Exhibit 11

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City of Sequim
DEC 28 2018
Sequim, WA 98382

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Legacy Ridge
Traffic Impact Comment Response

Prepared for: PACE Engineers
Jurisdiction: City of Sequim

December 2018



GTC #18-199

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1. DEVELOPMENT IDENTIFICATION

Gibson Traffic Consultants, Inc. (GTC) has been retained to respond to the June 18, 2018 TSI comments included as part of the City of Sequim's June 22, 2018 comment letter for the proposed Legacy Ridge development. GTC is a professional traffic engineering consulting firm registered and licensed in the State of Washington.

The Legacy Ridge development was previously analyzed for 98 single-family residential units; however, the development is currently only proposed to include 97 residential units. The intersection analysis in this comment response is based on the 98 units in the initial TIA, but the traffic mitigation fee calculations have been revised for the 97 proposed units. The site is currently undeveloped. The development is located within the City of Sequim, west of S. 7th Avenue in the vicinity of Reservoir Road. The development is required to construct a connection of 7th Avenue, north of Reservoir Road. The development will also have access to S. 7th Avenue. The review comments concur with GTC's analysis with the exception of requiring further evaluation of the intersection of E. Silberhorn Road at S. 7th Avenue with future growth and diverted trips associated with the new S. 7th Avenue connection from Reservoir Road to Silberhorn Road.

1.1 Scope of Analysis

The comment response to the City of Sequim/TSI comments associated with the Legacy Ridge development has been preliminarily scoped with City of Sequim staff and is limited to the impacts on E. Silberhorn Road at S. 7th Avenue (Intersection #1 in the initial GTC TIA).

The City of Sequim Transportation Master Plan (TMP) identifies a decrease in traffic volumes of 10% to 20% between 2006 and 2012 on City of Sequim streets, as stated in the initial TIA for the Legacy Ridge development. An anticipated annual growth rate of 2% per year for City of Sequim streets was used in the initial TIA to provide a conservative estimate of future roadway volumes and to mirror expected growth in residential and commercial development identified in the TMP.

However, the comments from the City of Sequim/TSI have asked for additional consideration of localized growth in the south end of town and the potential for trips diverting with the S. 7th Avenue connection. Therefore, the growth rate has been doubled to 4% and trips that could potentially divert with the S. 7th Avenue connection have been utilized in the future analysis. Additionally, the future year has been updated to a 2020 build-out completion. The increased growth rate, diversion trips and development trips result in the 2020 future total intersection volume being 275% of the existing total intersection volume.

2. INTERSECTION VOLUMES

2.1 Development Trips

The TSI comments requested that additional trips using the S. 7th Avenue connection to the north of the site be evaluated. The existing counts in the adjacent neighborhood show approximately 40% of trips in this area go north to town via S. 7th Avenue. An overly conservative assumption that all the trips from the Legacy Ridge development will impact the intersection of E. Silberhorn Road at S. 7th Avenue has been utilized in this comment response to address the City of Sequim/TSI comments. The analysis in this comment response assumed 80% of the trips from the Legacy Ridge development will travel to and from the north along S. 7th Avenue and 20% will travel to and from the west along E. Silberhorn Road.

