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Haller Apartments Traffic Impact Analysis

Jurisdiction: City of Arlington

February 2015

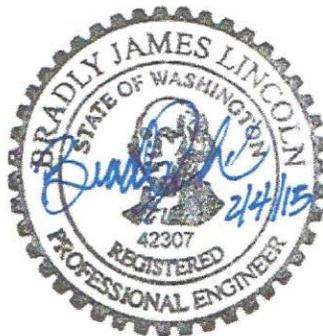


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1. INTRODUCTION

Gibson Traffic Consultants, Inc. (GTC) has been retained to analyze the traffic impacts of the proposed Haller Apartments development. The proposed development is located in the southeast corner of Haller Avenue at West Avenue, north of SR-530 and west of Broadway Street. The development is proposed to consist of 24 apartment units in a 3-story configuration.

Brad Lincoln, responsible for this report, is a licensed professional engineer (Civil) in the State of Washington and member of the Washington State section of the Institute of Transportation Engineers (ITE).

2. METHODOLOGY

Trip generation calculations for the development are based on data published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 9th Edition* (2012). Average trip generation rates were utilized to estimate the weekday daily, AM peak-hour, and PM peak-hour trips. The parking demand is based on data published in the ITE *Parking Generation, 4th Edition* (2010).

The City of Arlington and Snohomish County have an interlocal agreement that provides for reciprocal mitigation fees. Snohomish County mitigation fees can be calculated based on the default percentage in the interlocal agreement, which is 70%, or based on actual impacts. The City of Arlington also has an interlocal agreement with WSDOT that provides for mitigation fees to WSDOT for impacts to WSDOT improvement projects. WSDOT improvement projects and their associated fees are based on the most recent Exhibit C list, which is included in the attachments. City of Arlington developments are required to pay for any WSDOT improvement project on the Exhibit C list impacted with 3 or more directional PM peak-hour trips or based on the area wide mitigation fee.

3. TRIP GENERATION

The Haller Apartments are proposed to consist of 24 apartment units. The units are proposed to be split between 1-bedroom units of approximately 500 square-feet (SF) and 2-bedroom units of approximately 800 SF. The building is proposed to have 3 stories of residential units. This type of use satisfies the description of ITE Land Use Code 223, mid-rise apartments, in *Trip Generation Manual, 9th Edition* (2012). ITE does not publish a daily trip generation rate for Land Use Code 223. Therefore, the daily trip generation rate is based on a comparison to daily and PM peak-hour trip generation rate for ITE Land Use Code 220, apartments.

The Haller Apartments will be replacing one existing single-family residential unit on the site, which is creditable to the development. The trip generation of the existing single-family residential units is based on the average trip generation rates of ITE Land Use Code 210, single-family detached housing.

Additionally, the Haller Apartments are located along a bus route. Community Transit Route 230 provides service along SR-530 in the site vicinity. The closest stop is located along Broadway Avenue, south of SR-530. The stop is located within 0.25 miles of the Haller Apartments site. ITE provides for a reduction of 5% for development located along transit lines. A 5% reduction to the trip generation for the Haller Apartments development has therefore been included in the trip generation calculations.

A summary of the trip generation of the Haller Apartments development is summarized in Table 1. The trip generation identified in Table 1 includes the 5% reduction in trip generation for the proposed use based on the proximity to transit service.

Table 1: Trip Generation Summary

Use	Size	Average Daily Trips	AM Peak-Hour Trips			PM Peak-Hour Trips		
			Inbound	Outbound	Total	Inbound	Outbound	Total
Mid-Rise Apartments ITE LUC 223	24	95.30	2.12	4.72	6.84	5.16	3.73	8.89
Single-Family ITE LUC 210	-1	-9.52	-0.19	-0.56	-0.75	-0.63	-0.37	-1.00
TOTAL	—	85.78	1.93	4.16	6.09	4.53	3.36	7.89

The 24 units of the Haller Apartments are anticipated to generate 85.78 new average daily trips with 6.09 new AM peak-hour trips and 7.89 new PM peak-hour trips. The trip generation calculations are included in the attachments.

4. TRIP DISTRIBUTION AND LEVEL OF SERVICE ANALYSIS

The City of Arlington typically utilizes an impact threshold of 10 PM peak-hour trips for requiring level of service analysis at an intersection. The Haller Apartments development is only anticipated to generate approximately 8 new PM peak-hour trips. Level of service analysis should therefore not be required for the Haller Apartments development. A trip distribution has therefore not been provided for the Haller Apartments development.

5. PARKING ANALYSIS

Parking demand for the Haller Apartments has been calculated based on data published in the ITE *Trip Generation, 4th Edition*. ITE publishes rates for ITE Land Use Code 221, low/mid-rise apartments, located in suburban areas. The data provide the average peak period parking demand during the weekday per dwelling unit. The average peak period parking demand is 1.23 vehicles per unit, which results in an average peak period parking demand of 30 spaces. The ITE parking demand data is included in the attachments.

6. MITIGATION ANALYSIS

The City of Arlington collects traffic mitigation fees based on the number of PM peak-hour trips generated by a development. The City of Arlington also has interlocal agreements with Snohomish County and WSDOT for traffic mitigation fees.

6.1 City of Arlington

The City of Arlington currently has a traffic mitigation fee of \$3,355 per PM peak-hour trip. The Haller Apartments development is anticipated to generate 7.89 PM peak-hour trips. These trips result in a City of Arlington traffic mitigation fees of \$26,470.95.

It is important to note that City of Arlington traffic mitigation fees do not vest to the time of application. It is possible that the City of Arlington mitigation fees will increase between the time of this report and when the traffic mitigation fees are required to be paid.

