

**KELLER ROHRBACK LLP FOR WOODINVILLE MEDICAL CENTER GENERAL
PARTNERSHIP
APPEAL OF
BUILDING AND SITE DEVELOPMENT PERMITS
PROJ08077 AND DEV08005**

EXHIBIT <u>1</u>
PAGE <u>1</u> OF <u>7</u>

**STAFF REPORT AND
RECOMMENDATION
FOR APP09001**

**Prepared by
Thomas E. Hansen, PE
Public Works Director
City of Woodinville**

Appellant:)	Appeal Application
Amy Hughes, Keller Rohrback))	APP09001
Representing Woodinville Medical Center General Partnership)	

I. INTRODUCTION

On December 12, 2008, Collins Woerman, on behalf of Skony Woodinville LLC, applied for building and site development permits for construction of a 22,000 sq. ft., two story medical office building over one level of structured parking. The site address is 16916 140th Avenue NE, Woodinville, King County, Washington 98072. The site is on the east side of 140th Avenue NE, approximately 300 feet south of the intersection of 140th Avenue NE and NE 171st Street near the south city limit of the City of Woodinville. The City of Woodinville Zoning Map designates the subject property as Office, and the proposed medical office development is a permitted use in the Office zone pursuant to WMC 21.08.050A. The City issued the following permits for the project on August 7, 2009:

<u>Permit Number</u>	<u>Type</u>
FIR09019	Fire Sprinkler
PLM09015	Plumbing
MEC09022	Mechanical
DEM09004	Demolition
BLD08116	Building
SDL08020	Site Development

On August 14, 2009, the City of Woodinville received an appeal from Amy E. Hughes of Keller Rohrback LLP, attorneys for the Woodinville Medical Center General Partnership for the issuance of Permits BLD08116 and SDL08020. The Woodinville Medical Center General Partnership owns an existing medical office building at 17000 140th Avenue NE, located on the southeast corner of the intersection of 140th Avenue NE and NE 171st Street, immediately to the north of the proposed Skony Medical Office Building.

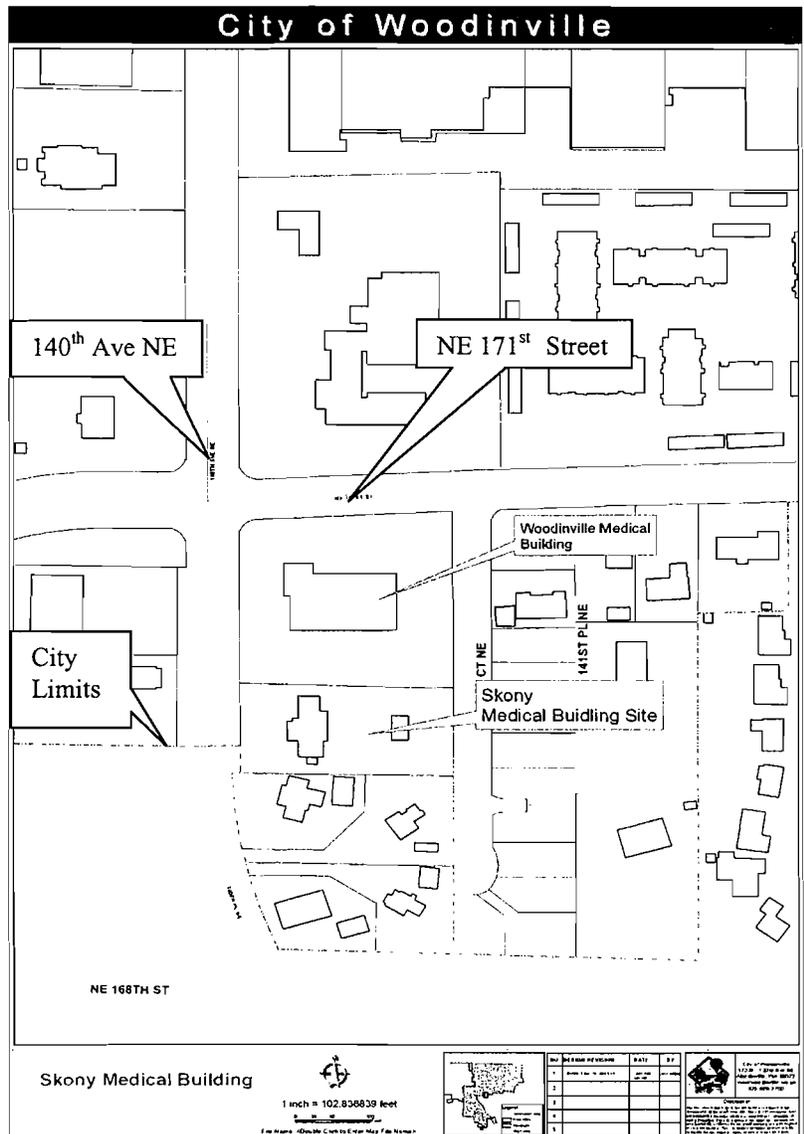


Figure 1: Vicinity Map showing the locations of the proposed Skony Medical Office Building and the existing Woodinville Medical Center Building

