MEMORANDUM

DATE: August 28, 2019

TO: City of Redmond

FROM: Spenser Haynie
TENW

SUBJECT: Revised Phase 1 Traffic Study
Penny Lane II – Redmond, WA
TENW Project No. 5865

This memorandum documents the Revised Phase 1 traffic study completed for the proposed Penny Lane II residential project in Redmond, WA. This is an update to our previous Phase 1 Traffic Study (dated April 30, 2019) and is intended to address City comments. The study includes a revised project description and revised trip generation estimate.

Project Description

The Penny Lane II project is located south of NE 80th Street between 170th Avenue NE and 170th Court NE in Redmond, WA as shown in the Attachment A vicinity map. The proposed unit-lot subdivision project includes up to 14 single-family homes with vehicular access provided on 170th Court NE. The existing site includes 3 single-family homes, all of which would be removed with the proposed project. A preliminary site plan concept is shown in Attachment B.

Trip Generation

Trip generation for the proposed and existing uses were determined using methodology included in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition for Land Use Code (LUC) 210 (Single Family Detached Housing). The resulting net new weekday daily, AM, and PM peak hour trips (proposed less existing) are summarized in Table 1. A detailed trip generation estimate is included in Attachment C.

Table 1
Penny Lane II – Trip Generation Summary

	Net New Trips Generated		
Time Period	In	Out	Total
Weekday Daily	71	71	142
Weekday AM Peak Hour	3	10	13
Weekday PM Peak Hour	6	5	11

As shown in Table 1, the proposed Penny Lane II residential development is estimated to generate 142 net new weekday daily trips with 13 net new trips occurring during the weekday AM peak hour and 11 net new trips occurring during the weekday PM peak hour.

Next Steps

A Phase 2 Traffic Study will not be required based on comments received from the City:

Sheet #	Staff Initials	Date	Round 1 - Issues & Comments
2	AC	6/13/2019	No phase 2 traffic study is required.

