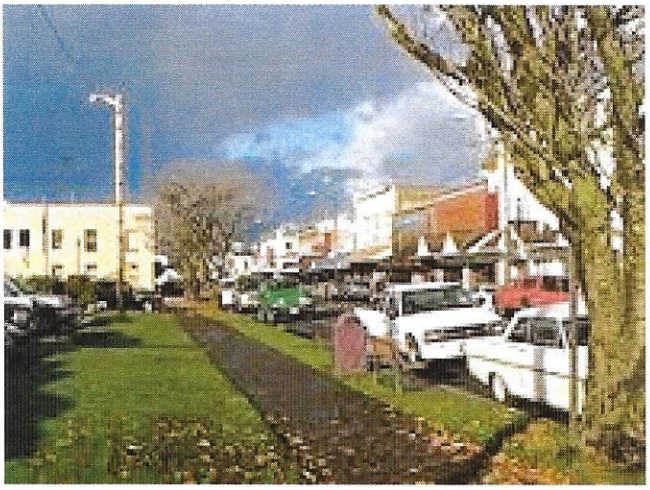

Arlington

GAYTEWAY BINDING SITE PLAN
LEVEL III TRAFFIC IMPACT ANALYSIS

May 6, 2019

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May 6, 2019

GAYTEWAY BUSINESS PARK, LLC
Attn: Chris Gayte
20015 67th Avenue NE
Arlington, WA 98223

Re: Gayteway BSP – Arlington
Level III Traffic Impact Analysis

Dear Mr. Gayte,

I have prepared this Level III Traffic Impact Analysis for the Gayteway BSP comprising about 750,000 sf of Industrial Park space including Buildings 'B' and 'C' that have been applied for. The Gayteway BSP is the re-development of a 54 acre Northwest Hardwoods Sawmill site into a Business Park. The site is located on parcel #3101400200700 at 20015 67th Ave. NE Arlington, WA 98223

Prior to this report, I conducted two Traffic Letters as follows:

- Gayteway Business Park Building 'C' Level II Traffic Letter dated September 24, 2018. This letter documented the traffic generation of Building 'C', a 66,038 sf industrial building.

- Gayteway Business Park Building 'B' Level II Traffic Letter January 10, 2019. Building 'B' is about 63,690 sf in size and is being designed to accommodate industrial users.

Voice and e-mail correspondence with the City, see the attached e-mail dated February 22, 2019, identified the following intersections to be studied based on the **delta** site traffic:

1. 67th Ave. NE a 211th Pl. NE
2. 67th Ave. NE at 204th St. NE
3. 204th St. NE at SR – 9
4. 67th Ave. NE at 188th St. NE
5. 67th Ave. NE at SR – 531

The City also commented to review incident data at the following intersection

6. 211th Pl. NE at SR - 530

In addition the site accesses are discussed. And per past correspondence the following:

- City TIF rate is $3,355 per new PMPHT

- Prepare interlocal forms for Snohomish County and WSDOT

The City's Traffic Analysis Procedures & Checklist identify the City's criteria based on PM peak hour trips projected to be generated. The project proposal is a redevelopment that is projected to generate about 52 net new PM peak hour trips that requires a Level II report be conducted. I have also included a safety review, thus the report is a Level III. The City's peak hour trip threshold for studying a intersection (classified) is 10 or more net new trips.

Section 4.1.05 Vehicular Trip Threshold in the WSDOT Developer Services Manual identifies that State intersections affected by 25 or more peak hour trips be reviewed. No SR facilities are projected to be affected by 25 or more net new peak hour trips. However, per correspondence with the City the SR – 531 at 67th Ave. NE intersection is studied.

I have reviewed the site and surrounding street system. The general format of this report is to describe the proposed project, identify existing traffic conditions (baseline), project future traffic conditions and identify Agency street/road improvements (future baseline), calculate the traffic that would be generated by the project and then add it to the future baseline traffic volumes. Operational analyses are used to determine the specific project traffic impact and appropriate traffic mitigation measures to mitigate the project traffic impact.

The **SUMMARY, CONCLUSIONS AND RECOMMENDATIONS** begin on page 13 of this report. The referenced report Tables and Figures are at the end of the report before the appendix.

PROJECT INFORMATION

Figure 1 (referenced Figures and Tables at end of report) is a vicinity map which shows the location of the site and its surrounding street system. An aerial view of the project site obtained from Snohomish County SCOPI is shown below:

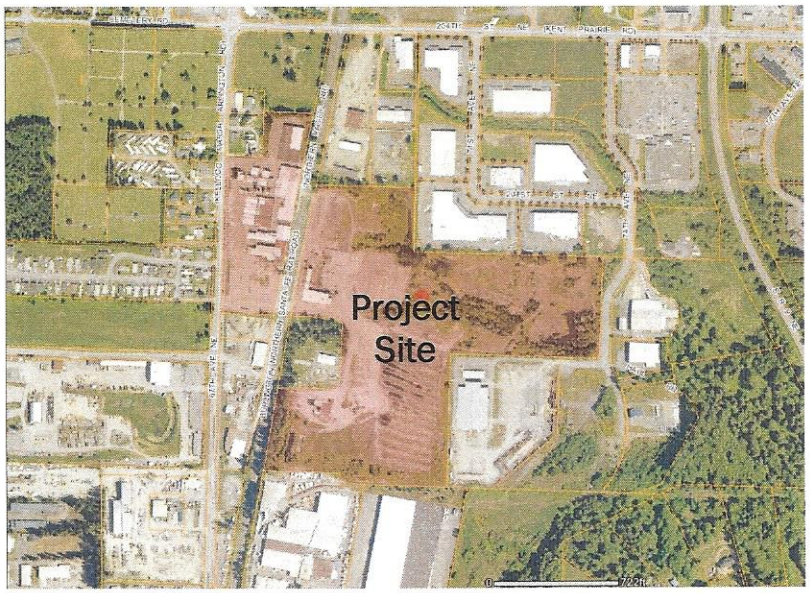


Figure 2 shows a preliminary Binding Site Plan (BSP) prepared by Terraforma Design Group, LLC dated March 22, 2019. The plan depicts the 15 new industrial lots east of the Northern Pacific Railroad tracks and three lots to the west (used for Buildings 'B' and 'C'. The access for lots 1 to 13 and Building's 'B' and 'C' is via 67th Avenue Northeast. Lot's 14 and 15 have access to 74th Ave. NE to the east.

Development and occupancy of the proposed Gayteway BSP project is anticipated to occur over a period of several years, presuming the permits are issued in a timely manner. The horizon year used in this analysis is 2024 that ensures a conservative review.

EXISTING ENVIRONMENT

Project Site

The proposed project is located on the developed Northwest Hardwoods Sawmill site.

Street System

A portion of Figure 3-1 'Functional Classification" in the City of Arlington Draft 2035 Transportation Plan, 2016 Update is depicted below:

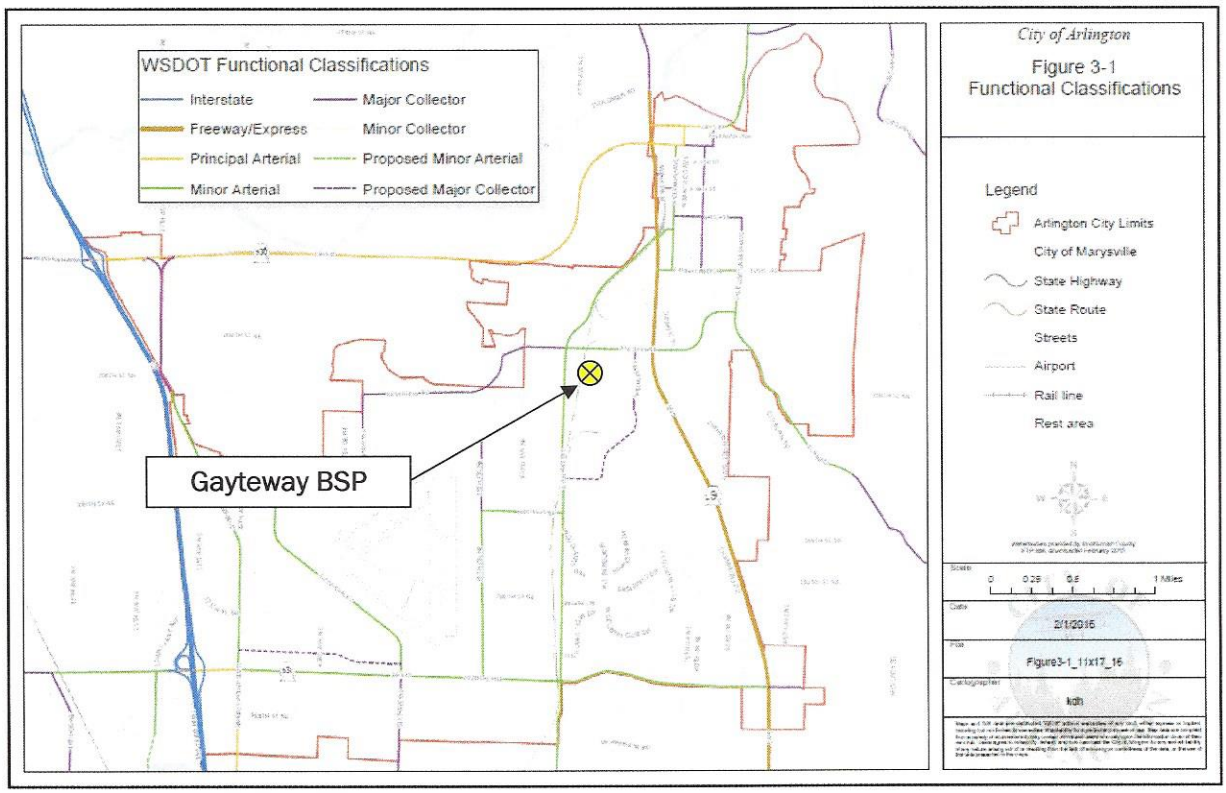


Figure 3 shows the existing traffic control, number of street lanes, number of approach lanes at the intersections affected by site traffic and or near the site and other pertinent information.

Pedestrian Facilities/Transit Service (general)

Pedestrian sidewalks exist on the west side of 67th Ave. NE at the re-development site. The Centennial Trail exists on the east side of 67th Avenue Northeast. Sidewalks also exist on other non residential streets near the site.

The Community Transit System Map identifies two routes, 220 and 230, serving 204th St. NE about ¼ mile north of the site. More information on Transit Service is available at https://www.communitytransit.org/busservice/system-maps

Traffic Volumes

Figure 4 shows the existing PM peak hour traffic volumes at the study intersections. Traffic Data Gathering, a firm specializing in the collection of traffic data, conducted PM peak period turning movement counts at the study intersections. The count data sheets are attached in the appendix.

Intersection Operations

Traffic engineers have developed criteria for intersection operations called level of service (LOS). The LOS are A to F with A and B being very good and E and F being more congested. LOS C and D correlate to busy traffic conditions with some restrictions to the ability to choose travel speed, change lanes and the general convenience comfort and safety.

