

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26

BEFORE THE HEARING EXAMINER FOR THE CITY OF WOODINVILLE

In the Matter of the Appeal of)
) NO. HEA-09-01
Woodinville Medical Center General)
Partnership) APPLICANT'S WITNESS AND
) DOCUMENT LISTS
Of an Administrative Decision Relating To)
Building Permits BLD08116, BLD08118,)
SDL08020, PROJ08077, and DEV08005)
)
)
)
)
)
)

The applicant, Skony Woodinville, LLC, submits the following lists of witnesses and documents to be presented at the October 1, 2009 hearing on this appeal:

- A. List of Witnesses:
 - 1. Stephen Skony
218 Main Street, # 509
Kirkland, WA 98033
(425) 284-6880
Applicant
 - 2. Jamey Barlet
710 Second Ave., Ste. 1400
Seattle, WA 98104
(206) 245-2068
Architect

- 1 3. Mike Swenson
2 11730 118th Avenue NE, #600
3 Kirkland, WA 98034
4 (425) 821-3665
5 Traffic
6
7 4. Jesse Birchman
8 11730 118th Avenue NE, #600
9 Kirkland, WA 98034
10 (425) 821-3665
11 Traffic
12
13 5. Darren Simpson
14 10900 NE 4th, Ste. 1200
15 Bellevue, WA 98004
16 (425) 818-1684
17 Civil Engineer
18
19 6. Denice Liftin
20 12112 115th Avenue NE
21 Kirkland, WA 98034
22 (425) 821-8448
23 Landscape Architect
24
25 7. Hal Hart
26 17301 133rd Avenue NE
 Woodinville, WA 98072
 (425) 489-2700
 8. Ray Sturtz
 17301 133rd Avenue NE
 Woodinville, WA 98072
 (425) 489-2700
 9. Debra Crawford
 17301 133rd Avenue NE
 Woodinville, WA 98072
 (425) 489-2700
 10. Tom Hansen
 17301 133rd Avenue NE
 Woodinville, WA 98072
 (425) 489-2700

B. List of Documents:

- 1. City of Woodinville file for permits BLD08116, BLD08118, SDL08020, PROJ08077, and DEV08005;
- 2. Transportation Impact Analysis for Woodinville Medical Office Building, January 2009, Transpo Group;
- 3. Memorandum, Transpo Group to Tom Hansen, May 13, 2009;
- 4. Driveway Spacing Diagram;
- 5. Traffic Counts, October 2008; and
- 6. Photographs.

C. Statement as to the status of any mediation entered into by the parties: The parties have discussed potential settlements.

Copies of the documents are attached although the City of Woodinville files are not attached as they have been and are available to all parties.

RESPECTFULLY SUBMITTED, this 24th day of September, 2009

CAIRNCROSS & HEMPELMANN, P.S.

Nancy Baird Rogers, WSBA 26662

for: Donald E. Marcy, WSBA No. 9662
Attorneys for Applicant

Certificate of Service

I, Kristi Beckham, certify under penalty of perjury of the laws of the State of Washington that on September 24, 2009, I caused a copy of the **Applicant's Witness and Document Lists** to be served on the following individual(s) via the methods indicated below:

VIA EMAIL AND FIRST CLASS U.S. MAIL:

City of Woodinville Hearing Examiner
Woodinville City Hall
17301 133rd Avenue NE
Woodinville, WA 98072
rays@ci.woodinville.wa.us
sandyg@ci.woodinville.wa.us

VIA EMAIL:

Woodinville Development Services
Hal Hart, City Director
Woodinville City Hall
17301 133rd Avenue NE
Woodinville, WA 98072
halh@ci.woodinville.wa.us

VIA EMAIL:

Attorneys for Appellant:

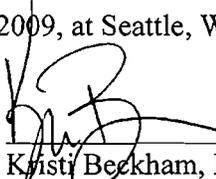
Ms. Amy E. Hughes
Mr. Benjamin Lantz
Keller Rohrback
1201 3rd Ave., Ste. 3200
Seattle, WA 98101-3052
ahughes@kellerrohrback.com
blantz@kellerrohrback.com

VIA EMAIL:

Attorneys for City of Woodinville:

Mr. Greg Rubstello
Ogden Murphy Wallace
2100 Westlake Ctr Twr
1601 5th Ave.
Seattle, WA 98101-3621
grubstello@omwlaw.com

DATED this 24th day of September, 2009, at Seattle, Washington.



Kristi Beckham, Legal Assistant

**2. Transportation Impact Analysis for Woodinville Medical
Office Building, January 2009, Transpo Group**

Transportation Impact Analysis

WOODINVILLE MEDICAL OFFICE BUILDING



Prepared for:
Specialty Contracting, LLC.

January 2009

Prepared by:



11730 118th Avenue NE, Suite 600
Kirkland, WA 98034-7120
Phone: 425-821-3665
Fax: 425-825-8434
www.transpogroup.com

08277.00

Table of Contents

EXECUTIVE SUMMARY	ii
INTRODUCTION.....	1
Project Description.....	1
Study Scope.....	1
EXISTING AND BASELINE CONDITIONS	4
Roadway Network.....	4
Traffic Volumes.....	4
Peak Hour Traffic Operations	7
Traffic Safety.....	7
Transit and Non-Motorized Facilities	8
PROJECT IMPACTS	9
Trip Generation	9
Trip Distribution and Assignment.....	9
Traffic Volume Impact	10
Traffic Operations Impact	10
Site Access	13
Traffic Safety Impacts	13
Transit and Non-Motorized Impacts.....	13
Parking	13
MITIGATION	16
Impact Fees	16
FINDINGS AND RECOMMENDATIONS.....	17

Figures

Figure 1.	Project Vicinity, Study Intersections, & Site Access Location	2
Figure 2.	Site Plan	3
Figure 3.	Existing (2008) Weekday Peak Hour Traffic Volumes	5
Figure 4.	Without-project (2010) Weekday Peak Hour Traffic Volumes	6
Figure 5.	Weekday Peak Hour Project Trip Distribution & Assignment	11
Figure 6.	With-Project (2010) Weekday Peak Hour Traffic Volumes	12
Figure 7.	Sight-Distance at Site Access Driveway	14

Tables

Table 1.	Weekday Peak Hour Intersection LOS – Existing and Future Without-project ...	7
Table 2.	Study Intersection Collision Summary – 2005 to 2007	8
Table 3.	Weekday PM Peak Hour Trip Generation Estimate ¹ – Woodinville Medical Office Building	9
Table 4.	2010 Traffic Volume Impacts at Study Intersections.....	10
Table 5.	Weekday PM Peak Hour Intersection LOS – Future Without and With-Project	10
Table 6.	City of Woodinville Impact Fee Calculations ¹ - PRELIMINARY	16

Executive Summary

This section provides an executive summary of the Transportation Impact Study through a set of frequently asked questions (FAQs).

Where is the project located?

The proposed project is located in the City of Woodinville at 16916 140th Avenue NE. This is located along the east side of 140th Avenue NE immediately south of the intersection with NE 171st Street.

What is the project land use and trip generation?

The proposed project would include the construction of a medical office building totaling approximately 23,400 gross square feet (gsf), and is anticipated to generate 82 weekday PM peak hour trips and 746 weekday daily trips.

What are the existing and future without-project conditions in the study area?

All study intersections currently operate acceptably during the weekday AM and PM peak hours. Under 2010 forecast conditions all study intersections will continue to operate acceptably without the proposed project.

Would the project have any transportation impacts?

All study intersections would continue to operate at the same LOS without or with the proposed project. The addition of project traffic would increase average delays at all study intersections by less than one second during the weekday PM peak hour. As such, they would not likely be noticed by the average user.

Increases in traffic volumes at study intersections would likely result in a proportionate increase in the probability of collisions. The proposed project would have little, if any, impact on existing non-motorized facilities or existing transit service.

The peak parking demand for the proposed project would be served by the proposed on-site parking supply.

What mitigation measures are recommended?

Based on the results of this study, specific off-site mitigation measures are not recommended, nor required, to reduce/offset potential site-generated traffic impacts. General traffic impacts are mitigated through payment of impact fees.

How would the site access operate?

The site access would operate acceptably during the weekday PM peak hour.

Introduction

The purpose of this transportation impact analysis (TIA) is to identify potential traffic-related impacts associated with the proposed Woodinville Medical Office Building. As necessary, mitigation measures are identified that would offset or reduce significant impacts. This report follows the TIA guidelines provided by the City of Woodinville.¹

Project Description

The proposed project is located in the City of Woodinville and would include the construction of a medical office building totaling approximately 23,400 gross square feet (gsf). The project site is located at 16916 140th Avenue NE and is currently occupied by a vacant single family home. Access is proposed via a single driveway onto 140th Avenue NE. A curb cut onto 140th Court NE will provide garbage truck access to refuse containers for site tenants. General purpose traffic to and from the site will be restricted to the 140th Avenue NE access only. On-site parking would supply a total of 99 parking stalls. The project would be constructed and occupied by the beginning of 2010.

The project vicinity is shown in Figure 1 and a preliminary site plan is shown in Figure 2.

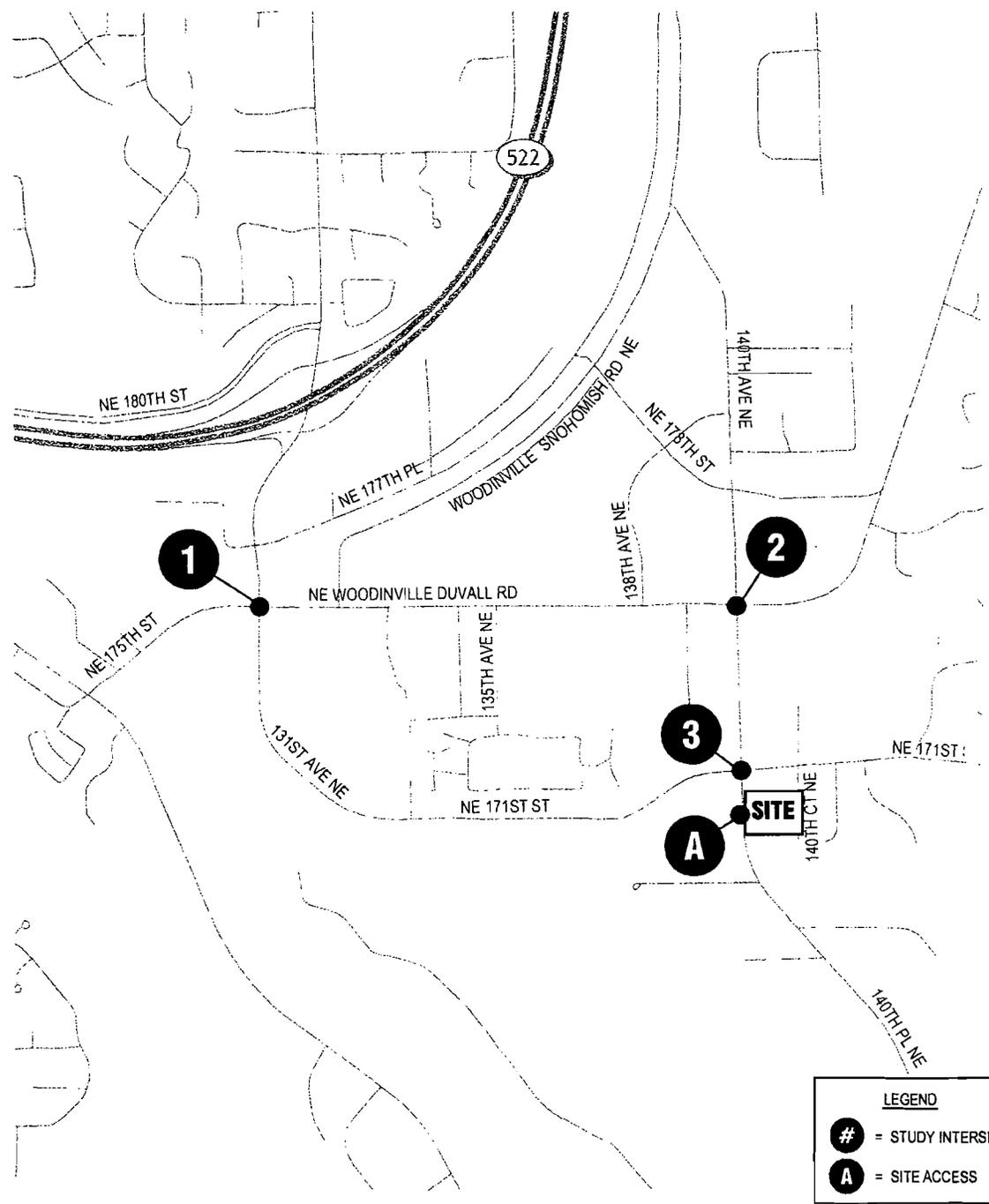
Study Scope

The scope of the analysis is based on discussions with City staff and review of City of Woodinville requirements.¹ Three off-site intersections are included within the study area as shown in Figure 1. The study focused on the weekday PM peak hour since these time periods typically exhibit the worst traffic congestion for area intersections. Conditions in the vicinity of the project site are described, including the roadway network, existing and future peak hour traffic volumes, traffic operations, traffic safety, non-motorized facilities, and transit service. Future traffic volumes were estimated by applying an annual growth rate of 1-percent to background traffic to estimate traffic volumes for buildout year conditions. Future with-project conditions were then estimated by adding project generated trips to the forecast traffic volumes.

¹ City of Woodinville Design Requirements 1-2.1.2, January 18, 2007.



