

A10PM164 –Taylor Creek Apartments

09/30/10 9:30 AM Mandatory Pre-application Meeting

KCDOT Traffic Engineering Comments – Contact Info (206) 263-6103

Project Description: The site is located at 7042, 7046 & 7052 South 116th Place, on the north side South 116th Place, just west of 72nd Place South. The proposal is to construct 67 apartment units in two multi-story buildings. Appropriate drainage, landscaping and parking will be provided as part of the project.

King County Department of Transportation (KCDOT) Traffic Engineering has reviewed the preliminary site plans, the King County assessor maps, aerial photographs and the additional information provided and we have the following comments:

1. The proposed development is located within the Skyline travel shed which currently passes the King County concurrency standard. Any questions concerning MPS fees should be directed to Jeff Lee at (206) 263-4759 of KCDOT Transportation Planning.
- * 2. A level one traffic impact analysis (TIA) will be required for this proposed development. A level one TIA outline along with an alphabetized list of traffic consultants is included with this write-up. The proposed driveways will need to be evaluated from an operational and safety standpoint. A left turn lane and right turn lane warrant analysis will need to be completed using the Washington State Department of Transportation (WSDOT) Design Manual for the proposed site driveways. Documentation will need to be provided showing that the driveways meet King County Road Design and Construction Standards (KCRDCS) for stopping sight distance (SSD). The driveways will need to meet KCRDCS for width (25-35 feet within King County right-of-way) and horizontal and vertical design. The minimum distance from the edge of the proposed driveways to the nearest property line needs to be a minimum of 9 feet within King County right-of-way. Once the driveway leaves the County right-of-way, this dimension may be increased or decreased.
3. South 116th Place is classified as an urban subcollector per the King County Arterial Functional Classification Map. According to the King County assessor maps, South 116th Place has 60 feet of right-of-way (30 feet on either side of right-of-way centerline) along the proposed development's frontage. Per KCRDCS, the minimum right-of-way required for an urban subcollector is 48 feet or 24 feet on either side of the right-of-way centerline. Therefore, no right-of-way dedication will be required along the proposed development's frontage of South 116th Place.
4. Urban frontage improvements (concrete curb, gutter and sidewalk) will be required along this development's frontage of South 116th Place. The face of curb will need to be placed 14 feet from the right-of-way centerline of South 116th Place.

The purpose of a pre-application conference is to review and discuss the application requirements with the applicant and provide comments on the development proposal. Information provided by King County Development and Environmental Services (DDES) staff, written or verbal, prior to, during or after pre-application processes is preliminary in nature and subject to changes in codes and regulations until such time that a formal building permit application is submitted and deemed complete. The applicant is responsible for determining whether a development proposal complies with applicable codes and regulations. The pre-application process is not intended to provide assurances that a development proposal will be approved by King County.

14' CE TO CURB
FULL WIDTH OVERLAY

TRAFFIC CONSULTANT LIST

Christopher Brown and Associates
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(206) 762-1978

Northwest Traffic Experts
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Transportation Solutions, Inc.
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PAUL W. ...
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**KING
COUNTY
DOT**

**LEVEL ONE
TRAFFIC
IMPACT
ANALYSIS**

I. PROJECT IDENTIFICATION

1. Project Name or Identifying Reference
2. King County DDES Permit File Number
3. Project location
4. Developer Name, Consultant Engineer Name and Firm,
5. Consultant licensure and professional affiliation, Phone Number
6. Development Description
 - a. Site Plan/ Preliminary Plat with phasing limits identified
 - b. Building area (cumulative)
 - c. Unit yield (e.g. lots, dwelling units)
 - d. Parking spaces
7. Existing/ Proposed Zoning
8. Phasing, Horizon Year of Development
9. Concurrency Certification
10. Vicinity Map
11. Analysis Intersections

II. SITE CONDITIONS INVENTORY

1. Intersection Traffic controls and Lane Geometry
2. Street widths, channelization, shoulder treatment (urban: curb, gutter and sidewalk, or 'shoulder')
3. Existing right-of-way widths
4. Road classification
5. Existing Transit facilities (Route Number(s), Service frequency, general service area for each route, type of facility (e.g. shoulder pull-off, shelter, pull-out lane, etc.)
6. Site access legal documents (i.e. recorded access easements, if project doesn't front onto a dedicated public street).
7. Identified High Accident Locations (KCDOT or WSDOT) and identified
8. Description and Project ID number of Proposed CIPs -- and responsible agency -- in vicinity of proposal
9. Historic traffic volume growth rate in vicinity
10. School walkway inventory (plats and commercial permits (residential) only)
11. Required Variances to KCRS

Exhibits and Tables

- ✓ Exhibit: Intersection Controls and Lane Assignments

III. TRIP GENERATION

1. Source Table (ITE or source acceptable to KCDOT staff)
2. Citation of authority for deviations from standard rates
3. Vehicle mix percentages (e.g. passenger cars, delivery vehicles) and correction to Passenger Car Equivalents (as required)
4. Compare (as applicable) parking supply provided to Zoning Code requirements for use

Exhibits and Tables

- ✓ Table: A.M./P.M. Peak hour trip generation
- ✓ Table: Peak hour generator trip generation

IV. TRIP ASSIGNMENT

5. Description of methodology for assignment of project trips

Exhibits and Tables:

- ✓ Table: Pipeline Development (Permit Number, Address, Development Yield)
- ✓ Exhibit: Project trip distribution percentages (show all routes above 5%, others as indicated in TIA scoping with staff)
- ✓ Exhibit: Existing volumes peak hour (commute and/or generator) and daily
- ✓ Exhibit: Horizon year volumes peak hour (commute and/or generator) and daily
- ✓ Exhibit: Pipeline Volumes peak hour (commute and/or generator) and daily
- ✓ Exhibit: Project only volumes, peak hour (commute and/or generator) and daily
- ✓ Exhibit: Total trips (horizon year), peak hour (commute and/or generator) and daily

V. LEVEL OF SERVICE

1. Methodology used (e.g. HCS, Synchro, Transyt, NetSim, other – incl. version/update year)
2. Existing year, development phase/ plat “division”, and horizon year of project LOS analyses (commute peak hour and/or peak hour, generator) at site access and/or impacted intersections
3. 50th %^{ile} and 90th %^{ile} queues at site access and turn lanes

Exhibits and Tables:

- ✓ Table: Existing, Development Phase, Horizon Year Delay/LOS – without/with mitigation required for compliance with KCC 14.80 requirements (“E” or better, or, return to pre-project delays – or, correction of a HAL impacted by at least one (1) trip-end)
- ✓ Table: Existing and assumed signal phase timings: green, yellow clearance, all-red, pedestrian.
- ✓ Exhibits: LOS calculation worksheets (appended)

VI. MITIGATION

1. Required frontage improvements and right-of-way dedications
2. Required MPS fees (Include MPS Zone and current "residential" fee and/or model run calculation)
3. Required non-standard frontage improvements (e.g. right turn/left turn channelization, turn restrictions, signalization, etc.)
4. Required off-frontage improvements

Exhibits and Tables:

- ✓ Table: Existing, Development Phase, Horizon Year Mitigation
- ✓ Exhibit: Turn lane warrant evaluation (from WSDOT Design Manual)

