

to avoid the high levels of congestion on 108th Avenue NE. **The level of diversion must be analyzed and disclosed in the updated TIA to determine the project impacts and appropriate mitigation.**

Similarly, the potential for existing and future NU traffic to cut-through the neighborhoods north of campus to access I-405 or locations east of the freeway needs to be evaluated. Increased traffic (project and non-project) on 108th Avenue NE and the associated increase in the level of congestion at the intersection of 108th Avenue NE/NE 68th Street will likely result in more traffic diversion through these neighborhoods. Several years ago, the City conducted traffic studies that resulted in installation of speed humps on NE 60th Street and 111th Avenue NE north of campus to help reduce cut-through traffic associated with congestion on NE 68th Street and 108th Avenue NE. The potential increase in cut-through traffic north of campus also should be analyzed and disclosed in the TIA. The evaluation of cut-through traffic should include routes via NE 59th, NE 60th, and NE 62nd Streets.

These types of impacts need to be evaluated in the TIA for 2022 and 2037 conditions to fully disclose the potential traffic impacts of the proposal and define appropriate mitigation to improve traffic flow and reduce congestion on 108th Avenue NE and mitigate the potential adverse impacts of cut-through traffic in these adjacent residential areas. Minimizing these types of impacts is consistent with the goals and policies of the CHNP and Policy T-4.7 of the City's Transportation Master Plan.

### **Parking**

The parking analyses shows that there appears to be adequate capacity within the campus to meet projected demands. In order to assure that parking spillover into the adjacent residential areas is minimized, the University should require students, faculty, and staff to park on campus (or use other modes of travel). This could be accomplished through a parking management program as part of the NU TMP. NU should consider charging a parking fee to all students, faculty and staff that drive to/from campus. This fee would remove any incentive for students, staff, and faculty to park on the adjacent streets and also would help in meeting the goals of the TMP to reduce campus traffic.

The TIA also should provide an outline of a parking management program related to major events on campus, especially with the expansion of the gymnasium to accommodate up to 900 people.

### **Transportation Mitigation**

The following provides recommendations related to mitigating the identified transportation impacts of the proposed Master Plan.

- Eliminating the proposed outside use of the athletic fields and tennis center and the associated traffic should be a primary mitigation of the traffic impacts. Eliminating these trips would significantly reduce the identified project impacts on roadways and intersections near campus, as well as those study intersections further from campus. Even with the elimination of the traffic associated with the field use and tennis center, the Master Plan

will result in increased traffic volumes and congestion along 108th Avenue NE and other corridors which will require additional mitigation.

- The City should establish a maximum allowed level of traffic volumes generated by the campus during weekday AM and PM peak periods. Such a cap would help assure that the traffic impacts of the proposal stay within the approved levels. The maximum allowable site traffic generation also would provide NU more flexibility in mixing and matching its various type of students during the life of the Master Plan. It also would provide an incentive for the University to implement an effective TMP to reduce auto vehicle trips per student during peak commuter periods. The traffic volume condition should include a monitoring program to provide at least annual traffic count data for review by the City; the data also should be available to the public, City Council, and Houghton Community Council. These types of maximum site trip generation have been successfully applied to other institutions and other major developments.

The following provides examples on how the maximum level of PM peak hour trip generation for the campus could be established.

- Limit campus trip generation to an increase of 30 percent above the 2016 traffic volumes for an increase of 115 PM peak hour campus trips, or
- Limit campus trip generation to the level that would result in an increase of 5 percent in the 2016 PM peak hour traffic volumes on 108th Avenue NE north of campus. The City's SEPA impacts define an impact requiring mitigation at LOS F locations at a threshold of 5 percent. A 5 percent increase in traffic volumes also would be considered as being a significant adverse impact based on the existing and forecast congestion on 108th Avenue NE. This would allow the NU a maximum impact of 68 vph during the PM peak hour on 108th Avenue NE north of campus. This would result growth of approximately 100 PM peak hour trips at the campus driveways, based on the TIA's traffic distribution (70 percent to/from the north of campus).
- The City is in the process of preparing a study of the 6th Street Corridor, including 108th Avenue NE and potential changes for the Houghton/Everest Neighborhood Center. The TIA infers that mitigation of its significant impacts on traffic volumes and operations at NE 68th Street/108th Avenue NE could be achieved through contributing towards the 6th Street Corridor Study. NU should be required to not only contribute toward the Corridor Study, but also should be required to fund and construct its share of specific improvements that are ultimately adopted by the City to improve the corridor. The limited contribution of proportionate share contributions towards one intersection, as proposed in the TIA, is not adequate to off-set the significant traffic impacts of the proposal on the corridor.

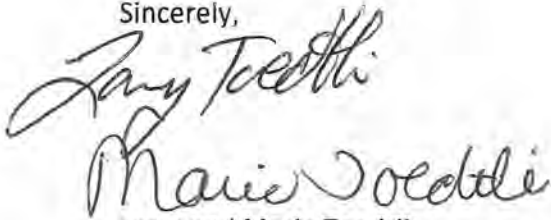
- Installation of a traffic signal at NE 53rd Street/108th Avenue NE has been a requirement of NU's prior Master Plans since at least the mid 1990's. NU has the full (100 percent) responsibility for funding and constructing the signal based on prior approvals; the TIA should explicitly note that condition.
- The transportation mitigations and conditions required under the prior Master Plan should be incorporated into the TIA and current Master Plan; additional analyses should be provided, if needed, to determine the applicability of those conditions. For example, the potential realignment of the main campus entrance to NE 55th Street should be evaluated to determine if it is appropriate mitigation.
- Additional mitigations (beyond traffic calming on NE 53rd Street) should be identified to offset the potential increase in cut-through traffic in the adjacent residential areas, as determined through the updated TIA.
- The NU TMP should be updated based on what has been achieved and an assessment of what has, or has not, worked to reduce traffic to/from the campus. Reports on the implementation and results of the TMP should be prepared and provided to the City (and available to the community) at least every two years.
- A formal parking management program should be included in the TMP. It should consider including charging a fee for all students, faculty, or staff that drive to/from the campus. This would help mitigate the potential for spillover of parking into residential areas. The parking management program also should include strategies to reduce traffic generated by the campus.
- The proposed event management program may be adequate, if it is actually followed. However, as we have seen, NU has shown no commitment to follow all requirements of its Master Plan. The event management program should include adequate advance notification to the City (and list serve recipients) that an event is coming up and how traffic and parking will be managed. These notifications will help inform the community so we do not need to determine if the events are University related or possible violations of the Master Plan.

## Closing

We appreciate the opportunity to provide comments on the Master Plan application and supporting materials. As you know, we have been engaged with NU and the City for many, many years. We have provided comments on Master Plan revisions for the past 20 years. Unfortunately, we also have had to file code violations, which resulted in staff and Hearing Examiner issuing fines for non-compliance. We all know the code violation processes are not fun and take lots of time and resources that could be better applied. We would like to work with the City and NU to establish a Master Plan that helps the University achieve reasonable growth in its student enrollment, while minimizing the negative impacts on the adjacent residential areas and rest of the Kirkland community.

We also appreciate your efforts in reviewing the Master Plan for compliance with applicable goals, policies, and development regulations. We look forward to working with the City (and University) as the Plan review moves forward. We previously met with and provided comments directly to NU prior to its application. Unfortunately, we believe their application (as currently proposed) falls well short of meeting the required decision criteria and will result in significant, adverse noise, visual, and transportation impacts.

Sincerely,

Handwritten signatures of Larry and Marie Toedtli in cursive script.

Larry and Marie Toedtli  
11201 NE 58th Pl  
Kirkland, WA 98033  
425-828-8817  
hohox2@comcast.net

Attachments (1-11)



**Attachment 1**

**CITY OF KIRKLAND  
HEARING EXAMINER FINDINGS,  
CONCLUSIONS, AND DECISION AND ORDER**

In the Matter of the Notice of Civil  
Violation Issued To

File Number:  
**ENF11-088**

**NORTHWEST UNIVERSITY**

By the City of Kirkland, Department of  
Planning and Community Development

**Introduction**

The City issued a Notice of Civil Violation to Northwest University for violation of a Change of Use Permit issued to the University under file number ZON08-00020.

The matter was heard by the undersigned Hearing Examiner on August 18, 2011, in City Council Chambers, City Hall, 123 Fifth Avenue, Kirkland, Washington. Northwest University was represented by Charles A. Klinge, attorney-at-law; and the Department of Planning and Community Development (Department) was represented by Judd Tuberg, Code Enforcement Officer, and Oskar Rey, Assistant City Attorney. Exhibit A, the Department's Final Witness and Exhibit List and attached exhibits was entered into the record with the following changes: attached Exhibits 5 and 12A were stricken; a certified transcript of the hearing held on the Change of Use Permit in file ZON08-00020 on February 23, 2009 was substituted for the uncertified transcript included in attached Exhibit 4; and a signed copy of the Hearing Examiner's decision in ZON08-00020 was substituted for the unsigned copy included in attached Exhibit 2. Exhibit B, the Notice of Civil Violation issued on July 6, 2011, and Exhibit C, the Department's report, were also entered into the record.

Having considered the evidence in the record and visited the site, the Hearing Examiner enters the following findings of fact, conclusions, and decision and order on the Notice of Civil Violation.

**Findings of Fact**

1. The subject property is addressed as 11220 NE 53rd Street in Kirkland. It is the site of the former Seahawks practice facility and includes two grass practice fields and one AstroTurf practice field with a pneumatic seasonal cover ("the bubble"), in addition to several structures.

**HEARING EXAMINER DECISION AND ORDER****ENF11-088****Page 2 of 7**

2. The Seahawks terminated their lease of the site, and in 2009, Northwest University applied for a Change of Use Zoning Permit pursuant to Kirkland Zoning Code (KZC) Section 60.12.010 to use the site. The Hearing Examiner recommended approval of the application subject to three conditions, Exhibit 2, and the Examiner's findings, conclusion and recommendation were adopted by the City Council. Exhibit 1. The permit granted the University's request to, *inter alia*, use the former practice fields "for the exclusive use of Northwest University athletic practices and intramural activities" Exhibit 2 at 11<sup>1</sup> (Change of Use Application, "*Practice Field Utilization*"). In Finding of Fact 1.c under "History," the Examiner's recommendation of approval incorporates the University's statement of its request by reference. Exhibit 2 at 14.<sup>2</sup>

3. A 30-foot wide landscape buffer separates the practice fields from an adjacent single-family residential area to the north.

4. Northwest University, a Christian university, considers sports both a crucial part of education and a way of worship. Consequently, athletics are an important part of the University's mission.

5. During the years when the Seahawks were utilizing the fields, Northwest University was frequently allowed to use them on weekends for its athletic practices and intramural activities.

6. It is a common practice for small college athletic programs to invite middle- and high-school-age athletic teams to their college campuses to work out with college coaches. The colleges, including Northwest University, consider this a form of recruiting for both the college and the college's athletic program. Northwest University's athletic program has engaged in this practice for years, using its own facilities for some sports, but using Lake Washington School District facilities for soccer.

7. The University has also operated youth sports camps for years, but has not had the facilities to offer a youth soccer camp.

8. Pursuant to its Master Plan, the University maintains an open campus, meaning that pedestrians from the neighborhood are allowed to travel through University grounds. The University also allows occasional, informal use of the fields by those living in the neighborhood.

9. Beginning in early 2010, neighbors of Northwest University began documenting incidents involving use of the Northwest University fields for purposes other than Northwest University athletic practices and intramural activities. *See* Exhibits 6 and 11a.

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<sup>1</sup> The page numbers cited for exhibits are the sequential page numbers for the entire Exhibit A that are found in the lower right hand corner of each page.

<sup>2</sup> A separate finding of fact notes that use of the pneumatic cover would also be "exclusively for Northwest University athletic practices and intramural activities." Exhibit 2 at 17.

These uses included rental of the fields to Kirkland Youth Lacrosse for extended practices and games as well as youth soccer sports camps and clinics. *Id.*

10. During April and May of 2010, Department staff investigated neighbors' complaints about these uses and issued two Notices of Violation and Orders to Correct to Northwest University. The University agreed that under the Change of Use Zoning Permit, it could not rent the fields to outside organizations. It paid the penalty associated with the violation cited in one Notice and has not rented the fields since that time. The Notice of Violation issued for the sports camps was not appealed, but the University did not institute the required corrective action either. Instead it held youth soccer camps on the fields on several additional dates in August of 2010 and failed to pay the fines levied for the violations despite receiving a demand letter for them.

11. During April, May and June of 2011, Department staff received numerous complaints about frequent, sometimes extended soccer practices and games that were not Northwest University athletic practices or intramural activities. Exhibit 8. Working with neighbors, the Department was able to document specific dates and times of these field uses. Specifically, the fields were being used for practice and games by the Cedar Park High School Soccer Team, the Under 17 girls soccer team and the Crossfire girls soccer team. *See* Exhibit 10a. After contacting the University, Exhibit 10b, the Department determined that these field uses violated the Change of Use Zoning Permit.

12. On June 17, 2011, the Department issued a Notice of Civil Violation to Northwest University for violation of the Change of Use Zoning Permit. Following a request for clarification, the Department issued a new Notice of Civil Violation on July 6, 2011. Exhibit 8 at 193 and Exhibit B. The July 6, 2011 Notice lists violations of the Change of Use Zoning Permit, KZC 60.12.010 (Special Regulation 3.d.4), and the Northwest University Master Plan, on seven specific dates in June of 2011 by allowing use of the former Seahawk fields "by teams and persons not enrolled at or otherwise affiliated with" the University. The Notice states that the Department requested voluntary compliance of the University on May 20, 2010, and that the required corrective action is to discontinue use of the practice fields for uses other than the exclusive use by Northwest University practices and intramural activities unless the University first obtains the zoning approval required by KZC 60.12.010 to do so. *Id.* The Notice states that it is for a first violation subject to a \$100 per day penalty. *Id.*

13. Following issuance of the Notice of Civil Violation, the University held numerous sports camps. These camps required payment of the fee to attend and had been advertised to the public in April. *See* Exhibit 9 at 197, 195-96. Code Enforcement Officer Judd Tuberg, testified that violations occurred on a nine specific dates between July 6, 2011 and August 12, 2011.

14. At hearing, the Department asked that the Examiner impose a daily monetary penalty for the nine violation dates between July 6, and August 12, 2011, and for any additional violations that may occur in the future. *See* Exhibit C.

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15. KZC 60.12.010, Special Regulation 3.d.4, requires an application for a Process IIB zoning permit for a change in any part of the former Seahawks facility to a use other than a professional football team office and practice facility.

16. Under the Kirkland Municipal Code (KMC), a "violation" is "an act or omission contrary to a city development regulation". KMC 1.12.020.M. A "regulation" includes the "terms and conditions of any permit or approval issued by the city ...." KMC 1.12.020.K.8.

17. A "Civil violation" is defined as "a violation for which a monetary penalty may be imposed as specified in this chapter. Each day or portion of a day during which a violation occurs or exists is a separate violation." KMC 1.12.020.D.

18. A "Repeat violation" is a "violation of the same regulation in any location by the same person for which voluntary compliance previously has been sought within two years or a notice of civil violation has been issued within two years." KMC 1.12.020.L.

### **Conclusions**

1. The Hearing Examiner has jurisdiction over this appeal pursuant to KMC 1.12.050.
2. KMC 1.12.050.C states that the Department has the burden of proving "by a preponderance of the evidence that a violation has occurred and that the required corrective action, if applicable, is reasonable." The Examiner is required to accord substantial weight to the Department's determination concerning the need for corrective action. *Id.*
3. Northwest University does not dispute the activities cited by the Department as violations of the Change of Use Zoning Permit. Rather, it questions whether those activities violated the Permit.
4. Although the University argues that the decision granting the Change of Use Zoning Permit failed to include a condition requiring that the University use the former Seahawk fields for the exclusive use of its athletic practices and intramural activities, such a condition was not necessary. The decision followed the normal procedure of granting the permit for which the University had applied, and imposing as conditions any necessary restrictions not already included in the proposal described in the application. Development proposals are often very lengthy. The University cites no authority for the proposition that the City must incorporate the entire proposal into the decision granting the application.
5. The University contends that even if the use of the fields is limited to that described in its application, i.e., exclusively for Northwest University athletic practices and intramural activities, the use of the fields on all seven dates cited in the Notice of Civil Violation was for recruiting activities by the University's athletic program for men's and women's soccer. However, the University's interpretation of its application for the Change of Use

Zoning Permit effectively adds language that was not included in the application. The application was not for practice fields to be used for the exclusive use of "athletic practices sponsored by the Northwest University athletic program or athletic department," or "athletic practices conducted at the invitation of Northwest University". If the University, and by extension the City, had intended such extensive use of the fields, they could have used language that would allow it. Instead, the University used the words, "exclusively for Northwest University athletic practices". These are not words of art. The Examiner concludes that the common understanding of this phrase would be sports practices by those affiliated with the University.

6. To be "affiliated" means to be "closely associated with another typically in a dependent or subordinate position". Merriam-Webster Online Dictionary. Those affiliated with a university would normally fall into four general categories: students, faculty, administration, and other employees.

7. The evidence in the record shows that none of the groups using the fields on the seven dates specified in the Notice of Civil Violation were affiliated with Northwest University. The fact that the coach for one of the youth soccer organizations was also a coach at Northwest University does not change this conclusion because the youth organization was not itself affiliated with the University.

8. The University may pursue its mission and engage in the recruiting activities it employed prior to 2009. However, it may not expand the use of the former Seahawks fields beyond that allowed in the existing Change of Use Zoning Permit without first obtaining a new Process IIB permit. The Department's request for corrective action is reasonable.

9. KMC 1.12.040.E provides that the monetary penalty for a first violation is \$100 per day, and that the Examiner may double the monetary penalty if the violation is a repeat violation.

10. In determining the amount of the penalty, the Examiner is to consider whether the person "responded to staff attempts to contact the person and cooperated with efforts to correct the violation," "failed to appear at the hearing," "showed due diligence and/or substantial progress in correcting the violation," as well as "whether the violation was a repeat violation," "whether a genuine code interpretation issue exists," and "any other relevant factors". KMC 1.12.050.D.4.

11. One of the Notices of Violation issued to Northwest University in 2010 was expressly for renting the fields to the Kirkland Youth Lacrosse organization. However, the other Notice of Violation was for use of the fields for sports camps and other outdoor sports-related activities "sponsored or conducted" by independent contractors or outside promoters. Therefore, the Notice of Civil Violation issued on July 6, 2011 for similar activities was a repeat violation.

**HEARING EXAMINER DECISION AND ORDER****ENF11-088****Page 6 of 7**

12. Northwest University did not cooperate with efforts to correct the violations cited in the July 6, 2011 Notice of Civil Violation but, instead, conducted activities similar to those cited in the Notice for approximately 2 months after the Notice was issued. On the other hand, the University raised at least an arguable issue concerning the appropriate interpretation of the field use language in its application for the Change of Use Zoning Permit. Therefore, rather than doubling the \$100 per day penalty for the repeat violation, the Examiner will increase it by one-half, to \$150 per day.

13. The Examiner finds no authority in the Code for imposing penalties for uses of the field on dates not specified in the July 6, 2011 Notice of Civil Violation. In the usual land use violation case, the monetary penalty called for in KMC 1.12.040.E is imposed for each day the condition constituting the violation continues. However, in this case, the violation is an intermittent, rather than a continuing one, occurring only on the dates the fields are actually used in violation of the Change of Use Zoning Permit. Therefore, the actual dates of violation must be specified in the Notice.

14. Imposing penalties for field uses on dates subsequent to the date of the Notice would also affect the University's right to notice and the opportunity to be fully heard on the violations. At hearing, the University did not contest the fact that it had used the fields for youth soccer camps and other similar activities during the months of July and August. However, the July 6, 2011 Notice of Civil Violation did not provide notice to the University that it needed to be prepared on the specified hearing date to actively defend actions that occurred after the date of the Notice in order to avoid penalties being imposed for those dates .

**Decision and Order**

The Notice of Civil Violation issued to Northwest University<sup>1</sup> on July 6, 2011 is affirmed.

In accordance with KZC 1.12.050.D.2, it is ordered that:

1. Effective August 29, 2011, Northwest University shall allow use of the three former Seahawks fields on its campus only for the exclusive use of Northwest University athletic practices and intramural activities, as defined in the above conclusions. This does not affect the occasional, informal use of the fields by those in the neighborhood that is currently allowed by the University.
2. Northwest University shall also incur a penalty of \$150 per day for the violation dates, June 1, 6, 8, 13, 14, 26, and 30, 2011, for a total of \$1050.00. The penalty shall be paid to the City of Kirkland on or before September 2 2011, after which date, the City may institute appropriate action to collect the penalty if it has not been paid.

## HEARING EXAMINER DECISION AND ORDER

ENF11-088

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Entered this 24<sup>th</sup> day of August, 2011.



Sue A. Tanner  
Hearing Examiner

**Concerning Further Review**

KMC 1.12.050.F provides that "An appeal of the decision the hearing examiner must be filed with superior court within 21 calendar days from the date the hearing examiner's decision was mailed to the person to whom the notice of civil violation was directed, or is thereafter barred."

**Larry Toedtli**

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**From:** Toedtli Home  
**Sent:** Monday, February 04, 2013 8:20 PM  
**To:** Joseph Castleberry  
**Cc:** Toedtli Home  
**Subject:** Re: Can I ask for a favor?  
**Attachments:** 8287DE02-330F-4710-8DC3-4F879BC887F8[1].png

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Joe-

Hope all is well with you, your family, and at the University. Sorry for the delay in getting back to you. Your email got buried under lots of other items.

We appreciate you contacting us, but we aren't sure that our agreeing to anything that isn't consistent with the Master Plan really accounts for anything. We are but one family in this neighborhood, as well as the other residents south of 53rd that are also affected by what the University does. We certainly are willing and able to discuss the proposal with a larger group and also see how the City would treat that in the currently approved Master Plan.

As far as the buffer and other items, we appreciate the work to reduce the building noise. It's hard to tell what it's like at this point since we are indoors more and life goes on. We are not sure about your comment about the garbage in the buffer being cleaned up regularly by NWU. After looking at large plastic bags and other trash for over 5 weeks (before Thanksgiving to after Christmas) I asked my son to hop the fence and clean it up. Overall the weeds are down, primarily due to the bark. We're not sure if you have checked it out lately but a large number of the cedars and arborvitae trees are dying or dead. As you will remember, the neighbors never asked for the additional plantings, just keeping the weeds down and trash picked-up. In addition, your nice new gate at the buffer has been compromised – the fence has been cut and that is a primary pathway to the fields.

Please let us know when / how you would like to proceed with discussions with the neighborhood and the City.

Larry and Marie

425-828-8817

**From:** [Joseph Castleberry](#)  
**Sent:** Wednesday, January 23, 2013 3:39 PM  
**To:** [Larry Toedtli](#)  
**Subject:** Can I ask for a favor?

Dear Larry and Marie,

Mid-winter greetings from across the green space. I hope that you are having a pleasant season and that all is well in your household.

As far as I can tell, we have made good progress on making our campus and operations more friendly to our neighbors since we last spoke. The green space buffer looks tidy, the precarious trees have been removed, garbage is being policed more regularly, and unsightly stumps have been removed. We seem to have successfully dealt with the H-Vac noise from the Argue Building. The campus lights have all been adjusted to avoid any night glare. Please do let me know if there is anything else I need to address.



I am writing you a note to propose a small venture that I hope you will consider. I would call on the telephone, but I thought it better to put the details in writing for you to be able to refer to.

After the conclusion of the previous issues around use of our athletic fields, the Planning Department of the City of Kirkland let me know that they have no objections to us using the fields as long as the neighbors around the field are satisfied. They suggested that if we had any future questions about activities, we should negotiate them with the neighbors, and if there were no complaints, there would be no sanctions or prohibitions. I agree with them that we should operate in that fashion, as it promotes healthy communication and understandings before any problems can emerge. I never want to create another problem again!

Since you are the neighbor most directly affected by what we do, I thought I would approach you first. You essentially have a veto, just as the other neighbors do. So here's my proposal: Our men's and women's soccer coaches would like to conduct a few youth soccer camps this summer which would help them create a pipeline for future student athletes at Northwest. Their request is to conduct the camps between July 15 and August 3. The times of operation would be 9:00 a.m. – 12:00 pm, and 3:00 – 6:00 p.m.. We would strictly guarantee that no operations would begin earlier than 9am nor end later than 6pm. There would be absolutely no use of air horns or other noise makers. The coaches would use only the grass fields and not the artificial turf field adjacent to the buffer area.

Such an arrangement should have virtually no noise impact and only minimal traffic impact. It would be very different than the lacrosse situation from a few years ago.

Would you be willing to consider such an arrangement? The coaches and I are very aware that a single complaint over the events would result in fines, as well as a loss of favor with our neighbors. Accordingly, we would be scrupulously controlling the impact of the events. If you are willing to work with us on this proposal, I would contact the other neighbors to get their views.

Thanks for considering my request.

Sincerely,

Joe

**Joseph Castleberry, Ed.D. | President**

NORTHWEST UNIVERSITY  
5520 108<sup>th</sup> Avenue NE, Kirkland, WA 98033  
(425) 889.4202



No virus found in this message.

Checked by AVG - [www.avg.com](http://www.avg.com)

Version: 2013.0.2890 / Virus Database: 2639/6043 - Release Date: 01/19/13



### Attachment 3

#### **NWU Sounders Soccer Camp – July 2014**

On Sunday, July 6, 2014 at approximately 6:30 PM Larry talked from our deck to across the fence to the soccer coach from the Seattle Sounders Soccer Academy. Larry asked the coach who he was affiliated with and what the details were about this camp. The coach replied he was with the Sounders and this camp is being held at NWU for 50 kids and that it would happen daily starting at 9:00 AM until 8:00 PM and end on noon, July 11, 2014. The kids are staying in the dorms while this camp is in session. The coach said these kids were from the “community” and they were not students at NWU.

Larry asked the coach if he knew he was in violation of NWU current Master Plan on file with the City of Kirkland, and the coach said he did not know this, and that it was not his problem. He was instructed by the Sounders Soccer Academy to coach this camp.

The cost to attend this camp for one week is \$700.00 per child if they are staying on campus for the whole duration of the camp. \$550.00 for children who are just commuting and not staying overnight on campus. A total of 50 children signed up for this camp. If all 50 children stayed on campus 24/7, NWU would bring in \$35,000.

After talking to the coach Larry sent an e-mail to our neighbors, as well as members from the Houghton Community Council, the Mayor of Kirkland, City of Kirkland Planning, and Robin Jenkinson, City of Kirkland Attorney, informing them of the latest violation involving NWU holding camps which is in direct violation to their current Master Plan that NWU has on file with the City of Kirkland.

Larry also filed a Code Enforcement Violation with the City of Kirkland stating that NWU was again in violation of hosting a soccer camp that was not in compliance with the current Master Plan on file with the City of Kirkland.

7-6-2014 – Heard the coach tell the kids ages 10, 11, 12, and 13 to line up in a specific place on the field turf. This camp went from 6:30 PM – 8:30 PM

7-7-2014 – Observed soccer camp on the grass fields from 6:30PM – 8:00 PM

### Attachment 3

7-8-2014 – Observed soccer camp on the grass fields from 6:30PM – 8:00 PM

7-9-2014 - Observed soccer camp starting at 9:45AM on the turf field – left my house at noon and the camp was still going on

7-9-2014 - Observed soccer from 6:05PM – 8:00PM on the turf field – young men, not the soccer academy.

7-9-2014 – Observed soccer camp starting at 6:30PM – 8:00PM on the grass field

7-10-2014 – Observed soccer camp at 4:00 PM on the grass field

7-10-2014 - Observed soccer camp starting at 6:30PM – 8:00PM on the grass field

**Toedtli Home**

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**From:** Toedtli  
**Sent:** Tuesday, February 24, 2009 10:13 AM  
**To:** Joseph Castleberry  
**Subject:** Weed Patrol !

Hi Joe,

With the warm weather that we have had lately the weeds behind the turf field are starting to wake up from winter. During the next few weeks it might be a good time for the maintenance people to tackle the weeds. The Seahawks usually sprayed the weeds in early March and then again in late May or early June and then one more time in August. The tricky part is finding a stretch of a few days where the weather is dry so the weed killer can do it's job. Sometimes if the weeds really took off then the maintenance people would use a weed whacker to cut back the weeds.

Thanks again,

Marie and Larry Toedtli

----- Original Message -----

**From:** [Joseph Castleberry](#)  
**To:** [Toedtli](#)  
**Cc:** [Dani Banke](#) ; [Dan Schimelpfenig](#)  
**Sent:** Friday, September 26, 2008 8:47 PM  
**Subject:** RE: Bathroom Facilities at the old Seahawks practice fields

Thanks again for the advice. As you know, we keep the campus greenery well-gardened, and I'll pass on the advice about the weeds. Once we get the athletic fields integrated into the main campus space, this will all become a matter of routine maintenance—something we're pretty good at! ☺ I'm looking forward to cleaning up the "brush barrier" between the fields and the campus.

If you might have time for coffee sometime, I'd be delighted to meet you in person. Just give my secretary Dani a call (889-4202) if you are available sometime, and she'll set it up.

Thanks again,

Joe

Joseph L. Castleberry, Ed.D.  
President  
Northwest University  
P.O. Box 579  
Kirkland, WA 98083  
Tel. 425-889-4202

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**From:** Toedtli [mailto:hohox2@comcast.net]  
**Sent:** Wednesday, September 24, 2008 6:50 PM

**To:** Joseph Castleberry  
**Subject:** Re: Bathroom Facilities at the old Seahawks practice fields

Thanks. We will keep you posted if we happen to notice people not using the port-a-potty. Another item you might look into is the weed control behind the turf field. The Seahawks have always kept on top of the weeds between the chain link fence and the turf field. Their ground keeper would usually spray the weeds at least twice a year and also mow them down with a weed whacker if the weeds got too out of control. Right now the weeds are not too bad, but they have the potential of taking off rather quickly. If you would continue the "weed patrol" I know all of the neighbors behind the turf field would be very happy.

Thank you,  
 Larry and Marie Toedtli

----- Original Message -----

**From:** [Joseph Castleberry](#)  
**To:** [Toedtli](#)  
**Sent:** Tuesday, September 23, 2008 7:44 AM  
**Subject:** Re: Bathroom Facilities at the old Seahawks practice fields

Dear Mr. Toedtli,

I have done some checking and found that my staff was already at work to solve this problem. We should have the Porta-Potty in place soon.

Please let me know any time problems may arise.

