

Mr. Justin Lagers  
RMJ Holdings LLC  
9675 SE 36<sup>th</sup> St., Suite 105  
Mercer Island, WA 98040

April 9, 2018

Re: Redmond 13 Plat – City of Redmond  
Trip Generation Technical Memorandum

Dear Mr. Lagers:

We are pleased to submit this trip generation technical memorandum for the proposed Redmond 13 Plat on the east side of 172<sup>nd</sup> Ave NE and south of NE 116<sup>th</sup> St. on King County parcel 3626059098 in the City of Redmond. This trip generation technical memorandum is the first phase of a two phase process required by the City. After review of the trip generation memorandum, the City will determine if the project is subject to transportation concurrency review. If so, the applicant is required to submit a request for a certificate of concurrency.

### ***PROJECT DESCRIPTION***

Figure 1 is a vicinity map showing the location of the approximately 3 acre site and the surrounding road network.

Figure 2 is the preliminary site plan. The site plan shows 13 lots for single family residential units.

Access will be to 172<sup>nd</sup> Ave NE as shown on the site plan.

### **TRIP GENERATION**

The project will result in an increase of 13 single family homes and is expected to generate the vehicular trips during an average weekday and during the street traffic peak hours as shown in the following table:

#### **TRIP GENERATION FOR 13 SINGLE FAMILY HOMES**

<b><i>Time Period</i></b>	<b><i>Trip Rate</i></b>	<b><i>Trips Entering</i></b>	<b><i>Trips Exiting</i></b>	<b><i>Net New Trips Total</i></b>
Average Weekday	9.52	62 50%	62 50%	124
AM Peak Hour	0.75	2 25%	8 75%	10
PM Peak Hour	1.00	8 63%	5 37%	13

A vehicle trip is defined as a single or one direction vehicle movement with either the origin or destination (exiting or entering) inside the study site.

The trip generation is calculated using the average trip rates in the Institute of Transportation Engineers (ITE) Trip Generation – 9th Edition, for Single Family Detached Housing (ITE Land Use Code 210). These trip generation values account for all site trips made by all vehicles for all purposes, including resident, visitor, and service and delivery vehicle trips.

**SUMMARY AND CONCLUSION**

The proposed Redmond 13 plat will generate 13 PM peak hour trips to the street network. The PM peak hour is the critical time period in the study area.

We understand the City of Redmond will review this trip generation technical memorandum and then determine if the project is subject to transportation concurrency review. If the City requires a concurrency review the next step is for the applicant to submit a transportation concurrency application. The city will then run the traffic model to test for concurrency and notify the applicant by letter of the test results along with level of service summary sheets and a model plot of the site trip distribution.

If the development meets concurrency standards, the City will issue a Certificate of Concurrency.

Once the traffic concurrency modeling is complete (if in fact a model run is required), we will contact the City to scope the traffic impact analysis. The traffic impact analysis process consists of the scoping of the analysis and preparation of the report.

If you have any questions, please call 425-522-4118. You may also contact me via e-mail at [@nwtraffex.com](mailto:@nwtraffex.com).

