115	176	-
Stage 1	-	-	-	-	-	-	611	588	-	351	393	-
Stage 2	-	-	-	-	-	-	554	377	-	492	583	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.3			16.4			36.6		
HCM LOS	C			C			C			E		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	438	851	-	-	1157	-	-	161				
HCM Lane V/C Ratio	0.28	0.008	-	-	0.028	-	-	0.298				
HCM Control Delay (s)	16.4	9.3	-	-	8.2	-	-	36.6				
HCM Lane LOS	C	A	-	-	A	-	-	E				
HCM 95th %tile Q(veh)	1.1	0	-	-	0.1	-	-	1.2				

Future Conditions With Project PM Peak Hour
7: 3rd St & 4th Ave

Permit Parking Lot
2/26/2016

Intersection												
Int Delay, s/veh	2.1											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	1	1	95	3	1	1	14	448	10	1	126	1
Future Vol, veh/h	1	1	95	3	1	1	14	448	10	1	126	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	65	65	63	63	63	90	90	90	79	79	79
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	3	3	3
Mvmt Flow	2	2	146	5	2	2	16	498	11	1	159	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	699	703	160	771	697	503	161	0	0	509	0	0
Stage 1	163	163	-	534	534	-	-	-	-	-	-	-
Stage 2	536	540	-	237	163	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.13	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.227	-	-
Pot Cap-1 Maneuver	354	362	885	317	365	569	1418	-	-	1051	-	-
Stage 1	839	763	-	530	524	-	-	-	-	-	-	-
Stage 2	529	521	-	766	763	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	347	356	885	260	359	569	1418	-	-	1051	-	-
Mov Cap-2 Maneuver	347	356	-	260	359	-	-	-	-	-	-	-
Stage 1	826	762	-	522	516	-	-	-	-	-	-	-
Stage 2	517	513	-	638	762	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.1	16.9	0.2	0.1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1418	-	-	858	311	1051	-
HCM Lane V/C Ratio	0.011	-	-	0.174	0.026	0.001	-
HCM Control Delay (s)	7.6	0	-	10.1	16.9	8.4	0
HCM Lane LOS	A	A	-	B	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0.6	0.1	0	-

Future without Project - PM Peak Hour
8: 3rd St & Central Way

Permit Parking Lot

2/26/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	355	74	134	537	106	136	306	142	120	108	20
Future Volume (veh/h)	49	355	74	134	537	106	136	306	142	120	108	20
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	58	418	3	154	617	99	170	382	66	150	135	13
Adj No. of Lanes	1	1	1	1	2	0	1	1	1	1	1	0
Peak Hour Factor	0.85	0.85	0.85	0.87	0.87	0.87	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	263	511	434	291	954	153	207	613	521	184	529	51
Arrive On Green	0.04	0.27	0.27	0.08	0.31	0.31	0.12	0.33	0.33	0.10	0.32	0.32
Sat Flow, veh/h	1774	1863	1583	1774	3056	490	1774	1863	1583	1774	1673	161
Grp Volume(v), veh/h	58	418	3	154	357	359	170	382	66	150	0	148
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1770	1776	1774	1863	1583	1774	0	1834
Q Serve(g_s), s	2.0	17.9	0.1	5.1	14.8	14.8	8.0	14.7	2.5	7.0	0.0	5.1
Cycle Q Clear(g_c), s	2.0	17.9	0.1	5.1	14.8	14.8	8.0	14.7	2.5	7.0	0.0	5.1
Prop In Lane	1.00		1.00	1.00		0.28	1.00		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	263	511	434	291	552	555	207	613	521	184	0	580
V/C Ratio(X)	0.22	0.82	0.01	0.53	0.65	0.65	0.82	0.62	0.13	0.81	0.00	0.26
Avail Cap(c_a), veh/h	290	569	483	303	592	595	281	613	521	219	0	580
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.3	28.9	22.5	21.2	25.2	25.3	36.7	24.1	20.0	37.4	0.0	21.7
Incr Delay (d2), s/veh	0.4	8.4	0.0	1.6	2.2	2.2	13.1	4.7	0.5	17.9	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	10.4	0.1	2.6	7.6	7.6	4.7	8.3	1.2	4.4	0.0	2.8
LnGrp Delay(d),s/veh	21.8	37.3	22.5	22.8	27.4	27.5	49.8	28.9	20.5	55.3	0.0	22.7
LnGrp LOS	C	D	C	C	C	C	D	C	C	E		C
Approach Vol, veh/h		479			870			618			298	
Approach Delay, s/veh		35.4			26.6			33.7			39.1	
Approach LOS		D			C			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.3	32.5	11.5	27.8	14.4	31.4	8.2	31.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	10.5	28.0	7.5	26.0	13.5	25.0	5.0	28.5				
Max Q Clear Time (g_c+l1), s	9.0	16.7	7.1	19.9	10.0	7.1	4.0	16.8				
Green Ext Time (p_c), s	0.1	2.7	0.0	3.5	0.1	3.3	0.0	5.5				
Intersection Summary												
HCM 2010 Ctrl Delay			32.1									
HCM 2010 LOS			C									

