TRAFFIC PRESUBMITTAL CONFERENCE REVIEW FORM (SCC 30.66B.020) Snohomish County
PDS Traffic/Drainage Section (425) 388-6440

This form, signed, completed, and less than 90 days old is required with permit application.

A permit application for the development proposal described below will not be accepted by PDS without this form signed by a County representative and the applicant within 90 days. Extensions can only be granted in advance of application submittal and may require additional review and revisions.

General Information
Project File Number: 09 108601 PS Development Name: Point Wells
Applicant: Mark Wells Paramount of Washington

Representative: Jack Molver, P.E., DEA Phone: (425) 259-4099
Development Type: CBP CU Duplex X SP Plat Rezone
Site Plan X Modification Other Urban Center
Building Size: Number of Units/Lots: Existing: Oil refinery TBR

General Location of Site: SW corner of Snohomish County
1/4 S 35 T 27 R 3 Transportation Area (TSA) F
X Inside Urban Growth Area (UGA) for City of
X Outside UGA
Based on information provided by the applicant likely traffic impacts have
been identified and X will will not require impact mitigation
Notes 3,500 housing units, 70,000 sq ft commercial, 15,000 sq ft retail & public park and/or a nine lot short subdivision.

The following items are required with permit application:
X Traffic review fee of $5,000.00 Traffic review fee not required
X Trip Generation - AM and PM Peak Hour and Average Daily Traffic (ADT)
X AM and PM Peak Hour Distribution (See Required Format for Trip Distributions)
Developer hereby voluntarily allows the scope of traffic impact analysis to be
determined during review of the application.
A pre-application concurrency evaluation has been performed under PFN:
Applicant must provide mailing labels of parties of record with permit application
9 copies of traffic information required at submittal (or) No traffic information required

Notes 2 copies of Synchro file

To PDS Counter Staff – Route the following materials to the Traffic/Drainage Section:
X This form X PDS Master Application - 1 copy
X Site Plan - 3 copies ___ Targeted Drainage Plan - 2 copies
Environmental Checklist - 1 copy X TDM Plan (1 copy optional) or offer
X Traffic information - 3 copies ___ Do not route application to the Traffic/Drainage Section

Route one copy of permit application and traffic information to:
X WSDOT Cities of: Woodway, Shoreline

Signatures and Dates
Spohomish County Representative Date Applicant/Representative Date
Print name: Mark A. Brown Print name: Jack Molver, P.E.

Revised Effective Page 1 of 3 30.66B Presubmittal Form C-4213-1

A-11 Traffic Presubmittal Conference Review Form (SCC 30.66B) dated January 12, 2011
PFN: 11-101457-LU, et. al
TRAFFIC PRESUBMITTAL CONFERENCE REVIEW FORM (SCC 30.66B.020)  Snohomish County

Disclaimer
The following information and estimated mitigation requirements represent road conditions, code and rule requirements, and information about the proposed development as of the date signed below. Any of these things may change prior to the application submittal date.

Estimated Impact Fee: (SCC 30.66B.310)
The traffic impact fee must be paid at the time of or prior to building permit issuance for any development. Estimated new average daily trips (ADT) generated by the proposed development are:

See Traffic Study for trip generation
Residential rate is $230.00/ADT
Commercial rate is $196.00/ADT

<table>
<thead>
<tr>
<th>Impact Fee Calculation</th>
<th>ADT</th>
<th>$/ADT</th>
<th>=</th>
<th>$?</th>
</tr>
</thead>
</table>

The County will establish whether credits are warranted on a case-by-case basis for each development upon review of the application, but in general credits against the impact fee are warranted when the County requires developers to construct frontage improvements, donate right-of-way, or construct off-site improvements that are part of the projects in the impact fee cost basis as identified in the Transportation Needs Report.

Transportation Demand Management (TDM): (SCC 30.66B.630)
All new developments inside an urban growth area boundary shall provide sufficient transportation demand management measures through approved on-site measures or by payment as calculated below: If TDM on-site measures are proposed, a separate TDM plan must be submitted with the initial application.

Estimated TDM Payment Calculation
?

Peek Hour Trips  X 5% X 6500 = $?

Additional TDM may be required for impacts on arterials designated as ultimate capacity
Trip Reduction credit information provided to applicant

Notes
See traffic study

Level of Service (LOS): (SCC 30.66B.120)
The County makes a concurrency determination upon receipt of a development initial application. A development not deemed concurrent cannot be approved. Currently in the applicant’s TSA, the following arterial units are in arrears, at ultimate capacity, or at risk of being in arrears:

None in arrears. See Critical List for units at risk

This development may generate more than 50 peak hour trips, hence a traffic scoping meeting is required prior to application submittal. 

