

24b.

Traffic Impact Study - Response to Comments, Transpo
Group

March 28, 2013



REVISION/CORRECTION SUBMITTAL FORM

COMMUNITY DEVELOP.

MAR 31 2014

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Submittal Requirements:

All revisions / correction submittals MUST contain the following:

1. A completed City of Black Diamond Revision/Correction submittal form
2. Two (2) sets of revised and/or corrected drawings/sheets (wet stamped by architect, if applicable).
3. Revised structural calculations, if applicable (must be stamped by engineer)
4. A written letter to the City that shows an itemized summary of your submittal (must include sheet and detail numbers)
5. All changes **MUST BE CLOUDED** or **HIGHLIGHTED** on each plan set

Date: 3/31/2014

Permit #: PLN13-0027

Property Address: SEE THE VILLAGES MPD PHASE 2 PREM. PLAT C PROJECT NARRATIVE

Project Name: THE VILLAGES MPD PHASE 2 PLAT C

Contact Person: COLIN LUND

Phone: (425) 898-2100

Email: CLUND@VILLAGESPHASE2.COM

TYPE OF SUBMITTAL:

() **REVISION:** A change the applicant has made to a plan that is either:

1. An approved plan already issued by the City or
2. A project under current plan review

(X) **CORRECTION:** An applicant response to a correction letter written by the City to the applicant

Permit Issued? () Yes (X) No *A plan check fee for revision is \$84 per hour with a minimum of \$42 for ½ hour

Please describe revision/correction submittal:

THE VILLAGES MPD PHASE 2 PLAT C TRAFFIC IMPACT STUDY, RESPONSE TO COMMENTS DATED MARCH 29, 2014

Sheets Affected: _____ If more than two (2) sheets will be changed, please submit two (2) new full sets of plans. Revisions on issued permits only require submittal of the affected sheets.

For City Use Only:

REQ'D APPROVAL	CHECKED BY	ROUTE TO	DATE	INITIAL	COMMENTS	FEES
()	1. BUILDING	_____	_____	_____	_____	_____
()	2. PLANNING	_____	_____	_____	_____	_____
()	3. FIRE	_____	_____	_____	_____	_____
()	4. PW	_____	_____	_____	_____	_____
()	5	_____	_____	_____	_____	_____

TOTAL \$

MAR 31 2014

RECEIVED

TECHNICAL MEMORANDUM

Date:	March 28, 2014	TG:	05387.03
To:	Colin Lund – YarrowBay Holdings		
From:	Kevin L. Jones, P.E., PTOE – Transpo Group		
Subject:	The Villages MPD - Phase 2 Plat C Traffic Impact Study, Response to Comments		

This memo provides responses to the four comments described in the Technical Memorandum from Parametrix's John Perlic to the City of Black Diamond's Andy Williamson dated February 27, 2014 regarding Parametrix's review of *The Villages MPD - Phase 2 Plat C Traffic Impact Study* dated December 19, 2013. Each comment is reiterated in italics below followed by our written response.

1. *The Traffic Impact Study also briefly mentions the number of equivalent residential units (ERU), but does not state in the report how they are relevant to the analysis. A discussion of the ERU relevance to thresholds established in the Development Agreements would be helpful for context.*

The Development Agreements require traffic monitoring reports to determine "at what time" off-site intersection improvements would be necessary. For example, *The Villages and Lawson Hills MPDs – Phase 2 Traffic Monitoring Report* concluded that construction of three off-site intersection improvements would be necessary prior to the City's issuance of a certificate of occupancy for the 1,393rd ERU between the two MPDs combined. Therefore, the number of ERUs associated with Phase 2C development is relevant as it relates to the timing of these improvements because, even if certificates are issued for all of Phase 1A and Phase 2C of The Villages MPD, this would total approximately 1,327 ERUs, 66 ERUs less than this threshold.

2. *The document does not state how many ERUs are included in Phase 1A. This should be provided so that the total number of ERUs with Phase 1A and Phase 2C is documented.*

Phase 1A of The Villages MPD is representative of approximately 1,190 ERUs for traffic analysis purposes. Therefore, since The Villages Phase 2C would include approximately 137 ERUs, the total number of ERUs between these two phases of development is approximately 1,327 ERUs.

3. *It should be noted if the intersection related collisions were determined "at an intersection" by WSDOT, or if there was an assumption made by the analyst that collisions along a roadway within a specified number of feet from the intersection were intersection related.*

Collisions at study intersections were determined using WSDOT's classification of the "Junction Relationship" of the collision as well as by reviewing collisions that were noted to occur within 200 feet of intersections. All collisions that were classified as "At Intersection and Related" or "Intersection Related but Not at Intersection" were included. Collisions adjacent to intersections were also reviewed to determine whether the cause was related to the intersection (e.g., rear-end type collisions) or related to the roadway (e.g., fixed-object collisions) and included in the intersection and segment collision summaries, respectively.

4. *Provide a source for the statement that motorists generally travel at slower speeds in the presence of on street parking.*

- Marshall, W., N. Garrick and G. Hansen. "Reassessing On-Street Parking." *Transportation Research Record*, No. 2046 (2008): 45-52.
- Morrison, B. "Residential Street Width, On-Street Parking and Accident Frequency." 22nd Conference Proceedings of the Australian Road Research Board, 2006.