6.2 Washington State Department of Transportation

WSDOT improvement projects and their associated fees are based on the most recent Exhibit C list, which is included in the attachments. City of Arlington developments are required to pay for the WSDOT improvement projects on the Exhibit C list impacted with 10 or more PM peak-hour trips. The Haller Apartments development will only generate approximately 8 new PM peak-hour trips and will therefore not impact any WSDOT improvement projects with 10 PM peak-hour trips. The Haller Apartments development should therefore not be assessed WSDOT traffic mitigation fees.

6.3 Snohomish County

The City of Arlington has an interlocal agreement with Snohomish County that provides for mitigation payments for impacts to Snohomish County arterials. City of Arlington developments that impact road improvement projects with 3 directional PM peak-hour trips identified in Snohomish County's *Transportation Needs Report* (TNR) are required to pay mitigation fees to Snohomish County.

There are only two improvement projects on Snohomish County's TNR, 88th Street NE in the City of Marysville and 140th Street NE, west of Interstate-5. The Haller Apartments development would have to impact one of these improvement projects with more than 65% of the development trips to satisfy the 3 PM peak-hour directional trip threshold. The Haller Apartments development is anticipated to impact both of these improvement projects with less than 5% and will therefore not meet the 3 PM peak-hour direction trip threshold. The Haller Apartments development should therefore not be assessed Snohomish County traffic mitigation fees.

7. CONCLUSIONS

The proposed Haller Apartments development is located in the southeast corner of the intersection of Haller Avenue at West Avenue. The development is proposed to consist of 24 mid-rise apartments that will replace 1 existing single-family residential unit. The Haller Apartments development is anticipated to generate approximately 86 new daily trips with 8 new PM peak-hour trips.

The City of Arlington traffic mitigation fees are \$26,470.95. The development will not impact WSDOT or Snohomish County improvement projects and should therefore not be assessed WSDOT or Snohomish County traffic mitigation fees.

Trip Generation and Parking Generation Data

Haller Apartments
GTC #14-264

**Trip Generation for: Weekday
(a.k.a.): Average Weekday Daily Trips (AWDT)**

LAND USES	VARIABLE	ITE LU code	Gross Trips				Internal Crossover		NET EXTERNAL TRIPS BY TYPE							
			Trip Rate	% IN	% OUT	In+Out (Total)	% of Gross Trips	Trips In+Out (Total)	IN BOTH DIRECTIONS			DIRECTIONAL ASSIGNMENTS				
									TOTAL	PASS-BY	DIVERTED LINK	NEW	PASS-BY	DIVERTED LINK	NEW	
Mid-Rise Apartments (new)	24 units	223	4.18	50%	50%	100.32	5%	5.02	In+Out (Total)	% of Ext. Trips	In+Out (Total)	In	Out	In	Out	
Single-Family (existing)	-1 units	210	9.52	50%	50%	-9.52	0%	0.00	In+Out (Total)	% of Ext. Trips	In+Out (Total)	In	Out	In	Out	
Totals						90.80		5.02	85.78		0.00	0.00	0.00	0.00	42.89	42.89

Use	ITE LUC	ADT	AM	PM
Apartment	220	6.65	0.51	0.62
Mid-Rise Apartments	223		0.3	0.39

AM	ITE LUC	ADT	AM	PM
Apartment	220	6.65	0.51	0.62
Mid-Rise Apartments	223	3.91	0.3	0.39

PM	ITE LUC	ADT	AM	PM
Apartment	220	6.65	0.51	0.62
Mid-Rise Apartments	223	4.18	0.3	0.39

Haller Apartments
 GTC #14-264

**Trip Generation for: Weekday, Peak Hour of Adjacent Street Traffic, One Hour between 7 and 9 AM
 (a.k.a.): Weekday AM Peak Hour**

LAND USES	VARIABLE	ITE LU code	Gross Trips				Internal Crossover		IN BOTH DIRECTIONS				DIRECTIONAL ASSIGNMENTS								
			Trip Rate	% IN	% OUT	In+Out (Total)	% of Gross Trips	Trips In+Out (Total)	TOTAL	PASS-BY		DIVERTED LINK		NEW							
									In+Out (Total)	% of Ext. Trips	In+Out (Total)	In	Out	In+Out (Total)	In	Out					
Mid-Rise Apartments (new)	24 units	223	0.30	31%	69%	7.20	5%	0.36	6.84	0%	0.00	6.84	0%	0.00	0.00	0.00	6.84	0.00	0.00	2.12	4.72
Single-Family (existing)	-1 units	210	0.75	25%	75%	-0.75	0%	0.00	-0.75	0%	0.00	-0.75	0%	0.00	0.00	0.00	-0.75	0.00	0.00	-0.19	-0.56
Totals						6.45		0.36	6.09		0.00	6.09		0.00	0.00	0.00	6.09	0.00	0.00	1.93	4.16

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Trip Generation for: Weekday, Peak Hour of Adjacent Street Traffic, One Hour between 4 and 6 PM
(a.k.a.): Weekday PM Peak Hour

