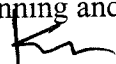




# MEMORANDUM

August 9, 2007

**TO:** Eric Olson, Principal Planner  
Planning and Development Services

**FROM:**   
Kamal Mahmoud, Engineer 2  
Planning and Development Services, Traffic/Drainage Engineering Section

**SUBJECT:** File No. 07\_101924 LU Granite Falls Motorcycle Park  
Traffic Mitigation and Concurrency: Initial Comments

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The Traffic/Drainage Engineering Section of PDS has reviewed the subject development proposal for compliance with Chapter 30.66B SCC (Snohomish County's Traffic Mitigation and Concurrency Ordinances), Title 13 SCC, Snohomish County Engineering Design and Development Standards (EDDS), and the appropriate County Rules and procedures and has summarized that review below. This development proposal is subject to the requirements of the amended version of Chapter 30.66B SCC that became effective February 1, 2006.

## 1. General Information

- The plan used for this review was received by Planning and Development Services (PDS) on June 6, 2007.
- The applicant proposes to rezone 437 acres and develop an 80-acre motorcycle racetrack.
- The subject property is located off of Mountain Loop Highway, about 3.5 miles east of Granite Falls, in Sections 2 and 3, Township 30N, Range 7E, and Sections 34 and 35, Township 31N, Range 7E in Transportation Service Area (TSA) "B", outside the urban growth area (UGA).
- The subject property has frontage on Mountain Loop Highway.
- The proposed development will take access from Mountain Loop Highway.
- Duplexes are not proposed.
- There are no existing structures on site.

## 2. Notice of Decision Requirements for Concurrency Determination and Impact Fee Determination

The development is still under review and no concurrency decision has been made at this time. The applicant needs to justify the traffic distribution as shown in the traffic study dated June 5, 2007.

**FILE COPY**

**3. Road System Impact Fee [SCC 30.66B.310]**

A development must mitigate its impact upon the future capacity of the road system by paying a road system impact fee reasonably related to the impacts of the development on arterial roads located in the same transportation service area as the development, at the rate identified in SCC 30.66B.330 for the type and location of the proposed development.

More information with respect to trip generation is needed. Justification for new trips as shown in the applicant's traffic study is needed.

**4. Concurrency [SCC 30.66B.120]**

The development does not provide AM PHT data distribution. Since the site is proposed to be closed during the AM peak hour, please indicate whether or not any staff will be present during that time. The traffic study dated June 5, 2007 has been reviewed. The traffic distribution needs to be justified. A concurrency determination will be made once adequate traffic distribution is provided and the traffic study review is completed.

**5. Inadequate Road Condition (IRC) [SCC 30.66B.210]**

The subject development proposal will not likely impact any IRC locations identified within TSA B with three or more of its p.m. peak hour trips. Therefore, it is anticipated that mitigation will not be required with respect to inadequate road conditions and no restrictions to building permit issuance or certificate of occupancy/final inspection will be imposed under this section of Chapter 30.66B SCC. This will be decided after the traffic study has been accepted.

**6. 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. The required improvement shall be constructed in accordance with the EDDS, including correction of horizontal and vertical alignments, if applicable

As per DPW Rule 4222.020(1) full rural frontage improvements are required along the subject parcel's frontage on Mountain Loop Highway and shall consist of:

  x   Asphalt concrete pavement consisting of 12 feet width from roadway centerline with an 8 foot paved shoulder.

The road, Mountain Loop Highway, on which the development's frontage improvements are required, is not in the impact fee cost basis (Appendix D of the Transportation Needs Report). Therefore credits towards the applicant's impact fee for any frontage improvements that can be used in the ultimate build-out of the road are not applicable.

Construction of frontage improvements is required prior to recording unless bonding of improvements is allowed by PDS, in which case construction is required prior to any occupancy of the development.

## **7. Access and Circulation [SCC 30.66B.420]**

Access to the development is proposed via a new commercial driveway off of Mountain Loop Highway with a 40-foot radius return. Per the EDDS section 2-03C(2), the new driveway shall be 40 feet wide. The applicant is showing a 40-foot radius return at the new driveway entrance. This meets the EDDS standards.

Mountain Loop Highway is a two-lane major collector with a 45 MPH posted speed limit. The applicant's traffic study dated June 5, 2007 shows a speed study with an 85% percentile speed of 55.6 mph for eastbound traffic and 59.0 mph for westbound traffic.

