

From: [KC Ladines](#)
To: [Amy Rusko](#)
Cc: [Marc Hayes](#)
Subject: Public Comment: Grandview North's Apple Builders
Date: Thursday, February 3, 2022 12:07:39 PM
Attachments: [Grandview North Apple Builders Public Comment.docx](#)

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Hi Amy,
Thank you for calling me back.
Attached you will find our comments about the subject development.
Please reply to this email stating that you have received our input.
Thank you!
Kathy

February 3, 2022

To: Amy Rusko arusko@arlingtonwa.gov

Cc: Mark Hayes mhayes@arlingtonwa.gov

Subject: Public Comment for Grandview North's Apple Builders PLN #912

We have lived in Gleneagle for over 26 years and are very familiar with the traffic and basic concepts of flow. We have watched our community grow, as expected. We are not against the development of this property but we do have major concerns. Please review and address comments regarding the Grandview North's Apple Builders proposal and the safety for motorist, pedestrians and bicycles.

Regarding the Traffic Study:

1. Trip Distribution data states that the information came from other studies. Also, we've made an assumption on Page 6 on the Gibson Report, it states 320% of the traffic will be heading north, should this state 32% heading north?

- Please identify the source studies, and where the numbers come from.

2. The Turning Movement Counts

"The existing volumes at the study intersections are based on counts performed by the independent count firm Traffic Data Gathering (TDG) in October 2021."

- What are the details of this study?
- What was the hour duration?
- Which day in October?

3. Level of Service:

*"The level of service analysis has been completed with the existing channelization and intersection control. The intersection of 67th Avenue NE at 188th Street NE is on the 6-Year Transportation Improvement Plan (TIP) to convert the intersection to a controlled intersection. **It is not clear what this means,** but it is assumed the plan is to signalize the intersection. This intersection has been analyzed with a signal for the 2025 baseline and 2025 future with development conditions."*

- Why would an engineer state: "It is not clear what this means". What does it mean?
- When will the intersection be improved?
- If the project goes forward, how long do local residents need to endure the unacceptable intersection with additional traffic from the proposed complex?

4. It's clear in this report that the intersection of 67 AVE NE and 188 ST NE has an unacceptable LOS of E.

- **It appears the city will approve the build of the apartments before addressing an intersection that is below Arlington Standard. This intersection needs to be addressed before any development/ building which will add to the already congested intersection.**
- How will this intersection improvement be funded?
- The Train Delays around these intersections are also ignored and cause unacceptable delays when in operation. With the increasing train activity what is the plan?

- Please consider a new Traffic study!

The following are some major concerns, being daily road users, that are not addressed by the study:

- Woodlands Way exit has been increasingly congested, were the new warehouses, industrial complexes and apartments on 172nd in operation during the October 2021 study?
- Was the “Pandemic work from home” considered in this study, October 2021?
- Was the Arlington School District open or remote learning during this study?
- There is a school bus stop at the intersection of 67th and Woodlands Way. Has this been addressed?
- Centennial Trail traffic has not been considered for bikers and pedestrians. This trail is heavily used. Bike traffic is very heavy weekends and PM hours in spring and summer. Please consider a new study!
- When bicyclists travel on the Centennial Trail many do not obey the rules of the road and don't yield to traffic on Woodlands Way and 188th intersections. We are eye witnesses! What is proposed to prevent serious injury with the additional 100+ vehicles?
- Is Collision data considered at either intersection? Why or why not?
- Why is a speed study not completed in this report? Are we to assume that all motoring public will obey the posted speed limit of 35 mph?

Brierwood Loop appears to be an entrance to the apartment complex. Gleneagle only has 3 exit/entrances for over 1000 homes and only one is controlled at HWY 9. This will add more traffic to Woodlands Way making it difficult to get onto 67th. Woodlands Way and 67th is currently LOS C the lowest of acceptable standards. What is being done to aid the congestion there?

One hundred and two apartments – This seems like a large amount for these 2 parcels. Where there are apartments, crime tends to follow.