II. BACKGROUND

On August 5, 2009, the Public Works Director approved the site development and frontage improvement (civil) plans for the Skony Medical Office Building project, so that the site development and other necessary permits could be issued. The approved plans show a twenty (20) foot wide driveway from the site onto 140th Avenue NE for ingress and egress, approximately ten (10) feet from the northern property line of the project site. Attached is a copy of a plan sheet from the approved plan set titled "Horizontal control and Grading Plan, C-300" as Exhibit 1h.

140th Avenue NE is a Minor Arterial (WMC 12.12.020) with a posted speed limit of 25 mph (WMC 10.06.010) within city limits. At approximately the south property line of the Skony Medical Office Building parcel, 140th Avenue NE is in the jurisdiction of King County. The posted speed limit on this section of 140th Avenue NE is 40 mph. Observations made by the Public Works Director, revealed that vehicles are traveling faster than the 25 mph posted speed as they enter the City and travel past the Skony parcel. They are transitioning in speed

from 40 mph down to the posted limit of 25 mph. At the south end of the Skony parcel, 140th Avenue NE curves to the east with a radius of 716 ft., affecting sight distance of all driveways connecting to 140th Avenue NE on or near this curved roadway. There is a two way left turn lane in front of the Skony parcel and the Woodinville Medical Center. There is a left turn pocket for the north bound traffic heading west bound at the signalized intersection of NE 171st Street and 140th Avenue NE. The number of through lanes transition from one lane (in each direction on 140th Avenue NE in the King County portion of this road), to two (2) lanes each direction as you approach the intersection.

Discussions occurred with the applicant and engineer about the driveway location, as concerns were raised over the available sight distance from the driveway and traffic using 140th Avenue NE. A supplementary memo (Exhibit 1g) was prepared by the applicant's traffic engineer analyzing the sight distance from the driveway, and how it meets the requirements of the City's infrastructure standards. The sight distance from the driveway as-shown on the approved drawings was found to meet the City's standards (Exhibit 1p).

Section 12.09 of the Woodinville Municipal Code (WMC) establishes the "City of Woodinville Public Infrastructure Standards and Specifications, 1998 Edition". The standards were adopted by the Woodinville City Council as Ordinance No. 232 which became effective on April 24, 1999. These are the current infrastructure standards that are required for frontage improvements and access driveways on to the public street system. Section 1-4.6 and 1-4.2.6 of the Standards addresses driveways and sight distance in general, and Section 1-4.6.3 specifically covers commercial driveways. The Standards also allow for deviations to the standards which are approved by the Public Works Director, Section 1-1.8. A copy of the Standards is attached as Exhibit 1e. In addition, infrastructure standard 316 titled "Driveway & Intersection Site Triangles" is included as Exhibit 1e.

Table 1 below provides a summary of the infrastructure standards criteria, standard requirements and what was approved for the subject site development permit (SDL08020).

Table 1 - Infrastructure Standards Summary		
Criteria	Standard Requirement	As Approved for SDL08020
Sight Distance (25 mph posted speed)	200 feet	350 feet
Sight Distance (40 mph posted speed for 140 th Avenue NE in King County)	400 feet	
Width	20 feet to 30 feet	20 feet
Grade	8% maximum	5.5%
Minimum Driveway Spacing	175 feet to 200 feet min.	37 feet
Distance from Intersection	125 feet minimum	270 feet

The driveway at its approved location on the north end of the subject site's west property does not meet the criteria for minimum spacing between driveways. The Skony parcel is only 132 feet wide. It is not possible to locate a driveway on the Skony site that complies with the standard criteria, because the existing driveway is located close enough to the Skony property line, so that the 175 foot minimum cannot be met. In accordance with the City's Infrastructure Standards 1-4.6.3 1a, each parcel (lot) shall be entitled to one access point.

