

ENCLOSURE 5
SEP07-00029

CITY OF KIRKLAND

123 FIFTH AVENUE ● KIRKLAND, WASHINGTON 98033-6189 ● (425) 587-3000

**DEPARTMENT OF PUBLIC WORKS
MEMORANDUM**

To: Planning Department

From: Thang Nguyen, Transportation Engineer

Date: June 4, 2007

Subject: Cedar Park Sub-division Concurrency Test Notice

The purpose of this memo is to inform you that the revised traffic concurrency for the proposed Cedar Park Subdivision development has been completed and the proposed project passed traffic concurrency.

Project Description

The applicant proposes to replace 5,171 square foot (sf) church with 24 single family homes. It is anticipated that the project will be built and fully occupied by the end of 2009.

The proposed project passed traffic concurrency. Attached is the result of the concurrency test. This memo will serve as the concurrency test notice for the proposed project. Per *Section 25.10.020 Procedures* of the KMC, this Concurrency Test Notice will expire in one year (June 4 2008) unless a development permit and certificate of concurrency are issued or an extension is granted.

EXPIRATION

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 are 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 six years from the date of issuance of the concurrency test notice unless all building permits are issued for buildings approved under the concurrency test notice.

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APPEALS

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. Concurrency appeals are heard before the Hearing Examiner along with any applicable SEPA appeal. For more information, refer to the Kirkland Municipal Code, Title 25. If you have any questions, please call me at x3869.

cc: Vincent J. Geglia, TraffEx

CITY OF KIRKLAND

123 FIFTH AVENUE • KIRKLAND, WASHINGTON 98033-6189 • (425) 828-1243

**DEPARTMENT OF PUBLIC WORKS
MEMORANDUM**

To: Susan Greene, Planner

From: Thang Nguyen, Transportation Engineer

Date: August 26, 2007

Subject: Proposed Cedar Park Residential Development Traffic Impact Review

This memo summarizes Staff's review of the traffic impact analysis for the proposed Cedar Park Residential development to be located at 12340 NE 115th Place.

Project Description

The applicant proposes to replace 5,171 square foot (sf) church with 24 single family homes. It is anticipated that the project will be built and fully occupied by the end of 2009. One driveway will provide access to the site from NE 132nd Street.

Trip Generation

The trip generation calculations for existing daily and AM peak hour periods were based on ITE Trip Generation 7th Edition rates. The proposed project is forecasted to generate 186 daily, 14 AM Peak hour, and 21 PM Peak hour net new trips.

Traffic Concurrence

The proposed project passed traffic concurrence. A traffic concurrence test notice was issued and is valid until June 4, 2008 unless a development permit and certificate of concurrence are issued or an extension is granted.

Traffic Impact

The traffic analysis followed the City's Traffic Impact Analysis Guidelines (TIAG). The TIAG requires a Level of Service (LOS) Analysis using the Highway Capacity Manual Operational Method for intersections that have a proportionate share greater than 1%. Based on the traffic assignment presented in the traffic report, no intersection met this requirement.

The City requires developers to mitigate traffic impacts when one of the following two conditions is met:

1. An intersection level of service is at E and the project traffic is more than 15% of the intersection proportional share.
2. An intersection level of service is at F and the project traffic is more than 5% of the intersection proportional share.

Since no intersection met the significant proportional impact criteria, no off-site traffic mitigation is warranted.

It was calculated that the site driveway will operate acceptably at LOS-C. The sight distances of the project driveway were measured and presented in the traffic report. Based on the traffic report, the sight distances at the project driveways meet the City's minimum requirement.

Parking

The applicant shall provide sufficient parking as required by the City of Kirkland parking code requirements.

Road Impact Fees

Per City's Ordinance 3685, Road Impact Fees per Impact Fee Schedule in effect June 14, 1999 are required for all developments. Road impact fees are used to construct transportation improvements throughout the City. The development will be assessed road impact fees as summarized in Table 1. New impact fee rates were adopted by the City Council on June 5, 2007 and go into effect on February 1, 2008. The fee estimate in Table 1 is based on rates in effect until February 1, 2008. The proposal will only vests under this rate with submittal of a completed building permit application (as determined by the City of Kirkland building official) prior to February 1, 2008.