NOT TO SCALE



Project Vicinity, Study Intersections, & Site Access Location

FIGURE

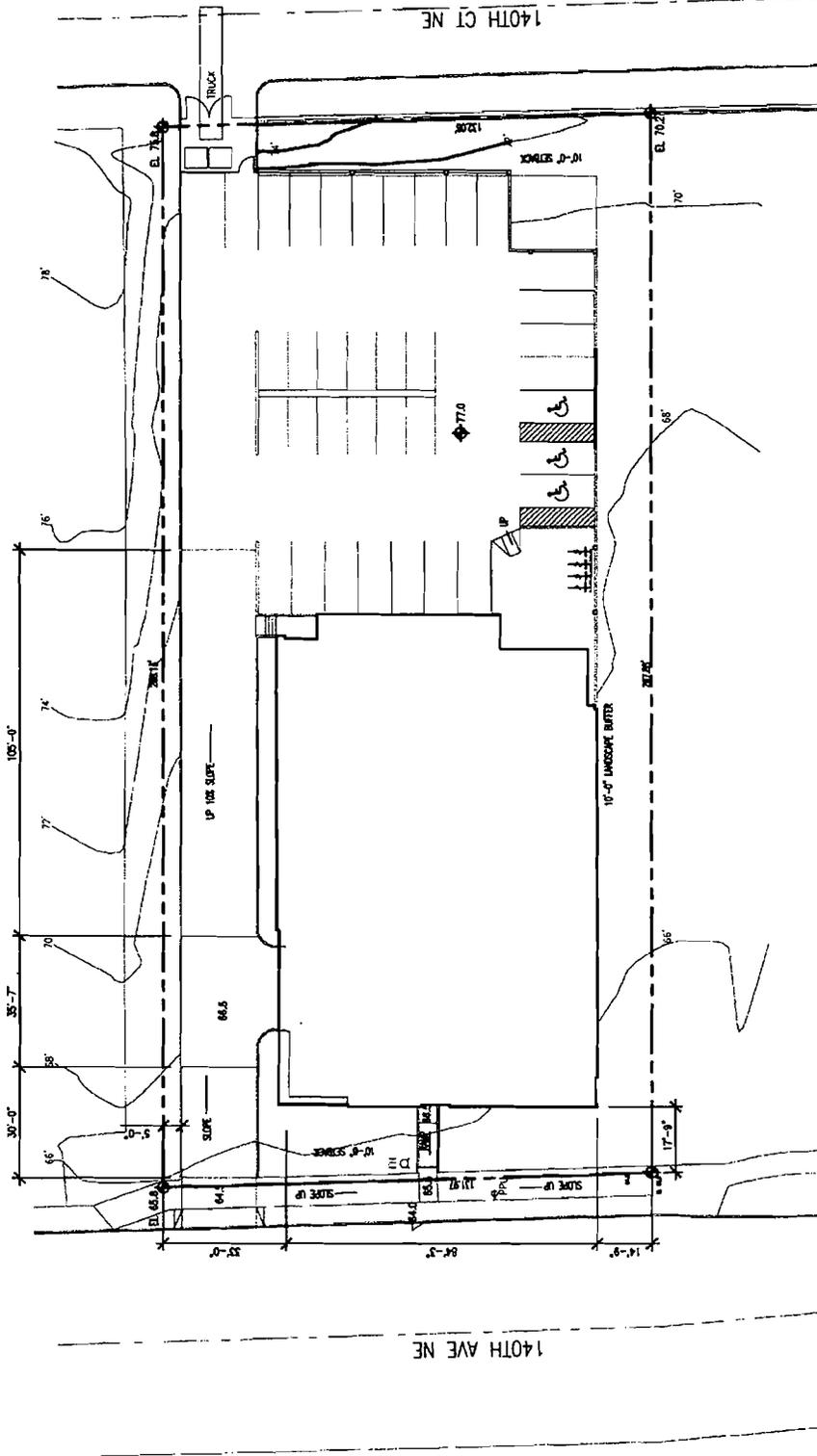
Woodinville Medical Office Building

M:\08\08277 Woodinville MOB\Graphics\CAD\Graphic01 <A> jesseb 11/05/08 08:02



1

← N
NOT TO SCALE



Preliminary Site Plan

Woodinville Medical Office Building

M:\08\08277 Woodinville MOB\Graphics\CAD\Graphic01 melindap 10/30/08 08:48



FIGURE
2

Existing and Baseline Conditions

This section describes both existing conditions and baseline conditions within the identified study area. Study area characteristics are provided for the roadway network, planned improvements, existing and forecasted baseline volumes, traffic operations, traffic safety, and transit and non-motorized facilities.

Roadway Network

The existing roadway network is discussed below, along with planned improvements that would likely be installed before the proposed project buildout year.

Existing Inventory

The existing roadway characteristics in the proposed project vicinity are described in detail below for relevant facilities. Roadway classification is based on the *Existing Street Classification* map shown in the City's Comprehensive Plan.²

NE 175th Street is a three lane principal arterial with a 25 mph posted speed limit within the project vicinity. This roadway provides access to downtown Woodinville. Sidewalks exist along both sides of the roadway.

NE 171st Street is a five lane principal arterial with a 35 mph posted speed limit within the project vicinity. Sidewalks exist along both sides of the roadway.

140th Avenue NE is a five lane principal arterial with a 25 mph posted speed limit within the project vicinity and along the project frontage. South of the project the roadway leaves Woodinville City limits and narrows to two travel lanes and the speed limit increases to 45 mph. Sidewalks exist along both sides of the roadway within City limits.

Planned Improvements

Within the study area, the Bottleneck Relief Project (BNRP) at the SR 202/NE 175th Street/131st Avenue NE intersection is anticipated to be completed before the proposed project would be constructed. This project, which is currently under construction, will provide a second southbound left-turn lane and receiving lane on the eastern leg of the intersection. This project is intended to address the congested conditions that typically occur at this location.

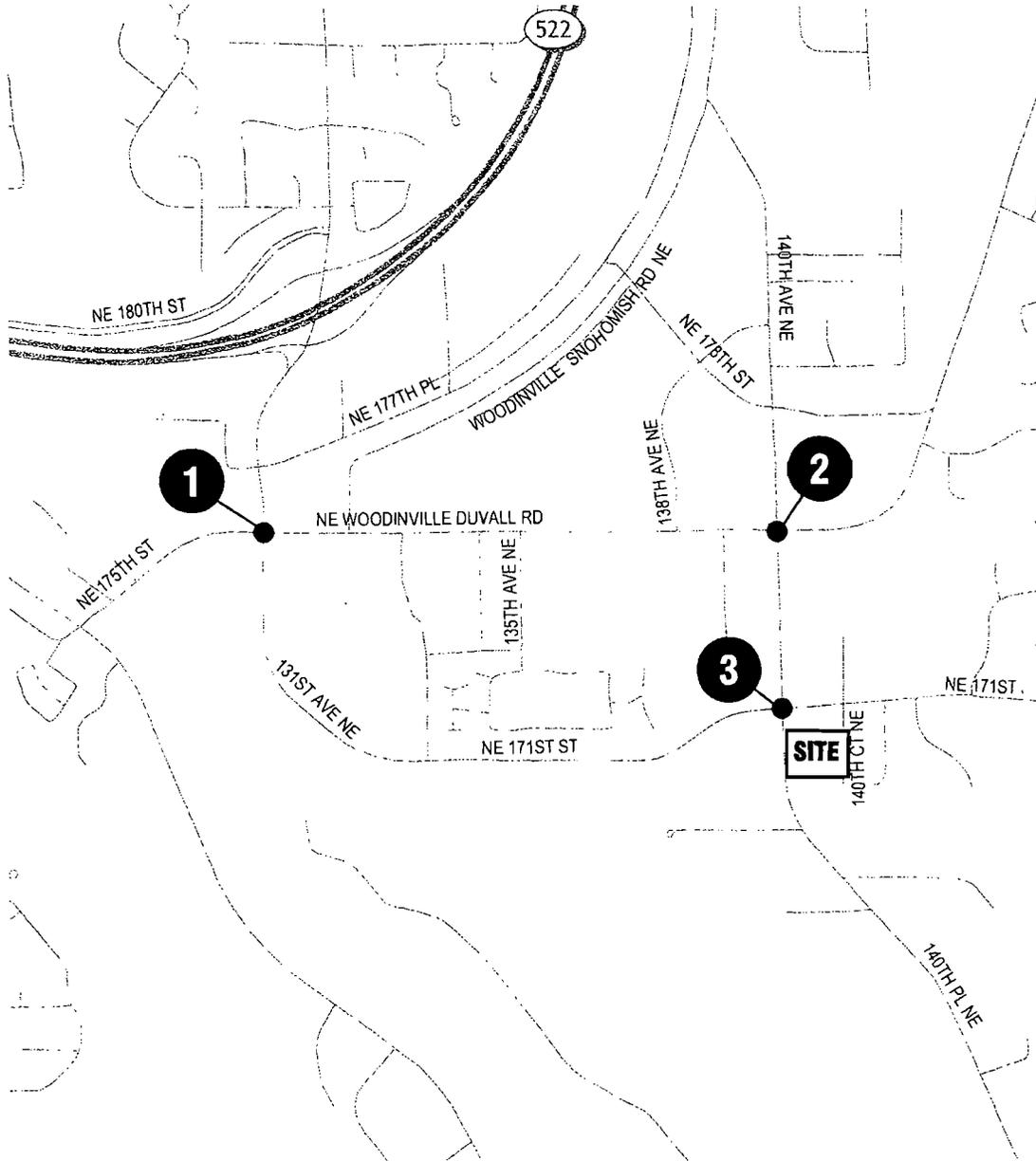
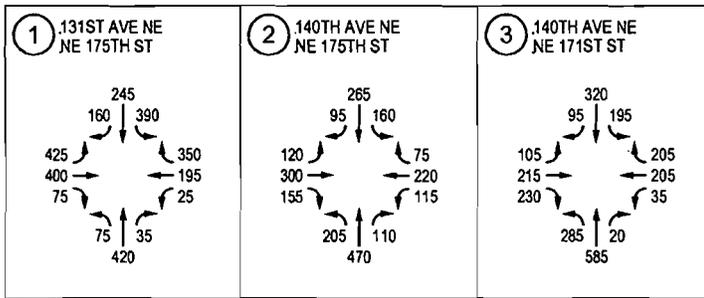
No other roadway or intersection improvements were identified.

Traffic Volumes

The existing roadway volumes are presented along with volume forecasts for the study horizon years. Existing volumes are based on recent traffic counts conducted in October 2008. Future baseline volumes were estimated by applying an annual growth rate of 1-percent to existing volumes based upon forecast traffic volumes for downtown Woodinville.³ Existing and forecast 2010 traffic volumes rounded to the nearest five vehicles are shown in Figure 3 and Figure 4, respectively.

² Figure 9-4 Existing Street Classification, *City of Woodinville Comprehensive Plan* (Amended December 2007).

³ Based upon the Puget Sound Regional Council (PSRC) regional planning model for 2010 conditions.



Existing (2008) Weekday PM Peak Hour Traffic Volumes

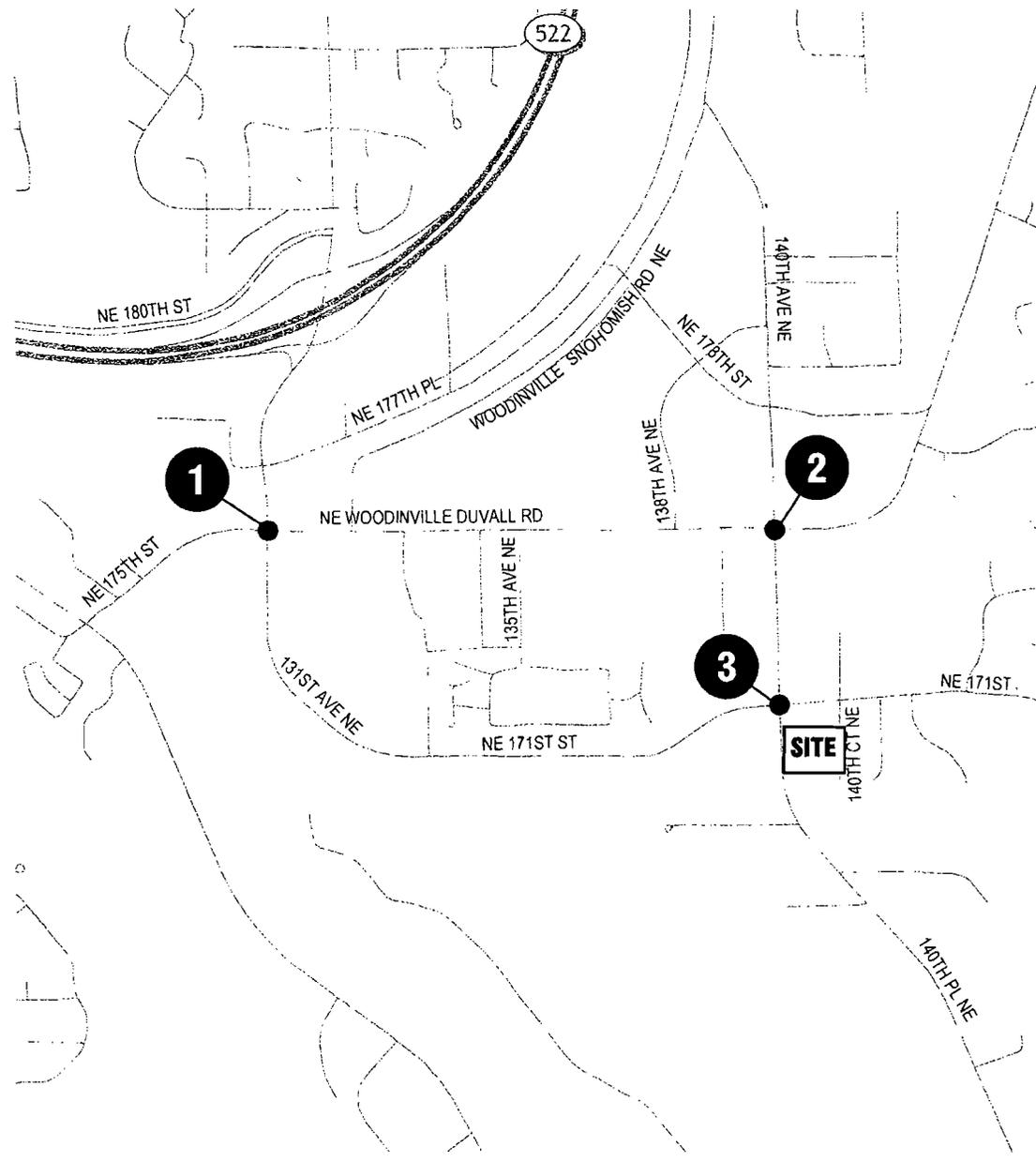
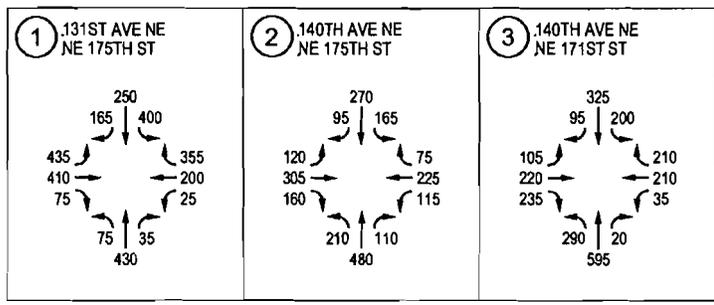
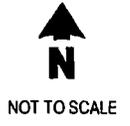
Woodinville Medical Office Building

M:\08\08277 Woodinville MOB\Graphics\CAD\Graphic02 <C> jesseb 01/14/09 14:43



FIGURE

3



Without-project (2010) Weekday PM Peak Hour Traffic Volumes

Woodinville Medical Office Building

M:\08\08277 Woodinville MOB\Graphics\CAD\Graphic02 <D> jesseb 01/14/09 14:43



FIGURE 4

Peak Hour Traffic Operations

The operational characteristics of an intersection are determined by calculating the intersection level of service (LOS). Level of service for intersection operations is described alphabetically (A through F). LOS is based on the calculated average control delay per vehicle and is typically reported for the whole intersection for signalized and all-way stop-controlled intersections, and by movement for two-way, stop-controlled intersections. Control delay is defined as the combination of initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Appendix A provides a more detailed explanation of LOS.

Existing and 2010 without-project peak hour levels of service were calculated at study intersections based on methodologies contained in the Highway Capacity Manual (Transportation Research Board, 2000) as directed by City standards.⁴ Synchro 7.0 (Build 761) was used for the calculations. Results are summarized in Table 1. Detailed LOS worksheets for each intersection analysis are included in Appendix B.

Table 1. Weekday Peak Hour Intersection LOS – Existing and Future Without-project

Intersection	2008 Existing			2010 Without-Project		
	LOS ¹	Delay ²	V/C ³ or WM ⁴	LOS	Delay	V/C or WM
NE 175th St/131st Ave NE-SR 202	D	38.6	0.68	C	30.1	0.66
NE 175th St/140th Ave NE	C	30.9	0.60	C	31.5	0.61
NE 171st St/140th Ave NE	C	30.2	0.59	C	30.7	0.65

1. Level of Service (A – F) as defined by the *Highway Capacity Manual* (TRB, 2000)
2. Average delay per vehicle in seconds.
3. Volume-to-capacity ratio reported for signalized intersections.
4. Intersection approach movement; EB is eastbound, WB is westbound.