2.2 Diversion Trips

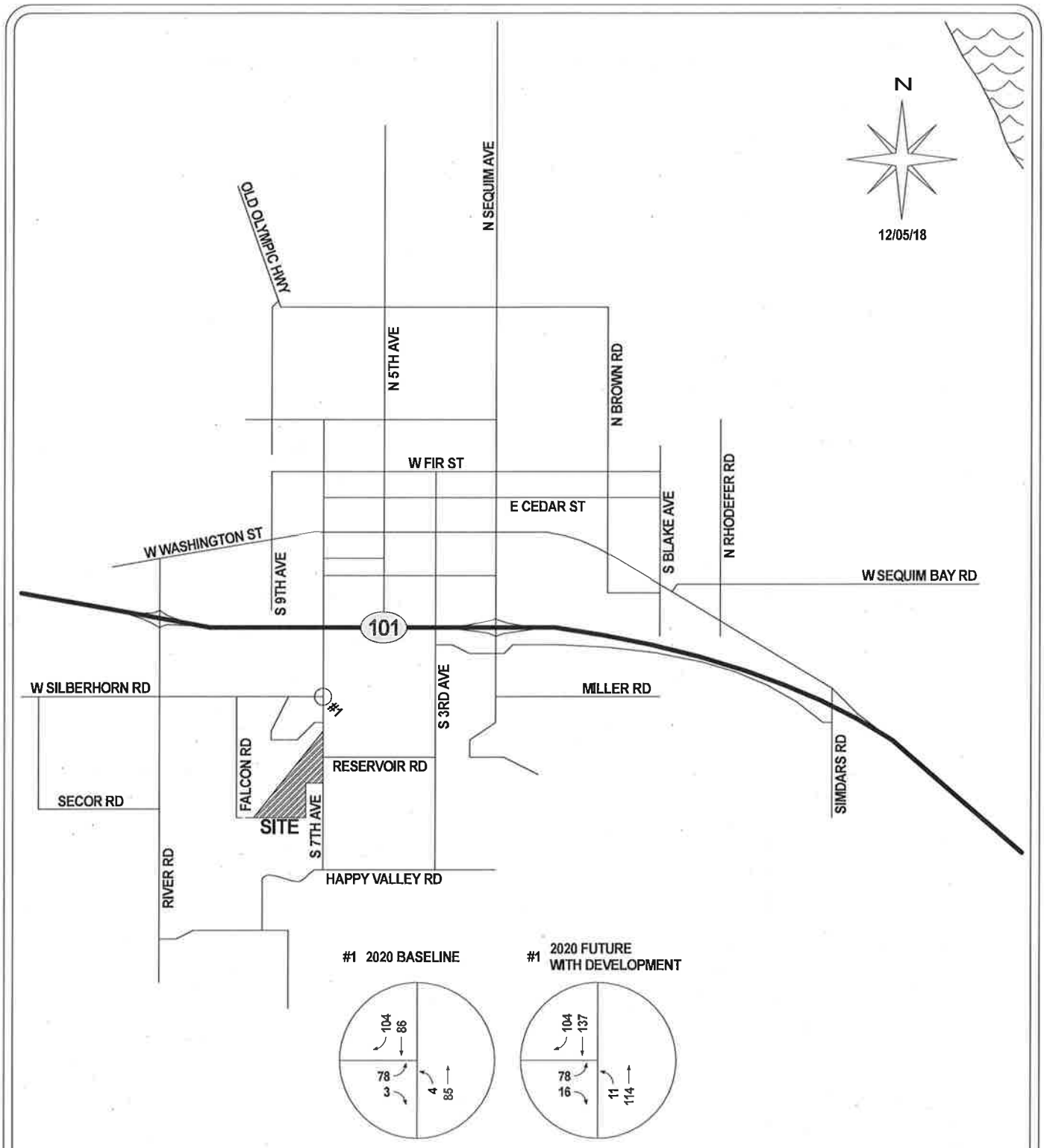
The City of Sequim/TSI comments identified the potential for trips from the neighborhood to the south presently using River Road, Happy Valley Road and S. 3rd Avenue diverting to the new S. 7th Avenue connection.

GTC reviewed the volumes from the intersection of Reservoir Road at S. 3rd Avenue to account for trips diverting from Happy Valley Road and S. 3rd Avenue. There are 69 southbound trips and 80 northbound trips on S. 3rd Avenue north of Reservoir Road that could divert to the new S. 7th Avenue connection. It was estimated that 50% of these trips could use the new S. 7th Avenue connection, based on the dispersion of houses and uses to the south. This diversion would result in 35 southbound and 40 northbound trips added to the intersection of E. Silberhorn Road at S. 7th Avenue.

GTC reviewed the existing traffic to and from the north on River Road south of E. Silberhorn (Intersection #3) and the SR-101 ramps with River Road to estimate the potential for trips diverting to the new S. 7th Avenue connection from River Road. The traffic volumes indicated approximately 40% to 60% of the traffic south of SR-101 is destined north of SR-101 with the remainder traveling east and west on SR-101. This represented 74 southbound trips and 72 northbound trips across SR-101. GTC anticipated that half of these could divert to a new S. 7th Avenue connection (via Happy Valley Road or the new E. Qual Lane connection) and would add 37 southbound and 36 northbound trips onto S. 7th Avenue through the intersection with E. Silberhorn Road.

2.3 2020 Volumes

The 2020 baseline volumes include the 4% annually compounding growth and the diversion trips to determine the impacts to the intersection of E. Silberhorn Road at S. 7th Avenue with the connection, but without the Legacy Ridge development. The baseline volumes were calculated in this manner to clearly show the impacts of the trips from the development. The 2020 future with development volumes were calculated by adding the trips from the Legacy Ridge development to the 2020 baseline volumes. The 2020 baseline and 2020 future with development volumes are shown in Figure 1 and the calculations are included in the attachments.



GIBSON TRAFFIC CONSULTANTS

TRAFFIC IMPACT STUDY
GTC #18-199

LEGACY RIDGE
COMMENT RESPONSE

CITY OF SEQUIM

LEGEND

XXX → PM PEAK-HOUR TURNING MOVEMENT VOLUMES

FIGURE 1
TRAFFIC VOLUMES

3. LEVEL OF SERVICE

The intersection analysis has been performed for several different scenarios:

- Existing configuration
- Northbound and Southbound free with Eastbound stop-control
- All-way stop-control
- Roundabout

It is important to identify that the existing configuration is a non-standard control since the southbound and eastbound approaches are free with the northbound approach being stop-control. The southbound leg has been rotated to a westbound approach to model the intersection with a standard configuration. The intersection level of service results, including the results documented in the original report, are summarized in Table 1.

