

 **TRAFFIC IMPACT ANALYSIS**

RIVERTOWN TOWNHOMES

JURISDICTION: CITY OF ARLINGTON

Prepared for:
Rivertown Homes, LLC
PO Box 1125
Snohomish, WA 98291

Prepared by:
Kimley»»Horn

January 2024
090223060
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FOR

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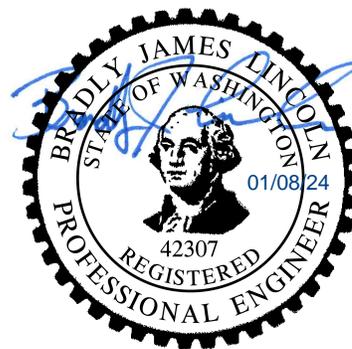
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Suite 200

Everett, Washington 98201

(425) 708-8275



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1. DEVELOPMENT IDENTIFICATION

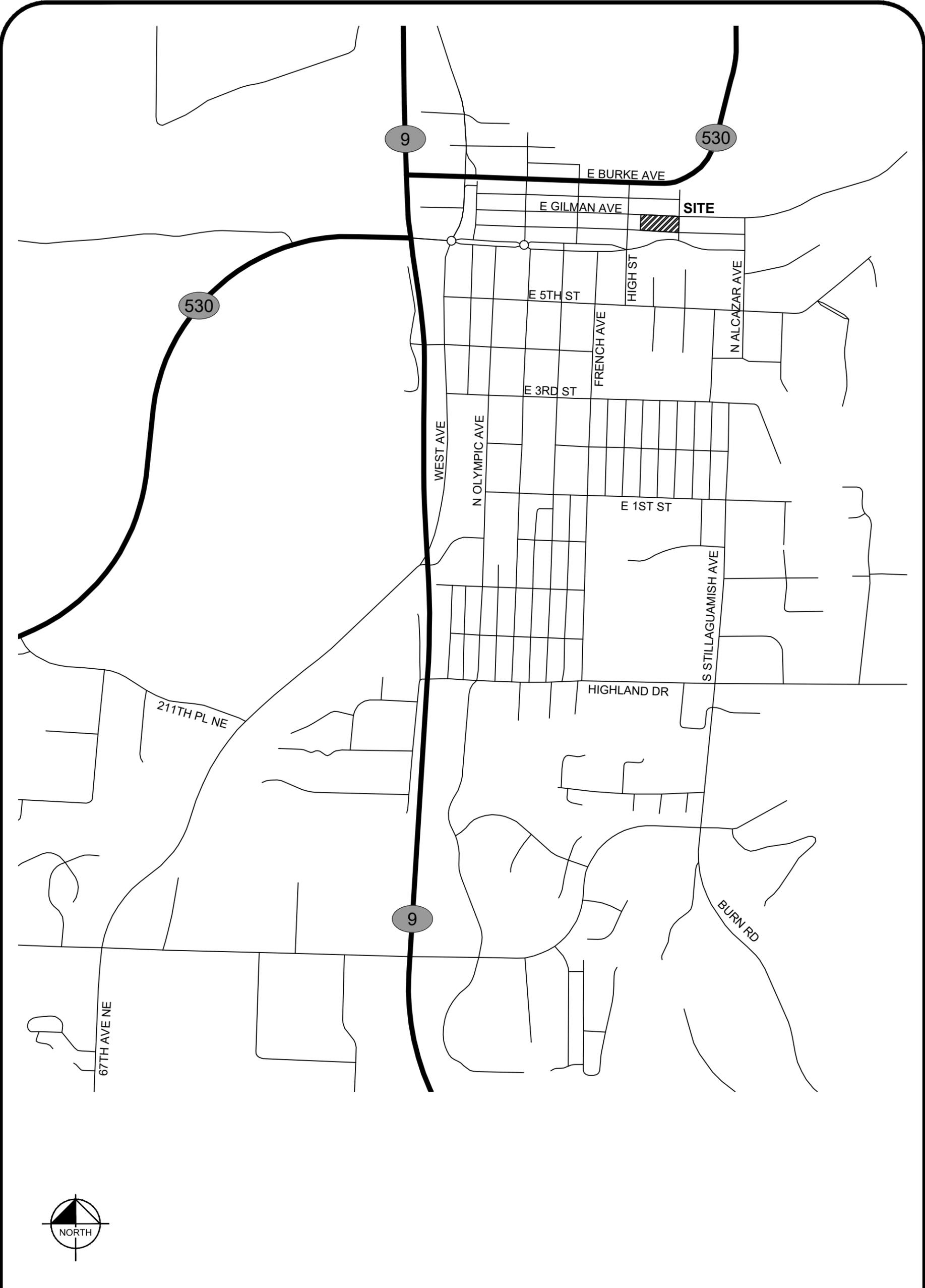
Kimley-Horn and Associates, Inc. has been retained to analyze the traffic impacts of the proposed Rivertown Townhomes Development (Development). This report is intended to provide the City of Arlington (City) with the necessary traffic generation, trip distribution, and mitigation fee determination to facilitate their review of the Development. Brad Lincoln, responsible for this report and traffic analysis, is a licensed professional engineer (Civil) in the State of Washington and member of the Washington State section of Institute of Transportation Engineers (ITE).

The Development is proposed to include 12 single-family detached residential units. The site consists of two parcels, each parcel has an existing single-family residential unit on site that will be removed. The Development is located on the south side of E Gilman Avenue between N Manhattan Avenue and N Talcott Street. A site vicinity map is included in **Figure 1**. The Development proposes to have an access driveway for each residential unit along the alley to the south of the site. A site plan has been provided in **Appendix A**.

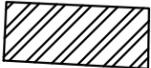
2. METHODOLOGY

2.1 General

Trip generation calculations for the Development have been performed using data contained in the ITE's *Trip Generation Manual, 11th Edition (2021)*. The distribution of trips generated by the site is based on a previously approved trip distribution for a similar development in the area. The City has an interlocal agreement with Snohomish County (County) that provides for reciprocal mitigation fees. 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 also has an interlocal agreement with the Washington State Department of Transportation (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. City developments are required to pay for any WSDOT improvement project on the Exhibit C list impacted with three or more directional PM peak-hour trips or based on the area wide mitigation fee.