The procedures in the Transportation Research Board Highway Capacity Manual, 2010 were used to calculate the level of service at the study intersections. The following table depicts the LOS and corresponding average delay in seconds at signalized and stop control intersections:

Intersection Type	Level of Service					
	A	B	C	D	E	F
Signalized	<10	>10 and <20	>20 and <35	>35 and <55	>55 and <80	>80
Stop Control	<10	>10 and <15	>15 and <25	>25 and <35	>35 and <50	>50

LOS Analysis Software

The LOS of the study intersections were calculated using the Synchro Traffic Analysis software, Version 10.

LOS Analysis Criteria

I understand that the City of Arlington LOS standard is 'D'.

LOS Results

Table 1 (end of report prior to figures) tabulates the results of my LOS calculations of the study intersection and the site access intersection. The study intersections currently meet the City's operational standard.

Incident/Safety History

The City's Level II Traffic Impact Analysis criteria do not require an accident review. I inspected the site accesses on 67th Avenue Northeast. Good sight lines exist at both driveways and a two way left turn lane exists.

Incident data was inspected using the WSDOT accident data portal available online at https://remoteapps.wsdot.wa.gov/highwaysafety/collision/data/portal/public/. This portal was used to review incidents in the site vicinity for the years 2016 to 2018. Incident data at the SR – 9 at 211th Pl. NE intersection was obtained separately[1]. The WSDOT data is attached.

Daily traffic volumes are estimated using the collected PM peak hour traffic and a "K" factor of 10. A "K" factor of 10 is typical and corresponds to the PM peak hour traffic comprising 10% of the daily traffic volume. The following table shows the incident rates (per million entering vehicles) for the study road/street intersections:

Intersection	Incidents (3-years)	Entering PMPHT	Accident Rate
1. 67th Ave. NE at 211th Pl. NE	4	1,131	0.32
2. 67th Ave. NE at 204th St. NE	8	1,940	0.38
3. 204th St. NE at SR - 9	10	2,258	0.40
4. 67th Ave. NE at 188th St. NE	5	1,058	0.43
5. 67th Ave. NE at SR - 531	9	1,987	0.41
6. 211th Pl. NE at SR - 530	16	1,704	0.86

The WSDOT 2015 Washington State Average Annual Collision Summary, WSDOT no longer updates this manual, identifies average accident rates (per million vehicle miles of travel) by County. The Snohomish County accident rate is 2.36. The WSDOT provides accident rates per million vehicle miles. An accident rate of less than one is generally considered to indicate that an intersection is operating satisfactorily, one to two is typical, and over two requires further review.

[1] - The SR – 9/211th Pl. NE I/S is not included in the City's data base and the portals data for Snohomish County requires the data be requested separately.

The City indicated concern regarding the safety at the Sr – 9 at 211th Pl. NE intersection. Delving deeper into the data; ten of the incidents involved left turning. No left turn channelization currently is provided on SR – 530. The City's 2019 – 2024 Transportation Improvement program identifies the installation of a roundabout in 2021 at the intersection.

The other analysis intersections experience accidents rates of less than one thus are operating satisfactorily.

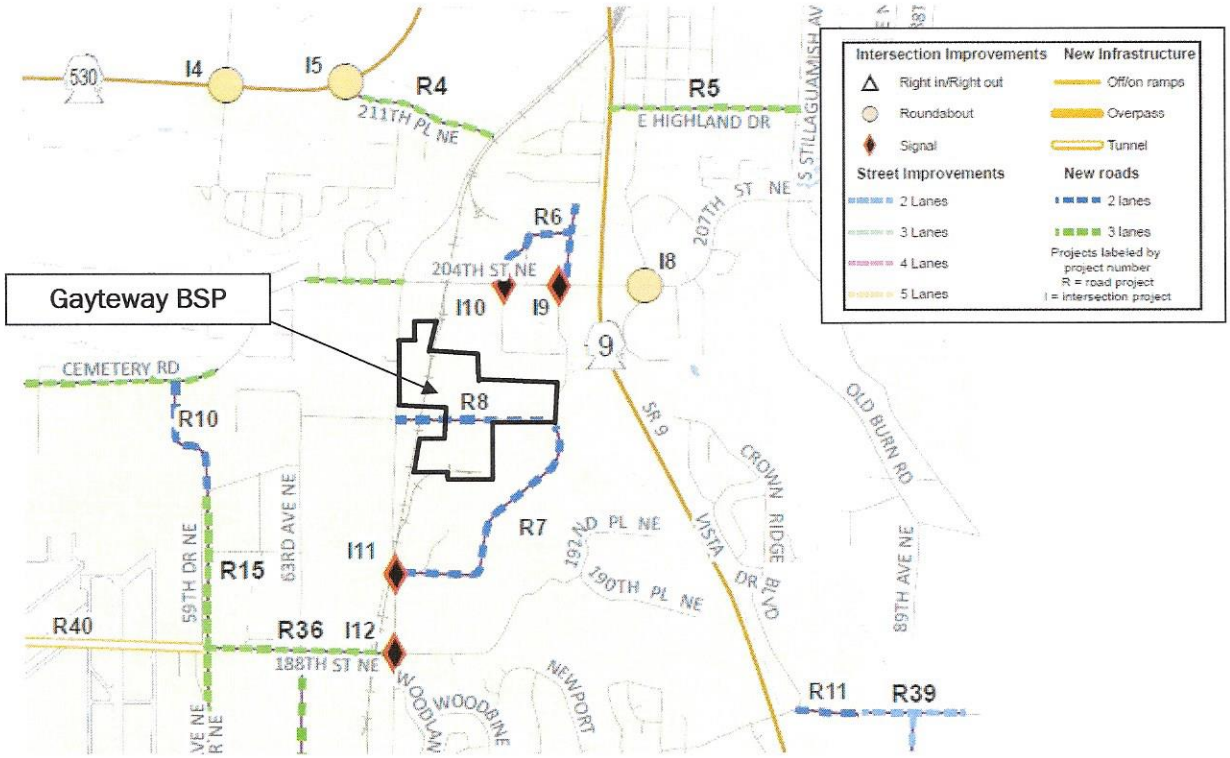
STREET IMPROVEMENT PROJECTS

Arlington

The City of Arlington's Six Year Transportation Improvement Plan 2019 – 2024 Resolution 2018-20 dated August 6, 2018 was reviewed. A copy of the City's plan is included in the appendix. Two projects are noted below:

Project #3 is the installation of a Roundabout at the SR – 530 at 211th Pl. NE intersection identified for construction in 2021. The other project is #21 the extension of 197th Street that is noted for construction in 2022/2023. Both of these projects are noted in the City's Transportation 2035 Plan, 2017 Update.

A portion of Figure 6-1 Proposed 2035 Transportation Improvement Projects from City of Arlington is depicted below:



The City's 2035 planning includes a number of projects in the site vicinity. Tables 6-1 and 6-2 Transportation 2035 Plan, 2017 Update includes project descriptions, attached in the appendix.

The City's 2035 planning includes extending 197th St. NE to the east from 67th Avenue NE to Arlington Valley Road.

The pertinent projects, also included in the Six Year Transportation Improvement Plan, are described below:

Table 6-1: 2035 Transportation Improvement Project List: Roadways

Proposed Project ID	Project Name	Project Limits	Project Description
R8	197th St Extension	67th Ave - Arlington Valley Rd.	Construct new 2 lane roadway connecting 67th Ave to Arlington Valley Rd (Project 18)

Table 6-2: 2035 Transportation Improvement Project List: Intersections

Proposed Project ID	Project Name	Project Description
I5	SR 530 at 211th St	Install a roundabout at SR 530/211th St

WSDOT

Exhibit C (copy included in the report appendix) from the Snohomish County/WSDOT Interlocal Agreement, Exhibit "C" Revised Calcs Amendment #4 there are two projects identified in the vicinity of the proposed project.

- SR – 531: 43rd Ave. NE to 67th Ave. NE, Widen to 5-lanes. This project is identified for Design/Construction in 2014 (that did not happen; I understand that the project became funded November 2005). The noted contribution rate is $200.50 per daily trip.
- Install a roundabout at the SR – 530 at 211th Pl. NE intersection

Review of the WSDOT online data shows the project as funded, $39,300,000 with design starting in the 2019/21 biennium. The data below is as of April 2018:

SR 531/43rd Ave NE to 67th Ave. NE – Widening

Project Milestones

Milestone	Original Date	Current Date	Status
Project Definition Complete	Q3 2019	Q3 2019	On Schedule
Preliminary Engineering Start	Q1 2020	Q1 2020	On Schedule
Environment Complete	Q4 2020	Q4 2020	On Schedule
Right of Way Complete	Q3 2022	Q3 2022	On Schedule
Contract Advertisement	Q4 2022	Q4 2022	On Schedule
Operationally Complete	Q1 2025	Q1 2025	On Schedule

Project Cost Summary($ in thousands)

Project Status	Leg. Initial Budget	Current Leg. Budget	Current Approved Cost
Preliminary Engineering	$0	$3,400	$3,400
Right of Way	$0	$8,600	$8,600
Construction	$0	$27,300	$27,300
Total:	$0	$39,300	$39,300

Project Funding Summary - Current Approved Cost ($ in thousands)

Project Phase	Nickel	TPA	Pre-Existing Funds	CWA	Total
Preliminary Engineering	$0	$0	$0	$3,400	$3,400
Right of Way	$0	$0	$0	$8,600	$8,600
Construction	$0	$0	$0	$27,300	$27,300
Total	$0	$0	$0	$39,300	$39,300

No online information was located regarding the proposed roundabout at the SR – 530 at 211th Pl. NE intersection

HORIZON YEAR CONDITIONS "WITHOUT" THE PROJECT

Figure 5 shows the projected 2024 PM peak hour traffic volumes "without" the project. These volumes include the existing traffic volume counts plus background growth. A growth factor of two percent per year was applied for five years. The growth rate was derived via comparing 2011 PM peak hour traffic volume (Figure 3-11) to 2035 traffic data with improvements (Figure 6-3) in the City of Arlington Transportation 2035 Plan, 2017 Update September 25, 2017 at the 204th St. NE at 67th Ave. NE intersection

TRIP GENERATION AND DISTRIBUTION

Definitions

A vehicle trip is defined as a single or one direction vehicle movement with either the origin or destination (exiting or entering) inside the proposed development.

Traffic generated by development projects consists of the following types:

Pass-By Trips: Trips made as intermediate stops on the way from an origin to a primary trip destination.

Diverted Link Trips: Trips attracted from the traffic volume on a roadway within the vicinity of the generator but which require a diversion from that roadway to another roadway in order to gain access to the site.

Captured Trips: Site trips shared by more than one land use in a multi-use development.

Primary (New) Trips: Trips made for the specific purpose of using the services of the project.

Trip Generation

The proposed Gayteway BSP project is expected to generate the vehicular trips during the average weekday, street traffic AM and PM peak hours as shown in Table 2. The trip generation is calculated using average trip rates in the Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition, for Industrial Park (ITE LUC 130). All site trips made by all vehicles for all purposes, including commuter, visitor, and service and delivery vehicle trips are included in the trip generation values.