Table 1: Level of Service Summary – PM Peak-Hour

Scenario	Existing Conditions			2020 Baseline Conditions			2020 Future with Development Conditions		
	LOS	Delay	Critical Approach	LOS	Delay	Critical Approach	LOS	Delay	Critical Approach
Original Report[1] *Existing Configuration*	A	9.0 sec	Northbound	A	9.1 sec	Northbound	A	9.4 sec	Northbound
Original Report[1] *All-Way Stop-Control*	A	7.3 sec	N/A	A	7.4 sec	N/A	A	7.7 sec	N/A
Sensitivity Analysis *Existing Configuration*	---	---	---	A	9.4 sec	Northbound	B	10.0 sec	Northbound
Sensitivity Analysis NB-SB Free/EB Stop	---	---	---	---	---	---	B	11.8 sec	Eastbound
Sensitivity Analysis *All-Way Stop-Control*	---	---	---	---	---	---	A	8.9 sec	N/A
Sensitivity Analysis *Roundabout*	---	---	---	---	---	---	A	6.0 sec v/c 0.25	N/A

The level of service analysis shows that the study intersections will all operate at acceptable levels of service, regardless of the control and with the overly conservative growth and trip diversion assumptions. The level of service calculations are included in the attachments.

4. ACCESS ANALYSIS

The Legacy Ridge development has proposed to extend S. 7th Avenue to the north and revise the intersection of S. 7th Avenue at Reservoir Road, currently a 90°-bend. The revised intersection of S. 7th Avenue at Reservoir Road will become an intersection within the development and will be designed to have sufficient sight distance.

[1] The future analysis in the original report was completed for the year 2018.

5. TRAFFIC MITIGATION FEES

The Washington Growth Management Act and Revised Code of Washington 82.02.050(2) authorize local jurisdictions to establish proportionate share traffic mitigation fees in order to fund capital facilities, such as roads and intersections. The development is located in the City of Sequim which assesses general traffic mitigation fees for new trips generated within the City of Sequim on a per unit basis. The transportation impact fee for single-family detached units is $2,491 per unit, which equates to a total mitigation fee of $241,627 for the 97 unit development.

6. PREFERRED ALTERNATIVE

Several different alternatives for the intersection of E. Silberhorn Road at S. 7th Avenue were reviewed due to the potential change in traffic volumes with the S. 7th Avenue connection and the sight distance limitation with the existing configuration. The intersection analysis shows that any of the configuration that were evaluated with result in adequate operations with the operations of all alternatives being similar.

GTC therefore recommends the City of Sequim accept one of the two following configurations for the intersection of E. Silberhorn Road at S. 7th Avenue:

- Existing configuration with relocated stop-bar on northbound approach to improve sight distance and appropriate signing for resulting sight distance.
- Northbound and southbound free movement with eastbound stop-control.

Changing the stop-control from the northbound approach to the eastbound approach is the preferred alternative, other than the existing configuration, since the volumes show that northbound and southbound approaches will have the highest volumes and the intersection would meet driver expectations since the majority of T-intersections have stop-control on the minor leg (the eastbound approach for the study intersection.

7. CONCLUSIONS

The Legacy Ridge development is proposed to consist of 97 single-family detached units. The development is expected to generate 923 average daily trips with 75 AM peak-hour trips and 99 PM peak-hour trips. The level of service analysis, which was based on the trip generation of the previous 98-unit proposal, shows that the surrounding study intersections will continue to operate at acceptable LOS B or better with the development. The development's transportation impact fees are estimated to be $241,6276 for the 97 units that are currently proposed.