LEGEND



DEVELOPMENT SITE

FIGURE 1
VICINITY MAP

RIVERTOWN TOWNHOMES

CITY OF ARLINGTON

KH #090223060



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3. TRIP GENERATION

Trip generation calculations for the Development are based on national statistics contained in the ITE *Trip Generation Manual, 11th Edition (2021)*. The trip generation calculations are based on single-family detached residential units for the proposed units and existing units that will be removed. It is important to note that City staff identified that ADU units are not required to be included in the trip generation calculations. The average trip generation rates for ITE Land Use Code (LUC) 210, Single-Family Detached Housing, were used for the trip generation. The proposed units will have a shared wall, which would meet the ITE definition of a single-family attached residential unit (ITE LUC 215). ITE LUC 215 has a lower trip generation rate than ITE LUC 210. The trip generation calculations are therefore conservative in this report. The trip generation calculations are summarized in **Table 1**.

Table 1: Trip Generation Summary

Land Use	Size	Average Daily Trips (ADTs)	AM Peak-Hour Trips			PM Peak-Hour Trips		
			In	Out	Total	In	Out	Total
ITE LUC 210, Single-Family Detached	12 Units	113	2	6	8	7	4	11
ITE LUC 210, Single-Family Detached (Removed)	-2 Units	-19	0	-1	-1	-1	-1	-2
TOTAL		94	2	5	7	6	3	9

The Development is anticipated to generate approximately 94 new ADTs with approximately 7 new AM peak-hour trips and approximately 9 new PM peak-hour trips. The trip generation calculations are included in **Appendix B**.

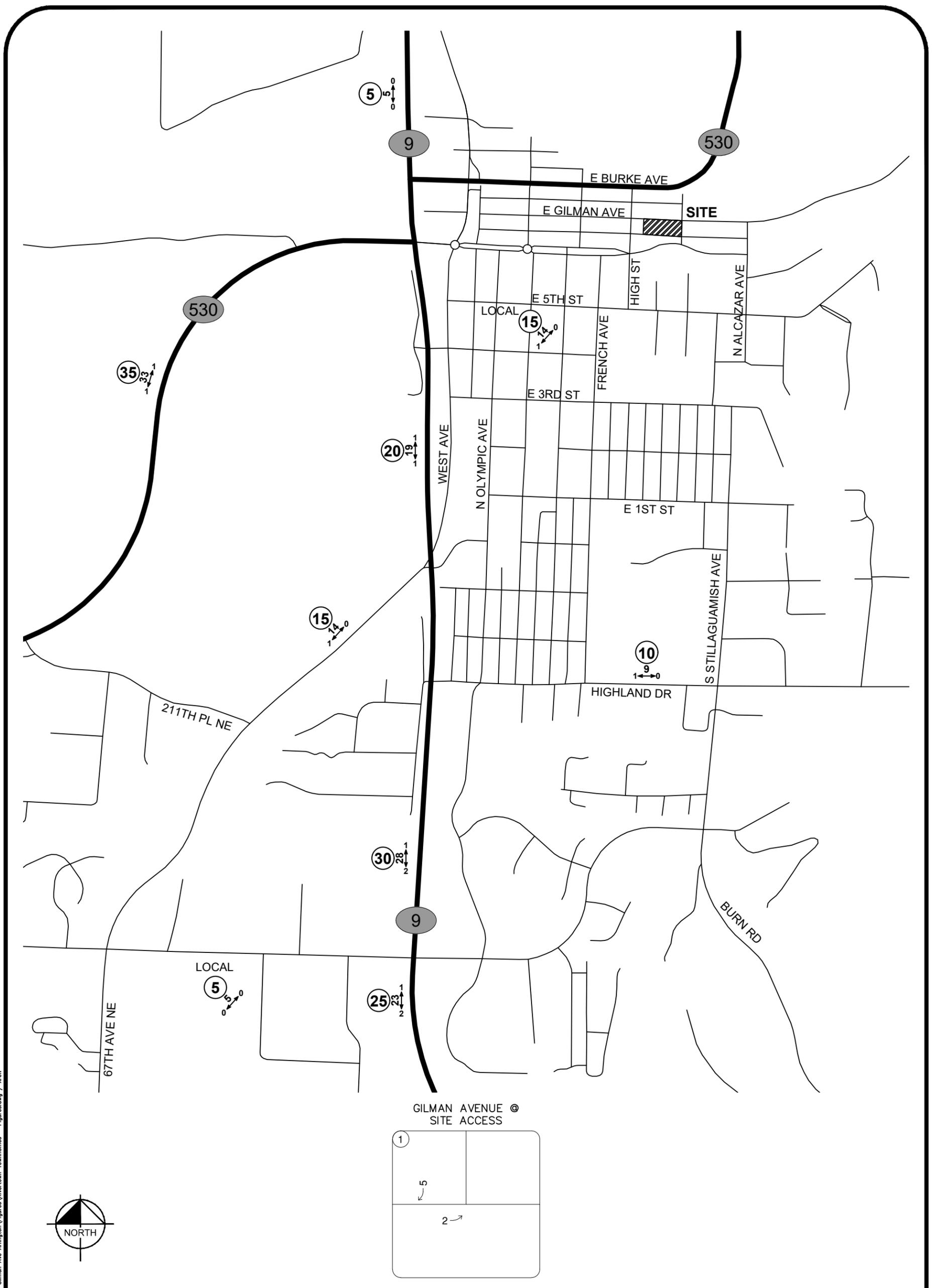
4. TRIP DISTRIBUTION

The Development will have access to the alley south of the Development between E Gilman Avenue and E Division Street. The trip distribution is based on approved distributions for similar uses and surrounding land uses. The anticipated trip distribution is:

- 35% along SR-530 west of SR-9
- 25% along SR-9
 - 20% to and from the south
 - 5% to and from the north
- 15% along West Avenue/67th Avenue NE
- 25% to and from the south along local roadways

There are not any intersections that will be impacted by ten PM peak-hour trips generated by the Development. Intersection analysis should therefore not be required for the Development.

The City and County have an interlocal agreement that requires any County Key Intersections impacted with three or more directional peak-hour trips to be identified. An impact of three directional PM peak-hour trips equates to approximately 50% of the trips generated by the Development. The nearest County Key Intersection is Stillaguamish Avenue and E Highland Drive/Tveit Road. It is anticipated that less than 50% of the trips generated by the Development will travel to and from the south along Stillaguamish Avenue. County Key Intersections and roadways are therefore not anticipated to be impacted with three or more directional peak-hour trips. The trip distribution during the AM and PM peak-hours are shown in **Figure 2** and **Figure 3**, respectively.



