

MEMORANDUM

Date: August 26, 2015 **TG:** 15312.00

To: Rob Risinger – Quadrant Homes

From: Kevin L. Jones, P.E., PTOE – Transpo Group

Subject: Traffic Feasibility Study for Beta Property – Kirkland, WA

This memorandum summarizes our preliminary findings with respect to traffic feasibility and addresses the following topics: transportation concurrency, trip generation estimates, traffic impact analysis (TIA) scope, and transportation impact fees. We understand the contemplated project would demolish an existing commercial building (“The Gymnastics,” Skymania,” and “Rainbow Playground Depot”) and construct up to 80 townhouse units with access via NE 116th Street.

Transportation Concurrency. For concurrency testing, the project will be required to submit the following to the City of Kirkland: (1) Concurrency Management Review application, (2) \$564.08 in review fees, and (3) trip generation letter summarizing existing and future weekday PM peak hour trip generation. At the appropriate time, we can assist you in completing the application and can prepare the required trip generation letter. The concurrency test must be passed and the test decision notice received before issuance of a development permit.

Trip Generation. We estimate that 80 new townhouse units will generate approximately 465 daily vehicle trips, including 35 AM peak hour trips and 42 PM peak hour trips. This estimate is based on the number of units and average trip generation rates for “Residential Condominium/ Townhouse” published by the Institute of Transportation Engineers (ITE) in the *Trip Generation Manual* (9th Edition, 2012).

To quantify the number of weekday PM peak hour vehicle trips generated by the existing commercial building, we counted the site access driveway on Wednesday, August 12, 2015 between 4:00 and 6:00 p.m. This driveway serves the Beta Property as well as provides vehicular access to the adjacent property to the west. Subtracting those trips generated by the adjacent property, we determined that the Beta Property generated as many as 63 PM peak hour trips, more traffic than an 80-unit townhouse project would generate during the same time period.

In preparing the required trip generation letter and TIA, the City of Kirkland will likely require more information than this one-day count (e.g., average of three consecutive weekdays) but it does suggest that the contemplated project would result in a net decrease in site-generated weekday PM peak hour traffic. This is important finding because if confirmed, the project should pass the City’s transportation concurrency test, support a limited-scope TIA, and potentially eliminate any transportation impact fees that would otherwise be required.

Traffic Impact Analysis. With a net decrease in site-generated traffic volumes, the City will likely limit the TIA scope to documenting existing and future trip generation and evaluation of the proposed site access; off-site intersection analysis should not be required. The site access analysis would include an evaluation of traffic operations, safety and turn lane warrant analysis. Since traffic generated by the new townhouse units would be less than existing and utilize an existing access via NE 116th Street, minimum sight distance is likely satisfied, traffic operations would be acceptable, and additional turn lanes would not be warranted.

Transportation Impact Fees. The City of Kirkland's current transportation impact fee schedule was updated in January 2013 and identifies \$2,311 per new townhouse unit. At 80 units, this would translate to nearly \$184,900. However, a strong case can be made that no impact fees should be collected if it can be demonstrated that the contemplated project would result in a net decrease in weekday PM peak hour trips. The City's impact fee program is based on anticipated increases in PM peak hour traffic and the associated impact to the surrounding transportation system.

I trust you will find the information summarized in this memorandum helpful as you consider the feasibility of the subject project. Please let me know if you have any questions or would like to discuss our findings.

KLJ/