PM Turning Movement Calculations

Distribution 80% north on 7th

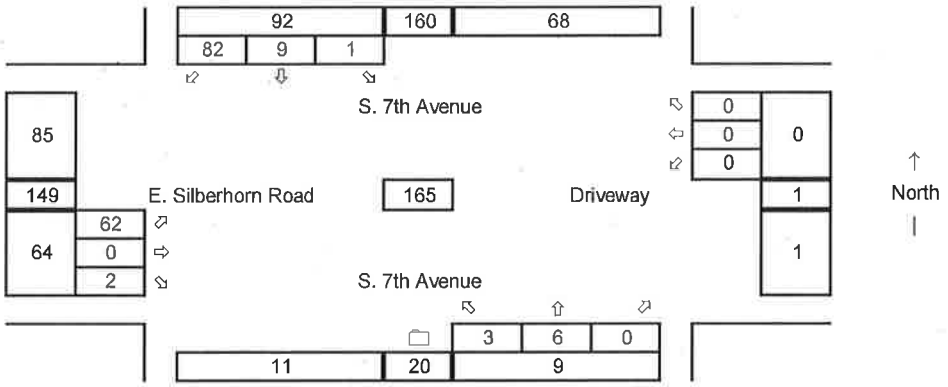
1 Silberhorn Rd @ 7th Ave

Synchro ID: 1

Existing
Average Weekday
PM Peak Hour

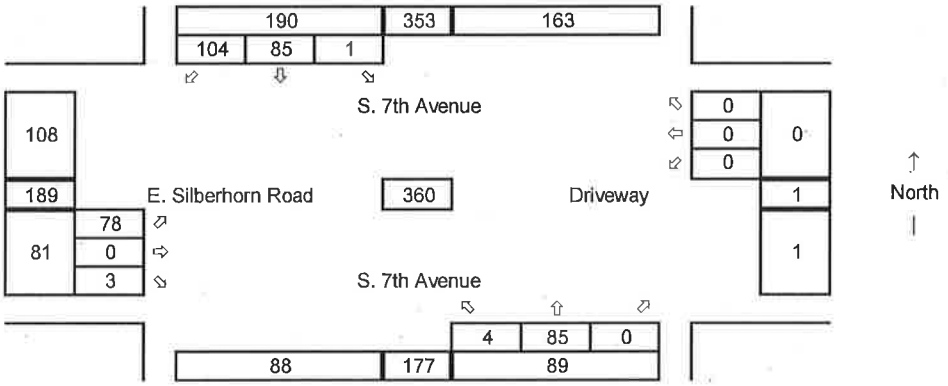
Year: **8/19/14**

Data Source: idax

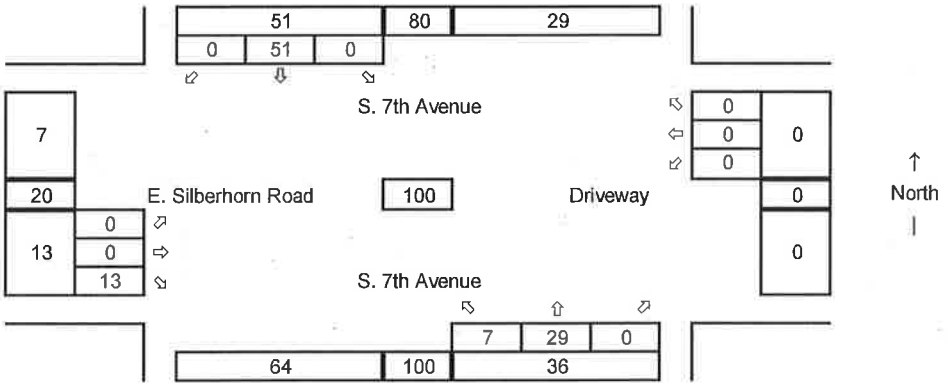


Future without Project
Average Weekday
PM Peak Hour

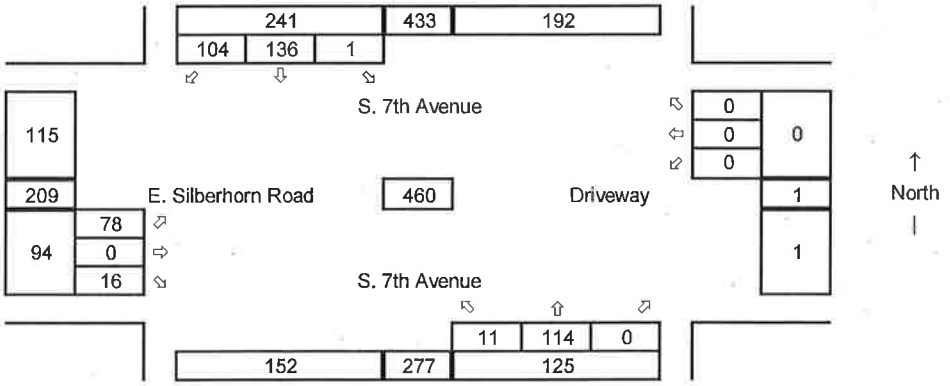
Year: 2020
Growth Rate = 4.0%
Years of Growth = 6
Total Growth = 1.2653



Total Project Trips
Average Weekday
PM Peak Hour



Future with Project
Average Weekday
PM Peak Hour



Level of Service Calculations

Intersection						
Int Delay, s/veh	4.1					

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	78	3	86	104	4	85
Future Vol, veh/h	78	3	86	104	4	85
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	93	4	102	124	5	101

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	97	0	423	95
Stage 1	-	-	-	-	95	-
Stage 2	-	-	-	-	328	-
Critical Hdwy	-	-	4.11	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.209	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1503	-	589	964
Stage 1	-	-	-	-	931	-
Stage 2	-	-	-	-	732	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1503	-	546	964
Mov Cap-2 Maneuver	-	-	-	-	546	-
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	732	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.4	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	932	-	-	1503	-
HCM Lane V/C Ratio	0.114	-	-	0.068	-
HCM Control Delay (s)	9.4	-	-	7.6	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0.2	-