LAND USES		VARIABLE	ITE LU code	Gross Trips				Internal Crossover		IN BOTH DIRECTIONS				DIRECTIONAL ASSIGNMENTS					
				Trip Rate	% IN	% OUT	In+Out (Total)	% of Gross Trips	Trips In+Out (Total)	PASS-BY		DIVERGED LINK		PASS-BY		DIVERGED LINK			
										% of Ext. Trips	In+Out (Total)	% of Ext. Trips	In+Out (Total)	% of Ext. Trips	In+Out (Total)	% of Ext. Trips	In+Out (Total)		
Mid-Rise Apartments (new)	24 units	0.39	58%	42%	9.36	5%	0.47	8.89	0%	0.00	0%	0.00	8.89	0%	0.00	0.00	0.00	5.16	3.73
Single-Family (existing)	-1 units	1.00	63%	37%	-1.00	0%	0.00	-1.00	0%	0.00	0%	0.00	-1.00	0%	0.00	0.00	0.00	-0.63	-0.37
Totals					8.36		0.47	7.89		0.00		0.00	7.89		0.00	0.00	0.00	4.53	3.36

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AM Peak-Hour

%	New ADT	New AM Peak Hour Trips		
		In	Out	Total
100%	86	2	4	6.09
1%	0.86	0.02	0.04	0.06
2%	1.72	0.04	0.08	0.12
3%	2.57	0.06	0.12	0.18
4%	3.43	0.08	0.17	0.24
5%	4.29	0.10	0.21	0.30
6%	5.15	0.12	0.25	0.37
7%	6.00	0.14	0.29	0.43
8%	6.86	0.15	0.33	0.49
9%	7.72	0.17	0.37	0.55
10%	8.58	0.19	0.42	0.61
11%	9.44	0.21	0.46	0.67
12%	10.29	0.23	0.50	0.73
13%	11.15	0.25	0.54	0.79
14%	12.01	0.27	0.58	0.85
15%	12.87	0.29	0.62	0.91
16%	13.72	0.31	0.67	0.97
17%	14.58	0.33	0.71	1.04
18%	15.44	0.35	0.75	1.10
19%	16.30	0.37	0.79	1.16
20%	17.16	0.39	0.83	1.22
21%	18.01	0.41	0.87	1.28
22%	18.87	0.42	0.92	1.34
23%	19.73	0.44	0.96	1.40
24%	20.59	0.46	1.00	1.46
25%	21.45	0.48	1.04	1.52
26%	22.30	0.50	1.08	1.58
27%	23.16	0.52	1.12	1.64
28%	24.02	0.54	1.16	1.71
29%	24.88	0.56	1.21	1.77
30%	25.73	0.58	1.25	1.83
31%	26.59	0.60	1.29	1.89
32%	27.45	0.62	1.33	1.95
33%	28.31	0.64	1.37	2.01
34%	29.17	0.66	1.41	2.07
35%	30.02	0.68	1.46	2.13
36%	30.88	0.69	1.50	2.19
37%	31.74	0.71	1.54	2.25
38%	32.60	0.73	1.58	2.31
39%	33.45	0.75	1.62	2.38
40%	34.31	0.77	1.66	2.44
41%	35.17	0.79	1.71	2.50
42%	36.03	0.81	1.75	2.56
43%	36.89	0.83	1.79	2.62
44%	37.74	0.85	1.83	2.68
45%	38.60	0.87	1.87	2.74
46%	39.46	0.89	1.91	2.80
47%	40.32	0.91	1.96	2.86
48%	41.17	0.93	2.00	2.92
49%	42.03	0.95	2.04	2.98
50%	42.89	0.97	2.08	3.05

%	New ADT	New AM Peak Hour Trips		
		In	Out	Total
100%	86	2	4	6
51%	43.75	0.98	2.12	3.11
52%	44.61	1.00	2.16	3.17
53%	45.46	1.02	2.20	3.23
54%	46.32	1.04	2.25	3.29
55%	47.18	1.06	2.29	3.35
56%	48.04	1.08	2.33	3.41
57%	48.89	1.10	2.37	3.47
58%	49.75	1.12	2.41	3.53
59%	50.61	1.14	2.45	3.59
60%	51.47	1.16	2.50	3.65
61%	52.33	1.18	2.54	3.71
62%	53.18	1.20	2.58	3.78
63%	54.04	1.22	2.62	3.84
64%	54.90	1.24	2.66	3.90
65%	55.76	1.25	2.70	3.96
66%	56.61	1.27	2.75	4.02
67%	57.47	1.29	2.79	4.08
68%	58.33	1.31	2.83	4.14
69%	59.19	1.33	2.87	4.20
70%	60.05	1.35	2.91	4.26
71%	60.90	1.37	2.95	4.32
72%	61.76	1.39	3.00	4.38
73%	62.62	1.41	3.04	4.45
74%	63.48	1.43	3.08	4.51
75%	64.34	1.45	3.12	4.57
76%	65.19	1.47	3.16	4.63
77%	66.05	1.49	3.20	4.69
78%	66.91	1.51	3.24	4.75
79%	67.77	1.52	3.29	4.81
80%	68.62	1.54	3.33	4.87
81%	69.48	1.56	3.37	4.93
82%	70.34	1.58	3.41	4.99
83%	71.20	1.60	3.45	5.05
84%	72.06	1.62	3.49	5.12
85%	72.91	1.64	3.54	5.18
86%	73.77	1.66	3.58	5.24
87%	74.63	1.68	3.62	5.30
88%	75.49	1.70	3.66	5.36
89%	76.34	1.72	3.70	5.42
90%	77.20	1.74	3.74	5.48
91%	78.06	1.76	3.79	5.54
92%	78.92	1.78	3.83	5.60
93%	79.78	1.79	3.87	5.66
94%	80.63	1.81	3.91	5.72
95%	81.49	1.83	3.95	5.79
96%	82.35	1.85	3.99	5.85
97%	83.21	1.87	4.04	5.91
98%	84.06	1.89	4.08	5.97
99%	84.92	1.91	4.12	6.03
100%	85.78	1.93	4.16	6.09