TABLE 2 - TRIP GENERATION
GAYTEWAY BSP - ARLINGTON
LEVEL III TRAFFIC IMPACT ANALYSIS

Time Period	Size (X)	TG Rate	Enter %	Enter Trips	Exit %	Exit Trips	Trip Total (T)	Truck Trip %*	Truck Trips	Pass-by Trips %**	Pass-by Trips	Net New Site Trips***
Proposed: Industrial Park (ITE LUC 130; ~750,000 sf) - including Building 'B' and 'C'												
Weekday	750,000	3.37	50%	1,264	50%	1264	2,528	11%	278	5%	126	2,401
AM peak hour	750,000	0.4	81%	243	19%	57	300	3%	9	5%	15	285
PM peak hour	750,000	0.4	21%	63	79%	237	300	10%	30	5%	15	285
Existing: Manufacturing (ITE LUC 140; 54 - acres) - Lumbermill Operation												
Weekday	54	35.02	50%	946	50%	946	1,891	17%	321	5%	95	1,797
AM peak hour	54	4.62	90%	225	10%	25	249	6%	15	5%	12	237
PM peak hour	54	4.54	43%	105	57%	140	245	15%	37	5%	12	233
Delta Traffic: Proposed minus Existing												
Weekday	-	-	-	318	-	318	636	-	(43)	-	-	605
AM peak hour	-	-	-	18	-	32	51	-	(6)	-	-	48
PM peak hour	-	-	-	(42)	-	97	55	-	(7)	-	-	52

where X = units or 1,000 sf; T = Trips

* - Truck trips per data contained in Tables A.4, A.5 and A.6 Trip Generation Manual 9th Edition Volume 1 User's Guide and Handbook Prior use Heavy Industrial and proposed use Industrial Park. Percent ascertained via the ratio of the Truck TG rate to the Site TG rate and the ratio of the Truck TG rate of Heavy to Light Industrial and Traffic Enfgineering judgement due to limited data

** - The identified pass-by rates are per ITE/Other Agency and JTE Inc., mail/service delivery type trips

*** - Net new site trips = trips - pass-by trips

Note: Due to rounding some values may not add up.

The proposed development re-developments a Sawmill Facility (Heavy Industrial) with an Industrial Park uses. Both uses include truck traffic. Tables A.4, A.5 and A.6 in the ITE Trip Generation Manual 9th Edition Volume 1: User's Guide and Handbook provide truck trip generation rate data. I have attached the tables in the report Appendix. Table 2 above shows the projected Truck Trips determined using the data contained in the tables. The truck generation data is calculated by ratio of the total site traffic generation rate versus the truck generation rate. The data for the Heavy Industrial use is limited, thus the truck trip rate data based on 1,000 sf was compared to that of the Industrial Park.

The ITE data also breaks the truck traffic down by type. For the proposed Industrial Park use the projected truck types are about 58% two to three axle (UPS/SU 30 type) and about 42% four to six axles.

Based on my analysis, I calculate the net new trips generated by the Gayteway BSP based at full build-out to be 606 daily trips, 48 AM peak and 52 PM peak hour trips at the site accesses accounting for a nominal 5% shared trips.

Trip Distribution

Figure 6 – Delta shows the delta project generated trips assigned to the adjacent street system per the characteristics of the street network, existing traffic volume patterns, the location of likely trip origins and destinations (residential, schools, employment, shopping, social and recreational opportunities).

The site traffic without credit for the prior site development or nominal pass by traffic is depicted on Figure 6 – Site.

HORIZON YEAR CONDITIONS "WITH" THE PROJECT

Traffic Volumes

Figures 7 – Delta and 7 – Site shows the projected 2024 PM peak hour traffic volumes "with" the proposed project (delta site traffic and non delta site traffic) at the analysis intersections. The site generated PM peak hour traffic volumes shown on Figure 6 were added to the projected background traffic volumes shown on Figure 5 to obtain the Figure 7 volumes.

Level of Service

Table 1 shows the calculated LOS for the horizon year (2024) "with" and "without" project conditions at the analysis intersections. Based on my operational analysis, the study intersections are projected to operate at LOS 'D' **overall** and better meeting City criteria with the noted roundabout improvement at the SR – 530 at 211th Pl. NE intersection installed. This roundabout improvement is included both the City's Transportation Improvement Program and in WSDOT's Exhibit "C" Interlocal with Snohomish County

The eastbound 'Stop' controlled movement on 188th St. NE approach to 67th Ave. NE is projected to operate at LOS 'E' in 2024 with site traffic, it projects to operate at LOS 'D' based on delta site traffic. The intersection as a whole meets the City's operational criteria. The City's Transportation 2035 Plan, 2017 Update notes that a signal is planned to be installed at this intersection in the future, project I11.

Site Access

Approximately 2/3rds of the site would access 67th Ave. NE at the 199th St. NE alignment and the other 1/3rd would access 204th Street (mostly via 74th Avenue Northeast. The site traffic at these intersections is depicted on Figure 7 – Site. The traffic depicted for 199th Ave. NE is projected using ITE data and Traffic Engineering experience. The existing traffic using 74th Ave. NE is projected to be similar to the site traffic, thus for analysis I doubled the turning traffic at the intersection to account for existing traffic.

AGENCY TRAFFIC IMPACT MITIGATION REQUIREMENTS

City of Arlington

The City has a Traffic Impact Fee rate of $3,355 per PMPHT. Table 3 depicts the at build-out calculated traffic fee that credits for existing site traffic and the fact mail/service delivery type trips already exist in the site vicinity:

TABLE 3 - TRAFFIC IMPACT FEE
GAYTEWAY BSP - ARLINGTON
LEVEL III TRAFFIC IMPACT ANALYSIS

City Traffic Impact Fee per new PM peak hour trip	$3,355
Net New PM PM peak hour trips	52
Calculated TIF =	$ 174,789

The City TIF is per June 27, 2018 correspondance with the City

Snohomish County

An interlocal agreement between the City of Arlington and the County exists regarding traffic mitigation. Section 3(b) of the County/City worksheet requires the distribution of site Generated AM and PM peak hour trips down to 3-directional peak hour trips. The Key Intersections in the site area are shown in the following map below:

One County key intersection, #85, is projected be effected by net new site traffic. The site peak hour trips are graphically displayed on Figure 6 - Delta. Delta site trips to and from the west on SR – 531 are dispersed and would be less than three directional peak hour trips west of SR – 5.

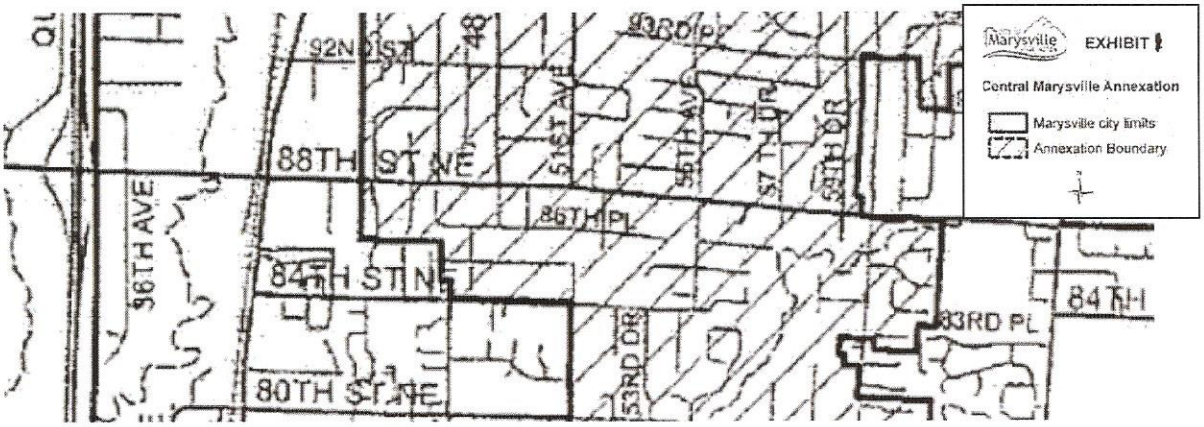
Attached to this report is a Traffic Mitigation Offer to Snohomish County worksheet for the project, The County has two mitigation options, one based on a percent of the County fee and two payment based on a Comprehensive Traffic Study. Option one is a proportionate payment determined by percentage to County Impact Fee program. Option two Comprehensive Traffic Study is chosen. Per the County/City worksheet the proportionate share payment to County projects is based on PM peak hour trips affecting County planned improvements identified in the Transportation Needs Report.

There are two County projects noted in TSA 'A'

TNR Appendix D Impact Fee Cost Basis

Road Name Limits	Column1 Project Cost ($1000s)	Column2 Access R/W	Column4 CC%	Column5 ADJ Cost	Sourced Cost Estimate	Category of Fee Project	TNR ID#
TSA A							
88 St NE Marysville C/L to Marysville C/L	$2,855	$0	100%	$2,855	County Road Fund Contribution to Jointly Funded Project	CASI	W-017
140 St NE 23 Ave NE to 34 Ave NE	$12,912	$0	100%	$12,912	TNR Cost Model	CASI	W-023
Subtotal TSA A				**$15,767**			

Review of the TNR the 88th St. NE is the section annexed into the City via Ordinance #2792 that is generally between 44th Ave. NE and 59th Dr. NE; see below section of Exhibit 1:



The BSP project traffic does not affect either of the County projects noted in TSA; thus no Traffic Mitigation payment should be required.

<u>WSDOT</u>

I understand that the City and WSDOT have an Interlocal agreement; using the same criteria as the County/WSDOT agreement.

Per the WSDOT/Snohomish County interlocal agreement WSDOT requires proportionate share impact mitigation for project trips impacting State Highways. This interlocal agreement specifies two options to mitigate traffic impacts on the State highway system. These options are:

- Option A: Proportionate share based on Traffic Study
- **Option B: $36.00 per new daily trip**

A pro rata share contribution towards WSDOT per Option 1A that is based on a proportionate share for WSDOT/County projects identified in 2009 Exhibit C (attached in the appendix). Based on Exhibit C (copy included in the report appendix) one project is identified in the vicinity of the proposed project. The projects and mitigation is as follows:

- SR – 531: 43rd Ave. NE to 67th Ave. NE, Widen to 5-lanes. This project is identified for Design/Construction in 2014 (that did not happen; the project became funded November 2005). The contribution rate is $200.50 per daily trip.
- SR – 530 at 211th Place NE roundabout. The cost per ADT is $281.28

Option B pro-rata share is calculated at $21,780 (605 ADT x $36/ADT)

SUMMARY, CONCLUSIONS AND RECOMMENDATIONS

This report conducted a Level III Traffic Impact Analysis for the Gayteway BSP comprising about 750,000 sf of Industrial Park space including Buildings 'B' and 'C' that have been applied for. The Gayteway BSP is the re-development of a 54 acre Northwest Hardwoods Sawmill site into a Business Park.

Existing traffic data was obtained at the pertinent City street intersections identified for analysis. Future horizon year traffic volumes were derived using a growth factor of two percent per year. Level of service analyses were performed for existing and projected future horizon traffic volumes. The evaluation of the traffic impact of the proposed project included adding project generated traffic to the future traffic volume projections and calculating the level of service. The "with" project traffic operations were then compared to the "without" project operations. The comparison of traffic operations "with" and "without" the project identified that the project would not cause a significant adverse affect on the operation of the study intersections.

Based on my analysis I recommend that the Gayteway BSP project be allowed with the following traffic impact mitigation measures.

