



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 Modification X 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 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

Snohomish County Representative Date Applicant/Representative Date
Print name: Mark A. Brown Print name: Jack Molver, P.E.

Additional review date/initial:

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

Impact Fee Calculation _____ ADT X \$/ADT = \$?

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 ? Peak 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 was held on _____, 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.

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Snohomish County Representative Date Applicant/Representative Date

Additional review date/initial: _____

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):

Urban: Urban standards consist of _____ ft. of paved roadway from the centerline of the right-of-way or roadway** with concrete curb, gutter, planter and a Urban: _____ foot sidewalk, or

Rural: Rural standards consist of _____ ft. of paved roadway from the centerline of the right-of-way or roadway** with a _____ Foot paved shoulder, or

Frontage improvements are not required.

**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: 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_Works/Divisions/TES/ProgramPlanning/3066B/

Notes

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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/snokingdevelopmentsercieshome.htm

Section One (1)

1. **Development Name:** Point Wells **PFN:** 09 108601 PS

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?:** X Yes No

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 X ?

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: _____ Date: _____

Snohomish County Representative _____ Date: _____

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