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April 8, 2016

PANATTONI DEVELOPMENT COMPANY, INC.
Matt Buchanan, Development Manager
900 SW 16th Street, Suite 330
Renton, WA 98057

Re: The Reserve at Woodinville – Woodinville
Trip Generation and Parking Letter – Cover Letter Updated

Dear Mr. Buchanan,

I prepared BD Real Estate Distribution Building Trip Generation and Parking Letter dated December 17, 2012 and BDA Warehousing Building Parking Demand Study date June 4, 2013. These reports were conducted for a 201,550 sf BD Real Estate Distribution Building facility. The project is located at 15902 Woodinville – Redmond Rd. NE in Woodinville. The site is currently developed with 85,125 sf of storage space and has 2 driveways on Woodinville – Redmond Road Northeast. These existing access driveways would be re-constructed to City standards. Parking for ~190 cars was depicted on the initial site plan.

In conjunction with the BD Real Estate Distribution project access improvement plans were prepared and agreed to with WSDOT. These plans are still acceptable to WSDOT, see attached e-mail from WSDOT dated December 15, 2015 and the approved SR-202 Channelization Plan dated May 2014 prepared by Barghausen Consulting Engineers, Inc.

Subsequently to my reports and Channelization Plan Approval the project site plan has refined. The new plan is to provide 199,700 sf of distribution space in two building in lieu of one large building with 198 parking stalls (now 195 stalls). No change to the approved site access is planned.

I prepared The Reserve at Woodinville Trip Generation and Parking Letter – Cover Letter dated January 14, 2016 to discuss the above noted site plan refinements. The City has conducted an initial review of the project submittal including comment to Traffic and Parking. City comments are contained in a March 11, 2016 letter to you, attached. In particular, the City noted that their TIF rate increased in 2016 to \$395 (WMC 3.39.085) and that there were discrepancies in the number of parking stalls depicted on the various site plans submitted. The correct number of parking stalls is 195.

JTE, Inc.

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The 195 shared parking stalls, 0.99 stall/1,000 sf, are more than ample and provide for future flexibility. In my BDA Warehousing Building Parking Demand Study I conducted a local parking demand study for comparably sized facilities, looked other local agency requirements and Institute of Transportation Engineers Parking Generation data. The peak parking at a local similar facility was noted at 0.35 stall/1,000 sf and national data suggests 0.41 as sufficient. Other local agencies require 0.5 stall/1,000 sf.

The site Parking Calculations, obtained from LMA Sheet A1.1 Site Plan January 20, 2016, are noted below:

PARKING FOR PROPOSED BUILDINGS

RECOMMENDED WAREHOUSE PARKING RATIO PER ENGINEERS REPORT IS 0.5/1000 SF
OFFICE PARKING RATIO AT 1/300 OF NET AREA OR 85% OF GROSS TOTAL
184,723 S.F. WAREHOUSE = 93 STALLS
29,954 S.F. OFFICE = 25,461 S.F. NET AT 1/300 = 85 STALLS
TOTAL PARKING REQD. = 178 STALLS
TOTAL SHOWN = 195 STALLS

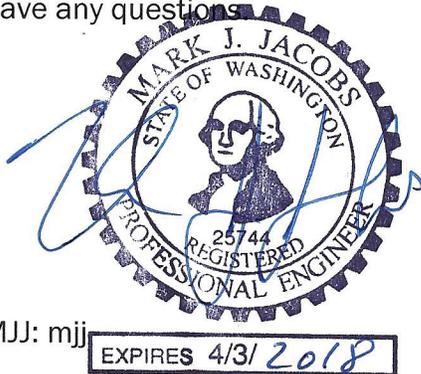
BIKE PARKING

1/12 PARKING SPACES = 195/12 = 17 EXTERIOR SPACES REQUIRED AND SHOWN.

I have reviewed the refined site planning, see attached site plan, against my prior site work. Table 1R attached shows the refined Traffic Generation for the slightly smaller facility space to be provided; about seven fewer trips on an average day and one fewer trip during the PM peak hour. No material changes result with the refined planning. One mitigation item is refined and is noted below:

Woodinville has a Traffic Impact Fee program. The fee is \$290 \$395 per trip. The net new daily trips due to the re-development are 422 (slightly fewer than the 429 determined with the original site planning). Thus a TIF of \$166,690 is estimated for the project.

Please contact me at 206.762.1978 or email us at jaketraffic@comcast.net if you have any questions.



MJJ: mjj

Very truly yours,

Mark J. Jacobs, PE, PTOE, President
JAKE TRAFFIC ENGINEERING, INC.

04/08/2016

VEHICULAR TRIP GENERATION				
TABLE 1R				
THE RESERVE AT WOODINVILLE - WOODINVILLE TRIP GENERATION, ACCESS REVIEW AND PARKING LETTER				
TIME PERIOD	TRIP EQUATION/RATE	TRIPS ENTERING	TRIPS EXITING	TOTAL
A. Proposed Warehouse (ITE Land Use Code 150, 199,700 sf)				
Average Weekday	$LN(T) = 0.86Ln(X) + 2.24$	447 (50%)	447 (50%)	894
AM Peak Hour	$T = 0.30X$	47 (79%)	13 (21%)	60
PM peak Hour	$T = 0.32X$	16 (25%)	48 (75%)	64
B. Existing Warehouse (ITE Land Use Code 150, 85,125 sf)				
Average Weekday	$LN(T) = 0.86Ln(X) + 2.24$	236 (50%)	236 (50%)	472
AM Peak Hour	$T = 0.30X$	21 (79%)	5 (21%)	26
PM peak Hour	$T = 0.32X$	7 (25%)	20 (75%)	27
Net Trips A - B				
Average Weekday	--	211	211	422
AM Peak Hour	--	26	8	34
PM peak Hour	--	9	28	37

T = trips; X = 1,000 sf

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

The above trip generation values account for all the site trips made by all vehicles for all purposes, including commuter, visitor, recreation, and service and delivery vehicle trips