All study intersections currently operate at LOS C or better during the weekday PM peak hour. However, the NE 175th Street/131st Avenue NE-SR 202 intersection operates worse than estimated by the analysis. This is due to congestion that currently occurs at the intersection which results in unserved demand not accounted for in the intersection turning movement counts.

For 2010 without-project conditions all locations are anticipated to operate at LOS C and would meet the City's LOS E standard.⁵ Intersection operations at NE 175th Street/131st Avenue NE-SR 202 would be improved by the improvement project at this location which is currently under construction. Because of this improvement, congested conditions would be reduced from existing condition providing additional capacity to handle to total demand volumes.

Traffic Safety

Recent collision records were reviewed within the study area to identify existing traffic safety issues. City staff provided collision data for the three-year period between January 1, 2005 and December 31, 2007. A summary of the total and average annual number of reported collisions at each study intersection is provided in Table 2. The highest number of collisions has occurred at NE 175th Street/131st Avenue NE-SR 202 where an annual average of 2.33 collisions were reported. Future collision rates are likely to see an improvement because of the ongoing improvement project being completed by the City.

⁴ City of Woodinville Design Requirements 1-2.1.2, January 18, 2007.

⁵ City of Woodinville Municipal Code 21.28.070

Table 2. Study Intersection Collision Summary – 2005 to 2007

Intersection	Number of Collisions			Total	Annual Average
	2005	2006	2007		
NE 175th St/131st Ave NE-SR 202	0	1	6	7	2.33
NE 175th St/140th Ave NE	0	1	1	2	0.67
NE 171st St/140th Ave NE	0	2	0	2	0.67

1. Accident rate per Million Entering Vehicles.

Transit and Non-Motorized Facilities

Dedicated bicycle facilities are limited within the project vicinity while sidewalks are provided along both sides of all major roadways within the project vicinity.

Transit service in the study area is provided by King County Metro. Route 236 provides service between Woodinville Park & Ride and Kirkland Transit Center with headways of approximately 30 minutes in each direction. Service is provided between 5:30 AM and 7:30 PM traveling towards Kirkland, and between 5:45 AM and 9:00 PM traveling towards Woodinville. The nearest transit stops are located directly west and directly north of NE 171st Street/140th Avenue NE.

Project Impacts

This section of the analysis documents project-generated impacts on the surrounding roadway network and at study intersections. First, peak hour traffic volumes are estimated, distributed, and assigned to adjacent roadways and intersection within the study area. Next, 2010 volumes are projected and potential impact to traffic volumes, traffic operations, safety, non-motorized facilities, and transit are identified.

Trip Generation

Trip generation estimates for the project were derived from ITE *Trip Generation* (7th Edition). The projects proposed land use is consistent with ITE's Land Use #720 "Medical-Dental Office Building." Based upon the procedures outlined in *Trip Generation*, the regression equation was used to estimate the number of weekday PM peak hour project trips. Traffic volumes collected at the adjacent medical office building⁶ showed trip rates less than those identified in *Trip Generation*. Thus the use of the ITE regression equation is appropriate and conservative. Of the total weekday PM peak hour trips generated, approximately 27-percent would be inbound to the site.

Table 3. Weekday PM Peak Hour Trip Generation Estimate¹ – Woodinville Medical Office Building

Time Period	Size	Trip Generation		
		In	Out	Total
<i>Medical-Dental Office Building (LU #720)</i>	23,400 gsf			
Weekday PM Peak Hour ²		22	60	82
Weekday Daily ³		423	423	846

1. Trip generation estimate is based upon data provided in *Trip Generation* (7th Edition) published by ITE.
 2. Based upon procedures outlined in *Trip Generation*, the regression equation was used to estimate weekday PM peak hour project trips (No. Trips = $\text{Exp}[0.93 \times \text{LN}(x) + 1.47]$, 27-percent inbound). This equates to an equivalent trip rate of 3.53 trips per 1,000 gsf.
 3. Based upon procedures outlined in *Trip Generation*, the average trip rate was used to estimate weekday daily trips (No. Trips = 36.13 per 1,000 gsf).

As shown in Table 3, the project is estimated to generate 75 weekday PM peak hour trips (20 inbound and 55 outbound) and 776 total weekday daily trips (388 inbound and 388 outbound).

Trip Distribution and Assignment

Trip distribution patterns for the project were based upon observed travel patterns at the existing medical office building located immediately adjacent to and north of the project site.⁷ The project trip distribution beyond NE 171st Street/140th Avenue NE was based upon turning movement counts that were collected at the remaining offsite study intersections. The project distribution and assignment of project trips to the roadway network is shown in Figure 5. Trip distribution assumptions were reviewed and approved by City staff during the scoping process.

⁶ Woodinville Medical Center (17000 140th Avenue NE) on October 2, 2008. Observed weekday PM peak hour trip generation rate of 3.31 trips per 1,000 gsf.

⁷ Travel patterns to/from the Woodinville Medical Center (17000 140th Avenue NE) were observed on October 2, 2008.

Traffic Volume Impact

Project traffic was added to future without-project weekday PM peak hour traffic volumes at study intersections. Volumes at the site driveway were estimated using traffic volumes observed at the adjacent NE 171st Street/140th Avenue NE intersection. The resulting 2010 with-project traffic volumes are illustrated in Figure 6. Table 4 summarizes the project impact of volumes at study intersections during the weekday AM and PM peak hours.

Table 4. 2010 Traffic Volume Impacts at Study Intersections

Intersection	Peak Hour Total Entering Vehicles			
	2010 Without-Project	Project Trips	2010 With-Project	Percent Impact
NE 175th St/131st Ave NE-SR 202	2,855	24	2,879	0.8%
NE 175th St/140th Ave NE	2,330	41	2,371	1.8%
NE 171st St/140th Ave NE	2,540	73	2,613	2.9%

As shown in Table 4, the project would contribute the greatest share of traffic at NE 171st Street/140th Avenue NE with traffic volume impact of 2.9-percent. This intersection is immediately adjacent to the project site. The percent of traffic volume impacts at the other study intersections are approximately 0.8 and 1.8-percent.

Traffic volume impacts fall within the range of typical day-to-day fluctuations in traffic volumes. Traffic volumes typically fluctuate about five to ten percent day-to-day depending on factors such as the day of the week, weather conditions, and traffic conditions elsewhere in the roadway network.

Traffic Operations Impact

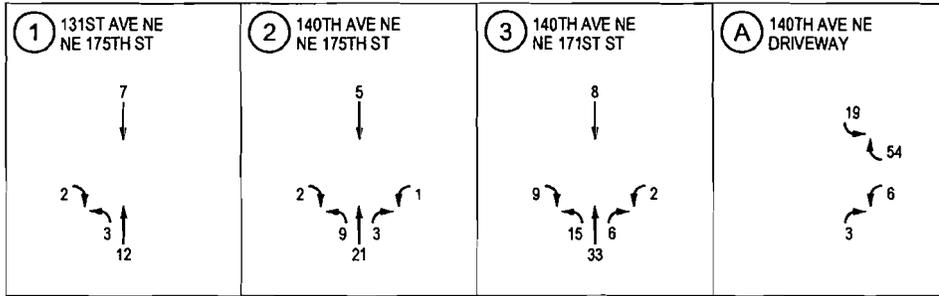
Table 5 compares future without- and with-project traffic operations for the 2010 horizon year. The signal timing parameters used in the 2010 without-project analyses were held constant for the with-project analysis. This provides a conservative analysis since the actuated traffic signal controls would adjust signal timing in response to with-project vehicle demands.

Table 5. Weekday PM Peak Hour Intersection LOS – Future Without and With-Project

Intersection	2010 Without-Project			2010 With-Project		
	LOS ¹	Delay ²	V/C ³ or WM ⁴	LOS	Delay	V/C or WM
NE 175th St/131st Ave NE-SR 202	C	30.1	0.66	C	30.7	0.67
NE 175th St/140th Ave NE	C	31.5	0.61	C	32.1	0.65
NE 171st St/140th Ave NE	C	30.7	0.65	C	31.5	0.67

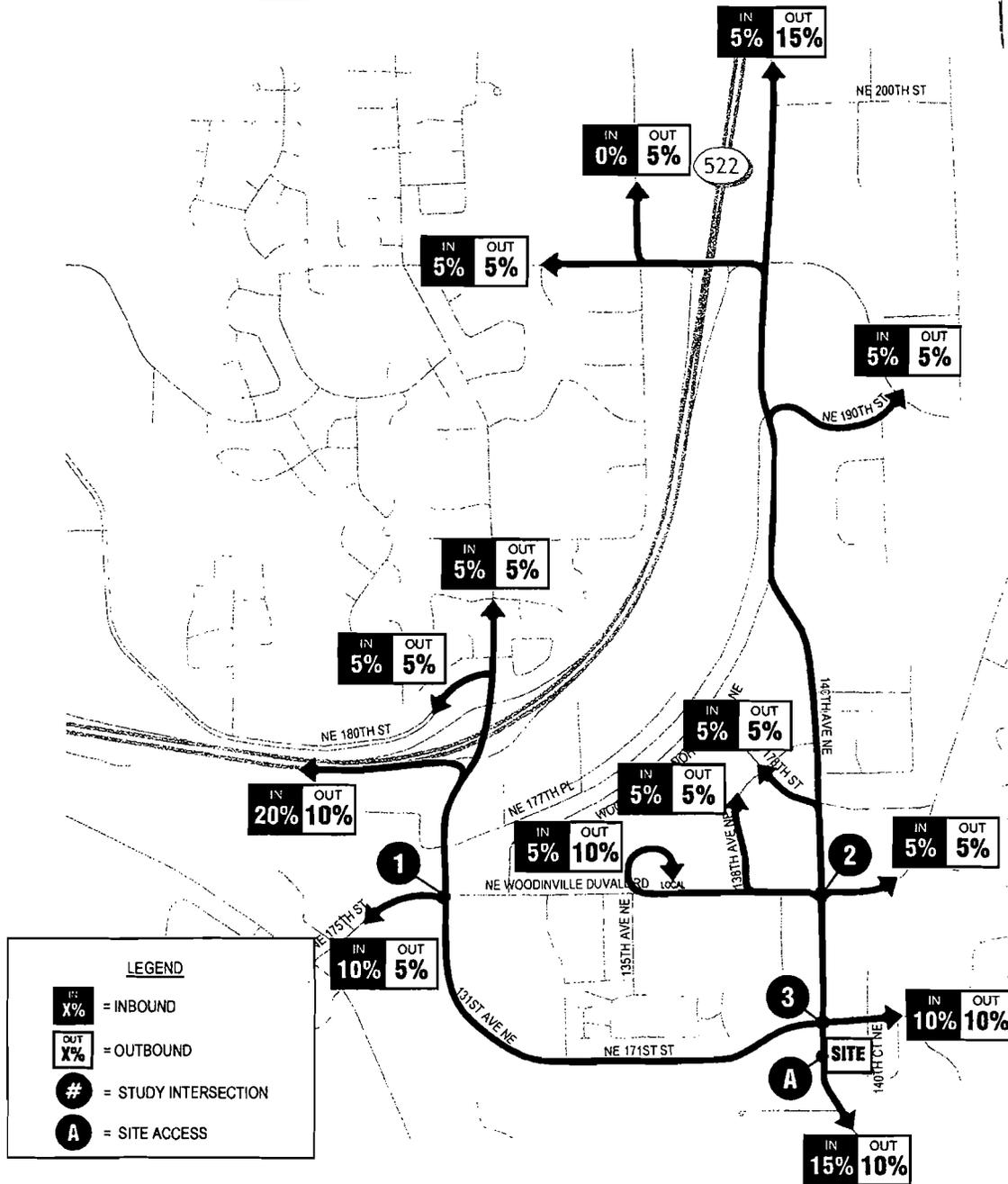
1. Level of Service (A – F) as defined by the *Highway Capacity Manual* (TRB, 2000)
2. Average delay per vehicle in seconds.
3. Volume-to-capacity ratio reported for signalized intersections.
4. Intersection approach movement; EB is eastbound, WB is westbound.

With the addition of project generated traffic, all study intersections would continue to operate acceptably under the same LOS as without-project conditions during the weekday PM peak hour. The addition of project traffic would increase average delays at all study intersections by less than one second during the weekday PM peak hour. The LOS worksheets for the analysis are included in Appendix B.



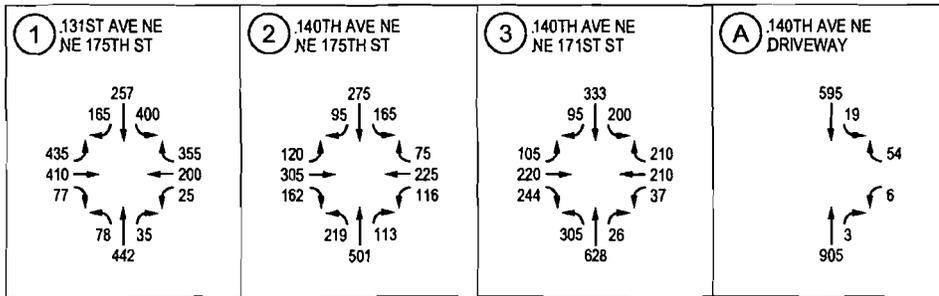
↑
N
NOT TO SCALE

EXHIBIT 2b
PAGE 15 OF 30



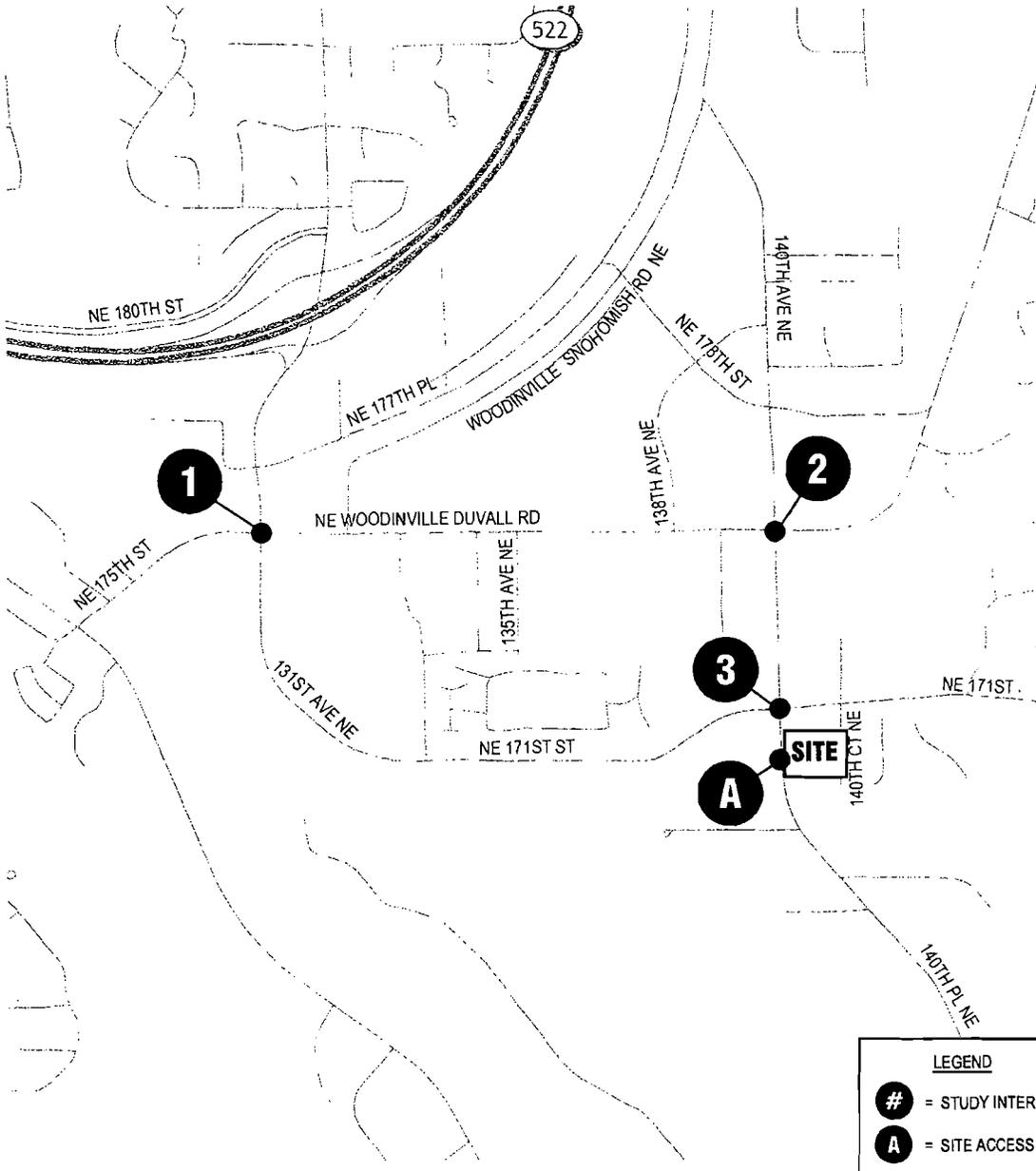
Weekday PM Peak Hour Project Trip Distribution & Assignment
Woodinville Medical Office Building

