



Memorandum

City Engineer Patrick Yamashita

To: Robin Proebsting, Senior Planner
From: Patrick Yamashita, City Engineer
Subject: DSR20-001 (Xing Hua Project, 2885 78th Ave. SE) Street Standards
Date: August 19, 2020

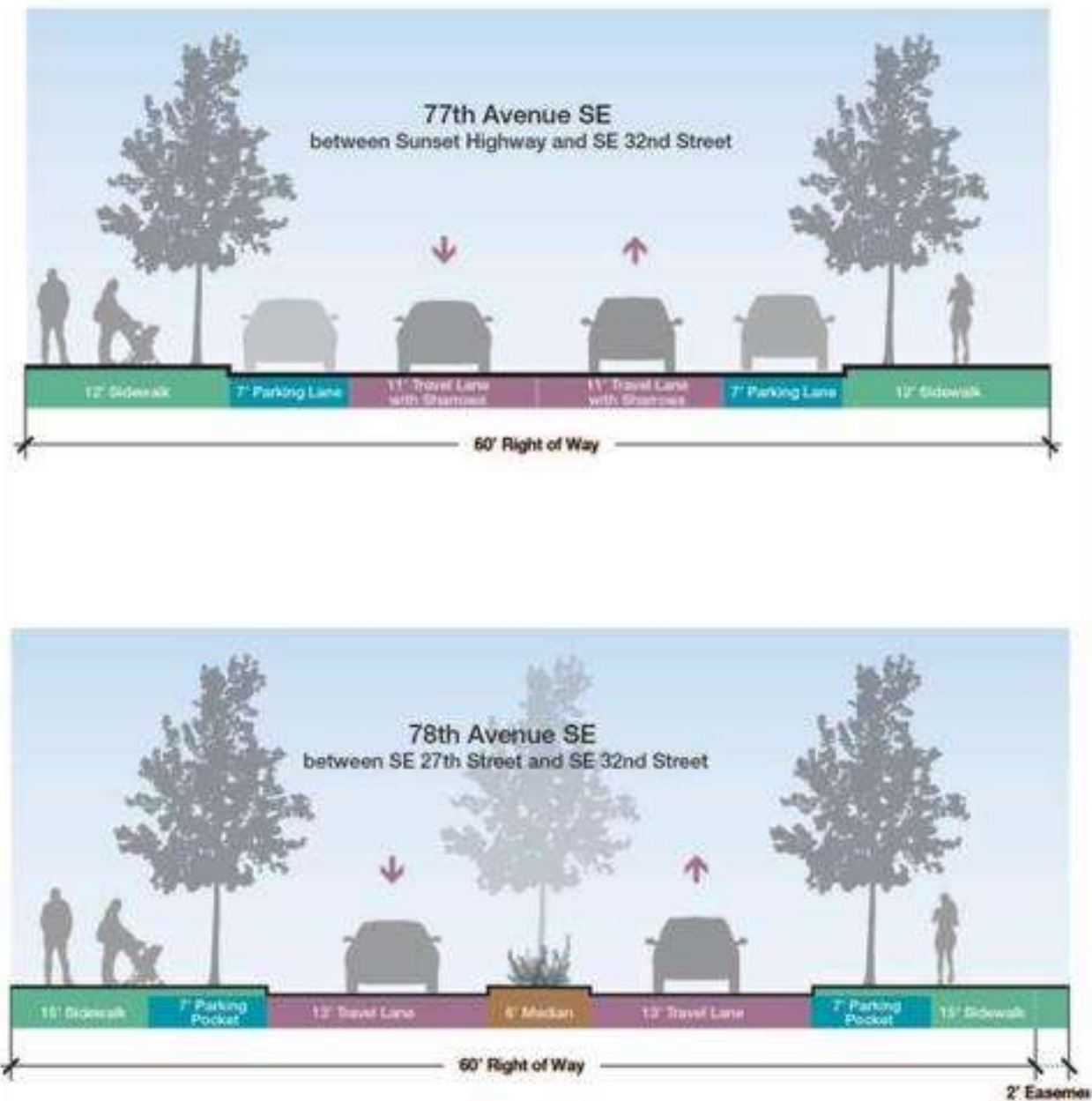
I have reviewed the subject project and have concerns regarding potential unintended consequences of the project complying with the street standards identified in MICC 19.11.120 along their 77th Ave. SE frontage. The standards require conversion of the existing 77th Ave. SE roadway frontage from the existing five lane configuration (one lane in each direction with bike lanes plus center left turn lane) into a four lane configuration (on-street parking and sharrowed lanes (lanes shared between cars and bicycles) in both directions). The code section is provided below for your information:

MICC 19.11.120 Street standards

All major new construction abutting 77th Avenue SE or 78th Avenue SE shall improve the right-of-way adjacent to the property as required in Figure 14. Major new construction abutting all other streets shall improve the right-of-way adjacent to the property as required by the Mercer Island Town Center Streetscape Manual. The design commission may require or grant a modification to the nature or extent of any required street improvement for any of the following reasons upon recommendation by the city engineer:

- A. If unusual topographic or physical conditions preclude the construction of the improvements as required; or*
- B. If the required improvement is part of a larger project that has been scheduled for implementation in the city's six-year capital improvement program; or*
- C. If angled parking is required but parallel parking would enhance pedestrian, vehicle or bicycle safety, or result in a more desirable pedestrian environment; or*
- D. If other unusual circumstances preclude the construction of the improvements as required.*

Figure 14 – Town Center Street Standards



Xing Hua could meet the street standards through restriping the existing roadway. Their preliminary plans depict such an improvement. However, it makes more sense to improve the entire 77th Ave. SE corridor all at once to provide a consistent treatment rather than a patchwork created by frontage by frontage improvements over time. If Xing Hua builds the street improvements along their short frontage, it will create awkward transitions between existing/new street cross-sections, a piecemeal appearance, impacts to cyclists transitioning into/out of bike lane to sharrow to bike lane, restrict left turning vehicles and yield only a few on-street parking spaces. The City Council adopted a project in the City's Six Year Transportation Improvement Program in June 2020 to make the street improvements along the 77th Ave. SE corridor from North Mercer Way to SE 32nd Street. It is currently programmed for 2026 at an estimated cost of \$58,000. The photo below shows the current configuration of 77th Ave. SE.



77th Ave. SE with Xing Hua site to the right

Recommendation

I recommend that the Design Commission require payment from Xing Hua to the City their fair share of the future corridor wide street improvements in accordance with the provisions in MICC 19.11.120B and D. The payment would be considered a fee-in-lieu-of constructing the street improvements required by MICC 19.11.120. The amount will be determined by the City Engineer based on a proportionate share of the corridor wide improvements. Payment would be due prior to certificate of occupancy.

Patrick Yamashita, PE
City Engineer/Interim CPD Director