Intersection						
Int Delay, s/veh	5					

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	78	16	137	104	11	114
Future Vol, veh/h	78	16	137	104	11	114
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	93	19	163	124	13	136

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	112	0	553	103
Stage 1	-	-	-	-	103	-
Stage 2	-	-	-	-	450	-
Critical Hdwy	-	-	4.11	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.209	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1484	-	496	955
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	644	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1484	-	437	955
Mov Cap-2 Maneuver	-	-	-	-	437	-
Stage 1	-	-	-	-	815	-
Stage 2	-	-	-	-	644	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.4	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	865	-	-	1484	-
HCM Lane V/C Ratio	0.172	-	-	0.11	-
HCM Control Delay (s)	10	-	-	7.7	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.6	-	-	0.4	-

Intersection						
Int Delay, s/veh	2.6					

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	78	16	11	114	137	104
Future Vol, veh/h	78	16	11	114	137	104
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	93	19	13	136	163	124

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	387	225	287	0	-	0
Stage 1	225	-	-	-	-	-
Stage 2	162	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	618	817	1281	-	-	-
Stage 1	815	-	-	-	-	-
Stage 2	869	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	611	817	1281	-	-	-
Mov Cap-2 Maneuver	611	-	-	-	-	-
Stage 1	806	-	-	-	-	-
Stage 2	869	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.8	0.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1281	-	638	-	-
HCM Lane V/C Ratio	0.01	-	0.175	-	-
HCM Control Delay (s)	7.8	0	11.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.6	-	-

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	78	16	11	114	137	104
Future Vol, veh/h	78	16	11	114	137	104
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	93	19	13	136	163	124
Number of Lanes	1	0	0	1	1	0

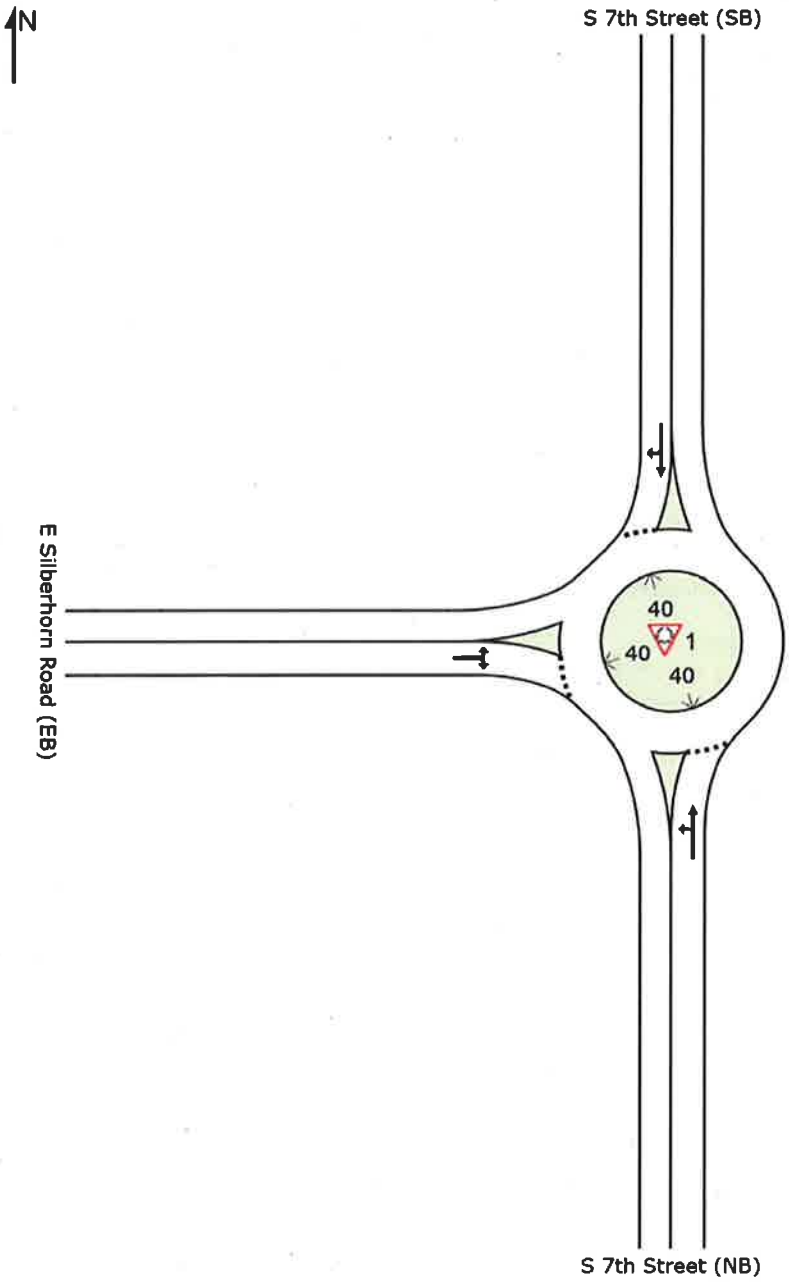
Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.8	8.6	9.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	9%	83%	0%
Vol Thru, %	91%	0%	57%
Vol Right, %	0%	17%	43%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	125	94	241
LT Vol	11	78	0
Through Vol	114	0	137
RT Vol	0	16	104
Lane Flow Rate	149	112	287
Geometry Grp	1	1	1
Degree of Util (X)	0.186	0.153	0.327
Departure Headway (Hd)	4.508	4.911	4.108
Convergence, Y/N	Yes	Yes	Yes
Cap	798	730	878
Service Time	2.53	2.942	2.126
HCM Lane V/C Ratio	0.187	0.153	0.327
HCM Control Delay	8.6	8.8	9.1
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.7	0.5	1.4