- Please consider reducing the amount of apartments to alleviate traffic and overflow parking onto 188th and Woodlands Way.
- Studios are not family friendly. Consider increasing to one and two bedroom to encourage families to rent.
- Hope for Redesign: duplexes for appeal and they blend better into this section of 67th.

PLEASE no gazebo on the corner. They tend to attract undesirable activity.

In the Landscape Plan, it appears that all the mature maple trees lining Woodlands Way will be saved. Thank you. This is very important these trees are an integral part of our community and have lined the entrance to Gleneagle possibly since its inception. They are established. Request to please keep any construction away from the ground as far as the canopies, to ensure their health.

In closing we would like to emphasize the need for a new traffic study and improvement to the 188th intersection before any development begins.

Thank you for the opportunity to comment,

Curt and Kathy Ladines email: c_ladines@msn.com
18628 Heron Court
Arlington WA 98223



City of Arlington

Community & Economic Development

February 14, 2022

Curt and Kathy Ladines
18628 Heron Court
Arlington, WA 98223

RE: Response to Grandview's Apple Builders Project Public Comments

Dear Ms. Ladines,

Please see the below responses to your public comment received for Grandview's Apple Builders project.

1. Trip Distribution data states that the information came from other studies. Also, we've made an assumption on Page 6 on the Gibson Report, it states 320% of the traffic will be heading north, should this state 32% heading north?
 - Please identify the source studies, and where the numbers come from.

City Response: The 320% is a typo within the Traffic Report and should be 32%. The numbers from the report are provided to the city from Gibson Traffic Consultants, Inc. The traffic numbers are produced from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition and the Highway Capacity Manual, 6th Edition. These methods are used for every development throughout the country.

2. The Turning Movement Counts "The existing volumes at the study intersections are based on counts performed by the independent count firm Traffic Data Gathering (TDG) in October 2021."
 - What are the details of this study?
 - What was the hour duration?
 - Which day in October?

City Response: Traffic Data Gathering was hired by Gibson Traffic Consultants, Inc to count the current (existing) Turning Movement Counts at the site. The date the data was collected was Wednesday, October 6, 2021, for the hours between 4:00 – 6:00 pm.

3. Level of Service: "The level of service analysis has been completed with the existing channelization and intersection control. The intersection of 67th Avenue NE at 188th Street NE is on the 6-Year Transportation Improvement Plan (TIP) to convert the intersection to a controlled intersection. It is not clear what this means, but it is assumed the plan is to signalize the intersection. This intersection has been analyzed with a signal for the 2025 baseline and 2025 future with development conditions."
 - Why would an engineer state: "It is not clear what this means". What does it mean?
 - When will the intersection be improved?
 - If the project goes forward, how long do local residents need to endure the unacceptable intersection with additional traffic from the proposed complex?

City Response: The City has the intersection of 67th Avenue and 188th Street on their 6-year Transportation Improvement Plan (TIP) to complete a signalized intersection at this location. The traffic engineer made this statement because they were unsure of the City's exact plan, such as lanes, crosswalks, what type of signalization, etc. because the intersection is not currently funded nor have plans been designed. The signalized intersection is required to be constructed with this project.

4. It's clear in this report that the intersection of 67 AVE NE and 188 ST NE has an unacceptable LOS of E. • **It appears the city will approve the build of the apartments before addressing an intersection that is below Arlington Standard. This intersection needs to be addressed before any development/ building which will add to the already congested intersection.**
 - How will this intersection improvement be funded?
 - The Train Delays around these intersections are also ignored and cause unacceptable delays when in operation. With the increasing train activity what is the plan?
 - Please consider a new Traffic study!

The following are some major concerns, being daily road users, that are not addressed by the study:

- Woodlands Way exit has been increasingly congested, were the new warehouses, industrial complexes and apartments on 172nd in operation during the October 2021 study?
- Was the "Pandemic work from home" considered in this study, October 2021?
- Was the Arlington School District open or remote learning during this study?
- There is a school bus stop at the intersection of 67th and Woodlands Way. Has this been addressed?
- Centennial Trail traffic has not been considered for bikers and pedestrians. This trail is heavily used. Bike traffic is very heavy weekends and PM hours in spring and summer. Please consider a new study!
- When bicyclists travel on the Centennial Trail many do not obey the rules of the road and don't yield to traffic on Woodlands Way and 188th intersections. We are eye witnesses! What is proposed to prevent serious injury with the additional 100+ vehicles?
- Is Collision data considered at either intersection? Why or why not?
- Why is a speed study not completed in this report? Are we to assume that all motoring public will obey the posted speed limit of 35 mph?