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PM Peak-Hour

%	New ADT	New PM Peak Hour Trips		
		In	Out	Total
100%	86	5	3	7.89
1%	0.86	0.05	0.03	0.08
2%	1.72	0.09	0.07	0.16
3%	2.57	0.14	0.10	0.24
4%	3.43	0.18	0.13	0.32
5%	4.29	0.23	0.17	0.39
6%	5.15	0.27	0.20	0.47
7%	6.00	0.32	0.24	0.55
8%	6.86	0.36	0.27	0.63
9%	7.72	0.41	0.30	0.71
10%	8.58	0.45	0.34	0.79
11%	9.44	0.50	0.37	0.87
12%	10.29	0.54	0.40	0.95
13%	11.15	0.59	0.44	1.03
14%	12.01	0.63	0.47	1.10
15%	12.87	0.68	0.50	1.18
16%	13.72	0.72	0.54	1.26
17%	14.58	0.77	0.57	1.34
18%	15.44	0.82	0.60	1.42
19%	16.30	0.86	0.64	1.50
20%	17.16	0.91	0.67	1.58
21%	18.01	0.95	0.71	1.66
22%	18.87	1.00	0.74	1.74
23%	19.73	1.04	0.77	1.81
24%	20.59	1.09	0.81	1.89
25%	21.45	1.13	0.84	1.97
26%	22.30	1.18	0.87	2.05
27%	23.16	1.22	0.91	2.13
28%	24.02	1.27	0.94	2.21
29%	24.88	1.31	0.97	2.29
30%	25.73	1.36	1.01	2.37
31%	26.59	1.40	1.04	2.45
32%	27.45	1.45	1.08	2.52
33%	28.31	1.49	1.11	2.60
34%	29.17	1.54	1.14	2.68
35%	30.02	1.59	1.18	2.76
36%	30.88	1.63	1.21	2.84
37%	31.74	1.68	1.24	2.92
38%	32.60	1.72	1.28	3.00
39%	33.45	1.77	1.31	3.08
40%	34.31	1.81	1.34	3.16
41%	35.17	1.86	1.38	3.23
42%	36.03	1.90	1.41	3.31
43%	36.89	1.95	1.44	3.39
44%	37.74	1.99	1.48	3.47
45%	38.60	2.04	1.51	3.55
46%	39.46	2.08	1.55	3.63
47%	40.32	2.13	1.58	3.71
48%	41.17	2.17	1.61	3.79
49%	42.03	2.22	1.65	3.87
50%	42.89	2.27	1.68	3.95

%	New ADT	New PM Peak Hour Trips		
		In	Out	Total
100%	86	5	3	8
51%	43.75	2.31	1.71	4.02
52%	44.61	2.36	1.75	4.10
53%	45.46	2.40	1.78	4.18
54%	46.32	2.45	1.81	4.26
55%	47.18	2.49	1.85	4.34
56%	48.04	2.54	1.88	4.42
57%	48.89	2.58	1.92	4.50
58%	49.75	2.63	1.95	4.58
59%	50.61	2.67	1.98	4.66
60%	51.47	2.72	2.02	4.73
61%	52.33	2.76	2.05	4.81
62%	53.18	2.81	2.08	4.89
63%	54.04	2.85	2.12	4.97
64%	54.90	2.90	2.15	5.05
65%	55.76	2.94	2.18	5.13
66%	56.61	2.99	2.22	5.21
67%	57.47	3.04	2.25	5.29
68%	58.33	3.08	2.28	5.37
69%	59.19	3.13	2.32	5.44
70%	60.05	3.17	2.35	5.52
71%	60.90	3.22	2.39	5.60
72%	61.76	3.26	2.42	5.68
73%	62.62	3.31	2.45	5.76
74%	63.48	3.35	2.49	5.84
75%	64.34	3.40	2.52	5.92
76%	65.19	3.44	2.55	6.00
77%	66.05	3.49	2.59	6.08
78%	66.91	3.53	2.62	6.15
79%	67.77	3.58	2.65	6.23
80%	68.62	3.62	2.69	6.31
81%	69.48	3.67	2.72	6.39
82%	70.34	3.71	2.76	6.47
83%	71.20	3.76	2.79	6.55
84%	72.06	3.81	2.82	6.63
85%	72.91	3.85	2.86	6.71
86%	73.77	3.90	2.89	6.79
87%	74.63	3.94	2.92	6.86
88%	75.49	3.99	2.96	6.94
89%	76.34	4.03	2.99	7.02
90%	77.20	4.08	3.02	7.10
91%	78.06	4.12	3.06	7.18
92%	78.92	4.17	3.09	7.26
93%	79.78	4.21	3.12	7.34
94%	80.63	4.26	3.16	7.42
95%	81.49	4.30	3.19	7.50
96%	82.35	4.35	3.23	7.57
97%	83.21	4.39	3.26	7.65
98%	84.06	4.44	3.29	7.73
99%	84.92	4.48	3.33	7.81
100%	85.78	4.53	3.36	7.89

