

TG: 15312.01

June 2, 2016

Mr. Thang Nguyen  
City of Kirkland  
Public Works Department  
123 Fifth Avenue  
Kirkland, WA 98033

**SUBJECT: BETA TOWNHOMES TRAFFIC CONCURRENCY REVIEW – TRIP GENERATION LETTER**

Dear Thang:

This letter describes the proposed Beta Townhomes project and estimates the number of net new trips the project would likely generate. This information is being provided in conjunction with the attached Concurrency Management Review Application and review fee. We understand the City of Kirkland requires this information to apply for traffic concurrency management review.

**Project Description.** The project site is located at 11795/11801 NE 116th Street (Tax Parcel No. 3326059152). The proposed development would demolish an existing 62,940-sf commercial building with three businesses, “Rainbow Playground Depot,” “Skymania” and “The Gymnastics Connection,” and construct approximately 86 townhouse units (ITE land use category No. 230, “Residential Condominium/Townhouse”). It is anticipated that the proposed project would be completed and fully occupied by 2019.

A vicinity map showing the project site (Figure 1) and a preliminary site plan (Figure 2) are both illustrated on the following page. Vehicle traffic currently accesses the site via NE 116th Street approximately 750 feet west of 120th Avenue NE. This driveway also provides vehicle access to the property located immediately west of the project site (an existing 63,150-sf commercial building with four businesses, “Eastside Basketball Club,” “Evergreen Building Products,” “Kitchen Plus” and “Pump It Up”).

**Trip Generation.** The proposed project would generate new trips associated with the townhomes as well as eliminate trips currently generated by the existing commercial building. The number of net new daily, AM peak hour, and PM peak hour trips was estimated by calculating the difference between future and existing trip generation.

In the future, it is estimated that the proposed project would generate approximately 500 new daily vehicle trips, 38 new AM peak hour vehicle trips, and 45 new PM peak hour vehicle trips. These trip generation estimates were derived by multiplying the anticipated size of development (86 units) by average vehicle trip generation rates published in the *Trip Generation Manual* (Institute of Transportation Engineers [ITE], 9th Edition, 2012) for Residential Condominium/ Townhouse.