Future Conditions With Project PM Peak Hour
9: 3rd Ave & Site Access

Permit Parking Lot
2/26/2016

Intersection						
Int Delay, s/veh	4.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	4	31	21	38	67	17
Future Vol, veh/h	4	31	21	38	67	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	34	23	41	73	18
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	64	0	-	0	85	43
Stage 1	-	-	-	-	43	-
Stage 2	-	-	-	-	42	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1538	-	-	-	916	1027
Stage 1	-	-	-	-	979	-
Stage 2	-	-	-	-	980	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1538	-	-	-	913	1027
Mov Cap-2 Maneuver	-	-	-	-	913	-
Stage 1	-	-	-	-	979	-
Stage 2	-	-	-	-	977	-
Approach	EB		WB		SB	
HCM Control Delay, s	0.8		0		9.3	
HCM LOS					A	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1538	-	-	-	934	
HCM Lane V/C Ratio	0.003	-	-	-	0.098	
HCM Control Delay (s)	7.3	0	-	-	9.3	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.3	

Appendix D.

Proportionate Share Impact Worksheets for:

- 1. Central Ave/1st Street**
- 2. Central Avenue/2nd Place-Main Street**

Proportional Share Impact Worksheet

Input appropriate information in green cells

Project Name:	Permit Parking Lot at City Hall		Through Lanes ¹
Intersection No.			
Major Street ¹	Central Ave	# of Lanes* =	2
Minor Street ¹	1st Street	# of Lanes* =	1

¹ See "Intersection Description" worksheet for descriptions

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

DATE:

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 =	3.5	0	7	Major
Minor Street Volume V ₂ =	3.5	7	0	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

P₁=V₁/(10,000 x f₁) = 0.04%

P₂=V₂/(5,000 x f₂) = 0.07%

P₃=V₁/(15,000 x f₃) = 0.02%

P₄=V₂/(2,500 x f₄) = 0.14%

Calculate Proportional Share

S₁=(P₁+P₂)/2= 0.05%

S₂=(P₃+P₄)/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:

Company:

Proportional Share Impact Worksheet

Input appropriate information in green cells

Project Name:	Permit Parking Lot at City Hall		Through Lanes ¹
Intersection No.			
Major Street ¹	Central Ave	# of Lanes* =	2
Minor Street ¹	2nd Pl/Main	# of Lanes* =	1

¹ See "Intersection Description" worksheet for descriptions

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

DATE:

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 =	47	0	94	Major
Minor Street Volume V ₂ =	5	8	2	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

P₁=V₁/(10,000 x f₁) = 0.47%

P₂=V₂/(5,000 x f₂) = 0.10%

P₃=V₁/(15,000 x f₃) = 0.31%

P₄=V₂/(2,500 x f₄) = 0.20%

Calculate Proportional Share

S₁=(P₁+P₂)/2= 0.29%

S₂=(P₃+P₄)/2= 0.26%

Intersection Proportional Share = Maximum of S1 and S2 = 0.29%
 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:

Company:

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

*Reviewed and comments by J.Coogan,
Senior Planner 3/18/2016*

SEPA ENVIRONMENTAL CHECKLIST

UPDATED MAY 2015

Purpose of checklist:

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants:

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for Lead Agencies:

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals: [\[help\]](#)

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the [SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS \(part D\)](#). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements –that do not contribute meaningfully to the analysis of the proposal.