Site Plan

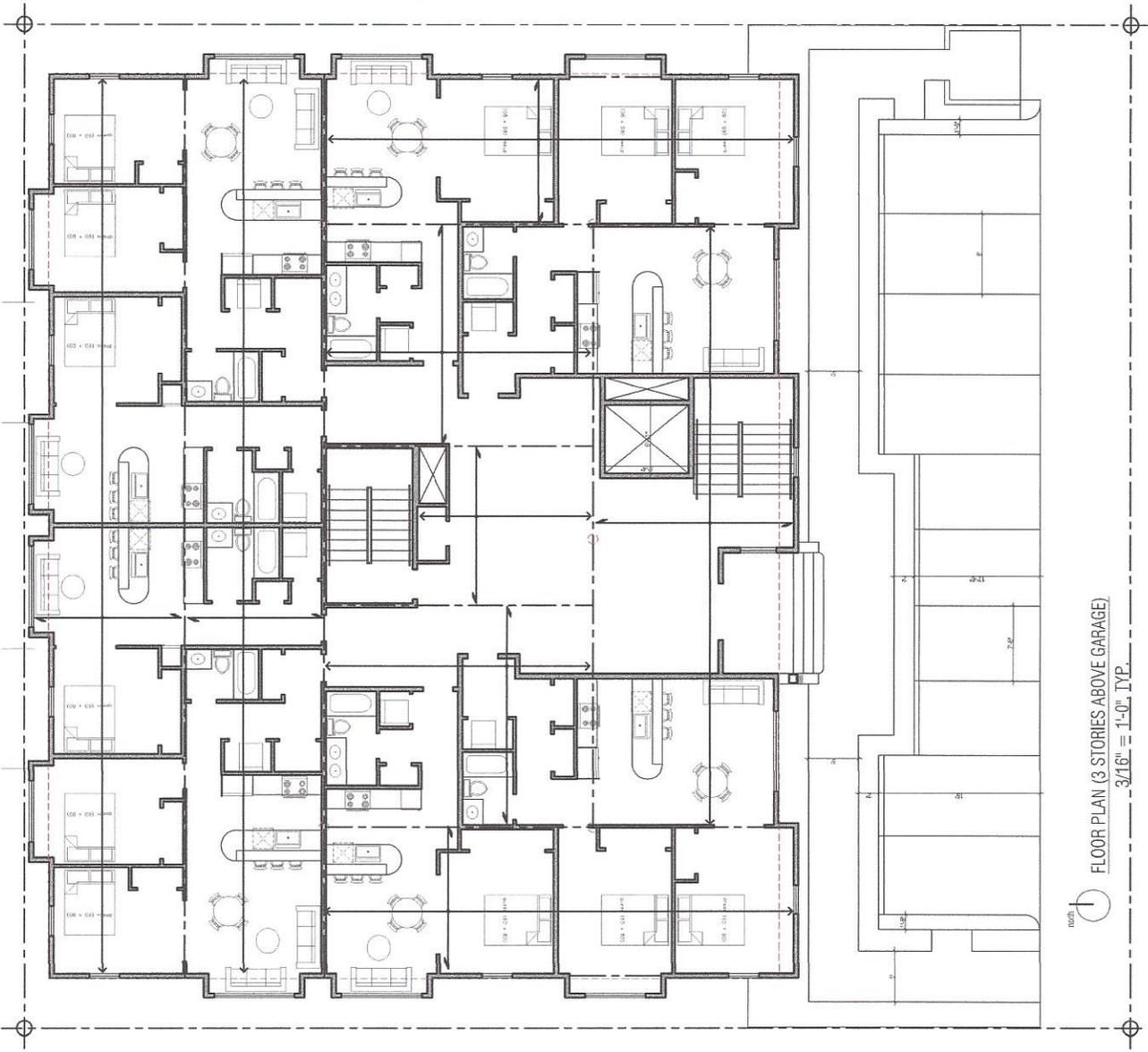
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HALLER STREET APARTMENTS
106 EAST HALLER STREET
ARLINGTON, WA. 98223

DATE: 1-30-15
JOB #: 1285
TITLE: SCHEDULING

FLOOR-PLAN

OF 6



NOTES
FLOOR PLAN (3 STORIES ABOVE GARAGE)
3/16" = 1'-0" I.P.P.

Traffic Mitigation Offer to Snohomish County

The applicant completes part one and submits it to the city with a completed county traffic worksheet. The city completes part two and sends it to the county. The county completes part three and sends it back to the city.

Part One to be completed by Applicant

Basic Development Information				
Name of City in which development is located <u>Arlington</u>				
Name of Proposed Development <u>Haller Apartments</u>				
City Project File Number (if known)				
Name of Applicant				
Address of Applicant				
Proportionate Share Calculation: Choose Option A or B				
<input type="checkbox"/> Option A: Based on a percentage of the County's adopted impact fee (Attach traffic worksheet.)				
1. The applicable percentage of the County's fee: _____%				
2. Net New Average Daily Traffic: _____ADT				
3. The adopted County impact fee for this development: _____\$/ADT				
4. Total Proportionate Share Amount: \$_____				
<input checked="" type="checkbox"/> Option B: Based on a comprehensive traffic study (Attach traffic worksheet and traffic study)				
<input checked="" type="checkbox"/> No road improvements are impacted. Hence, proportionate share amount is zero.				
<input type="checkbox"/> The following road improvements are impacted. The calculation of proportionate shares is summarized below.				
List by Names/Description the Impacted County Projects (attach other pages if necessary)	County Project ID#	PHTs Impacting Project	Capacity Cost per PHT	Proportionate Share Obligation per Impacted Project
1.				
2.				
3.				
4. Total Proportionate Share Amount (sum of obligations for each impacted project)				\$_____
<input checked="" type="checkbox"/> Trip Distribution and Assignment if Required				
If required, attach AM and PM peak-hour trip distribution and assignment. (Attach traffic worksheet showing whether or not it is required and traffic study).				
<input checked="" type="checkbox"/> Mitigation of Other Impacts if Required for Developments Generating More than 50 Peak-Hour Trips				
Mitigation of Impacts on Level of Service				
<input checked="" type="checkbox"/> No impact or not applicable <input type="checkbox"/> Mitigation as described in attached traffic study.				
Mitigation of Impacts on Inadequate Road Conditions				
<input checked="" type="checkbox"/> No impact or not applicable <input type="checkbox"/> Mitigation as described in attached traffic study.				
Mitigation for Impacts on Access or Circulation				
<input checked="" type="checkbox"/> No impact or not applicable <input type="checkbox"/> Mitigation as described in attached traffic study.				
<input checked="" type="checkbox"/> Written Offer				
The Applicant hereby voluntarily agrees to pay the total proportionate share amount shown above for impacts of the proposed development on the capacity of Snohomish County roads and provide mitigation of all other impacts as indicated above and described in attached documents.				
BY: _____ Date _____				
Signature by Authorized Official of Applicant or Authorized Representative				
Print Name and Title _____				
<i>Instructions to Applicant.</i> Submit this offer, a completed county traffic worksheet, and any other attachments to the city with your initial application or send directly to Deb Werdal, Snohomish Co. DPW Traffic, 3000 Rockefeller M/S 607, Everett WA 98201.				