1. Develop the site in accordance with applicable City requirements.
2. Install/construct site accesses to the City street grid per applicable requirements
3. The City has a TIF program.
4. No Snohomish TNR project in TSA 'C' is projected to be affected by site traffic, thus no TIF payment to the County should be required.
5. WSDOT has two projects in the site vicinity. The calculated TIF per Option B is $21,780 for full build-out of the Binding Site Plan facility

No other traffic mitigation should be necessary. Please contact me at 206.762.1978 or email us at jaketraffic@comcast.net if you have any questions.

MARK J. JACOBS
STATE OF WASHINGTON
25744
REGISTERED
PROFESSIONAL ENGINEER

Very truly yours,

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

05.06.2019

MJJ: mjj

EXPIRES 4/3/2020

TABLE 1 - PM PEAK HOUR LEVEL OF SERVICE
GAYTEWAY BSP – ARLINGTON
LEVEL II TRAFFIC IMPACT ANALYSIS

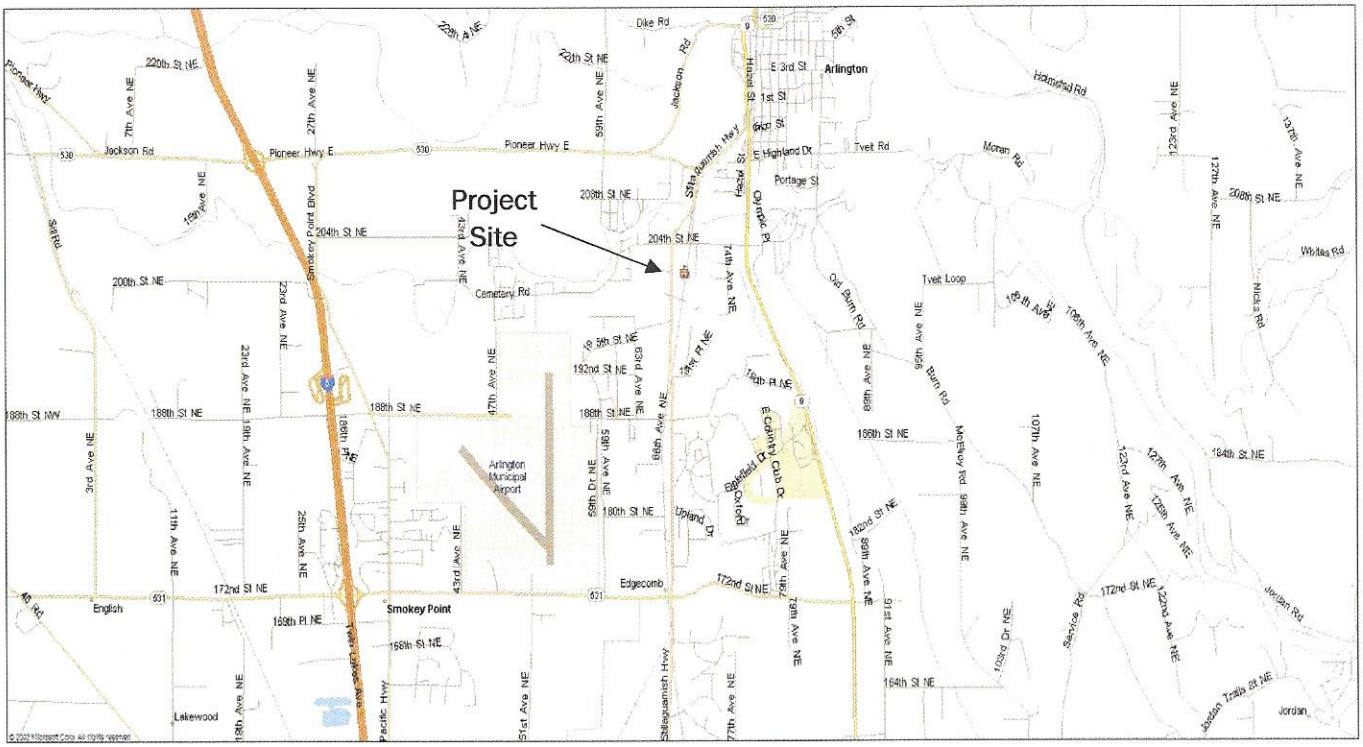
INTERSECTION	APPROACH	EXISTING	2024 W/O PROJECT		2024 W/ PROJECT			
					Delta Traffic		Site Traffic	
1. 67th Ave. NE at 211th Pl. NE	Overall	B (14.5)	B (15.1)		B (15.1)		B (15.3)	
2. 67th Ave. NE at 204th St. NE	Overall	C (23.6)	C (25.4)		C (25.5)		C (27.6)	
3. 204th St. NE at SR - 9	Overall	D (44.7)	D (51.8)		D (52.2)		D (54.0)	
4. 67th Ave. NE at 188th St. NE	Overall EB WB	A (4.7) C (20.4) C (17.9)	A (6.0) D (26.6) C (21.2)		A (6.2) D (28.2) C (21.9)		A (8.3) E (42.2) D (25.1)	
5. 67th Ave. NE at SR - 531	Overall	C (32.8)	D (37.1)		D (37.5)		D (39.6)	
			Existing TC	RoB	Existing TC	RoB	Existing TC	RoB
6. 211th Pl. NE at SR - 530	Overall NBLT	A (2.7) C (24.2)*	A (3.5) D (31.1)*	C (15.3) –	A (3.7) D (32.3)*	C (15.5) –	A (5.2) E (39.6)*	C (16.5)
A. Site Access – 199th St. NE at 67th Ave. NE	Overall EB WB	– – –	– – –		– – –		A (2.8) C (19.8) C (22.1)	
							Site	Site x 2**
B. Site Access – 74th Ave. NE at 204th St. NE	Overall NB	– –	– –		– –		A (1.0) C (16.2)	A (2.3) C (19.5)

* - volume exceeds capacity
** - turning traffic doubled to account for existing traffic
TC – Traffic Control; RoB – Roundabout

Number shown in parenthesis is the average control delay in seconds per vehicle for the intersection as a whole or approach movement, which determines the LOS per the Highway Capacity Manual.

Project: Gayteway BSP – Arlington
Location: 20015 67th Avenue NE

NORTH



JTE, Inc.
FIGURE 1

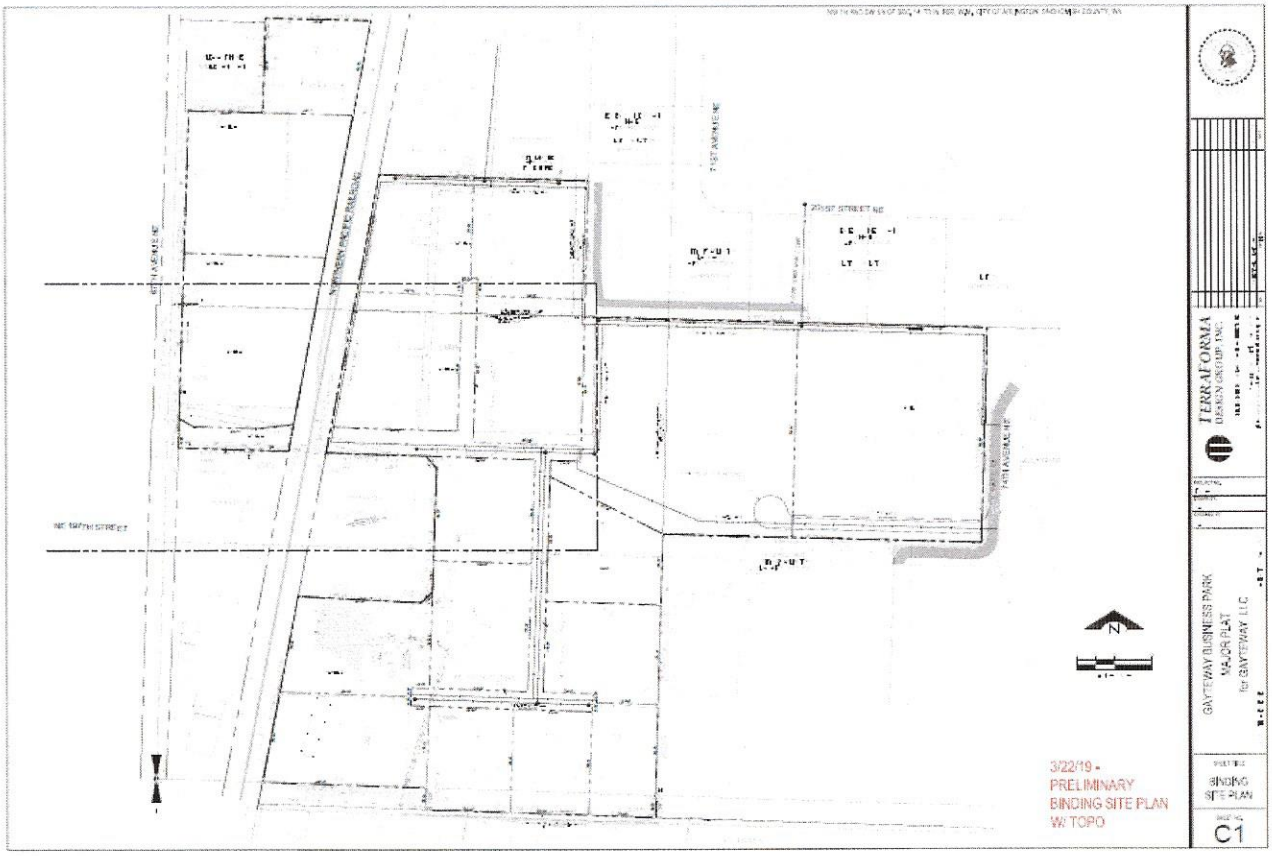
Reprint In Color Only

GAYTEWAY BSP - ARLINGTON
LEVEL III TRAFFIC IMPACT ANALYSIS

VICINITY MAP

Project: Gayteway BSP – Arlington
Location: 20015 67th Avenue NE

NORTH



Note: An 8.5 x 11" copy of the Site Plan is included with this Level I Traffic Letter