Sincerely,

Joseph L. Castleberry, Ed.D.  
 President  
 Northwest University

Sent from my iPhone

On Sep 20, 2008, at 11:20 AM, "Toedtli" <[hohox2@comcast.net](mailto:hohox2@comcast.net)> wrote:

Mr. Castleberry,

We are sending you this e-mail in the hopes that Northwest University will install a bathroom (port-a-potty) next to the practice fields that were once used by the Seahawks. This morning we caught a young man urinating on the trees by the turf field. This is unacceptable. We have also witnessed other people using the trees as a bathroom during week day practices. There are five houses that back up to the turf field and none of us appreciate having people urinating on the trees.

When the Seahawks first moved to this facility they too felt it was OK to use the trees as a bathroom. After talking with the Seahawks they installed a port-a-potty between the grass fields and the turf fields for the players to use. Now that the Seahawks have moved there is no longer a port-a-potty for people to use when they are having practices or games. Please look into have a bathroom facility installed on the practice fields as soon as possible.

Thank you,

Larry and Marie Toedtli  
 11201 NE 58th Place  
 Kirkland, WA 98033  
 425-828-8817  
[hohox2@comcast.net](mailto:hohox2@comcast.net)

## Attachment 5

**Toedtli Home**

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**From:** Toedtli Home  
**Sent:** Tuesday, March 16, 2010 10:43 AM  
**To:** Joseph Castleberry  
**Subject:** Re: It's a Jungle of Weeds !

Good Morning Joe,

This e-mail is a follow up to a phone message that I left for you on your cell phone on Saturday, March 13, 2010. It has been almost a year since I sent you this original e-mail about the weeds behind the turf field (also noted as the "burm" in the Northwest University Master Plan). For most all of last summer the weeds were out of control behind the turf field. Sometimes the weeds were as high as the chain link fence. Periodically we would go over and pull the weeds. This year however, we would like to see NWU follow through on their promise (see your response below to my e-mail that was sent to you last year) to keep this area of your campus cleaned up and weed free. Northwest Landscaping Service is on your campus weekly making sure your campus looks well kept and maintained. Now they need to start cleaning up behind the turf field on a regular basis.

Another issue that needs to be addressed for this same area are the branches that have been cut down from the evergreen trees and the amount of garbage that is left in this area. On Sunday morning, February 28, 2010, someone was on the turf field cutting off branches from the evergreen trees. When the tree branches were cut, instead of taking away the branches, the branches were just left in the burm area. After the branches were cut, someone installed fencing along the paved walk way by the turf field, between the field and the trees. We are guessing this was done to keep the soccer balls, lacrosse balls and footballs from leaving the turf field. When your landscaping crew have cut tree branches from your trees that line the walk way on NE 53rd street, they are always cleaned up. I am guessing this is because you want to keep your curb side appeal looking nice for your neighbors and also for people who visit your administrative office. This same approach needs to be addressed for the area behind the turf field.

On numerous occasions over this past year, we have climbed the chain link fence to clean up all of the garbage that has been tossed into the burm area. We have picked up various items such as Gatorade bottles (some full as well as empty), empty as well as full water bottles, empty beer cans and empty bottles of alcohol, Starbucks coffee cups, paper from McDonalds, Wendy's and Subway. In addition there have also been plastic and paper bags thrown into this area. It is quite an eye sore to have to look at this on a daily basis, as well as looking at the jungle of weeds that are growing bigger by the day. Again, this type of garbage and lack of landscaping is never found on your main part of campus.

Now for the kids who are playing lacrosse on the turf field. For the past few months we have observed kids of all different ages practicing lacrosse on the turf fields Monday through Friday in the afternoon. Last weekend for the first time in about a month we were actually home on the weekend and working in our backyard. We awoke to loud voices at 7:45 AM on Saturday morning (March 13, 2010) on the turf field. At 8:00 AM two lacrosse teams were playing an actual game of lacrosse on your turf field. From 8:00 AM on Saturday until 5:00 PM there were teams playing games on the turf field. For the whole day we could hear the coaches and the parents yelling at the players, trying to get their attention to do better in the game. Then at half time or quarter breaks an air horn would go off along with a whistle being blown. In the fall we listen to every Saturday the intramural football players from NWU. We are OK with the intramural football players because in your NWU Master Plan it specifically states that these fields (grass and turf) are to be used **exclusively for NWU students and intramural athletics**. We are not sure how this lacrosse team is able to practice and have games on the turf field, but this is clearly in violation of the NWU Master Plan that is filed with the City of Kirkland.

Our last issue that needs to be addressed again is the HVAC noise that is coming from the nursing building. Last fall it seemed that the noise problem from the HVAC was finally solved. Over the past month we have noticed this noise again as have a couple of our neighbors, Wil and Patty Dutt and Barb and Jim Waltz. As the weather is getting nicer we will be spending more time outside in our back yard. We are really hoping that this HVAC problem can be addressed quickly and fixed so we do not have to go through another summer of listening to this very high pitch sound that goes on 24 hours a day. Some days we even hear this high pitch sound in our house, and that is without the windows or doors open.

As you said last June when you were at our house Joe, that we could contact you at any time with concerns about the NWU campus and that you would make sure these concerns would be dealt with and the problems (no matter how big or small) would be solved. NWU wants to be great neighbors (something you kept saying over and over again last June to us) so we are hopeful that you will get back to us about our concerns ASAP and together we can get these issues taken care of. Feel free to stop by our house to check out the weeds behind the turf field. You might want to stop by on a Saturday so you can see and hear first hand the noise from the lacrosse games, and to also hear the noise from the nursing building.

Sincerely,

Marie and Larry Toedtli  
425-828-8817

**From:** [Joseph Castleberry](#)  
**Sent:** Wednesday, April 22, 2009 10:00 PM  
**To:** [Toedtli Home](#)  
**Subject:** RE: It's a Jungle of Weeds !

I have been assured by our maintenance department that they will take care of the weeds. I have been traveling in Texas and California and haven't had a chance to go listen to the HSC building. I'll check into it soon. Thanks for your patience.

Joseph L. Castleberry, Ed.D.  
President  
Northwest University  
P.O. Box 579  
Kirkland, WA 98083  
Tel. 425-889-4202

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**From:** Toedtli Home [mailto:hohox2@comcast.net]  
**Sent:** Saturday, April 18, 2009 3:25 PM  
**To:** Joseph Castleberry  
**Subject:** It's a Jungle of Weeds !

Hi Joe,

I wanted to touch base with you on the weed situation behind the turf field. It is turning into quite a jungle. Most of the weeds are in full bloom and are taking over and they are starting to come into the back yards of the five houses behind the turf field. Could you please have the lawn maintenance company that takes care of the college start working in this area as well? The rest of your campus looks beautiful, but behind the turf field the weeds are really taking over.

Now... on another note... For the past year there has been a very high pitch sound coming from the new nursing building. This sound is a constant 24/7 and is quite annoying. One of our neighbors (Wil and Patty Dutt) thought possibly a deflector could be put on the air conditioning unit to mask this sound. Could you also check into this situation as well? Last year Wil and Patty Dutt contacted Steve Sankey and did not have any luck getting this issue resolved. As the days and evenings are getting nicer we tend to spend more time on our deck and have the windows in our house open. We find that after being outside for a few minutes the noise becomes unbearable. Even with the windows and doors closed in our house the noise is still very apparent.

Thank you,



Attachment 6  
March and April 2010 Buffer





Attachment 6  
March and April 2010 Buffer





Attachment 7  
June 19 2013 Buffer





Attachment 7  
June 19 2013 Buffer





Attachment 8  
September 7 2013 Buffer





Attachment 8  
September 7 2013 Buffer





Attachment 9  
March 31 2016 Buffer





Attachment 10  
October 27 2016 Buffer



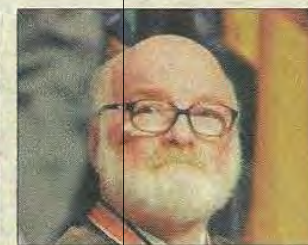


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A DIVISION OF SOUND PUBLISHING

FRIDAY, JUNE 17, 2016

## Seaplanes at Carillon Point continue operation without permits

### Seaplane Scenics continues to operate without a permit

BY JOHN WILLIAM HOWARD  
jhoward@soundpublishing.com

Seaplane tourism has been operating at Carillon Point for over a year without a permit — something the city of Kirkland will consider halting, but only

after a formal complaint to the code enforcement department.

The city has been aware of the code violation since fall of 2015, and has been working with the seaplane company to apply for a permit. A public notice of the application wasn't posted until May 31, and

the planes — Seaplane Scenics, based in Renton — continue to fly.

Eric Shields, director of Kirkland Planning and Building Department, said the city would only issue a notice of violation "if we had reason to believe that there was a serious problem. Probably

the issue most sensitive would be noise — noise for humans, and the wildlife sanctuary nearby."

Seaplanes were a major topic of conversation at the Kirkland Alliance of Neighborhoods' monthly meeting on June 8 in which Shields and city planner Christian Geitz were in attendance. At the meeting, Shields told

attendees the city hadn't received a complaint, which is why a notice hadn't been issued.

A formal complaint was filed the very next day.

Should the city decide to be "aggressive" on the code violation, Shields said, the process could end in penalties as high as \$100-\$300 per day if Seaplane Scenics contin-

ues operation. City code has provisions for float planes at private and public marinas, but requires a Shoreline Conditional Use Permit.

"We have not taken a heavy hand on that so far," Shields said. "I'd prefer not to do that."

James Young, pilot and owner of Seaplane

**[ more CODES page 3 ]**

## Trial for accused Kirkland murderer underway



**Tony Leavitt**

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**From:** Lindsay Price <lindsayp51@gmail.com>  
**Sent:** Saturday, November 05, 2016 2:03 PM  
**To:** masterplan@northwestu.edu; Tony Leavitt  
**Subject:** Northwest University Master Plan Update, Permit number: ZON16-02063

- Hi,

My name is Lindsay Price, I am a 29+ year resident of Houghton in Kirkland. My address is 10610 NE 53rd St.

I am an avid tennis player and think adding this indoor tennis facility would be a great asset to the community and to the University.

It is a great way to promote the game.

Thank you for your support on this project.

Sincerely,

Lindsay Price

- *'I support Northwest University's efforts to plan for the future and urge the City to approve the plan.'*

## Tony Leavitt

---

**From:** Susan O'Neill <sujeoneill@comcast.net>  
**Sent:** Saturday, November 05, 2016 12:29 PM  
**To:** Tony Leavitt  
**Subject:** Playing Fields

Hi Tony

I live on 221 7<sup>th</sup> Ave S in Kirkland and would like to give my full support for the proposed playing fields at NW college. Our kids have a very limited amount of space to be active young kids and it's the duty of the city to allow this type of recreation. I'm sure that time frames can be set up to limit the effect on any neighbors. I fully support the building of these fields for our kids . It's the right thing to do for the community.

Thanks you.

Jerry and Susan O'Neill  
221 7<sup>th</sup> Ave S  
Kirkland WA.



**Tony Leavitt**

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**From:** Dave Moyer <davemoyer@icloud.com>  
**Sent:** Saturday, November 05, 2016 4:37 PM  
**To:** Tony Leavitt  
**Subject:** ZON16-02063 NW University Master Plan

Hello Tony Leavitt,

Regarding the NWU Master Plan, we would like to express our concern with the following aspects of the plan.

- Commercial enterprises other than the primary purpose of the University should not be allowed in our neighborhood. This change has the potential to greatly impact traffic and congestion, and who knows what other ventures will be considered acceptable in the future if this door is opened.
- The tennis center is too large, and out of scale for our neighborhood. This type of structure would be OK if it were further from the edge of the University grounds, so as not to be so imposing on the neighborhood. Having a parking garage under the already tall structure needed for tennis courts makes this more of an issue than it may have been without the garage located there.
- Traffic in our neighborhood is already difficult at certain times of the day. 108th Ave NE gets backed up all the way to NE 68th St at times, and then it is very difficult to get through the intersection at 108th and 53rd St, so then overflow traffic comes through our neighborhood to avoid this bottleneck. Having four different schools in addition to NWU at this intersection makes the situation tougher at busy times.

Thank you for your consideration of our views.

Best,

**Dave**

Dave Moyer  
5230 111th Ave NE  
Kirkland, WA 98033

425-296-7784



**Tony Leavitt**

---

**From:** Jeff Behrman <JeffBehrman@eaglehm.com>  
**Sent:** Monday, November 07, 2016 8:33 AM  
**To:** Tony Leavitt  
**Cc:** masterplan@northwestu.edu  
**Subject:** Northwest University Master Plan Update, Permit number: ZON16-02063

Good morning Tony-

I live in Kirkland at 10407 NE 52<sup>nd</sup> St and am writing to lend my support for the construction of additional tennis courts at Northwest College. I have lived four blocks from the University in the Houghton neighborhood for the past 18 years and have been a 45 year resident of Kirkland.

I fully support the University's efforts to build this facility and would like the City to approve the new plan. I have two children who both have had interest in the playing tennis. Over the years we have used the old courts at the University but obviously liked to play elsewhere given their condition in the past. We look forward to having the opportunity to again play close to home and under nicer conditions.

I believe this new plan will be a benefit for the University and the Community as a whole. Please contact me for any further comment.

Thank you for the opportunity to share my support!

Jeff Behrman  
10407 NE 52<sup>nd</sup> Street  
Kirkland, WA 98033



Jeff Behrman | Loan Officer (NMLS# 118186)  
c. 206.818.9888 p. 425.7323121  
JeffBehrman@eaglehm.com  
301 116th Ave SE, Suite #400  
Bellevue, WA 98004

Committed to Seeing You Home.

## NORTHWEST UNIVERSITY MASTER PLAN, CASE NO. ZON16-02063

November 4, 2016

I have numerous issues with the Master Plan for Northwest University as it proposed. I also agree and support some of the proposed revisions to the Master Plan. I will first address the problems then the items I support.

Issues:

A. Tennis Center

Northwest University currently does not have tennis in its athletics program. It **does have Men's and Women's basketball, cross country, track and field, and soccer**. In addition the University offers volleyball and softball to women student **athletes. Instead of extending the program to include men's volleyball, softball, or baseball**, they have chosen to create whole-cloth a new program requiring an extensive facility that will drastically change the neighborhood environment along NE 53<sup>rd</sup> Street, remove many mature trees, greatly increase traffic and queuing on a neighborhood collector with a 25mph speed limit and 3 schools along it, as well as the need to realign a street (111<sup>th</sup>). All for a program that fulfills **a desire of the administration to 'want to become more selective about who we admit' and 'financially more secure'** (project narrative, Appendix C, page 95- 97). It is basically a bid to make money for the University and not to fulfill a need of their students. This is also the justification for leasing out the athletic fields.

To be clear, this is a tax exempt university, not a recreational facility. Additionally, Eastside Tennis Center, the group proposed to run the tennis center at the University, has lesson hours weekdays from 8:30am - 11pm and weekends from 6am - 11pm (from <http://www.topskirkland.org/tennisforeveryone.html> ). No part of the Master Plan indicates restrictions or limits on Eastside Tennis as to their operations, so it can be assumed that it would be similar to their current Kirkland facility. Considering the sizeable impacts that a 6 court tennis center would have on the neighborhood and traffic (see Traffic Impact Analysis, Table 17 and 18, page 35 – 36) I vigorously oppose the construction of the Tennis Center.

B. Athletic Fields, shared useage

Kirkland Zoning Code **115.95 Noise Regulations**  SHARE  SHARE

1. Maximum Environmental **Noise** Levels

- a. State Standard Adopted – The City of Kirkland adopts by reference the maximum environmental **noise** levels established pursuant to the **Noise** Control Act of 1974, Chapter [70.107](#) RCW. See Chapter [173-60](#) WAC.

2. **Noise** – Public Nuisance – 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. The operation of power equipment, including but not limited to leaf blowers, shall be deemed a public nuisance if such operation occurs during the following hours: before 8:00 a.m. or after 8:00 p.m. Monday through Friday, or before 9:00 a.m. or after 6:00 p.m. Saturday, Sunday, or the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

So our own regulations limit the hours during which public nuisance noise such as power equipment (or hordes of sports fans, families, and athletes) can be generated to before 8PM and 6PM on weekends. Why would we allow such activities to continue until 9:30PM on fields adjacent to single family residences?

And we know that just because the lights go out does not mean that the noise shuts off at that time as well. Clean up and loading equipment and children into cars after sporting events, even practice, and queuing and exiting the parking lot in numerous vehicles can be up to an hour after the scheduled end.

Northwest University already has problems with meeting agreements with regards to these fields, which they admit to: *'In subsequent years, zoning violations occurred over use of the athletic fields, each resulting in Northwest University abandoning all use of the athletic fields by outside organizations.'* (see Project Narrative, page 10)

As with the Tennis Center, traffic impacts on NE 53<sup>rd</sup> Ave, a collector not designed to handle boluses of traffic associated with scheduled games and practices, especially in an already overburden peak PM period (LOS service from D to F, see Table 17, Traffic Impact Analysis). Furthermore, this traffic cannot be routed to roads internal to the campus, as could be possibly with the Tennis Center. The entrance to the fields cannot be at the main entrance of the campus on 108<sup>th</sup> Avenue, a secondary arterial.

As stated above with regards to the Tennis Center, I believe the primary focus for leasing out the athletic fields is to generate income for the University, not to further welfare of their students. As a matter of fact it would impact and limit the hours of useage and practice of University athletes. I strongly oppose the University being allowed to lease out their fields, especially for the durations given.

C. Athletic Field lighting

Eighty foot light poles lighting a full size soccer field plus adjacent field house and bleacher lighting right next to residences is unacceptable.

D. Traffic Impact Analysis, page 1, states that there are 650 students living on campus. On page 26 of the TIA, is states *'The proposed (300 bed)residence hall*

would increase the proportion of students living on-campus in the next 6-years **by approximately 5 percent**'. Am I doing the math wrong? I get 300 additional students to a 950 resident total as 76% or a 46% increase over the former 650 residence.

**E. 60' ABE for the residence hall**

If the Tennis Center is not built there is room to create a wider but lower residence hall at the already zoned ABE of 40 feet.

## Support

There are many items that I do support in the Master Plan as they will benefit the current and future student body.

- A. Other improvements to the athletic fields aside from lighting. In particular, the addition of a softball field on the south field is a great improvement for NW University softball players who currently play and practice at Everest Fields. Locker room, field house, and bleacher improvements are beneficial to student athletes and their fans.
- B. Increase in gym and fitness facilities with included parking.
- C. Replacement of the Welcome Center
- D. Expansion of the Chapel
- E. Replacement/upgrading the Ness Academic Center

The public has only had 1 month to digest the vast amount of material published in this application before the November 4<sup>th</sup> deadline. I do, however, want to thank the University for reaching out to the community with several workshops and listening to our comments so far. I look forward to continuing the conversation in the future hearing process.

Lisa McConnell  
 5905 106<sup>th</sup> Ave NE  
 Kirkland WA 98033  
 lisaamcc@hotmail.com



Tony Leavitt

Senior Planner, City of Kirkland

123-5<sup>th</sup> Avenue

Kirkland WA. 98033

**tleaviitt@kirklandwa.gov**

Subject: Northwest University Master plan, Permit Number ZON 16-02063

Tony Leavitt:

We have been neighbors of the college on the east side of the campus for 40 years, and have seen a lot of changes in the Kirkland area. I am writing to share my concerns about the revision of the Northwest University Master Plan

Our concerns for the new master plan include the increased traffic and congestion on 108<sup>th</sup> St.

108<sup>th</sup> is already a source of major congestion and many days the traffic is lined up from the South Kirkland park and ride to 68<sup>th</sup> and up onto 405. During the day there are many times it is almost impossible to get out of our neighborhood from 60<sup>th</sup> or 68<sup>th</sup> St. to turn and go north or south on 108<sup>th</sup>

The buildings, and fields projected on the master plan with all the additional parking and traffic will add more congestion to an already congested and overly traveled road. Not only will this compound the existing traffic problem but greatly impact the neighbors in all of the Houghton area. Having additional traffic around the University due to the commercial and community usage of the fields and buildings proposed will only make this issue worsen.

If past development is any indication of the future expansion there have been areas of broken commitments and lack of compliance with the master plan. The lights and landscaping behind our house are one example of the college not listening to neighbor's concerns or maintaining the property involved without many e-mails , phone calls and reminders to the college. The lights put up in the new east parking lots behind our house were to be non- obtrusive but when first installed lit up our bedroom, bath, kitchen and dining room plus are left on all night. After much back and forth with the maintenance young man Matt, shields were installed to block the light coming our way. I cannot imagine what type of impact the proposed lights of 80ft will have on the neighbors to the north of the new proposed fields. The landscaping that was installed was to be low growing

and maintained by the college. Trees were brought in that blocked our view but were removed after an e-mail to the city, the college and the construction company. The shrubbery grows up over our fence and the weeds are almost as high. Maintenance has always been an issue

Third on our list is the noise from the health sciences buildings air conditioner/compressor which has been a problem from the very beginning. Fixes were promised but never done to any satisfaction or reduction of noise. While sitting on our deck and/or having our windows open during summer months we are always listening to the irritating noise. If new buildings are added is this going to be an additional problem?

Thank you for your time to review the input from close neighbors to the east of the college. We have loved living in Kirkland for over 40 years and have enjoyed a wonderful neighborhood of respectful and communicative neighbors. Our hope for the future is that the University could be likewise.

Thank you

Jim and Barbara Waltz

**Tony Leavitt**

---

**From:** Diana W. Laforanara <diana@laforanara.com>  
**Sent:** Thursday, December 15, 2016 5:28 PM  
**To:** Tony Leavitt  
**Subject:** northwest university plan comments

Hello,

I live off of 53rd and 112th adjacent to NWU. I don't have any issues with 99.9% of the plans but I do have one concern: I do not want speed bumps on 53rd. While I agree that a method to reduce speeding on the street will be needed/is needed, I would like to strongly request that other methods be considered such as speed-tracking signs that display a flashing "slow down", automatic speed cameras, etc. I have a genetic joint condition, as well as arthritis, and 53rd is the only way out of my dead-end street. It would be very painful physically for me to have to go over speed bumps multiple times a day as I go to and from work, kids' schools, and other places.

I am sure I am not the only one with joint conditions that this would cause pain and difficulty in very simple things like getting to the store.

That being said, I welcome the new amenities and facilities at NWU.

Thank you,  
Diana Laforanara  
425-827-4728

**Tony Leavitt**

---

**From:** Sandy Helgeson <slhelgeson@msn.com>  
**Sent:** Wednesday, December 14, 2016 10:31 PM  
**To:** Tony Leavitt  
**Cc:** Houghton Council  
**Subject:** Northwest College expansion comments

Dear Tony,

I am writing to share my views on the requests from Northwest College to expand. I am very opposed to the volume and scale of the tennis center proposal. It seems to be a money generating plan that will help finance other development at the University and is way beyond what a university of this size would require for a team. The height and scale is totally inappropriate for this location. I am also opposed to allowing 6 story dorms. I believe they should stick with the 2-3 story buildings they currently have. This school has always been meant to be a good neighbor and a good fit for our community; over the years as they have requested expansion I have heard them voice this. The extreme additional volume a tennis center of this scale would bring to the surrounding streets is too much to handle since they are already congested beyond what is desirable. Kirkland too often throws up their hands and says they can't really make improvements to reduce traffic; here is an opportunity to not ADD to our traffic unnecessarily.

Do what is wise for our community and neighborhood and say no to these requests.

Sincerely,  
Sandy Helgeson

**Tony Leavitt**

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**From:** Margaret Bull <wisteriouswoman@gmail.com>  
**Sent:** Thursday, December 15, 2016 11:13 AM  
**To:** Tony Leavitt  
**Subject:** 6th st study nwu

Dec 12, 2016

Hi Tony,

I am concerned about the development of NWU.

I don't understand how zoning regulations could allow something zoned as a school to be able to let a business to build on their property and then rent out space. I also don't know how they can have a business renting out their fields to sports teams.

What I wonder is could the property actually be sold to the tennis club and then a tennis facility of the size planned be built on that property? Could the fields be sold and new owners run a rental business on the property? If not than I don't think these uses should be included on the property that is designated for an educational institution. The amount of traffic that will be routed through the neighborhood seems unacceptable to me. The college doesn't even have a tennis team. Maybe they should start a swim team. We sure need more pools in Kirkland. Look what happened when Kirkland tried to come up with a plan for that? Traffic was at least studied for that.

I'm having trouble using your new zoning code document to read all that is allowed in each zone. I remember when a day care was not allowed to be built on someone's property in Houghton a long time ago. People objected to the traffic it would cause even though the plans were for a fairly small operation. We need day care facilities more than we need a tennis club.

Best Regards,  
Margaret Bull

**Tony Leavitt**

---

**From:** Kaveh Aminian PE <aminian@comcast.net>  
**Sent:** Tuesday, June 20, 2017 3:34 PM  
**To:** Tony Leavitt  
**Subject:** Re: NW University Master Plan

Subject: NW University Master Plan  
Dear Tony,

Pursuant to our telephone conversation, I am expressing my concerns regarding the proposed NW University Master Plan. For your information, our house is located at 5240 111<sup>th</sup> Ave NE which is abutting NW University. We have many concerns regarding this proposed Master Plan and appreciate if you point me to the code section regarding required development standards for this zone. I understand that some of these issues have been raised by the City of Kirkland's planners, but I would like to list a few of my concerns in regards to this proposed development:

1. The proposed covered tennis court structure is massive and located very close to the residential zoned areas.
1. The proposed landscape buffer is too close to the street and does not adequately buffer the large building's impact.
1. There is no façade modulation proposed neither in horizontal or vertical planes, causing the visual effect of the massive building to be magnified.
1. There are other options to locate this building on the site (more interior) to respect the residential zone and the neighboring properties.
1. There seems to be options to consider other structural systems to create cover for the tennis courts than a concrete enclosed box.

I'll wait my other comments after reviewing the development standards.

Best Regards,

Kathy and Kaveh Aminian  
(206)310.20.20



## Gelotte Hommas

THE ART OF ARCHITECTURE

February 28, 2017

Tony Leavitt, Senior Planner  
City of Kirkland Planning and Building Department  
123 5th Avenue  
Kirkland, WA 98033-6189

RE: Northwest University Master Plan Comment Response Letter  
ZON16-02063

Tony:

Thank you for coordinating the work of city staff and for the careful review conducted on behalf of the city to insure the successful process of adopting a new twenty year master plan for Northwest University. Northwest University has reviewed both city and public comments and proposes to alter the master plan in accordance with the written responses below and the associated updated drawings and documents attached.

### City Staff Comments

- *Planning Staff consulted with the Public Works Surface Water Group and we are recommending that the stream be daylighted near the College entrance (located west of 109th Lane downstream from the storm water detention area) and restoration of the stream buffer near the chapel occur. The timing of this can be negotiated but we believe it should occur as part of the first couple of phases. Also the stream will need to be reclassified using the newly adopted standards to ensure compliance with regulations.*

**Response: Northwest University proposes to incorporate the daylighting of the stream and buffer restoration as recommended by city staff in the locations indicated and during the phases proposed below. Additionally, the stream will be reclassified in accordance with the currently adopted standards with whichever of the following activities occurs first. Initial review of the current standards assumes the stream is a Class B stream, perennial non-fish bearing.**

**Please see updated plans depicting the location and general character that daylighting the stream in this location may look like.**

***Daylight Stream with the Welcome Center- phase 3***

Northwest University proposes to daylight the stream concurrently with the construction of the Welcome Center building. The construction of the Welcome Center as proposed in the master plan is the phase that will require relocating an existing piped portion of the stream uphill from the proposed daylighted stream. NU proposes to combine the work to daylight the stream and relocate the piped portion of the stream during phase 3, which will minimize construction impacts to the stream.

As a condition of approval for the master plan, Northwest University recommends:

- Daylighting of the stream be designed per the standards and requirements in KZC 90.105 Stream Relocation or Modification in a manner similar as if it was a Class C stream and review and approval may be considered by the Planning Official.
- Installation of a split rail fence or equivalent barrier per KZC 90.95 Stream Buffer or Barrier around the portion of the day-lighted stream.

***Restore buffer with Field Improvements - phase 5***

Northwest University proposes to restore the existing stream buffer near the chapel be concurrently with the proposed improvements to the athletic fields (new Field Turf and lighting, specifically excluding the fieldhouse). The reason for this is the proposed new Field Turf will require significant updates to the storm water facilities serving the fields. While the new storm water facilities for the athletic fields will be designed to the current storm water code including water quality measures at the time of construction, additional mitigation through the buffer restoration for the increased impervious surfaces generated by the Field Turf is appropriate.

As a condition of approval for the master plan, Northwest University recommends:

- Buffer restoration plan to be submitted and approved by the Planning Official
- The planting plan to be evaluated per KZC 95.50 Installation Standards for Required Plantings
- A monitoring plan per the requirements of KZC 90.55(4) Compensatory Mitigation



- **Installation of a split rail fence or equivalent barrier per KZC 90.95 Stream Buffer or Barrier around the restored buffer.**
- *Staff is concerned about the overall length of the tennis center as viewed from NE 53rd Street. Even though the project is not subject to design review, utilization of the design techniques in KZC Section 92.30 would help to minimize the bulk and mass of the building. Additionally renderings showing the building with existing and proposed landscaping would be helpful.*

Response: **Northwest University proposes the following revisions to the design of the proposed Tennis Center to address comments and concerns by City Staff and Public Comment and to minimize impacts:**

- **Remove Upper Parking garage from the plan.**
  - This will also reduce the height increase request from 50' ABE to 40' ABE for the building.
  - This will reduce the proposed parking for the building by 82 stalls (leaving approx. 79 stalls in the lower garage).
  - The traffic study indicates there is an excess of parking on the campus for the entire build-out of the master plan. See pages 41-44 of the Draft Transportation Impact Analysis for a full discussion of campus parking.
  - 79 stalls will also provide sufficient parking for the maximum use of the tennis center.
- **Add additional features to the South façade elevation facing NE 53<sup>rd</sup> to meet the Design Guidelines as well as agree to Administrative Design Review for the final approval of these features.**
  - Add Balconies/modulation to the façade
  - Add Roofline variations to the façade (at the balconies/modulation)
  - Keep material changes (CMU base, metal siding, eave detail)
- **Increase the buffer for the Tennis Center from the existing minimum of 30' to 50' reflecting a 67% increase to the standard buffer in the PLA-1 zone.**
- **Endeavor to retain as many trees in the first 30' of the Tennis Center buffer while still incorporating a rain garden.**
- **Please see updated plans and renderings of the proposed Tennis Center that reflect the above changes. Additional renderings as requested by the City showing proposed changes are included as well.**

**As a condition of approval for the master plan, Northwest University recommends:**

- The tennis center building permit be subject to Administrative Design Review per KZC 142.25 - Administrative Design Review (A.D.R.) Process and specifically limited to the South Façade.
- Design review will be limited to the following
  - KZC 92.30(2) Horizontal Definition in All Zones;
  - KZC 92.30(3) - Techniques To Moderate Bulk and Mass in the RHBD and TLBD Zones;
  - KZC 92.3(4) -Techniques To Achieve Architectural Scale in All Zones;
  - KZC 92.3(5) - Techniques To Achieve Architectural Scale in the RHBD and the TLBD Zones.

