

RIGHT-OF-WAY DEDICATION & STREET IMPROVEMENT WORKSHEET

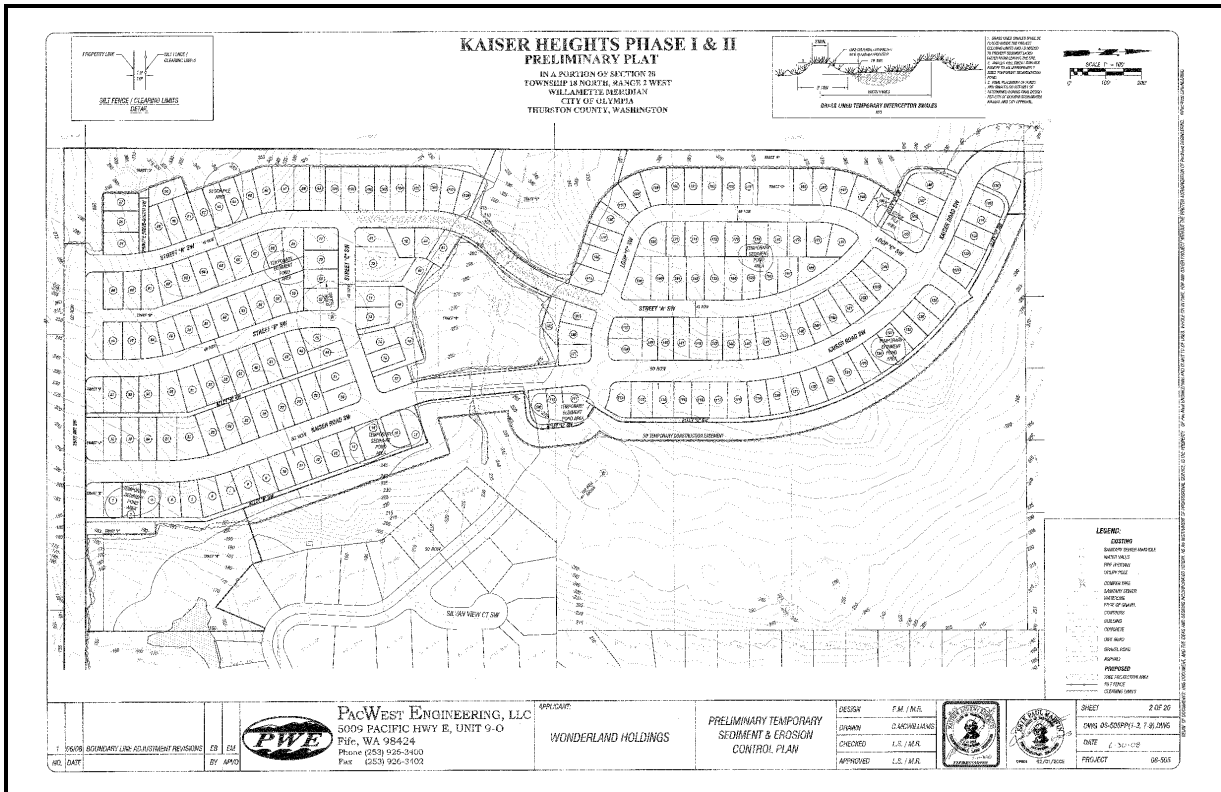
Kaiser Heights Subdivision

The following worksheet is intended to be used to assist the City of Tumwater Development Service Department in determining street right-of-way dedication and street improvement requirements to meet Tumwater Municipal Code and nexus and rough proportionality standards.