Figure 1. Vicinity Map

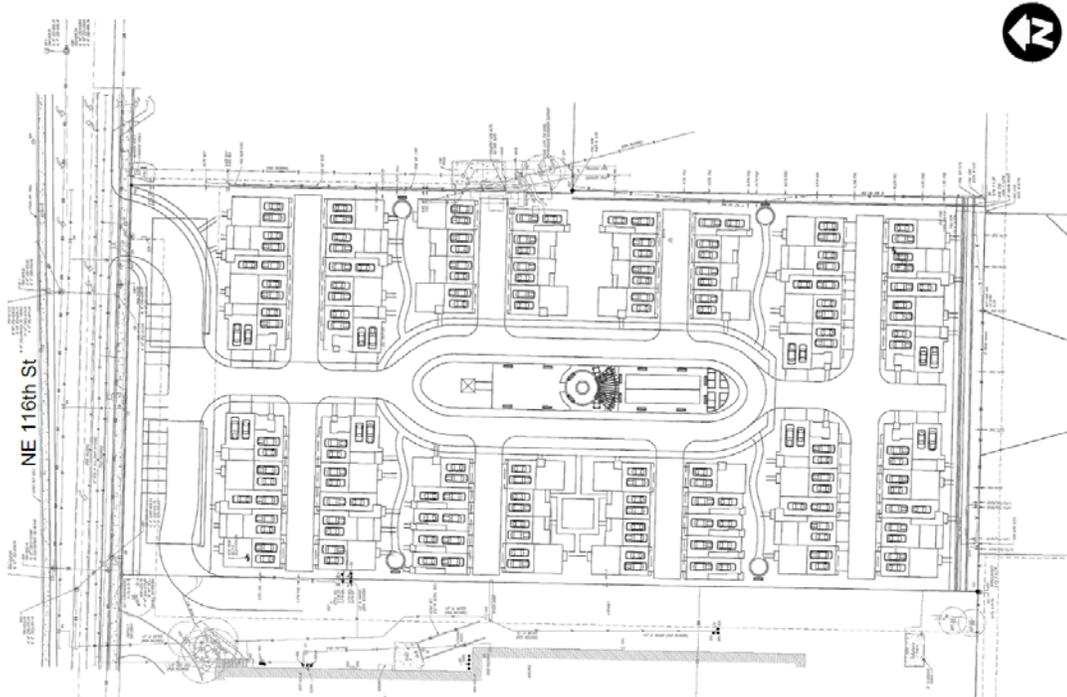


Figure 2. Preliminary Site Plan

In contrast, the project site currently generates an average of approximately 490 daily vehicle trips, 4 AM peak hour vehicle trips, and 49 PM peak hour vehicle trips. Existing peak hour trip generation was determined by counting the vehicle trips at the site access driveway on Thursday, April 21, 2016, Tuesday, April 26, 2016, and Wednesday, April 27, 2016, subtracting the number of vehicle trips generated by the property located immediately west of the project site, and calculating a three-day average. Detailed calculations are attached to this letter. It was assumed that PM peak hour vehicle trip generation represents as much as 10 percent of daily vehicle trip generation. This is supported by data in the *Trip Generation Manual* in which the average PM peak hour trip generation rate is 8 to 10 percent of the average daily trip generation rate for several different commercial land uses.

Subtracting existing vehicle trips from future vehicle trips, the proposed project is expected to generate approximately:

- 10 net new daily vehicle trips;
- 34 net new AM peak hour vehicle trips; and
- 4 fewer PM peak hour vehicle trips.

To estimate person trip generation, we used the same conversion factors used by the City of Kirkland in developing its impact fee schedule for attached and stacked housing (1.45) and most commercial land uses (1.22) to convert vehicle trips to person trips. Based on these conversion factors, it is estimated that the proposed project would generate approximately 725 (500 x 1.45) new daily person trips, 55 (38 x 1.45) new AM peak hour person trips, and 65 (45 x 1.45) new PM peak hour person trips and the project site currently generates approximately 598 (490 x 1.22) daily person trips, 5 (4 x 1.22) AM peak hour person trips, and 60 (49 x 1.22) PM peak hour person trips.

Subtracting existing person trips from future person trips, the proposed project is expected to generate approximately:

- 127 net new daily person trips;
- 50 net new AM peak hour person trips; and
- 5 net new PM peak hour person trips.

Please let me know if you have any questions or would like to discuss the trip generation estimates summarized in this letter.

Sincerely,  
Transpo Group



Kevin L. Jones, P.E., PTOE  
Associate Director

Attached: Detailed Existing Vehicle Trip Generation Calculations  
Concurrency Management Review Application and Fee

## Existing AM Peak Hour Vehicle Trip Generation

Thu., 4/21/2016	Total Vehicle Trips at Site Driveway					Vehicle Trips Generated by Adjacent Parcel					Vehicle Trips Generated by Project Site				
	EBR	WBL	NBL	NBR	Total	EBR	WBL	NBL	NBR	Total	EBR	WBL	NBL	NBR	Total
7:00 - 8:00 a.m.	5	12	1	8	26	5	11	1	8	25	0	1	0	0	1
7:15 - 8:15 a.m.	6	12	1	7	26	6	11	1	7	25	0	1	0	0	1
7:30 - 8:30 a.m.	5	12	1	9	27	5	10	1	8	24	0	2	0	1	3
7:45 - 8:45 a.m.	5	11	1	8	25	5	8	1	6	20	0	3	0	2	5
8:00 - 9:00 a.m.	5	12	1	10	28	5	9	1	8	23	0	3	0	2	5
<b>Tue., 4/26/2016</b>	<b>EBR</b>	<b>WBL</b>	<b>NBL</b>	<b>NBR</b>	<b>Total</b>	<b>EBR</b>	<b>WBL</b>	<b>NBL</b>	<b>NBR</b>	<b>Total</b>	<b>EBR</b>	<b>WBL</b>	<b>NBL</b>	<b>NBR</b>	<b>Total</b>
7:00 - 8:00 a.m.	7	13	1	11	32	7	9	0	11	27	0	4	1	0	5
7:15 - 8:15 a.m.	6	14	1	12	33	6	8	0	12	26	0	6	1	0	7
7:30 - 8:30 a.m.	5	15	1	9	30	5	11	0	9	25	0	4	1	0	5
7:45 - 8:45 a.m.	4	16	0	8	28	4	12	0	8	24	0	4	0	0	4
8:00 - 9:00 a.m.	4	17	0	12	33	4	14	0	11	29	0	3	0	1	4
<b>Wed., 4/27/2016</b>	<b>EBR</b>	<b>WBL</b>	<b>NBL</b>	<b>NBR</b>	<b>Total</b>	<b>EBR</b>	<b>WBL</b>	<b>NBL</b>	<b>NBR</b>	<b>Total</b>	<b>EBR</b>	<b>WBL</b>	<b>NBL</b>	<b>NBR</b>	<b>Total</b>
7:00 - 8:00 a.m.	3	15	2	12	32	3	13	2	11	29	0	2	0	1	3
7:15 - 8:15 a.m.	2	14	1	12	29	2	11	1	11	25	0	3	0	1	4
7:30 - 8:30 a.m.	1	16	2	12	31	1	13	2	12	28	0	3	0	0	3
7:45 - 8:45 a.m.	1	16	2	12	31	1	12	2	12	27	0	4	0	0	4
8:00 - 9:00 a.m.	1	13	2	7	23	1	10	2	7	20	0	3	0	0	3
<b>3-Day Average</b>	<b>EBR</b>	<b>WBL</b>	<b>NBL</b>	<b>NBR</b>	<b>Total</b>	<b>EBR</b>	<b>WBL</b>	<b>NBL</b>	<b>NBR</b>	<b>Total</b>	<b>EBR</b>	<b>WBL</b>	<b>NBL</b>	<b>NBR</b>	<b>Total</b>
7:00 - 8:00 a.m.	5	13	1	10	29	5	11	1	10	27	0	2	0	0	2
7:15 - 8:15 a.m.	5	13	1	10	29	5	10	1	10	26	0	3	0	0	3
7:30 - 8:30 a.m.	4	14	1	10	29	4	11	1	10	26	0	3	0	0	3
7:45 - 8:45 a.m.	3	14	1	9	27	3	11	1	9	24	0	3	0	0	3
<b>8:00 - 9:00 a.m.</b>	<b>3</b>	<b>14</b>	<b>1</b>	<b>10</b>	<b>28</b>	<b>3</b>	<b>11</b>	<b>1</b>	<b>9</b>	<b>24</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>4</b>