Conceptual massing diagrams have been added to the Tennis Center drawings and renderings indicating how these techniques may be applied to minimize the bulk and mass of the building. The proposed changes to the Tennis Center Design also are reflected in the updated renderings and drawings.

With regard to the minimum requirements of KZC 92.30.3 - Techniques To Moderate Bulk and Mass in the RHBD and TLBD Zones, Northwest university specifically requests the minimum required modulation depth of 20' be reduced to 6' in order to maintain the maximum buffer distance possible from the building to the PLA-1 boundary of 50', since additive modulation is necessary due to how reductive modulation would impede on the minimum tennis court size required.

Please see updated Tennis Center Renderings and Drawings.

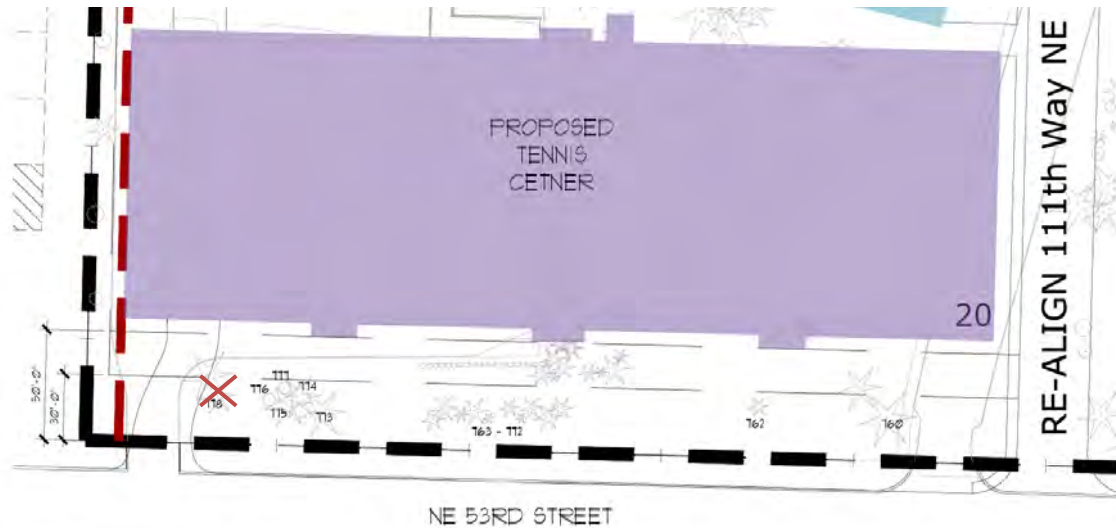
- *Staff is concerned about the proposed tennis center use specifically that the university does not currently have a tennis team. Are there any plans to add one?*

Response: Northwest University will definitely consider adding intercollegiate tennis to its athletic offerings. Furthermore, NU is committed to work towards becoming a top tier university. As indicated in President Castleberry's narrative 'Why Tennis', adding a tennis team is inclusive of this vision. While there are no immediate or definitive plans for an intercollegiate tennis team (there is no tennis facility at present), approval of the master plan with the tennis facility is the necessary first step towards initiating any plan to add tennis to the NU athletics offerings.

- *Sheet L1.5 shows the removal of all the trees within the NE 53rd Street buffer adjacent to the proposed tennis center. However on page 29 of the project narrative, it says that some existing trees will remain. Please clarify. Also note that there is a minimum buffer planting standard in Section 45.60.2.d and that 45.60.2.f requires that “new construction of buildings and parking areas shall preserve existing significant trees to the maximum extent possible”.*

Response: **Within the first 30’ of the Tennis Center buffer, there are currently 18 significant trees shown on the tree plan. The current proposal to include a substantial rain garden with enhanced buffer planting and to berm the grade up to the tennis center building, along with the deep excavation necessary for the building will necessitate removal of all the existing significant trees as indicated on the original tree plans (L1.5 and L1.6). If the buffer area did not include the rain garden, it is likely that up to 17 of the 18 significant trees in the first 30’ of buffer could be protected and maintained – see supplemental Tennis Center Buffer Significant Trees Diagram below.**

***Tennis Center Buffer Significant Trees Diagram***



**Northwest University recognizes there is a balance between the benefits of keeping existing mature trees and providing Best Management Practices for the storm water facilities by providing a substantial rain garden and an enhanced buffer with berms and additional grading. With this in mind, Northwest University proposes that the Tennis Center's enhanced buffer**

**include a rain garden that is reduced in size and scope along with maintaining as many existing significant trees as possible. The full design for the rain garden and tree retention will best be finalized during the specific site planning and building permit review for the project. Please see updated potential enhanced buffer drawings and tree plans that include a concept where 13 of the 18 existing significant trees are retained within the first 30' of tennis center buffer, along with a redesigned rain garden. See revised drawings L1.2, L1.5 and L1.6.**

- *Regarding trees, there is no site plan that shows the tree survey tag numbers reflected in the arborist report. The survey plans show the species and size but not the tag numbers. This is needed for a complete arborist review.*

**Response: Please see the updated tree plan drawing, L1.5 that includes tree survey tag numbers.**

- *To help with support of the reduction of the PSAA buffer to 10 feet, staff recommends a letter from PSAA agreeing to this and any conditions that may be associated with that support (i.e. maintenance of the fence).*

**Response: Northwest University is in talks with PSAA to obtain written agreements to the proposed buffer reductions between the PLA-1 boundary and the PSAA property. It is expected that an agreement will be reached in March, 2017 at the next scheduled PSAA board meeting and a copy of the agreement will be sent to City staff at that time to be included for consideration in the hearing and by the hearing examiner.**

- *A few more details on the use of the fields would be helpful. Specifically will there be a limit on the number of games occurring at any one time (as mentioned in the traffic report that there could be a lot of games occurring at one time with younger soccer teams) and are there any plans for a field manager or event coordinator to help minimize impacts on neighboring properties. Also it would be helpful to provide a video or graphics that show examples of the proposed lighting. Also in regards to the turf fields, check with the surface water group on the impacts of the new regulations going into effect in 2017.*

**Response: Northwest University has conducted a survey of use policies and rental agreements utilized by the City of Kirkland Parks, Lake Washington School District and NU's own agreements for outside groups and have developed an outline to guide use agreements and rental policies**

for the fields and other NU facilities by outside groups. Please see the attached NU Fields and Facilities Use Guidelines.

### ***Number of Games***

Typical use of the fields will vary based on the age of the participants and time of the year. Typical use will consist of a mix of age groups and number of players that will result in something like six to ten games at a time, though maximum use could be more. For instance, it is conceivable that if U-6/7 soccer games occupied both fields simultaneously, there could be up to 16 games with 6 children for each game (3 on 3) occurring at one time. However, as the ages of the athletes increase, the size needed for playing area increase, reducing the potential maximum number of games occurring at any one time. It is not the intent of the shared field usage that the fields are utilized to the maximum extent possible for the maximum length of time possible. The intent in structuring the shared field use policy is to provide adequate flexibility for the varying needs of the community – all subject to the primary needs of Northwest University's use of the fields. The traffic study addresses the conceivable potential maximum use of the fields, while in practicality the use will in all likelihood be less. Northwest University requests that the current maximum number of games discussed in the traffic study not be reduced so that the use of the fields may have the most flexibility to meet the potential needs of the community.

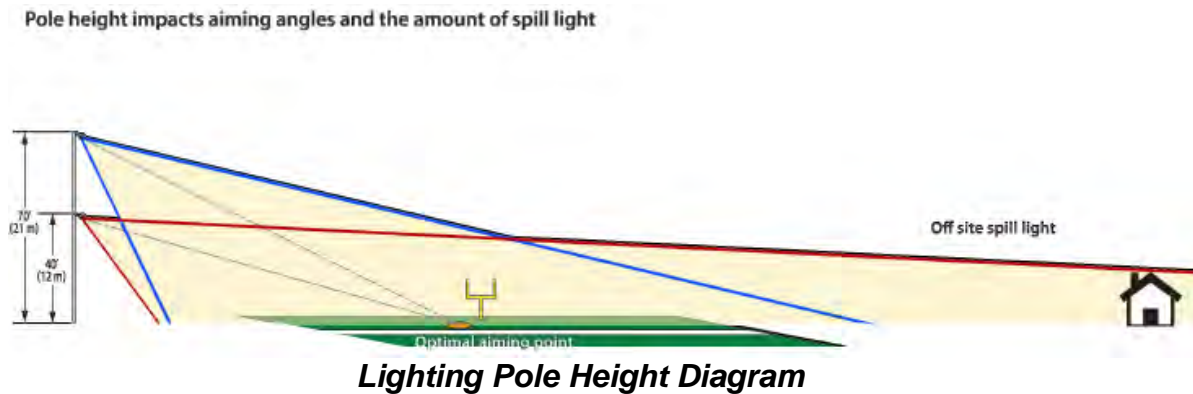
Northwest University proposes field use restrictions to minimize impacts to neighboring properties such as the limit of shared use to a maximum of eight hours per day in lieu of carte blanche maximum hours per day.

Northwest University intends to have a field manager if shared use of the fields as proposed is approved and adopted. It seems reasonable that the field manager's responsibilities will include coordinating use of the fields to minimize impacts to neighboring properties (for instance directing use of the South field for activities when both fields are not needed).

### ***Field lighting***

Additional diagrams for the field lighting have been produced to help explain why Northwest University is requesting the height of the lighting. The taller the light standards, the less glare and spill-over lighting to neighboring properties. The proposed height of the field lighting is intended to minimize impacts to neighboring properties, along with only

**lighting the Southern field. Please see updated drawing A1.12 Lighting, which includes the diagram below:**



A case study is provided by the proposed field lighting manufacturer, Musco Lighting, of a private university installing LED field lighting as is proposed for the NU fields (see link below). The current technology of LED field lighting reduces glare and spill over light and minimizes the impacts to immediate neighbors. Additionally, in response to previous comments NU heard from the community, the field lighting was reduced from both fields to only the southern field again to minimize impacts to neighboring properties.

#### **Case Study**

<http://www.musco.com/news/bernlohr.html>

#### **Local Examples of Musco LED Field Lighting**

<http://www.musco.com/news/edmonds.html>

<http://www.musco.com/news/sc.html>

<http://www.musco.com/news/petrovitsky.html>

- *Are there plans to increase pedestrian connectivity on campus? Specifically from the married student housing to lower campus thru the athletic fields or near the Barton Building.*

Response: **Yes.** Included with the athletic field improvements, the existing gravel pedestrian path from the married student housing is proposed to be enhanced with new concrete sidewalk and stairs. Additionally, a new pedestrian stair is proposed connecting the Ness parking area to the athletic fields, which is proposed to be included with the athletic field improvements as well.



Summary of Public Comments to Address

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- *Size, scale and use of the tennis building*

**Response:** The design for the tennis building is proposed to be revised as discussed in the comment response above to minimize impacts to neighboring properties along NE 53<sup>rd</sup>. In summary, these revisions include reducing the height of the proposed building by 10' to 40' ABE, increasing the minimum buffer from 30' to 50' representing a 67% increase over current minimums and endeavoring to retain as many of the existing mature trees in the first 30' of the tennis center as possible.

Additionally, Northwest University has heard the concern regarding commercial use in the PLA-1 zone expressed through some of the public comment. There is a strong precedent for commercial use of property within the PLA-1 zone. Specifically, when the Seattle Seahawks occupied and operated a commercial professional football team on campus property. This use was approved and operated successfully for over two decades from 1986 to 2008. Likewise, a Play Facility such as a commercial tennis center is allowed through a IIB zoning permit (KZC 45.20.070), which is the process through which the new master plan will be adopted. KZC 05.140, defines Play Facilities to be "A commercial recreational facility, including swimming pools, tennis courts, play facilities and/or other similar uses." (Emphasis added). Both in precedent and in definition, a commercial tennis center may be approved through the master plan process.

On a similar note, much of the concern of the Tennis Center has been around the idea that the Tennis Center is intended to be a new source of critical funding for the university. This is simply not the case. While the business plan for the tennis center is that it will cover its own operational costs, it is not intended nor planned to be a new critical funding source for the rest of the institution. Northwest High Performance Tennis is gifting this building and use of the building to Northwest University in a similar manner that the Seattle Seahawks gifted the Barton Building and existing field improvements to the University and operated under a shared use agreement while the Seahawks operated out of the Barton facility.

Further, Northwest University intends the Tennis Center to be a community asset. The facility will be open to all, including immediate neighbors and members of the Houghton neighborhood. Currently,

**Northwest High Performance Tennis users consist of around 25-30 percent Kirkland residents when assessing all programs, leagues and facility use. When it comes to the programs offered through NWHPT Kirkland residents make up around 40-45 percent of the users. This is intended to be a community facility and amenity. In addition to the tennis facilities and training offered, the building is planned to include a new indoor walking and running track. The proposed running and walking track amenity will provide 330 yards/lap of warm, dry and safe indoor exercise space that is intended to be free and open to all members of the Houghton community as well as students, faculty, staff and guests of Northwest University. A summary of the draft use agreement between Northwest University and NWHPT is attached and included for reference. Please see Tennis Center Draft MOU Summary**

**The revised tennis center design minimizes impacts to the neighboring properties and will provide a wonderful public amenity to the community.**

- *Tree retention in the south buffer*

**Response: Please see the previous comment response above. In summary, through reducing the size of the proposed rain garden, it may be possible to retain 13 of the existing 18 mature trees in the first 30' of the tennis center buffer.**

- *Access to and from NE 53rd Street and potential impacts to neighboring residential uses*

**Response: A revised traffic study includes discussion and response to this comment in the revised executive summary. Please see the revised traffic study that was submitted concurrent to this response letter.**

- *Street parking around the exterior of the campus*

**Response: A revised traffic study includes discussion and response to this comment in the revised executive summary. Please see the revised traffic study that was submitted concurrent to this response letter.**

- *Renting of the campus facilities to outside groups. Some comments mention noise and security issues. Staff Comment: It might be beneficial to look at how local churches and schools handle renting of the facilities and provide details.*



**Response: Northwest University has conducted a survey of use policies and rental agreements utilized by the City of Kirkland Parks, Lake Washington School District and NU's own agreements for outside groups and have developed an outline to guide use agreements and rental policies for the fields and other NU facilities by outside groups. Please see the attached NU Fields and Facilities Use Guidelines.**

- *Long term maintenance of the north buffer (near the fields)*

**Response: Northwest University is committed to doing better to maintain the north buffer near the fields. Specifically, Northwest University has undertaken a quarterly maintenance inspection of the north buffer area led by a member of the Senior Leadership Team. As a condition of the approval, Northwest University proposes that at each quarterly inspection, a summary report is provided to the immediate neighbors and the City of Kirkland to review and request additional maintenance. Additionally, perhaps a performance bond and the standard of care for the maintenance of the north buffer could be explored to further minimize impacts to the north neighbors.**

- *Traffic Impacts Staff Comment: It appears that a lot of these issues are addressed in the Traffic Report but Transpo should review and address in a revised report. Thang is also requesting this.*

**Response: Transpo Group has completed additional traffic studies and has provided a revised report which was submitted concurrent to this response letter.**

Sincerely,



Eric L. Drivdahl, AIA  
Principal



**CITY OF KIRKLAND**

Planning and Building Department  
123 5th Avenue, Kirkland, WA 98033  
[www.kirklandwa.gov](http://www.kirklandwa.gov) ~ 425.587.3600

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## MITIGATED DETERMINATION OF NON-SIGNIFICANCE

**Case No.:** SEP16-02066

**DATE ISSUED:** March 12, 2019

**Project Name:** Northwest University Master Plan

**Project Location:** Northwest University Kirkland Campus

**Project Description:** Request for approval of a 20 year Master Plan for the Northwest University Campus. Elements of the Master Plan include buildings, additions and campus improvements, totaling 364,910 gross square feet of net new construction. The improvements proposed are a new 6-Court Indoor Tennis Center, including new parking garages below; a new Gymnasium Pavilion replacing the existing Pavilion, including new parking garage below; a new Welcome Center replacing the existing Pecota Center building, including new parking garage below; a new 300 bed Residence Hall; Athletic Field Improvements including new AstroTurf and lighting with New Field House and bleachers at the athletic fields; additions to the Chapel; a new Fitness Center, including new parking garage below; and the Ness Academic Center to replace 3 existing buildings. The master plan will also propose use of the athletic fields by outside organizations; a reduced setback and planting buffer requirements along shared property lines with the Puget Sound Adventist Academy; alteration of campus access onto NE 53rd by realigning 111th Way NE to the East to accommodate the proposed Tennis Center; modifications to height limits above Average Building Elevation (ABE); revision to proposed traffic patterns and traffic plan; increase of onsite parking stalls and clarification of the FTE cap.

**Proponent:** Eric Drivdahl, Gellotte Hommas Architects for Northwest University

**Project Planner:** Tony Leavitt, Senior Planner

Lead agency is the City of Kirkland

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

Notice is hereby given that on March 12, 2019 the City of Kirkland issued a Determination of Nonsignificance (DNS) in accordance with the State Environmental Policy Act (SEPA) and Chapter 197-11 of the Washington Administrative Code.

The proposal has been changed to include the following measures to mitigate impacts:

1. The University shall contribute \$15,000 to the City of Kirkland Neighborhood Traffic Control Program to be used to mitigate neighborhood traffic impacts in the Houghton Neighborhood in the vicinity of Northwest University.
2. The University shall improve the intersection of 108th Avenue NE/NE 53rd Street to include a new traffic signal and associated intersection improvements (curb ramp, crosswalk, etc.) to the City of Kirkland's standards.

3. In lieu of constructing half-street improvements along the 108th Avenue NE frontage to include a dedicated bus lane as described in the Phase II Transit Queue Jump improvement of the 108th corridor project (PT 0006), the City will require a width of up to 12-feet of right-of-way (ROW) dedication (approximately 880-feet) along the 108th Avenue NE University properties.
4. The University shall sell a width of up to 12-feet of frontage at 6710 108th Avenue NE for the construction of the Phase I Transit Queue Jump improvement of the 108th corridor project (PT 0005).
5. The University shall contribute a proportional share to the intersection improvement of Phase I Transit Queue Jump improvement of the 108th corridor project (PT 0005) not-to-exceed \$266,306 or 14 percent of the total project cost (whichever is lower).
6. The University shall contribute a proportional share to the intersection improvement of Phase II Transit Queue Jump improvement of the 108th corridor project (PT 0006) not-to-exceed \$175,606 or 8 percent of the total project cost (whichever is lower).
7. The University shall contribute a proportional share to the intersection improvement of the NE 68th Street Intersection Improvements/Access Management (TR 0117 004) not-to-exceed \$241,214 or 14 percent of the total project cost (whichever is lower).
8. The University shall submit a parking management plan for staff review and approval prior to final building permit for the first building greater than 5,000 square feet or with public use of the athletic fields.
9. The University will create a parking management plan and monitor events that are anticipated to result in 90 percent of the campus parking supply being occupied.

**Responsible official:**

 \_\_\_\_\_  
Adam Weinstein, Planning & Building Director                      March 5, 2019  
Date

You may appeal this determination to the Planning & Building Department at City of Kirkland, 123 Fifth Avenue, Kirkland, WA 98033 no later than **5:00 PM on March 26, 2019** by a Written Notice of Appeal. You should be prepared to make specific factual objections and reference case number SEP12-01360. Contact Tony Leavitt, Senior Planner in the Planning & Building Department at 425.587.3253 to ask about the procedures for SEPA appeals. See also KMC 24.02.230 Administrative Appeals.

**Publish in The Seattle Times on:** March 14, 2019

**Distribute this notice with a copy of the Environmental Checklist to:**GENERAL NOTICING

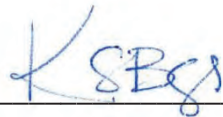
- Department of Ecology - Environmental Review
- Muckleshoot Tribal Council - Environmental Division, Tribal Archeologist
- Muckleshoot Tribal Council - Environmental Division, Fisheries Division Habitat
- Cascade Water Alliance – Director of Planning
- Finn Hill and Juanita Neighborhood Associations
- Lake Washington School District No. 414: Budget Manager and Director of Support Services
- Washington State Dept. of Archaeology & Historic Preservation
- King County Dept. of Transportation - Employer Transportation Representative
- Seattle & King County Public Health - SEPA Coordinator

AGENCIES WITH JURISDICTION, AFFECTED AGENCIES, AND/OR INTERESTED PARTIES

- Department of Ecology - Environmental Review Department of Fish and Wildlife – Olympia
- Muckleshoot Tribal Council - Environmental Division, Fisheries Division Habitat Program
- U.S. Army Corps of Engineers - Seattle District
- Eastside Audubon Society
- Parties of Record
- Interested Citizens

**cc:** Applicant  
Planning Department File

Distributed by: \_\_\_\_\_



(Karin Bayes, Office Specialist)

March 12, 2019

Date



CITY OF KIRKLAND  
 Planning & Building Department  
 123 5th Avenue, Kirkland, WA 98033  
 425.587.3600 ~ [www.kirklandwa.gov](http://www.kirklandwa.gov)

## MEMORANDUM

**To:** Adam Weinstein, AICP, SEPA Responsible Official  
**From:** Tony Leavitt, AICP, Senior Planner  
**Date:** March 4, 2019  
**File:** SEP16-02066  
**Subject:** STATE ENVIRONMENTAL POLICY ACT (SEPA) DETERMINATION  
 NORTHWEST UNIVERSITY MASTER PLAN

### GENERAL

The subject property is the Northwest University campus located along 108<sup>th</sup> Avenue NE in the Central Houghton Neighborhood (see Enclosure 1). The request is for approval of a 20-year Master Plan for the Northwest University Campus. Elements of the Master Plan include new buildings, additions and campus improvements, totaling 364,910 gross square feet of net new square feet of construction. The improvements proposed are a new 6-Court Indoor Tennis Center, including a new parking garage; a new Gymnasium Pavilion replacing the existing Pavilion, including a new parking garage; a new Welcome Center replacing the existing Pecota Center building, including a new parking garage; a new 300 bed Residence Hall; Athletic Field Improvements including new AstroTurf and lighting with New Field House and bleachers at the athletic fields; additions to the Chapel; a new Fitness Center, including a parking garage; and the new Ness Academic Center replacing the existing Ness Academic Center.

The master plan will also propose use of the athletic fields and tennis center by outside organizations; a reduced setback and planting buffer requirements along shared property lines with the Puget Sound Adventist Academy; alteration of campus access onto NE 53rd by realigning 111th Way NE to the East to accommodate the proposed Tennis Center; modifications to height limits above Average Building Elevation (ABE); revision to proposed traffic patterns and traffic plan; increase of onsite parking stalls and clarification of the full time equivalent (FTE) cap.

### 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, 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)]. Therefore, when requiring project mitigation based on adverse environmental impacts, the City would first consider whether a regulation has been adopted for the purpose of mitigating the environmental impact in question.

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

- Environmental Checklist dated May 27, 2016 (see Enclosure 2)
- Final Transportation Impact Analysis prepared by the Transpo Group dated June 14, 2017 (see Enclosure 3)
- Transportation Impact Analysis Review Memorandum prepared by the City's Transportation Engineer dated December 18, 2018 (See Enclosure 4)
- Public Comments Submitted

It will be necessary to further analyze certain aspects of the proposal to determine if the project complies with all the applicable City codes and policies. That analysis is most appropriately addressed with the Master Plan zoning permit for the project. Mitigation is required as part of a Determination of Nonsignificance issued by the City (lead agency) where the proposal results in significant adverse environmental impacts which are not sufficiently addressed by adopted City codes [WAC 197-11-350(3)].

Below is an analysis of key environmental issues identified by staff or brought up in the public comment submitted for the project. They are all related to transportation.

#### **Traffic Concurrency**

The proposed development project passed traffic concurrency. The concurrency test notice is valid until July 23, 2019 at which time the applicant must obtain a development permit and certificate of concurrency or apply and receive an extension prior to the expiration of the concurrency test notice.

#### **Traffic Impact Analysis Review**

The scope of traffic impact analysis was approved by the City Transportation Engineer and the traffic report was completed in accordance with the City of Kirkland Traffic Impact Analysis Guidelines (TIAG).

The City's 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. Based on the proportionate share calculation for the full build-out of the proposed project, thirteen off-site intersections will have 1% or more proportionate share impact and are required to be analyzed for LOS.

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

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

It was concluded that six of the intersections analyzed (see Enclosure 4, page 7) are forecasted to be impacted by the project by 5 percent or more and require the mitigations outlined in Enclosure 4.

## **Parking Impact Review**

Staff reviewed the parking study for the project including parking demand for the school, tennis center and athletic fields. It was concluded that the school, tennis center and athletic fields have peak parking demands at different times of the day. Based on the hourly parking demand trends for those uses, the combined average peak parking demand for all three uses is approximately 1,020 stalls occurring at 4 p.m. The cumulative peak parking demand would be approximately 1,296 stalls, which is less than the proposed parking supply of 1,344 stalls.

For on-campus events, the applicant is proposing a parking management plan.

## **CONCLUSION**

Based on my review of all available information and adopted policies of the City, I am recommending issuance of a Mitigated Determination of Nonsignificance (MDNS) including the following mitigating measures. The recommended mitigations have been reviewed and accepted by the project proponent (see Enclosure 5).

## **Transportation Mitigation**

The following conditions of approval are required for the proposed development to mitigate citywide traffic impacts as well as to meet Public Works requirements and standards:

1. The University shall contribute \$15,000 to the City of Kirkland Neighborhood Traffic Control Program to be used to mitigate neighborhood traffic impacts in the Houghton Neighborhood in the vicinity of Northwest University. The University shall make this contribution prior to the first building permit issued for projects included in the subject Master Plan or with public use of the athletic fields.
2. The University shall improve the intersection of 108th Avenue NE/NE 53rd Street to include a new traffic signal and associated intersection improvements (curb ramp, crosswalk, etc.) to the City of Kirkland's standards. The construction of the traffic signal will necessitate the removal of the existing lighted crosswalk (Rectangular Rapid Flashing Beacon) and associated infrastructure located south of the intersection, which will also be done by the University as part of the intersection improvement. The construction of the traffic signal and crosswalk removal will be triggered by the construction of any new building within the Master Plan that is greater than 5,000 square feet gross floor area. The traffic signal and associated intersection improvements shall be constructed and operational prior to the issuance of the building occupancy permit of the first building greater than 5,000 square feet gross floor area or with public use of the athletic fields.
3. In lieu of constructing half-street improvements along the 108th Avenue NE frontage to include a dedicated bus lane as described in the Phase II Transit Queue Jump improvement of the 108th corridor project (PT 0006), the City will require a width of up to 12-feet of right-of-way (ROW) dedication (approximately 880-feet) along the 108th Avenue NE University properties (including the property at 5710 108th Avenue NE and parcel 9353900355amd 935390050). The dedication will occur when the City begins the right-of-way acquisition portion of the 108th Avenue NE corridor improvement project. The value of the land shall be its fair market value based on an independent appraisal to be prepared



when needed by an appraiser agreed upon by both parties, which agreement will not be unreasonably withheld. If the 108th corridor improvement project (PT 0006) becomes a city capacity project to be partly funded by transportation impact fees, then the agreed value of the right-of-way dedication shall be credited against the University Master Plan's transportation impact fee. The City will assume responsibility for maintaining the current infrastructure located within the dedicated areas at the time the property is dedicated. The City will be responsible for relocating and replacing existing utilities structures within the dedicated ROW during construction of the 108th Avenue NE corridor improvement projects including, but not limited to, the existing masonry monuments and signs at the two (2) entry driveways, masonry piers and iron fencing along the property frontage, existing rock retaining wall, associated landscaping along the property frontage, associated lighting and fixtures and any underground utilities that are affected by these relocations. Any replacement of structures and landscaping will be in-kind.

4. The University shall sell a width of up to 12-feet of frontage at 6710 108th Avenue NE for the construction of the Phase I Transit Queue Jump improvement of the 108th corridor project (PT 0005). The City shall pay fair market value for the frontage based on an independent appraisal to be prepared when needed by an appraiser agreed upon by both parties, which agreement will not be unreasonably withheld. The University will sell the property during the right-of-way acquisition portion of the 108th Avenue NE corridor improvement projects. If the City purchases the land dedication prior to the City's planned improvement project, the City will assume responsibility for maintaining the infrastructure and landscaping located within the dedicated areas. This includes landscaping, monument signs, lighting and fixtures and utilities. During construction of the 108th Avenue NE corridor improvement project, the City will also be responsible for relocating and replacing structures or landscaping within the dedicated ROW or outside of the dedication that are impacted by construction. These structures include, but may not be limited to, private sidewalk at face of building, monument signs, associated lighting and fixtures, frontage landscaping, relocation or replacement of existing utility boxes (two (2) power and one (1) cable) such that they do not obstruct the front of the 6710 Building, and any underground utilities that are affected by the ROW dedication and improvements.
5. The University shall contribute a proportional share to the intersection improvement of Phase I Transit Queue Jump improvement of the 108th corridor project (PT 0005) not-to-exceed \$266,306 or 14 percent of the total project cost (whichever is lower). The proportional share contribution shall be made with the construction of the first building within the Master Plan (with the exception of the Chapel and Field House) or with public use of the athletic fields to mitigate the SEPA transportation impact. The payment shall be due at final building permit issuance. If the improvement project is partly funded by transportation impact fees, then the proportional share contribution shall be credited against the University Master Plan transportation impact fee.