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FIGURE 2

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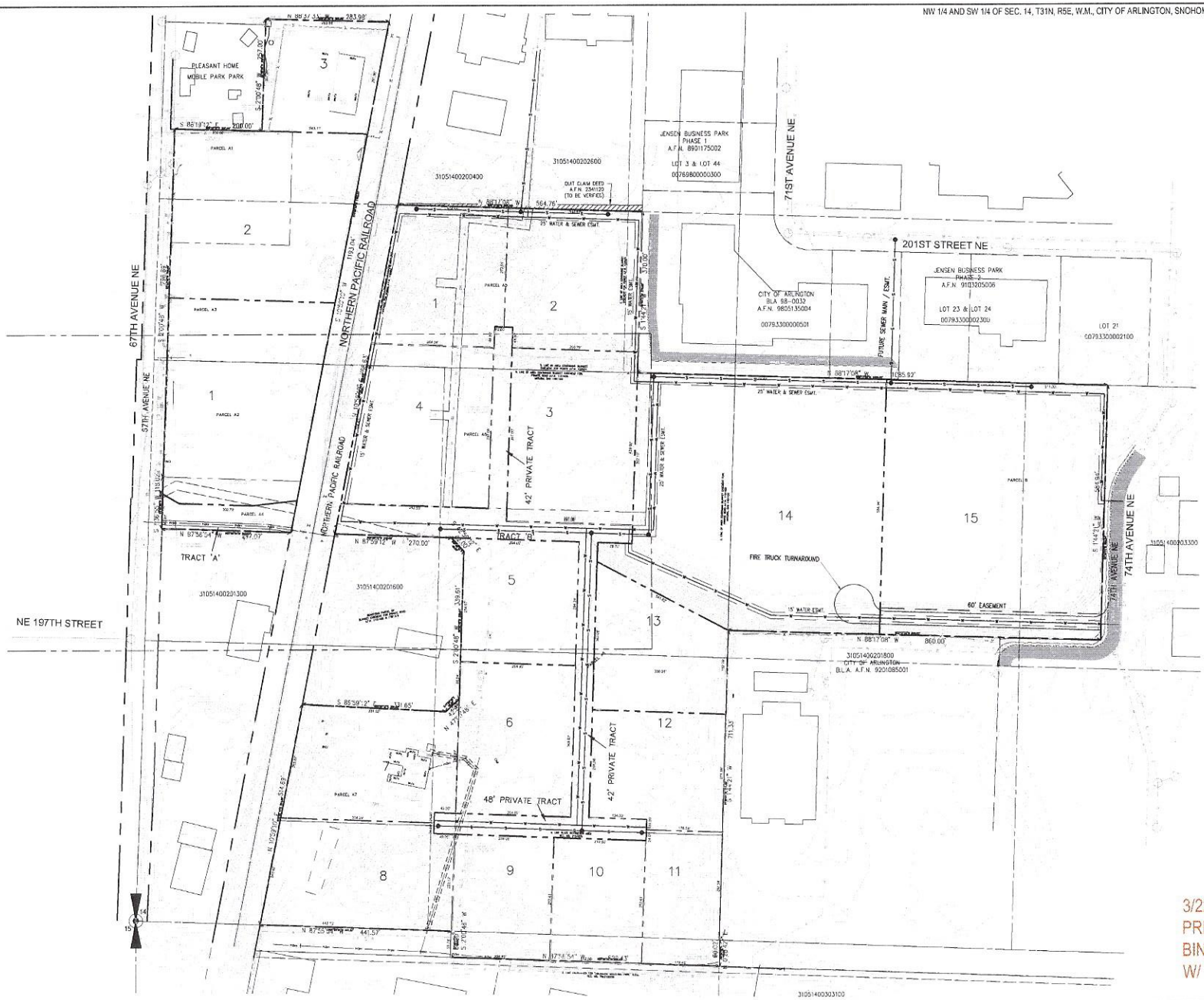
GAYTEWAY BSP - ARLINGTON
LEVEL III TRAFFIC IMPACT ANALYSIS

PRELIMINARY BINDING SITE PLAN

NW 1/4 AND SW 1/4 OF SEC. 14, T31N, R5E, W.M., CITY OF ARLINGTON, SNOHOMISH COUNTY, WA



3/22/19 -
PRELIMINARY
BINDING SITE PLAN
W/ TOPO

8/22/18

NO.	REVISIONS	DATE
1	CONCEPTUAL PLAT MAP	8/22/18

TERRAFORMA DESIGN GROUP, INC.
CIVIL ENGINEERING & LANDSCAPE ARCHITECTURE
5027 53rd Avenue SW Seattle WA 98136
phone 206.933.0350 website www.terraformdesigngroup.com

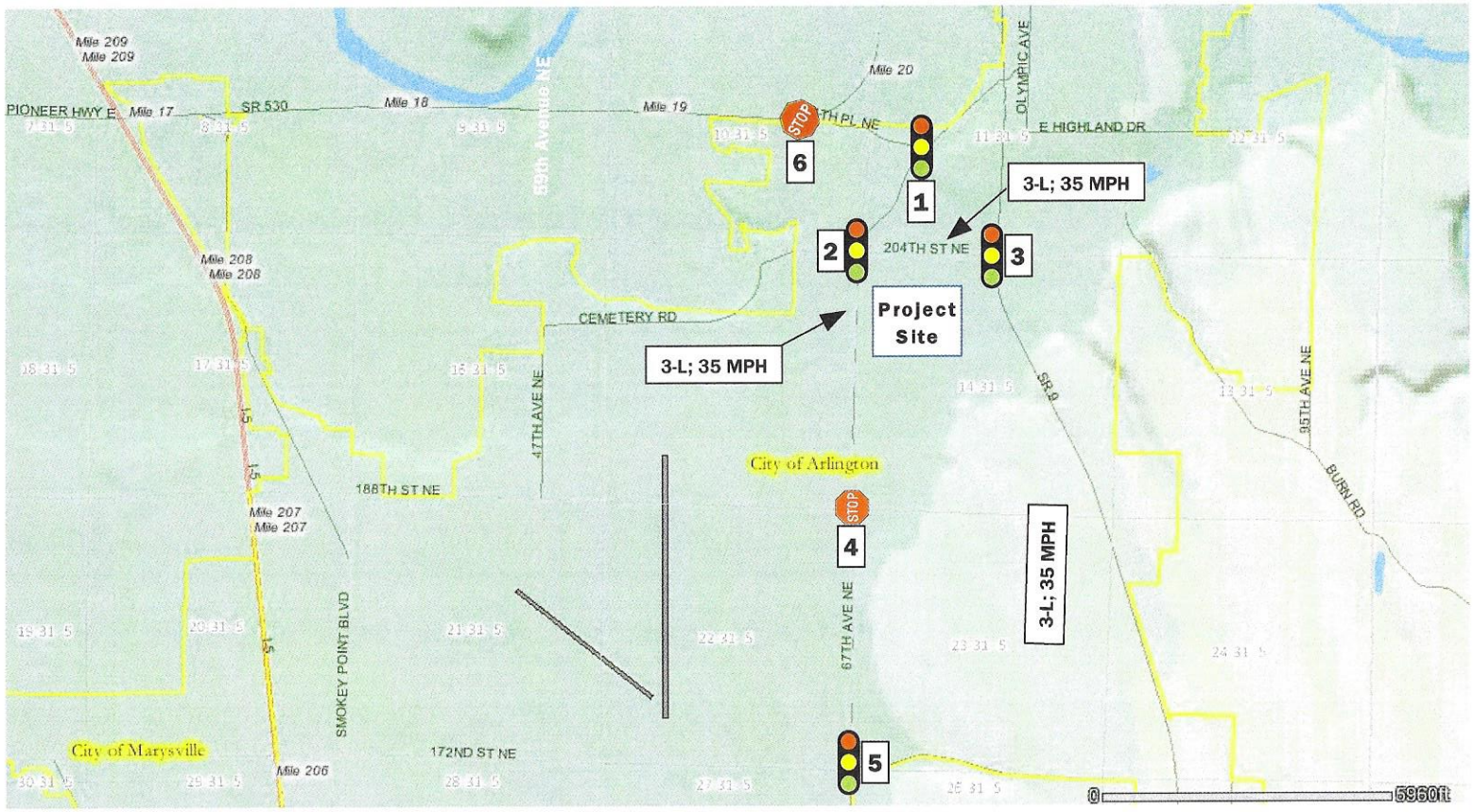
PROJECT NO. TDG J18005
DRAWN BY: PAD
CHECKED BY: PAD

GAYTEWAY BUSINESS PARK
MAJOR PLAT
for GAYTEWAY, LLC

20015 57TH AVENUE NE
ARLINGTON, WA 98223

SHEET TITLE
BINDING SITE PLAN

SHEET NO.
C1

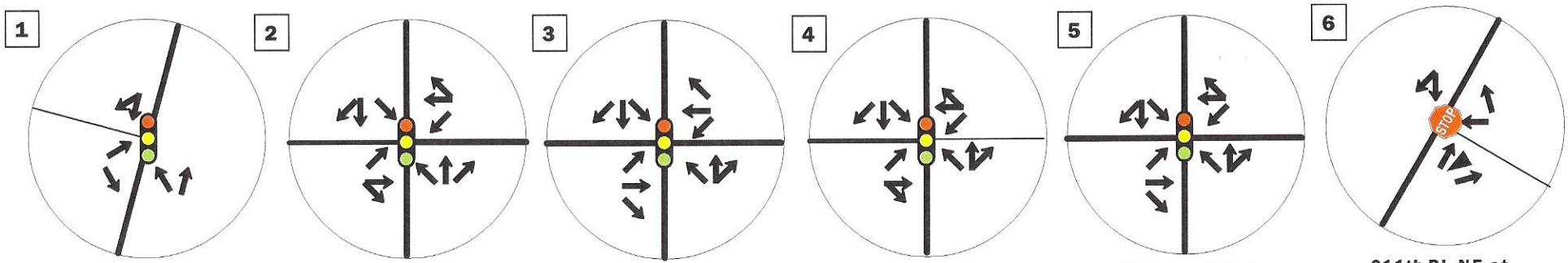


NORTH

LEGEND

- Approach Lane & Direction
- Stop Sign
- Traffic Signal
- x — I/S #
- X-L's — # of Travel Lanes
- XX MPH — Posted Speed Limit

Image obtained from Snohomish County SCOPI



1. 67th Ave. NE at 211th Pl. NE
2. 67th Ave. NE at 204th St. NE
3. 204th St. NE at SR - 9
4. 67th Ave. NE at 188th St. NE
5. 67th Ave. NE at SR - 531
6. 211th Pl. NE at SR - 530