It was held in conjunction with this meeting, or 

It will be scheduled and held prior to application submittal

Inadequate Road Condition (IRC): (SCC 30.66B.210)
Not applicable, as the development will generate less than three (3) PM peak hour trips.

When a development impacts an IRC with three or more PM peak hour trips, improvements to the road, adequate to remove the IRC classification will be required. At this time, the following IRCs have been identified in the applicant’s TSA:
The intersection of Locust Way/15th Ave W has been identified as an IRC.

Project File Number 09 108601 PS

Snhomish County Representative Date

Applicant/Representative Date

Additional review date/initial: 

Revised Effective
Page 2 of 3 30.66B Presubmittal Form C-4213-1

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Frontage Improvements: (SCC 30.66B.410) All developments will be required to make frontage improvements along the parcel's frontage on any opened, constructed, and maintained public road. Standard frontage improvements are required along the project's frontage on the following road(s):

[Blank space for urban and rural frontage requirements]

**The location will be determined during review. Notes:

The site has no frontage on any opened or unopened County right-of-way.

Right-Of-Way Requirements: (SCC 30.66B.510) Development shall be required to dedicate, establish, or deed right-of-way to the county for road purposes when to do so is reasonably necessary as a direct result of a proposed development, for improvement, use or maintenance of the road system serving the development.

The road fronting this development, is designated as a _______ on the County Arterial Map. This roadway ultimately requires a right-of-way width of _______ feet from centerline of right-of-way. Presently on the development's side of centerline _______ feet exist. Thus, _______ feet of additional right-of-way is required along the development's frontage. Notes No right-of-way required.

Access and Transportation Circulation Requirements: (SCC 30.66B.420) All developments are required to provide for access and transportation circulation in accordance with the comprehensive plan and county development regulations. In addition, off-site pedestrian facilities for school children may be required for subdivisions and short subdivisions pursuant to RCW 58.17.110:

All access will be from within the City of Shoreline.

Mitigation for Impacts on State Highways and/ or City Streets (SCC 30.66B.710 and 720) Consistent with interlocal agreements mitigation may be required for impacts on state highways or city streets. Applicant must complete all of the following and include with initial submittal:

WSDOT:  X  Traffic Impact Analysis (TIA) Checklist, TIA conforming to checklists, and mitigation offer.

CITIES: _______ Traffic Worksheets, Traffic Studies conforming to worksheets, and mitigation offers for:

List Cities

Comments/Other:

Haul Route Agreement may be required. Allow 4 weeks for processing.

Links to current code, rules, forms, and other relevant data are on the web at:

http://www1.co.snohomish.wa.us/Departments/Public_Work/Divisions/ITES/ProgramPlanning/3066B/

Notes

Project File Number 09 108601 PS  Signatures and Dates

Snootish County Representative  Date  Applicant/Representative  Date

Additional review date/initial: __________________________  __________________________

Revised Effective __________________________  Page 3 of 3  30.66B Presubmittal Form C-4213-1

A-11 Traffic Presubmittal Conference Review Form (SCC 30.66B) dated January 12, 2011

PFN: 11-101457-LU, et. al
**Traffic Analysis Impact Checklist**

Washington State Department of Transportation (WSDOT) Northwest Region
Developments within Snohomish County

*Attach this completed and signed form to the initial development application.*

Contact: WSDOT Snohomish Area Developer Series
MS 240, WSDOT NW Region, PO Box 330310, Seattle, WA 98153-9710
Website: [www.wsdot.wa.gov/regions/northwest/snohomish/developerservices/submittingdevelopmentserciscenseshome.htm](http://www.wsdot.wa.gov/regions/northwest/snohomish/developerservices/submittingdevelopmentserciscenseshome.htm)

### Section One (1)

<table>
<thead>
<tr>
<th>1. Development Name:</th>
<th>Point Wells</th>
</tr>
</thead>
<tbody>
<tr>
<td>PFN:</td>
<td>09 108601 PS</td>
</tr>
</tbody>
</table>

2. **Development Location**

SW corner of Snohomish County; **3,500 housing units, 70,000 sq ft commercial, 15,000 sq ft retail & public park and/or 9 lot short subdivision**

   a. Transportation Service Area (TSA):

3. **Vicinity Map Attached.**

4. Development Type: **Urban Center**

5. **Trip Generation:**

   a. Average daily traffic generated: **See Traffic Study**

   b. PM Peak Hour traffic generated: **See Traffic Study**

6. **Is PM Peak Hour traffic generated fifty (50) or greater?:**

<table>
<thead>
<tr>
<th></th>
<th>Yes</th>
<th>No</th>
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<tbody>
<tr>
<td></td>
<td>X</td>
<td></td>
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</tbody>
</table>

7. **Is the development likely to add ten (10) or more PM Peak-Hour trips to any LOS F or HAL location within the development’s TSA?:**

   |   | Yes | No | ?
<table>
<thead>
<tr>
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<tbody>
<tr>
<td></td>
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</tbody>
</table>

   **Detail:**

8. **If “yes” to Number 6 or 7:**

   **X** A comprehensive traffic study is required, consistent with County/WSDOT Traffic Impact Analysis Checklist Section (2).