SITE LAYOUT

Site: 1 [2020 Future with Development]

E Silberhorn Road at S 7th Avenue
Roundabout



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MOVEMENT SUMMARY

Site: 1 [2020 Future with Development]

E Silberhorn Road at S 7th Avenue
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: S 7th Street (NB)											
3	L2	13	1.0	0.139	9.2	LOS A	0.7	17.8	0.27	0.51	35.0
8	T1	136	1.0	0.139	5.6	LOS A	0.7	17.8	0.27	0.51	35.3
Approach		149	1.0	0.139	5.9	LOS A	0.7	17.8	0.27	0.51	35.2
North: S 7th Street (SB)											
4	T1	163	1.0	0.247	5.1	LOS A	1.5	37.9	0.11	0.49	36.0
14	R2	124	1.0	0.247	4.9	LOS A	1.5	37.9	0.11	0.49	35.3
Approach		287	1.0	0.247	5.0	LOS A	1.5	37.9	0.11	0.49	35.7
West: E Silberhorn Road (EB)											
5	L2	93	1.0	0.111	9.6	LOS A	0.5	13.1	0.33	0.64	33.7
12	R2	19	1.0	0.111	5.8	LOS A	0.5	13.1	0.33	0.64	33.3
Approach		112	1.0	0.111	8.9	LOS A	0.5	13.1	0.33	0.64	33.6
All Vehicles		548	1.0	0.247	6.0	LOS A	1.5	37.9	0.20	0.53	35.1

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
Intersection and Approach LOS values are based on average delay for all movements (v/c not used).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Technical Memorandum

June 18, 2018

TO: Matthew Klontz
City Engineer/Assistance PWD
City of Sequim
152 West Cedar Street
Sequim WA 98382

FROM: Jeff Elekes, PE and Andrew Bratlien PE
Municipal Services Director

SUBJECT: Review of Legacy Ridge Traffic Impact Analysis
Prepared by Gibson Traffic Consultants (GTC), Dated February 2016

INTRODUCTION

This memorandum summarizes the findings and recommendations associated with the TSI's review of the Legacy Ridge Traffic Impact Analysis that was prepared by Gibson Traffic Consultants. The site vicinity map provided in **Figure 1** is recreated from the GTC report.

PROJECT DESCRIPTION

The Legacy Ridge development is planned to contain a total of 98 single family residential units. The site is currently undeveloped. The development is located within the City of Sequim, west of S. 7th Avenue in the vicinity of Reservoir Road. The development proposes to construct a connection of S. 7th Avenue to Reservoir Road.

Currently S. 7th Avenue is disconnected between Comfort Way and Reservoir Road. S. 7th Avenue between E. Silberhorn Road and Comfort Way as well south of Reservoir Road is an unstriped local road. S. 7th Avenue is 19 feet wide along the development's frontage and Reservoir Road is 21 to 22 feet. S. 7th Avenue has a post speed of 25 mph. E. Silberhorn Road between River Road to the west and S. 7th Avenue to the east is a two-lane local road with a posted speed limit of 25 mph.