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RIVERTOWN TOWNHOMES

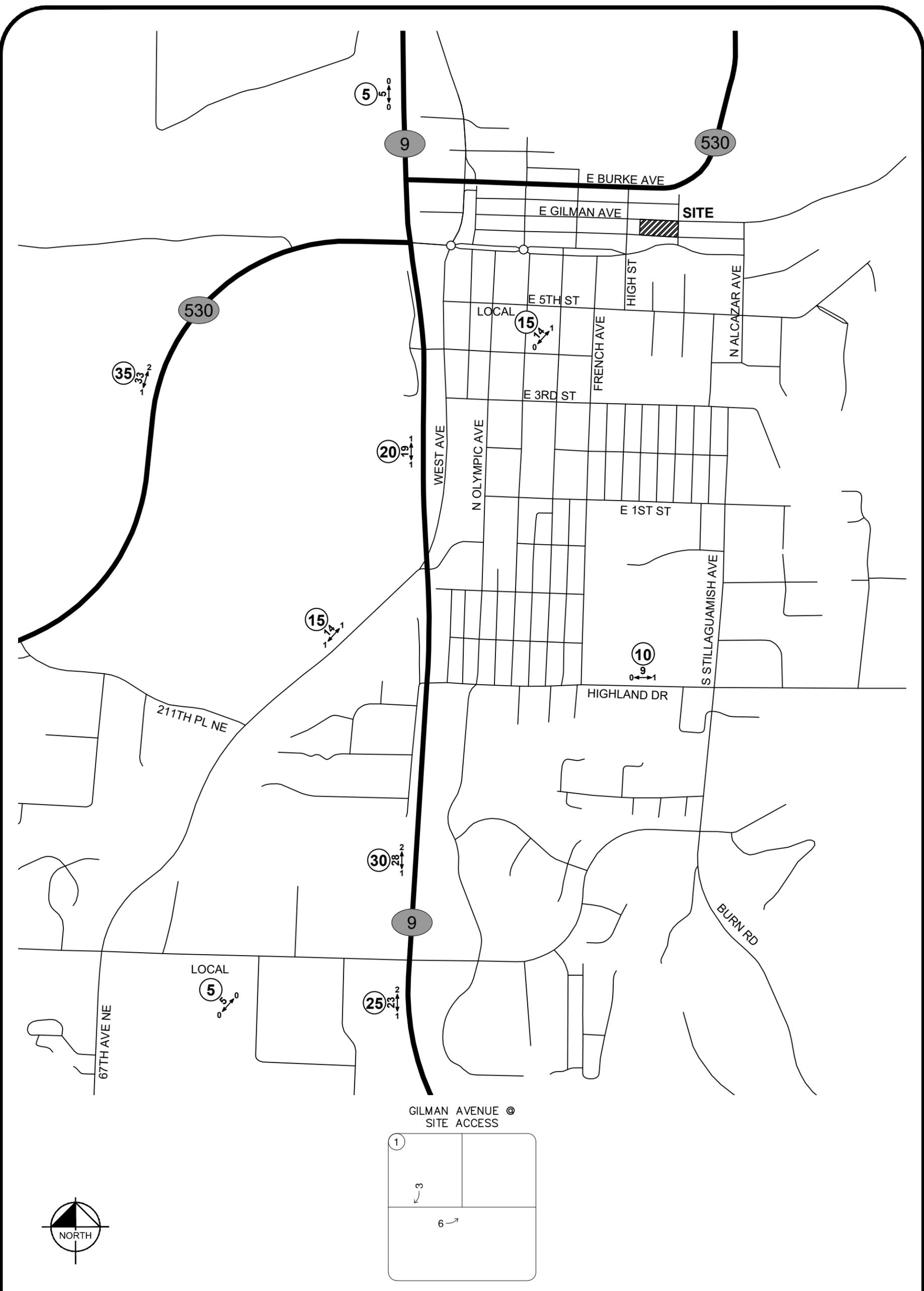
CITY OF ARLINGTON

LEGEND

- AWDT
AM ← → PEAK NEW DAILY TRAFFIC
NEW PEAK-HOUR TRIPS
- XX TRIP DISTRIBUTION %

FIGURE 2
DEVELOPMENT
TRIP DISTRIBUTION
AM PEAK-HOUR

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RIVERTOWN TOWNHOMES

CITY OF ARLINGTON

LEGEND

- AWDT** NEW DAILY TRAFFIC
- PM ← → PEAK** NEW PEAK-HOUR TRIPS
- (XX)** TRIP DISTRIBUTION %

FIGURE 3
 DEVELOPMENT
 TRIP DISTRIBUTION
 PM PEAK-HOUR

5. SITE ACCESS

The Development is proposed to have driveways for each unit along the alley south of the site. It is anticipated that the majority of the trips generated by the Development will travel to and from the west along the alley.

6. TRAFFIC MITIGATION FEES

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

6.1 City of Arlington

The City currently has a traffic mitigation fee of \$3,355 per PM peak-hour trip. The Development is anticipated to generate nine net new PM peak-hour trips with credit for all existing uses. This results in City traffic mitigation fees of \$30,195.00.

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

6.2 Snohomish County

The City has an interlocal agreement with the County that provides for mitigation payments for impacts to County improvement projects. County fees are based on impacts to improvement projects included in the *Transportation Needs Report (TNR)*. There are not any County projects on the *TNR* that will be impacted by three directional PM peak-hour trips generated by the Development. County traffic mitigation fees should therefore not be a condition of approval for the Development.

6.3 Washington State Department of Transportation

The WSDOT improvement projects and their associated fees are based on the most recent Exhibit C list, which is part of the interlocal agreement between the County and WSDOT. City developments are required to pay for WSDOT improvement projects on the Exhibit C list impacted with ten or more PM peak-hour trips. The Development is not anticipated to generate ten PM peak-hour trips and therefore WSDOT traffic mitigation fees should not be a condition of approval for the Development.

