



CITY OF KIRKLAND
Department of Public Works
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MEMORANDUM

To: Desiree Goble, Planner

From: Thang Nguyen, Transportation Engineer

Date: April 22, 2015

Subject: Residential Development Traffic Analysis Review, SEP15-00576/TRAN14-02146

This memo is a summary of Public Works staff review of the Traffic Impact Analysis (TIA) report for the proposed Bridal Trail Residential Development.

FINDINGS AND RECOMMENDATIONS

Public Works staff has reviewed the traffic impact analysis report for the proposed project and concluded that the project will not create significant traffic impact that will require specific off-site transportation mitigation. Based on the traffic impacts and mitigation documented in the traffic report dated January 2015 prepared by Gibson Traffic Consultants, staff recommends approval of the proposed project with the following conditions:

- Pay road impact fee per the current Transportation Impact Fee schedule.
- Install a STOP sign on the east leg of the new intersection providing access to the project site from 116th Avenue NE.

STAFF REVIEWS

Project Description

The applicant proposed to construct 35 single-family homes to replace five existing single-family homes located off 116th Avenue NE at approximately the 4600 block. The proposed project is anticipated to be completely built and occupied by 2019. The project is forecasted to generate 36 net new PM peak hour trips.

Traffic Concurrency

The proposed project passed traffic concurrency and received its concurrency test notice will expire in one year (November 25, 2015) unless a development permit and certificate of concurrency are issued or an extension is granted.

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Traffic Concurrency Appeal- The concurrency test notice may be appealed by the public or by an 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.

TRAFFIC IMPACTS & MITIGATIONS

The traffic report was completed following the City of Kirkland TIA guidelines. The scope of the traffic analysis was approved by the City of Kirkland transportation engineer.

The City's Traffic Impact Analysis Guidelines (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% as calculated using the method in the TIAG.

Mitigation Threshold- For intersections that have 1% or more proportionate share impact, 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 has a proportional share of 15% or more at the intersection.
2. An intersection level of service is at F and the project has a proportional share of 5% or more at the intersection.

Based on the proportionate share calculation for the full build-out of the proposed project, no intersections meet the proportionate share criteria. The intersections impact by the project by 1% proportional share were calculated to operate at LOS-D or better. Therefore, no intersections will trigger off-site intersection LOS mitigation.

The level of services at the project driveway was calculated to be LOS-C with the project traffic. This level of service does not trigger traffic mitigation.

Traffic Safety- The traffic consultant measured the sight distance at the proposed driveway. Based on their measurements, the driveway meets the required sight distance of 390 feet in both directions. Based on historical crash data, there have very few accidents on 116th Avenue NE. Thus, no safety mitigation is required.

The project access will have more than 50 feet spacing from other driveways. Thus, meeting the City of Kirkland's requirement.

Transportation Impact Fees- Per City's Ordinance 3685, Transportation Impact Fees is required for all developments. Transportation impact fees are used to construct transportation improvements throughout the City. The transportation impact fee for single family is \$3,942 per single-family unit. The proposed project will have 30 net new single-family units (35 proposed units – 5 existing units). The calculated transportation impact fee is \$118,260 (30 x \$3,942). Transportation impact fee is paid at building permit issuance. Final transportation impact fee will be determined at building permit issuance.

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Frontage Improvements- The project will be required to construct half-street frontage improvements on 116th Avenue NE in accordance to the City of Kirkland standards including curb, gutter and sidewalk.

cc: Energov
Rob Jammerman, Development Engineer Manager