FIGURE
5



↑
N
NOT TO SCALE

EXHIBIT 2b
PAGE 16 OF 30



With-Project (2010) Weekday PM Peak Hour Traffic Volumes

Woodinville Medical Office Building

M:\08\08277 Woodinville MOB\Graphics\CAD\Graphic02 <F> jesseb 01/14/09 14:43



FIGURE

6

Site Access

As shown in Figure 2, access to the proposed project would be provided from 140th Avenue NE. Site access operations were analyzed for 2010 weekday PM peak hour conditions using the same methodology as described for the off-site study intersection analysis. It is anticipated that the westbound approach of the site access driveway would operate at LOS B during the weekday PM peak hour. The LOS worksheets for the site access analysis are included in Appendix B.

In addition, sight-distance at the driveway was analyzed based upon City requirements.⁸ Based upon these criteria, a sight-distance of 280 feet is available along 140th Avenue NE and the clear-zone shown in Figure 7 should be maintained.

Traffic Safety Impacts

Traffic generated by the proposed project would likely result in a proportionate increase in the probability of collisions. However, it is not anticipated that the addition of project traffic would create a safety hazard or significantly increase the number of reported collisions.

Transit and Non-Motorized Impacts

Although a detailed demand study was not conducted for this project, transit service currently operating in the area is anticipated to accommodate any anticipated increase in ridership demand due to the proposed project. The existing transit stops and route (Route 236) in the immediate area should provide adequate transit access for patrons of the project site.

Pedestrians and bicyclists may account for some trips generated by the proposed project. However, to present a conservative analysis of project impacts at study intersections, it was assumed that no peak hour trips would be attributable to pedestrians or bicyclists. Nevertheless, any increase in pedestrian or bicycle travel would: (1) not adversely impact existing non-motorized facilities; and (2) be a positive impact, reducing traffic volumes, impacts to operations, and safety impacts.

Parking

This section describes parking impacts associated with the project, including an evaluation of the proposed supply compared to the anticipated demand, parking code compliance, and impacts associated with the displacement of existing public parking from the site.

Proposed Parking Supply

On-site parking for approximately 99 vehicles is proposed on the ground floor. Of these, 63 within a garage structure while the remaining 36 would be provided as surface parking.

⁸ Using:

- Standard Drawing 325
- Posted speed limit plus 8 miles per hour (140th Avenue NE design speed = 38 mph)
- Distance per AASHTO *Policy on Geometric Design of Highway and Streets* eqn. 3-2



NOT TO SCALE



Sight-Distance at Site Access Driveway

Woodinville Medical Office Building

M:\0808277 Woodinville MOB\Graphics\CAD\Graphics\01 <F (2)> melindap 11/13/08 14:24



FIGURE

7

Parking Code Requirements

The proposed project is required to provide a minimum number of parking stalls to meet the City of Woodinville Zoning Code. The requirements for parking are outlined in Zoning Code 21.18.030. The proposed project is required to provide 74 parking stalls to meet the code requirements. Therefore, the proposed parking supply of 99 stalls meets code requirements.

Parking Demand Analysis

Peak parking demand was estimated using the average peak parking demand presented in *Parking Generation* and published by ITE. Parking conditions were evaluated for typical weekday conditions. The site's peak parking demand would be 82 parking spaces based on a rate of 3.53 vehicles per 1,000 gross square feet. Therefore, the proposed parking supply of 99 stalls would serve the estimated peak demand.

Mitigation

Mitigation measures have been identified to reduce potential traffic-related impacts generated by the proposed Woodinville Medical Office Building. The City of Woodinville collects mitigation impact fees, and requires off-site intersection improvements where contribution of impact fees would not address any deficiencies. Based on the results of this analysis, no off-site improvements are necessary to mitigate the impacts of the project.

Impact Fees

The City of Woodinville currently collects traffic impact fees to assist in the implementation of planned improvements. Table 6 summarizes the proposed land use, fee schedule, and development totals. This fee should be considered preliminary estimates only.

Table 6. City of Woodinville Impact Fee Calculations¹ - PRELIMINARY

Proposed Land Use	Size	Offsite Trip Rate	Trip Length Factor	Impact Fee Rate	Impact Fee (\$)
Medical Office Building	23,400 sf	3.35 per 1,000	0.85	\$1,966 per trip	\$130,997.53

1. Fee per ordinance #356 – *Transportation Impact Fee Workbook*

Findings and Recommendations

This transportation impact study summarizes the project traffic impacts of the proposed Woodinville Medical Office Building development. The following outlines the general findings of the study.

- The proposed 23,400 gsf medical office building would generate approximately 82 weekday PM peak hour trips and 846 weekday daily trips.
- Project traffic would represent 2.9 percent or less of the 2010 PM peak hour traffic volumes at study intersections.
- All study intersections are anticipated to operate acceptably at LOS C during the PM peak hour in 2010 with or without the project.
- Increases in traffic would likely result in a proportionate increase in the probability of collisions, but would not create a safety hazard or significantly increase the number of reported collisions.
- The proposed project would have little, if any, impact on existing transit service.

EXHIBIT 26
PAGE 11 OF 30

Appendix A: LOS Criteria

Highway Capacity Manual, 2000

EXHIBIT 2b
 PAGE 23 OF 30

Signalized intersection level of service (LOS) is defined in terms of the average total vehicle delay of all movements through an intersection. Vehicle delay is a method of quantifying several intangible factors, including driver discomfort, frustration, and lost travel time. Specifically, LOS criteria are stated in terms of average delay per vehicle during a specified time period (for example, the PM peak hour). Vehicle delay is a complex measure based on many variables, including signal phasing (i.e., progression of movements through the intersection), signal cycle length, and traffic volumes with respect to intersection capacity. Table 1 shows LOS criteria for signalized intersections, as described in the *Highway Capacity Manual* (Transportation Research Board, Special Report 209, 2000).

Table 1. Level of Service Criteria for Signalized Intersections

Level of Service	Average Control Delay (sec/veh)	General Description (Signalized Intersections)
A	≤10	Free Flow
B	>10 - 20	Stable Flow (slight delays)
C	>20 - 35	Stable flow (acceptable delays)
D	>35 - 55	Approaching unstable flow (tolerable delay, occasionally wait through more than one signal cycle before proceeding)
E	>55 - 80	Unstable flow (intolerable delay)
F	>80	Forced flow (jammed)

Source: *Highway Capacity Manual*, Transportation Research Board, Special Report 209, 2000.

Unsignalized intersection LOS criteria can be further reduced into two intersection types: all-way stop-controlled and two-way stop-controlled. All-way, stop-controlled intersection LOS is expressed in terms of the average vehicle delay of all of the movements, much like that of a signalized intersection. Two-way, stop-controlled intersection LOS is defined in terms of the average vehicle delay of an individual movement(s). This is because the performance of a two-way, stop-controlled intersection is more closely reflected in terms of its individual movements, rather than its performance overall. For this reason, LOS for a two-way, stop-controlled intersection is defined in terms of its individual movements. With this in mind, total average vehicle delay (i.e., average delay of all movements) for a two-way, stop-controlled intersection should be viewed with discretion. Table 2 shows LOS criteria for unsignalized intersections (both all-way and two-way, stop-controlled).

Table 2. Level of Service Criteria for Unsignalized Intersections

Level of Service	Average Control Delay (sec/veh)
A	0 - 10
B	>10 - 15
C	>15 - 25
D	>25 - 35
E	>35 - 50
F	>50

Source: *Highway Capacity Manual*, Transportation Research Board, Special Report 209, 2000.

EXHIBIT 2b
PAGE 24 OF 30

Appendix B: LOS Worksheets

HCM Signalized Intersection Capacity Analysis
 1: NE 175th St & 131st Ave NE

Woodinville Medical Office Building
 Existing (2007) Weekday PM Peak Hour

Volume (vph)	120	300	155	115	220	75	205	470	110	160	265	95
Lane Configurations	120	300	155	115	220	75	205	470	110	160	265	95
Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Total Lost time (s)	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	0.95
Flt Protected	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	0.95
Satd. Flow (prot)	1787	3392	1787	3392	1787	3392	1787	3392	1787	3392	1787	3392
Flt Permitted	1787	3392	1787	3392	1787	3392	1787	3392	1787	3392	1787	3392
Satd. Flow (perm)	1787	3392	1787	3392	1787	3392	1787	3392	1787	3392	1787	3392
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	126	316	163	121	222	78	216	495	116	188	279	100
RTOR Reduction (vph)	0	46	0	0	24	0	0	12	0	0	22	0
Lane Group Flow (vph)	126	431	0	121	287	0	216	559	0	168	357	0
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	0%	0%	0%
Turn Type	Prot	Prot	Prot	Prot	Prot	Prot	Prot	Prot	Prot	Prot	Prot	Prot
Protected Phases	5	2	1	6	3	8	7	4				
Permitted Phases	11.7	17.3	11.4	17.0	16.5	21.4	13.8	18.7				
Actuated Green, G (s)	11.7	17.3	11.4	17.0	16.5	21.4	13.8	18.7				
Effective Green, g (s)	0.14	0.21	0.14	0.20	0.20	0.26	0.16	0.22				
Actuated g/C Ratio	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Clearance Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0				
Vehicle Extension (s)	249	589	243	657	348	877	287	773				
Lane Grp Cap (vph)	c0.07	c0.13	0.07	0.08	c0.12	c0.17	0.09	0.10				
v/s Ratio Prot	0.51	0.82	0.50	0.41	0.62	0.68	0.57	0.46				
v/c Ratio	33.4	30.3	33.6	29.1	30.8	28.2	32.3	29.2				
Uniform Delay, d1	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Progression Factor	0.6	1.1	0.6	0.1	2.5	1.8	1.5	0.2				
Incremental Delay, d2	34.0	31.4	34.2	29.2	33.3	30.0	33.8	28.4				
Delay (s)	C	C	C	C	C	C	C	C				
Level of Service	C	C	C	C	C	C	C	C				
Approach Delay (s)	32.0	30.6	30.6	30.6	30.8	30.8	30.0	30.0				
Approach LOS	C	C	C	C	C	C	C	C				
HCM Average Control Delay	30.9											
HCM Volume to Capacity ratio	0.60											
Actuated Cycle Length (s)	83.9											
Intersection Capacity Utilization	61.7%											
Analysis Period (min)	15											
c Critical Lane Group												

M:\08100277 Woodinville MOBAnalysis\Traffic Operations\Synchro_Sim\Traffic2009-01-14\existing.syn
 Synchro 7 - Report
 1/14/2009
 Page 1

EXHIBIT 2b
 PAGE 25 OF 30

HCM Signalized Intersection Capacity Analysis
 2: NE 175th St & 140th PI NE

Woodinville Medical Office Building
 Existing (2007) Weekday PM Peak Hour

Volume (vph)	120	300	155	115	220	75	205	470	110	160	265	95
Lane Configurations	120	300	155	115	220	75	205	470	110	160	265	95
Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Total Lost time (s)	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	0.95
Flt Protected	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	0.95
Satd. Flow (prot)	1787	3392	1787	3392	1787	3392	1787	3392	1787	3392	1787	3392
Flt Permitted	1787	3392	1787	3392	1787	3392	1787	3392	1787	3392	1787	3392
Satd. Flow (perm)	1787	3392	1787	3392	1787	3392	1787	3392	1787	3392	1787	3392
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	126	316	163	121	222	78	216	495	116	188	279	100
RTOR Reduction (vph)	0	46	0	0	24	0	0	12	0	0	22	0
Lane Group Flow (vph)	126	431	0	121	287	0	216	559	0	168	357	0
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	0%	0%	0%
Turn Type	Prot	Prot	Prot	Prot	Prot	Prot	Prot	Prot	Prot	Prot	Prot	Prot
Protected Phases	5	2	1	6	3	8	7	4				
Permitted Phases	11.7	17.3	11.4	17.0	16.5	21.4	13.8	18.7				
Actuated Green, G (s)	11.7	17.3	11.4	17.0	16.5	21.4	13.8	18.7				
Effective Green, g (s)	0.14	0.21	0.14	0.20	0.20	0.26	0.16	0.22				
Actuated g/C Ratio	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Clearance Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0				
Vehicle Extension (s)	249	589	243	657	348	877	287	773				
Lane Grp Cap (vph)	c0.07	c0.13	0.07	0.08	c0.12	c0.17	0.09	0.10				
v/s Ratio Prot	0.51	0.82	0.50	0.41	0.62	0.68	0.57	0.46				
v/c Ratio	33.4	30.3	33.6	29.1	30.8	28.2	32.3	29.2				
Uniform Delay, d1	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Progression Factor	0.6	1.1	0.6	0.1	2.5	1.8	1.5	0.2				
Incremental Delay, d2	34.0	31.4	34.2	29.2	33.3	30.0	33.8	28.4				
Delay (s)	C	C	C	C	C	C	C	C				
Level of Service	C	C	C	C	C	C	C	C				
Approach Delay (s)	32.0	30.6	30.6	30.6	30.8	30.8	30.0	30.0				
Approach LOS	C	C	C	C	C	C	C	C				
HCM Average Control Delay	30.9											
HCM Volume to Capacity ratio	0.60											
Actuated Cycle Length (s)	83.9											
Intersection Capacity Utilization	61.7%											
Analysis Period (min)	15											
c Critical Lane Group												