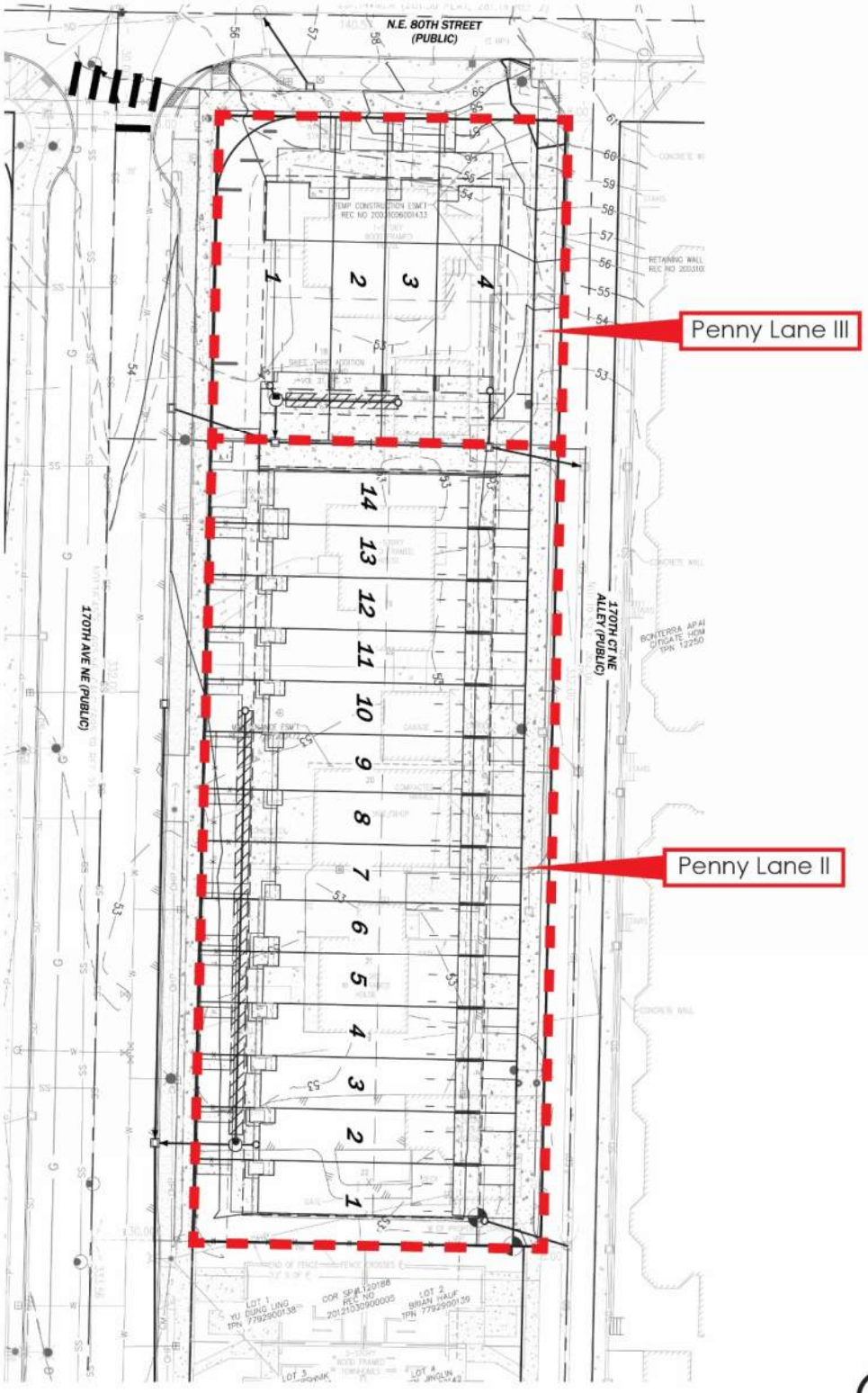
If you have any questions, please feel free to contact me at (206) 390-7253 or at spenser@tenw.com.

cc: Chris Forster, P.E. – TENW

Attachments

Attachment A: Site Vicinity

N
NOT TO SCALE



Attachment B: Preliminary Site Plan

ATTACHMENT C

Trip Generation Calculations

Penny Lane II - Trip Generation

Land Use	Area	Units[1]	ITE LUC[2]	Trip Rate[3]	Directional Split In	Directional Split Out	Trips Generated In	Trips Generated Out	Trips Generated Total
DAILY									
Proposed Uses:									
Single-Family Homes	14	DU	210	EQN	50%	50%	85	85	170
Less Existing Uses:									
Single-Family Homes	3	DU	210	9.44	50%	50%	-14	-14	-28
				NET NEW DAILY TRIP GENERATION =			**71**	**71**	**142**
AM PEAK HOUR									
Proposed Uses:									
Single-Family Homes	14	DU	210	EQN	25%	75%	4	11	15
Less Existing Uses:									
Single-Family Homes	3	DU	210	0.74	25%	75%	-1	-1	-2
				NET NEW AM PEAK HOUR TRIP GENERATION =			**3**	**10**	**13**
PM PEAK HOUR									
Land Use	Area	Units[1]	ITE LUC[2]	Trip Rate[3]	Directional Split In	Directional Split Out	Trips Generated In	Trips Generated Out	Trips Generated Total
Proposed Uses:									
Single-Family Homes	14	DU	210	EQN	63%	37%	9	6	15
Less Existing Uses:									
Single-Family Homes	3	DU	210	EQN	63%	37%	-3	-1	-4
				NET NEW PM PEAK HOUR TRIP GENERATION =			**6**	**5**	**11**

Notes:

1. DU = Dwelling Units.
2. Institute of Transportation Engineers (ITE) *Trip Generation* manual 10th edition land use code.
3. Trip rates based on ITE *Trip Generation* Manual 10th Edition.