III. APPEAL ISSUES

Amy Hughes and Benjamin Lantz of Keller Rohrback L.L.P. on behalf of Woodinville Medical Center General Partnership have appealed the Director of Development Service's decision on permit numbers BLD08116 and SDL08020 (Exhibit 1a and 1b) as stated below:

APPELLANT'S STATEMENT OF GROUNDS FOR APPEAL AND THE FACTS UPON WHICH THE APPEAL IS BASED

EXHIBIT 1
PAGE 4 OF 7

A. Minor Generator Streets

"The location of the Skony Medical Building's driveway violates Woodinville Ordinance 232. Woodinville Ordinance 232 establishes the minimum driveway spacing as multiple of posted speed for Principal Arterials, Minor Arterials, and Commercial Collectors. Ordinance 232 requires that Minor Generator developments on Principal Arterial Streets have a multiple of 7-8 of the posted speed. The anticipated traffic generated from the Skony Medical Center is 846 vehicles per day, thus classifying it as a Minor Generator. (Jake Traffic Engineer, Inc., Report, June 18, 2009, p. 2). Thus the driveway distance is calculated by multiplying the posted speed limit times 7-8."

B. Speed Limit

"The posted speed limit on NE 140th Avenue is 25 mph. (*Id.*) However, Woodinville believes that this 25 mph on NE 140th Avenue is inaccurate. The county speed limit on NE 140th Avenue south of Woodinville is 45 mph. (*Id.*) Thus the speed goes from 45 mph to 25 mph within the city of Woodinville to 35 mph on NE 171st. (*Id.*) The City speed limit which is in line with Professional Traffic Engineering Criteria is 35 mph. Thus, assuming 35 mph on a Principal Arterial and a Minor Generator street, the minimum driveway distance should be at least 245-280 feet apart. Even accepting, for sake of argument, the inaccurate 25 mph speed limit, the minimum distance between the driveways should be 175-200 feet apart."

C. Distance Violates Ordinance 232

"The distance between the centerline to centerline of the Woodinville Medical Center driveway and the proposed Skony Medical Center driveway is 65 feet. This distance between driveways violates Ordinance 232 by at least 110 feet. The distance threatens the health and safety of the patients, staff and others entering the Woodinville Medical Center's facility."

THE RELIEF SOUGHT, INCLUDING THE SPECIFIC NATURE AND EXTENT

At a minimum, the Woodinville Medical Center General Partnership seeks to have the Skony Medical Center's driveway placed at the southwest corner of the Skony Medical Center's property to maximize the distance between the two facilities' driveways to ensure the safety of all patients and staff using the driveways.

IV. DISCUSSION

An appeal was filed on August 14, 2009. The appellant has standing as they are a party of record for the Skony Medical Office Building project.

From the City's Infrastructure Standards (Exhibit 1e):

Introduction: "Although these Standards are intended to apply uniformly to physical development within Woodinville, they may not apply precisely to all situations. Compliance with these Standards does not relieve the designer of the responsibility of applying conservative and sound professional judgment to protect the safety, health, and welfare of the general public."

Section 1-1.8: "Permissible alternatives different from these Standards may be approved by the Public Works Director upon review of evidence submitted by the applicant that such modifications are in the public interest, that are based upon sound engineering judgment, and that requirements for safety, function, appearance, and maintainability are fully met."

EXHIBIT 1
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Section 1-4.2.6: "Providing adequate sight distance from a street or driveway is of utmost importance for ensuring safe street and driveway operation."

Section 1-4.6.1: "2. The Public Works Director shall have the authority to restrict the number, size, and location of access driveways

Section 1-4.6.3: "1. General a. Each lot shall be entitled to one access point."

As stated earlier, because of the width of the Skony parcel (132 ft+/-) and the location of the Woodinville Medical Center driveway on 140th Avenue NE, it is not physically possible to meet the minimum driveway spacing as a multiple of posted speed limit requirement. Yet, the City is required by Infrastructure Standard Section 1-4.6.3 and law to provide a driveway access from the public road network to the Skony parcel unless access rights are purchased. Consideration was given to accessing the Skony parcel from the public street located on the east side of its property, 140th Court NE. Access to this residential street was denied as the street is too narrow, only 28 feet wide between the curbs. The standard width for this type of high density residential street is 36 feet between curbs. A deviation for a reduction in roadway width was granted when the Montlano plat by Bauer Townhomes, was designed and approved. The deviation was granted on April 13, 2006 to the eleven (11) lot owners who would access 140th Court NE (Exhibit 1m). The road was constructed in 2008 before permits were issued for the Skony Medical Office Building. The Skony parcel needs to be connected to the public road network via 140th Avenue NE, the only other abutting public road to the subject site.