EBR = eastbound right-turning movement (inbound)  
WBL = westbound left-turning movement (inbound)  
NBL = northbound left-turning movement (outbound)  
NBR = northbound right-turning movement (outbound)

## Existing PM Peak Hour Vehicle Trip Generation

Thu., 4/21/2016	Total Vehicle Trips at Site Driveway					Vehicle Trips Generated by Adjacent Parcel					Vehicle Trips Generated by Project Site				
	EBR	WBL	NBL	NBR	Total	EBR	WBL	NBL	NBR	Total	EBR	WBL	NBL	NBR	Total
4:00 - 5:00 p.m.	12	35	9	26	82	5	15	3	12	35	7	20	6	14	47
4:15 - 5:15 p.m.	12	29	8	24	73	5	15	4	14	38	7	14	4	10	35
4:30 - 5:30 p.m.	12	36	10	29	87	7	22	6	20	55	5	14	4	9	32
4:45 - 5:45 p.m.	13	40	10	36	99	9	26	6	26	67	4	14	4	10	32
5:00 - 6:00 p.m.	16	51	10	45	122	9	29	6	32	76	7	22	4	13	46
<b>Tue., 4/26/2016</b>	<b>EBR</b>	<b>WBL</b>	<b>NBL</b>	<b>NBR</b>	<b>Total</b>	<b>EBR</b>	<b>WBL</b>	<b>NBL</b>	<b>NBR</b>	<b>Total</b>	<b>EBR</b>	<b>WBL</b>	<b>NBL</b>	<b>NBR</b>	<b>Total</b>
4:00 - 5:00 p.m.	14	44	16	35	109	6	29	8	22	65	8	15	8	13	44
4:15 - 5:15 p.m.	12	57	10	42	121	6	30	5	23	64	6	27	5	19	57
4:30 - 5:30 p.m.	12	58	18	44	132	5	30	9	24	68	7	28	9	20	64
4:45 - 5:45 p.m.	11	61	18	46	136	4	33	9	25	71	7	28	9	21	65
5:00 - 6:00 p.m.	10	71	14	45	140	7	42	7	28	84	3	29	7	17	56
<b>Wed., 4/27/2016</b>	<b>EBR</b>	<b>WBL</b>	<b>NBL</b>	<b>NBR</b>	<b>Total</b>	<b>EBR</b>	<b>WBL</b>	<b>NBL</b>	<b>NBR</b>	<b>Total</b>	<b>EBR</b>	<b>WBL</b>	<b>NBL</b>	<b>NBR</b>	<b>Total</b>
4:00 - 5:00 p.m.	8	58	15	50	131	4	40	12	37	93	4	18	3	13	38
4:15 - 5:15 p.m.	6	52	13	57	128	3	36	10	41	90	3	16	3	16	38
4:30 - 5:30 p.m.	5	44	12	47	108	3	29	10	32	74	2	15	2	15	34
4:45 - 5:45 p.m.	7	51	10	48	116	5	33	8	32	78	2	18	2	16	38
5:00 - 6:00 p.m.	7	54	11	47	119	6	35	9	30	80	1	19	2	17	39
<b>3-Day Average</b>	<b>EBR</b>	<b>WBL</b>	<b>NBL</b>	<b>NBR</b>	<b>Total</b>	<b>EBR</b>	<b>WBL</b>	<b>NBL</b>	<b>NBR</b>	<b>Total</b>	<b>EBR</b>	<b>WBL</b>	<b>NBL</b>	<b>NBR</b>	<b>Total</b>
4:00 - 5:00 p.m.	11	46	13	37	107	5	28	8	24	65	6	18	5	13	42
4:15 - 5:15 p.m.	10	46	10	41	107	5	27	6	26	64	5	19	4	15	43
4:30 - 5:30 p.m.	10	46	13	40	109	5	27	8	25	65	5	19	5	15	44
4:45 - 5:45 p.m.	10	51	13	43	117	6	31	8	28	73	4	20	5	15	44
<b>5:00 - 6:00 p.m.</b>	<b>11</b>	<b>59</b>	<b>12</b>	<b>46</b>	<b>128</b>	<b>7</b>	<b>35</b>	<b>7</b>	<b>30</b>	<b>79</b>	<b>4</b>	<b>24</b>	<b>5</b>	<b>16</b>	<b>49</b>