7. CONCLUSIONS

The Development is proposed to construct 12 single-family detached residential units. The site consists of two parcels, each parcel has an existing single-family residential unit on site that will be removed. The Development will generate approximately 94 new ADTs with approximately 7 new AM peak-hour trips and approximately 9 new PM peak-hour trips. The Development should only have to pay standard traffic mitigation fees to the City, which will total \$30,195.00 based on the current fee. County or WSDOT fees should not be required since the impacts will not reach the County and WSDOT thresholds.

APPENDIX A
SITE PLAN

PORT'N GOV'T LOT 11, SEC.2, TWP.31N, RGE.5E, W.M.

AREAS ON SITE:

RESIDENTIAL UNIT MIX:
 TOWNHOMES: 6--DUPLICES 12
 TOTAL

MINI PARKS CALCULATION:
 65 SF PER RESIDENT PER SECTION 20.52.010
 NUMBER OF RESIDENTS = 12(3.2) = 38
 MINI PARKS REQUIRED = 3865 @ 2,470 SF
 MINI PARKS PROVIDED = 4,476 SF

OPEN SPACE CALCULATION:

EXISTING IMPERVIOUS AREA:
 HOUSE, SHED, DECK & ROOF LINE
 PAVEMENT = 2,815 SF
 GRAVEL = 979 SF

REMOVED IMPERVIOUS AREA:
 TOTAL EXISTING IMPERVIOUS AREA = 3,354 SF

PROPOSED NEW & REPLACE ONSITE IMPERVIOUS AREA:
 HOUSE & ROOF LINE = 14,640 SF
 CONCRETE (DRIVEWAY) = 3,407 SF
 CONCRETE (WALKWAY) = 856 SF

PROPOSED FRONTAGE IMPERVIOUS AREA:
 ASPHALT (TALCOTT ST) = 1,094 SF
 CONCRETE SIDEWALK = 524 SF

AREA OF DISTURBANCE:
 LIMITS OF SITE DISTURBANCE = X.XXX SF
 LAND DISTURBANCE = X.XXX SF

PARKING CALCULATIONS:
 = 2 SPACES/UNIT + 1 OFF STREET SPACE / 4 UNITS
 REQUIRED PARKING = 24 SPACES + 3 OFF STREET SPACES
 = 27 TOTAL SPACES

BIKE RACK CALCULATIONS:
 REQUIRED BIKE STALLS = 11 FSTALLS
 REQUIRED BIKE RACK SPACES = 11
 3 SPACES TO BE PROVIDED ALONG NORTH SIDE OF EXTRA PARKING

SITE INFORMATION:
 SITE AREA: 29,994 SF (0.69 AC)
 PROPOSED BUILDING HEIGHT: 30 FT
 PROPOSED DWELLING UNITS: 12 RESIDENTIAL UNITS
 TOTAL LOT COVERAGE: 18,905 SF (63.0%)(TOTAL IMPERVIOUS)

ZONING CLASSIFICATION:
 RESIDENTIAL HIGH CAPACITY
 LANDSCAPED AREAS AND FENCES
 APD SUBDISTRICT D

USE CLASSIFICATION:
 AIRPORT PROTECTION DISTRICT SUBDISTRICT:
 1,320 MULTI-FAMILY TOWNHOUSES

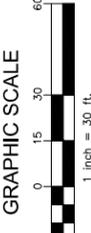
BUILDING SETBACK:
 DENSITY: 17.39 DU/AC
 20 FT FROM STREET ROW
 5 FT FROM LOT BOUNDARY OR ALLEY

WATER PROVIDER:
 CITY OF ARLINGTON

SEWER PROVIDER:
 CITY OF ARLINGTON

SCHOOL DISTRICT:
 ARLINGTON 16

FIRE PROTECTION DISTRICT:
 NORTH COUNTY FIRE



VERTICAL DATUM:
 NAVD 83 WASHINGTON DEPARTMENT OF TRANSPORTATION MONUMENT 1611 DESIGNATION: BM31539-10 PUBLISHED ELEV: 116.102'

SURVEY REFERENCES:
 (R1) PLAT OF HALLER CITY AS RECORDED IN VOLUME 2, PAGE 22 UNDER AUDITOR'S FILE NO. 189004245001, RECORDS OF SNOHOMISH COUNTY, WASHINGTON.
 (R2) SURVEY FOR STEVE HALVORSON, AS RECORDED UNDER AUDITOR'S FILE NO. 200809305005, RECORDS OF SNOHOMISH COUNTY, WASHINGTON.
 (R3) CITY OF ARLINGTON B/LA MAP, AS RECORDED UNDER AUDITOR'S FILE NO. 20100622450001, RECORDS OF SNOHOMISH COUNTY, WASHINGTON.

NOTES:
 • BOUNDARIES ESTABLISHED PER THIS SURVEY MAY NOT CONFORM TO EXISTING LINES OF TITLE THEREOF RECORDED IN VOLUME 2 OF PLATS, PAGE 22, IN SNOHOMISH COUNTY, WASHINGTON. THIS SURVEY HAS BEEN PREPARED WITHOUT THE BENEFIT OF A RECENT SURVEY. THE SURVEYOR HAS BEEN ADVISED BY THE SURVEYOR THAT EASEMENTS, ENCROACHMENTS AND/OR ENCUMBRANCES MAY EXIST OF WHICH THE SURVEYOR IS UNAWARE AND THEREFORE NOT SHOWN HEREON.
 • DIMENSIONS TO AS-BUILT FEATURES ARE PERPENDICULAR TO OR PARALLEL WITH REFERENCED LINES, UNLESS OTHERWISE NOTED.
 • BOUNDARY LINES SHOWN HEREON ARE FOR REFERENCE PURPOSES ONLY. THEY HAVE NOT BEEN FIELD VERIFIED BY THE SURVEYOR. THIS SHOULD BE CONSIDERED AS A BOUNDARY SURVEY OF ANY KIND.