Part Two: To be completed by the City

Receipt of Written Offer and Attachments by City and Routing to County	
Name of Proposed Development	
City Project File Number	
Date Received	
City Staffer Assigned to Project	
Address	
Phone	
<i>Instructions to City.</i> Send this offer and all attachments to Deb Werdal, Snohomish Co. DPW Traffic Operations, 3000 Rockefeller M/S 607, Everett WA 98201. Send copy to staffer shown above.	
BY:	
_____ Date _____	_____
Initialed by City Staffer	Print Name and Title

Part Three: To be completed by Snohomish County

Receipt of Offer and Attachments by Snohomish County and Routing Back to City	
Name of Proposed Development	
City Project File Number	
Received by:	
_____ Date _____	_____
Initialed by County Staffer	Print Name and Title
Snohomish County Mitigation Request to City	
Snohomish County has reviewed the traffic study worksheet and mitigation offer submitted by the applicant and has determined as follows:	
<input type="checkbox"/> Snohomish County requests that the City impose the mitigation offered above as a condition of approval for the Development. Snohomish County agrees to accept changes in the mitigation payment amount shown above resulting from TDM or lot-yield adjustments approved by the City.	<input type="checkbox"/> Snohomish County requests that the City require additional supplemental information to adequately evaluate the proposed development's impacts. <input type="checkbox"/> The information requested is shown in the notes below.
BY:	
_____ Date _____	_____
Signature by Authorized County Staffer	Print Name and Title
Routing Back to City	
<i>Instructions to County</i> Send this offer and all attachments to the City Staffer shown in Part Two above.	
Sent by:	
_____ Date _____	_____
Initialed by City Staffer	Print Name and Title
Notes	

**Snohomish County Traffic Worksheet and Traffic Study Requirements
for Developments in the City of Arlington**

Snohomish County government, through an interlocal agreement (ILA) with the City of Arlington, may request traffic mitigation measures from any new development in the city that impacts roads in the unincorporated county. The City will impose the requested mitigation to the extent that the City determines that the mitigation is reasonably related to the impacts of the development. To determine the impacts, and to determine reasonable mitigation measures, the City of Arlington requires a traffic study from any development in the city that may have impacts on county roads. This 'traffic study' may be as simple as completing sections one and two of the county traffic worksheet below, or having a professional traffic engineer conduct a formal traffic study consistent with the requirements in section three below.

- If a development generates less than ten peak-hour trips and the applicant chooses Option A for mitigation payment (standard payment by percent of county impact fee), then the applicant will generally only have to fill out the first two sections of this traffic worksheet and complete a mitigation offer (see section four).
- However, if a development generates more than ten peak-hour trips, or if the applicant chooses Option B for mitigation payment (comprehensive impact analysis), then the applicant will have to fill out the first section of this worksheet, complete a separate traffic study consistent with the requirements in section three, and complete a mitigation offer (see Section Four).
- Applicants should submit all documents *to the City* as part of their initial submittal.
- Traffic study requirements for impacts on county roads are based on the County's traffic mitigation ordinance (Chapter 30.66B) and the city/county ILA. At the end of this document find references to the county contacts and county web site (sources for many of the documents related to traffic mitigation).
- Following review of the documents submitted, the County may request supplemental information and analysis as necessary to determine the impacts of the development in accordance with the city/county ILA. The City will require the proposed development to submit the supplemental information and analysis to the extent that the City determines that it is necessary to determine the impacts of the development.

Section One (1) Worksheet General Information

1. Name of Proposed Development Haller Apartments
City Development File Number (if known) _____
2. Name, Address and Phone Number of Applicant _____

3. Development Site Address 106 E. Haller St, Arlington, WA

4. Is it a residential or commercial development? Residential
5. Description of Development (size and specific type) 24 mid-rise apartments

6. How many new vehicle trips are expected to be generated by the proposed development? (For many common types of developments this information can be provided by the city or the county. For more complex developments trip generation may have to be determined under section three below)
6.09 AM Peak Hour 7.89 PM Peak Hour 85.78 Average Daily Trips (ADT)
7. Proportionate Share Impact Mitigation: All applicants have two options in determining the amount of their traffic mitigation payment:
____ For determining the amount based on a percentage of the county fee go to section two.
X For determining the amount based on a comprehensive traffic study go to section three.