M:\08100277 Woodinville MOBAnalysis\Traffic Operations\Synchro_Sim\Traffic2009-01-14\existing.syn
 Synchro 7 - Report
 1/14/2009
 Page 2

HCM Signalized Intersection Capacity Analysis
3: NE 171st St & 140th Pl NE

Woodinville Medical Office Building
Existing (2007) Weekday PM Peak Hour

Volume (vph)	108	215	230	35	205	285	585	20	195	320	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.97
Fit Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.95	1.00	0.95
Satd. Flow (prot)	1787	1881	1599	1787	1881	1599	1787	3558	1787	3451	3451
Fit Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.95	1.00	0.95
Satd. Flow (perm)	1787	1881	1599	1787	1881	1599	1787	3558	1787	3451	3451
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	108	222	237	36	211	211	294	603	21	201	330
RTOR Reduction (vph)	0	0	172	0	0	168	0	2	0	0	23
Lane Group Flow (vph)	108	222	65	36	211	43	294	622	0	201	405
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Turn Type	Prot	Perm	Prot								
Protected Phases	7	4	3	6	5	2	1	6			
Permitted Phases											
Actuated Green, G (s)	10.0	23.3	23.3	4.0	17.3	17.3	20.6	22.9	15.2	17.5	17.5
Effective Green, g (s)	10.0	23.3	23.3	4.0	17.3	17.3	20.6	22.9	15.2	17.5	17.5
Actuated g/C Ratio	0.12	0.21	0.27	0.05	0.20	0.20	0.24	0.27	0.18	0.20	0.20
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	209	513	436	84	381	324	431	554	318	707	707
v/s Ratio Prot	0.06	0.12	0.04	0.02	0.11	0.03	0.16	0.17	0.11	0.12	0.12
v/s Ratio Perm											
v/c Ratio	0.52	0.43	0.15	0.43	0.55	0.13	0.68	0.65	0.63	0.57	0.57
Uniform Delay, d1	35.4	25.6	23.5	39.6	30.6	27.9	28.4	27.7	32.5	30.6	30.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.9	0.2	0.1	1.3	1.0	0.1	3.5	1.2	3.0	0.7	0.7
Delay (s)	36.3	25.8	23.6	40.9	31.6	28.0	33.0	28.9	35.5	31.3	31.3
Level of Service	D	C	C	D	C	C	C	C	D	C	C
Approach Delay (s)		26.9			30.6			30.2		32.6	
Approach LOS		C			C			C		C	

HCM Average Control Delay	30.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	85.4	Sum of lost time (s)	15.0
Intersection Capacity Utilization	60.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 Future (2010) Without-Project Weekday PM Peak Hour

HCM Signalized Intersection Capacity Analysis
 Future (2010) Without-Project Weekday PM Peak Hour

1: NE 175th St. & 131st Ave NE

2: NE 175th St & 140th PL NE

Lane Configurations	7	4	3	8	5	2	1	6
Volume (vph)	435	410	75	200	355	75	430	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	0.95	0.97	0.94
Flt Protected	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3433	1819	1770	1863	1583	1736	3432	3296
Satd. Flow (perm)	3433	1819	1770	1863	1583	1736	3432	3296
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	439	414	76	202	359	78	434	35
RTOR Reduction (vph)	0	5	0	0	172	0	6	0
Lane Group Flow (vph)	439	485	0	25	202	167	76	463
Heavy Vehicles (%)	2%	2%	2%	2%	2%	4%	4%	3%
Turn Type	Prot	Prot	Prot	Perm	Prot	Perm	Prot	Prot
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Actuated Green, G (s)	15.6	32.6	2.7	19.7	19.7	4.1	16.3	12.4
Effective Green, g (s)	15.6	32.6	2.7	19.7	19.7	4.1	16.3	12.4
Actuated g/C Ratio	0.20	0.41	0.03	0.25	0.25	0.05	0.20	0.16
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	689	741	60	459	390	89	699	527
v/s Ratio Prot	c0.13	c0.27	0.01	0.11	0.04	c0.14	c0.12	0.10
v/c Ratio	0.86	0.65	0.42	0.44	0.48	0.66	0.77	0.32
Uniform Delay, d1	29.7	19.2	37.9	25.5	25.8	37.7	29.3	32.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.3	2.1	4.6	0.7	0.9	50.7	2.4	6.6
Delay (s)	32.1	21.2	42.5	26.2	26.7	88.4	31.7	39.0
Level of Service	C	C	D	C	C	F	C	D
Approach Delay (s)	26.4		27.2		39.5			30.1
Approach LOS	C	C	C	C	D	D	C	C
HCM Average Control Delay	30.1							
HCM Volume to Capacity ratio	0.66							
Actuated Cycle Length (s)	80.0							12.0
Intersection Capacity Utilization	67.2%							
Analysis Period (min)	15							
c Critical Lane Group								

Lane Configurations	120	305	160	115	225	75	210	480	110	165	270	95
Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Total Lost time (s)	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Flt Protected	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1787	3390	1787	3390	1787	3390	1787	3390	1787	3390	1787	3390
Satd. Flow (perm)	1787	3390	1787	3390	1787	3390	1787	3390	1787	3390	1787	3390
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	126	324	168	121	237	79	221	505	116	174	284	100
RTOR Reduction (vph)	0	49	0	0	24	0	0	12	0	0	21	0
Lane Group Flow (vph)	126	440	0	121	292	0	221	609	0	174	363	0
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	2%	2%	2%	0%	0%
Turn Type	Prot	Prot	Prot	Prot	Prot	Prot	Prot	Prot	Prot	Prot	Prot	Prot
Protected Phases	5	2	1	6	3	8	7	4				
Permitted Phases												
Actuated Green, G (s)	11.8	17.8	11.5	17.5	17.0	22.0	14.3	19.3				
Effective Green, g (s)	11.8	17.8	11.5	17.5	17.0	22.0	14.3	19.3				
Actuated g/C Ratio	0.14	0.21	0.13	0.20	0.20	0.26	0.17	0.23				
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0				
Lane Grp Cap (vph)	246	705	240	703	352	684	302	782				
v/s Ratio Prot	c0.07	c0.13	0.07	0.08	c0.12	c0.18	0.10	0.10				
v/c Ratio	0.51	0.62	0.50	0.42	0.63	0.69	0.58	0.46				
Uniform Delay, d1	34.2	30.9	34.4	29.6	31.4	28.7	32.9	28.7				
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Incremental Delay, d2	0.8	1.2	0.6	0.1	2.5	1.8	1.7	0.2				
Delay (s)	35.0	32.1	35.0	29.7	33.9	30.5	34.5	28.8				
Level of Service	C	C	D	C	C	C	C	C				
Approach Delay (s)	32.7		31.2		31.4		30.6					
Approach LOS	C	C	C	C	C	C	C	C				
HCM Average Control Delay	31.5											
HCM Volume to Capacity ratio	0.61											
Actuated Cycle Length (s)	85.6							15.0				
Intersection Capacity Utilization	62.5%											
Analysis Period (min)	15											
c Critical Lane Group												

EXHIBIT 2b
 PAGE 27 OF 30

HCM Signalized Intersection Capacity Analysis
 1: NE 175th St & 131st Ave NE

Woodinville Medical Office Building
 Future (2010) With-Project Weekday PM Peak Hour

	7	4	3	8	6	5	2	1	6
Lane Configurations	435	410	77	25	200	355	78	442	35
Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Total Lost time (s)	0.97	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Fit Protected	3433	1818	1770	1683	1583	1736	3433	3400	3289
Satd. Flow (prot)	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95
Fit Permitted	3433	1818	1770	1683	1583	1736	3433	3400	3289
Satd. Flow (perm)	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Peak-hour factor, PHF	439	414	78	25	202	359	79	446	35
Adj. Flow (vph)	0	5	0	0	170	0	6	0	0
RTOR Reduction (vph)	439	487	0	25	202	189	79	475	0
Lane Group Flow (vph)	2%	2%	2%	2%	2%	4%	4%	4%	3%
Heavy Vehicles (%)	Prot	Prot	Prot	Prot	Prot	Prot	Prot	Prot	Prot
Turn Type	7	4	3	8	6	5	2	1	6
Protected Phases	15.7	32.7	2.8	19.8	19.8	4.1	16.6	12.4	24.9
Actuated Green, G (s)	15.7	32.7	2.8	19.8	19.8	4.1	16.6	12.4	24.9
Effective Green, g (s)	0.20	0.41	0.03	0.25	0.25	0.05	0.21	0.15	0.31
Actuated g/C Ratio	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Clearance Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Vehicle Extension (s)	870	738	62	458	389	88	708	524	1020
Lane Grp Cap (vph)	c0.13	c0.27	0.01	0.11	0.12	0.05	c0.14	c0.12	0.10
vis Ratio Prot	0.86	0.86	0.40	0.44	0.49	0.90	0.87	0.77	0.33
vis Ratio Perm	29.9	19.4	38.0	25.7	26.0	38.0	29.4	32.7	21.4
Uniform Delay, d1	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Progression Factor	2.3	2.2	4.2	0.7	1.0	62.7	2.5	6.9	0.2
Incremental Delay, d2	32.2	21.6	42.3	25.4	27.0	100.6	32.0	39.6	21.6
Delay (s)	C	C	D	C	C	F	C	D	C
Level of Service	C	C	D	C	C	F	C	D	C
Approach Delay (s)	26.6	27.4	C	C	C	41.6	D	30.3	C
Approach LOS	C	C	C	C	C	D	D	C	C
HCM Average Control Delay	30.7	30.7	C	C	C	C	C	C	C
HCM Volume to Capacity ratio	0.67	0.67	C	C	C	C	C	C	C
Actuated Cycle Length (s)	80.5	80.5	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Intersection Capacity Utilization	67.7%	67.7%	C	C	C	C	C	C	C
Analysis Period (min)	15	15	C	C	C	C	C	C	C
c Critical Lane Group									

HCM Signalized Intersection Capacity Analysis
 2: NE 175th St & 140th Pl NE

Woodinville Medical Office Building
 Future (2010) With-Project Weekday PM Peak Hour

	120	395	182	116	225	75	219	501	113
Lane Configurations	1900	1900	1900	1900	1900	1900	1900	1900	1900
Volume (vph)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Ideal Flow (vphpl)	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Total Lost time (s)	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95
Fit Protected	1787	3388	1787	3440	1770	3441	1805	3471	1805
Satd. Flow (prot)	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95
Fit Permitted	1787	3388	1787	3440	1770	3441	1805	3471	1805
Satd. Flow (perm)	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Peak-hour factor, PHF	126	321	171	122	237	79	231	527	119
Adj. Flow (vph)	0	51	0	0	24	0	12	0	0
RTOR Reduction (vph)	126	441	0	122	282	0	231	634	0
Lane Group Flow (vph)	1%	1%	1%	1%	1%	1%	2%	2%	0%
Heavy Vehicles (%)	Prot	Prot	Prot	Prot	Prot	Prot	Prot	Prot	Prot
Turn Type	5	2	1	6	3	8	7	4	4
Protected Phases	11.9	18.0	11.6	17.7	17.6	23.6	14.4	20.4	20.4
Actuated Green, G (s)	11.9	18.0	11.6	17.7	17.6	23.6	14.4	20.4	20.4
Effective Green, g (s)	0.14	0.21	0.13	0.20	0.20	0.27	0.16	0.23	0.23
Actuated g/C Ratio	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Clearance Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Vehicle Extension (s)	243	696	237	696	356	927	267	808	
Lane Grp Cap (vph)	c0.07	c0.13	0.07	0.08	c0.13	c0.18	0.10	0.11	
vis Ratio Prot	0.52	0.63	0.51	0.42	0.65	0.68	0.59	0.46	
vis Ratio Perm	35.2	31.8	35.4	30.5	32.2	28.7	33.8	28.8	
Uniform Delay, d1	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Progression Factor	0.8	1.4	0.8	0.2	3.0	1.7	1.9	0.1	
Incremental Delay, d2	36.0	33.2	38.2	30.6	35.2	30.3	35.7	29.0	
Delay (s)	D	C	D	C	D	C	D	C	
Level of Service	D	C	D	C	D	C	D	C	
Approach Delay (s)	33.8	33.8	32.2	32.2	31.6	31.6	31.1	31.1	
Approach LOS	C	C	C	C	C	C	C	C	
HCM Average Control Delay	32.1	32.1	C	C	C	C	C	C	
HCM Volume to Capacity ratio	0.62	0.62	C	C	C	C	C	C	
Actuated Cycle Length (s)	87.6	87.6	15.0	15.0	15.0	15.0	15.0	15.0	
Intersection Capacity Utilization	63.3%	63.3%	B	B	B	B	B	B	
Analysis Period (min)	15	15	B	B	B	B	B	B	
c Critical Lane Group									

EXHIBIT 2b
 PAGE 29 OF 30

3. Memorandum, Transpo Group to Tom Hansen, May 13, 2009

MEMORANDUM

Date: May 13, 2009 **TG:** 08277.00
To: Tom Hansen, City of Woodinville
From: Mike Swenson
Jesse Birchman
cc: Stephen Skony – Skony Resources, Inc.
Darren Simpson – DCI Engineers
Subject: Woodinville Medical Office Building – Site Access Sight Distance

This memorandum summarizes the results of our site visit conducted on May 7, 2009. The purpose of this site visit was to review the intersection sight distance that will be available after the development of the site. Specifically, concerns were raised by individuals regarding the intersection sight distance, looking to the south. Observations were made with City staff and ultimately measured by Transpo staff. Original calculations as noted in the TIA were based on a posted speed of 30 mph and a design speed of 38 mph. The posted speed has recently been changed along the frontage from 30 mph back to the original 25 mph.

The observations made in the field showed that to the south, approximately 350 feet of intersection sight distance is available based on AASHTO prescribed methodology. This corresponds to a design speed of 42 mph.¹ Given the posted speed is 25 mph and sight distance is available for a design speed of 42 mph, it is our opinion that adequate sight distance is provided.

If additional information is required, please do not hesitate to call.

M:\08\08277 Woodinville MOB\Documents\Memos\Sight-Distance Memo 2009-05-07.doc



¹ Interpolated between 40 mph 45 mph shown in Woodinville Standard Drawing 325.