The intersection of E. Silberhorn Road and S. 7th Avenue is unsignalized, with stop control on the south (S. 7th Avenue) approach. The intersection is located on a horizontal curve as E Silberhorn Road becomes S. 7th Avenue. Stopped vehicles on the south approach are required to look west and north for conflicting traffic. A satellite photograph of the existing intersection alignment and control is shown in **Figure 2.**

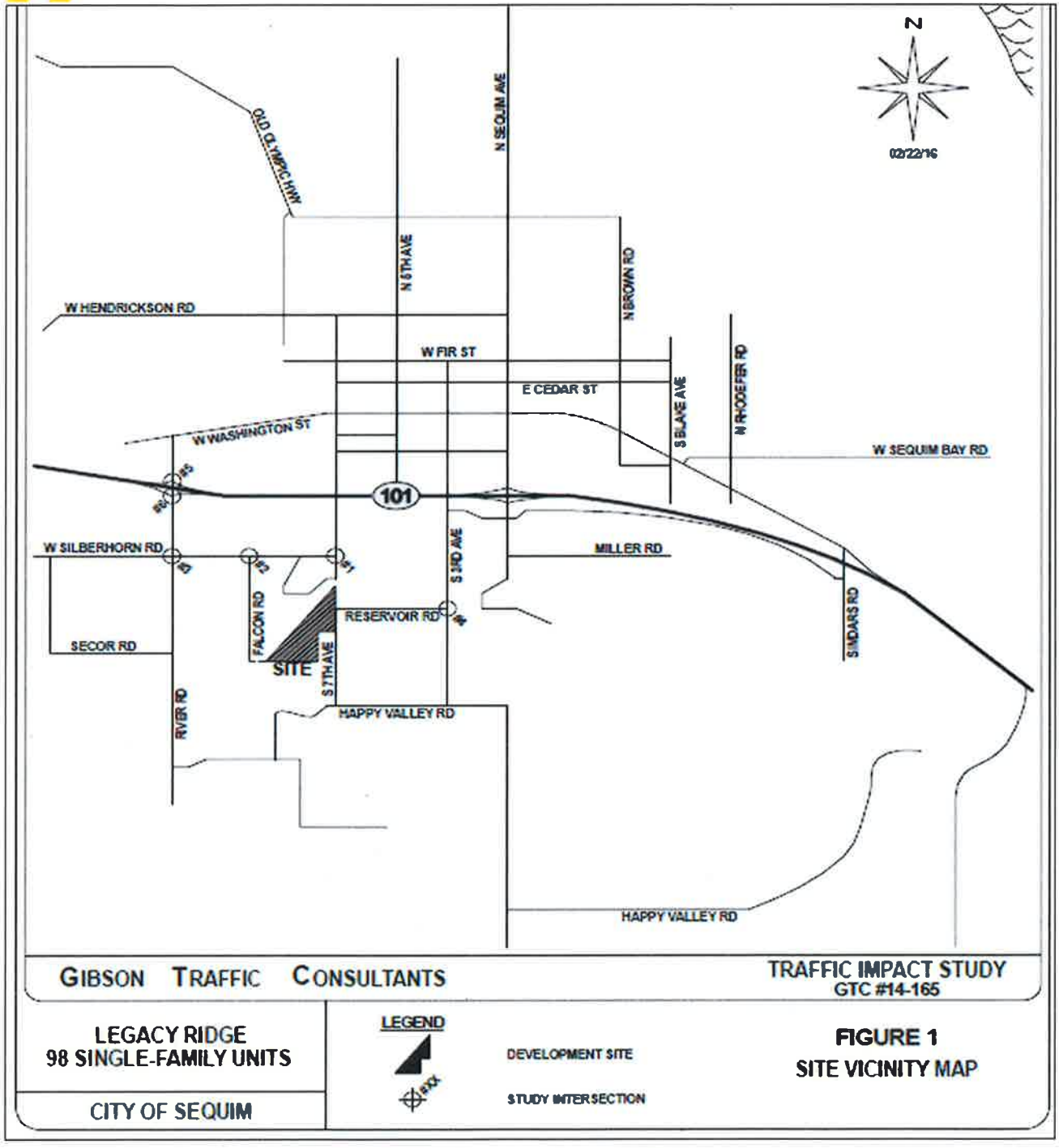


Figure 1. Site Vicinity Map (Source: Gibson Traffic Consultants)



Figure 2. E. Silberhorn Road and S. 7th Avenue Intersection

KEY FINDINGS

- No Dispute: GTC calculated that the 98-lot subdivision would generate 934 Average Daily Trips, 75 AM Peak Hour Trips, and 100 PM Peak Hour Trips.

- Potential Issue: The GTC trip distribution assumes that 80% of the trips leaving the development will travel north through the intersection of E. Silberhorn Road and S. 7th Avenue and 20% will travel east from S. 7th Avenue and Reservoir Road. At the intersection of E. Silberhorn Road and S. 7th Avenue, they assumed half would use E. Silberhorn Road and the half would use S. 7th Avenue.
    - *Recommended Revision*: A sensitivity analysis of alternative background traffic redistribution (cut-through) scenarios would better inform City staff's review.