6. The University shall contribute a proportional share to the intersection improvement of Phase II Transit Queue Jump improvement of the 108th corridor project (PT 0006) not-to-exceed \$175,606 or 8 percent of the total project cost (whichever is lower). The proportional share contribution shall be made with the construction of the first building within the Master Plan (with the exception of the Chapel and Field House) or with public use of the athletic fields to mitigate the SEPA transportation impact of the Master Plan. The payment shall be due at final building permit issuance or with public use of the athletic fields, as applicable. If the improvement project is partly funded by transportation impact fee, then the proportional share contribution shall be credited against the University Master Plan transportation impact fee.
7. The University shall contribute a proportional share to the intersection improvement of the NE 68th Street Intersection Improvements/Access Management (TR 0117 004) not-to-exceed \$241,214 or 14 percent of the total project cost (whichever is lower). The proportional share contribution shall be made with the construction of more than 100,000 square feet of the Master Plan (with the exception of the Chapel and Field House) or more than 50,000 square feet of the Master Plan (with the exception of the Chapel and Field House) when combined with public use of the athletic fields to mitigate the SEPA transportation impact. The payment shall be due at final building permit issuance or with public use of the athletic fields, as applicable. If the improvement project is partly funded by transportation impact fees, then the proportional share contribution shall be credited against the University Master Plan transportation impact fee.
8. The University shall submit a parking management plan for staff review and approval prior to final building permit for the first building greater than 5,000 square feet or with public use of the athletic fields.
9. The University will create a parking management plan and monitor events that are anticipated to result in 90 percent of the campus parking supply being occupied. The University shall prominently post community contact information on the University website for the University staff person responsible for monitoring events and managing parking. Examples of parking event strategies included in the parking management plan to minimize impacts to the surrounding neighborhoods during times when parking inventories may be constrained or when there is significant impacts to the surrounding neighborhood are:
  - Manage event schedules to minimize concurrent high activity events on-campus.
  - Designate specific event parking lots.
  - Provide way-finding signage to direct visitors to specific parking facilities and pick-up/drop-off area.
  - Active enforcement of parking restrictions.
  - Post no parking sign along NE 53rd Street during events and visually monitor neighborhood parking.
  - Designate a representative from Northwest University to coordinate public use of facilities including parking management associated with the activities.
  - Provide parking monitors and flagger to direct visitors to on-campus parking lots.
  - Provide police traffic control on 108th Avenue NE when traffic flow on 108th Avenue NE is impacted.

The University shall submit the parking management plan to the City's transportation engineer or the Neighborhood Traffic Control Program coordinator for review and approval.

The University shall submit an annual report to the City regarding the operation of the parking management plan. The annual report shall include the number of events for the year and the attendance and parking demand for major events. Every two years, the City and the University shall meet to review the parking management plan and determine whether additional or different measures are necessary to mitigate parking impacts in adjoining neighborhood.

The applicant has reviewed the proposed mitigations and has agreed to incorporate them into the project (see Enclosure 5).

These recommendations are based on adopted goals and policies of the City as found in the City's Comprehensive Plan. Specifically, the following elements of the 2015 Comprehensive Plan support the recommendations described above:

**Transportation**

Policy T-4.7: Mitigate negative impacts of motor vehicles on neighborhood streets.

Policy T-5.5: Require new development to mitigate site specific and system wide transportation impacts.


**ENCLOSURES**

1. Vicinity Map
2. Environmental Checklist
3. Applicant Transportation Impact Analysis dated June 14, 2017
4. City Transportation Impact Analysis Review Memorandum dated December 18, 2018
5. Northwest University Mitigation Approval Letter

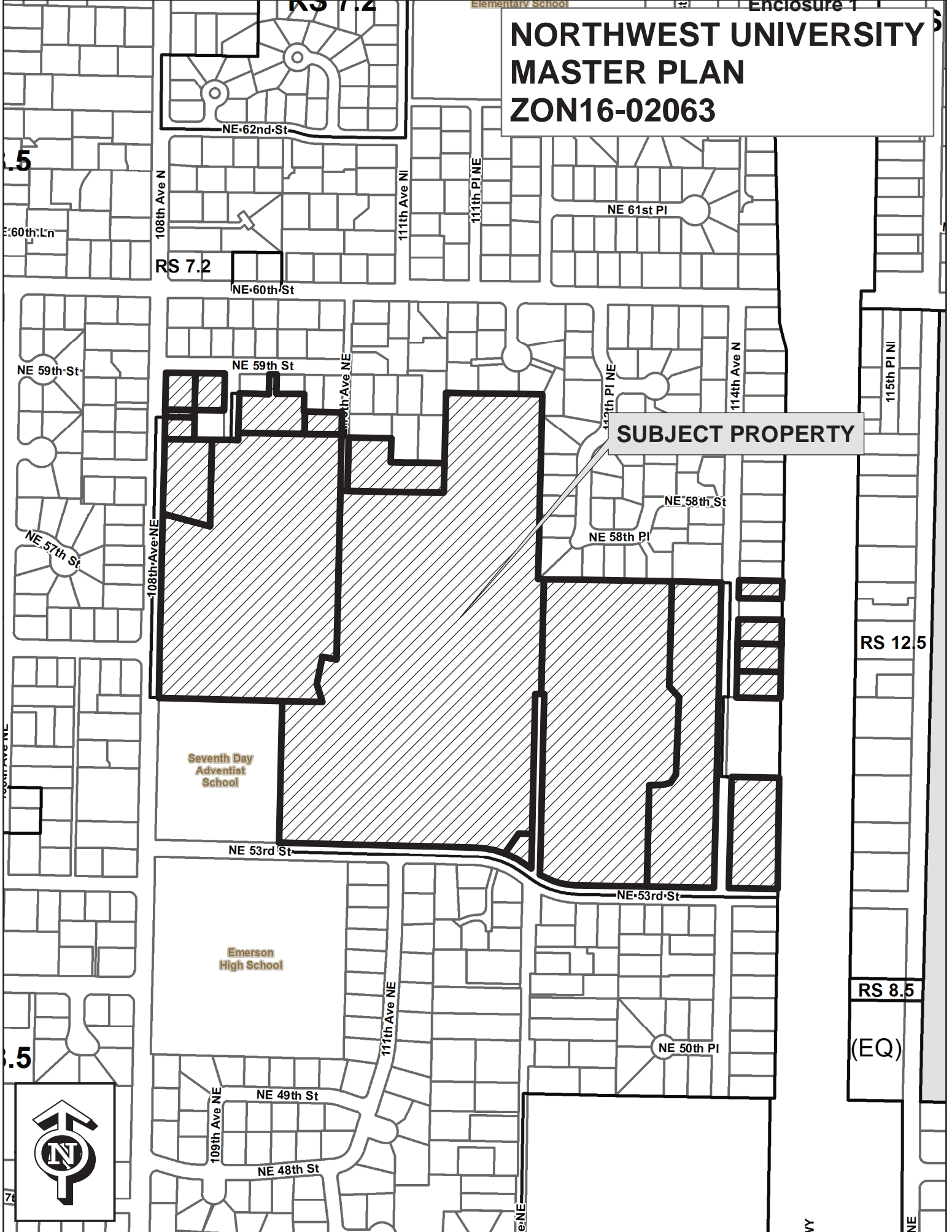
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☒ I concur    ☐ I do not concur

Comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

  
Adam Weinstein, Planning & Building Director      March 5, 2019  
Date

# NORTHWEST UNIVERSITY MASTER PLAN ZON16-02063



SUBJECT PROPERTY

RS 12.5

RS 8.5

(EQ)



**CITY OF KIRKLAND**  
**Planning and Building Department**  
**123 Fifth Avenue, Kirkland, WA 98033**  
**425.587.3600 - [www.kirklandwa.gov](http://www.kirklandwa.gov)**

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## **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 [\[help\]](#)

1. Name of proposed project, if applicable: **Northwest University Master Plan Update**
2. Name of applicant: **Northwest University (NU)**
3. Address and phone number of applicant and contact person:  
**Northwest University**  
**Contact: John Jordan**  
**5520 108th Ave NE**  
**Kirkland, WA 98033**  
**425-889-7788**
4. Date checklist prepared: **May 27, 2016**
5. Agency requesting checklist: **City of Kirkland**
6. Proposed timing or schedule (including phasing, if applicable):

**The master plan includes 8 phases (Dates are estimates - While the improvements are characterized as 'phases', the order in which improvements are actually undertaken may vary from the proposed order and dates presented in the master plan submittal & SEPA checklist.):**

- **Tennis Center (2017-2020)**
- **Gymnasium (2019-2022)**
- **Welcome Center (2019-2020)**
- **Residence Hall (2021-2024)**
- **Field house & Astroturf fields (2021-2024)**
- **Existing Chapel Additions (2022-2024)**
- **Fitness Center (2029-2032)**
- **Ness Academic Center**
  - **Phase 1 (2031-2034)**
  - **Phase 2 (2033-2036)**
  - **Phase 3 (2035-2037)**

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

**Yes. Master plan approval allows NU the ability to move forward with specific permitting for each phase.**

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

**Arborist report - tree survey; Civil - Preliminary storm water calculations**

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.

**None**

10. List any government approvals or permits that will be needed for your proposal, if known.

**Zoning permit, Traffic Impact Study, SEPA environmental checklist and individual building permits for each building.**

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 NU master plan includes the following:**

- **Tennis Center**
- **Pavilion/Gymnasium (replace existing gym)**
- **Welcome Center (replace Pecota Hall)**
- **Residence Hall (300 beds)**
- **(2) astro turf soccer fields (replace existing fields) with lighting at the south field and a Field House**
- **Existing Chapel Additions**
- **Fitness Center**
- **Ness Academic Building (replace existing building)**
- **Clarify the FTE cap of 1,200 students to be residential students**
- **Public use of the athletic fields**
- **Increase height limits from the average building elevation for the Tennis Center to 50'-0" & Residence Hall to 60'-0"**
- **Reduce the setback buffer between the NU & the Puget Sound Adventist Academy to 10'-0".**

**Site size: Approximately 55 acres**

**Project size: Approximately 365,069 sf of additional aggregate building area inclusive of garages**

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.

**5520 108<sup>th</sup> Ave NE, Kirkland, WA 98033, Section: 17, Township: 25, Range: 5**

## **B. ENVIRONMENTAL ELEMENTS** [\[help\]](#)

### **1. Earth** [\[help\]](#)

a. General description of the site:

**Site gently slopes down from east to west with an overall 6% grade. Adjacent properties have a similar slope. Internally the grade gently undulates mostly due to previous improvement activities.**

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

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

**Approximately 16% between Argue/HSC building & existing tennis courts. There are steep slopes that occur on the eastern most portion of the campus between the F.I.R.S. housing units and the athletic fields with slopes between 40% and 60% with a maximum toe to top elevation of 16'. These slopes were largely artificially created during the construction of the athletic fields and appear to include engineered stabilization of the slopes. Rockeries and benching of these slopes is evident.**

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. [\[help\]](#)

**The site soils are predominantly sandy loam in the eastern half of the campus and loamy sand in the western. These soils are USDA NRCS designation "alderwood" and "indianola"**

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe. [\[help\]](#)

**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. [\[help\]](#)

**There will be very little regrading of the existing site for the proposed construction. The earthwork will be predominantly related to building foundations and underground parking facilities. The majority of the soils work will be excavation for building structures and removal of surplus material off site. The actual quantities will be determined during design of each phase.**

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe. [\[help\]](#)

**No - The construction anticipated by the 2016 Master Plan is all on portions of the Northwest University campus that are historically cleared of native vegetation, graded and finished with stable surfaces. Slopes are moderate or less, and the new construction will serve to further stabilize the site.**

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

h.



**The Master Plan impact area is approximately 13.2 acres of the 55-acre campus. Approximately 52% of the impact area will be impervious surface after the Master Plan project construction.**

- i. Proposed measures to reduce or control erosion, or other impacts to the earth, if any: [\[help\]](#)  
j.

**All construction will be done under permits from the City of Kirkland. The City requires full construction phase erosion and sediment control for all projects through the permit process. And all projects will include site finishes that should eliminate the likelihood of post construction erosion.**

## **2. Air** [\[help\]](#)

- 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. [\[help\]](#)

- **Vehicle exhaust – worker’s commuting to site, construction machinery on site, employees & students commuting to site, on-site maintenance vehicles**
- **Dust from earthwork & construction activities**
- **Asphalt prep & construction**
- **Dust from building materials - cutting, grinding**
- **Painting**

- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe. [\[help\]](#)

**None**

- c. Proposed measures to reduce or control emissions or other impacts to air, if any: [\[help\]](#)

- **Watering and stabilizing disturbed soils**
- **Dust containment areas for cutting & grinding materials**
- **Recycling solid waste**

## **3. Water** [\[help\]](#)

- 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. [\[help\]](#)

**Yes. College Creek. On subject property all of the creek is in an underground pipe except 150' (adjacent to existing chapel). The creek is spring fed and receives some storm water runoff from the uplands to the east.**

- 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. [\[help\]](#)



**Yes. Approximately 480' of existing underground creek pipe will need to be relocated. Four proposed master plan buildings are within 200' of the exposed creek bed.**

- 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. [\[help\]](#)

**None**

- 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known. [\[help\]](#)

**No surface water diversions.**

- 5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan. [\[help\]](#)

**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. [\[help\]](#)

**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. [\[help\]](#)

**No**

- 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. [\[help\]](#)

**None**

**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. [\[help\]](#)

**All runoff from the Master Plan impact areas is expected to be from rainfall. The Tennis Center (Phase 1) project is located in a portion of campus that naturally drains to the south and the public drainage system in NE 53<sup>nd</sup> Street. The project proposes that runoff from this area be captured and detained in a vault located under the building with flow control release to the public system in NE 53<sup>nd</sup> Street. The remainder of the impact area naturally drains through campus and a previously-constructed regional detention pond that was sized to accommodate**

**future development. The Master Plan includes allocation of the available detention storage for each phase of the Plan.**

2) Could waste materials enter ground or surface waters? If so, generally describe. [\[help\]](#)

**No ground water injection is proposed for the projects of the Master Plan, and the proposed construction does not include activities that generate waste materials.**

3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe. [\[help\]](#)

**No – the City of Kirkland drainage code requires that historic drainage patterns are maintained after projects are completed, and code-required flow control detention and Best Management Practices (BMPs) for encouraging natural retention of runoff will be implemented.**

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any: [\[help\]](#)

**Proposed measures are expected to include flow control detention vault(s), allocation of portions of the existing regional detention pond, expansion of the pond (if required). And BMPs potentially include raingardens, permeable traffic pavement and pedestrian pavers where possible, and vegetated roof areas. Future building permits will determine.**

#### 4. Plants [\[help\]](#)

a. Check the types of vegetation found on the site: [\[help\]](#)

- ☒ 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? [\[help\]](#)

**Vegetation to be altered includes existing ornamental landscape plantings such as rhododendrons, various deciduous shrubs, ornamental perennials and lawn. Some deciduous and evergreen trees such as Douglas fir, western hemlock, western red cedar, sweetgum, ornamental maples and big leaf maple will be removed.**

c. List threatened and endangered species known to be on or near the site. [\[help\]](#)

**None known**

- d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any: [\[help\]](#)

**Proposed vegetation includes native trees, shrubs and groundcover, non-invasive drought tolerant ornamental trees, shrubs and groundcover, as well as Rain garden/biofilter adapted native and ornamental Trees, shrubs, perennials, grasses and groundcover. Some lawn areas disturbed by construction will be replaced with new lawn areas, with a net overall reduction in the amount of lawn. Large trees removed will be replaced per the requirements of the City of Kirkland's Tree Ordinance.**

- e. List all noxious weeds and invasive species known to be on or near the site. [\[help\]](#)  
**Small patches of English ivy and Himalayan blackberry are occasionally found on site in isolated areas**

## 5. Animals [\[help\]](#)

- 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. [\[help\]](#)

### **Songbirds, squirrels**

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. [\[help\]](#)  
**None known**

- c. Is the site part of a migration route? If so, explain. [\[help\]](#)  
**No**

- d. Proposed measures to preserve or enhance wildlife, if any: [\[help\]](#)

**Engineered storm water & water quality facilities to protect off site water courses; Rain garden/biofilter areas to infiltrate runoff will include native plants, other landscape will include native plants. Proposed landscaping will consist largely of native plantings to enhance existing wildlife habitat.**

- e. List any invasive animal species known to be on or near the site. [\[help\]](#)  
**None known**

## 6. Energy and Natural Resources [\[help\]](#)

- 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. [\[help\]](#)

**Electric, natural gas for heating/cooling, lighting, equipment, systems; Potential use of solar power**

- b. Would your project affect the potential use of solar energy by adjacent properties?

If so, generally describe. [\[help\]](#)

**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: [\[help\]](#)

**Future development actions will clarify features for each proposed phase; Potential features include - Solar panels, Green roofs, heat recovery systems, variable control systems, lighting sensors, ground source geothermal**

**7. Environmental Health [\[help\]](#)**

- 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. [\[help\]](#)

**Existing Pavilion/Gymnasium has asbestos. Asbestos removal will occur with the proposed replacement of this building.**

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

[\[help\]](#)

**Asbestos in the existing Pavilion/Gymnasium and in Gray/Beatty residence hall; an underground gas tank is located under one of the NU maintenance buildings**

- 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. [\[help\]](#)

**Removal of asbestos from existing Pavilion/Gymnasium required**

- 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. [\[help\]](#)

**None**

- 4) Describe special emergency services that might be required. [\[help\]](#) **None**

- 5) Proposed measures to reduce or control environmental health hazards, if any: [\[help\]](#)

**Implement standard asbestos abatement procedures when demolishing the existing Pavilion/Gymnasium.**

- b. Noise [\[help\]](#)

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

**Traffic Noise from I-405. Mild to moderate noise from nearby schools.**

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. [\[help\]](#)

**Construction: vehicles, equipment - weekdays during normal business hours**  
**Operation: vehicles - primarily during the day weekdays & weekends; athletic fields – weekday afternoons/evenings, weekends day/evenings (until 9:30pm); building mechanical systems - throughout the day**

3) Proposed measures to reduce or control noise impacts, if any: [\[help\]](#)

**Construction: anticipate site access at one area - future development actions will clarify**  
**Operation: vehicles - none; athletic fields - limit use to predetermined times, maintain landscape buffers; building mechanical systems - locate away from adjacent properties, protect with sound barriers**

#### 8. Land and Shoreline Use [\[help\]](#)

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. [\[help\]](#)

**Site: University campus**

**Adjacent properties to the: North & East - single family residential, South & West - single family residential & schools**

**Affects to adjacent properties: athletic fields - increased use produces more activity & noise, field lighting extends use into evening hours; proposed buildings - changes visual quality of campus edge, buildings instead of parking lot and trees**

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? [\[help\]](#)

**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: [\[help\]](#)

**No**

c. Describe any structures on the site. [\[help\]](#)

**(30) buildings on site: (8) administration, (16) housing, (6) academic**

d. Will any structures be demolished? If so, what? [\[help\]](#)

**Existing gymnasium/pavilion, Existing student center (Pecota)**

e. What is the current zoning classification of the site? [\[help\]](#) **PLA-1**

f. What is the current comprehensive plan designation of the site? [\[help\]](#)

**Institutions**

g. If applicable, what is the current shoreline master program designation of the site? [\[help\]](#)

**N/A**

h. Has any part of the site been classified as a critical area by the city or county? If so, specify. [\[help\]](#)

**Yes. Where College Creek is day-lighted near the chapel and it's associated buffers. Also some steep slope landslide hazards are mapped on the property but are likely the result of previous grading and development associated with the athletic fields.**

i. Approximately how many people would reside or work in the completed project? [\[help\]](#)

**Students (residents + commuters):**

- Existing: 1,166
- Additional estimated at project completion: 834

**On campus residents:**

- Existing student capacity: 706
- Existing staff & faculty capacity: 24
- Additional student capacity at project completion: 300

**Faculty, Adjunct Faculty, Staff, Administration, Maintenance:**

- Existing: 365
- Additional estimated at project completion: 85

j. Approximately how many people would the completed project displace? [\[help\]](#)

**None**

k. Proposed measures to avoid or reduce displacement impacts, if any: [\[help\]](#)

**None**

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any: [\[help\]](#)

**None. Proposal expands existing university uses.**

m. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any: [\[help\]](#)

**None**

**9. Housing** [\[help\]](#)

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing. [\[help\]](#)

**172 units with a total of 300 beds - student residence halls**

- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing. [\[help\]](#)

**None**

- c. Proposed measures to reduce or control housing impacts, if any: [\[help\]](#)

**None**

**10. Aesthetics** [\[help\]](#)

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

**60'-0" above average building elevation; Cement board siding**

- b. What views in the immediate vicinity would be altered or obstructed? [\[help\]](#)

**Proposed tennis center along NE 53rd St will replace existing mature trees potentially opening up distant views for some neighbors**

- c. Proposed measures to reduce or control aesthetic impacts, if any: [\[help\]](#)

**Landscape: proposed earth berm & plantings between NE 53rd St. & tennis center to reduce perceived building height & bulk; new plantings around all buildings and plazas to maintain a park-like setting**

**Architectural character: Northwest wooded in nature consistent with park-like setting**

**Building materials: Facades modulated with different materials, patterns & bays to reduce scale**

**11. Light and Glare** [\[help\]](#)

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur? [\[help\]](#)

**Exterior security lighting for buildings, plazas, walkways: nighttime**

**Athletic field lighting: during evening hours up to 9:30pm**

**Interior building lighting through windows: during evening hours**

- b. Could light or glare from the finished project be a safety hazard or interfere with views? [\[help\]](#)

**No**

- c. What existing off-site sources of light or glare may affect your proposal? [\[help\]](#)

**None**

- d. Proposed measures to reduce or control light and glare impacts, if any: [\[help\]](#)

**Athletic field lighting: use LED fixtures and light shields to reduce/eliminate light spill over on adjacent properties & light pollution**

**Exterior building lighting: landscape around new facilities, provide light shields to reduce/eliminate light spill over & light pollution**



12. **Recreation** [\[help\]](#)

- a. What designated and informal recreational opportunities are in the immediate vicinity? [\[help\]](#)

**South: School play fields, park**

- b. Would the proposed project displace any existing recreational uses? If so, describe. [\[help\]](#)

**No**

- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any: [\[help\]](#)

**Propose to open existing athletic fields to public use - expand recreation opportunities  
Propose plazas & new walks for pedestrian use - campus walks**

13. **Historic and cultural preservation** [\[help\]](#)

- 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. [\[help\]](#)

**Greeley Center, 1962, noted on WISARRD, State Historic Preservation Office determined not eligible**

- 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. [\[help\]](#)

**None**

- 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. [\[help\]](#)

**Consulted Dept. of Archeology & Historic preservation's WISAARD data base**

- 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. [\[help\]](#)

**None**

14. **Transportation** [\[help\]](#)

- 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. [\[help\]](#)

**The Northwest University campus is located north of NE 53rd Street and east of 108th Avenue NE. Vehicular access to the campus would be maintained at the existing locations including 2 driveways along 108th Avenue NE and 5 driveways along NE 53rd Street. The access along NE 53rd Street at 111th Avenue NE would be realigned to the east to accommodate the proposed tennis center. See additional detail in the attached**



**Transportation Impact Analysis (TIA) Northwest University Master Plan Kirkland Campus, June 2016 (herein referred to as Transportation Study).**

- 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? [\[help\]](#)

**The nearest bus stop to the campus is located along 108th Avenue NE approximately 250 feet north of the main driveway at NE 55th Lane. This bus stop serves King County Metro Route 255 and Sound Transit Route 540. An additional bus stop is provided along 108th Avenue NE at NE 53rd Street is served only by Route 255. See additional detail in the Transportation Study.**

- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate? [\[help\]](#)

**The master plan would construct between 370 and 470 additional parking spaces and eliminate approximately 120 parking spaces. The net increase in campus parking would be between 250 and 350 parking spaces. Specific, parking supply would be determined during the building permit phase of the Master Plan and would take into consideration projected parking demand based on enrollment and the specific building uses. See Transportation Study.**

- 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). [\[help\]](#)

**Frontage improvements required along NE 53rd St. from 111th Way NE to the Seventh Day Adventist school consist of sidewalk, street trees and planting strip; During master plan build out a traffic light will be required at NE 53<sup>rd</sup> St. & 108<sup>th</sup> Ave NE (see Transportation Study)**

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

**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 nonpassenger vehicles). What data or transportation models were used to make these estimates? [\[help\]](#)

**Build-out of the Master Plan would generate 3,820 net new daily trips to and from the campus. The peak volumes to and from the campus are expected to occur during the weekday PM peak hour with the Master Plan resulting in approximately 460 net new PM peak hour trips. Truck traffic during the peak period is anticipated to be limited. Trip generation estimates were calculated using traffic counts at the existing campus driveways. See additional detail in the Transportation Study.**

- 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. [\[help\]](#)

**No**

h. Proposed measures to reduce or control transportation impacts, if any: [\[help\]](#)

**The potential mitigation measures include:**

- Intersection Improvements
- Traffic Calming
- Parking / Internal Campus Connectivity
- Event Management

**Additional detail is provided in the Transportation Study. In addition, the University would be responsible for payment of City of Kirkland transportation impact fees to mitigate general transportation-related impacts of the Master Plan.**

**15. Public Services** [\[help\]](#)

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. [\[help\]](#)

**Yes. Fire & police protection, energy & utilities due to increased campus populations and building gross square footage**

b. Proposed measures to reduce or control direct impacts on public services, if any. [\[help\]](#)

**Expand existing on-site security; Potential use of sustainable energy sources, e.g. solar, green roofs; Potential impact fees**

**16. Utilities** [\[help\]](#)

a. Circle utilities currently available at the site: [\[help\]](#)  
**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. [\[help\]](#)

**Sewer: City of Kirkland - Relocate sewer main under NE 55<sup>th</sup> Lane (on campus)**

**Water: City of Kirkland - Relocate water main under NE 111<sup>th</sup> Way (on campus); Extend new water main under NE 55<sup>th</sup> Lane (on campus)**

**Communications: Electric Lighwave - underground existing overhead lines along the frontage of NE 53rd St from SDA school to 111<sup>th</sup> Lane NE and on campus**

**Electricity: Puget Sound Energy - underground existing overhead lines along the frontage of NE 53rd St from SDA school to 111<sup>th</sup> Lane NE and on campus**

**Storm water: City of Kirkland – Relocate storm line to NE 55<sup>th</sup> Lane (on campus); Connect to NE 53<sup>rd</sup> St. main (Tennis Center); New storm line & vault at Athletic fields (on campus)**

**Natural Gas: Puget Sound Energy – existing service to continue**

**Refuse & Recycling: Waste Management - existing service to continue**

### C. Signature [\[help\]](#)

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 Eric L. Drivdahl

Position and Agency/Organization Principal, Gelotte Hommas Architecture

Date Submitted: July 11, 2016

Final Transportation Impact Analysis

**NORTHWEST UNIVERSITY  
MASTER PLAN**

**KIRKLAND MAIN CAMPUS**

Prepared for:  
Northwest University

June 14, 2017

Prepared by:



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## Executive Summary

The transportation analysis scope and study area were identified through coordination with City of Kirkland, input received through multiple public open houses, and public comments on the draft Transportation Impact Analysis (June 2016). In addition to the standard elements of the study required by the City of the Kirkland, the key issues identified through a review of the public comments:

**Access to and from NE 53rd Street and potential impacts to neighboring residential uses.** Project-related impacts at the 108th Avenue NE/NE 53rd Street intersection could be mitigated by installing a traffic signal. With installation of a traffic signal, this intersection would operate at LOS C or better under 2022 conditions and LOS D or better during 2037 conditions. Vehicle queues along the NE 53rd Street approach of the intersection would be accommodated within the existing 200-feet of turn lane storage. The analysis was conducted evaluating the impacts associated with a shift of 100 percent of the traffic destined to the south from the main campus access on 108th Avenue NE to the NE 53rd Street signalized intersection. This analysis shows that even with a shift in traffic to the new signalized intersection the 108th Avenue NE/NE 53rd Street intersection would operate at LOS D or better and queues would be less than 200-feet. Provision of a signal at this location would likely deter some neighborhood cut-through activity since traffic to and from NE 53rd Street would have less delay.

The new signalized intersection would provide a signalized crossing for pedestrians and would reduce conflicts and facilitate pedestrian activity to and from the schools and transit stops near the 108th Avenue NE/NE 53rd Street intersection. In addition, signalizing the 108th Avenue NE/NE 53rd Street intersection would improve access to and from the neighborhood south of the campus.

**Street parking around the exterior of the campus.** Data collection for on-street parking within the neighborhood indicates that when school is in session limited campus-related parking is occurring within the neighborhood. It is noted that on weekends campus-related on-street parking is occurring more frequently with services at the Chapel. An event management plan has been identified as mitigation for the Master Plan. Examples of potential measures to minimize on-street parking include:

- Posting of no parking signage along NE 53rd Street during events and visually monitoring neighborhood parking
- Provide a field manager to coordinate public use of the fields and events including parking associated with these activities
- Provision for parking monitors or a flagger to direct visitors to parking lots

**Review of public comments on the draft TIA and incorporation of additional information, as appropriate.** All public comments have been reviewed and where appropriate additional information has been included in this updated Transportation Impact Analysis.

This section provides an executive summary of the Transportation Impact Analysis through a set of frequently asked questions (FAQs).

### ***Where is the project located and what would be developed?***

The focus of the Master Plan is the Northwest University main campus located at 5520 108th Avenue NE in Kirkland, Washington. Key elements of the proposed Master Plan include the addition of 4 new buildings, replacement of 3 existing buildings and associated improvements, addition of parking, and public use of the sports fields. Four of the Master

Plan elements would address athletic program needs including replacement of the gymnasium, new field house, new tennis center, and new fitness center.

The Campus Master Plan is anticipated to be implemented over a 20-year period between 2017 and 2037. Based on information provided by the University, over the next 6-years or by 2022, an increase of approximately 370 students is projected for the Kirkland campus<sup>1</sup> resulting in a total campus population of 1,600 students. In 20-years (2037), the campus student population is anticipated to increase by approximately 770 students for a total of approximately 2,000 students. The growth in student population reflects both on-campus residents and commuters.

***What existing public streets will serve the project and where is access proposed?***

The Northwest University campus is located north of NE 53rd Street and east of 108th Avenue NE. Two driveways including the main driveway are located along 108th Avenue NE and 5 driveways are located along NE 53rd Street. The Master Plan would not change the number of access points to the Campus.

***Is the site currently served by public transit?***

Transit service in the study area is provided by King County Metro Transit and Sound Transit. The nearest bus stop to the campus is located along 108th Avenue NE approximately 250 feet north of the main driveway at NE 55th Lane. This bus stop is served by routes 255 and 540. An additional bus stop is provided at the NE 53rd Street intersection with 108th Avenue NE, but only serves route 255.

***How many new parking spaces are proposed and how many existing spaces would be eliminated?***

The master plan would construct 300 additional parking spaces and eliminate 122 parking spaces. The net increase in campus parking would be 178 parking spaces.