Section Two (2) Proportionate Share Determined by Percentage of County Impact Fee

2(a) Calculation of Payment Amount

1. Standard default estimated percentage of trips impacting county roads 70 % or 2. Other Percentage: (Note: See author's qualifications in section three below.) Estimated percentage of trips impacting county roads from attached trip distribution: 0 %

3. Development New Average Daily Trip Generation (ADT) _____

4. Type of Development (Residential or Commercial) _____

5. County Commercial Fee Rate \$ _____ 6. County Residential Fee Rate \$ _____

(Note: Consistent with county code and the ILA, developments pay the rate in effect at the time of their submittal. As of 2/1/06 the rates were \$206 for commercial developments and \$242 for residential developments. Through ordinance, the County Council can change these rates at any time, so consult with the County or look at Snohomish County Code 30.66B.330 to find the latest fee rates.)

7. Calculation of Proportionate Share Impact Mitigation

$$\frac{\text{\#1 or \#2 above: \% of trips}}{\text{\#1 or \#2 above: \% of trips}} \times \frac{\text{\#3 above: ADT}}{\text{\#3 above: ADT}} \times \frac{\text{\#5 or \#6 above: Fee Rate}}{\text{\#5 or \#6 above: Fee Rate}} = \$ \frac{\text{proportionate share mitigating payment}}{\text{proportionate share mitigating payment}}$$

2(b) Determining whether or not an additional traffic study is necessary

Will the development generate more than 10 peak-hour trips *or* are there other impacts that need to be addressed (e.g., level of service, safety, or access and circulation)

- No. Skip section three and go to section four.
 Yes. Read the introduction to section three and skip to section 3(b).

Section Three (3) Traffic Study Requirements

Introduction: This section outlines requirements for traffic studies for impacts on County roads. If an applicant chooses (or is required) to complete a traffic study, then it should be submitted along with this worksheet and a mitigation offer. (Note on Author's Qualifications: A traffic study under this section must be conducted by an engineer licensed to practice in the state of Washington with special training and experience in traffic engineering and, preferably, membership in the institute of transportation engineers. For individuals/firms not on the City's approved list, the developer will provide, with the traffic study, the credentials of the individual or firm performing the traffic study certifying compliance with these qualifications.)

3(a) Proportionate share impact mitigation based on comprehensive traffic study

1. Development's Trip Generation and Distribution. Determine the PM peak-hour trip generation and distribution for the development consistent with Section 3(b) below.
2. Impacted Improvements. Determine which of the road sections with planned improvements in the county's impact fee cost basis (Transportation Needs Report Appendix D) are impacted by three or more development-generated *directional* PM peak hour trips (PM PHT).
3. Current Counts. For each impacted improvement, provide current traffic counts to determine the PM PHT.
4. Reserve Capacity. Determine "reserve capacity" for each impacted improvement by subtracting the current PM PHT from the maximum service volume (MSV) for the existing facility. Reserve capacity is set to zero if current PM PHT exceeds the MSV. For MSVs see County DPW Rule 4224.
5. New Capacity. New capacity is the incremental increase in PHT that could be accommodated with the planned improvement. Determine the new capacity of each impacted improvement by subtracting the current MSV from the future MSV after the improvement.
6. Chargeable Capacity. For each impacted improvement, add the reserve capacity to the new capacity.
7. Final Adjusted Cost. Find the cost of each impacted improvement and make any adjustments used by the County for tax credits (see Transportation Needs Report Appendix D).
8. Capacity Cost per Peak-Hour Trip. For each impacted improvement, determine the capacity cost per PM PHT by dividing the final adjusted improvement cost by the chargeable capacity.
9. Traffic Impacts. From step one above, take the *total* number of PM PHT (in both directions) impacting each planned improvement.
10. Proportionate Share. For each impacted improvement, determine the proportionate share impact mitigation by multiplying the capacity cost per peak-hour trip by the number of PM PHT impacting the improvement.

3(b) Trip Generation and AM and PM Peak Hour Trip Distribution and Assignment

Calculate AM, PM and Daily trip generation consistent with the ITE Trip Generation Handbook and Snohomish County Public Works Rule 4220. Determine the trip distribution and assignments consistent with the County's document titled "Format for Trip Distributions"(available at County web site, see below).

- Within the developments transportation service area (TSA) the distributions will be carried out to each key intersection at which the approach or departure volumes on any leg have three (3) or more peak hour trips. Get the most current list of key intersections on the web site described below. Trips should be distributed onto the road system as it is expected to be in six years.
- The distribution should be a schematic map showing the broad distributions of trips in terms of percentages on different roads. Show all City boundaries.
- The assignment should be a schematic map with the impacted key intersections identified by ID# and turning movements for each shown in separate diagrams on the same page or on different pages. The assignment should also be presented in tabular form listing each intersection by intersection ID#, and the number of trips at each movement.

3(c) Additional Analysis for Developments Generating More Than Fifty (50) Peak Hour Trips

For large developments (i.e., those generating more than 50 peak-hour trips), the County may request mitigation for impacts on the level of service of County roads, documented safety locations (the County calls such locations "inadequate road conditions" or "IRCs"), and access or circulation. The traffic study requirements below are intended to disclose impacts. Based on this information the County may request through the City that the applicant provide additional information showing possible mitigation measures. If any off-site improvements were needed for mitigation the County would work with the applicant to determine requirements for right-of-way, construction plans, right-of-way use permits, construction/maintenance bonds, and other issues.

Impacts on Level of Service (LOS) of County Arterials

Contact Snohomish County Public Works for the most current list of arterial units in arrears and critical arterial units. Identify any arterial units in arrears or critical arterial units impacted by three or more directional peak-hour trips.