LEGAL DESCRIPTION:
 TAX PARCEL 00461801000400
 AFN 201501280585
 LOTS 4, 5, 6, BLOCK 10, HALLER CITY, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 2 OF PLATS, PAGE 22, IN SNOHOMISH COUNTY, WASHINGTON
 SITUATE IN THE COUNTY OF SNOHOMISH, STATE OF WASHINGTON
 TAX PARCEL 004618010000100
 AFN 201501280587
 LOTS 1, 2, 3, BLOCK 10, HALLER CITY, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 2 OF PLATS, PAGE 22, IN SNOHOMISH COUNTY, WASHINGTON
 SITUATE IN THE COUNTY OF SNOHOMISH, STATE OF WASHINGTON

TAX PARCEL NUMBER:
 004618-010-004-00
 004618-010-001-00

SITE ADDRESS:
 416 & 423 E GILMAN AVE
 ARLINGTON WA 98223

OWNER/APPLICANT:
 RIVERTOWN HOMES LLC
 C/O JOE BRANDVOLD
 5000 11725
 S.W. CUMMINS
 ARLINGTON WA 98291
 TEL: 425.422.3502

CONTACT PERSON(S):
 RANDY DENOR
 CASCADE SURVEYING & ENGINEERING, INC.
 P.O. BOX 326
 ARLINGTON WA 98223
 PHONE: (360)435-5551
 RANDY@CASCADESURVEYING.COM

CIVIL ENGINEER:
 KIMBERLY BUSTEED, P.E.
 CASCADE SURVEYING & ENGINEERING, INC.
 ARLINGTON, WA 98223
 PHONE: (360)435-5551

SURVEYOR:
 FREDERICK F. POTNER, P.E., P.L.S.
 CASCADE SURVEYING & ENGINEERING, INC.
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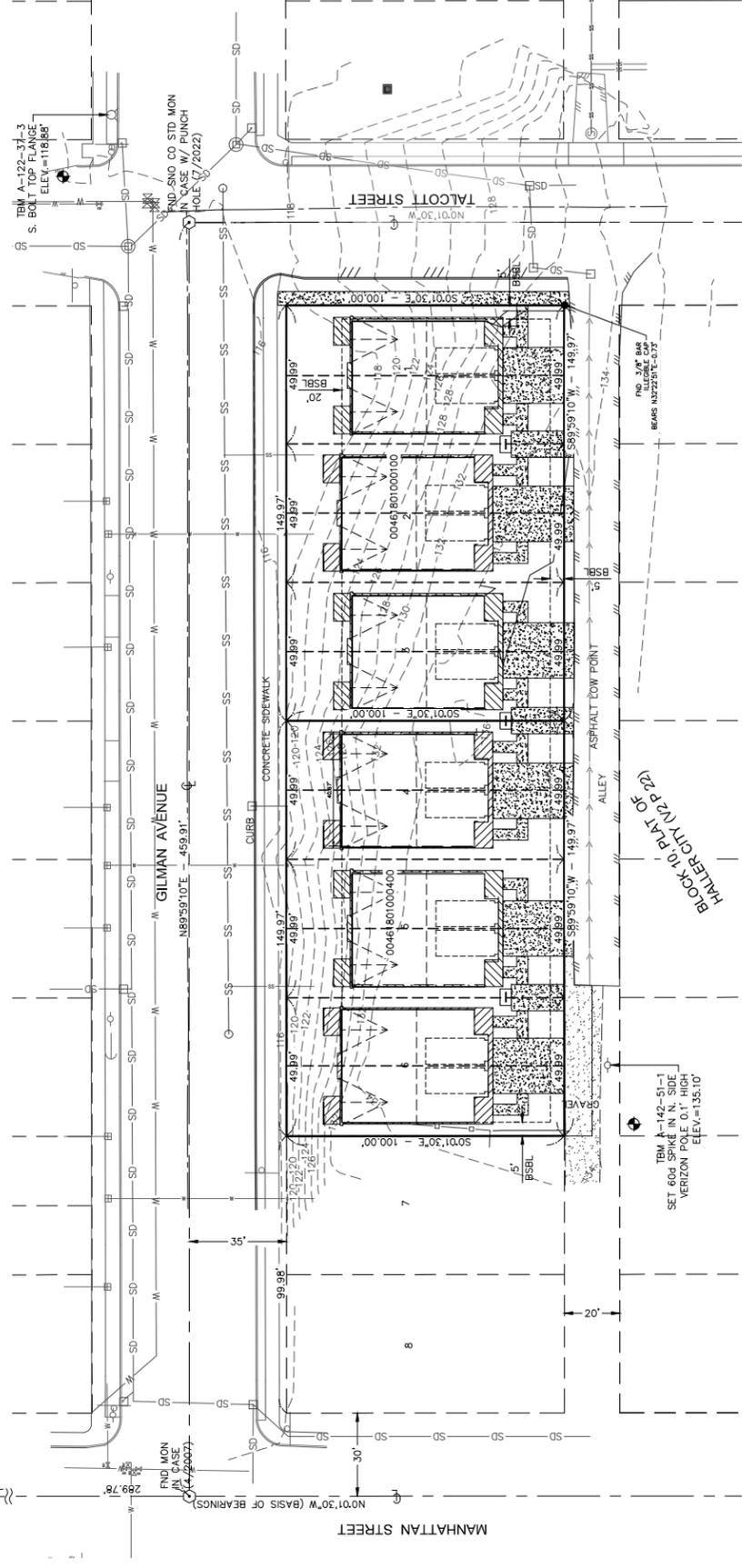
CASCADE SURVEYING & ENGINEERING, INC.
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 P.O. Box 326
 ARLINGTON, WASHINGTON 98223
 WWW.CASCADENSURVEYING.COM
 (360) 435-5551
 FAX: (360) 435-4011

REVISION	DATE	BY

DESIGNED	DATE
DRAWN	DATE
CHECKED	DATE
FIELD BOOK	
REF:	

CITY OF ARLINGTON
RIVERTOWN HOMES
 UNIT LOT SUBDIVISION
COVER & SITE PLAN

C 1.0 OF 2
23305



Sheet List Table

Sheet Number	Sheet Title
C 1.0	COVER & SITE PLAN
C 2.0	EXISTING SURVEY & TREE PLAN
C 3.0	GRADING & UTILITIES PLAN

APPENDIX B
TRIP GENERATION CALCULATIONS

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	In+Out (Total)	IN BOTH DIRECTIONS		DIRECTIONAL ASSIGNMENTS					
									TOTAL	PASS-BY	DIVERTED LINK	PASS-BY	DIVERTED LINK	NEW		
							In+Out (Total)	% of Ext. Trips	In+Out (Total)	In	Out	In	Out	In	Out	
Single-Family (Attached Housing)	12 Units	210	9.43	50%	50%	113	0%	0	0%	0	0	0	0	0	0	113
Single-Family (Detached Housing) (Removed)	-2 Units	210	9.43	50%	50%	-19	0%	0	0%	0	0	0	0	0	0	-19
Total						94		0		0	0	0	0	0	0	94

Land Use: 210

Single-Family Detached Housing

Description

A single-family detached housing site includes any single-family detached home on an individual lot. A typical site surveyed is a suburban subdivision.