Table 1. Road Impact Fee Estimate

Uses	Fee Rate	Units	Impact Credit/Fees
Single-Family	\$966 per unit	24	\$23,184.00
Church	\$0.67 per sq. ft.	5,171 sq ft	\$3,464.57
Net Impact Fee			\$19,719.43

Staff Recommendations

Staff recommends approval of the proposed project with the conditions:

- Pay road impact fee.
- Maintain safe sight distance at the driveway.

cc: file

ENCLOSURE 7
SEPO7-00029

CITY OF KIRKLAND

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**DEPARTMENT OF PUBLIC WORKS
MEMORANDUM**

To: Susan Greene, Planner
From: Thang Nguyen, Transportation Engineer
Date: October 3, 2007
Subject: Proposed Cedar Park Residential Development Traffic Impact Review

This memo provides staff's responses to the public comments for the proposed development.

Public Comment 1:

"Listed access road 112th Avenue NE should be converted to useful neighborhood access."

Response 1:

The City has no plan for the proposed 112th Avenue NE access street to be designated as a neighborhood access street to be connected to the street further south. The proposed street dead-ends at the development south property line. There's no street connection or access easement to the south of 112th Avenue NE dead end to connect to any public street.

Public Comment 2:

"Main corridor, 132nd Avenue, cannot accommodate additional traffic from a Cedar park Subdivision."

Response 2:

The City's traffic concurrency test and SEPA LOS test are used to ensure that the City's transportation infrastructure can accommodate future development. The proposed project passed the City traffic concurrency test and did not exceed the SEPA LOS standards that would require off-site mitigation. The proposed development is required to pay road impact fee. The road impact fee is used to fund roadway capacity project throughout the City. The Washington Department of Transportation (WSDOT) has a future funded project to build a half diamond interchange at NE 132nd Street to and from the south with some widening on NE 132nd Street. In addition, the City has plans to improve the NE 132nd Street corridor. The City of Kirkland is currently in the study phase of the project. The study will provide the City with alternative plans for improving the NE 132nd Street corridor. Both of these improvements are expected to improve the capacity on NE 132nd Street.

Public Comment 3:

"The addition of 24 houses brings the possibility of 48 or more cars to an already overcrowded street system."

Memorandum to Susan Greene

October 3, 2007

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Response: See Response 2 above.

Public Comment 4:

"My first concern would be the negative impact of traffic on an already overstressed NE 132nd Street. As you may or may not know, the east or westbound lanes are completely solid (gridlocked) from approximately 7:00-9:00AM (eastbound) and from about 3:00PM-6:30PM(westbound).

I do not believe it could handle the additional strain that the occupants and visitors of 24 new homes would add to the traffic approximately 60 vehicles. I believe NE 132nd should be widened to four lanes from approximately the freeway westbound to 100th at the builders expense. In addition, increasingly the residents of 111th pl. NE have had to endure traffic cutting thru our neighborhood from 132nd to the freeway entrances to avoid the congestion on NE 132nd. This has created not only quality of life and nuisance problems for us, but a hazard situation for the neighborhood's school age kids and elderly as MOST vehicles are exceeding the speed limit by at least 10 miles an hour (Kirkland Police Dept. have also been monitoring)

I would strongly suggest that speed bumps be put in numerous areas on our street to lessen the risk of an injury accident and to lessen the city's liability."

Response 4:

As stated in Response 2, currently the temporary 116th Way NE road closure have generated unusual backup on NE 132nd Street. The Washington Department of Transportation (WSDOT) has a future funded project to build a half diamond interchange at NE 132nd Street to and from the south with some widening on NE 132nd Street. In addition, the City has plans to improve the NE 132nd Street corridor. The City of Kirkland is currently in the study phase of the project. The study will provide the City with an alternative plans for improving the NE 132nd Street corridor. Both of these improvements are expected to improve the capacity on NE 132nd Street.

The development traffic impact does not trigger the need to widen NE 132nd Street. The developer will pay road impact fee proportional to their traffic impact. The road impact fee will fund transportation capacity projects such as the NE 132nd Street improvement project.

As it relates to the cut-through traffic, the temporary 116th Way NE road closure have generated backup on NE 132nd Street and some cut through traffic through neighborhood streets. Police have been monitoring the speed on those neighborhood streets to deter speeding. A speed trailer has been placed at strategic locations to minimize speeding. It is expected that once the 116th Way NE construction is complete and the traffic delay on NE 132nd Street lessened, cut-through traffic will me minimized. The City's Neighborhood Traffic Control Program (NTCP) coordinator has been notified about Mr. McMullen's concern. Noel Schoneman, NTCP coordinator, can be contacted at 425-587-3870.

If you have questions or need clarification, please call me at x3869.

c: file