

MEMORANDUM

Date: November 8, 2006 **TG:** 06297.PR

To: Dean Erickson, Trimet Development

From: Kurt Gahnberg, The Transpo Group
James Webb, P.E., The Transpo Group

Subject: Lakepointe - Commercial Site Development Permit Extension

The City of Kenmore issued a Notice of decision in May 2000 for the proposed Lakepointe project, based on analysis of build-out project impacts through 2005. In August 2004, City of Kenmore staff granted an extension for the submittal of a building permit application for the proposed project through December 2006. The extension was based, in part, on a review of traffic volume trends since the completion of the traffic study. The review conducted in 2004 showed that traffic levels adjacent to the project site had remained unchanged or declined from those documented in the EIS analysis prepared for the proposed project. As such, 2004 traffic volumes would have had to have grown at an unattainable rate to exceed the 2005 forecasts documented in the EIS. Therefore, it was reasoned, the analysis of transportation related project impacts documented in the EIS remained adequate.

The purpose of this memorandum is to provide an overview of recent traffic volume growth trends adjacent to the proposed Lakepointe project site in support of a further extension to the commercial site development permit (CSDP) issued for the proposed project.

Historical count data adjacent to the project site was reviewed to establish recent growth patterns in weekday AM and PM peak hour traffic volumes. These count-based growth rates were then compared to the growth rates used in the EIS. In addition, recent weekday AM and PM peak hour intersection traffic volumes were compared to the traffic forecasts published in the EIS to determine if traffic volumes have remained below the 2005 forecasts from the EIS.

The previous Lakepointe Master Plan analysis assumed that existing 1997 traffic volumes would grow at a rate of 2.0 percent per year to establish 2005 without-project traffic volume forecasts. The data and counted growth rates are summarized in Table 1.

Table 1. Historical Growth Trends - SR 522/68th Avenue

Case	Calculations
AM Peak Hour - SR 522/68th Avenue	
1997 TEV	4,451
1999 TEV	4,427
Delta	-24
Annual Growth Rate	-0.0%
AM Peak Hour - SR 522/68th Avenue	
1997 East Leg	2,777
2002 East Leg	2,845
Delta	+68
Annual Growth Rate	+0.5%
PM Peak Hour - SR 522/68th Avenue	
1997 TEV	5,470
1999 TEV	4,981
Delta	-489
Annual Growth Rate	-4.5%
PM Peak Hour - SR 522/68th Avenue	
1997 East Leg	3,593
2002 East Leg	3,370
Delta	-223
Annual Growth Rate	-1.3%
PM Peak Hour - SR 522/68th Avenue	
1997 TEV	5,470
2003 TEV	4,974
Delta	-496
Annual Growth Rate	-0.5%
PM Peak Hour - SR 522/61st Avenue	
1997 TEV	5,382
1999 TEV	5,336
Delta	-46
Annual Growth Rate	-0.4%

As shown in Table 1, historical count data shows that growth in traffic during the weekday AM peak hour has been between approximately zero to half a percent per year. During the weekday PM peak hour traffic volumes have experienced negative growth (a decrease) of between approximately a half to four and a half percent per year. Therefore, growth in traffic volumes during the weekday AM and PM peak hours adjacent to the project site has occurred at a lower rate than assumed in the Master Plan analysis.

In addition to the comparison of actual versus assumed growth rates, the traffic count data was compared to both the 1997 existing counts and 2005 without project traffic forecasts from the Master Plan. The traffic volumes are summarized in Table 2.

Table 2. Traffic Count/Forecast Comparison

Source	AM Peak Hour	PM Peak Hour
SR 522/68th Avenue		
1997 Master Plan Count	4,451	5,470
1999 Count	4,427	4,981
2003 Count	-	4,974
2005 Master Plan Forecast	5,165	6,400
SR 522/61st Avenue		
1997 Master Plan Count	4,270	5,382
1999 Count	-	5,336
2005 Master Plan Forecast	4,936	6,300

As shown in Table 2, traffic counts collected since the 1997 data used as the basis for the Master Plan show that traffic volumes have yet to reach the 2005 forecast levels in the Master Plan; in fact they decreased to levels below the 1997 existing counts.

The results of this analysis are consistent with the analysis conducted in 2004 for the City in support of the previous extension: that traffic volumes would have had to have grown at an unattainable rate to exceed the 2005 forecasts documented in the EIS.

Therefore, based on a review of traffic volumes actually occurring during the AM and PM peak hours, we believe that the City could grant a further extension of the CSDP without requiring further analysis or mitigation measures.

M:\06\06297 Lakepointe Kenmore\Traffic Volume Memo.doc

Table 2. Traffic Count/Forecast Comparison

Source	AM Peak Hour	PM Peak Hour
SR 522/68th Avenue		
1997 Master Plan Count	4,451	5,470
1999 Count	4,427	4,981
2003 Count	-	4,974
2005 Master Plan Forecast	5,165	6,400
SR 522/61st Avenue		
1997 Master Plan Count	4,270	5,382
1999 Count	-	5,336
2005 Master Plan Forecast	4,936	6,300

As shown in Table 2, traffic counts collected since the 1997 data used as the basis for the Master Plan show that traffic volumes have yet to reach the 2005 forecast levels in the Master Plan; in fact they decreased to levels below the 1997 existing counts.

The results of this analysis are consistent with the analysis conducted in 2004 for the City in support of the previous extension: that traffic volumes would have had to have grown at an unattainable rate to exceed the 2005 forecasts documented in the EIS.

Therefore, based on a review of traffic volumes actually occurring during the AM and PM peak hours, we believe that the City could grant a further extension of the CSDP without requiring further analysis or mitigation measures.

M:\06\06297 Lakepointe Kenmore\Traffic Volume Memo.doc