4. Driveway Spacing Diagram



NOT TO SCALE



Driveway Spacing

Woodinville Medical Office Building

M:\08\08277 Woodinville MOB\Graphics\CAD\Graphic03 <Exhibit A> jssseb 09/24/09 10:02



EXHIBIT

A

5. Traffic Counts, October 2008

Peak Hour Summary

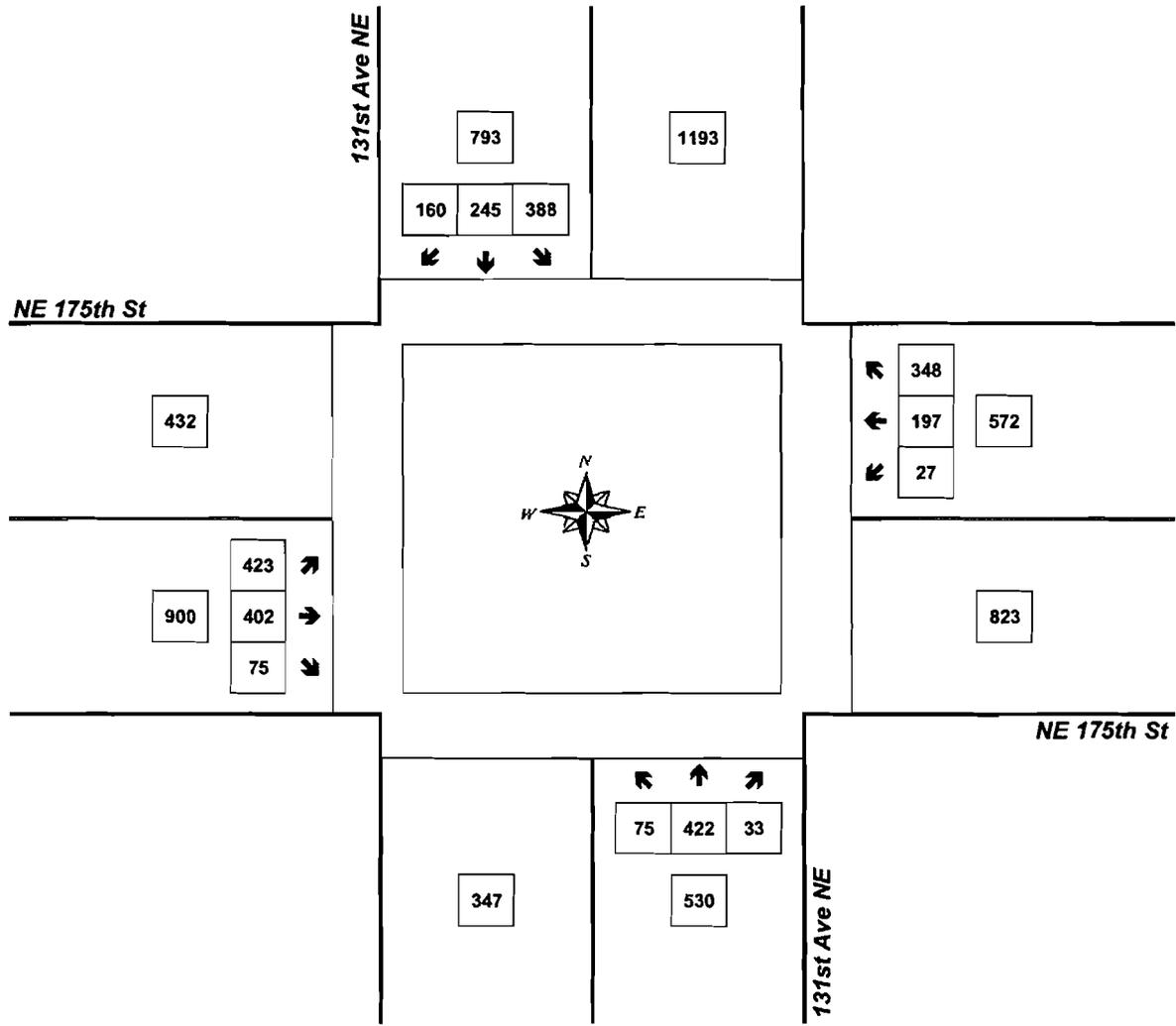


Mark Skaggs
(206) 251-0300

131st Ave NE & NE 175th St

4:00 PM to 5:00 PM

Wednesday, October 15, 2008



Approach	PHF	HV%	Volume
EB	0.90	1.6%	900
WB	0.92	2.1%	572
NB	0.97	3.8%	530
SB	0.85	3.3%	793
Intersection	0.99	2.6%	2,795

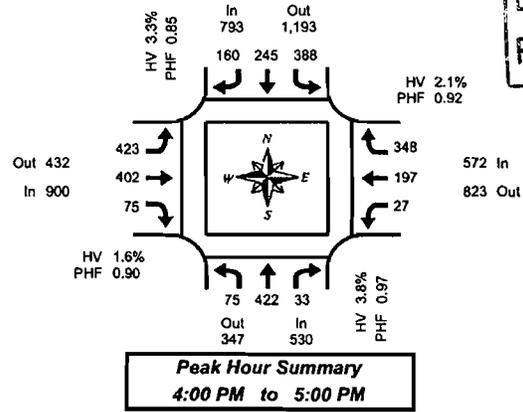
Count Period: 4:00 PM to 6:00 PM

Total Vehicle Summary



Mark Skaggs
(206) 251-0300

EXHIBIT 2e
PAGE 3 OF 7



131st Ave NE & NE 175th St

Wednesday, October 15, 2008
4:00 PM to 6:00 PM

**15-Minute Interval Summary
4:00 PM to 6:00 PM**

Interval Start Time	Northbound 131st Ave NE				Southbound 131st Ave NE				Eastbound NE 175th St				Westbound NE 175th St				Interval Total
	L	T	R	HV	L	T	R	HV	L	T	R	HV	L	T	R	HV	
4:00 PM	17	109	8	9	78	44	36	9	111	113	26	5	8	58	90	5	698
4:15 PM	18	110	8	6	102	88	42	5	92	97	18	2	5	43	83	1	706
4:30 PM	17	100	8	2	99	56	48	4	117	100	20	4	8	49	81	3	703
4:45 PM	23	103	9	3	109	57	34	8	103	92	11	3	6	47	94	3	688
5:00 PM	28	93	6	5	88	68	45	4	109	76	13	5	7	51	87	1	671
5:15 PM	27	89	6	2	88	82	53	7	88	61	13	3	8	45	93	3	653
5:30 PM	15	87	10	1	88	64	34	3	91	77	19	4	6	47	94	1	632
5:45 PM	20	88	7	1	88	88	36	5	77	78	14	0	14	48	94	1	652
Total Survey	165	779	62	29	740	547	328	45	788	694	134	26	62	388	716	18	5,403

**Peak Hour Summary
4:00 PM to 5:00 PM**

By Approach	Northbound 131st Ave NE				Southbound 131st Ave NE				Eastbound NE 175th St				Westbound NE 175th St				Total
	In	Out	Total	HV	In	Out	Total	HV	In	Out	Total	HV	In	Out	Total	HV	
Volume	530	347	877	20	793	1,193	1,986	26	900	432	1,332	14	572	823	1,395	12	2,795
%HV	3.8%				3.3%				1.6%				2.1%				2.6%
PHF	0.97				0.85				0.90				0.92				0.99

By Movement	Northbound 131st Ave NE				Southbound 131st Ave NE				Eastbound NE 175th St				Westbound NE 175th St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	75	422	33	530	388	245	160	793	423	402	75	900	27	197	348	572	2,795
PHF	0.82	0.96	0.92	0.87	0.89	0.70	0.83	0.85	0.90	0.89	0.72	0.90	0.84	0.85	0.93	0.92	0.99

**Rolling Hour Summary
4:00 PM to 6:00 PM**

Interval Start Time	Northbound 131st Ave NE				Southbound 131st Ave NE				Eastbound NE 175th St				Westbound NE 175th St				Interval Total
	L	T	R	HV	L	T	R	HV	L	T	R	HV	L	T	R	HV	
4:00 PM	75	422	33	20	388	245	160	26	423	402	75	14	27	197	348	12	2,795
4:15 PM	86	406	31	16	398	269	169	21	421	365	62	14	26	190	345	8	2,768
4:30 PM	95	385	29	12	384	263	180	23	417	329	57	15	29	192	355	10	2,715
4:45 PM	93	372	31	11	373	271	166	22	391	306	56	15	27	190	368	8	2,644
5:00 PM	90	357	29	9	352	302	168	19	365	292	59	12	35	191	368	6	2,608

Peak Hour Summary

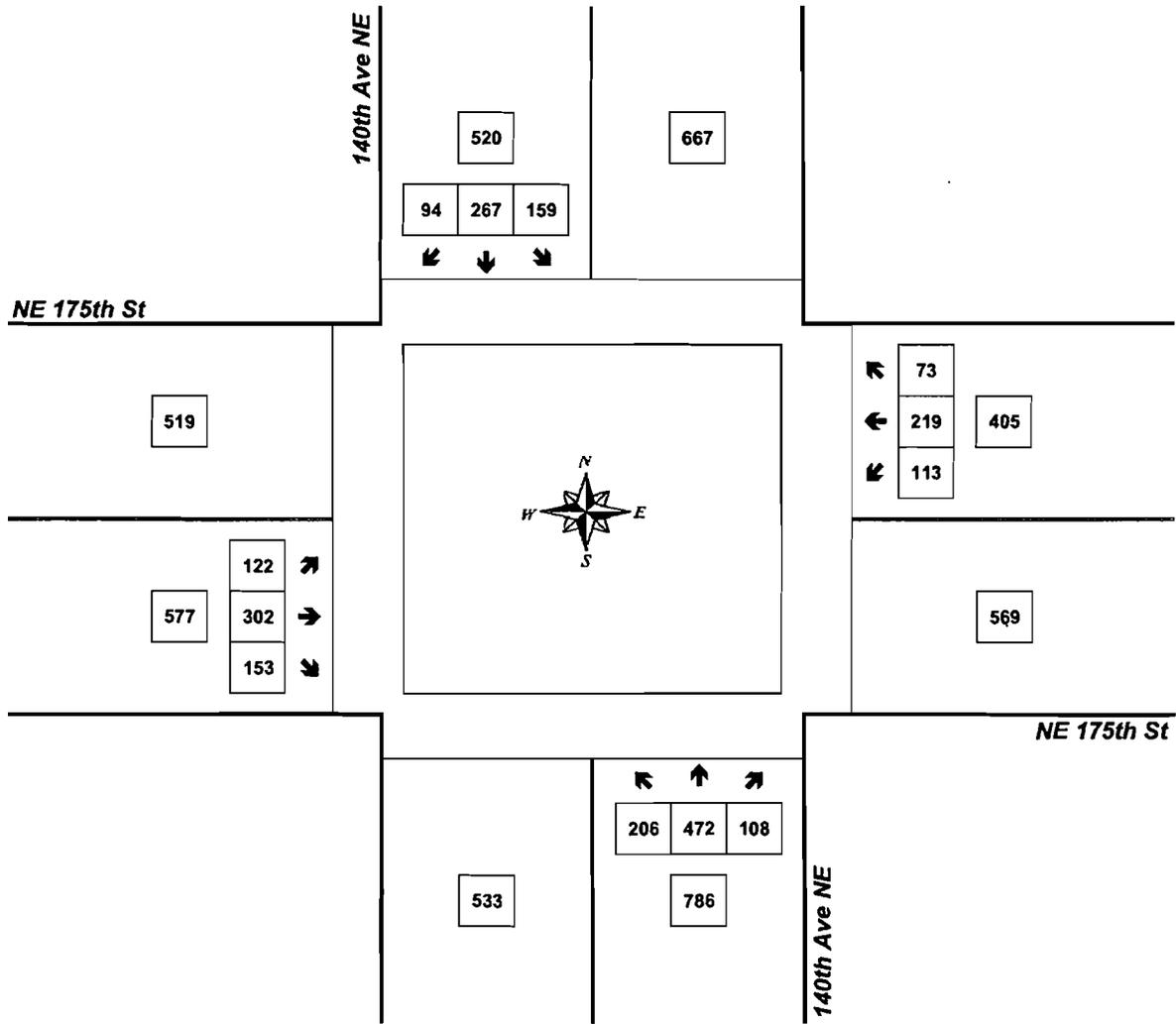


Mark Skaggs
(206) 251-0300

140th Ave NE & NE 175th St

4:45 PM to 5:45 PM

Wednesday, October 15, 2008



Approach	PHF	HV%	Volume
EB	0.90	1.0%	577
WB	0.95	1.2%	405
NB	0.92	2.3%	786
SB	0.94	0.0%	520
Intersection	0.95	1.3%	2,288

Count Period: 4:00 PM to 6:00 PM

Total Vehicle Summary



140th Ave NE & NE 175th St

Wednesday, October 15, 2008

4:00 PM to 6:00 PM

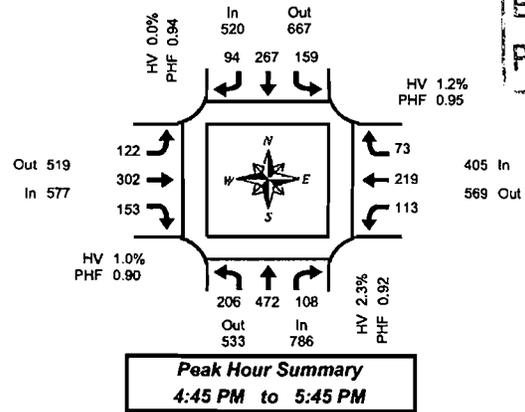


EXHIBIT 2e
PAGE 5 OF 7

15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound 140th Ave NE				Southbound 140th Ave NE				Eastbound NE 175th St				Westbound NE 175th St				Interval Total
	L	T	R	HV	L	T	R	HV	L	T	R	HV	L	T	R	HV	
4:00 PM	62	96	24	5	43	86	25	1	40	93	99	4	33	57	14	1	632
4:15 PM	40	110	27	5	24	45	13	1	30	58	23	0	43	57	12	3	482
4:30 PM	56	115	27	5	41	63	15	2	28	77	43	2	25	58	15	4	563
4:45 PM	57	109	31	7	28	72	23	0	30	71	41	4	24	62	16	0	564
5:00 PM	46	105	25	4	42	71	26	0	30	73	36	0	24	61	22	0	561
5:15 PM	50	134	29	5	45	62	17	0	33	73	29	1	40	42	10	2	564
5:30 PM	53	124	23	2	44	62	28	0	29	85	47	1	25	54	25	3	599
5:45 PM	33	110	34	2	21	61	21	0	32	85	38	3	29	45	13	1	522
Total Survey	397	903	220	35	288	522	168	4	252	615	316	15	243	436	127	14	4,487

Peak Hour Summary

4:45 PM to 5:45 PM

By Approach	Northbound 140th Ave NE				Southbound 140th Ave NE				Eastbound NE 175th St				Westbound NE 175th St				Total
	In	Out	Total	HV	In	Out	Total	HV	In	Out	Total	HV	In	Out	Total	HV	
Volume	786	533	1,319	18	520	667	1,187	0	577	519	1,096	6	405	569	974	5	2,288
%HV	2.3%				0.0%				1.0%				1.2%				
PHF	0.92				0.94				0.90				0.95				0.95

By Movement	Northbound 140th Ave NE				Southbound 140th Ave NE				Eastbound NE 175th St				Westbound NE 175th St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	206	472	108	786	159	267	94	520	122	302	153	577	113	219	73	405	2,288
PHF	0.90	0.88	0.87	0.92	0.88	0.93	0.84	0.94	0.92	0.89	0.81	0.90	0.71	0.88	0.73	0.95	0.95

Rolling Hour Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound 140th Ave NE				Southbound 140th Ave NE				Eastbound NE 175th St				Westbound NE 175th St				Interval Total
	L	T	R	HV	L	T	R	HV	L	T	R	HV	L	T	R	HV	
4:00 PM	215	430	109	22	136	266	76	4	128	299	166	10	125	234	57	8	2,241
4:15 PM	199	439	110	21	135	251	77	3	118	279	143	6	116	238	65	7	2,170
4:30 PM	209	463	112	21	156	268	81	2	121	294	149	7	113	223	63	6	2,252
4:45 PM	206	472	108	18	159	267	94	0	122	302	153	6	113	219	73	5	2,288
5:00 PM	182	473	111	13	152	256	92	0	124	316	150	5	118	202	70	6	2,246