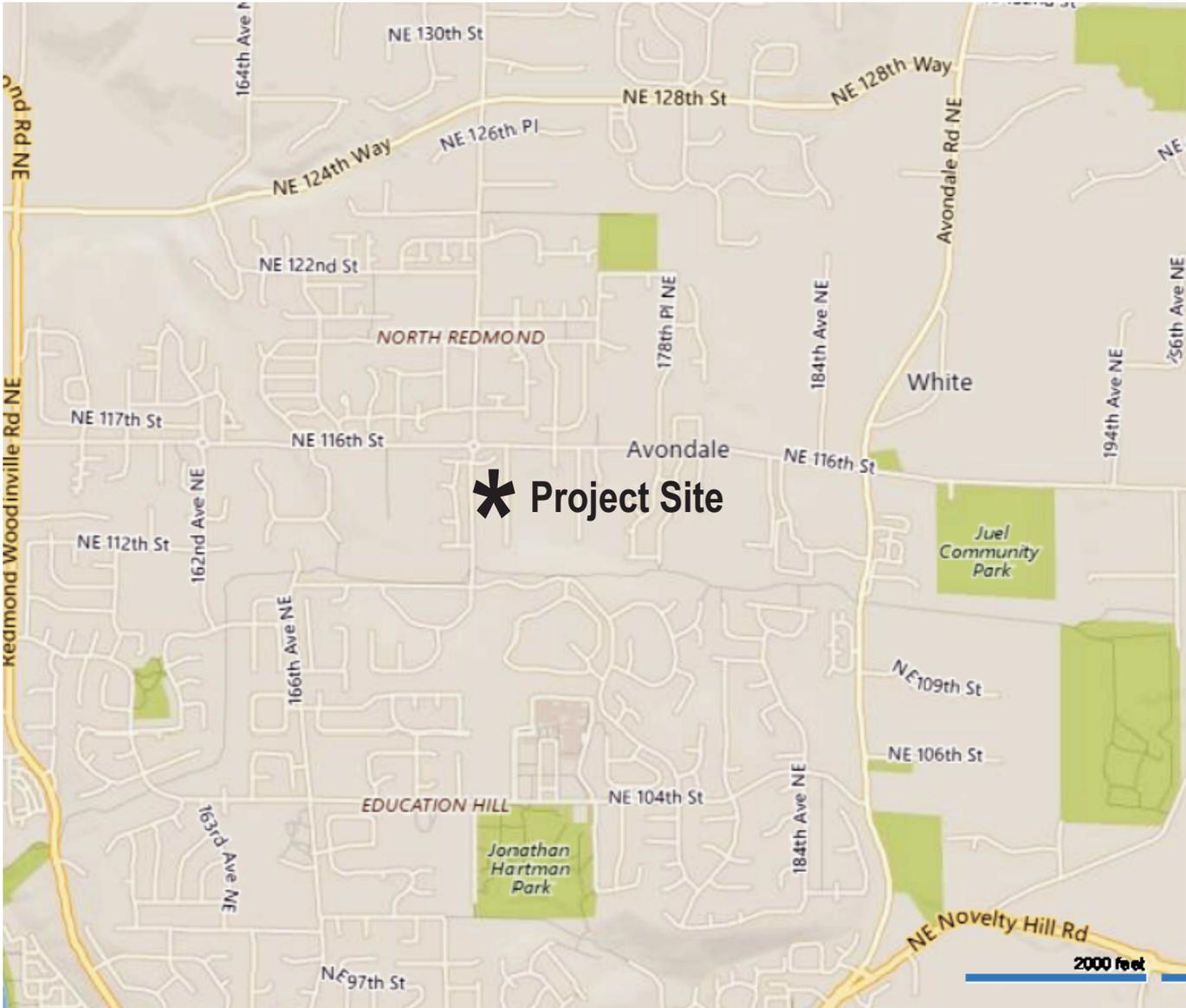
Very truly yours,



Vincent J. Geglia  
Principal  
TraffEx

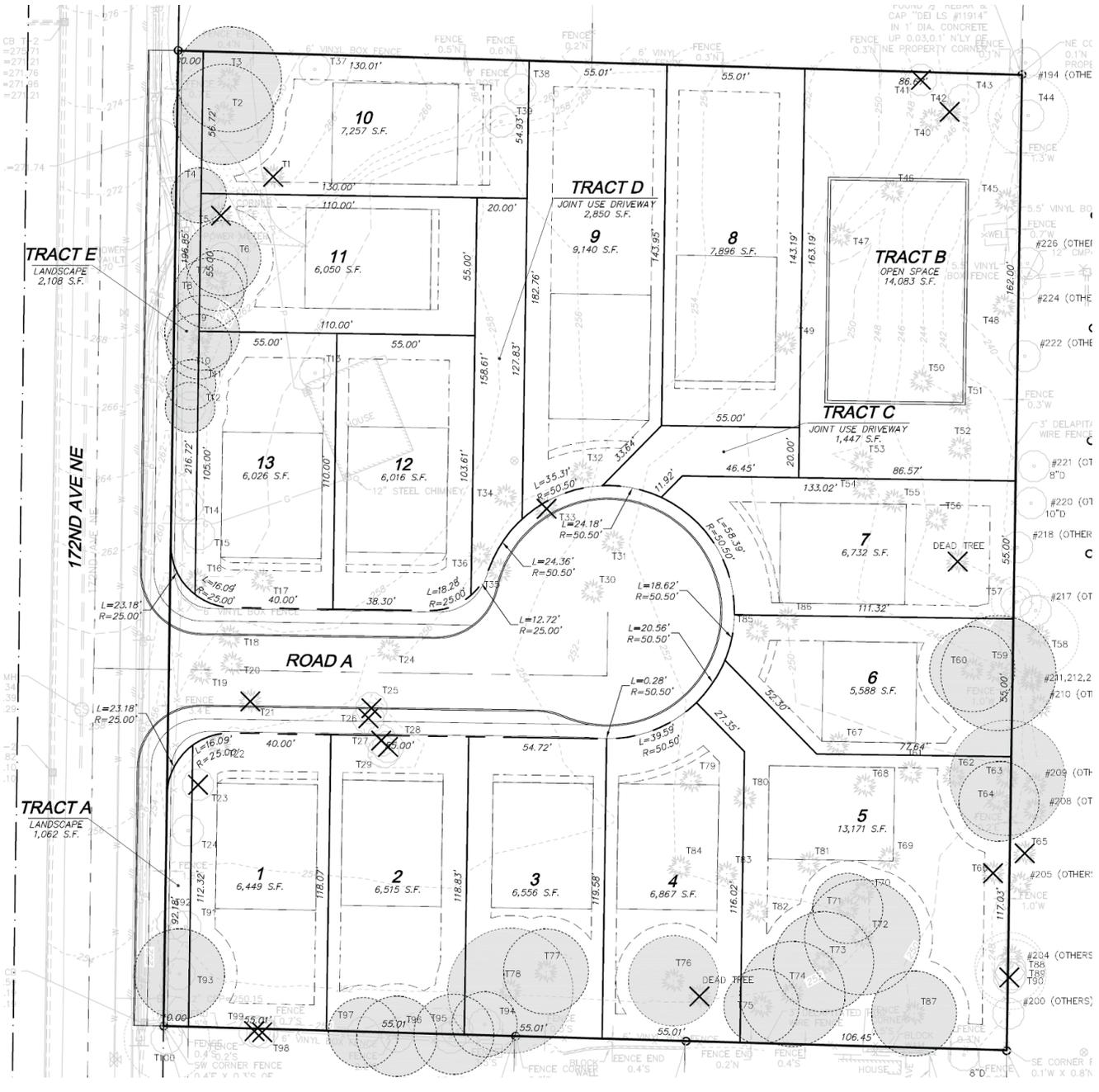


Larry D. Hobbs, P.E.  
Principal  
TraffEx



Redmond 13 Plat  
Vicinity Map

Figure  
1



**Redmond 13 Plat**  
**Site Plan**

**Figure**  
**2**