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May 2, 2016

To: Robin D. Nelson, P.E.
PACE Engineers

Andrea Flower
City of Lake Forest Park

From: Gary A. Norris, P.E., P.T.O.E.
DN Traffic Consultants, Inc.

Subject: 3803 NE 155th Street Mixed Use
Re: Response to TENW Comments

This memorandum was prepared in response to a memo from Michael Read, P. E, TENW to Adam Lundberg, AML Construction dated March 29, 2016 regarding TENW's response to peer review comments submitted by this Consultant in a memo dated March 11, 2016. Michael Read's clarification of the proposed development changes the comments offered in the March 11, technical memorandum as follows:

Project Trip Generation

The March 29 response memo clarifies the design of the building as including four (4) stories of apartment development.

- In response to this information, it is noted the Institute of Traffic Engineers (ITE) Trip Generation Manual for this type of development identifies ITE Land Use Code 223 *Mid Rise Apartments* as the appropriate land use. Under this land use code, the small independent variable sample size included in the ITE data base does not support the use of the "fitted curve equation". As such, the application of the "average rate" is appropriate for the proposed mixed use development.

Site Access

The response memo suggests a directional site generated volume of "3" vehicles per hour or less at the NE 155th Street/Bothell Way intersection is not sufficient to warrant and analysis of the weaving created by vehicles attempting to cross two lanes of Bothell Way traffic in less than 225 feet to enter the left turn pocket at NE 155th Place. Furthermore, the memo states the *Southern Gateway Subarea EIS* evaluated and considered this managed access assumption, which promotes "u turns" at the adjacent intersections, and found that acceptable operational and safety levels would be provided.

- In response to this comment, the following is offered:
 - The peak hour volume for the 34 apartments using Land Use Code 223 Mid Rise Apartments is 13 (8 in and 5 out) during the PM peak hour and 10 (3 in and 7 out) during the AM peak hour. In addition to these volumes is the trip generation associated with the up to 1,500 gsf of office use.
 - Although, the *Southern Gateway Subarea EIS* identified the potential for U-turns at the signalized intersection of NE 153rd Street and the uncontrolled intersection of NE 155th Place, there was no analysis of the impact of these maneuvers at the NE 155th Place intersection or the impact of the necessary weaving maneuver on mainline Bothell Way between NE 155th Street and NE 155th Place.
 - Current volumes on Bothell Way are approaching capacity during the peak hours. The addition of five to seven peak hour trips attempting to weave across two lanes has the potential to create an adverse impact on Bothell Way.
 - Even though the impact of weaving created by the U-Turn was not analyzed, it is recognized a tacit approval of the impact of this maneuver has been given by approval of the *Southern Gateway Subarea EIS*.

Parking Demand

The purpose of the peer review comment was to indicate the potential for reducing parking supply based on the mixed use character of the development. The response memo documented how the parking demand for the proposed development was determined which considered shared use parking. The memo further stated the 44 parking stalls provided exceed the anticipated demand of 31 stalls, based on a shared use analysis, by 13. Therefore, no offsite parking impacts are anticipated.

Pedestrian Access

No comments were offered in regards to the proposed pedestrian access provisions. Therefore, it is believed this improvement is acceptable.

"A review of the existing roadway serving the site, NE 155th Street, illustrates there are no pedestrian facilities serving the proposed site. It is suggested the City require the applicant provide a pedestrian delineated path along NE 155th Street from the site to Bothell Way (SR 522)."

Conclusion

The following conclusions are offered in regards to the March 29 response memo:

- 1) The proposed application is consistent with the proposed development for Zone 13 as stated in the *Southern Gateway Subarea EIS*.
- 2) The *Southern Gateway Subarea EIS* identified the impacts of the proposed mixed use development.
- 3) Project Trip Generation - assuming four stories of apartment development, the use of the "average rate" for LU Code Mid Rise Apartments is appropriate. No additional analysis is necessary.
- 4) Site Access -although the an analysis of the expected weaving movement from NE 155th Street to NE 155th Place to allow U-Turns was not analyzed in the EIS, it is assumed that approval of the *Southern Gateway Subarea EIS* gives tacit approval to the impacts of the weaving maneuver. No further analysis is necessary.
- 5) Parking Demand. The proposed on-site parking supply exceeds the anticipated demand. Therefore no offsite impacts are anticipated.

6) Pedestrian Access - a delineated pedestrian pathway should be provided from the site to Bothell Way.

If you have any questions regarding these comments, please feel free to contact me at (425)765-5721.

Thanks

Gary