Specialized Land Use

Data have been submitted for several single-family detached housing developments with homes that are commonly referred to as patio homes. A patio home is a detached housing unit that is located on a small lot with little (or no) front or back yard. In some subdivisions, communal maintenance of outside grounds is provided for the patio homes. The three patio home sites total 299 dwelling units with overall weighted average trip generation rates of 5.35 vehicle trips per dwelling unit for weekday, 0.26 for the AM adjacent street peak hour, and 0.47 for the PM adjacent street peak hour. These patio home rates based on a small sample of sites are lower than those for single-family detached housing (Land Use 210), lower than those for single-family attached housing (Land Use 251), and higher than those for senior adult housing -- single-family (Land Use 251). Further analysis of this housing type will be conducted in a future edition of *Trip Generation Manual*.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

For 30 of the study sites, data on the number of residents and number of household vehicles are available. The overall averages for the 30 sites are 3.6 residents per dwelling unit and 1.5 vehicles per dwelling unit.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Arizona, California, Connecticut, Delaware, Illinois, Indiana, Kentucky, Maryland, Massachusetts, Minnesota, Montana, New Jersey, North Carolina, Ohio, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Vermont, Virginia, and West Virginia.

Source Numbers

100, 105, 114, 126, 157, 167, 177, 197, 207, 211, 217, 267, 275, 293, 300, 319, 320, 356, 357, 367, 384, 387, 407, 435, 522, 550, 552, 579, 598, 601, 603, 614, 637, 711, 716, 720, 728, 735, 868, 869, 903, 925, 936, 1005, 1007, 1008, 1010, 1033, 1066, 1077, 1078, 1079

Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 174

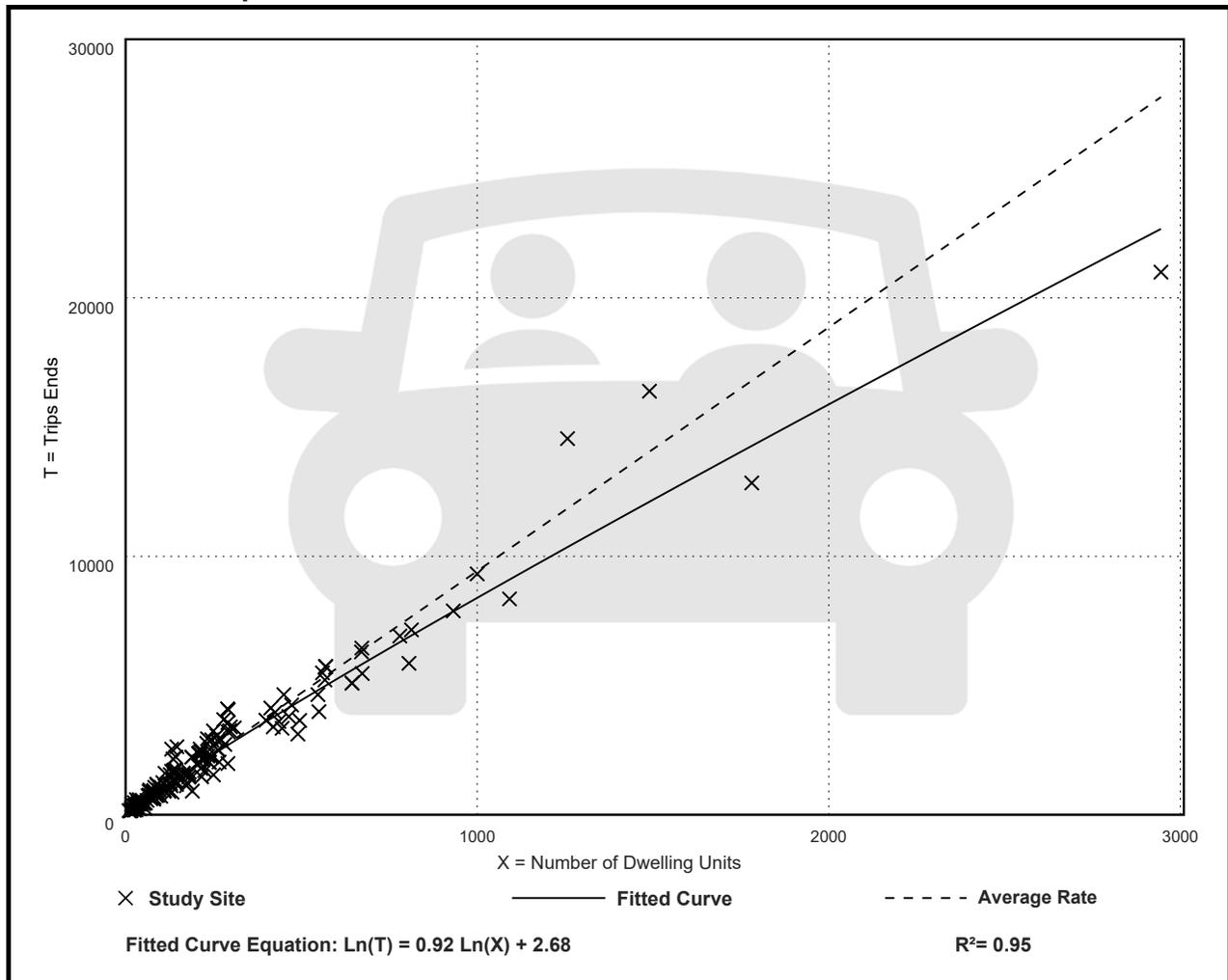
Avg. Num. of Dwelling Units: 246

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 192

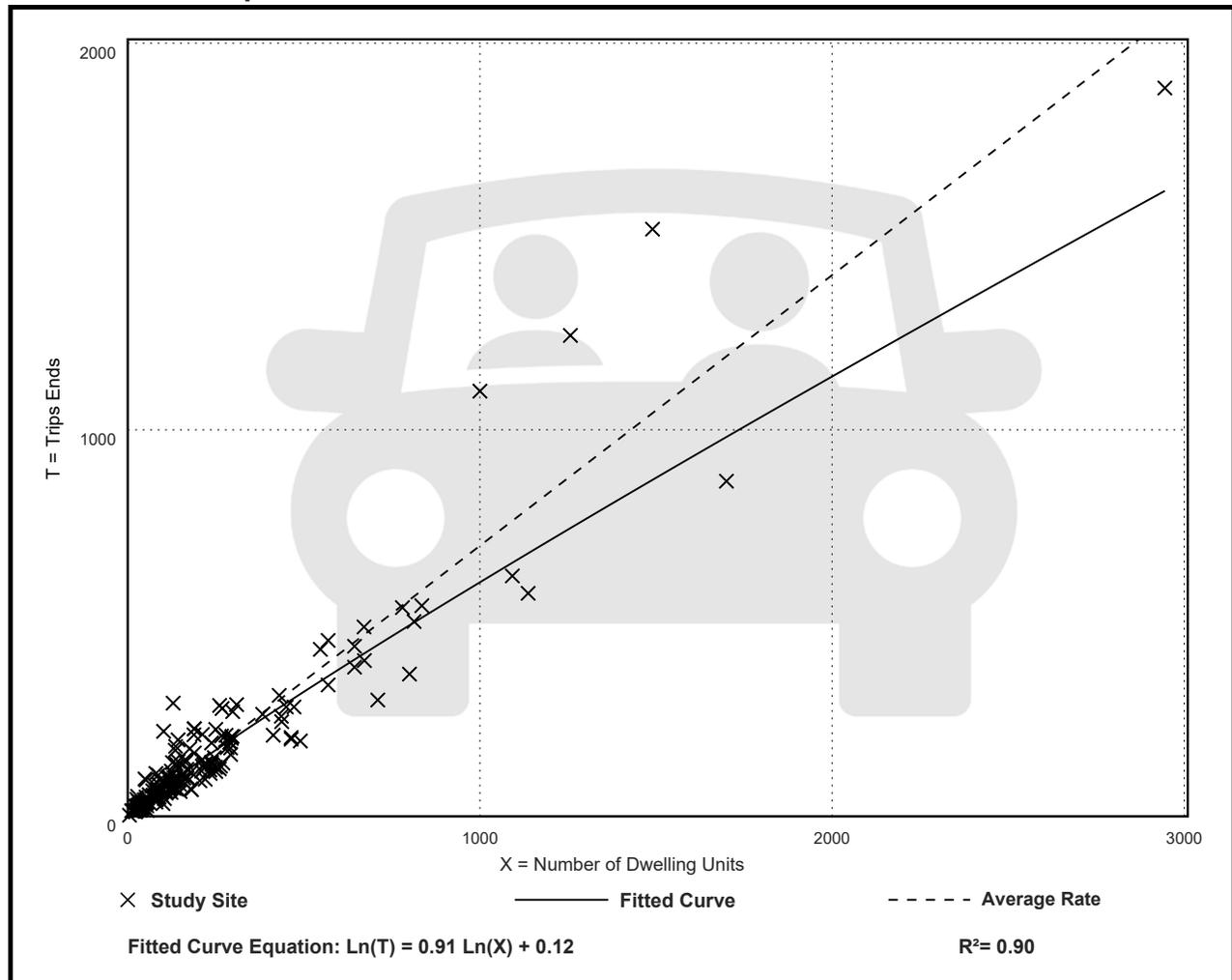
Avg. Num. of Dwelling Units: 226

Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 208

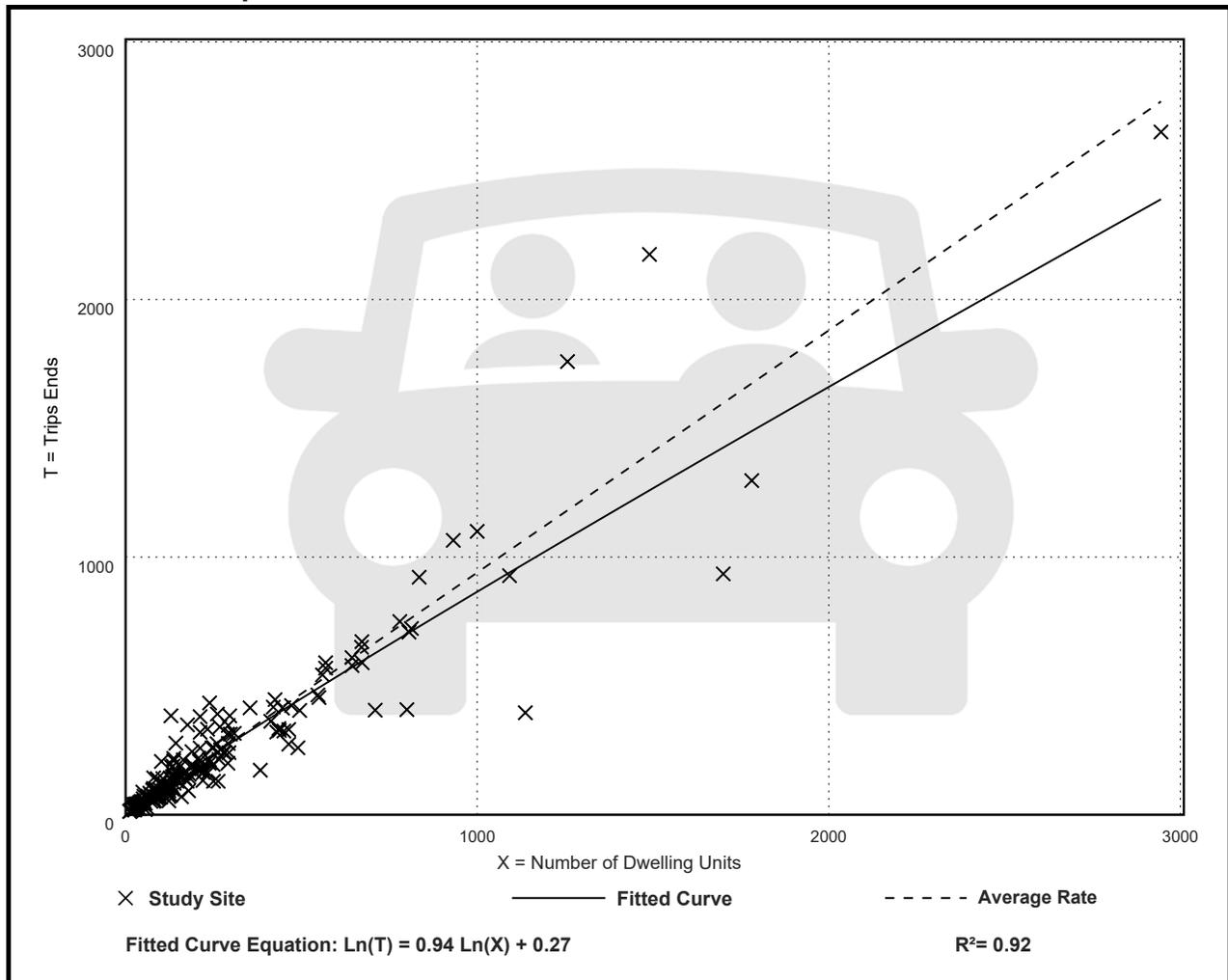
Avg. Num. of Dwelling Units: 248

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



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				
Name of Proposed Development				
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 type="checkbox"/> Option B: Based on a comprehensive traffic study (attach traffic worksheet and traffic study)				
_____ No road improvements are impacted. Hence, proportionate share amount is zero (\$0).				
_____ 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 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 type="checkbox"/> Mitigation of other impacts if required for developments generating more than 50 Peak-Hour Trips				
Mitigation of Impacts on Level of Service				