I. Background

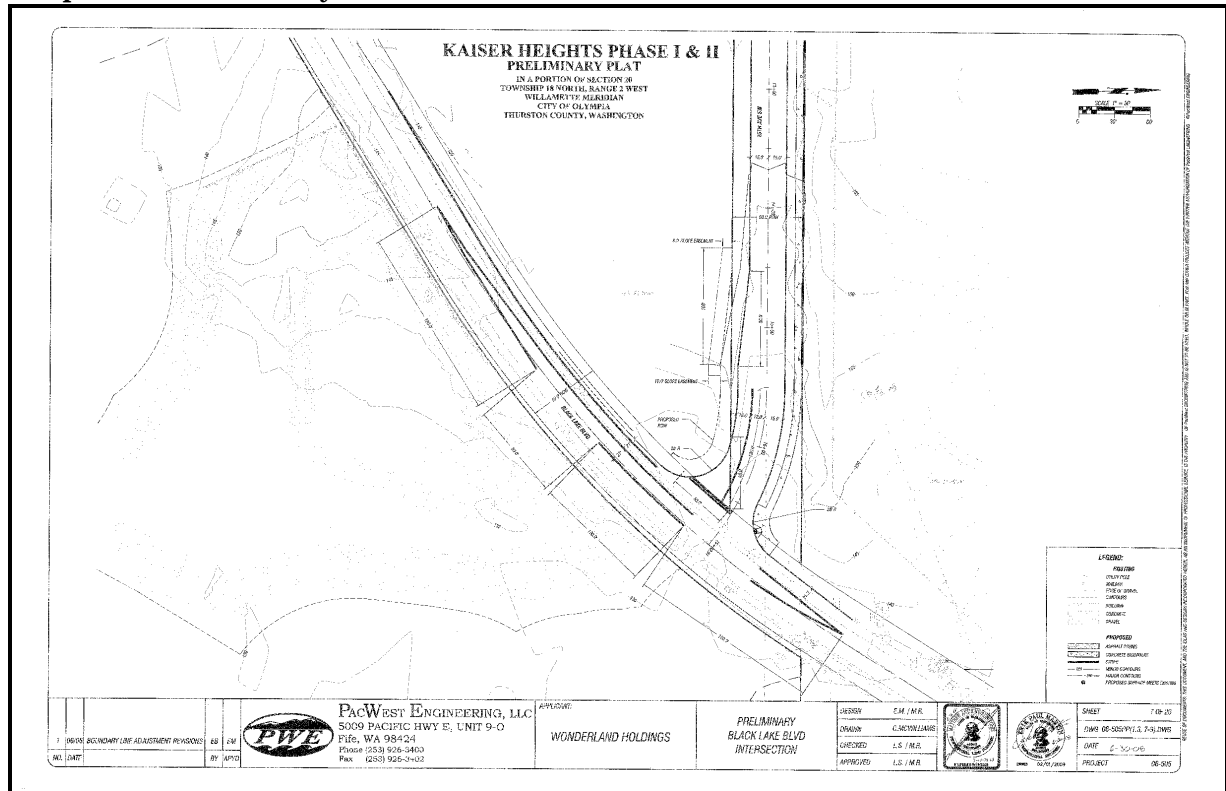
1. Project Name: Kaiser Heights Subdivision
- APN: 12820420000, 12820420500, 12820420200, 12820420400,
12820420300, 12820430100, 12820420100, 12820430200,
2. Parcel Numbers: 12820430000, 12829120300, 12829120400, 12829110200
3. Location Portions of Section 20 and 29, Township 18 North, Range 2 West
4. Description: 200 lot single-family residential subdivision
5. Case File Numbers:
- a. Tumwater Development Review Committee: DRC #06-0029
 - b. Land Division: City of Olympia Case #05-2208

II. Proposed Preliminary Plat¹



¹ Preliminary Plat for Kaiser Heights by PacWest Engineering prepared June 30, 2008.

Proposed Preliminary Plat²



III. Tumwater Perimeter Roadways

Public Streets	Street Classification	Street Size		Total New Street Area (square feet)
		Length	Dedication	
A. Black Lake Blvd. SW (east side)	Minor Arterial	738.21'	6.0'	4,429.26
B. 25 th Avenue SW	Urban Collector	1850.00'	60.0'	111,000.00
Total New Street Area (square feet)				115,429.26

IV. Street Improvements per Tumwater Municipal Code (TMC) and Tumwater Development Guide

1. Please check whether this is a new, redevelopment, or expansion project.

<input checked="" type="checkbox"/> New	<input type="checkbox"/> Redevelopment	<input type="checkbox"/> Expansion
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2. Indicate the type of traffic impacts associated with the development project.

<input checked="" type="checkbox"/> Vehicle	<input checked="" type="checkbox"/> Bicycle	<input checked="" type="checkbox"/> Pedestrian
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3. Provide the vehicle trip generation data for the proposed development.

² Preliminary Plat for Kaiser Heights by PacWest Engineering prepared June 30, 2008.