Peak Hour Summary

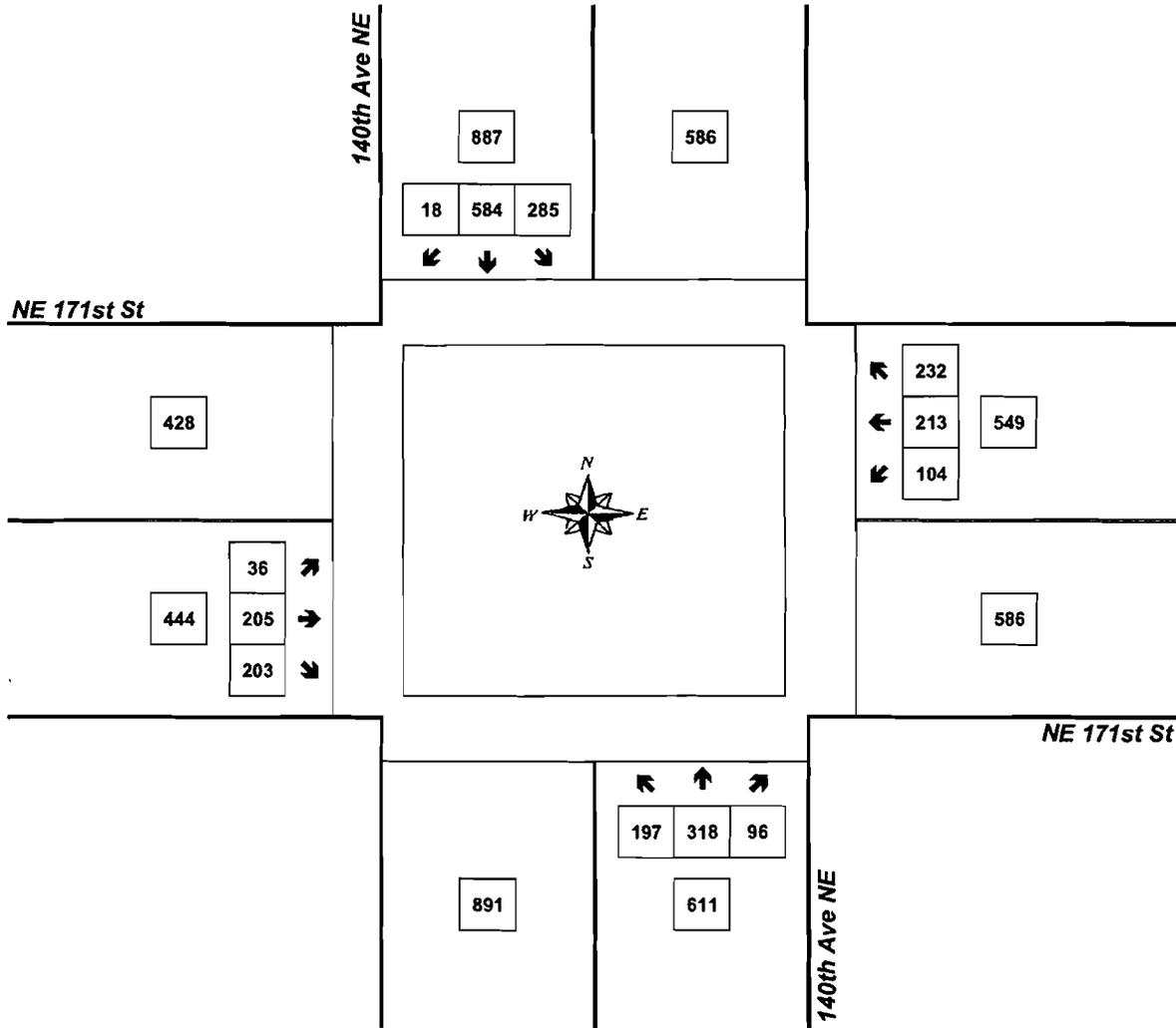


Mark Skaggs
(206) 251-0300

140th Ave NE & NE 171st St

4:45 PM to 5:45 PM

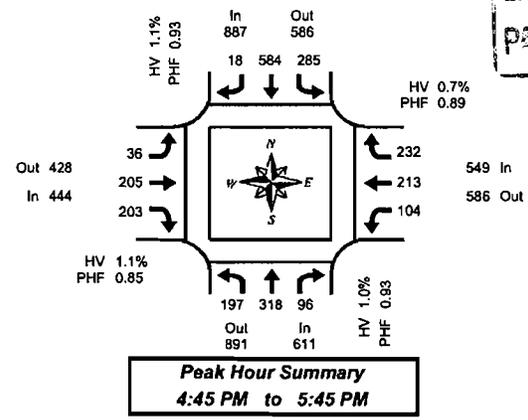
Wednesday, October 15, 2008



Approach	PHF	HV%	Volume
EB	0.85	1.1%	444
WB	0.89	0.7%	549
NB	0.93	1.0%	611
SB	0.93	1.1%	887
Intersection	0.97	1.0%	2,491

Count Period: 4:00 PM to 6:00 PM

Total Vehicle Summary



140th Ave NE & NE 171st St
Wednesday, October 15, 2008
4:00 PM to 6:00 PM

15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound 140th Ave NE				Southbound 140th Ave NE				Eastbound NE 171st St				Westbound NE 171st St				Interval Total
	L	T	R	HV	L	T	R	HV	L	T	R	HV	L	T	R	HV	
4:00 PM	56	78	27	6	66	150	4	7	5	37	44	3	26	49	45	2	587
4:15 PM	39	85	23	3	73	154	5	10	7	35	45	1	19	34	43	2	562
4:30 PM	47	81	26	2	66	130	8	4	12	49	47	2	20	44	50	1	580
4:45 PM	47	92	25	3	73	135	7	5	6	36	55	2	21	53	51	0	601
5:00 PM	50	80	23	1	71	144	3	1	14	58	41	2	32	57	66	2	639
5:15 PM	50	72	27	2	80	153	6	3	8	69	53	1	28	52	44	0	642
5:30 PM	50	74	21	0	61	152	2	1	8	42	54	0	23	51	71	2	609
5:45 PM	60	71	21	1	55	154	5	1	4	23	38	0	21	53	57	2	562
Total Survey	399	633	193	18	545	1,172	40	32	64	349	377	11	190	393	427	11	4,782

Peak Hour Summary
4:45 PM to 5:45 PM

By Approach	Northbound 140th Ave NE				Southbound 140th Ave NE				Eastbound NE 171st St				Westbound NE 171st St				Total
	In	Out	Total	HV	In	Out	Total	HV	In	Out	Total	HV	In	Out	Total	HV	
Volume	611	891	1,502	6	887	586	1,473	10	444	428	872	5	549	586	1,135	4	2,491
%HV	1.0%				1.1%				1.1%				0.7%				1.0%
PHF	0.93				0.93				0.85				0.89				0.97

By Movement	Northbound 140th Ave NE				Southbound 140th Ave NE				Eastbound NE 171st St				Westbound NE 171st St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	197	318	96	611	285	584	18	887	36	205	203	444	104	213	232	549	2,491
PHF	0.99	0.86	0.89	0.93	0.89	0.95	0.64	0.93	0.64	0.74	0.92	0.85	0.81	0.93	0.82	0.89	0.97

Rolling Hour Summary
4:00 PM to 6:00 PM

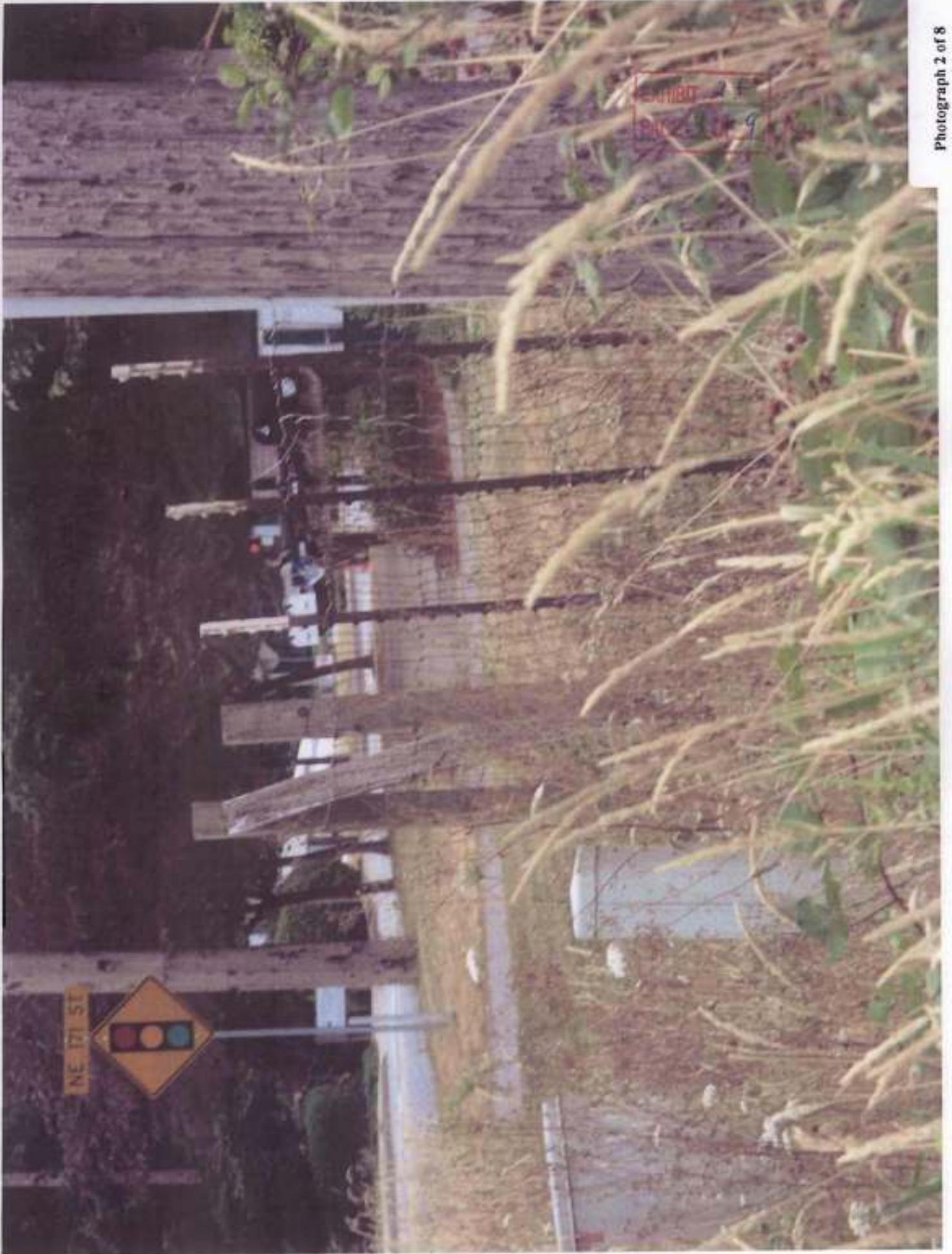
Interval Start Time	Northbound 140th Ave NE				Southbound 140th Ave NE				Eastbound NE 171st St				Westbound NE 171st St				Interval Total
	L	T	R	HV	L	T	R	HV	L	T	R	HV	L	T	R	HV	
4:00 PM	189	336	101	14	278	569	24	26	30	157	191	8	85	180	189	5	2,330
4:15 PM	183	338	97	9	283	563	23	20	39	178	188	7	92	188	210	5	2,382
4:30 PM	194	325	101	8	290	562	24	13	40	212	196	7	101	206	211	3	2,462
4:45 PM	197	318	96	6	285	584	18	10	36	205	203	5	104	213	232	4	2,491
5:00 PM	210	297	92	4	267	603	16	6	34	192	186	3	104	213	238	6	2,452