Impacts on Inadequate Road Conditions

Contact Snohomish County Public Works for a list of the current IRCs. Identify any IRCs impacted by three or more peak-hour trips. Note: Unlike LOS impacts in which at least three or more peak hour trips have to be added in one direction to require disclosure (e.g., 3 westbound), for IRCs, any three peak hour trips added to IRC locations are considered an impact for which disclosure is necessary (e.g., 2 westbound plus 1 eastbound).

Impacts on Access or Circulation

The County may request improvements to existing roads to provide safe and efficient access and/or circulation. In some instances, the County may request provisions for future County roads identified in the Comprehensive Plan or in Small Area Transportation Studies. If so, the County will request specific additional information through the City.

Section Four (4) Traffic Mitigation Offer to Snohomish County

The applicant should complete a traffic mitigation offer to Snohomish County that summarizes the mitigation identified in the county traffic worksheet and any additional traffic study. This will facilitate timely review of the development and processing of the application. The form to use for the mitigation offer is titled "Traffic Mitigation Offer to Snohomish County." This form is typically provided to all applicants along with this traffic study checklist. In addition, copies are available from the county contacts or the Snohomish County web site shown below.

Additional Information

County Web Site

Snohomish County Public Works has a web site with many documents related to traffic studies and mitigation requirements for developers. From the Snohomish County Home Page go to:

Departments/Public Works/Divisions/TES/ProgramPlanning/3066B

County Contacts

- Deb Werdal, Snohomish County DPW Traffic, 3000 Rockefeller M/S 607, Everett WA 98201, (425) 388-3184, debra.werdal@co.snohomish.wa.us
- Maria Schmidt, Snohomish County DPW Traffic, 3000 Rockefeller M/S 607, Everett WA 98201, (425) 388-3099, maria.schmidt@co.snohomish.wa.us

**VOLUNTARY SETTLEMENT AGREEMENT TO
MITIGATE IMPACTS TO STATE FACILITIES**

PARTIES

_____ (hereinafter referred to as “the Developer”)

Tel. _____

and

Washington State Department of Transportation (hereinafter referred to as “the State”)

SUBJECT DEVELOPMENT

City of _____ *File No.* _____

WHEREAS, the Developer proposed the construction of the above-described “Subject Development”; and,

WHEREAS, certain reports and other documents have been prepared by or on behalf of the Developer identifying certain impacts to the highway facilities of the State if the Subject Development were to be constructed; and,

WHEREAS, Developer and the State agree that identified traffic impacts arising from the construction of the Subject Development will have significant adverse environmental impacts on State highway facilities if these impacts are left unmitigated; and,

WHEREAS, the Developer and the State recognize the State’s authority under RCW 43.21C.075 (State Environmental Policy Act) to appeal or otherwise challenge the determinations of local government pertaining to the non-significance of developments which in fact have unmitigated impacts upon the state highway facilities; and,

WHEREAS, the Developer and the State desire to mitigate impacts to the State highway facilities identified in various reports concerning the Subject Development by the Developer contributing the sum of money indicated below, which the Developer and the State agree is Developer’s pro rata share of contribution to projects which would mitigate

impacts to the State highway facilities caused by the Subject Development, and the cumulative effect of the Subject Development with other developments.

NOW, THEREFORE, the Developer and the State hereby agree to do the following:

DEVELOPER'S RESPONSIBILITIES

1. The Developer has been offered the option of constructing improvements to State highway facilities to mitigate the identified impacts thereto, and has elected to pay a pro-rata share of the cost of the mitigation in lieu of constructing the improvements. This development impacts SR _____ corridor with _____ Average Daily Trips (ADT). As indicated in the attached letter of _____, 2000, the Developer's amount of impact mitigation obligation towards the state's " _____ " project is calculated as follows:

$$\text{_____ ADT} \times \$ \text{_____} = \$ \text{_____}$$

2. Prior to the issuance of the building permit for the subject development, the Developer Agrees to pay directly to the State the above mitigation fee of \$ _____ at the following address:

Attention: Ramin Pazooki
Washington State Department of Transportation
SnoKing Area Planning Manager, MS 240
15700 Dayton Avenue North
Seattle, WA 98133

The check must be payable to "Washington State Department of Transportation".

3. The Developer agrees that this sum represents Developer's proportionate share of mitigation costs to mitigate identified impacts caused by the Subject Development.

STATE'S RESPONSIBILITIES

Upon receipt of the \$ _____ payment, the State agrees that impacts to the State's highway facilities by Developer's proposed Subject Development are deemed mitigated, and the State hereby waives any right to appeal the approval of this project.

IT IS AGREED and understood that this agreement shall be a binding and continuing obligation upon Developer and all successors in Title to the property which is the subject of this agreement.

BY THEIR SIGNATURE BELOW, the Developer and the State certify that they have read each and every provision of this Agreement, including the amount of payment, were negotiated, and that this Agreement was entered into voluntarily by the parties.

DEVELOPER
TRANSPORTATION

STATE OF WASHINGTON
DEPARTMENT **OF**

Title: _____

Title: _____

Date: _____

Date: _____

Federal Tax I.D. No. _____

OR

Social Security No. _____

ACKNOWLEDGMENT

STATE OF WASHINGTON)
)ss.
County of)

On this ____ day of _____, 19__, before me personally appeared _____, to me known to be the _____ of the Corporation that executed the foregoing instrument, and acknowledged said instrument to be the free and voluntary act and deed of said Corporation, for the uses and purposes therein mentioned, and on oath stated that _____ is authorized to execute said instrument and bind _____ Development Corporation this agreement.

GIVEN under my hand and official seal of the day and year last above written.

(Print Name)
Notary Public in and for the State of
Washington. My commission
expires: _____