A. Background

1. Name of proposed project, if applicable:
Permitted Parking at City Hall
2. Name of applicant:
Rod Steitzer
3. Address and phone number of applicant and contact person:
**123 Fifth Avenue,
Kirkland, WA 98033**
4. Date checklist prepared:
January 2016
5. Agency requesting checklist:
City of Kirkland
6. Proposed timing or schedule (including phasing, if applicable):
Spring/Summer
7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.
No
8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.
**A Geotechnical Report
A Traffic Impact Analysis**
9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.
No
10. List any government approvals or permits that will be needed for your proposal, if known.
**SEPA Determination of Non-Significance
City of Kirkland Permits, including Land Surface Modification Permit
Traffic Analysis Concurrency from the City of Kirkland**
11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

The City plans on developing a public parking lot on two parcels adjacent to City Hall at 120 3rd Ave

and 136 3rd Ave. The parking lot will contain approximately 80 to 85 parking stalls. Vehicle and pedestrian access will be provided from 3rd Ave and 1st street. The access route at the existing parking lot at the City Annex Building located on the northeast corner of 1st Street and 3rd Ave will be modified to provide an accessible pedestrian path to the public street.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

This project is located adjacent to the City of Kirkland's City Hall Building. The address for the parcels where parking lot will be constructed is 120 3rd Ave. Parcel No. 3885800-8600 and 136 3rd Ave. Parcel No. 388580-8615. Lat. 47.6775, Long. -122.2073

A. ENVIRONMENTAL ELEMENTS

1. Earth

- a. General description of the site:

(circle one): Flat, rolling, **hilly**, steep slopes, mountainous, other _____

- b. What is the steepest slope on the site (approximate percent slope)?

15%

- c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

AmC Arents, Alderwood material, 6 to 15 percent slopes

- d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

No

- e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

Total parcel area is approximat 0.9acres. Approximately 2,100 CY of existing ground will be excavated as required to flatten ground surface. Fill for pavement section will be supplied from WSDOT approved pits.

- f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

Some erosion may occur during construction, which will be minimized using Best Management Practices (BMP's).

- g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

Up to a maximum of 70% will be impervious surface

- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

Erosion will be controlled by preparation and implementation of a Temporary Erosion and Sedimentation Control (TESC) Plan utilizing BMP's.

2. Air

- a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

Dust from construction operations and exhaust from construction equipment maybe present during construction. Air quality is expected to return to normal after construction.

- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

No

- c. Proposed measures to reduce or control emissions or other impacts to air, if any:

Water or other BMP's will be used to control dust if necessary.

3. Water

- a. Surface Water:

- 1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

No, however Lake Washington is approximately 800' away as the crow fly's,

- 2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

No

- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

Not applicable.

- 4) Will the proposal require surface water withdrawals or diversions? Give general

description, purpose, and approximate quantities if known.

No

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

No

6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

No

b. Ground Water:

1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

No ground water will be withdrawn, nor will water be discharged to ground water.

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals, agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

No waste material will be discharged into the ground from septic tanks or other sources.

c. Water runoff (including stormwater):

1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

Where feasible Storm water will infiltrate through pervious pavement. Storm water which cannot be infiltrated on-site will be collected and treated for water quality prior to release to the adjacent City system. Total increase in storm water run-off is anticipated to be less than 0.1 CFS. All storm water which leaves the site will enter the City storm water system on 3rd Ave, which leads to an outfall on Lake Washington.

2) Could waste materials enter ground or surface waters? If so, generally describe.

Petroleum products will on the project site during construction. However a spill prevention control and countermeasures plan will be developed and BMP's will be developed for spill prevention and control during construction.

3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

No

- d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

A TESC narrative and a set of TESC plans will be generated for this proposed project.

4. Plants

- a. Check the types of vegetation found on the site:

deciduous tree: alder, maple, aspen, other

evergreen tree: fir, cedar, pine, other

shrubs

grass

pasture

crop or grain

Orchards, vineyards or other permanent crops.

wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other

water plants: water lily, eelgrass, milfoil, other

other types of vegetation

- b. What kind and amount of vegetation will be removed or altered?

See above. This site is approximately

Trees, grass and shrubs. The site is approximately 0.9 acres.

- c. List threatened and endangered species known to be on or near the site.

None known

- d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

Decorative planters, trees and ground cover plants.

- e. List all noxious weeds and invasive species known to be on or near the site.

None known.

5. Animals

- a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site.

Examples include:

birds: hawk, heron, **eagle, songbirds**, other:

mammals: deer, bear, elk, beaver, other:

fish: bass, salmon, trout, herring, shellfish, other _____

- b. List any threatened and endangered species known to be on or near the site.

Marbles Murrelet, Streaked Horned Lark, Yellow-billed Cuckoo, Bull Trout, Canada Lynx

- c. Is the site part of a migration route? If so, explain.
-

Yes Western Washington is part of the Pacific Flyway for Migratory Waterfowl.

d. Proposed measures to preserve or enhance wildlife, if any:

Not Applicable

e. List any invasive animal species known to be on or near the site.