**Signatures and date:**

Applicant/Representative: [Signature]

Snohomish County Representative: [Signature]

<table>
<thead>
<tr>
<th>Date:</th>
<th>Date:</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/2/11</td>
<td>1/2/11</td>
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</table>

**Attachments:**

1. Vicinity Map
2. Report of LOS F or HAL locations, if appropriate
3. Traffic Mitigation Offer to WSDOT:

   **Exhibit “A”**

   Interlocal Agreement WSDOT and Snohomish County

Rev. 02/04
<table>
<thead>
<tr>
<th>TSA</th>
<th>UNIT</th>
<th>ROAD NAME</th>
<th>FROM</th>
<th>TO</th>
<th>AM</th>
<th>AM</th>
<th>PM</th>
<th>PM</th>
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<tbody>
<tr>
<td>B</td>
<td>256</td>
<td>R: BUNK FOSS RD/</td>
<td>SR 9</td>
<td>S.MACHIAS RD</td>
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<td></td>
<td>X</td>
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<tr>
<td>C</td>
<td>198</td>
<td>U MARSH RD</td>
<td>LOWELL LARIMER RD</td>
<td>SR 9</td>
<td>AUJA</td>
<td></td>
<td></td>
<td></td>
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<td>C</td>
<td>235</td>
<td>U AIRPORT WY</td>
<td>99 AVE SE</td>
<td>SNOHOMISH C/L</td>
<td>X</td>
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<td></td>
<td></td>
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<td>363</td>
<td>U AIRPORT WY</td>
<td>SR 9</td>
<td>99 AVE SE</td>
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<tr>
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<td>202</td>
<td>U SEATTLE HILL RD</td>
<td>35 AVE SE</td>
<td>SR 96</td>
<td></td>
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<td>AUJA</td>
<td></td>
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<tr>
<td>D</td>
<td>216</td>
<td>U 164 ST SW/SE</td>
<td>I-5 NB ON/OFF RAMPS</td>
<td>MILL CR C/L</td>
<td>UC</td>
<td>UC</td>
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<td>UC</td>
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<tr>
<td>D</td>
<td>219</td>
<td>U 164 ST SW</td>
<td>LYNN C/L (Spruce Way)</td>
<td>I-5 SB ON/OFF RAMPS</td>
<td>UC</td>
<td>UC</td>
<td>UC</td>
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<tr>
<td>D</td>
<td>220</td>
<td>U ALDERWOOD MALL PKWY</td>
<td>164 ST SW</td>
<td>LYNNWOOD C/L</td>
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<td>U 149 / 150 ST SW / JEFFERSON / MCDONALD WY</td>
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<td>D</td>
<td>227</td>
<td>U BEVERLY PARK RD</td>
<td>SR 525</td>
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<td>D</td>
<td>228</td>
<td>U AIRPORT/128 ST SW</td>
<td>SR 99</td>
<td>SB RAMPS I-5</td>
<td>X</td>
<td>X</td>
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<td>X</td>
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<td>D</td>
<td>229</td>
<td>U 4 AVE W</td>
<td>128 ST SW</td>
<td>112 ST SW</td>
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<td>X</td>
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<td>X</td>
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<td>D</td>
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<td>U 112 ST SW</td>
<td>BEVERLY PARK RD</td>
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<td>X</td>
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<td>X</td>
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<tr>
<td>D</td>
<td>287</td>
<td>U 35 AVE W/36 AVE W</td>
<td>LYNNWOOD C/L</td>
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<td></td>
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<tr>
<td>D</td>
<td>293</td>
<td>U O'NEILL RD/134 ST SW/4 AVE W/ADD WY</td>
<td>SR 99</td>
<td>128 ST SW</td>
<td>X</td>
<td>X</td>
<td></td>
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<tr>
<td>D</td>
<td>288</td>
<td>U Meridian AV / 3rd</td>
<td>SR 96</td>
<td>Meadow Place</td>
<td>X</td>
<td></td>
<td></td>
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<td>D</td>
<td>304</td>
<td>U LARCH WAY</td>
<td>164 ST SW</td>
<td>176 ST SW</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
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<tr>
<td>D</td>
<td>336</td>
<td>U 35 AVE SE</td>
<td>GRANNIS RD</td>
<td>168 ST SE</td>
<td>X</td>
<td>X</td>
<td></td>
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<tr>
<td>D</td>
<td>352</td>
<td>U 4 AVE W</td>
<td>112 ST SW</td>
<td>EVERETT C/L</td>
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<td></td>
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<tr>
<td>D</td>
<td>433</td>
<td>U LINCOLN WAY</td>
<td>BEVERLY PARK RD</td>
<td>ADMIRALTY WAY</td>
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<td>D</td>
<td>454</td>
<td>U Meadow Road</td>
<td>164TH ST SW</td>
<td>146TH ST SW</td>
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<td>U 35 AVE SE</td>
<td>GRANNIS RD</td>
<td>168 ST SE</td>
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<tr>
<td>E</td>
<td>211</td>
<td>U SNOHWOODINVILLE RD</td>
<td>KING CO LINE</td>
<td>SR 522 (EB RAMPS)</td>
<td>UC</td>
<td>UC</td>
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<td>UC</td>
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<td>E</td>
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<td>SR 9</td>
<td>BROADWAY AVE</td>
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<tr>
<td>E</td>
<td>420</td>
<td>U YORK RD/35 AVE SE</td>
<td>SR 524</td>
<td>GRANNIS RD</td>
<td>X</td>
<td></td>
<td></td>
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<tr>
<td>F</td>
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<td>U LARCH WAY</td>
<td>MLT C/L</td>
<td>CYPRESS WY (S LEG)</td>
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<td>LYNN C/L</td>
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<td>BRIER C/L</td>
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<tr>
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<td>337</td>
<td>U YORK RD/35 AVE SE</td>
<td>SR 524</td>
<td>GRANNIS RD</td>
<td>X</td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