_____ No impact or not applicable _____ Mitigation as described in attached traffic study.				
Mitigation of Impacts on Inadequate Road Conditions				
_____ No impact or not applicable _____ Mitigation as described in attached traffic study.				
Mitigation for Impacts on Access or Circulation				
_____ No impact or not applicable _____ Mitigation as described in attached traffic study.				
<input 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 Contact.pwCMS@snoco.org .				

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 _____

Instructions to City. Send this offer and all attachments to Contact.pwCMS@snoco.org

Received 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 _____

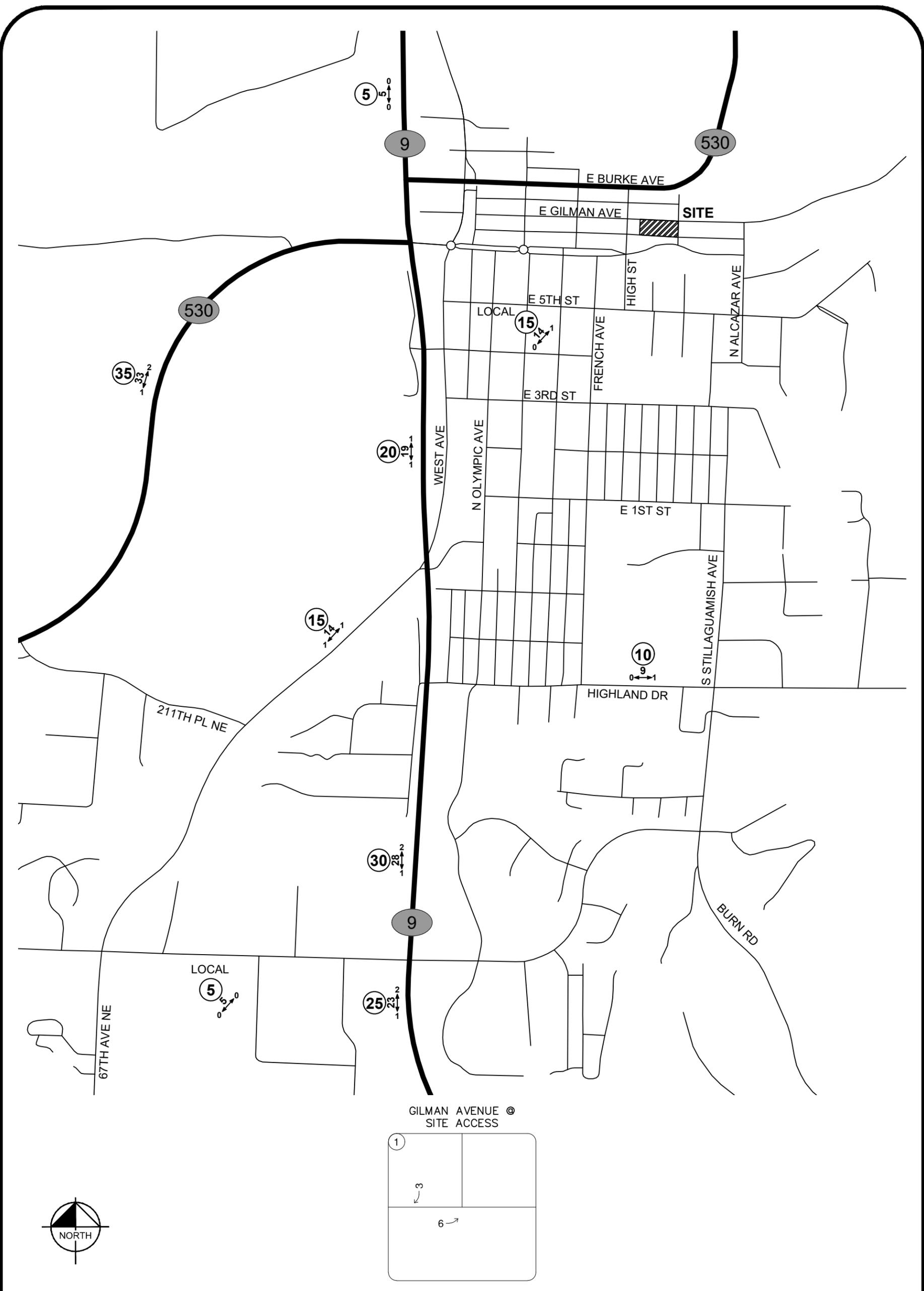
Routing Back to City

Instructions to County 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

Date: January 03, 2024 - 8:03am / User: kshumiller
 Path: K:\SNO_IP\02023\23-060_416 & 422 E Gilman Ave Arlington\Figures\Rivertown Townhomes - Figures.dwg / Xref



RIVERTOWN TOWNHOMES

CITY OF ARLINGTON

LEGEND

- AWDT** NEW DAILY TRAFFIC
- PM ← → PEAK** NEW PEAK-HOUR TRIPS
- (XX)** TRIP DISTRIBUTION %

FIGURE 3
 DEVELOPMENT
 TRIP DISTRIBUTION
 PM PEAK-HOUR