The existing parking supply could accommodate the anticipated future peak parking demand with the Master Plan. With build-out of the Master Plan, parking utilization for the campus would be approximately 90 percent if no new parking was constructed or 73 percent with an additional 178 parking spaces. Provision of parking with the Master Plan would help distribute the location of parking spaces within the campus as well as provide more conveniently located parking for the proposed uses to help minimize off-campus parking.

***How many daily vehicular trips would the project generate and when would peak traffic volumes occur?***

Build-out of the Master Plan would generate 3,820 net new daily trips to and from the campus. The peak volumes to and from the campus are expected to occur during the weekday PM peak hour with the Master Plan resulting in approximately 460 net new PM peak hour trips.

***What Transportation impacts are anticipated, if any?***

Intersection impacts are identified at the following locations:

- 116th Avenue NE / NE 70th Place
- 108th Avenue NE / NE 68th Street
- 108th Avenue NE / NE 60th Street
- 108th Avenue NE / NE 53rd Street

---

<sup>1</sup> The campus student population reflects the total headcount of students who attend classes on the Kirkland campus. It does not include online students or students attending Northwest University at other campus locations.



In addition, the Master Plan could result in neighborhood impacts such as:

- Potential increase in conflicts at 108th Avenue NE/NE 53rd street intersection
- Potential increase in neighborhood cut-through traffic
- Potential for on-street parking within the neighborhood

***What measures are proposed to reduce or control traffic impacts?***

With each building permit, a traffic review would be conducted and an assessment of potential neighborhood impacts would be included. Potential mitigation measures that may be required at the time of building permit include:

- Intersection Improvements
- Traffic Calming
- Parking / Internal Campus Connectivity
- Event Management

In addition, the University would be responsible for payment of City of Kirkland transportation impact fees to mitigate general transportation related impacts of the Master Plan as well as preparation of a Construction Management Plan.

**Intersection Improvements**

Intersection improvements could include contribution towards improvements identified as part of the 6th Street Corridor Study and installation of a traffic signal at the 108th Avenue NE/NE 53rd Street intersection. It is anticipated that a traffic signal would be warranted at the 108th Avenue NE/NE 53rd Street intersection with the first phase of the Master Plan, which would require construction of the traffic signal prior to occupancy of the first building.

**Traffic Calming**

The proposed traffic signal would help reduce neighborhood cut-through traffic by providing better access via NE 53rd Street. In addition, the University could also contribute a proportional share to traffic calming improvements along NE 53rd Street as well as within the neighborhood. Depending on the traffic calming measures that are implemented such as speed humps, speed cushions, curb extension, speed radar or other measures, vehicle speeds are likely to be reduced. Determination of the traffic calming measures to be implemented would follow the City's Neighborhood Traffic Control Program (NTCP) process, which has a defined two-phase approach including outreach, data collection, and evaluation of measures.

**Parking/Internal Campus Connectivity**

Potential parking impacts to the neighborhood could be mitigated by:

- Providing additional internal pedestrian connections from parking lots to buildings and campus facilities.
- Assigning campus population to specific parking lots to reduce potential parking in the neighborhood or moving vehicles between classes.
- Increasing parking permit costs to deter student driving and potentially increase use of non-motorized and transit modes. This could be coupled with providing a subsidy for transit passes as part of the tuition cost to reduce the potential for students to park within the neighborhood. Adjustment of parking costs would need to be monitored for potential impacts to off-site parking in the neighborhood and may need to be coupled with off-site parking management strategies. In addition, the City has a Neighborhood Traffic Control Program that can be

utilized by the neighbors if parking issues occur and are not being addressed through the NU management strategies. Through this program the City would monitor and investigate the parking issues and work with the community to implement time limits, parking restrictions, or other strategies to reduce the neighborhood parking impacts.

### Event Management

Lastly, an event management plan could be implemented to reduce on-campus congestion, excess vehicle circulation by drivers unfamiliar with the campus and the potential for parking within the neighborhood. Potential measures include:

- Management event schedules to minimize concurrent high activity events at multiple venues on-campus
- Assignment of specific event/visitor parking lots
- On-campus wayfinding signage directing drivers to specific parking areas (this is already done by the University during events)
- Active enforcement of any permanent and/or temporary parking restrictions
- Posting of no parking signage along NE 53rd Street during events and monitoring neighborhood parking
- Provision of parking monitors to direct visitors to parking lots

## Introduction

The purpose of this transportation impact analysis (TIA) is to identify potential transportation-related impacts to the surrounding roadway network associated with the proposed Northwest University Master Plan. Mitigation measures are identified that would offset or reduce State Environmental Policy Action (SEPA) impacts where required based on City of Kirkland standards.

Northwest University is a regionally accredited, Christian institution awarding associate, bachelor's, master's, and doctoral degrees. The main campus is located in Kirkland's Central Houghton neighborhood with satellite campuses in Kirkland north of the main campus, in Sacramento, California, and Salem, Oregon. In addition, the University offers online programs.

Northwest University also has an extensive sports program. The University is a member of the Cascade Collegiate Conference and the National Association of Intercollegiate Athletics (NAIA). The athletics program currently includes soccer, volleyball, basketball, softball, cross country, and track & field. Many of the existing athletic facilities are in need of upgrades including the gymnasium, which are addressed through the master plan elements.

The focus of the master plan is the Northwest University main campus located at 5520 108th Avenue NE. The main campus offers undergraduate, graduate, and adult evening classes. The current enrollment is approximately 1,230 students with about 900 undergraduates and 300 graduate/adult evening class students. There are approximately 680 students living on-campus. The remaining students commute to campus. Classes are held throughout the day; however, evening classes begin at 6:00 p.m. resulting in student arriving to campus during the weekday evening commute period. Figure 1 illustrates the location of the campus and its surrounding vicinity. Figure 2 shows the existing campus buildings and parking. As noted above, due to the graduate class schedules and evening classes, not all students attend the campus on a daily basis.

## Proposed Master Plan Elements

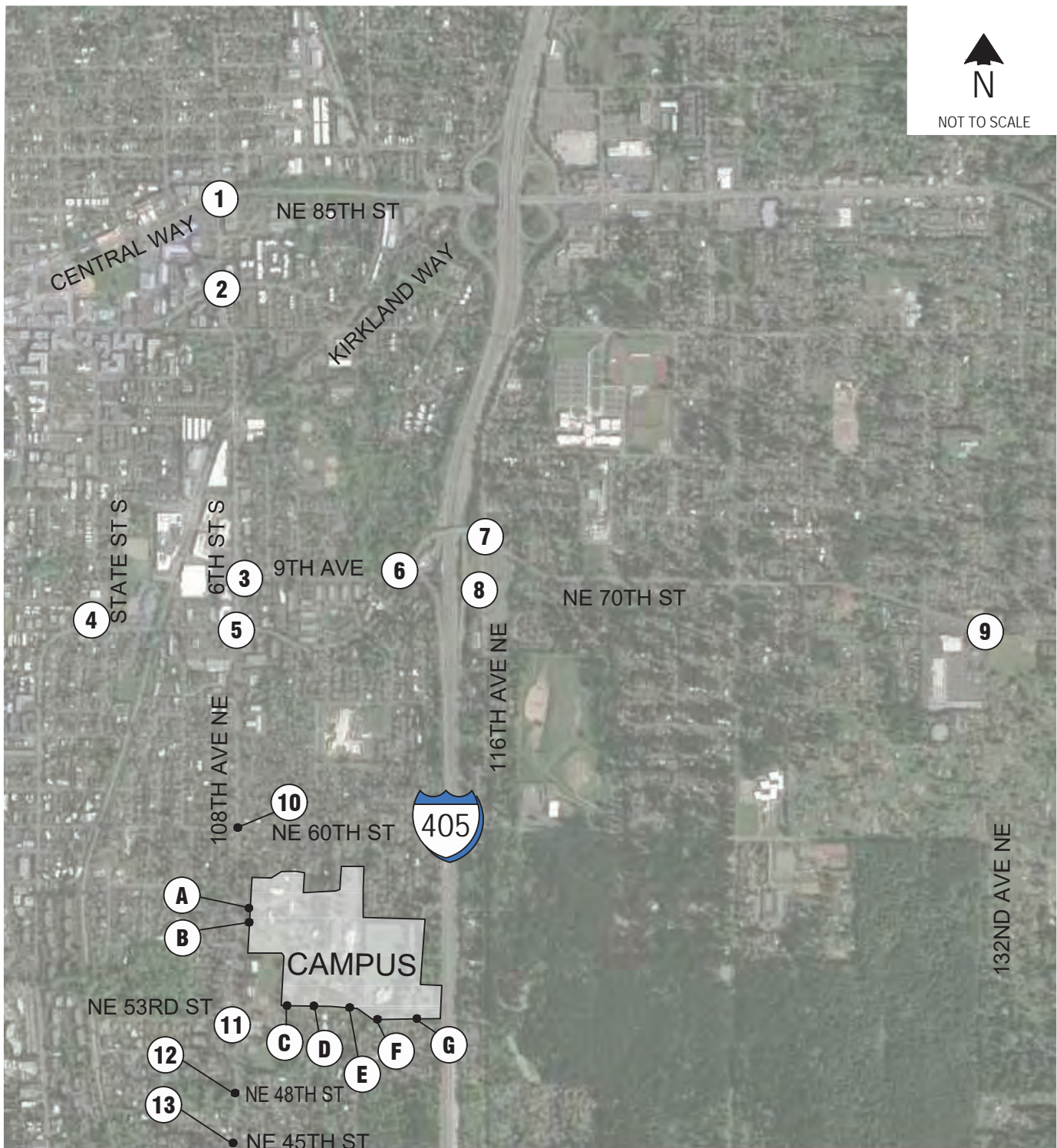
Key elements of the proposed Master Plan include the addition of 4 new buildings, replacement of 3 existing buildings and associated improvements, addition of parking, and public use of the sports fields. Four of the Master Plan elements would address athletic program needs including replacement of the gymnasium, new field house, new tennis center, and new fitness center.

The Campus Master Plan is anticipated to be implemented over a 20-year period between 2017 and 2037. Based on information provided by the University and assuming growth continues to occur consistent with the current campus trends, over the next 6-years or by 2022, an increase of approximately 370 students is projected for the Kirkland campus<sup>2</sup> resulting in a total campus enrollment of 1,600 students. In 20-years (2037), the campus student population is anticipated to increase by approximately 770 students for a total of approximately 2,000 students. This growth in student population reflects both on-campus residents and commuters. There are currently 237 full-time equivalent faculty/staff for the campus including online adjunct professors. Campus employees are anticipated to increase proportional to the future student population.

The completion of individual projects within the Master Plan would ultimately depend on funding. Table 1 provides a summary of the existing and proposed buildings as well as parking and approximate timing of development.

---

<sup>2</sup> The campus student population reflects the total headcount of students who attend classes on the Kirkland campus. It does not include online students or students attending Northwest University at other campus locations.



## Site Vicinity and Study Intersections

Northwest University Master Plan

FIGURE

1





M:\16\16024.00 - Northwest University Master Plan\GIS\Maps\MXD\ExistingParkingSupply.mxd

**Table 1. Northwest University Master Plan Summary of Existing and Proposed Development**

Building Name	Building (GSF) <sup>1</sup>			Residential Beds			Parking (stalls)			Estimated Timing <sup>3</sup>
	Existing	Addition <sup>2</sup>	Total	Ex.	Add.	Total	Ex.	Add.	Total	
Davis	16,800		16,800				45		45	
Gray/Beatty	44,400		44,400	210		210				
Cafeteria (Dining Hall)	11,500		11,500				188		188	
Crowder, Guy, Perks	68,400		68,400	314		314				
Greely Center	2,930		2,930				74		74	
Family Res. Duplexes	28,077		28,077	14 <sup>6</sup>		14	28		28	
FIRS Apartments	87,869		87,869	78 <sup>6</sup>		78	135		135	
Student Apartments	24,960		24,960	140		140	55		55	
Library	28,200		28,200				66		66	
Ness Academic Center	33,400	-33,400	0				59		59	2031 to 2037
Pecota Center	7,400	-7,400	0				32	-32	0	2019 to 2022
Millard Hall	15,000		15,000				26		26	
Pavilion	23,460	-23,460	0				90	-90	0	2021 to 2024
Chapel	14,334	+3,000	17,334				88		88	2019 to 2020
Green House	927		927				0		0	
Maintenance / Shop Buildings	10,639		10,639				15		15	
Barton Admin.	34,704		34,704				138		138	
Argue HSC	45,436		45,436				127		127	
Ness Replacement		+70,910	70,910						0	2031 to 2037
Welcome Center		+43,320	43,320					+70	70	2021 to 2024
Pavilion/ Gymnasium		+37,950	37,950					+95	95	2019 to 2022
Residence Hall <sup>4</sup>		+85,060	85,060		+300	300			0	2021 to 2024
Tennis Center		+63,660	63,660					+79	79	2017 to 2020
Fitness Center		+21,390	21,390					+56	56	2029 to 2032
Field House		+3,500	3,500						0	2022 to 2024
<b>Total<sup>5</sup></b>	<b>498,436</b>	<b>+264,530</b>	<b>762,966</b>	<b>756</b>	<b>+300</b>	<b>1,056</b>	<b>1,166</b>	<b>+178</b>	<b>1,344</b>	

Notes: gsf = gross square-feet; Ex. = existing Add. = addition

1. Gross floor areas shown only include useable building area not parking facilities.

2. Additional gsf associated with the proposed Master Plan.

3. The completion of individual projects within the Master Plan would ultimately depend on funding. The approximate timing of the phase was used to estimate trip generation and assignment associated with the 2022 and 2037 horizon years for analysis.

4. New residence hall would include approximately 172 dorm rooms with about 300 beds.

5. The total square-footage is for proposed buildings and excludes proposed parking structures.

6. The Family Resident Duplexes and FIRS Apartments currently house faculty and staff.

As shown in Table 1, the Campus Master Plan proposes a net increase of approximately 260,530 square feet of development<sup>3</sup>. The new residence hall would include 172 rooms with approximately 300 beds. The existing Family Resident Duplexes and FIRS Apartments currently house faculty and staff and the remaining facilities house students. It is anticipated that the new residence hall would house students.

The Welcome Center would accommodate banquet facilities for up to 500 guests and the gymnasium would have seating for up to 900 people. The banquet facilities would only be available during off-peak hours. The gymnasium is being designed to maximum seating capacity; however, it is not anticipated with the new gymnasium that attendance at typical campus sporting events would increase to this level. The current gymnasium has a maximum seating capacity of approximately 300, which are typically only filled during men's basketballs. These basketball games typically occur on Friday and Saturday evenings starting at 6 or 8 p.m. With additional seats, there could be some increase in attendance at the men's basketballs games, but it is not anticipated to be near 900-persons. The increase in attendance at men's basketballs games would occur outside the weekday commuter periods and would mainly be a result of increased NU student population. The increased seating in the gymnasium will provide the ability for the University to hold occasional student assemblies on-campus; there is no existing facility on-campus that has the capacity to accommodate campus-wide student assemblies. The expansion of the gymnasium is not anticipated to increase tournament or playoff activity for the campus. It is anticipated that large attendance levels where up to 900 seats are utilized would occur at most 15 times per year to accommodate events such as baccalaureate services and convocations. Management of parking and traffic for these events would be addressed through the special event management plan discussed in a subsequent section of this report.

The campus currently has 1,166 parking spaces and parking would be increased by 178 new stalls with buildout of the Master Plan. Most of the proposed parking would be located under new buildings including the tennis center, gymnasium (Pavilion), and Welcome Center. The actual amount of parking developed would be determined in conjunction with construction permitting for individual phases so that the additional parking supply that is constructed takes into consideration any refinements to the project description and any changes to parking needs that may occur over time.

Vehicular access to the campus would be maintained at the existing locations and no new access points are proposed. The 111th Avenue NE access would be realigned to the east to accommodate the proposed tennis center. A campus site plan showing the existing and proposed elements of the Master Plan are included on Figure 3.

## Study Area and Scope

The transportation analysis scope and study area were identified through coordination with City of Kirkland, input received through multiple public open houses and public comments on the draft (June 2016) Transportation Impact Analysis as well as City review criteria. The transportation elements evaluated include:

- Street System
- Traffic Volumes
- Traffic Operations
- Site Access and Neighborhood Context
- Parking
- Traffic Safety
- Non-motorized facilities
- Transit service

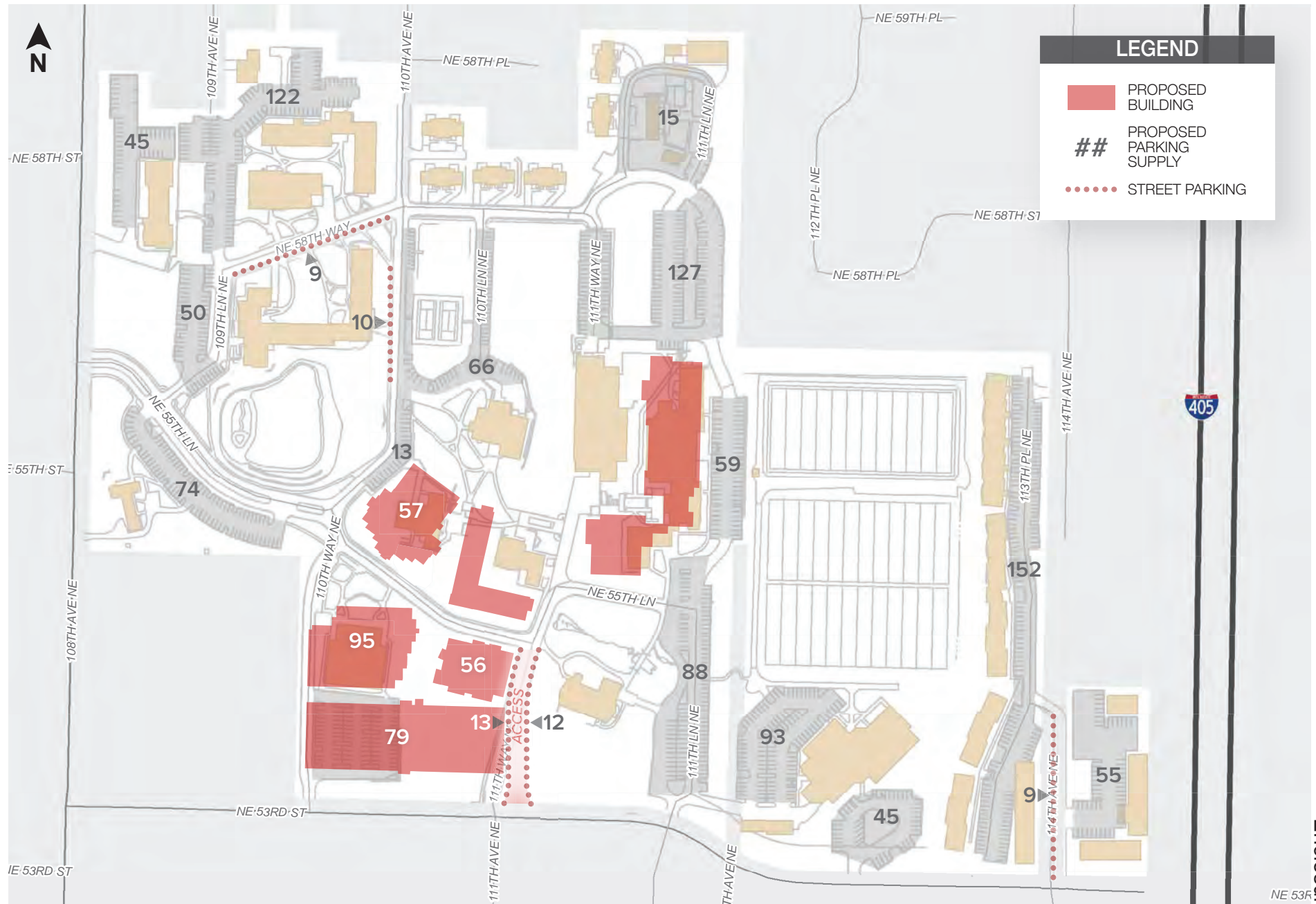
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<sup>3</sup> This square-footage is for buildings only and does not include parking structures. The proposed gross square-footage of development including parking structures is 364,910 square-feet.

In addition to the items noted above, the TIA addresses the following City staff comments:

- Access to and from NE 53rd Street and potential impacts to neighboring residential uses
- Street parking around the exterior of the campus
- Review of public comments on the draft TIA and incorporation of additional information, as appropriate





Enclosure 3

NE 53RD ST

# Proposed Campus Buildings and Parking Supply

Northwest University Master Plan

transpogroup **7**  
WHAT TRANSPORTATION CAN BE.

FIGURE

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The study follows the City's *Transportation Impact Analysis Guidelines* (August 2014). The study intersections are those that meet the City's minimum intersection proportional share impact criteria or were identified by City staff or through public comments. Appendix A contains the intersection proportional share calculation worksheets. The off-site study intersections include:

1. 6th Street S / Central Way
2. 6th Street S / Kirkland Way
3. 6th Street S / 9th Avenue S
4. State Street S / NE 68th Street
5. 108th Avenue NE / NE 68th Street
6. I-405 Ramps / NE 70th Street
7. 116th Avenue NE / NE 70th Place
8. 116th Avenue NE / I-405 Ramps
9. 132nd Avenue NE / NE 70th Place / Old Redmond Road
10. 108th Avenue NE / NE 60th Street
11. 108th Avenue NE / NE 53rd Street
12. 108th Avenue NE / NE 48th Street
13. 108th Avenue NE / NE 45th Street

In addition, the 7 NU site access driveways were studied including:

- A. 108th Avenue NE / Davis Driveway
- B. 108th Avenue NE / NE 55th Lane (Main Driveway)
- C. 110th Way / NE 53rd Street
- D. 111th Avenue NE / NE 53rd Street
- E. 111th Lane NE / NE 53rd Street
- F. Barton Driveway / NE 53rd Street
- G. 114th Avenue NE / NE 53rd Street

A review of daily traffic volumes along 108th Avenue NE shows that the highest traffic levels are during the weekday PM peak hour. The weekday midday peak hour traffic volumes along this corridor are approximately 35 to 50 percent less than weekday PM peak hour volumes. In addition, weekend peak hour traffic volumes along 108th Avenue NE are approximately 60 percent less than weekday PM peak hour traffic volumes. Consistent with the City TIA guidelines, the transportation analysis focuses on the weekday AM and PM peak commute periods (7:00 a.m. to 9:00 a.m. and 4:00 to 6:00 p.m.). These periods represent the highest cumulative total traffic for the adjacent street system providing a conservative timeframe for level of service (LOS) analysis.

The analysis summarized in the following sections describes existing (2016) conditions within the project vicinity, forecast future without-project conditions, and future with-project conditions. Future conditions were analyzed for a 2022 horizon year consistent with the City of Kirkland's six-year transportation concurrency horizon and 2037 conditions consistent with the anticipated buildout of the Master Plan. Forecast impacts are identified by comparing without-project impacts (i.e., assuming that student enrollment will remain equal to existing

conditions) to with the master plan impacts with increased campus enrollment and completion of the proposed tennis center and public use of the campus sports fields. The fitness center would serve NU students only and no public use is assumed in this analysis.

Based on additional feedback from the City and community members, a neighborhood focused transportation evaluation was also conducted. The analysis focused on campus-related cut-through traffic north and south of the University and the transportation context and impacts to NE 53rd Street adjacent to the campus.

## Existing Conditions

This section describes existing conditions within the identified study area. Characteristics are provided for the street system, traffic volumes, traffic operations, site access and surrounding neighborhood, parking, traffic safety, non-motorized facilities, and transit.

### Street System

The Northwest University campus is located north of NE 53rd Street and east of 108th Avenue NE. Table 2 summarizes the characteristics of the major streets in the vicinity of the campus. As shown on Figure 1 and in Table 2, the site is surrounded by neighborhood collectors with sidewalks and bicycle facilities provided in the immediate vicinity of the campus.

**Table 2. Study Area Existing Street System Summary**

Roadway	Arterial Classification <sup>1</sup>	Posted Speed Limit	Number of Travel Lanes	Parking	Sidewalks	Bicycle Facilities
I-405	Urban Interstate	60 mph	10 lanes <sup>2</sup>	No	No	No
NE 68th Street	Secondary Arterial	30 mph	2 to 3 lanes	No	Yes	Yes
132nd Avenue NE	Secondary Arterial	30 mph	2 to 3 lanes	No	Yes	Yes
116th Avenue NE	Collector Arterial	35 mph	2 to 4 lanes	No	Yes	Yes
State Street S	Collector Arterial	30 mph	2 lanes	Yes	Yes	Yes
108th Avenue NE	Neighborhood Collector	30 mph	2 to 3 lanes	No	Yes	Yes
NE 60th Street	Neighborhood Access Street	25 mph	2 lanes	Yes	Yes	No
NE 53rd Street	Neighborhood Collector	25 mph	2 lanes	Yes	Yes	No
NE 48th Street	Neighborhood Access Street	25 mph	2 lanes	Yes	No	No
NE 45th Street	Neighborhood Access Street	25 mph	2 lanes	Yes	Yes	No
6th Street S	Secondary Arterial	30 mph	2 lanes	Yes	Yes	Yes

1. Based on Washington State Department of Transportation (WSDOT) and City of Kirkland classifications.

2. A total of 10 lanes with 3 general purpose and 2 high occupancy vehicle/toll lanes are provided in the vicinity of the NE 70th Street interchange.

### Traffic Volumes

The City of Kirkland provided existing (2016) weekday PM peak traffic counts at several of the off-site study intersections. Additional weekday PM peak turning movement counts were conducted at the remaining study intersections and driveways in March and April 2016 and late January 2017. Weekday AM peak period traffic counts were also conducted at all study intersections and driveways in March and April 2016 as well as January 2017. Existing weekday AM and PM peak commute hour traffic volumes used for this analysis are summarized on Figure 4 with detailed traffic count data provided in Appendix B.

### Traffic Operations

Traffic operations at the off-site study intersections were evaluated and are characterized through an intersection level of service (LOS) analysis. LOS is a widely applied analysis technique for measuring the quality of traffic flow through intersections and comparing resulting traffic operations to adopted standards.

LOS values range from LOS A indicating free-flow traffic to LOS F indicating extreme congestion and long vehicle delays. Existing delays and LOS values were calculated using *Highway Capacity Manual* methods and the Synchro (version 9.1) software program. Appendix C provides a more detailed explanation of intersection LOS. This method uses

peak hour traffic volumes, intersection geometry, intersection control, and roadway characteristics as inputs to evaluate operations. All existing signal timing parameters were provided by the City of Kirkland and Washington State Department of Transportation (WSDOT). Table 3 summarizes the existing AM and PM peak hour intersection operations. Detailed LOS worksheets are provided in Appendix D. The City has an adopted LOS D standard and WSDOT has an adopted Mitigated LOS E<sup>4</sup> standard in the study area.

**Table 3. Existing Weekday Peak Hour Intersection LOS Summary**

Intersection	LOS Standard	AM Peak Hour			PM Peak Hour		
		LOS <sup>1</sup>	Delay <sup>2</sup>	WM <sup>3</sup>	LOS <sup>1</sup>	Delay <sup>2</sup>	WM <sup>3</sup>
1. 6th Street S / Central Way	D	F	98	-	C	31	-
2. 6th Street S / Kirkland Way	D	C	17	-	D	31	-
3. 6th Street S / 9th Avenue S	D	E	46	WB	F	57	WB
4. State Street S / NE 68th Street	D	B	17	-	C	29	-
5. 108th Avenue / NE 68th Street	D	E	67	-	E	63	-
6. I-405 Ramps / NE 70th Place	E	E	78	-	D	41	-
7. 116th Avenue NE / NE 70th Pl	D	D	54	-	C	27	-
8. 116th Avenue NE / I-405 Ramps <sup>4</sup>	E	C	24	-	E	56	-
9. 132nd Avenue NE / NE 70th Place	D	C	26	-	D	50	-
10. 108th Avenue NE / NE 60th Street	D	F	50	WB	E	45	WB
11. 108th Avenue NE / NE 53rd Street	D	F	63	WBL	F	54	WBL
12. 108th Avenue NE / NE 48th Street	D	C	23	WB	C	21	WB
13. 108th Avenue NE / NE 45th Street	D	C	20	WB	C	20	WB

Note: Shaded intersections operate below City of Kirkland or WSDOT LOS standards.

1. LOS as defined by the HCM (TRB, 2010)

2. Average delay per vehicle in seconds.

3. Worst movement (WM) reported for stop-controlled intersections where WB = westbound approach and WBL = westbound left-turn movement.

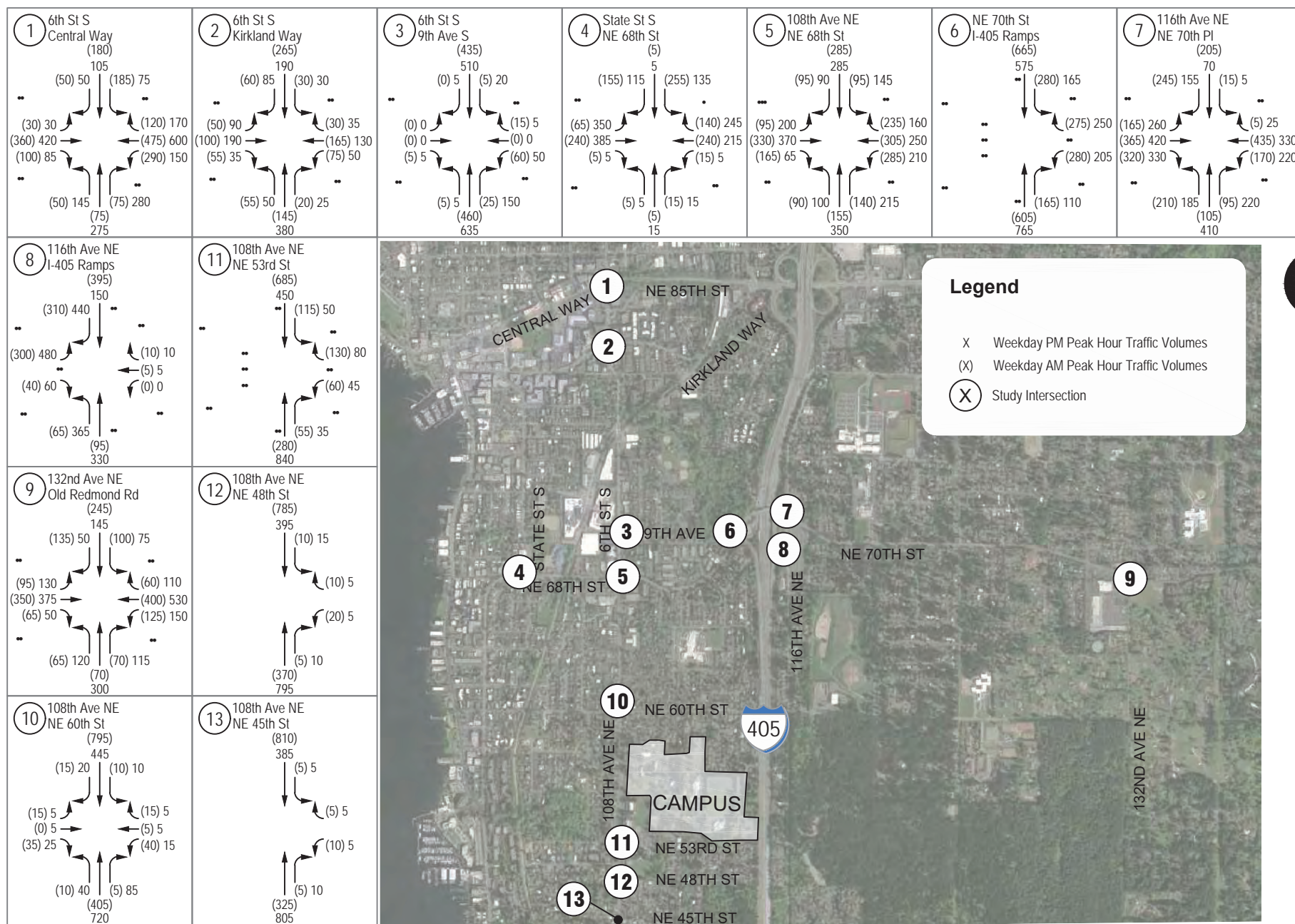
4. Analyzed in HCM 2000 due to intersection configuration and signal phasing.

