

MOTION No **9058**

A MOTION approving the scope of work for a transportation analysis study of the potential mixed use area south and west of 68th Avenue Northeast and State Route 522 in Kenmore as part of a community plan revision study in the Northshore planning area pursuant to K.C.C. 20.12.070 and Motion 8971.

WHEREAS, on January 19, 1993 the county council adopted the Northshore Community Plan and Area Zoning in Ordinance 10703, and

WHEREAS, the Policy K-11 of the Northshore Community Plan stated that the area south and west of the intersection of 68th Avenue Northeast and State Route 522 should be considered as possible future locations for high density mixed-use retail and residential uses, and

WHEREAS, the adopted area zoning for the subject area is Heavy Manufacturing (MP-P), potential Mixed Use (BRC-P), and

WHEREAS, amendments to Policy K-11 directed that a community plan revision study should be prepared to review impacts of proposed mixed-use development on traffic congestion prior to actualization of all or part of subject area, and

WHEREAS, Motion 8971 passed by the King County council on April 26, 1993 requested the parks, planning and resources department complete a community plan revision study based on a transportation analysis provided by the applicant and approved by the department of public works, and

WHEREAS, the transportation analysis will evaluate the traffic impacts on the transportation system from development at the potential zoning of the subject area, and

WHEREAS, the specific scope of work will be developed by the King County department of public works and approved by the King County council, and

WHEREAS, the consultant costs for completing the transportation analysis will be borne by the property owner;

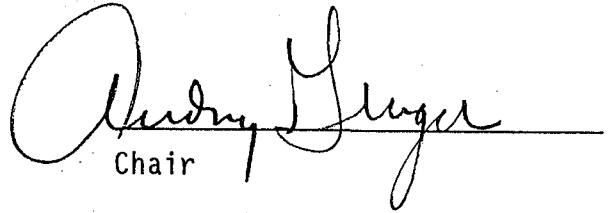
NOW, THEREFORE, BE IT MOVED by the Council of King County:

A. The department of public works has prepared a scope of work to complete the transportation analysis in support of the community plan revision study in the Northshore planning area,


B. The attached scope of work for the transportation analysis study is hereby approved.

PASSED this 28th day of June, 1993.

KING COUNTY COUNCIL  
KING COUNTY, WASHINGTON

  
Chair

ATTEST:

  
Clerk of the Council

Attachment A: Scope of Work

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## ATTACHMENT A

## SCOPE OF WORK

## Lakepointe Mixed-Use Development

*Task 1 - Scoping*

This task includes ongoing scoping activities intended to identify and finalize a technical scope of work acceptable to King County, WSDOT, and Metro, in satisfaction of the King County Council motion requesting a work scope for a traffic study be developed. It includes development of preliminary work scopes, telephone coordination with agency staff, meetings with agency staff, meetings with the project team, and other coordination and revisions as required to develop a consensus regarding an appropriate technical work scope and review program.

*Task 2 - Technical Work Program*

The following technical work program builds on the preliminary analyses completed in December 1992. It expands the analyses to address specific issues raised by King County and WSDOT during the subsequent review and scoping meetings. The study area has been expanded to include the intersections of SR 522 with SR 104 (Ballinger Way), 73rd Avenue NE, and 80th Avenue NE. The expanded study area also will include the intersection of Simonds Road/68th Avenue NE. The study area also includes the intersections of SR 522/68th Avenue NE, SR 522/61st Avenue NE, SR 522/65th Avenue NE, NE 175th Street/68th Avenue NE, NE 175th Street (realigned)/68th Avenue NE, NE 175th Street/65th Avenue NE, and the project access drive/NE 175th Street (realigned).

## A. Existing Conditions Data

- A meeting with King County, WSDOT, and Metro will be held shortly after approval of the work scope. The meeting will be set up by King County and will be used to present the work scope and schedule to minimize delays to the project. The meeting also will be used to identify data needs from the various agencies.
- Collect new AM and PM peak hour traffic counts for the four new intersections.
- Obtain available aerials and "as built" for corridor.
- Conduct saturation flow studies (AM and PM) peak hour for the intersection of SR 522/68th Avenue NE to determine **actual** flow rates through the intersection.
- Conduct a brief field inventory of the expanded study area, including lengths of key turn lanes.
- Obtain all relevant signal timing data.

- Transportation improvements funded for construction will be identified and assumed as part of the baseline analysis condition. This will include all King County, Metro, or WSDOT improvement projects that could affect the operations of the transportation system being analyzed.