City Response: The City will only approve the project with the condition that a signalized intersection be installed. The permit process goes as follows: Conditional Use Permit (land use), then Site Civil Construction (improvements completed), then Building Permits. The current project is in the first phase with the Conditional Use Permit.

- *The intersection will be funded by the developer and with the traffic impact fees associated with the project.*
- *The traffic study has met the requirements for submittal and analysis.*
- *The train delays affect all residents and those travelling along the roadway. The train has a sporadic schedule and is spur track that is not considered a main line.*
- *The traffic study considers the information at the time of the study and submittal. The actual cars that used the intersection and roads on the day of the count were the ones that were counted.*
- *It is unpredictable as to how many people were telecommuting or working from an office on any certain day.*
- *The Arlington School District has been completely open during the 2021-2022 school year.*
- *The school bus stop is regulated by the School District. They plan their stops according to the number of kids in a certain location. This development is likely to need bus services as well and will need to work with the school district to find a good location.*
- *The traffic study looks at vehicular, bicycle, and pedestrian traffic. The City will review this comment with the permit decision and will observe the trail crossing at Woodlands Way to provide necessary safety measures.*
- *Collision data is not currently a requirement of a Traffic Impact Analysis. The traffic report is used to ensure that intersections do not become worse and to establish traffic impact fees that are required of the development. If a study show that intersections are impacted and lowers the Level of Service below acceptable levels, then the developments are required to provide improvements.*
- *Citizen speeds vary and traffic studies use the posted speed limits of existing streets for their analysis.*

5. Brierwood Loop appears to be an entrance to the apartment complex. Gleneagle only has 3 exit/entrances for over 1000 homes and only one is controlled at HWY 9. This will add more traffic to Woodlands Way making it difficult to get onto 67th. Woodlands Way and 67th is currently LOS C the lowest of acceptable standards. What is being done to aid the congestion there?

City Response: The City's has established an acceptable level of service of LOS D. The Woodlands Way and 67th Avenue Intersection is currently functioning at a LOS C until 2025 at which time the intersection is predicted to operate at a LOS D, both of which are considered acceptable.

The improvement of Brierwood Loop from Woodlands Way to 188th Street would allow for the new residents of this development to use this roadway to access the new signalized intersection at 67th Avenue and 188th Street and reduce the traffic flow on Woodlands Way. This roadway would also be available to residents of Gleneagle to access the signalized intersection.

6. One hundred and two apartments – This seems like a large amount for these 2 parcels. Where there are apartments, crime tends to follow.
 - Please consider reducing the amount of apartments to alleviate traffic and overflow parking onto 188th and Woodlands Way.
 - Studios are not family friendly. Consider increasing to one and two bedroom to encourage families to rent.
 - Hope for Redesign: duplexes for appeal and they blend better into this section of 67th.

City Response: The apartments are proposed to be rented at market rate. Parking is not proposed along 188th Street or Woodlands Way.

The current zoning of the property allows for mixed-use buildings. The building is allowed to be 3 stories in height and have apartments within the buildings. The buildings are subject to the design standards within the Mixed-Use Development Regulations.

7. PLEASE no gazebo on the corner. They tend to attract undesirable activity.

City Response: The city requires open space within the development and suggested plaza type improvements at this corner for the residents, customers, and trail users. The gazebo is a decision made by the developer on whether they would like to maintain the structure on their property.

8. In the Landscape Plan, it appears that all the mature maple trees lining Woodlands Way will be saved. Thank you. This is very important these trees are an integral part of our community and have lined the entrance to Gleneagle possibly since its inception. They are established. Request to please keep any construction away from the ground as far as the canopies, to ensure their health.

City Response: If possible, the City tries to retain mature trees on properties. However, it is unknown at this time if the trees will be able to remain on the site.