As highlighted in the above table, several existing intersections operate below City and WSDOT LOS standards under either weekday AM or PM peak hour conditions. These include the 6th Street S/Central Way, 6th Street S/9th Avenue S, 108th Avenue NE/NE 68th Street, 116th Avenue NE/I-405 Ramps, 108th Avenue NE/NE 60th Street, and 108th Avenue NE/NE 53rd Street intersections.

## Site Access & Neighborhood Context

The Northwest University Campus is bordered by 108th Avenue to the west and NE 53rd Street to the south. The University currently has 7 driveways with 2 located along 108th Avenue NE and 5 along NE 53rd Street. These driveways are identified as locations A through G on Figure 5. The following sections summarize existing site access traffic volumes, driveway operations, and traffic conditions in the neighborhood surrounding the campus.

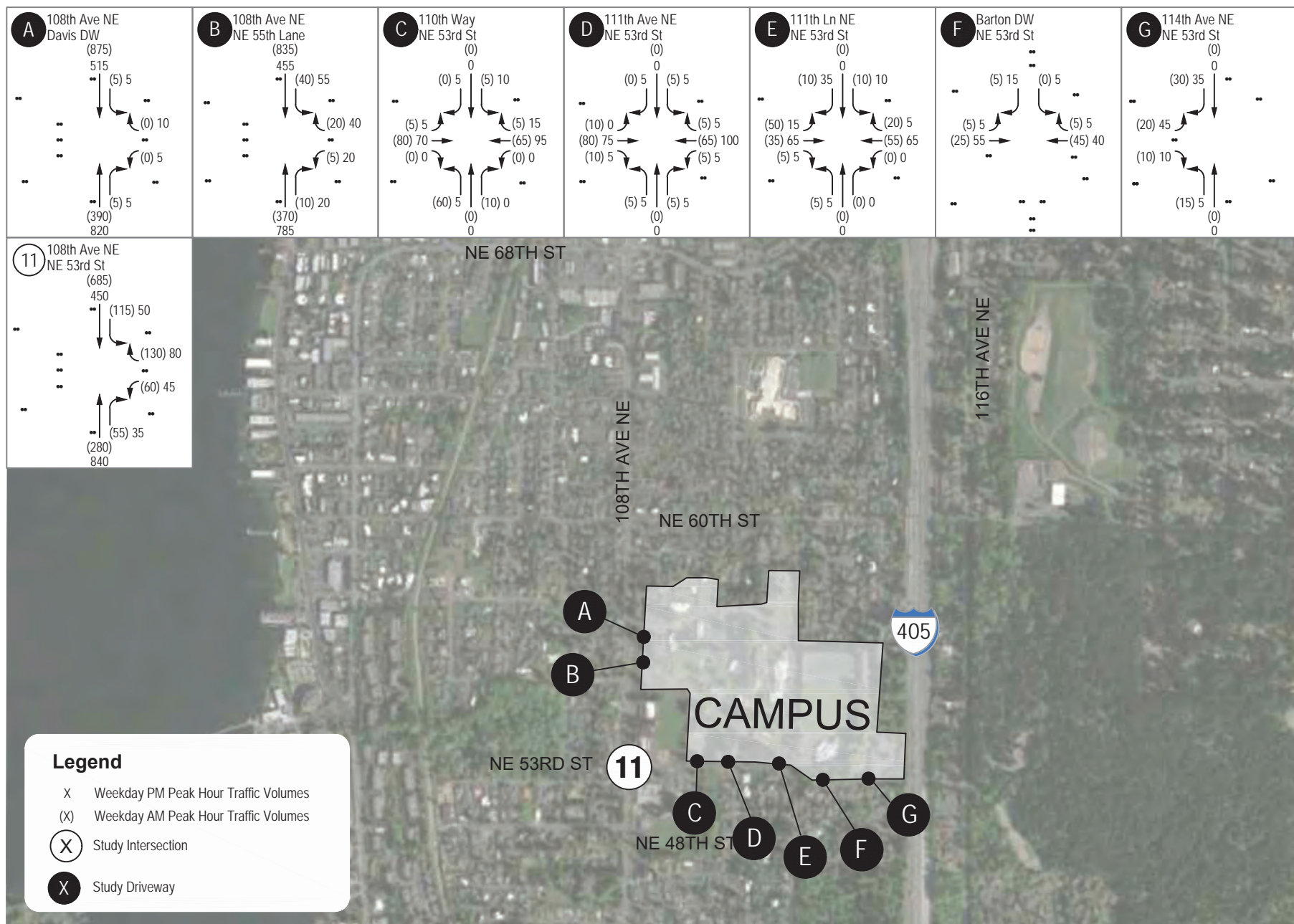
<sup>4</sup> The study area is within a Tier 1 inner urban areas, which is defined as a 3-mile buffer around the most heavily traveled freeways (e.g., I-405) and all designated urban areas. The LOS standard for Tier 1 routes is LOS E/Mitigated meaning that congestion should be mitigated when the weekday PM peak hour LOS falls below E. *Level of Service Standards for Washington State Highways. January 1, 2010.*



## Existing Off-Site AM & PM Peak Hour Traffic Volumes

Northwest University Master Plan





## Existing Site Access AM & PM Peak Hour Traffic Volumes

Northwest University Master Plan

FIGURE

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### Driveway Traffic Volumes

Weekday AM and PM peak hour traffic volumes at the driveways were collected in March and April 2016. Counts were collected over 3 different weekdays in support of forecasting the campus vehicular trip generation that is described in the future with-project section. To provide a conservative analysis, the date when the highest overall campus traffic volumes were observed during the 3 days<sup>5</sup> of collection was selected for evaluating site access traffic operations. Existing weekday AM and PM peak hour volumes used for this analysis are summarized on Figure 5. Note that the 108th Avenue NE/NE 53rd Street intersection is also shown since this is a primary access intersection to the 5 campus driveways along NE 53rd Street.

### Driveway Traffic Operations

Driveway traffic operations were evaluated based on the HCM 2010 methodologies using the Synchro 9.1 software program consistent with the analysis of off-site study intersections. Weekday AM and PM peak hour site access operations are summarized in Table 4.

**Table 4. Existing Weekday AM & PM Peak Hour Site Access LOS Summary**

Intersection	AM Peak Hour			PM Peak Hour		
	LOS <sup>1</sup>	Delay <sup>2</sup>	WM <sup>3</sup>	LOS <sup>1</sup>	Delay <sup>2</sup>	WM <sup>3</sup>
A. 108th Avenue NE / Davis Driveway	A	8	SBL	C	18	WB
B. 108th Avenue NE / 55th Lane NE (Main Driveway)	B	13	WB	C	20	WB
C. 110th Way / NE 53rd Street	B	10	NB	B	10	NB
D. 111th Avenue NE / NE 53rd Street	B	10	SB	A	10	SB
E. 111th Lane NE / NE 53rd Street	B	11	NB	B	10	NB
F. Barton Driveway / NE 53rd Street	A	9	SB	A	9	SB
G. 114th Avenue NE / NE 53rd Street	A	9	SB	A	10	NB
10. 108th Avenue NE / NE 53rd Street	F	63	WBL	F	54	WBL

Note: Shaded intersections operate below City of Kirkland LOS standards.

1. LOS as defined by the HCM (TRB, 2010)

2. Average delay per vehicle in seconds.

3. Worst movement (WM) reported for stop-controlled intersections where SBL = southbound left-turn movement, WB = westbound approach, NB = northbound approach, SB = southbound approach, and WBL = westbound left-turn movement.

As shown in Table 4, all existing campus driveways currently operate at LOS C or better during both weekday peak hours. As shown previously in Table 3, the westbound left-turn lane on NE 53rd Street at 108th Avenue NE currently operates at LOS F during the weekday AM and PM peak hours.

### Neighborhood Traffic Conditions

Existing traffic conditions in the neighborhood surrounding the campus were reviewed. Specifically, the review included a vehicle speed study along NE 53rd Street, neighborhood cut-through traffic study, and school activity in the vicinity of the NE 53rd Street/108th Avenue NE intersection.

#### NE 53rd Street Speed Study

Vehicle speeds along NE 53rd Street near the intersection with 111th Avenue NE were measured using a pneumatic tube traffic counter over a 7-day period in April/May 2016.<sup>6</sup> The

<sup>5</sup> The highest combined weekday AM and PM peak hour campus generated traffic occurred on Wednesday April 13, 2016.

<sup>6</sup> April 26 through May 2, 2016.

observed vehicle speeds were then reviewed to identify the median and 85th-percentile speeds to assess whether vehicle speeds are notably greater than the posted speed limit. The posted speed limit along this corridor is 25 mph.

The median speed value is the speed at which 50 percent of all traffic is traveling at or below, and is also known as the 50th-percentile speed. This statistical measure is typically used as a point of reference in understanding the prevailing conditions. The median speeds along a corridor should typically be under the posted speed limit. The 85th percentile speed is often used as a starting point for determining whether a speeding issue is present, and takes into account that 15 percent of drivers may be traveling much faster or slower than the posted speed. Typically, the 85th percentile speed should be approximately 5 mph over or under the posted speed limit.

The median and 85th-percentile speed results of the speed study are summarized in Table 5.

**Table 5. NE 53rd Street Speed Study Summary – East of 111th Avenue NE**

Direction	Speed Limit	Median Speed <sup>1</sup>	85th Percentile Speed <sup>1</sup>
Eastbound NE 53rd Street	25 mph	28.0 mph	32.5 mph
Westbound NE 53rd Street	25 mph	27.3 mph	31.8 mph

1. Based on data collected between April 26 and May 2, 2016

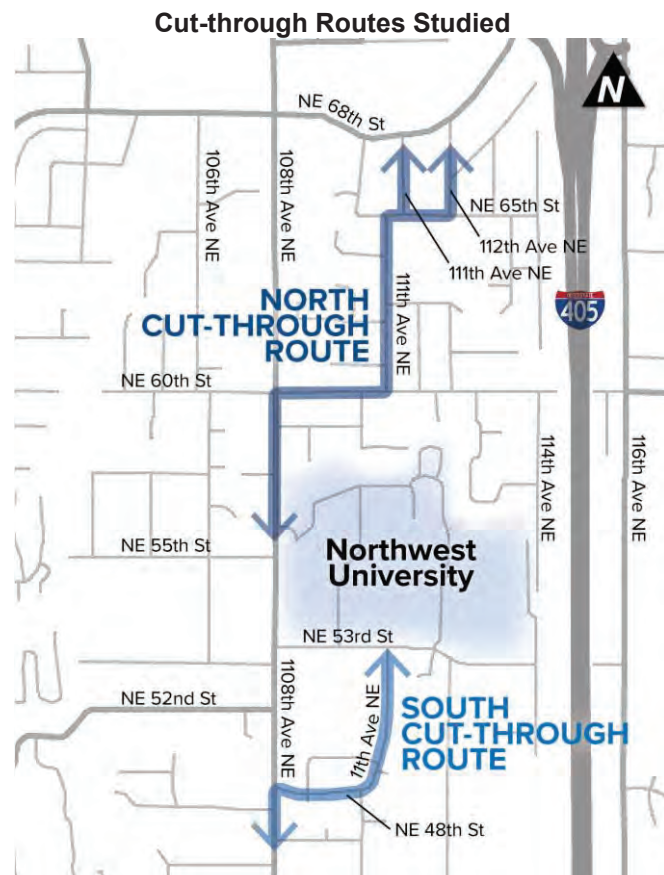
As shown, the median speed for both directions is approximately 28 miles per hour, while the 85th percentile speed is approximately 32 miles per hour. The MUTCD generally suggests that the 85th percentile speed be within 5 mph of the posted speed limit. The results show that the 85th percentile speed is approximately 7 mph above the posted speed limit indicating excessive speeds along this section of NE 53rd Street.

### Neighborhood Cut-Through Traffic

With existing congestion and queuing along 108th Avenue NE during weekday AM and PM peak hours, some drivers may choose to use neighborhood streets to avoid this congestion. Based on the neighborhood roadway network east of 108th Avenue NE and south of NE 68th Street, coordination with City staff, and feedback from the neighborhood, two cut-through routes were identified for further review as described and illustrated below.

- **North Cut-Through Route** – NE 60th Street to 111th Avenue NE, then to NE 65th Street and NE 68th Street further north
- **South Cut-Through Route** – 111th Avenue NE to NE 48th Street to 108th Avenue NE

To assess how much of this cut-through traffic is related to the campus, automatic license plate recognition (ALPR) technology was used to conduct this study. Cameras were placed along the NE 48th Street and NE 65th Street as well at the three highest volume campus



driveways and license plates were matched to identify the number of campus drivers using either of the neighborhood cut-through routes. The number of observed cut-through vehicles related to the campus are summarized in Table 6.

**Table 6. Weekday Peak Hour Neighborhood Cut-Through Traffic Volumes Summary**

Route	AM Peak Hour Campus Cut-Through <sup>1</sup>	PM Peak Hour Campus Cut-Through <sup>1</sup>
<b><u>North Neighborhood Streets</u></b>		
Inbound to Campus	2 vehicles	4 vehicles
Outbound from Campus	0 vehicles	4 vehicles
<b><u>South Neighborhood Streets</u></b>		
Inbound to Campus	0 vehicles	1 vehicle
Outbound from Campus	0 vehicles	0 vehicles

1. Based on data collected for 7-days from April 26 to May 2, 2016

As shown in Table 6, the observations indicate that neighborhood cut-through traffic specifically related to the campus is relatively minimal. There were fewer than ten vehicles per hour observed traveling between the campus and neighborhood routes to and from the north via 110th Avenue NE during the weekday peak hours. For routes through the neighborhood south of campus, no cut-through traffic was observed during the weekday AM peak hour and only 1 vehicle was observed during the weekday PM peak hour travelling to/from the campus. Based on traffic counts with the neighborhoods, campus related cut-through traffic was observed to be approximately 3 percent or less of the total traffic observed travelling in the same direction on the neighborhood street during the weekday peak hours. In general, these observations show no notable campus traffic volumes that travel these cut-through routes during peak conditions.

#### ***108th Avenue NE/NE 53rd Street School Activity***

Several school-related facilities exist in the vicinity of the 108th Avenue NE/NE 53rd Street intersection including:

- Lake Washington School District's Emerson K-12 school on the southeast corner
- Puget Sound Adventist Academy private school on the northeast corner
- Kirkland Children's School day care, preschool and kindergarten classes just north of NE 53rd Street on the west side of 108th Avenue NE

The travel activity for these 3 uses generally peak at similar times of day and include walking, passenger car drop-off/pick-up, transit, and school bus activities. The peak periods for activity for these 3 sites typically fall within the morning commute periods when children arrive at these facilities and again in the mid- to late- afternoon hour when they depart. Activities near the 108th Avenue NE/NE 53rd Street intersection that influence transportation conditions at this location include:

- Northbound and southbound 108th Avenue NE bus stops with shelters for King County Metro
- A mid-block crosswalk with overhead flashing warning lights across 108th Avenue NE between the east and west legs of NE 53rd Street
- Observed school bus loading northbound and southbound on 108th Avenue NE immediately south of both east and west legs of 53rd Avenue NE

Activity at this intersection was observed during both the morning peak (approximately 7:30 to 9:00 a.m.) and mid-afternoon peak periods (approximately 2:00 to 4:00 p.m.). The



observations noted various short-term congestion and blockages associated with school-related travel. This includes:

- Northbound Metro buses stopping at NE 53rd Street to load/unload, which results in passenger vehicles driving around stopped northbound transit vehicles
- Westbound NE 53rd Street queues forming from yielding to both 108th Avenue NE vehicle traffic and pedestrians using the mid-block crosswalk
- On-site queuing at the Kirkland Children's School extending onto 108th Avenue NE
- Lake Washington School District buses stopping on 108th Avenue NE south of NE 53rd Street

## Parking

On-campus parking and off-campus street parking were reviewed to understand existing conditions. The on-campus parking was reviewed for both typical and event conditions.

### *On-Campus*

#### **Typical Conditions**

The existing parking supply was inventoried and on-campus parking utilization was observed in March 2016. The existing campus contains 1,166 parking spaces designated for campus use. Parking is generally unassigned with no specific spaces designated for residents, commuters, or faculty/staff except for 201 parking spaces that are designed for the student apartments, 26 ADA spaces, 22 visitor parking spaces, 12 service vehicles parking spaces, 18 faculty/staff spaces, and 6 carpool spaces for a total of 285 parking spaces or approximately 24 percent of the on-campus spaces assigned. Based on the 2015 Commute Trip Reduction survey for the University employees, approximately 74 percent drive alone to the campus. Parking utilization counts were conducted hourly between 9 a.m. and 1 p.m. during a midweek day when school was in session. This time period represents when Northwest University class attendance is typically greatest. The observed peak campus parking utilization occurred between 10 and 11 a.m. with a total of 638 vehicles parked on campus or approximately 55 percent of the campus parking spaces occupied. Figure 6 summarizes the campus parking utilization during the peak period by lot. As shown on the figure, most of the parking lots are less than 85 percent utilized.

#### **Event Conditions**

The highest levels of event activity generally occur weekday evenings, weekends or during periods when the school is not in session. The largest capacity for events is currently the gymnasium, which has 300 seats. Currently, men's basketball has the highest attendance levels. Basketballs games typically occur on Friday or Saturday evenings at about 6 or 8 p.m., which is outside of the typical peak parking period for the Campus. During men's basketball games, the parking demand for the game is approximately 115 to 130 vehicles, which is accommodated in the Pavilion (gym) and Greeley (parking west of the gym and south of NE 55th Lane) parking lots. This results in a parking rate of approximately 0.38 to 0.43 vehicles per seat. There are currently no tournaments on campus and these are not anticipated to occur in the future. The college basketball playoffs are typically one game on-campus at a time with only the two teams playing at the game; therefore, peak parking demand is similar to a basketball game on the high end of the attendance level (i.e., 130 vehicles).



**Figure 6. Peak Campus Parking Utilization (10 – 11 a.m.)**

### ***On-Street***

The campus neighbors have identified potential on-street parking issues. To understand, the level of campus-related on-street parking occurring within the neighborhood on weekdays that street parking was inventoried. The parking inventory was conducted north and south of the campus along NE 48th Street, NE 50th Place, NE 53rd Street, NE 58th Place, NE 59th Street, NE 60th Street, 109th Avenue NE, 110th Avenue NE, 111th Avenue NE, 112th Avenue NE, and 114th Avenue NE. A total of 535 on-street parking spaces were inventoried. Parking data was collected between 9 a.m. and 1 p.m. on two weekdays: (1) when the University was in-session and (2) during the University spring break. The data collection period captures the time when the on-campus parking typically peaks. The parking survey showed approximately 30 to 50 vehicles parked resulting in approximately 5 to 10 percent of the 535 on-street parking spaces utilized.

Comparing the two days of parking surveys provides an understanding of on-street parking characteristics in the study area with and without the University in session, parking demand was higher when school was not in session compared to a school session count which implies an insignificant on-street parking impact. When analyzing only the streets immediately adjacent to the campus along 114th Avenue, NE 50th Street, NE 53rd Street, and NE 59th Street, the parking demand was approximately 5 percent higher (~1-2 vehicles) during the school session counts, which also implies an insignificant impact.

It is noted there is on-street parking occurring on weekends when services and events are occurring at the existing Chapel. Some of the mitigation measures being proposed for event management related to the Master Plan could be applicable to managing parking when the Chapel is being used.

## Traffic Safety

The collision history within the study area was reviewed to identify any locations where adverse safety conditions may exist. Collision data provided by WSDOT for the most recent three-year period (January 1, 2013 through December 31, 2015) was reviewed. Table 7 summarizes the number of collisions at each of the study intersections.

**Table 7. Three-Year Collision Summary – 2013 to 2015**

Intersection	Control	Number of Collisions			Annual Average	Collisions per MEV <sup>1</sup>	Critical Crash Rate
		2013	2014	2015			
1. 6th Street S / Central Way	Signalized	4	3	1	2.7	0.31	0.78
2. 6th Street S / Kirkland Way	AWSC	0	2	8	3.3	0.71	1.12
3. 6th Street S / 9th Avenue S	TWSC	0	0	0	0	0.00	0.00
4. State Street S / NE 68th Street	Signalized	1	0	0	0.3	0.04	0.80
5. 108th Avenue / NE 68th Street	Signalized	8	4	4	5.3	0.56	0.77
6. I-405 Ramps / NE 70th Place	Signalized	2	7	1	3.3	0.62	0.86
7. 116th Avenue NE / NE 70th PI	Signalized	11	12	4	9.0	1.01	0.78
8. 116th Avenue NE / I-405 Ramps <sup>4</sup>	Signalized	3	5	6	4.7	0.70	0.82
9. 132nd Avenue NE / NE 70th Place	Signalized	1	7	3	3.7	0.47	0.80
10. 108th Avenue NE / NE 60th Street	TWSC	1	1	0	0.7	0.13	0.19
11. 108th Avenue NE / NE 53rd Street	TWSC	0	2	1	1.0	0.18	0.18
12. 108th Avenue NE / NE 48th Street	TWSC	0	0	0	0.0	0.00	0.00
13. 108th Avenue NE / NE 45th Street	TWSC	0	0	0	0.0	0.00	0.00

Source: WSDOT, 2016.

1. The number of collisions per Million Entering Vehicles (MEV) assuming weekday PM peak hour traffic is approximately 10 percent of daily traffic.

A traffic safety review within the study area was completed by compiling crash rates (i.e., collisions per million entering vehicles) by study intersection to identify locations with potential safety issues. Based on the methodology found in Chapter 4 of the *Highway Safety Manual* (AASHTO, 2010), observed and critical crash rates at each study intersection were compared to identify where observed rates were higher than the calculated critical rate. The study intersections were grouped into three categories for calculating critical crash rates: (1) traffic signals, (2) side-street stop-control, and (3) all-way stop-control intersections. As shown in the table, the 116th Avenue NE / NE 70th Street intersection was the only intersection where the observed crash rate was greater than the critical crash rate.

Of the 27 total collisions that occurred at this location during the three-year period, however only 4 of the collisions occurred in 2015. The most common types were left-turn related (15), followed by rear-end (7), and angled (2). Of the 15 left-turn related collisions, 13 involved the westbound left turn movement. The left-turn signal phasing for this movement is currently protected/permitted. Over the last year collisions at this location have decreased with a total of 4 collisions and only 1 left-turn related collision in 2015. The City regularly monitors traffic safety to understand patterns and the need for safety improvements. Given that collisions, have recently decreased at this location no collision pattern is noted. This intersection would continue to be monitored by the City and if necessary safety improvements such as protected left-turn phasing could be implemented.

None of the reported collisions at this location involved a serious injury or a fatality. There were no pedestrian-related or bicyclist-related collisions that were reported within the study area during this period.

## Non-Motorized Facilities

Separated pedestrian facilities are provided throughout the study area. Sidewalks are provided on both 108th Avenue NE and NE 53rd Street within the immediate site vicinity of the campus. Further north of the site, NE 68th Street and 6th Street S also provide sidewalks on both sides of the street. A mid-block crosswalk with an overhead flashing warning lights is provided across 108th Avenue NE between the east and west legs of NE 53rd Street. Marked crosswalks are also provided across NE 53rd Street and 55th Lane NE (the main campus driveway) at 108th Avenue NE.

Separate bicycle lanes are provided along the majority of 108th Avenue NE with shared lanes along some portions where right-of-way is limited. North of NE 68th Street, 6th Street S provides dedicated bicycle lanes on both sides of the street. East of 108th Avenue NE, NE 68th Street also provides bicycle lanes on both sides of the street.

Pedestrian paths, sidewalks, and crosswalks are also provided throughout the campus to connect the campus facilities. There are some areas where connections are limited such as between the existing fields and the parking to the west and between the academic buildings within the lower campus and the FIRS and Student Apartments north of NE 53rd Street.

## Transit Service

Transit service in the study area is provided by King County Metro Transit and Sound Transit. The nearest bus stop to the campus is located along 108th Avenue NE approximately 250 feet north of the main driveway at NE 55th Lane. This bus stop is served by routes 255 and 540. An additional bus stop is provided at the NE 53rd Street intersection with 108th Avenue NE, but only serves route 255.

**Route 255** provides service from the Brickyard Park-and-Ride to Kirkland Transit Center to Downtown Seattle running 7 days a week. Service is provided on weekdays from approximately 5 a.m. to 11 p.m. with 15-minute headways during the weekday PM peak hour. Weekend service is also provided from approximately 6 a.m. to midnight with 30-minute peak headways.

**Route 540** travels between the University District and Kirkland running weekdays only. Service is provided from approximately 7 a.m. to 7:20 p.m. with 15-minute headways during the weekday PM peak hour.

## Transportation and Parking Management

Northwest University has an existing commute trip reduction program to encourage employees to use alternative modes to travel to and from campus. Existing campus amenities and program offerings include:

- Commuter information center and annual distribution of commuter information
- Campus Transportation Coordinator
- Bicycle parking and participation of Bike-to-Work Day
- Showers and lockers for employee use
- King County ride share online matching program
- Telecommute opportunities where job would allow
- Email updates on local transportation events and construction zones in the area
- Carpool parking with preferred parking spots for registered carpools

Northwest University issues parking permits for employees, students, and guests including general and carpool parking. Students are currently charged \$70 per academic year for parking permits and employee parking permits are a free benefit provided by the University. Registered carpools get preferred parking spots in either the Barton, Argue HSC, and Davis Building parking lots. There are currently 733 parking permits issued by the University including 136 for the student apartments, 115 faculty/staff and 482 for commuters and dorm residents. Campus security currently monitors the parking lots and tickets vehicles parked without permits. Vehicles operated or parked by a non-employee or non-student are not required to display a parking permit; however, guest vehicles can be registered with the University.

## Future Without-Project Conditions

This section describes future without-project conditions within the identified study area. Future conditions were analyzed for a 2022 horizon year consistent with the City of Kirkland's six-year transportation concurrency horizon and 2037 conditions consistent with the anticipated buildout of the Master Plan. The following sections summarize the planned changes to the street system, future forecasted traffic volumes, traffic operations, site access and the neighborhood context.

### Street System

The adopted Kirkland *2015-2020 Capital Improvement Program* (CIP) and current project website were reviewed to identify funded transportation improvements in the study area that would be completed by 2022 or 2037. In addition, the City of Kirkland's adopted *Transportation Master Plan*, November 2015, *City of Kirkland 2015 Comprehensive Plan Update & Totem Lake Planned Action – Final Environmental Impact Statement*, November 2015 and *City of Kirkland 2015 Comprehensive Plan Update & Totem Lake Planned Action – Draft Environmental Impact Statement* (DEIS), June 2015 were also reviewed to understand potential long-range improvements that could impact 2037 conditions in the study area.

Planned funded improvements are along 6th Street in the study area at intersections with 9th Street S, Kirkland Way, and Central Way. The 6th Street S intersections at 9th Street and Kirkland Way are expected to be signalized by the end of 2016. Phase 2 improvements to the 6th Street S/Central Way intersection are planned for construction in 2017. The intersection improvements include a second westbound left-turn lane, a bicycle lane, and pedestrian improvements. These improvements were reflected in the evaluation of future 2022 and 2037 traffic operations.

In addition to these specific improvements described above, the CIP also includes funding for the 6th Street South Corridor Study, which will also include the 6th Street Corridor Study and Houghton/Everest Neighborhood Center Plan. The City has hired a consultant for this work and is in the process of scoping the study. This study will develop a corridor and neighborhood plan including transportation solutions to accommodate growth in the study area. These solutions may include policies (e.g., parking policies), projects (e.g., intersection improvements) and programs (e.g., bike share). Given constraints along the corridor project will generally focus on transit, bicycle, and pedestrian facilities and consider safety, geometrics, and other transportation conditions along the corridor.

The *Transportation Master Plan* identifies, as part of this long-range plan, that the City should engage with WSDOT to discuss improvements of the existing interchanges including at NE 70th Street. In addition, the 2015 Comprehensive Plan Update DEIS notes a potential improvement to the 116th Avenue NE/NE 70th Street (NE 72nd Place) intersection to provide a dedicated southbound right-turn pocket.

### Traffic Volumes

Future (2022) weekday traffic volumes were forecast based on information provided by the City of Kirkland. City staff provided the 2022 weekday PM peak hour volumes at eight of the ten study intersections based on the City's travel demand model. Forecast at the 2 remaining off-site study intersections<sup>7</sup> were developed by applying a 2 percent per year growth rate to existing traffic volumes and adjusting results to account for balancing along the 6th Street, NE 68th Street, and 108th Avenue NE corridors to forecasts 2022 conditions. The City's

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<sup>7</sup> 6th Street/9th Avenue S and 108th Avenue NE/NE 53rd Street forecasts were developed based on a 2 percent per year growth rate.



travel demand model does not include weekday AM peak hour forecasts. Future weekday AM peak hour traffic volumes were determined by applying a growth rate to the existing AM peak hour volumes. The growth rate was determined based on the weekday PM peak hour forecasts from the City's travel demand model. Forecast (2022) without-project weekday AM and PM peak hour traffic volumes are summarized on Figure 7.

