From:	Jeff Haynie
To:	Thara Johnson
Cc:	John Mirante; Patrick Mullaney (MullP@foster.com); Kevin O"Brien; Craig Sears; Jeff Schramm; Mark Villwock
Subject:	RE: FINAL Kirkmond (Revised August 2013 Traffic Study)
Date:	Tuesday, August 06, 2013 2:56:23 PM
Attachments:	Kirkmond - Phase 1 Traffic Analysis with 41 units Updated Aug 2013.pdf

Jeff Haynie, P.E. | Principal

TENW 816 6th Street South, Kirkland, WA 98033
haynie@tenw.com | Cell: 425-531-0567 | Direct: 425-250-5001

From: Jeff Haynie
Sent: Tuesday, August 6, 2013 2:49 PM
To: TMIOHNSON@REMOND.GOV
Cc: John Mirante; Patrick Mullaney (MullP@foster.com); Kevin O'Brien; Craig Sears; Jeff Schramm; Mark Villwock
Subject: Kirkmond (Revised August 2013 Traffic Study)

Thara,

Attached is the updated Phase I Traffic Analysis for the Kirkmond residential project. The following changes were made to the May 22, 2013 study:

- Revised Project Description to include 2 existing single family homes on the project site to be removed. Previous May 22, 2013 study included 1 existing single family home to be removed.

- Updated trip generation (Table 1 and Attachment C) to reflect trip credit for 2 single family homes (also properly disclosed accurate unit count):
  Net daily trips decreased by 14 trips
  Net AM peak hour trips decreased by 1 trip
  Net PM peak hour trips decreased by 1 trip

- Updated Attachment D PM Peak Hour Project Trip Distribution and Assignment to reflect decrease of 1 PM peak hour trip.

Please let me know if you have any questions.

Thanks.

Jeff Haynie, P.E. | Principal

TENW 816 6th Street South, Kirkland, WA 98033
haynie@tenw.com | Cell: 425-531-0567 | Direct: 425-250-5001

Click here to report this email as spam.

MEMORANDUM

DATE: August 6, 2013 (Revised)

TO: Thara Johnson
City of Redmond Planner

FROM: Jeff Haynie, P.E.
TENW

SUBJECT: UPDATED Phase 1 Traffic Analysis
Kirkmond 41-Unit Single-Family Residential Development
TENW Project No. 4673

This memorandum is an update to the previous analysis to reflect a new site plan with 41 single-family residential units. This document summarizes the Phase 1 Traffic Analysis completed for the proposed Kirkmond 41-unit single-family residential project.

Project Description

Kirkmond is a 41-unit single-family residential plat located on the east side of 134th Avenue NE and north of NE 100th Street in the newly annexed area of Redmond, as shown on the Attachment A vicinity map. There are two existing single-family home on the site that will be removed.

A revised site plan, which is provided in Attachment B, shows the layout of 41 single-family residential units. Access to the site is proposed at two locations onto 134th Avenue NE as shown in Attachment B.

Trip Generation

Using trip generation methodology from the ITE 9th Edition *Trip Generation Manual*, a 41-unit single-family residential project, less 2 existing residences, would generate 433 daily trips with 36 AM peak hour trips and 44 PM peak hour trips. The trip generation summary is provided in the table below, and the detailed trip generation calculations are included in Attachment C.

Table 1
Kirkmond 41Single-Family Residential
Trip Generation Summary

	Net Trips Generated		
Time Period	In	Out	Total
Weekday Daily	217	216	433
Weekday AM Peak Hour	9	27	36
Weekday PM Peak Hour	28	16	44