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FIGURE 3

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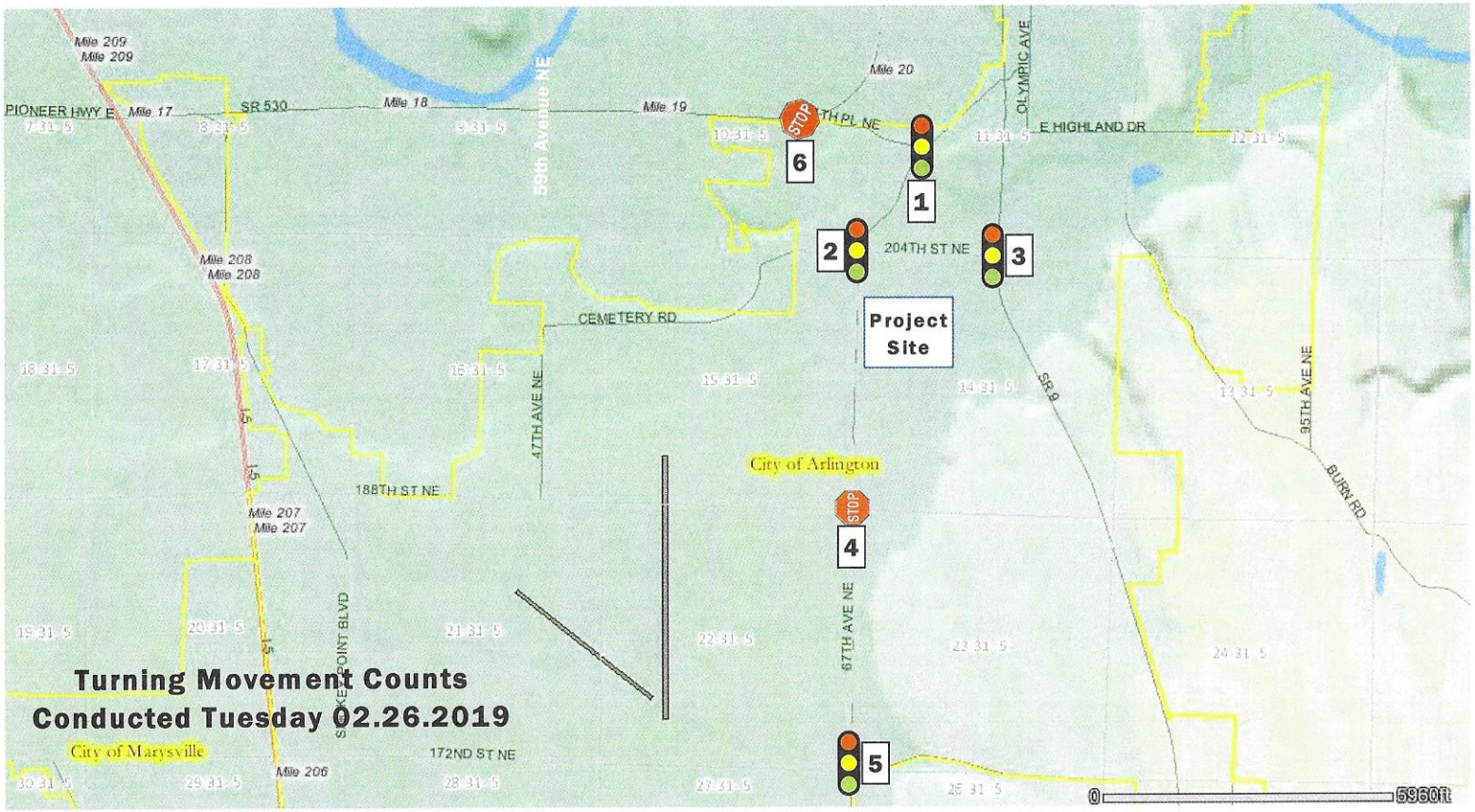
BINDING SITE PLAN - ARLINGTON
LEVEL III TRAFFIC IMPACT ANALYSIS

EXISTING STREET CONDITIONS

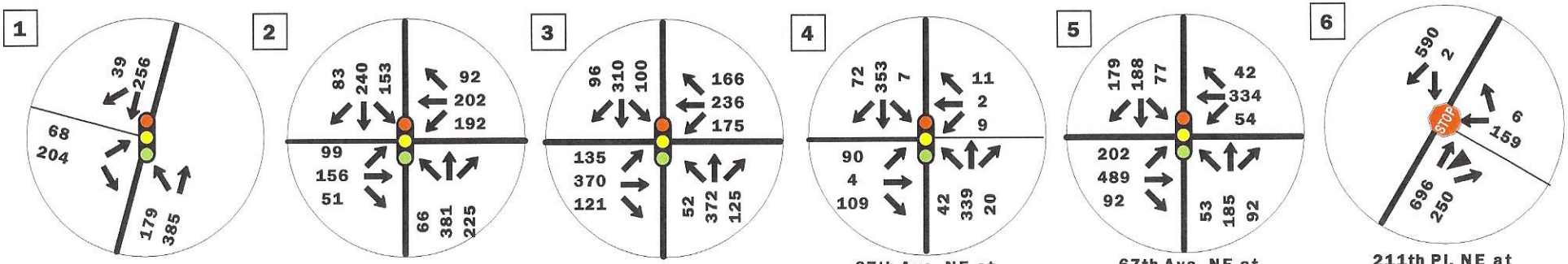


NORTH

LEGEND

→	PM Peak Hour Trip & Direction
STOP	Stop Sign
	Traffic Signal
x	I/S #
X-L's	# of Travel Lanes
XX MPH	Posted Speed Limit

Image obtained from Snohomish County SCOPI



67th Ave. NE at 211th Pl. NE 1600 - 1700

67th Ave. NE at 204th St. NE 1600 - 1700

204th St. NE at SR - 9 1615 - 1715

67th Ave. NE at 188th St. NE 1600 - 1700

67th Ave. NE at SR - 531 1630 - 1730

211th Pl. NE at SR - 530 1615 - 1715

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FIGURE 4

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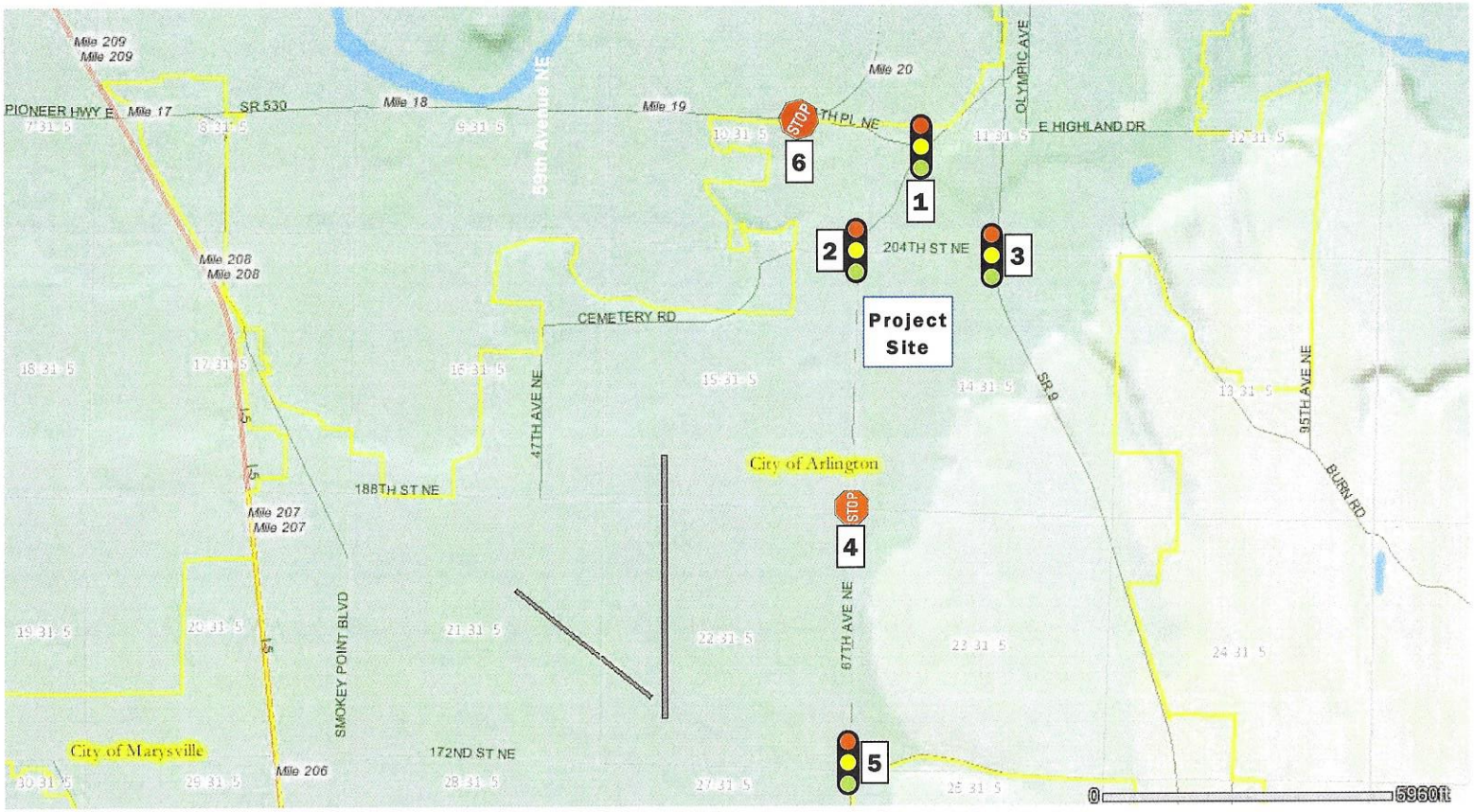
BINDING SITE PLAN - ARLINGTON
LEVEL III TRAFFIC IMPACT ANALYSIS

EXISTING PM PEAK HOUR TRAFFIC VOLUMES

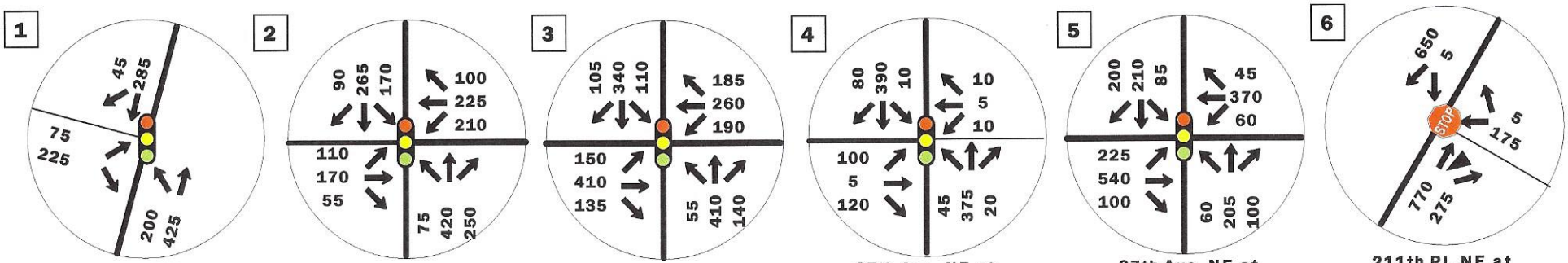


NORTH

LEGEND

→	PM Peak Hour Trip & Direction
STOP	Stop Sign
	Traffic Signal
x	I/S #
X-L's	# of Travel Lanes
XX MPH	Posted Speed Limit