6. Photographs

EXHIBIT 2f
PAGE 1 OF 9



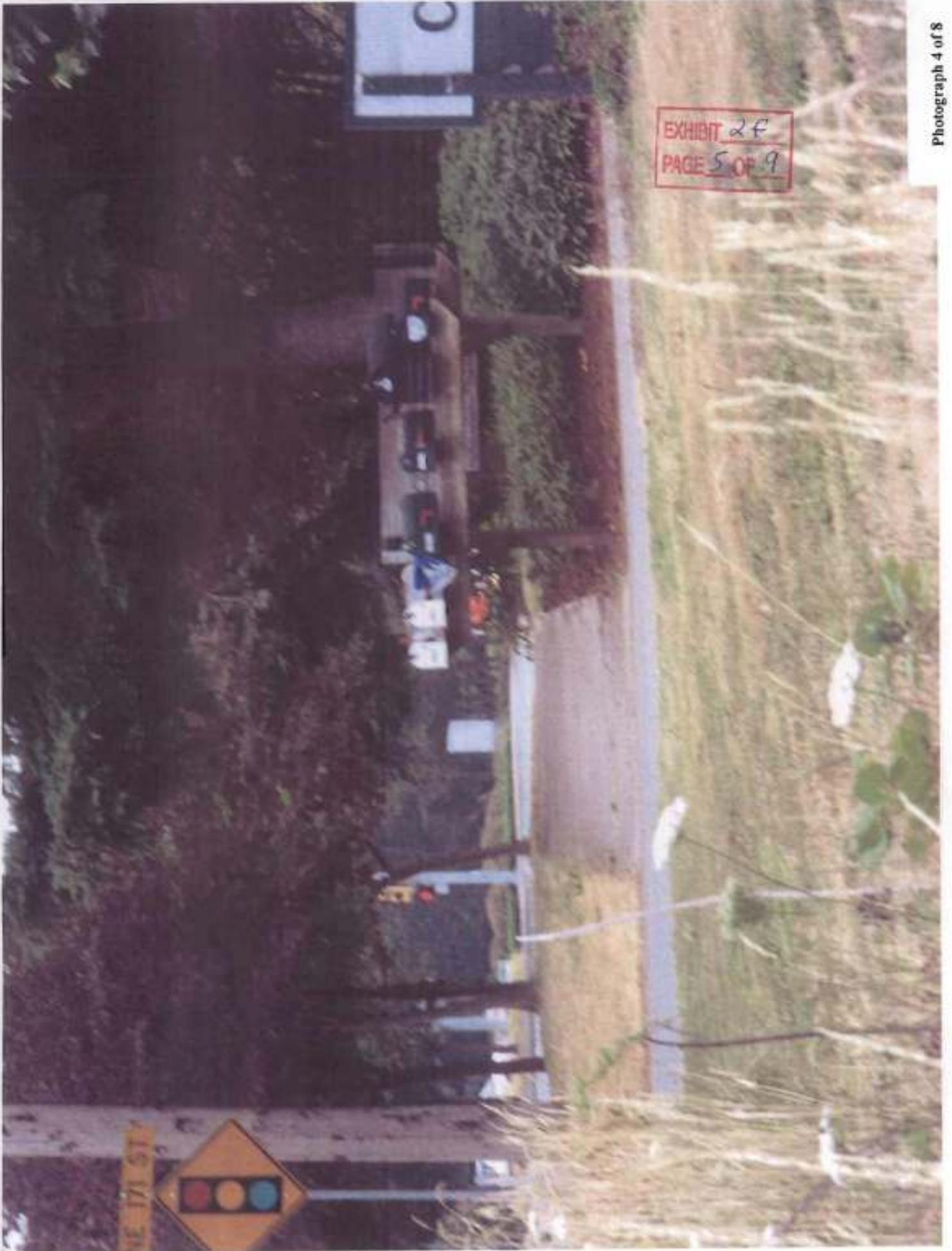
Photograph 1 of 8



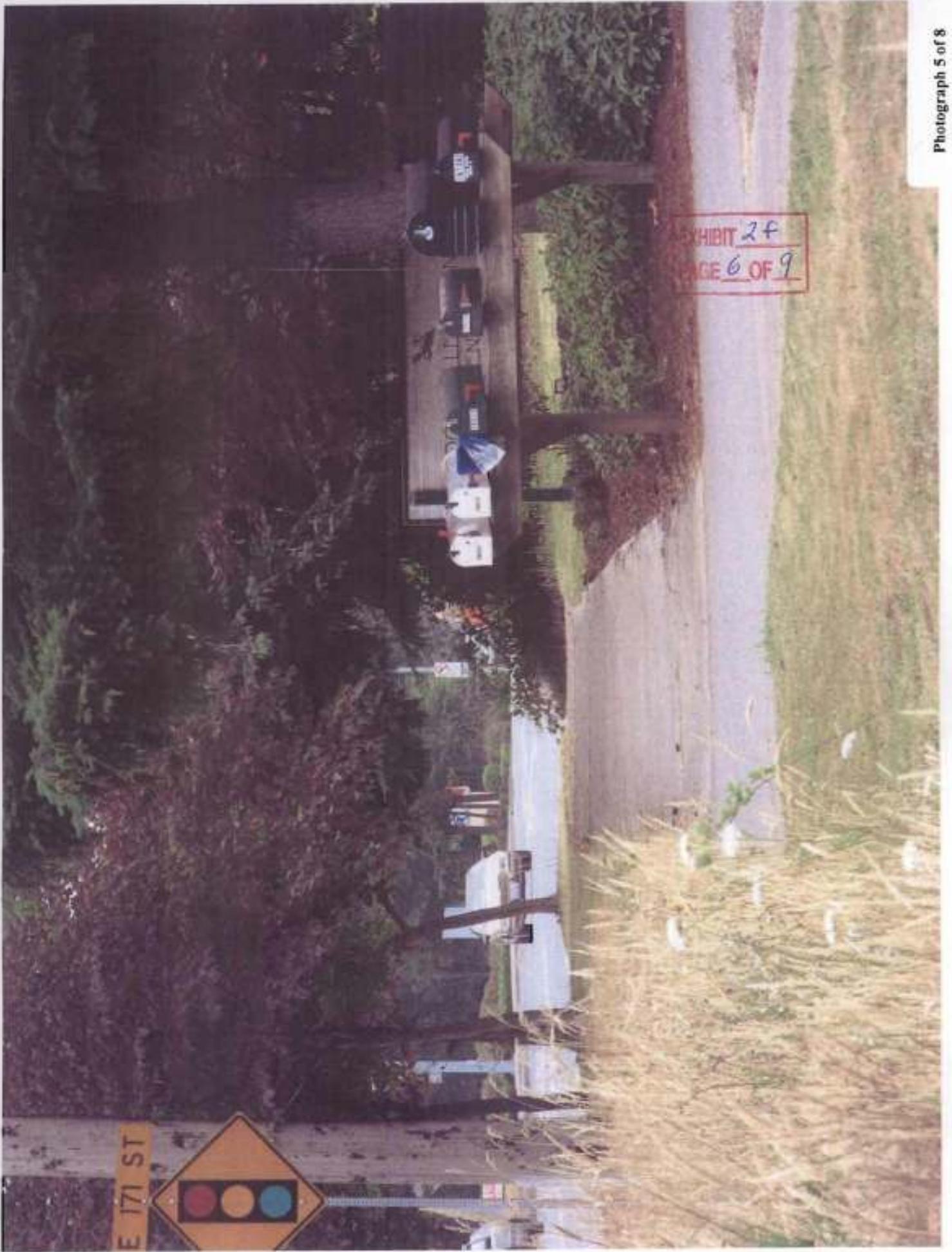
Photograph 2 of 8



Photograph 3 of 8



Photograph 4 of 8



Photograph 5 of 8

EXHIBIT 2f
PAGE 7 OF 9



Photograph 6 of 8



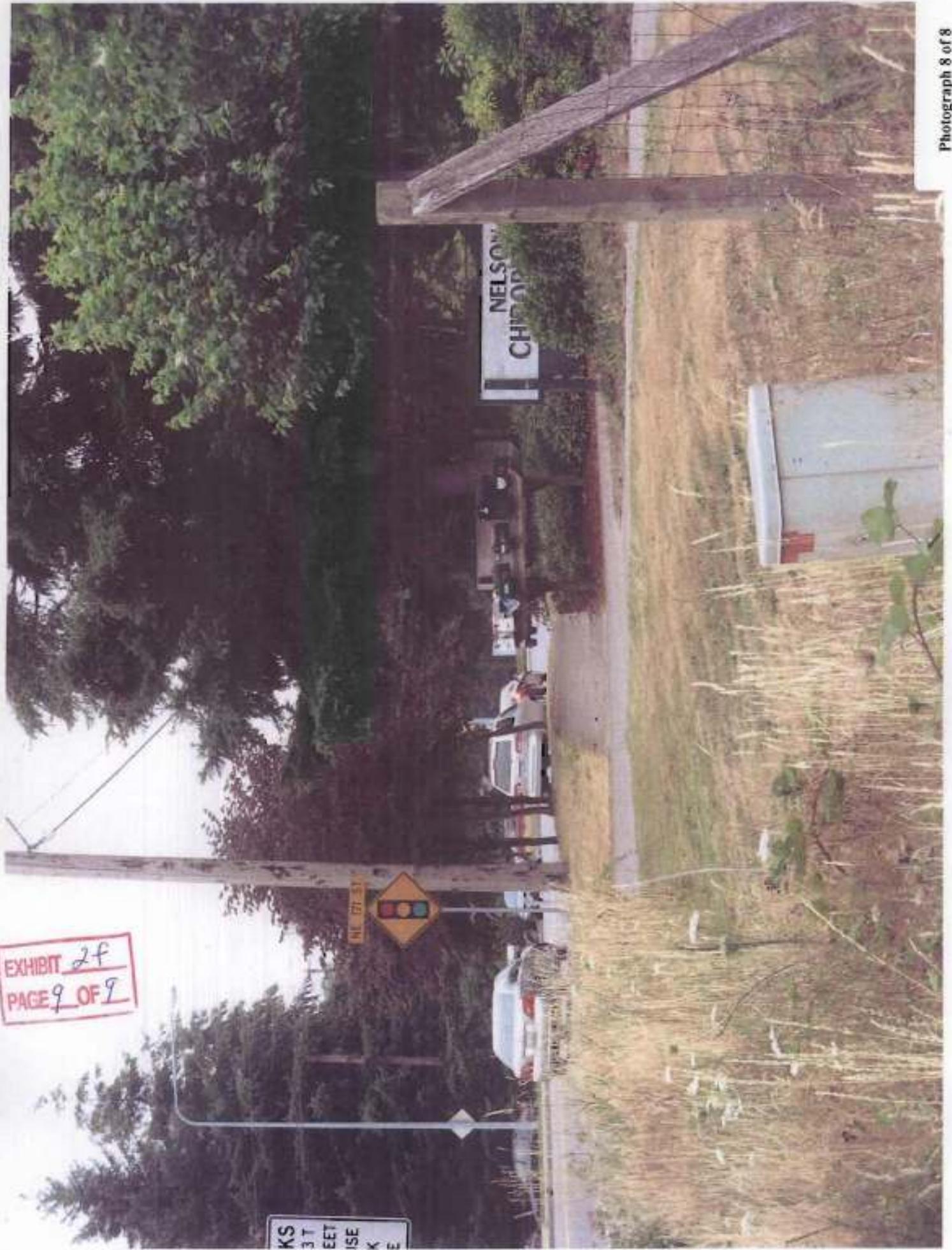
EXHIBIT 2f
PAGE 8 OF 9

TRUCKS
MUST USE
LEFT LANE
WHEN MAKING
RIGHT TURN

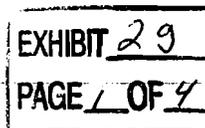
WEST
CITY

Photograph 7 of 8

EXHIBIT 2f
PAGE 9 OF 9



Photograph 8 of 8

Sandy Guinn

From: Kristi Beckham [KBeckham@Cairncross.com]
Sent: Friday, September 25, 2009 8:27 AM
To: Sandy Guinn; Ray Sturtz; Hal Hart
Subject: FW: In the Matter of the Appeal of Woodinville Medical Center General Partnership - HEA 09-01 (PART 1 of 2)
Attachments: Applicant's Witness and Document Lists (Part 1 of 2) (01209216).PDF

Sandy – It just came to my attention that a bounce back error I received re the email I sent yesterday was being held in my spam filter.

I have broken the attachment into two parts labeled Part 1 and Part 2. I will send each part to you in separate emails. Hopefully, it was the size of the email that caused the bounce back.

Please confirm receipt of the attached document.

Thank you.

Kristi Beckham

Legal Assistant
 Cairncross & Hempelmann, P.S.
 524 Second Ave., Ste. 500
 Seattle, WA 98104-2323
kbeckham@cairncross.com
 Direct phone 206-254-4494
 Direct fax 206-254-4594

This email message may contain confidential and privileged information. Any unauthorized use is prohibited. If you are not the intended recipient, please contact the sender by reply email and destroy all copies of the original message. To comply with IRS regulations, we advise you that any discussion of Federal tax issues in this email is not intended or written to be used, and cannot be used by you, (a) to avoid any penalties imposed under the Internal Revenue Code or (b) to promote, market, or recommend to another party any transaction or matter addressed herein.

From: Kristi Beckham
Sent: Thursday, September 24, 2009 12:05 PM
To: 'sandyg@ci.woodinville.wa.us'; 'rays@ci.woodinville.wa.us'; 'halh@ci.woodinville.wa.us'; 'ahughes@kellerrohrback.com'; 'blantz@kellerrohrback.com'; 'grubstello@omwlaw.com'; 'krichards@omwlaw.com'
Cc: Don Marcy
Subject: In the Matter of the Appeal of Woodinville Medical Center General Partnership - HEA 09-01

Clerk of the Hearing Examiner:

Attached please find Applicant's Witness and Document Lists to be filed in connection with the above-referenced cause. The original will follow via first class U.S. mail.

If you have any trouble opening the attached document, please let me know.

Thank you.

Kristi Beckham

Legal Assistant
 Cairncross & Hempelmann, P.S.
 524 Second Ave., Ste. 500

09/25/2009

Seattle, WA 98104-2323
kbeckham@cairncross.com
Direct phone 206-254-4494
Direct fax 206-254-4594

EXHIBIT 29
PAGE 2 OF 4

This email message may contain confidential and privileged information. Any unauthorized use is prohibited. If you are not the intended recipient, please contact the sender by reply email and destroy all copies of the original message. To comply with IRS regulations, we advise you that any discussion of Federal tax issues in this email is not intended or written to be used, and cannot be used by you, (a) to avoid any penalties imposed under the Internal Revenue Code or (b) to promote, market, or recommend to another party any transaction or matter addressed herein.

EXHIBIT 29
PAGE 3 OF 4

Sandy Guinn

From: Kristi Beckham [KBeckham@Cairncross.com]
Sent: Friday, September 25, 2009 8:28 AM
To: Sandy Guinn; Ray Sturtz; Hal Hart
Subject: FW: In the Matter of the Appeal of Woodinville Medical Center General Partnership - HEA 09-01 (PART 1 of 2)
Attachments: Applicant's Witness and Document Lists (Part 2 of 2) (01209217).pdf

Part 2 of 2.

Please confirm receipt.

Kristi Beckham

Legal Assistant
Cairncross & Hempelmann, P.S.
524 Second Ave., Ste. 500
Seattle, WA 98104-2323
kbeckham@cairncross.com
Direct phone 206-254-4494
Direct fax 206-254-4594

This email message may contain confidential and privileged information. Any unauthorized use is prohibited. If you are not the intended recipient, please contact the sender by reply email and destroy all copies of the original message. To comply with IRS regulations, we advise you that any discussion of Federal tax issues in this email is not intended or written to be used, and cannot be used by you, (a) to avoid any penalties imposed under the Internal Revenue Code or (b) to promote, market, or recommend to another party any transaction or matter addressed herein.

From: Kristi Beckham
Sent: Friday, September 25, 2009 8:27 AM
To: 'Sandy Guinn'; 'rays@ci.woodinville.wa.us'; 'halh@ci.woodinville.wa.us'
Subject: FW: In the Matter of the Appeal of Woodinville Medical Center General Partnership - HEA 09-01 (PART 1 of 2)

Sandy – It just came to my attention that a bounce back error I received re the email I sent yesterday was being held in my spam filter.

I have broken the attachment into two parts labeled Part 1 and Part 2. I will send each part to you in separate emails. Hopefully, it was the size of the email that caused the bounce back.

Please confirm receipt of the attached document.

Thank you.

Kristi Beckham

Legal Assistant
Cairncross & Hempelmann, P.S.
524 Second Ave., Ste. 500
Seattle, WA 98104-2323
kbeckham@cairncross.com
Direct phone 206-254-4494
Direct fax 206-254-4594

This email message may contain confidential and privileged information. Any unauthorized use is prohibited. If you are not the intended recipient, please contact the sender by reply email and destroy all copies of the original message. To comply with IRS regulations, we advise you that any discussion of Federal tax issues in this email is not intended or written to be used, and cannot be used by you, (a) to avoid any penalties imposed under the Internal Revenue Code or (b) to promote, market, or recommend to another party any transaction or matter addressed herein.

09/25/2009

EXHIBIT 29
PAGE 4 OF 4

From: Kristi Beckham

Sent: Thursday, September 24, 2009 12:05 PM

To: 'sandyg@ci.woodinville.wa.us'; 'rays@ci.woodinville.wa.us'; 'halh@ci.woodinville.wa.us'; 'ahughes@kellerrohrback.com'; 'blantz@kellerrohrback.com'; 'grubstello@omwlaw.com'; 'krichards@omwlaw.com'

Cc: Don Marcy

Subject: In the Matter of the Appeal of Woodinville Medical Center General Partnership - HEA 09-01

Clerk of the Hearing Examiner:

Attached please find Applicant's Witness and Document Lists to be filed in connection with the above-referenced cause. The original will follow via first class U.S. mail.

If you have any trouble opening the attached document, please let me know.

Thank you.

Kristi Beckham

Legal Assistant

Cairncross & Hempelmann, P.S.

524 Second Ave., Ste. 500

Seattle, WA 98104-2323

kbeckham@cairncross.com

Direct phone 206-254-4494

Direct fax 206-254-4594

This email message may contain confidential and privileged information. Any unauthorized use is prohibited. If you are not the intended recipient, please contact the sender by reply email and destroy all copies of the original message. To comply with IRS regulations, we advise you that any discussion of Federal tax issues in this email is not intended or written to be used, and cannot be used by you, (a) to avoid any penalties imposed under the Internal Revenue Code or (b) to promote, market, or recommend to another party any transaction or matter addressed herein.