Trip Distribution and Assignment

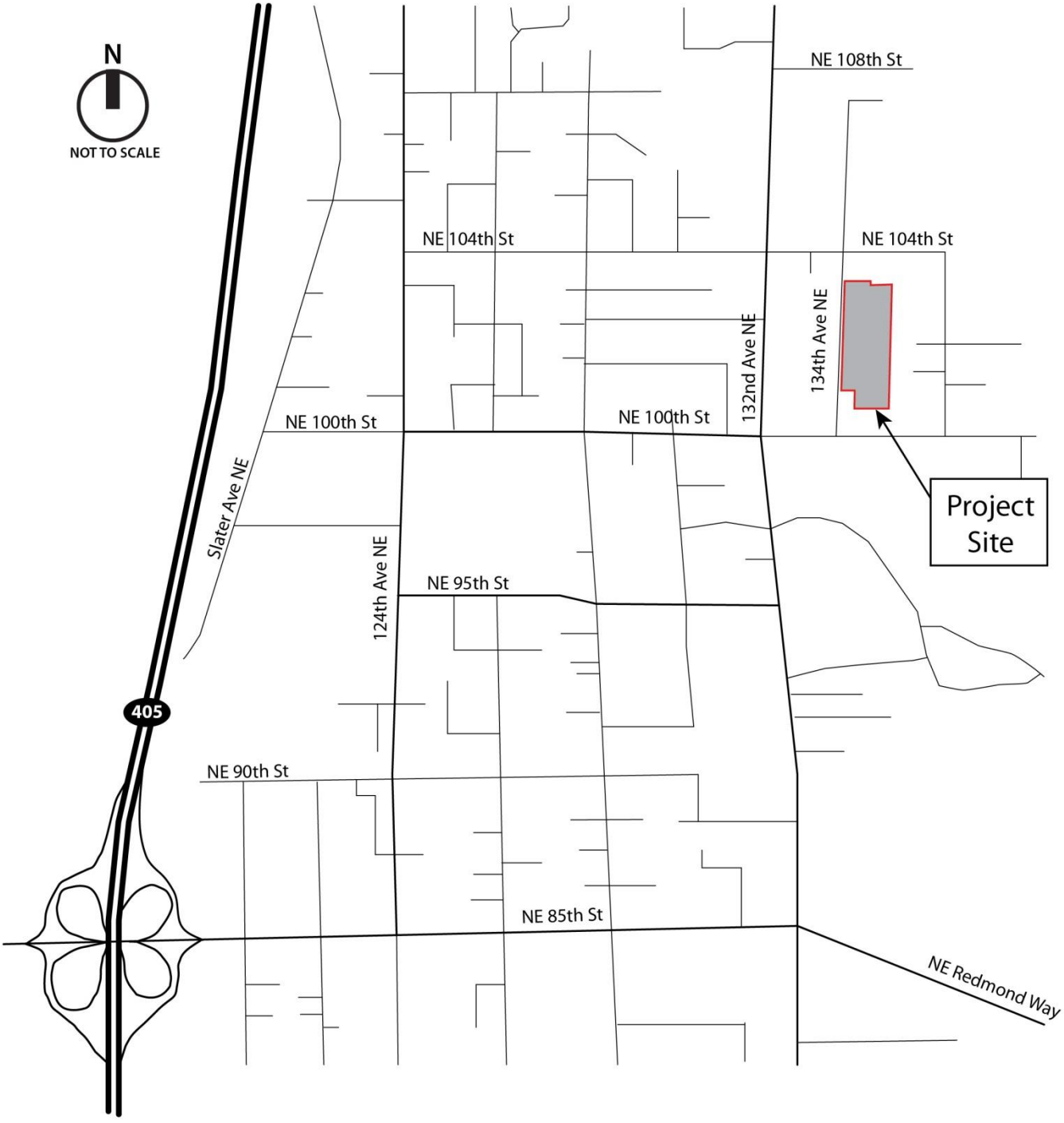
The distribution of project-generated traffic was estimated based on existing travel patterns, the location of population and employment areas in the vicinity of the site, and the location of the arterial roadway network. The nearest arterials to this site are 132nd Avenue NE, 124th Avenue NE, and NE 85th Street (Redmond Way). Attachment D illustrates the updated trip distribution estimate to/from these arterials.

Based on the estimated trip distribution travel patterns in the area, the 44 net new weekday PM peak hour trips (28 in, 16 out) were assigned to the adjacent street network. The resulting PM peak hour project trip assignment is illustrated on Attachment D.