Future 2037 traffic volumes were forecast based on growth rate of 1.3 percent per year estimated by comparing existing 2016 traffic counts and 2035 traffic forecast from the City's adopted Transportation Master Plan, 2015. This growth rate was then applied to the 2022 traffic volume forecasts to forecast 2037 weekday AM and PM peak hour traffic volumes. Forecast (2037) weekday AM and PM peak hour off-site study intersection traffic volumes are summarized on Figure 8. The resulting forecasts are similar to those being evaluated in the 6th Street Corridor Study under modest change in growth scenario and approximately 2 percent less than the highest development scenario<sup>8</sup>.

## Traffic Operations

Traffic operations were evaluated for the forecast 2022 and 2037 without-project conditions using the LOS method described previously for existing conditions. All existing signal timing settings remained unchanged from existing conditions with the exception of the 6th Street intersections where the City has planned improvements. With completion of the planned second westbound-left lane at 6th Street/Central Way, traffic signal timing settings were optimized. The timing settings for the planned new traffic signals at 6th Street/Kirkland Way and 6th Street/9th Street S were also optimized.

Table 8 summarizes forecast 2022 without-project AM and PM peak hour intersection operations and Table 9 shows forecast 2037 operations. Detailed LOS worksheets are provided in Appendix D.

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<sup>8</sup> Based on a comparison of the 108th Avenue NE/NE 68th Street intersection forecasts.

**Table 8. Existing & Future Without-Project Weekday Peak Hour LOS Summary**

Intersection	LOS Standard	2016			2022 Without-Project		
		LOS <sup>1</sup>	Delay <sup>2</sup>	WM <sup>3</sup>	LOS <sup>1</sup>	Delay <sup>2</sup>	WM <sup>3</sup>
<b><u>Weekday AM Peak Hour</u></b>							
1. 6th Street S / Central Way	D	F	98	-	C	30	-
2. 6th Street S / Kirkland Way	D	C	17	-	A	10	-
3. 6th Street S / 9th Avenue S	D	E	46	WB	A	7	-
4. State Street S / NE 68th Street	D	B	17	-	B	17	-
5. 108th Avenue / NE 68th Street	D	E	67	-	F	108	-
6. I-405 Ramps / NE 70th Place	E	E	78	-	F	168	-
7. 116th Avenue NE / NE 70th PI	D	D	54	-	F	114	-
8. 116th Avenue NE / I-405 Ramps <sup>4</sup>	E	C	24	-	B	20	-
9. 132nd Avenue NE / NE 70th Place	D	C	26	-	D	41	-
10. 108th Avenue NE / NE 60th Street	D	F	50	WB	F	142	WB
11. 108th Avenue NE / NE 53rd Street	D	F	63	WBL	F	>180	WBL
12. 108th Avenue NE / NE 48th Street	D	C	23	WB	E	37	WB
13. 108th Avenue NE / NE 45th Street	D	C	20	WB	D	28	WB
<b><u>Weekday PM Peak Hour</u></b>							
1. 6th Street S / Central Way	D	C	31	-	D	48	-
2. 6th Street S / Kirkland Way	D	D	31	-	B	11	-
3. 6th Street S / 9th Avenue S	D	F	57	WB	A	7	-
4. State Street S / NE 68th Street	D	C	29	-	D	52	-
5. 108th Avenue / NE 68th Street	D	E	63	-	E	76	-
6. I-405 Ramps / NE 70th Place	E	D	41	-	E	73	-
7. 116th Avenue NE / NE 70th PI	D	C	27	-	C	35	-
8. 116th Avenue NE / I-405 Ramps <sup>4</sup>	E	E	56	-	F	81	-
9. 132nd Avenue NE / NE 70th Place	D	D	50	-	E	79	-
10. 108th Avenue NE / NE 60th Street	D	E	45	WB	F	82	WB
11. 108th Avenue NE / NE 53rd Street	D	F	54	WBL	F	128	WBL
12. 108th Avenue NE / NE 48th Street	D	C	21	WB	D	27	WB
13. 108th Avenue NE / NE 45th Street	D	C	20	WB	D	27	WB

Notes: Shaded intersections operate below City of Kirkland LOS D or WSDOT Mitigated LOS E standards.

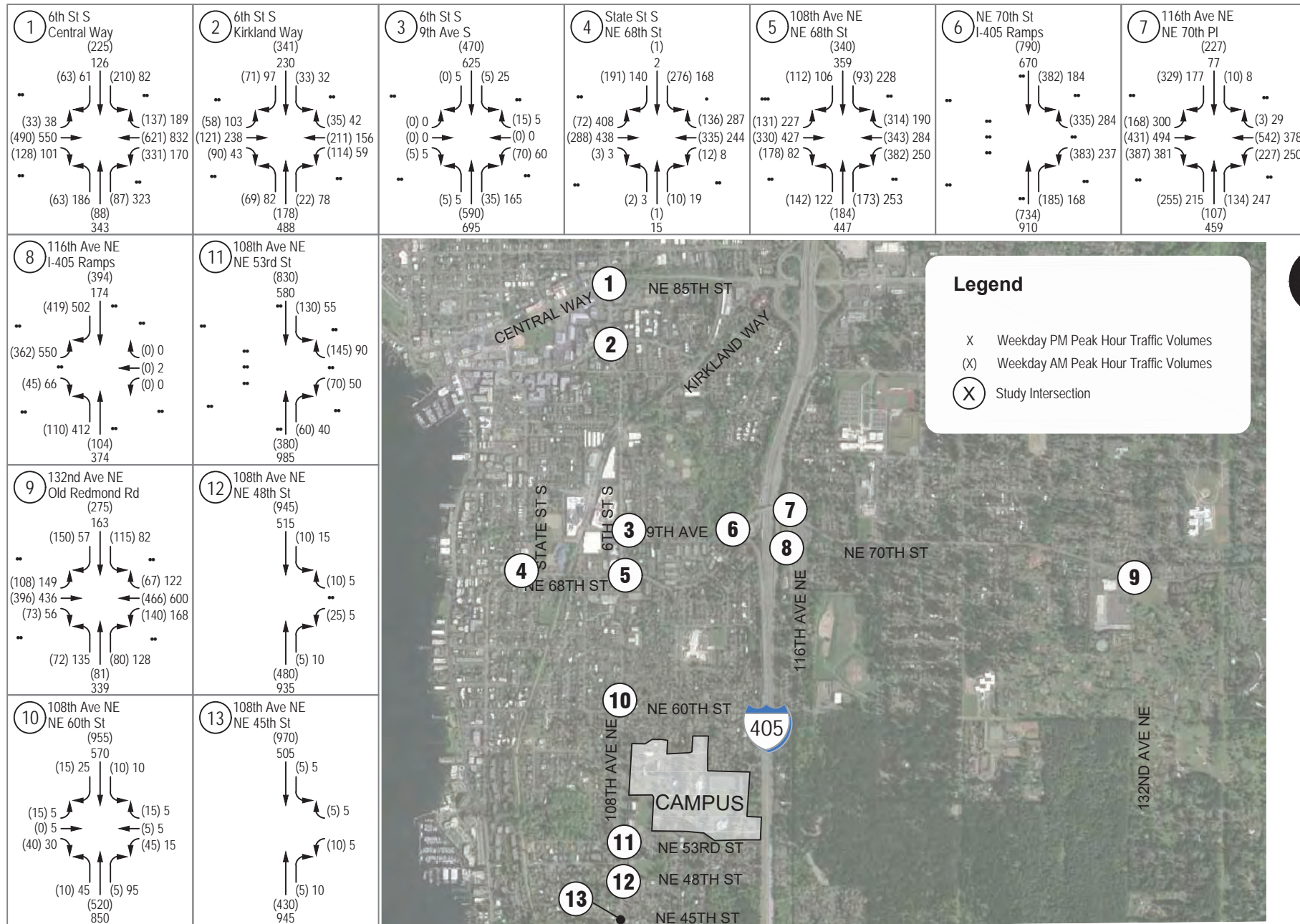
1. LOS as defined by the HCM (TRB, 2010)

2. Average delay per vehicle in seconds.

3. Worst movement (WM) reported for stop-controlled intersections where WB = westbound approach and WBL = westbound left-turn movement.

4. Analyzed in HCM 2000 due to intersection configuration and signal phasing.

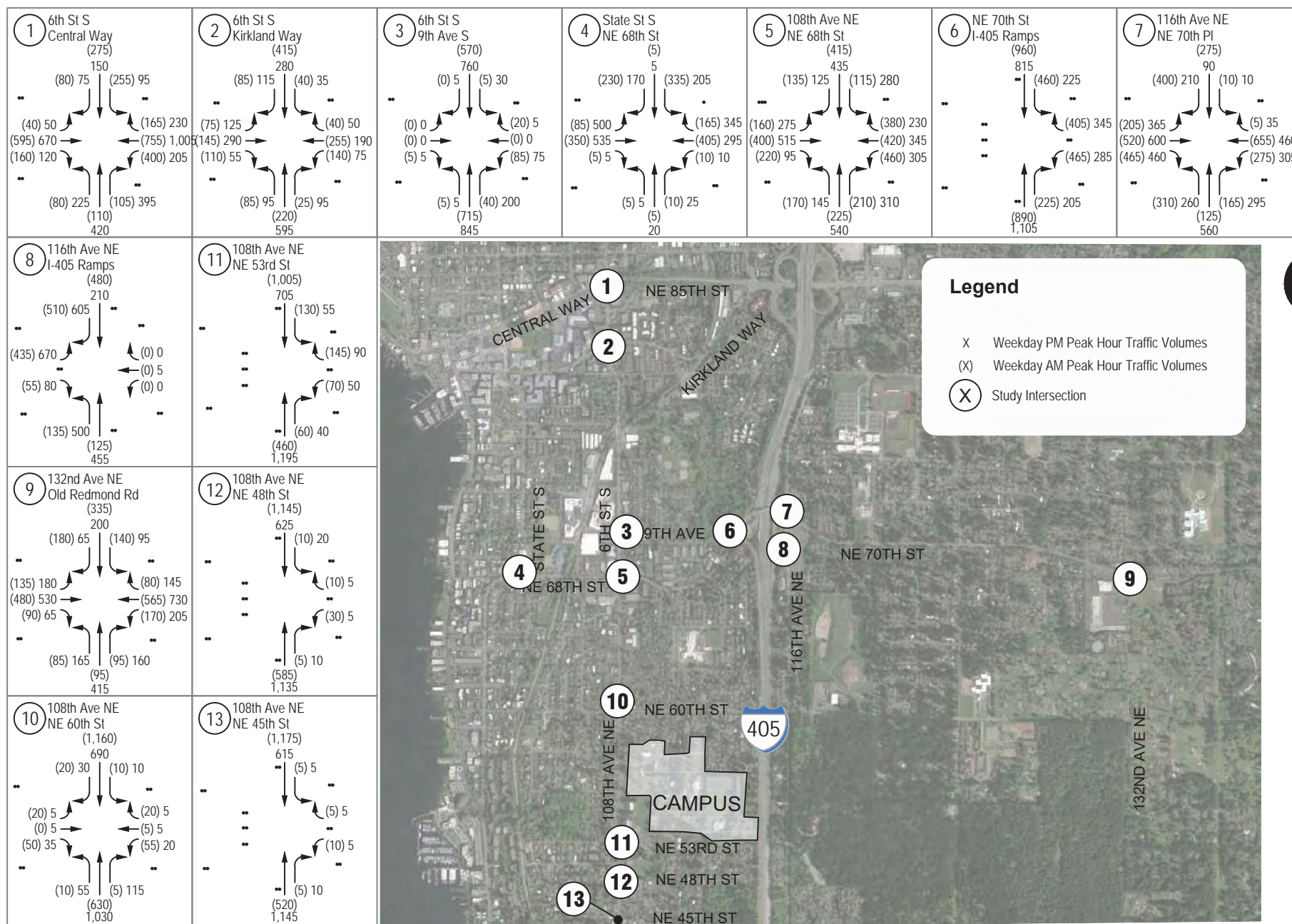




## 2022 Without-Project Off-Site AM & PM Peak Hour Traffic Volumes

Northwest University Master Plan





## 2037 Without-Project Off-Site AM & PM Peak Hour Traffic Volumes

Northwest University Master Plan



As shown in Table 8, with future planned improvements by 2022, LOS at 2 of the study intersections along 6th Street would improve compared to existing conditions during the weekday AM and PM peak hour.

In addition, in 2022 without the Master Plan, traffic operations are anticipated to worsen at 6 study intersections during the weekday AM peak hour and 7 study intersections during the weekday PM peak hour compared to existing conditions. The following off-site study intersections would operate below their applicable LOS standard under forecast 2022 conditions:

- NE 70th Street / I-405 Ramps
- 116th Avenue NE / NE 70th Place
- 108th Avenue NE / NE 68th Street
- 116th Avenue NE / I-405 Ramps<sup>4</sup>
- 132nd Avenue NE / NE 70th Place
- 108th Avenue NE / NE 60th Street
- 108th Avenue NE / NE 53rd Street
- 108th Avenue NE / NE 48th Street

**Table 9. Future Without-Project 2037 Weekday AM & PM Peak Hour LOS Summary**

Intersection	LOS Standard	AM Peak Hour			PM Peak Hour		
		LOS <sup>1</sup>	Delay <sup>2</sup>	WM <sup>3</sup>	LOS <sup>1</sup>	Delay <sup>2</sup>	WM <sup>3</sup>
1. 6th Street S / Central Way	D	D	54	-	F	88	-
2. 6th Street S / Kirkland Way	D	B	12	-	B	14	-
3. 6th Street S / 9th Avenue S	D	B	10	-	B	11	-
4. State Street S / NE 68th Street	D	B	17	-	F	96	-
5. 108th Avenue / NE 68th Street	D	F	151	-	F	103	-
6. I-405 Ramps / NE 70th Place	E	F	>180	-	F	142	-
7. 116th Avenue NE / NE 70th PI	D	F	>180	-	E	66	-
8. 116th Avenue NE / I-405 Ramps <sup>4</sup>	E	C	25	-	F	141	-
9. 132nd Avenue NE / NE 70th Place	D	F	88	-	F	145	-
10. 108th Avenue NE / NE 60th Street	D	F	>180	WB	F	>180	WB
11. 108th Avenue NE / NE 53rd Street	D	F	>180	WBL	F	>180	WBL
12. 108th Avenue NE / NE 48th Street	D	F	76	WB	E	41	WB
13. 108th Avenue NE / NE 45th Street	D	E	43	WB	E	39	WB

Notes: Shaded intersections operate below City of Kirkland LOS D or WSDOT Mitigated LOS E standards.

1. LOS as defined by the HCM (TRB, 2010)

2. Average delay per vehicle in seconds.

3. Worst movement (WM) reported for stop-controlled intersections where WB = westbound approach and WBL = westbound left-turn movement.

4. Analyzed in HCM 2000 due to intersection configuration and signal phasing.

As shown in Table 9, eleven of the thirteen off-site study intersections are forecast to operate below their applicable LOS standard under either weekday AM or PM peak hour conditions with long-term growth projected by 2037. The results of the 2037 analysis are consistent with the City's *Transportation Master Plan*, which identified congestion and poor intersections operations with anticipated growth levels along key corridors including 6th Street, Central Way, and the area of the NE 70th Street interchange.

## Site Access & Neighborhood Context

The following sections summarize forecast site access traffic volumes, driveway operations, and traffic conditions in the neighborhood surrounding the campus.

### Driveway Traffic Volumes

As described in the analysis scope description, future without-project traffic conditions were assumed to include no growth in on-campus student enrollment. The impacts of future student growth, facilitated by the proposed expansion of the campus infrastructure is documented in the Project Impact section of this study. Based on this no growth assumption, traffic volumes travelling to and from the campus were assumed to remain unchanged from existing conditions and background traffic volumes on NE 53rd Street and 108th Avenue NE were assumed to increase as previously described for the off-site study intersections.

Forecast weekday AM and PM peak hour traffic volumes at the site access driveways based on these assumptions are summarized on Figure 9 for 2022 conditions and Figure 10 for 2037 conditions.

### Driveway Traffic Operations

Traffic operations under forecast future traffic volumes were evaluated consistent with the methodology previously described. Table 10 summarizes the 2022 forecast without-project AM and PM peak hour intersection operations for the campus driveways and Table 11 summarizes 2037 forecast operations. Although not a direct access to the campus, the 108th Avenue NE/NE 53rd Street intersection has been repeated in the table due to its use as a primary access connection.

**Table 10. Future Without-Project 2022 Weekday AM & PM Peak Hour Site Access LOS Summary**

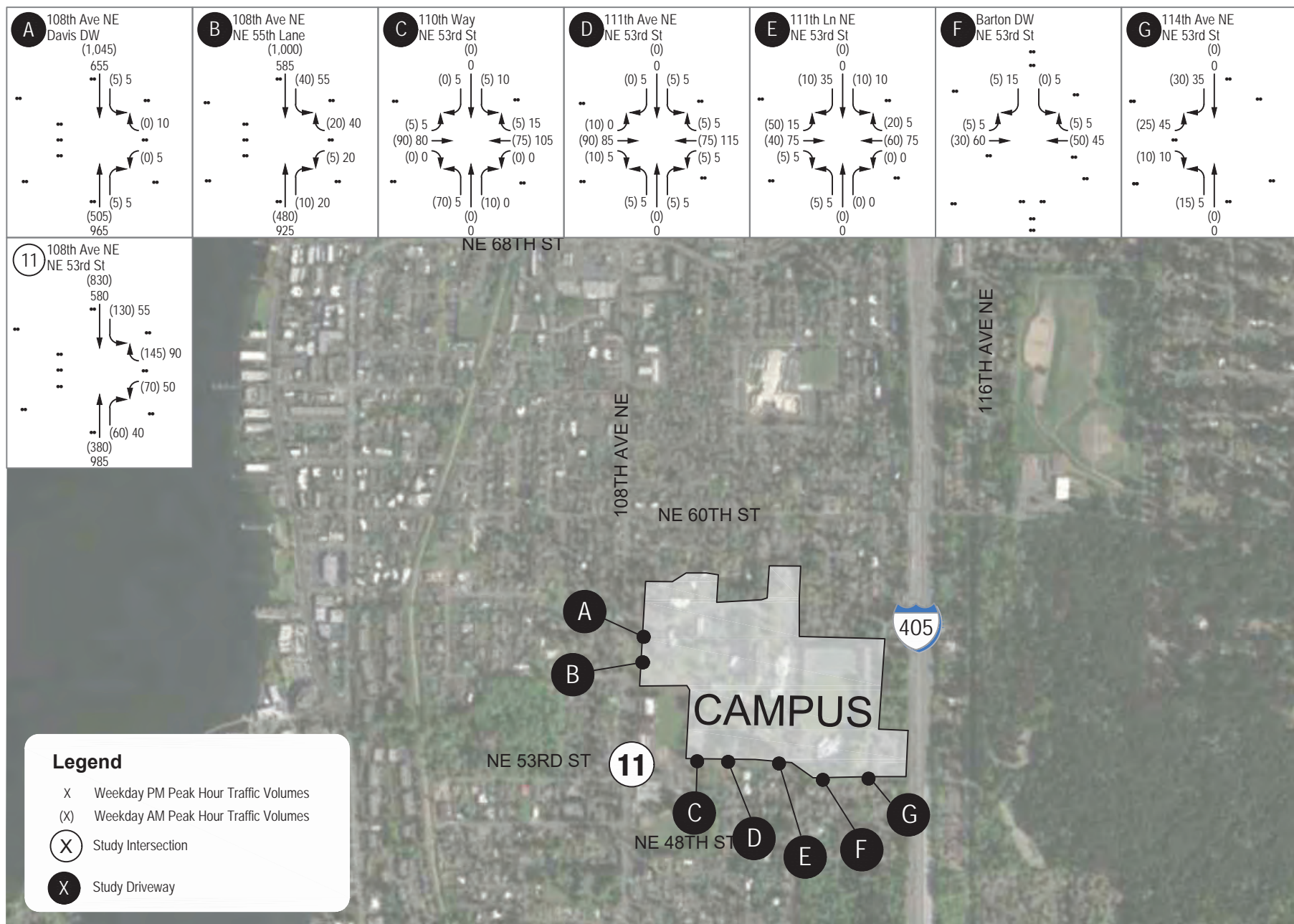
Intersection	AM Peak Hour			PM Peak Hour		
	LOS <sup>1</sup>	Delay <sup>2</sup>	WM <sup>3</sup>	LOS <sup>1</sup>	Delay <sup>2</sup>	WM <sup>3</sup>
A. 108th Avenue NE / Davis Driveway	A	9	SBL	C	21	WB
B. 108th Avenue NE / 55th Lane NE (Main Driveway)	B	15	WB	D	28	WB
C. 110th Way / NE 53rd Street	B	11	NB	B	10	NB
D. 111th Avenue NE / NE 53rd Street	B	10	SB	A	10	SB
E. 111th Lane NE / NE 53rd Street	B	11	NB	B	10	NB
F. Barton Driveway / NE 53rd Street	A	9	SB	A	9	SB
G. 114th Avenue NE / NE 53rd Street	A	10	NB	A	10	SB
11. 108th Avenue NE / NE 53rd Street	F	>180	WBL	F	128	WBL

Note: Shaded intersections operate below City of Kirkland LOS standards.

1. LOS as defined by the HCM (TRB, 2010)

2. Average delay per vehicle in seconds.

3. Worst movement (WM) reported for stop-controlled intersections where SBL = southbound left-turn movement, WB = westbound approach, NB = northbound approach, SB = southbound approach, and WBL = westbound left-turn movement.



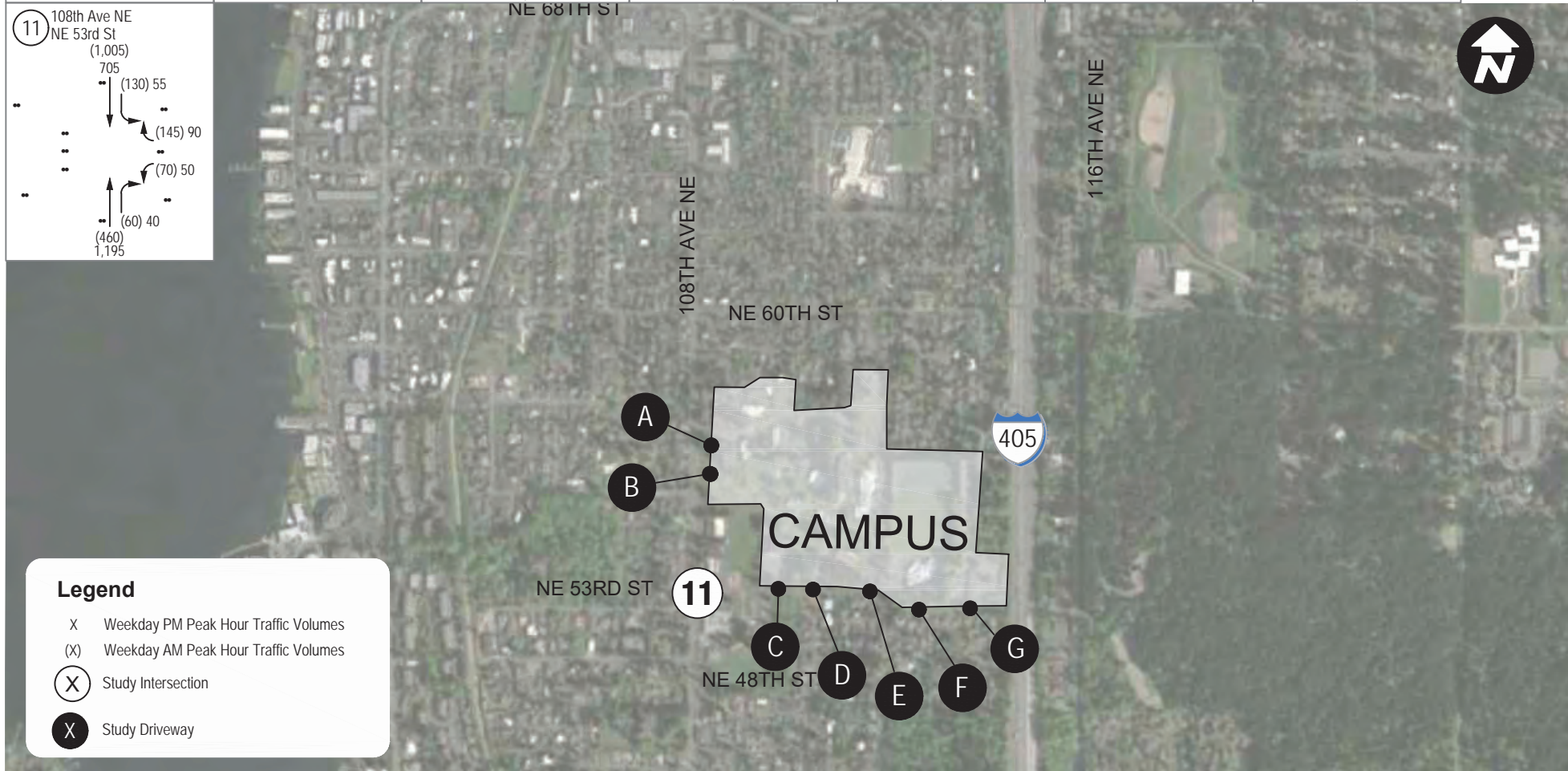
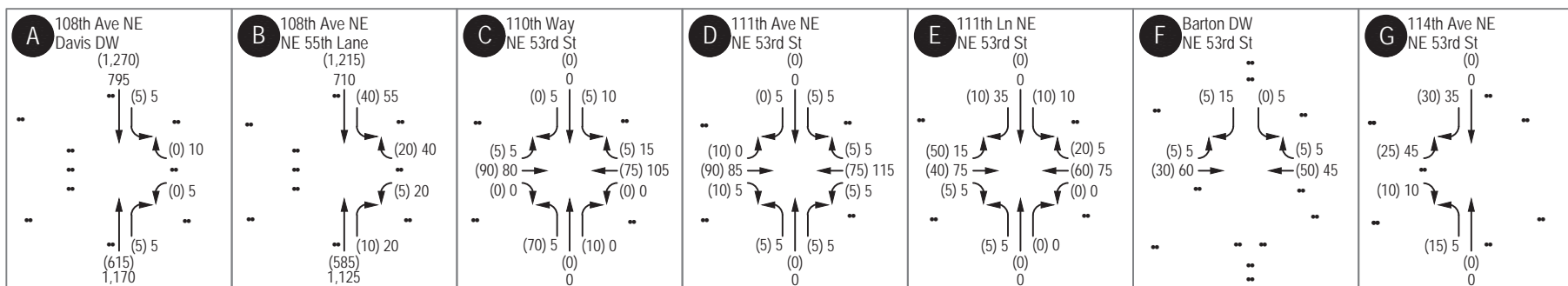
2022 Without-Project Site Access AM and PM Peak Hour Traffic Volumes

Northwest University Master Plan

FIGURE

9





2037 Without-Project Site Access AM &amp; PM Peak Hour Traffic Volumes

Northwest University Master Plan

FIGURE

10

**Table 11. Future Without-Project 2037 Weekday AM & PM Peak Hour  
Site Access LOS Summary**

Intersection	AM Peak Hour			PM Peak Hour		
	LOS <sup>1</sup>	Delay <sup>2</sup>	WM <sup>3</sup>	LOS <sup>1</sup>	Delay <sup>2</sup>	WM <sup>3</sup>
A. 108th Avenue NE / Davis Driveway	A	9	SBL	D	27	WB
B. 108th Avenue NE / 55th Lane NE (Main Driveway)	C	17	WB	<b>E</b>	<b>35</b>	<b>WB</b>
C. 110th Way / NE 53rd Street	B	11	NB	B	10	NB
D. 111th Avenue NE / NE 53rd Street	B	10	SB	A	10	SB
E. 111th Lane NE / NE 53rd Street	B	11	NB	B	10	NB
F. Barton Driveway / NE 53rd Street	A	9	SB	A	9	SB
G. 114th Avenue NE / NE 53rd Street	A	10	NB	A	10	NB
11. 108th Avenue NE / NE 53rd Street	F	>180	WBL	F	>180	WBL

Note: Shaded intersections operate below City of Kirkland LOS standards. The City's LOS standard does not apply to unsignalized site access driveways.

1. LOS as defined by the HCM (TRB, 2010)

2. Average delay per vehicle in seconds.

3. Worst movement (WM) reported for stop-controlled intersections where SBL = southbound left-turn movement, WB = westbound approach, NB = northbound approach, SB = southbound approach, and WBL = westbound left-turn movement.

As summarized in Table 10 and Table 11, all site access driveways are forecasted to operate at LOS C or better in both peak hours under 2022 conditions assuming no on-campus student enrollment growth. With further background traffic growth by 2037 and no campus growth, the 108th Avenue NE/55th Lane NE intersection is forecasted to operate at LOS E on the eastbound campus driveway approach during the weekday PM peak hour. In addition, as noted in the previous section, the 108th Avenue NE/NE 53rd Street intersection, which provides access to the campus driveways along NE 53rd Street, would operate at LOS F during both the AM and PM peak hours under 2022 and 2037 conditions.

### Neighborhood Traffic Conditions

Transportation-related conditions within the neighborhood immediately surrounding the campus are likely to remain similar to existing conditions under 2022 and 2037 without-project conditions. While some redevelopment is possible, the surrounding neighborhood is expected to generally remain single-family homes and no specific changes to the locations or operations of the schools located near the 108th Avenue NE/NE 53rd Street intersection are anticipated. As a result, the speeds, cut-through, and school conditions are likely to be similar to those identified previously in the existing neighborhood context section.

The existing cut-through studies north and south of campus show campus related cut-through traffic was approximately 3 percent or less of the total traffic observed travelling in the same direction on the neighborhood street during the weekday peak hours or 0 to 8 campus-related vehicles observed in the neighborhood. As traffic volumes increase in the future, the campus-related cut-through traffic in the neighborhood could increase. Based on the traffic forecasts and assuming campus-related cut-through represents 3 percent of the neighborhood traffic, future cut-through north of the campus could be up to 12 vehicles during the weekday peak hour in 2022 and up to 17 vehicles in 2037 and south of campus cut-through traffic could be up to 2 vehicles during the weekday peak hour.