VEHICULAR TRIP GENERATION ³				
TABLE 1				
KAISER HEIGHTS – OLYMPIA TRANSPORTATION IMPACT ANALYSIS – HEATH & ASSOC. JUNE 2007				
TIME PERIOD	TRIP RATE	TRIPS ENTERING	TRIPS EXITING	TOTAL
Single Family Detached Housing (ITE Land Use Code 210; 199 lots)				
Average Weekday	T = 9.57X	943 (50%)	942 (50%)	1885
AM Peak Hour One Hour Between 7 & 9 a.m.	T = 0.75X	37 (25%)	111 (75%)	148
PM Peak Hour One Hour Between 4 and 6 p.m.	T = 1.01X	126 (63%)	73 (37%)	199

T = trips
X = # of lots

4. Estimate pedestrian/bicycle trip potential for the proposed development.
 - a. Number of residences within proposed development: 200
 - b. Estimated population of the proposed development:⁴ 442
 - c. How many pedestrian trips will be generated by the proposed project? None 1 or more
 - d. How many bicycle trips will be generated by the proposed project? None 1 or more
5. Do frontage improvements on existing internal or perimeter streets associated with the development meet current city standards for safe and adequate access by motorists, bicyclists, and pedestrians? Yes No
6. List the frontage improvements required by the Tumwater Development Guide.⁵

Public Streets	Street	Sidewalks	Landscape Strip (one side)	Street Lights	Bike Lane (one side)
A. Black Lake Boulevard SW 3 - 12 foot lanes	23 feet of pavement from centerline	5' separated sidewalk on east side	6' landscape strip required	Required	5' bike lane included in street section
B. 25 th Avenue SW 2 - 12 foot lanes	17 feet of pavement from centerline	5' separated sidewalk on north side	6' landscape strip required	Required	5' bike lane included in street section

³ Vehicle trip generation data obtained from Table 2 of "Kaiser Heights Transportation Impact Analysis," by Heath & Assoc., June 2008, p. 11.
⁴ Thurston Regional Planning Council, The Profile, Table II-21: Average Household Size by Jurisdiction, 25th Edition, December 2007, p. II-35; table identifies the average household size in Olympia in the current decade as 2.21 persons per household.
⁵ City of Tumwater, Tumwater Development Guide, Chapter 4, Section 4.9 Street Frontage Improvements, p. 4-7; and Table One - Minimum Street Design Standards

V. Street Improvements: Capital Facilities Plan (CFP)

1. Is there any street frontage impacted by CFP? Yes No

If yes, please identify CFP project(s) and cost:

- a. If the development proposal has frontage on a project listed in the City’s Capital Facilities Plan (CFP) and that project is deemed fully funded, the applicant shall dedicate right-of-way consistent with adopted Comprehensive Plan and any additional planned turn lanes.
- b. If the development proposal has frontage on a project listed in the City’s CFP and that project is not fully funded, the applicant shall pay a pro-rata share of the CFP project’s estimated construction cost for street frontage improvements. In addition, the applicant shall dedicate right-of-way consistent with adopted Comprehensive Plan and any additional planned turn lanes.
- c. If the development proposal does not have frontage on a project listed on the City’s Six-year CFP, the applicant shall dedicate right-of-way consistent with adopted Comprehensive Plan and any additional turn lanes and construct necessary street frontage improvements described in item IV-6, above.

VI. Street Connectivity and Access

A. Public Problems Imposed by limited Connectivity and Access⁶

- 1. Increased distance to destinations or transit stops Yes No
- 2. Fewer route options in neighborhood and community Yes No
- 3. Increased total miles traveled on public roadways Yes No
- 4. Increased need for road widening in community Yes No
- 5. Reduced efficiency for freight deliveries Yes No
- 6. Reduced efficiency for emergency response Yes No
- 7. Reduced pedestrian ease of access and safety Yes No

(pedestrian ease of access and safety is facilitated somewhat by proposed pedestrian paths; however, pedestrian access and safety remains a problem for those choosing to use perimeter streets)

B. Residential Access within Proposed Development

	<u>NUMBER</u>	<u>PERCENT</u>
1. Residences with single external access only:	0	0.0%
2. Residences with two external accesses:	0	0.0%
3. Residences with three or more accesses:	200	100.0%
TOTAL:	200	100.0%

⁶ City of Tumwater, Tumwater Transportation Plan, September 2007, Chapter 2 and Chapter 8

C. Findings of Connectivity and Access Analysis

1. Proposed connectivity and access are adequate Yes No

2. Additional connections need to be provided. Yes No

3. Type of additional street connections necessary (if applicable):

- Street frontage improvements on perimeter roadways are necessary to provide safety to subdivision vehicle, pedestrian, and bicycle users choosing those ingress and egress routes