None known

6. Energy and Natural Resources

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

Not Applicable

7. Energy and Natural Resources

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

Not Applicable

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

No

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

Not Applicable

8. Environmental Health

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

No

1) Describe any known or possible contamination at the site from present or past uses.

None known.

2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

There are none.

- 3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

None known.

- 4) Describe special emergency services that might be required.

Services could include Fire, Police and Emergency Services.

- 5) Proposed measures to reduce or control environmental health hazards, if any:

Standard construction safety practices will be in effect during construction.

b. Noise

- 1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

Typical traffic noise currently does exist in within the project area; however this will not affect this project.

- 2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

Short-term during construction - Typical construction noise between 7:00 am and 7:00 pm will be created for construction of the proposed parking lot.

- 3) Proposed measures to reduce or control noise impacts, if any:

The contractor will have to abide by the City of Kirkland's contract working hour restrictions.

9. Land and Shoreline Use

- a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

City Hall, business, and Residential properties are adjacent. This project will not affect the current land use.

- b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

No

- 1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:

No

c. Describe any structures on the site.

There are no structures on the site.

d. Will any structures be demolished? If so, what?

Not Applicable

e. What is the current zoning classification of the site?

This area is zoned HDR 18 -High Density Residential.

Property is zoned PLA 7A

f. What is the current comprehensive plan designation of the site?

This area is HDR 18- High Density Residential

g. If applicable, what is the current shoreline master program designation of the site?

Not Applicable

h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

No

i. Approximately how many people would reside or work in the completed project?

Not Applicable, this proposed project is a parking lot.

j. Approximately how many people would the completed project displace?

None

k. Proposed measures to avoid or reduce displacement impacts, if any:

There will be no displacements as a part of this project.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

This proposed project will go through a City review with their planning department and approval must be granted prior to construction.

m. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:

Not Applicable

10. Housing

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

Not Applicable

- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

One home will be torn down.

- c. Proposed measures to reduce or control housing impacts, if any:

This is city owned property. The house is not currently occupied.

11. Aesthetics

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

There will not be any structures associated with this project. Illumination will be added as part of this project. The poles are approximately 20 feet tall.

- b. What views in the immediate vicinity would be altered or obstructed?

Removal of trees and shrubs within the project area will alter views during construction however landscaping will be included as part of this project.

- c. Proposed measures to reduce or control aesthetic impacts, if any:

None

Zoning Code requires internal and perimeter landscaping be installed.

12. Light and Glare

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

New Illumination will be added for public safety in the evening hours.

- b. Could light or glare from the finished project be a safety hazard or interfere with views?

No

- c. What existing off-site sources of light or glare may affect your proposal?

Not applicable

- d. Proposed measures to reduce or control light and glare impacts, if any:

None

13. Recreation

- a. What designated and informal recreational opportunities are in the immediate vicinity?

There are parks within the city limits; however they will not be impacted.

- b. Would the proposed project displace any existing recreational uses? If so, describe.

No

- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

Not Applicable

14. Historic and cultural preservation

- a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers located on or near the site? If so, specifically describe.

There are no structures on the proposed site.

- b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

No

- c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

Reviewed the GIS Maps on the City's website.

- d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

All recommended measures or requirements included in the permitting will be included in the construction contract.

15. Transportation

- a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.

Driveway access will be provided from 1st Street via the existing Annex building driveways and from 3rd Avenue where the existing driveway will be removed and replaced with new.

- b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

Public Transit does serve this vicinity.

- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?

This project will create up to 85 parking spaces.

- d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

Project will modify the existing sidewalk located on the City Hall annex site to provided ADA access to 1st Street.

- e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

No

- f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and non-passenger vehicles). What data or transportation models were used to make these estimates?

<p>According to the Traffic Report the parking lot is forecasted to generate 252 daily trips; 126 new new PM peak trips; 84 net new AM peak hour trips.</p>

A traffic Analysis is being completed. It is assumed at this time that this project will not generate any trips.

- g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

No

- h. Proposed measures to reduce or control transportation impacts, if any:

An approved traffic control plan will be implemented during construction, if needed

16. Public Services

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

No, the proposed project will not increase the need for public services.

- b. Proposed measures to reduce or control direct impacts on public services, if any

Not Applicable

17. Utilities

- a. Circle utilities currently available at the site:

electricity, natural gas, **water**, **refuse service**, **telephone**, **sanitary sewer**, septic system, other _____

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

Utilities proposed for this project include:

- Electricity- PSE,
- Water- City of Kirkland Water Dept.

C. Signature

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: _____

Name of signee _____

Position and Agency/Organization _____

Date Submitted: _____