Image obtained from Snohomish County SCOPI



1 — 67th Ave. NE at 211th Pl. NE

2 — 67th Ave. NE at 204th St. NE

3 — 204th St. NE at SR - 9

4 — 67th Ave. NE at 188th St. NE

5 — 67th Ave. NE at SR - 531

6 — 211th Pl. NE at SR - 530

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FIGURE 5

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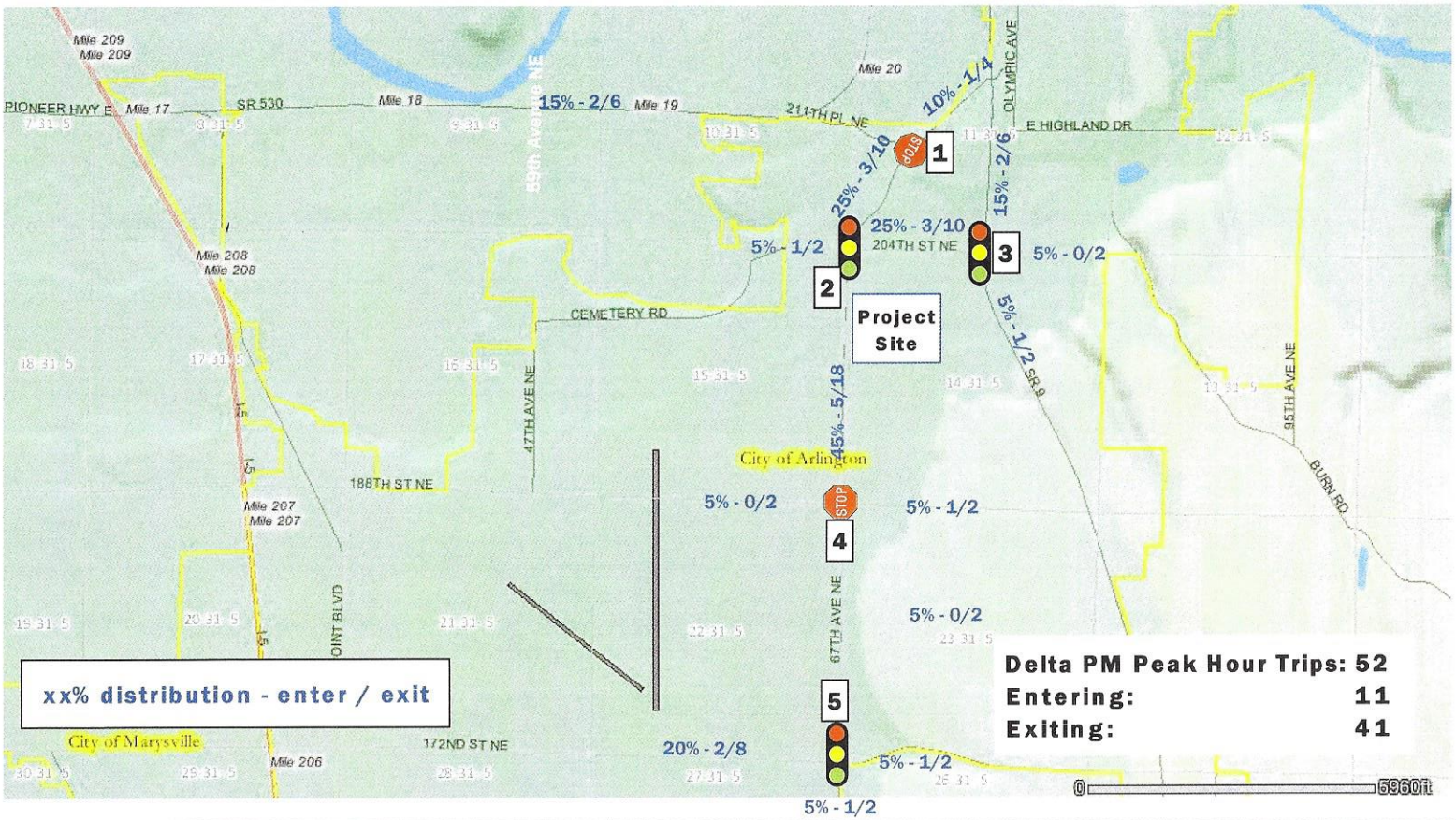
BINDING SITE PLAN - ARLINGTON
LEVEL III TRAFFIC IMPACT ANALYSIS

PROJECTED 2024 PM PEAK HOUR TRAFFIC VOLUMES WITHOUT THE PROJECT



NORTH

LEGEND

PM Peak Hour Trip and Direction

Stop Sign

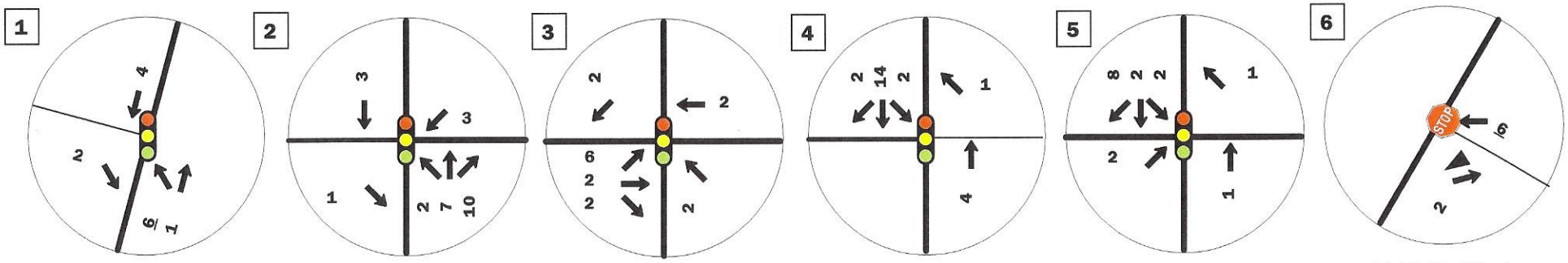
Traffic Signal

I/S #

X-L's # of Travel Lanes

XX MPH Posted Speed Limit

Image obtained from Snohomish County SCOPI



67th Ave. NE at 211th Pl. NE

67th Ave. NE at 204th St. NE

204th St. NE at SR - 9

67th Ave. NE at 188th St. NE

67th Ave. NE at SR - 531

211th Pl. NE at SR - 530

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FIGURE 6 - DELTA

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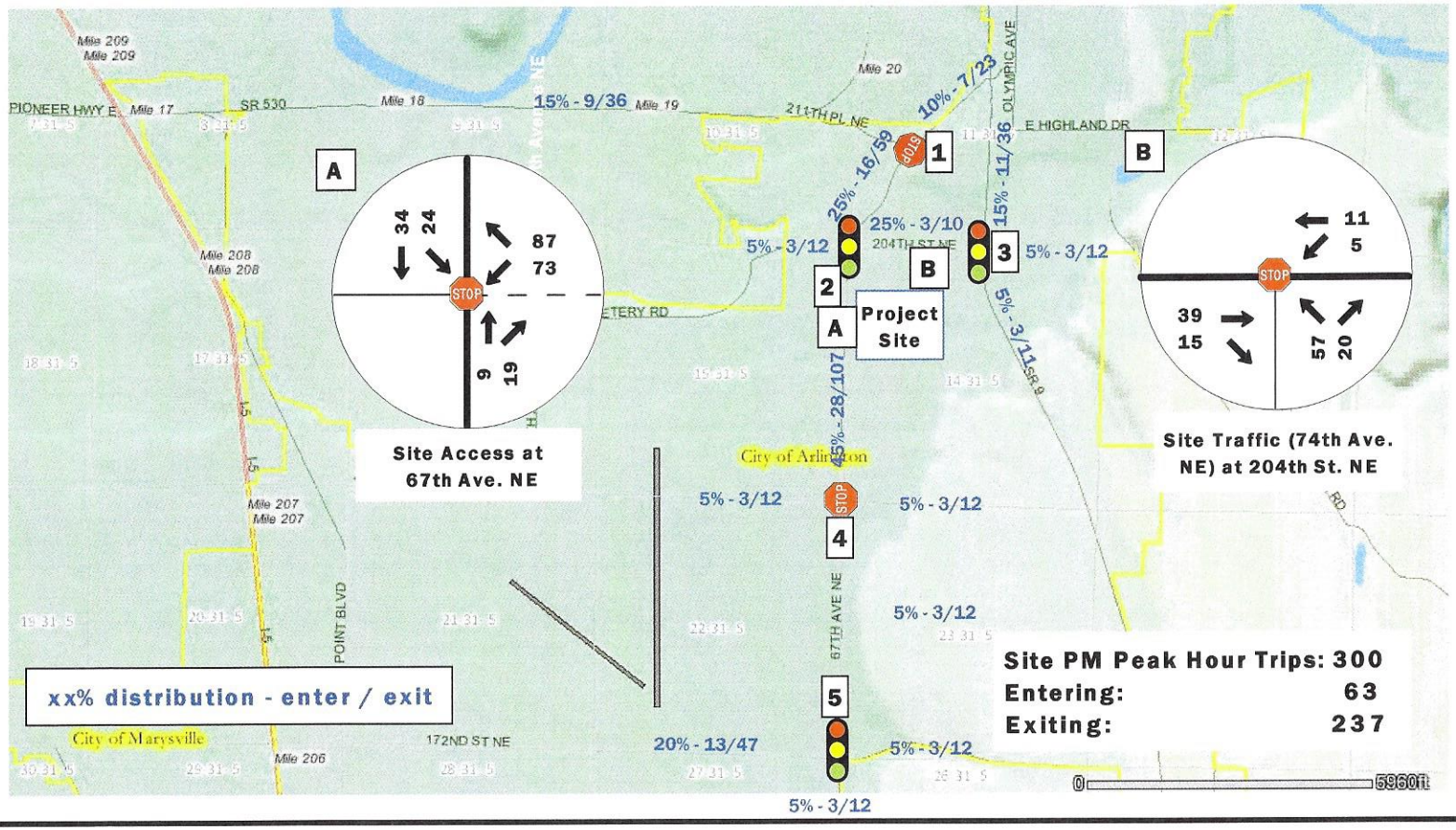
BINDING SITE PLAN - ARLINGTON
LEVEL III TRAFFIC IMPACT ANALYSIS