- Potential Issue: The GTC background growth forecast assumes a uniform 2.0% annual growth rate. This assumption may not accurately represent background traffic redistribution associated with the proposed S 7th Avenue connection. In addition, there appears to be a significant amount of developable lands to the south that will rely upon S 7th Avenue for a north-south connection into downtown Sequim.
    - *Recommended Revision*: A sensitivity analysis of alternative background traffic redistribution (cut-through) scenarios would better inform City staff's review. Alternatively, a subarea travel demand model with travel time equilibrium assignment would produce a more reliable forecast of future travel demand patterns, including cut-through demand and growth along S 7th Avenue. Intersection control improvements at E Silberhorn Road and S 7th Avenue may be warranted if future travel demand exceeds the assumed 2 percent annual growth rate.

- Potential Issue: The preliminary site plan is not consistent with future street network connections identified in City of Sequim Transportation Master Plan (TMP), as shown in **Figure 3.** The TMP identifies (1) a future E Quail Lane connection between Falcon Road and S 7th Avenue, and (2) a future Eunice Street extension to S 7th Avenue.
    - *Recommended Revision*: The Applicant should coordinate with City staff to ensure consistency between the site plan and the future public street network.

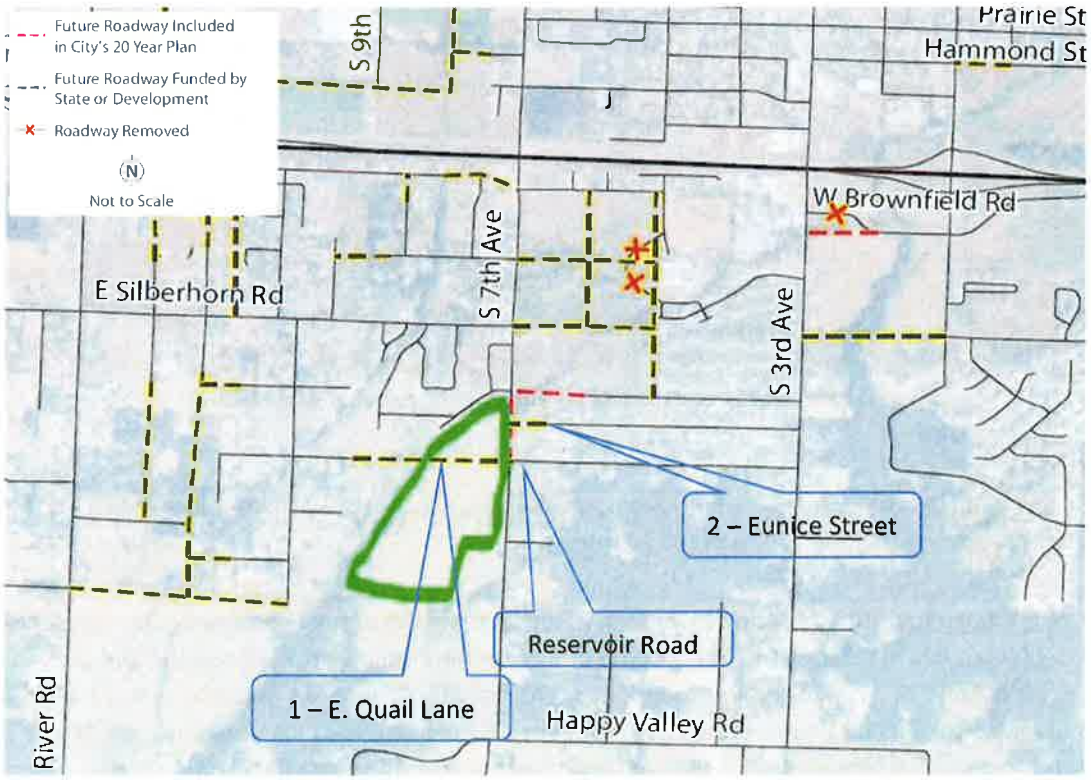


Figure 3. Future Network Connections (Source: Sequim TMP)

- Potential Issue: The intersection of E. Silberhorn Road and S. 7th Avenue is unsignalized, with stop control on the south (S. 7th Avenue) approach. The existing stop bar is located south of a residential driveway. A utility pole and an above ground utility power vault appear to be located in the line of sight for S. 7th Avenue approach looking westerly. The addition of the traffic from the new plat as well as redistribution of existing (and future) trips due to the new street network connections will contribute to increased volumes at the intersection.
    - *Recommended Revision:* The applicant should evaluate intersection stop conditions such as a 3-way stop and/or a mini roundabout. At a minimum the stop bar/sign should be evaluated to be relocated northerly along S. 7th Avenue to improve the stopping distance.

TSI appreciates the opportunity to assist the City of Sequim in the peer review of the Legacy Ridge Traffic Impact Analysis prepared by Gibson Traffic Consultants (GTC), Dated February 2016. We are available to answer any questions you may have by contacting Jeff Elekes at 425-883-4134.

Sincerely,

TRANSPORTATION SOLUTIONS, INC.

Jeffrey S. Elekes, P.E.
Municipal Services Director