EBR = eastbound right-turning movement (inbound)  
WBL = westbound left-turning movement (inbound)  
NBL = northbound left-turning movement (outbound)  
NBR = northbound right-turning movement (outbound)



**CITY OF KIRKLAND**  
**CONCURRENCY MANAGEMENT REVIEW APPLICATION** as of January 1, 2016

- PLEASE PRINT CLEARLY-

<b>Site Address:</b>	<b>Case #</b>
_____	TRAN -
Property Tax Account Number _____	
Description of Project: # of units _____ SF _____ MF _____ sq. footage of building _____	
Office ____ Retail ____ Industrial/Manufacturing ____ Institutional ____ Mixed Use ____ Other _____	
Property Owner _____	Phone _____
Property Owner's Address _____	City, Zip Code _____
Contact Person _____	Phone _____
Address _____	City, Zip Code _____
Alt Phone _____	Fax # _____ email _____
Applicant has provided:	
<input type="checkbox"/> Preliminary Traffic Information: Trip generation and project description.	
<input type="checkbox"/> Review Fee based on estimated number of gross PM peak trips:	
Less than 20 trips ...\$551 + 19.28* = \$570.28	51-200 trips.....\$1544 + 54.04* = \$1598.04
21-50 trips .....\$771 + 26.98* = \$797.98	Greater than 200 trips.....\$1985 + 69.48* = \$2054.48
*MyBuildingPermit.com surcharge	
<b>Note: Once the concurrency test result has been determined, changes to the development project that require additional review will be billed on an hourly basis.</b>	

**CONCURRENCY TEST DEADLINES (KMC Title 25)**

The concurrency test notice shall expire and a new concurrency test application is required unless:

1. A complete SEPA checklist, traffic impact analysis and all required documentation is submitted to the City within **90** calendar days of the concurrency test notice.
2. A Certificate of Concurrency is issued or an extension is requested and granted by the Public Works Department within **one year** of issuance of the concurrency test notice. (A Certificate of Concurrency is issued at the same time a development permit or building permit is issued if the applicant holds a valid concurrency test notice.)
3. A Certificate of Concurrency shall expire if the associated zoning and/or building permit expires and shall expire six years from the date of issuance of the concurrency test notice if all building permits are not issued for buildings approved under the concurrency test notice.

**APPEALS (KMC Title 25)**

The concurrency test notice may be appealed by the public or agency with jurisdiction. The concurrency test notice is subject to an appeal until the SEPA review process is complete and the appeal deadline has passed.

*I have read the above information regarding expiration deadlines and appeal process. I further understand that issuance of the concurrency test notice is not a guarantee that the City will issue a development permit or building permit.*

PROPERTY OWNER: \_\_\_\_\_ DATE: \_\_\_\_\_

APPLICANT (if different from property owner): \_\_\_\_\_ DATE: \_\_\_\_\_