SITE GENERATED PM PEAK HOUR TRAFFIC VOLUME AND DISTRIBUTION



NORTH

LEGEND

PM Peak Hour Trip and Direction

Stop Sign

Traffic Signal

I/S #

X-L's # of Travel Lanes

XX MPH Posted Speed Limit

Image obtained from Snohomish County SCOPI

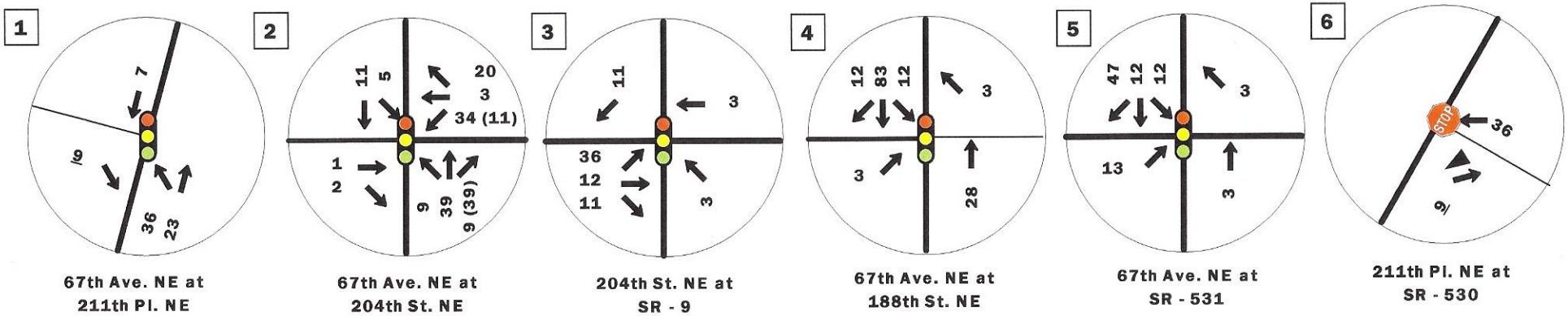


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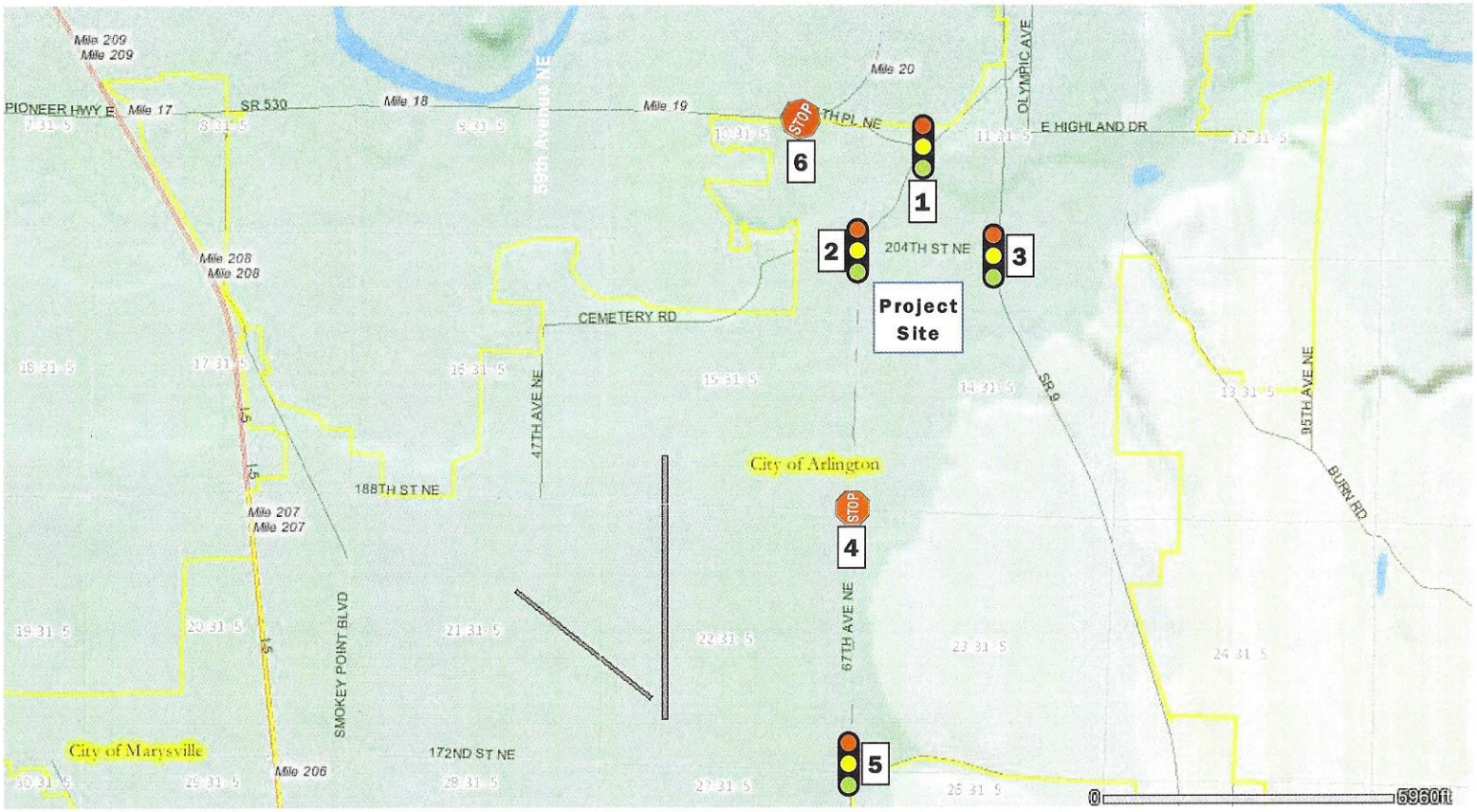
FIGURE 6 - SITE

Reprint in Color Only

BINDING SITE PLAN - ARLINGTON
LEVEL III TRAFFIC IMPACT ANALYSIS

SITE GENERATED PM PEAK HOUR TRAFFIC VOLUME AND DISTRIBUTION



NORTH

LEGEND

PM Peak Hour Trip & Direction

Stop Sign

Traffic Signal

I/S #

X-L's # of Travel Lanes

XX MPH Posted Speed Limit

Image obtained from Snohomish County SCOPI

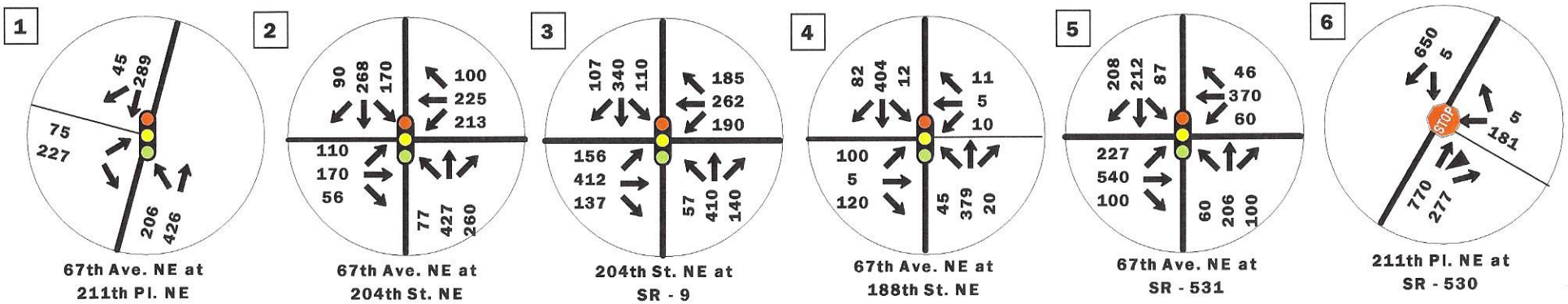


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FIGURE 7 - DELTA

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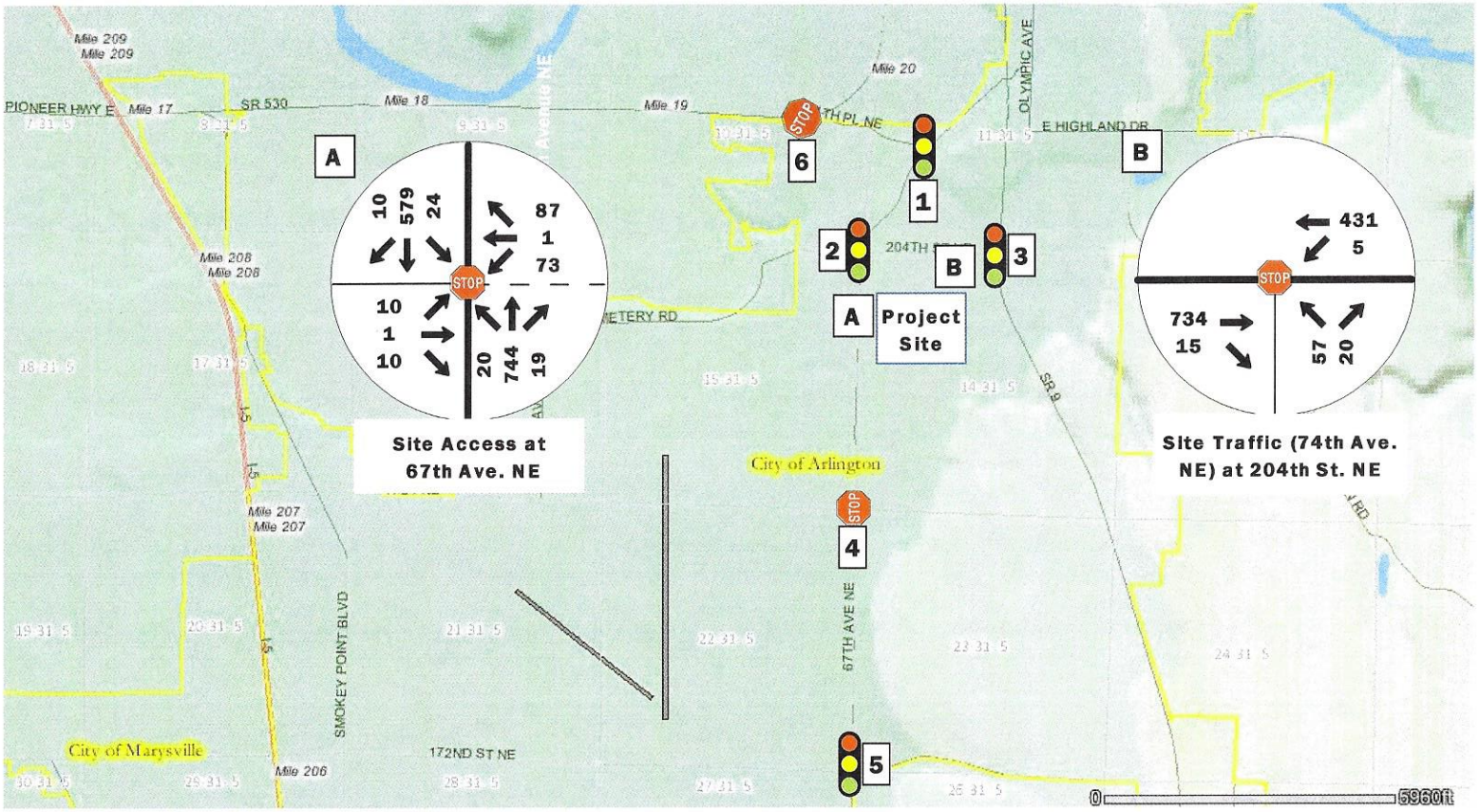
BINDING SITE PLAN - ARLINGTON
LEVEL III TRAFFIC IMPACT ANALYSIS

PROJECTED 2024 PM PEAK HOUR TRAFFIC VOLUMES WITH THE PROJECT



NORTH

LEGEND

PM Peak Hour Trip & Direction

Stop Sign

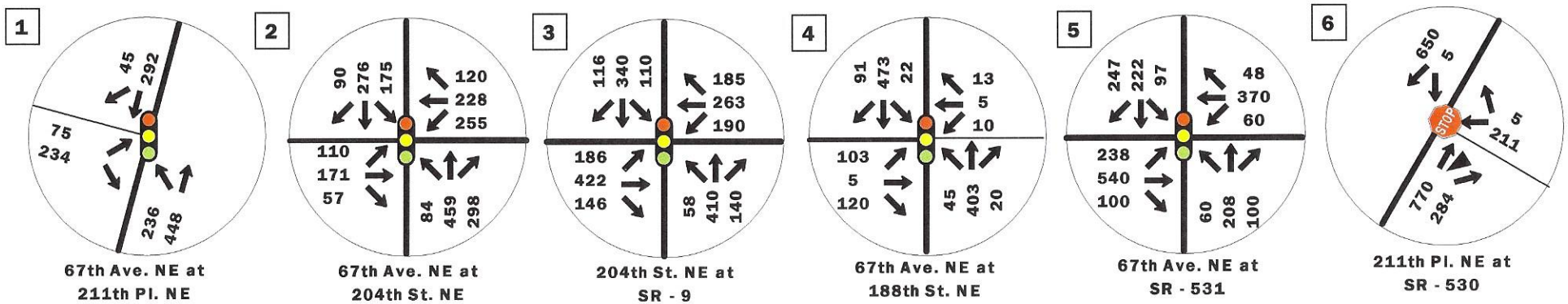
Traffic Signal

I/S #

X-L's # of Travel Lanes

XX MPH Posted Speed Limit

Image obtained from Snohomish County SCOPI



JTE, Inc.

FIGURE 7 - SITE

Reprint in Color Only

BINDING SITE PLAN - ARLINGTON
LEVEL III TRAFFIC IMPACT ANALYSIS

PROJECTED 2024 PM PEAK HOUR TRAFFIC VOLUMES
WITH THE PROJECT