

MEMORANDUM

DATE: March 29, 2016

TO: Adam Lundberg, Principal, AML Construction

FROM: Michael Read, PE, Principal, TENW

SUBJECT: 3803 NE 155th Street Mixed Use –Response to Peer Review Comments
TENW Project No. 3418

This memorandum summarizes responses to peer review comments received by the City of Lake Forest Park by DN Traffic Consultants, Inc. associated with the proposed development known as the *3803 NE 155th Street Mixed Use* project near the intersection of NE 155 Street and Ballinger Way (SR 104) intersection in Lake Forest Park, WA. Upon completion, the project would remove an existing single family home and garage, and build a mixed use building with up to 34 residential apartments, 750 square-feet of office, and 44 on-site parking stalls in structured parking. An additional 2 on-street parking stalls would be constructed.

Traffic-related comments received on the City-required traffic demand and site access evaluation included:

- Additional justification of project trip generation to support the analysis;
- Site access needs to evaluate the ability for site generated traffic to make U-turns on Bothell Way within the available "weave" distance (250 feet); and
- Justification of proposed parking supply should be provided along with an evaluation of the parking impact of mixed use development in terms of shared parking stalls.

Project Trip Generation

The proposed mixed use project is located at 3803 NE 155th Street (within the *Southern Gateway Subarea Plan*), adjacent to the Sheridan Market east of Ballinger Way (SR 104), is proposing up to 34 apartment units and 750 square-feet of office uses. Currently, the project is also proposing an on-site amenity space/common area for residents on the 2nd floor above the proposed ground-floor office. Under an alternative trip generation scenario, this 750 square-foot floor area was also tested as additional rental office space under a worse-case scenario.

The total height of the structure is 6 stories, of which, residential units would be provided on floors 3 through 6 (4 floors in total). The four levels of apartment units reflects the Mid-Rise Apartment definition in ITE Trip Generation Manual (between 3 and 10 floors) and has been accepted and applied throughout King/Snohomish County as accepted practice by TENW for these types of residential uses. Given the location, size of units, transit availability, application of a general

apartment land use rate or Low-Rise or High-Rise apartments is not applicable. This distinction is also consistent with the original trip generation assumptions applied within the *Southern Gateway Subarea EIS*, where a distinction in apartment type was applied.

Direct application of fitted curve equations are also not applicable to such a low number of units as the linear equations are adjusted significantly above or below the X-axis for complexes that have a high number of units. In the case of Mid-Rise Apartments, use of the fitted curve would reduce a.m. peak hour or p.m. peak hour by 10 to 11 hourly trips (the linear rate falls below the X-axis) and result in a trip generation estimate well below those estimated in the *Traffic Demand and Site Access Analysis* for the *3803 NE 155th Street Mixed Use* project, March 2016, TENNW. As such, average rates are the only reasonable method applicable to the proposed development.

Site Access

The site access conclusion stands as presented on its own merits given the relative increase in traffic demands (3 vehicles or less directionally) at NE 155th Street onto Lake City Way (SR 522). This managed access assumption was evaluated and considered in the *Subarea Gateway EIS*, and found acceptable that both operational and safety levels would be provided. The currently managed access was designed and placed specifically to serve the NE 155th Street dead-end street which currently generates both residential and commercial vehicle trips (Sheridan Beach Market). The restricted or managed access (as noted in the) allows for U-turn movement opportunities at an existing "yield movement" to the north and a "signalized intersection" to the south. Other turning movement opportunities are provided further upstream or downstream, but these are the most proximate and likely to be used. Regardless, the proportional increase in enter and exiting trips that would use these movements (U-turn movements) does not warrant or trigger the analysis requested.

Parking Demand

Parking was evaluated in a previous memo during the initial application and found to be adequate. Within the June 22, 2015, memorandum prepared by TENNW, an evaluation of City code, parking demand estimates based on national/local parking generation rates, and the potential for shared parking at the site is included in the evaluation of on-site parking demand. *Parking Generation, 4th Edition, Institute of Transportation Engineers*, and *Shared Parking, 2nd Edition, Urban Land Institute* to estimate peak on-site demand for parking by use and hourly utilization profiles for a typical weekday. During peak evening hours (after 9:00 p.m.), peak demand for on-site parking is estimated at 31 stalls, while during typical weekday daytime hours during normal business hours, peak on-site parking demand is estimated at 26 stalls when residential demand is reduced and office uses are at their peak.

Additional stalls have been added to the project since the initial application, and as such the proposed 44 on-site parking stalls and 2 new on-street parking would result in no off-site parking impacts.

If you have any questions regarding the information presented in this memo, please call me at (206) 361-7333 x 101 or mikeread@tenw.com.