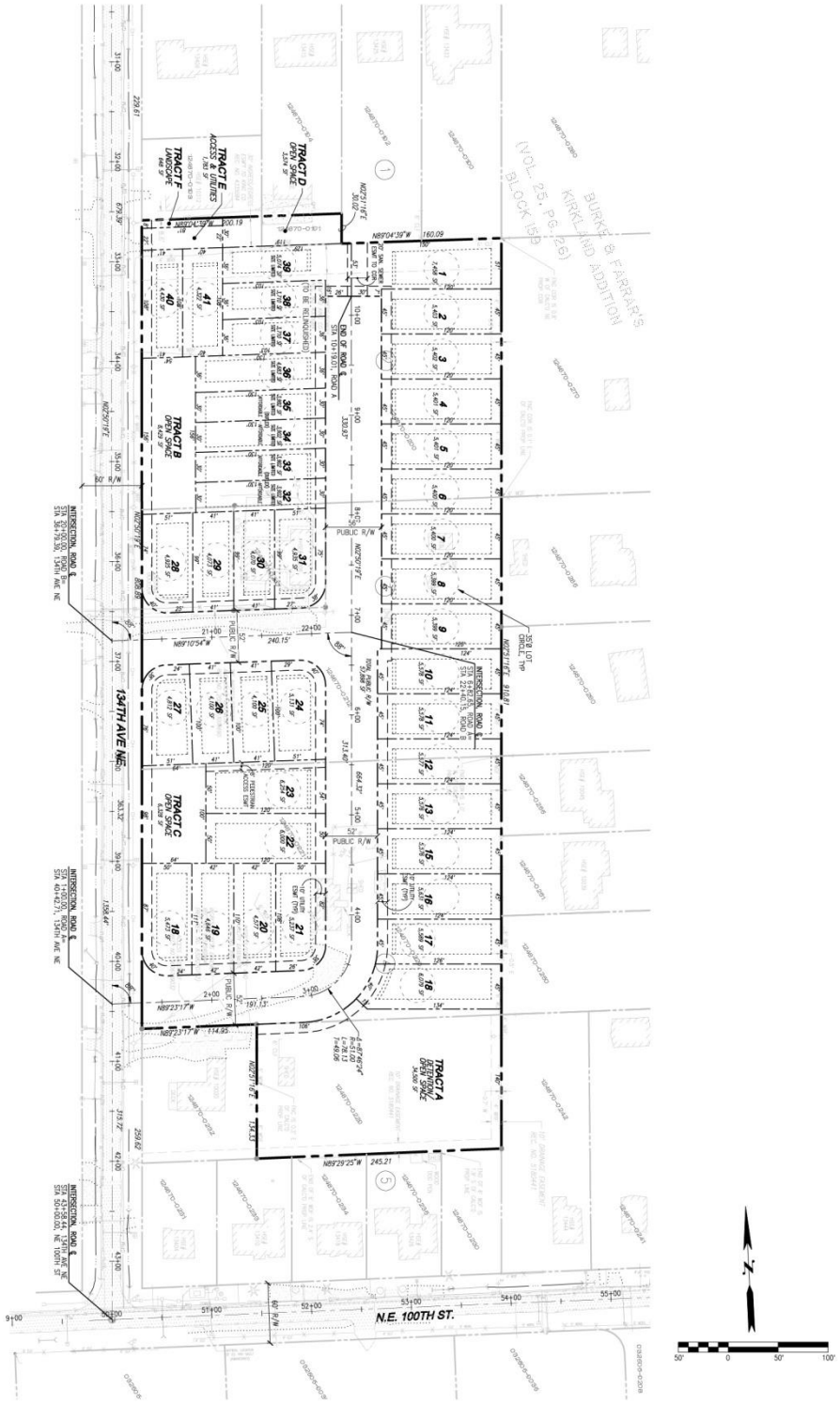
If you have any questions regarding the information presented in this memo, or require additional information, please contact me at (425) 250-5001 or haynie@tenw.com.

cc: Ogden Farms LLC
Jeff Schramm - TENW

Attachments:
A. Vicinity Map
B. Preliminary Site Plan
C. Trip Generation Calculations – updated
D. PM Peak Hour Trip Distribution & Assignment – updated



Attachment A: Site Vicinity



Revised site plan provided by Taylor Development May 21, 2013.