#### B. Future Traffic Volumes

- Develop traffic forecasts without the Lakepointe development using traffic growth projections based on King County's Northshore Community Plan.
- Develop estimates of project trip generation for buildout of the site. The trip generation analysis will take into account internalization of traffic within the mixed-use project and pass-by trips already on the adjacent street system. The primary resource for these estimates will be *Trip Generation*, 5th Edition, published by the Institute of Transportation Engineers.
- Develop 2005 traffic forecasts with the proposed Lakepointe development by assigning project traffic to the adjacent street system. The project assignment will assume completion of the proposed signalized connection to SR 522/65th Avenue NE and the realigned NE 175th Street/68th Avenue NE intersection. The traffic distribution will be based on county model data and existing travel patterns in the area. The traffic forecasts with the project will include reassigning background traffic to the new NE 175th Street roadway.
- The assumptions and resulting traffic volumes will be reviewed with King County, WSDOT, and Metro transportation staff to obtain buy-off of the resulting forecast assumptions. A meeting will be held to confirm the assumptions and traffic volume forecasts.

#### C. Traffic Operations Analyses

- Conduct TRANSYT 7F model runs for AM and PM peak hours for the expanded study area. This will include the level of service of the network and queues (95th percentile queues) of the expanded study area. These analyses will be based on existing signal timing and roadway geometry. The addition of the new 65th Avenue NE to 68th Avenue NE alignment for NE 175th Street will be included in the with-project analyses, as well as planned transit lanes on SR 522. The following scenarios will be analyzed:
  - Existing (1992/93)
  - 2005 Baseline
  - 2005 With Buildout of Lakepointe
- Analyses of AM and PM peak hour intersection levels of service using the *Highway Capacity Manual* (TRB, 1985) methodologies.
- Estimate traffic queues and potential impacts on traffic operations at adjacent intersections and on the Sammamish River Bridge on 68th Avenue NE.

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- Identify potential impacts on nonmotorized safety and access in the study area, including the Sammamish River Bridge.
- Identify potential impacts of the new NE 175th Street/65th Avenue NE alignment on the Burke-Gilman Trail.
- Identify potential impacts to SR 522 transit lanes eastbound and westbound, as well as the effect of no eastbound (outbound) transit lane.
- A meeting with the King County Interagency Review Team (including WSDOT and Metro) will be held to review preliminary findings and discuss improvement strategies (see D below).

#### D. Improvement and Mitigation Analyses

- Based on the results of the baseline analyses, options to improve traffic operations, safety, and other specific issues will be identified and evaluated. The options may include the following:
  - Revised signal timing
  - Changes to existing channelization
  - Completion of the ultimate NE 175th Street/61st Avenue NE improvements
  - Major physical realignments/improvements
  - 65th Avenue NE improvements at SR 522, such as channelization and/or a traffic signal
  - Transit service and facilities (including on-site park-and-ride and off-site pedestrian crossings) and Transportation Demand Management (TDM) programs to reduce project (and background) traffic
  - Nonmotorized mitigation
  - Local circulation improvement

The analyses will include revised TRANSYT 7F model runs, intersection levels of service, and queue calculations, if appropriate to illustrate the effectiveness of the mitigation. The evaluation criteria will be similar to those used in the preliminary analyses, including total delays and travel times, access, and circulation. The evaluation will include review of the project impacts and traffic operations pursuant to the draft revisions to the King County Road Adequacy Standards.

- Improvement options to minimize the potential impacts of any roadway modifications on the Burke-Gilman Trail also will be evaluated.

#### E. Documentation and Review Meetings

- **Predraft Meeting** - The predraft findings will be presented to the King County Interagency Review Team (including WSDOT and Metro) at a meeting. A predraft summary will be prepared and submitted to the project sponsor and the Interagency Review Team for review. The summary will provide major findings and recommendations, as well as supporting analyses and assumptions.

- **Draft Report** - Following the predraft meeting, a draft report will be finalized for resubmittal to the county for their formal review process.

*Task 3 - Final Report and County Council Review Program*

- **Final Report** - Following receipt of formal review comments, we will finalize the report for King County staff submittal to the County Council. This will include a meeting with staff to review their comments and discuss the needed revisions.
- **Public Meeting** - In conjunction with the draft plan amendment, one public meeting will be attended to answer questions on the transportation analysis.
- We will prepare for and attend up to two Council Committee or Council of the Whole meetings, as needed, to respond to council issues/questions. This may include additional revisions of the report.