### Non-Motorized Facilities

The City of Kirkland's *Transportation Master Plan* recommends pedestrian and bicycle facility improvements throughout the City to improve connectivity, access, and safety. As discussed previously, these improvements are generally unfunded but are part of the City's Transportation Master Plan recommendations in the immediate vicinity of the University. This includes creating a greenway along NE 52nd Street, NE 53rd Street and 114th Avenue NE to



facilitate bicycle access. This greenway would connect to the Cross Kirkland Corridor (major north-south separated non-motorized corridor that crosses the City) at NE 52nd Street and connect to the recommended NE 60th Street greenway via 114th Avenue NE.

## Project Impacts

This section documents project-generated impacts on the transportation system in the vicinity of the Northwest University campus associated with the proposed Master Plan. First, weekday commute peak hour vehicular traffic generation is estimated for the forecast campus enrollment growth, tennis center, and public use of the sports fields, and is then distributed and assigned to the study area. Next, future traffic volumes with the Master Plan are determined and potential traffic volume and operations impacts are identified. Lastly, potential impacts to the neighborhood, parking, traffic safety, non-motorized facilities and transit are addressed.

### Trip Generation

The anticipated growth in vehicle trip travel to and from the campus are generally associated with the on-campus student population. No individual development phase is anticipated to directly result in increased campus student enrollment; however, Northwest University does anticipate enrollment growth over the Master Planning analysis period and the additional buildings are intended to serve the general growth in campus population. Approximately 1,230 students attended classes on the Northwest University campus. This student enrollment includes undergraduate/graduate students living on-campus, undergraduate/graduate commuters, and adult evening class students. The enrollment does not include students enrolled in online classes or at other Northwest University campuses since these do not generate traffic or parking associated with the Kirkland main campus.

Based on information provided by Northwest University, over the next 6-years or by 2022, an increase of approximately 370 students is projected for the Kirkland campus<sup>9</sup> resulting in a total campus population of 1,600 students. In 20-years (2037), the campus student population is anticipated to increase by approximately 770 students for a total of approximately 2,000 students. The growth in student population reflects both on-campus residents and commuters. There are approximately 660 residential students on the existing campus, which is about 54 percent of the total 1,230 campus student population. The proposed residence hall would increase the students living on-campus in the next 6-years by 290 students resulting in a total of 950 students living on-campus, which is approximately 59 percent of the total campus student population living on-campus by 2022. With the decrease in commuter students and increase in residential student, the campus trip generation rate during peak periods could decrease. As a conservative estimate of potential traffic associated with the campus, the analysis assumes trip generation rates would remain consistent with current conditions.

In addition to increases in campus student population over the analysis period, the Master Plan includes some public uses of the proposed tennis center and sports fields as well as the proposed banquet facility within the Welcome Center. The public use of the tennis center and sports fields would likely generate traffic on a regular basis during the weekday periods while the banquet facility use would be intermittent. With intermittent use of the banquet facilities, this is not included as part of the typical weekday traffic projections; however, it has been evaluated independently to confirm adequate parking would exist for an event. As described above, banquet facility would only be available during off-peak hours. The following sections describe the method used to forecast vehicle trips for increases in campus student enrollment, and public use of the tennis center and sports fields.

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<sup>9</sup> The campus student population reflects the total headcount of students who attend classes on the Kirkland campus. It does not include online students or students attending Northwest University at other campus locations.

## Campus Trip Generation

The trip generation rates used to forecast the additional vehicle trips generated by increased Northwest University campus enrollment were determined based on traffic counts conducted at the existing campus driveways. Vehicular turning movement counts at the existing Northwest University access driveways were collected during weekday AM (7-9 a.m.) and PM (4-6 p.m.) peak periods on three separate days. Appendix E provides a summary of the campus-wide trip generation during weekday AM and PM peak hour and detailed count worksheets for the three days at each driveway location. The data showed trip generation varied from day-to-day; therefore, as a conservative estimate of trip generation, the existing trip generation rate was based on the highest AM and PM peak hour traffic volume observed.

Weekday daily vehicular trip generation was estimated based on data provided by automated vehicle counters placed at the two highest volume campus driveways over a seven-day period. Detailed count worksheets are also provided in Appendix E. Weekday daily and peak hour traffic volumes from the automated counters were used to identify factors that were applied to the weekday AM and PM peak hour vehicular trip generation rates to estimate a daily trip generation rate. Factoring the AM peak hour trip rate provides the greatest estimate weekday daily vehicular trip rate.<sup>10</sup>

Table 12 provides a summary of the weekday daily and peak hour trip generation rates, and summarizes the inbound distribution. Vehicle trip rates were based on the total on-campus student enrollment, which is reflective of undergraduate, graduate, and evening class students. As noted in existing conditions, evening classes begin at 6 p.m. so arrivals occur during the weekday evening commute period. A review of daily traffic patterns to and from the campus shows evening arrivals to campus are highest between approximately 3 and 6 p.m. and after this period.

**Table 12. Campus Vehicular Trip Generation Rates and Distribution**

Time Period	Vehicular Trip Rate <sup>1</sup>	Percent Inbound Trips
Weekday Daily	4.22 vehicles/student <sup>2</sup>	50%
Weekday AM Peak Hour	0.23 vehicles/student	60%
Weekday PM Peak Hour	0.32 vehicles/student	50%

1. Identified trip rate is based on the existing Kirkland campus student headcount of 1,230 students including undergraduate, graduate and adult evening classes. Online students or those attending classes at other campuses are not included.
2. Calculated by factoring the AM peak hour trip rate; Weekday AM peak hour volumes are 5.4 percent of daily volumes at the two highest volume campus driveways while PM peak hour volumes are 9 percent of daily volumes.

Compared to national data sets for colleges/universities trip rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual* (9th Edition), the observed rates are higher. The ITE trip rates are 0.17 vehicle trips per student during both the weekday AM or PM peak hours and 1.71 trips per student each weekday. Table 13 summarizes the forecast new vehicle trip generation for the increase on-campus student enrollment.

<sup>10</sup> Weekday AM peak hour volumes are 5.4 percent of daily volumes at the two highest volume campus driveways while PM peak hour volumes are 9.0 percent of daily volumes.

**Table 13. Campus New Vehicular Trip Generation<sup>1</sup>**

Time Period	Trip Rate <sup>1</sup>	2022 (+370 students)			2037 (+770 students)		
		Total	In	Out	Total	In	Out
Weekday Daily	4.22 per student	1,560	780	780	3,250	1,625	1,625
Weekday AM Peak Hour	0.23 per student	85	51	34	177	106	71
Weekday PM Peak Hour	0.32 per student	118	59	59	246	123	123

1. Reflective on the on-campus student enrollment. No student enrollment at other Northwest University campuses or online courses were included.

### *Tennis Center Trip Generation*

The proposed on-campus tennis center would be available to Northwest University as well as accommodate uses that are currently occurring at the Eastside Tennis Center. Use of the tennis center by on-campus University students and staff would not generate additional off-site trips as their trips were assumed to originate on-campus.

The Eastside Tennis Center is located at 10822 117th Place NE. Vehicle counts were collected at the current facility's doorway entrance on three weekdays during the weekday PM commute peak period. All tennis courts were occupied during the data collection period. Detailed count data is provided in Appendix E. The observations showed an average 43 weekday PM peak hour vehicular trips with 23 inbound and 20 outbound vehicles. The existing tennis center has 12 courts resulting in a vehicle trip rate of 3.58 trips per court with a distribution of 58 percent inbound trips. This vehicular trip generation is greater than published in *Trip Generation* for the Racket/Tennis Club land use (LU #491)<sup>11</sup>. The proposal would reduce the number of courts to 6 resulting in 22 weekday PM peak hour vehicle trips (12 inbound, 10 outbound).

Eastside Tennis Center classes currently operate at capacity during weekday PM peak period and below capacity during weekday AM peak period. To provide a conservative forecast of potential tennis center traffic, weekday AM peak hour tennis center trips were assumed to be equal to PM peak hour trips. However, a 50 percent inbound trip distribution consistent with *Trip Generation* information for a fitness center (LU #492), a similar type of use, was assumed since directional trip information is not available for the *Trip Generation* tennis/racket club land use (LU #491).

Weekday daily trips were estimated by factoring the observed PM trips using trip generation rates for Racket/Tennis Club published in *Trip Generation*.<sup>12</sup> This results in approximately 250 weekday daily vehicle trips. Tennis center trip generation for these time periods is summarized in Table 14. Tennis center would be operated throughout the day. The trip generation shown during the peak hours is when all tennis courts are occupied; therefore, it is anticipated under typical operations hourly trip generation throughout the day would be similar to or less than shown in Table 14. The tennis center has limited viewing areas and there is not seating to watch matches; therefore, it is not anticipated that there would be tournament activity at this location.

<sup>11</sup> LU #491 – 3.35 vehicles per tennis court during the weekday PM peak hour of the adjacent street.

<sup>12</sup> Weekday daily vehicle trips for LU #491 = 38.70 per tennis court.

**Table 14. Campus Tennis Center New Vehicular Trip Generation**

Time Period	Trip Rate <sup>1,2</sup>	Total	In	Out
Weekday Daily <sup>3</sup>	38.7 per court	250	125	125
Weekday AM Peak Hour	3.58 per court	22	11	11
Weekday PM Peak Hour	3.58 per court	22	12	10

1. Weekday rate based on Institute of Transportation Engineers *Trip Generation*, 9th Edition tennis/racket club land use (#491).

2. Based on data collection at the Eastside Tennis Center in Kirkland in April 2016 for the weekday AM and PM peak hour trip generation rate.

3. Trip generation rounded up.

### *Public Sports Field Use Trip Generation*

Public use of the sports fields could include a variety of organizations to support community sports. Northwest University would have first priority for field use; therefore, public field use would generally occur in the evenings or on weekends. The sports fields would be configured to accommodate a variety of team sports including baseball, softball, soccer, and lacrosse. Based on a review of the potential sports that may use the field, youth soccer (under 8 years old) is likely to be the worst-case weekday peak trip generator and has been used to estimate potential weekday PM peak hour vehicular trip generation for public use of the sports fields.<sup>13</sup> Adult soccer has more players on a team but the fields would only provide for up to 4 teams whereas youth soccer could accommodate up to 16 teams; therefore, an evaluation of youth soccer provides a worst-case estimate of weekday activity. Public use of the sports fields would typically occur after 5 p.m. In total, 128 children and 32 coaches could be on-site during practice. This assumes up to 16 teams could practice concurrently. Assuming approximately 25 percent of parent drop-off their children and the remaining stay to watch the practice, this results in an estimated 160 inbound and 32 outbound vehicle trips, or 192 total weekday PM peak hour vehicle trips.

Weekday daily trips associated with the youth soccer accounts for parents returning to pick-up their children and assumes only one youth soccer session during the weekday. Forecast weekday PM peak hour and daily vehicular trip generation associated with public use of the Northwest University ball fields is summarized in Table 15. Since public use of the sports fields during mid-week periods would only occur during evening time periods, no AM peak hour trips would occur.

**Table 15. Public Sports Field Use Vehicular Trip Generation (Youth Soccer)**

Team Member	Weekday PM Peak Hour			Weekday Daily		
	In	Out <sup>1</sup>	Total	In	Out	Total
32 Coaches	32	0	32	32	32	64
128 Players with Parents	128	32	160	160	160	320
<b>Total</b>	<b>160</b>	<b>32</b>	<b>192</b>	<b>192</b>	<b>192</b>	<b>384</b>

1. Assumes 25 percent of the players' parents drop them off to practice and then return to pick them up during the weekday PM peak hour.

<sup>13</sup> Based on the field size, up to 16 teams could practice at one time with 8 players per team and 2 coaches per team resulting in 160 people. Adult soccer would have 4 teams at one time with about 17 players (including substitutes) and potentially 2 coaches per team resulting in 84 people.



### *Trip Generation Summary*

Table 16 provides a summary of the trip generation for the proposed Master Plan for both 2022 and 2037 future scenarios.

**Table 16. Master Plan Estimated New Vehicular Trip Generation**

Land Use	Size	Trip Rate <sup>1,2</sup>	2022			2037		
			Total	In	Out	Total	In	Out
<b><u>Weekday Daily</u></b>								
Northwest University Campus	+370 students (2022) +770 students (2037)	4.22 per student	1,560	780	780	3,250	1,625	1,625
Tennis Center <sup>3</sup>	6 courts	38.70 per court	250	125	125	250	125	125
Public Sports Field Use	-	=	<u>320</u>	<u>160</u>	<u>160</u>	<u>320</u>	<u>160</u>	<u>160</u>
<b>Total</b>			<b>2,130</b>	<b>1,065</b>	<b>1,065</b>	<b>3,820</b>	<b>1,910</b>	<b>1,910</b>
<b><u>Weekday AM Peak Hour</u></b>								
Northwest University Campus	+370 students (2022) +770 students (2037)	0.23 per student	85	51	34	177	106	71
Tennis Center	6 courts	3.58 per court	22	11	11	22	11	11
Public Sports Field Use	-	=	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<b>Total</b>			<b>107</b>	<b>62</b>	<b>45</b>	<b>199</b>	<b>117</b>	<b>82</b>
<b><u>Weekday PM Peak Hour</u></b>								
Northwest University Campus	+370 students (2022) +770 students (2037)	0.32 per student	118	59	59	246	123	123
Tennis Center	6 courts	3.58 per court	22	12	10	22	12	10
Public Sports Field Use	-	=	<u>192</u>	<u>160</u>	<u>32</u>	<u>192</u>	<u>160</u>	<u>32</u>
<b>Total</b>			<b>332</b>	<b>231</b>	<b>101</b>	<b>460</b>	<b>295</b>	<b>165</b>

1. Site specific trip rates calculated based on field observations for the campus daily and peak hour conditions and Eastside Tennis Center peak hour conditions. Daily trip rate for tennis center based on Institute of Transportation Engineers *Trip Generation*, 9th Edition tennis/racket club land use (#491).
2. Trip generation for the sports fields is based on use of the fields for youth soccer.
3. Trip generation rounded up.

As summarized in the table, the campus master plan is estimated to generate 2,130 daily trips, 107 AM peak hour trips, and 332 PM peak hour trips in 2022. In year 2037, the master plan is estimated to generate 3,820 daily trips, 199 AM peak hour trips, and 480 PM peak hour trips.

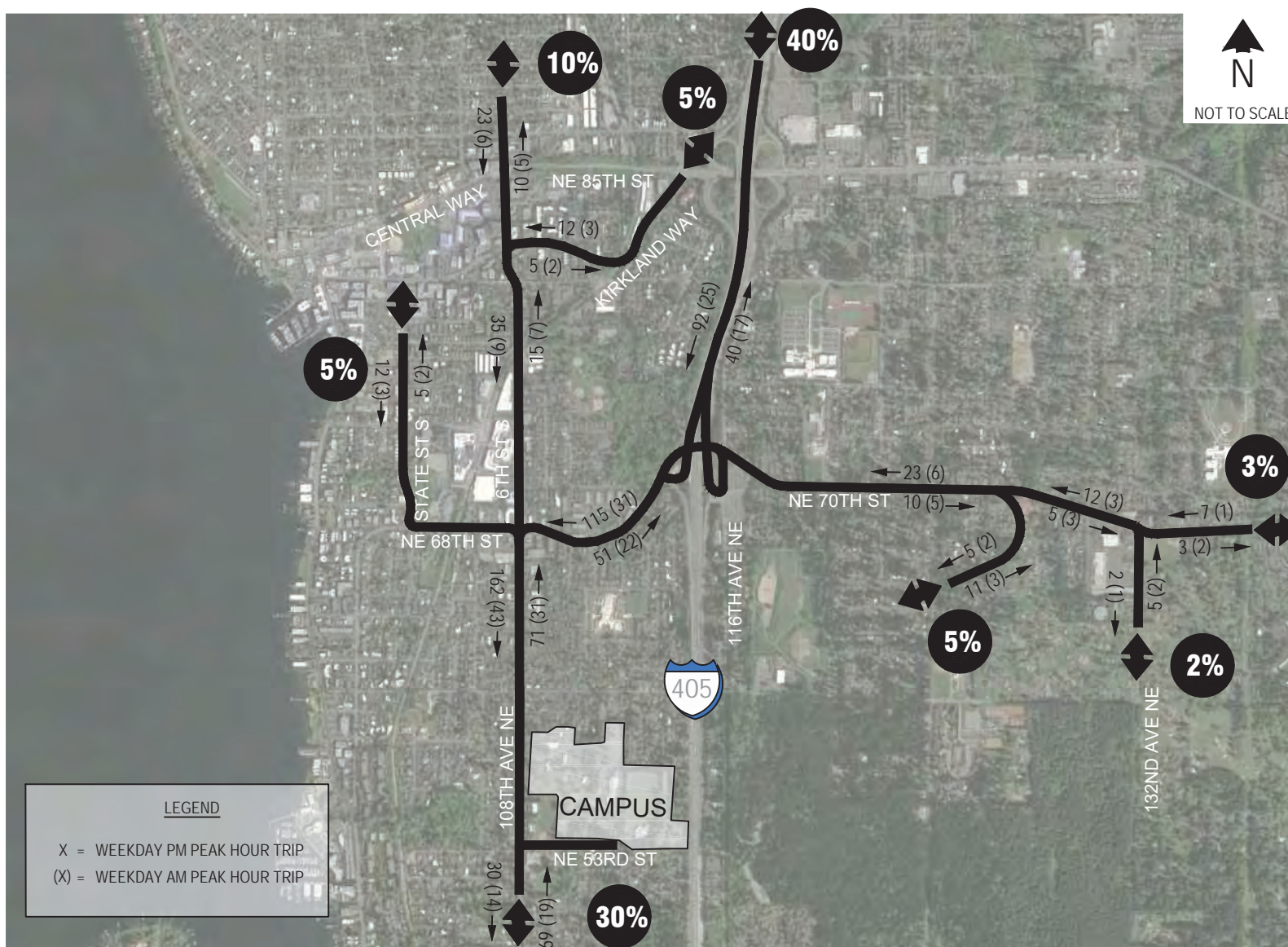
### **Trip Distribution and Assignment**

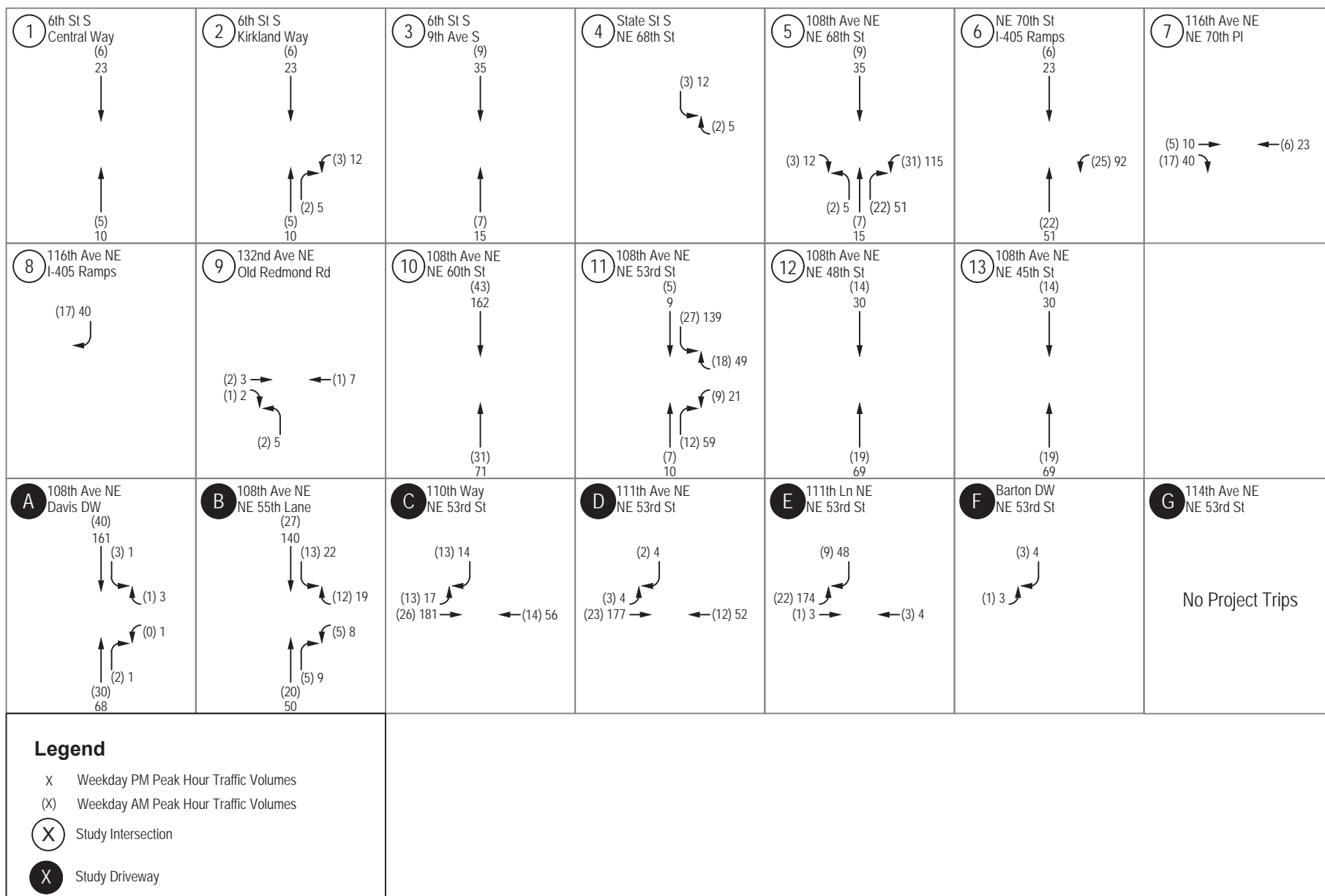
The distribution of project traffic was based on a combination of information provided by the City of Kirkland, existing travel patterns at the study intersections, and analysis of the off-campus students' zip codes. Figure 11 through Figure 14 summarizes the distribution pattern and project trip assignment for all proposed land uses and analysis years 2022 and 2037 respectively.

As shown, approximately 30 percent of the on-campus student enrollment generated traffic was forecast to/from the south on 108th Avenue NE, 10 percent to/from the east on NE 70th Street east of I-405, 40 percent northbound on I-405, and the remaining 20 percent to/from the north on State Street and 6th Street S. When assigning trips to the campus driveways, future school generated trips were assumed to distribute proportionally based on the existing driveway distribution.

The tennis center trips were assigned exclusively to the 110th Way NE driveway due to location of the proposed tennis center and parking garage. Lastly, trips generated by public

use of the ball fields were assigned exclusively to the 111th Lane NE driveway due to its proximity to the sports fields and large parking lots. Master Plan-related vehicle trips were added to the future 2022 and 2037 without-project traffic volumes to form the basis of the with-project analysis. Figure 15 shows the 2022 forecast with-project weekday AM and PM peak hour traffic volumes at the off-site study intersections and 2037 with-project traffic volumes are shown in Figure 16.

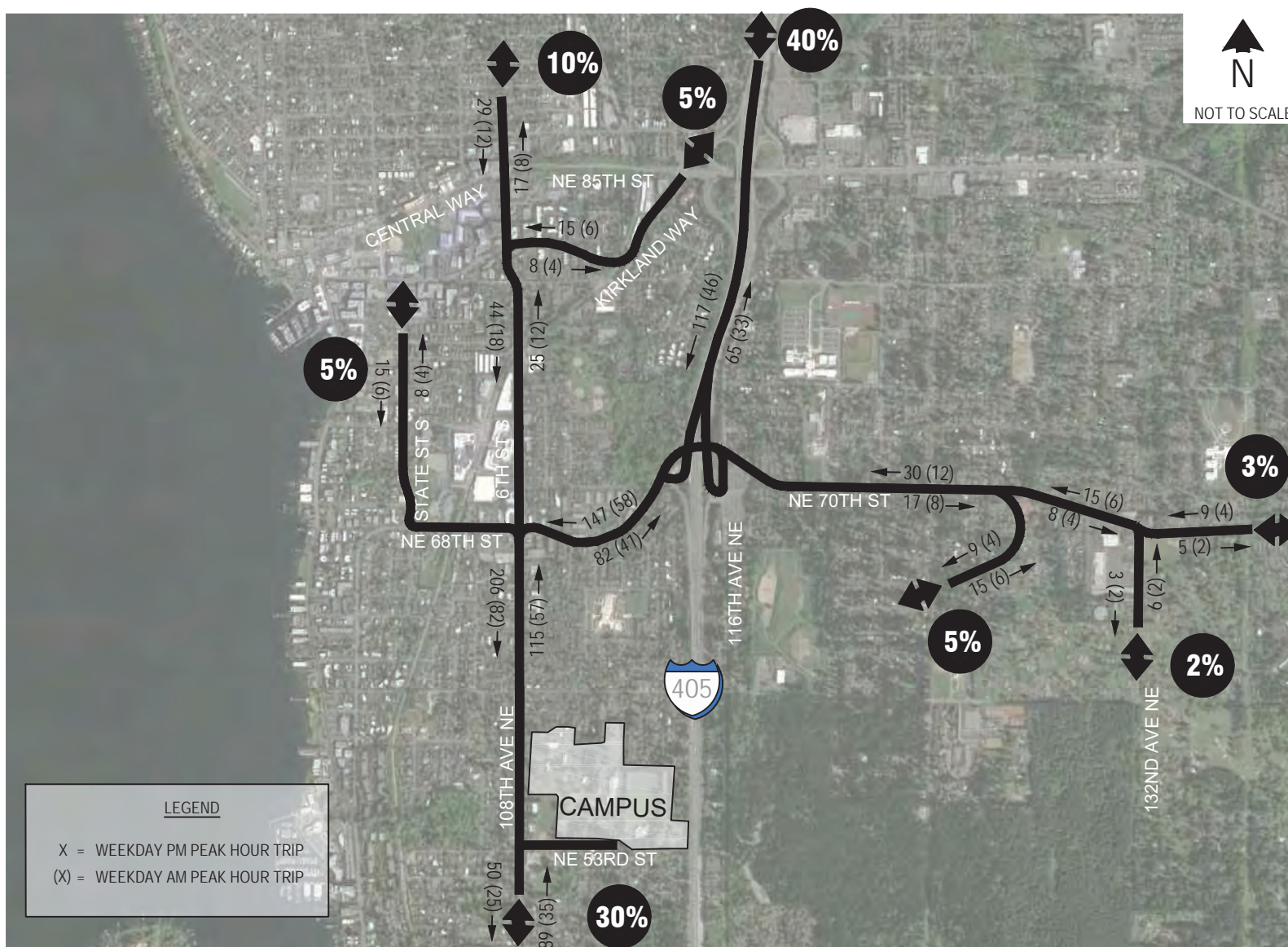




## 2022 Project Trip Assignment

Northwest University Master Plan

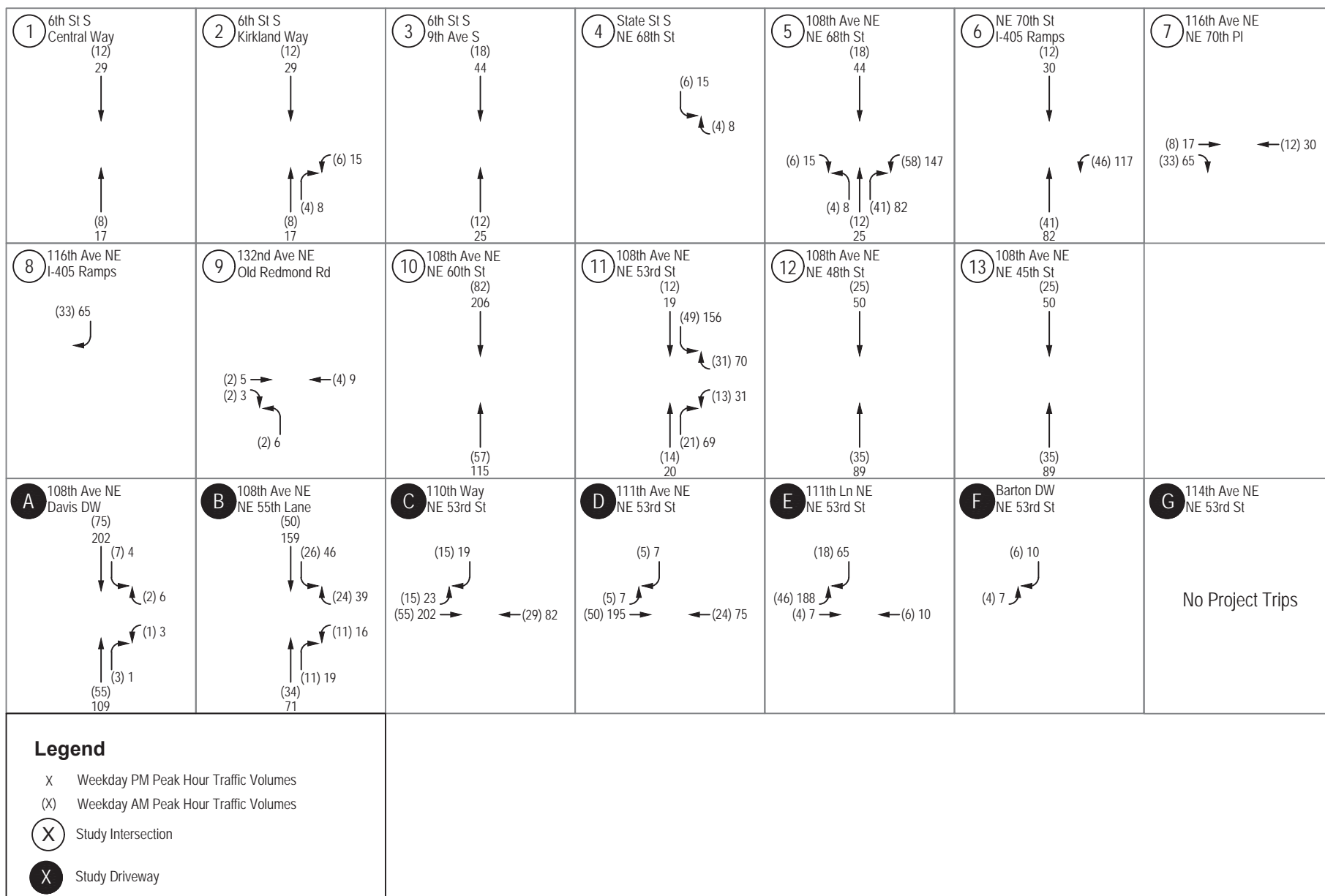




## 2037 Project Trip Distribution

Northwest University Master Plan





## 2037 Project Trip Assignment

Northwest University Master Plan