Attachment B: Revised Site Plan

ATTACHMENT C

Trip Generation Calculations

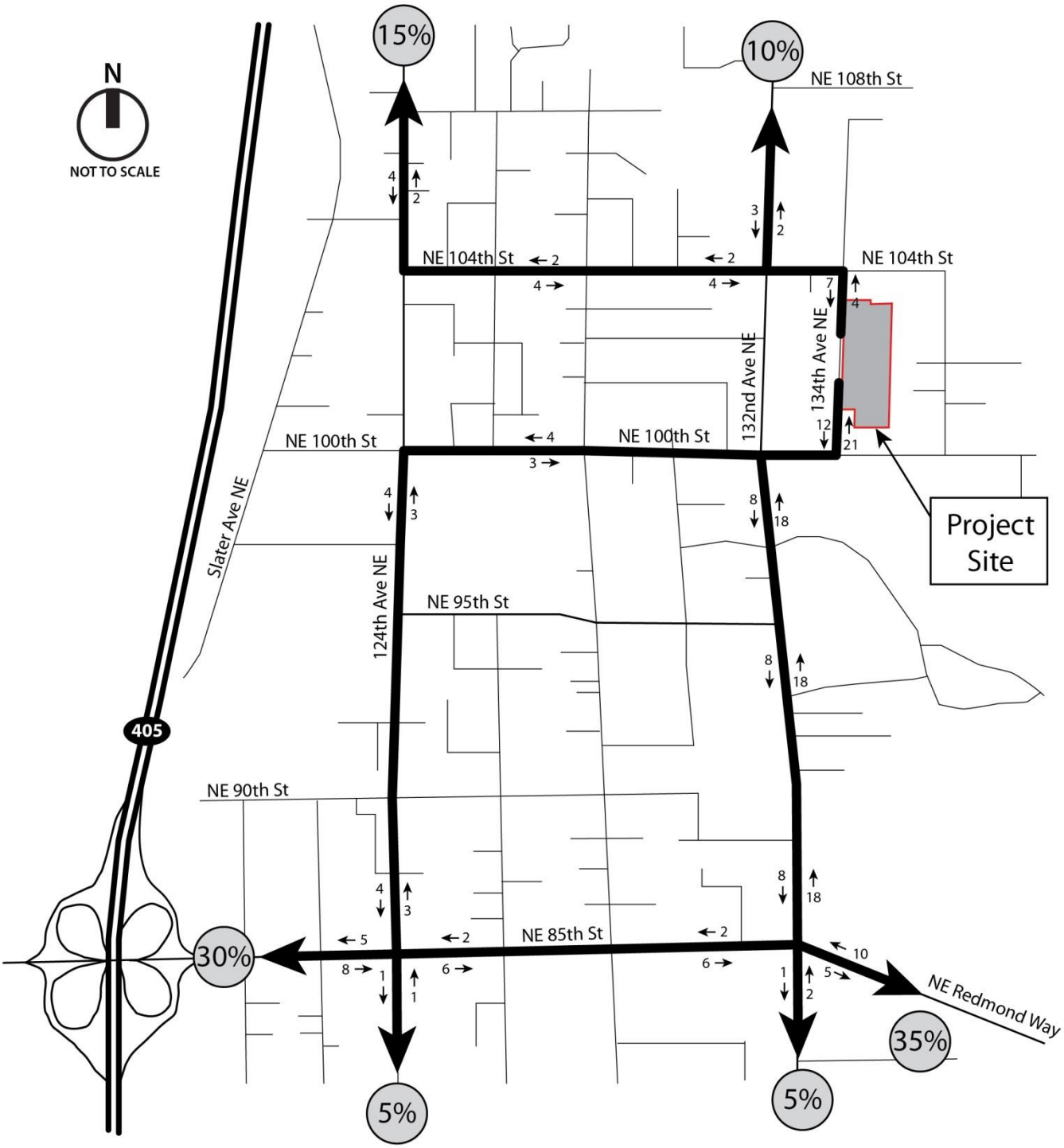
Kirkmond Residential
Trip Generation Summary

Land Use	Size	Units [1]	ITE LUC [2]	Directional Distribution In	Directional Distribution Out	Trip Rate	Trips Generated In	Trips Generated Out	Trips Generated Total
Daily									
Proposed Use:									
Single Family	41	DU	210	50%	50%	equation	231	231	462
Less Existing Use:									
Single Family	2	DU	210	50%	50%	equation	-14	-15	-29
					Net New Daily Trips =		**217**	**216**	**433**
AM Peak Hour									
Proposed Use:									
Single Family	41	DU	210	25%	75%	equation	9	29	38
Less Existing Use:									
Single Family	2	DU	210	25%	75%	0.75	0	-2	-2
					Net New AM Peak Hour Trips =		**9**	**27**	**36**
PM Peak Hour									
Proposed Use:									
Single Family	41	DU	210	63%	37%	equation	30	17	47
Less Existing Use:									
Single Family	2	DU	210	63%	37%	equation	-2	-1	-3
					Net New PM Peak Hour Trips =		**28**	**16**	**44**

Notes:

[1] DU = Dwelling Units

[2] Institute of Transportation Engineers, Trip Generation Manual, 9th edition Land Use Code.



Attachment D: PM Peak Hour Project Trip Distribution and Assignment - Updated