Our field review with respect to stopping site distance and intersection site distance for vehicles looking to/from the east at the proposed access with Mountain loop highway does not agree with the applicant's traffic study. Please provide a plan and profile of Mountain Loop Highway to show that stopping sight distance and intersection sight distance for vehicles looking to/from the east are adequate. Stopping site distance and intersection site distance for vehicles looking to/from the west at the proposed access with Mountain loop highway agree with the applicant's traffic study.

Based on the above, the proposed access is not acceptable to the DPW.

## **8. Right-of-Way Requirements [SCC 30.66B.510, SCC 30.66B.520]**

Mountain Loop Highway is designated as a major collector arterial from on the County's Arterial Circulation Map. This requires a right-of-way width of 40 feet on each side of the right-of-way centerline. 30 feet of right-of-way presently exist on the development's side of the right-of-way. Therefore, 10 feet of additional right-of-way is required to be deeded. This is not adequately shown on the site plan.

Mountain Loop Highway is not in the impact fee cost basis (Appendix D of the Transportation Needs Report); therefore credit towards the applicant's impact fee for the right-of-way deeded that is more than 30 feet from centerline is not applicable.

## **9. State Highway Impacts [SCC 30.66B.710]**

This development is subject to SEPA and thus is subject to Interlocal Agreement (ILA) with the Washington State Department of Transportation (WSDOT)/County effective December 21, 1997, and as amended.

The applicant chose voluntary negotiated payment in lieu of construction to mitigate their impact to the state highway system. The applicant chose to pay towards four impacted projects:

The first project is SR 9 at 60<sup>th</sup> Street NE (ID# DOT-37) and has a per ADT fee of \$30.93. The respective mitigation fee offered by the applicant for this project is \$185.58

The second project is SR 92 at 113<sup>th</sup> Avenue NE (ID# DOT-33) and has a per ADT fee of \$30.10. The respective mitigation fee for this project offered by the applicant is \$2033.20.

The third project is SR 92 at Callow/Grade Road (ID# DOT-31) and has a per ADT fee of \$42.67. The respective mitigation fee offered by the applicant for this project is \$2,218.84.

The fourth project is SR 9 - 56<sup>th</sup> SE and 42<sup>nd</sup> NE Signal & Channelization (ID# DOT-09) and has a per ADT fee of \$9.54. The respective mitigation fee offered by the applicant for this project is \$295.07.

WSDOT was provided notice of application for this project and an opportunity to comment. Comments from WSDOT dated June 28, 2007 have been received by email on June 28, 2007. WSDOT does agree to the mitigation measures proposed by the applicant, but are subject to change. The County has reviewed the WSDOT requested mitigation and written proposal for mitigation submitted by the applicant and has determined that the proposed mitigation measures are subject to change based on County review of the applicant's traffic study.

#### **10. Other Streets and Roads [SCC 30.66B.720]**

Mitigation requirements for impacts on streets inside cities and roads in other Counties will be established consistent with the terms of interlocal agreements between the County and the other jurisdictions. The proposed development is subject to SEPA and thus is subject to interlocal agreements for impacts on City streets and is effected by the interlocal agreement (ILA) with the City of Granite Falls.

Snohomish County has an ILA with the City of Granite Falls and this development is within the influence area that requires traffic mitigation be considered for the City. The development is located within the CO-GF-1 mitigation sub area, 90% of the development trips will pass through the City of Granite Falls. Per applicant's traffic study dated June 5, 2007, the applicant submitted a traffic mitigation offer to the City of Granite Falls as follows:

$$(\$2,500/\text{SFR} \times 158 \text{ PCE's} \times 0.90) / (9.57/\text{ADT}) = \$37,147.$$

The City of Granite Falls was provided notice of application for this project and an opportunity to comment. Comments from the City dated August 9, 2007 have been received by email on August 9, 2007. The City of Granite Falls does agree to the mitigation offer proposed by the applicant, but the offer is subject to change. The County has reviewed the City of Granite Falls requested mitigation and written proposal for mitigation submitted by the applicant and has determined that the proposed mitigation offer is subject to change based on County review of the applicant's traffic study.

#### **11. Transportation Demand Management (TDM) [SCC 30.66B.630]**

SCC 30.66B.630 requires development inside the UGA to provide TDM measures. Since this development is outside of the UGA TDM measures are not required.

**12. Summary of Items That Needs to be addressed**

1. Justify trip distribution.
2. Address site distance.
3. Show the additional right-of-way to be deeded.

cc: Deb Werdal, Land Development Analyst Assoc.