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> Signifies Arterial Unit Declared to be at "Ultimate Capacity" by the County Council.

### > Red color signifies arterial unit in arrears (AUJA).

Critical Arterial Units and Traffic Study Scoping Sheet for Large Developments

**SCOPING SHEET**

Applicant will evaluate future LOS on any critical arterial unit impacted by 3+ PHT and any other arterial unit impacted by 50+ directional PHT.

Additional Arterial Units to be Evaluated Other Than Those Listed Above

<table>
<thead>
<tr>
<th>UNIT #</th>
<th>ARTERIAL UNIT</th>
</tr>
</thead>
</table>

No Additional Arterial Units to Evaluate

**NOTE:** Per DPW Rule 4220.100(4) an arterial unit not identified as critical or called out for analysis at the traffic scoping meeting is not considered to be within the scope of required future level-of-service analysis and will not be a factor in concurrency determinations except when the arterial unit is declared to be in arrears prior to the development's concurrency vesting date. See 4220.100(4) for other possible exceptions.

Project currently called

**POINT WELLS**

**FM** Basic Percentage Trip Distribution was / was not reviewed, and tentatively looks OK** / needs revision.  
**If approved, applicant must include copy (initialed and dated by PDS) with submitted traffic study.**

Other Notes from Traffic Study Scoping Meeting

Applicant agrees to use the versions* of the following in effect as of the date of this scoping meeting.

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Arterial Unit Categories</td>
</tr>
<tr>
<td>2</td>
<td>Key intersections (Lists and Maps)</td>
</tr>
<tr>
<td>3</td>
<td>List of Six-Year Network Assumptions</td>
</tr>
<tr>
<td>4</td>
<td>Required Format for Trip Distributions</td>
</tr>
<tr>
<td>5</td>
<td>Requirements for Traffic Studies with Future Level-of-Service Analysis</td>
</tr>
<tr>
<td>6</td>
<td>State Highways of Statewide Significance as Designated by WSDOT</td>
</tr>
<tr>
<td>7</td>
<td>Synchro Calibration Revision</td>
</tr>
</tbody>
</table>

* [http://www1.co.snohomish.wa.us/Departments/Public Works/Divisions/TES/Program Planning/3066B/](http://www1.co.snohomish.wa.us/Departments/Public Works/Divisions/TES/Program Planning/3066B/)

Applicant (or Traffic Consultant) Sign and Date in This Space

**Jared Mober 12/16/09**

Planning and Development Services Sign and Date in This Space

Date Valid Until

**Mark A. Brown**  12-16-09  3-16-10

PLEASE NOTE: Attach this signed document to the traffic study with the submittal.