As Table 1 above indicates, 350 feet of sight distance (to the south on 140th Avenue NE) is provided if the driveway is located as shown on the approved plans (Exhibit 1i), driveway is near the north property line of the Skony parcel). The provided sight distance is appropriate for posted speeds of 35 mph and 40 mph. The location of the driveway was placed at the northern location to maximize the sight distance to the south, realizing that while the posted speed limit directly in front of the parcel is 25 mph, cars were approaching this area from the south at a greater speed than 25 mph. This is because the posted speed for the 1.2 mile section of 140th Avenue NE south of the Skony parcel under King County jurisdiction is 40 mph.

If the driveway access location is moved to the south edge of the Skony parcel, as requested by the Appellant, only 230 feet of sight distance to the south is provided, meeting the requirements for posted speed of 25 mph. However, it is the professional judgment of the Public Works Director that this is insufficient and would lead to an unsafe situation. As indicated in the Introduction to the City's Infrastructure Standards, the Infrastructure Standards may not apply precisely to all situations, and the City has the discretion to modify the infrastructure standards to adequately protect the safety, health, and welfare of the general public. In this case, vehicles are traveling faster than 25 mph as they travel past the Skony parcel based on field observations. Consequently, it is the judgment of Skony's Traffic Engineer (Exhibit 1g) and the City's Public Works Director (Exhibit 1p), that sight distance should be maximized for the Skony driveway in accordance with conservative and sound professional judgment to protect the safety, health, and welfare of the general public, even if other requirements for driveway spacing are not met. This judgment is supported by Section 1-4.2.6 from the City's

Infrastructure Standards: "Providing adequate sight distance from a street or driveway is of *upmost importance* for ensuring safe street and driveway operation." The report prepared by Jake Traffic Engineering, Inc. does not adequately address or analyze what the sight distance would be or the impacts caused by the reduction in sight distance if the Skony parcel driveway is moved to the south of its proposed location.

EXHIBIT 1
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The appellant alleges that the distance between the centerline of the driveways of 65 feet threatens the health and safety of the patients, staff and others entering the Woodinville Medical Center facility. The report prepared by Jake Traffic Engineering, Inc. (Exhibit 11 on page 6) states that "—could cause traffic operational problems due to its proximity to the existing driveway serving the Woodinville Medical Center. The Snycho traffic operational review indicates that the 65' spacing is not adequate and could cause operational conflicts." While the driveway spacing is not ideal, the City disagrees with this allegation that driveway spacing alone will cause operational conflicts. This is based on operational experience with similar existing roads within the City as discussed below, and the City is prepared to make modifications to the operation of the public road, if it becomes necessary, because of traffic operational problems.

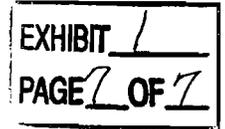
NE 175th Street between 131st Avenue NE and 140th Avenue NE is a Principal Arterial, 3 lane road (one lane each direction with a two way left turn lane) with a posted speed of 25mph. The property adjacent to NE 175th Street is densely developed on both sides of this street as the commercial hub of Woodinville. There are 16 locations along this section of NE 175th Street (7 on the south side, 9 on the north side) where driveways on adjacent parcels do not meet the minimum driveway spacing requirements, as shown in Section 1-4.6.3. This does not include the number of driveways that do not meet the required distances from public road intersections. Traffic accidents do occur along this section of roadway, including some at driveways connecting with NE 175th Street. However, review of the accident data demonstrates that a significant traffic operational issue is not caused by having driveways in close proximity. The location of the Skony parcel driveway is less than ideal, but it is the judgment of the Public Works Director that providing an adequate and safe amount of sight distance at a driveway is more important than providing the minimum required spacing between driveways of abutting parcels.

In the future, if operational problems do occur at this location, the City is prepared to take appropriate measures to eliminate the conflicts and problems. One such measure could be the installation of a c-curb to protect the left turn pocket of the northbound to westbound left turn from 140th Avenue NE to NE 171st Street. Installing this curb would preclude left turns in or out of the Woodinville Medical Center Building, eliminating a significant source of potential conflicts between vehicles using the two adjoining driveways. The Woodinville Medical Center parcel also has driveway access onto NE 171st Street east of the NE 171st Street/140th Avenue NE intersection. The City has the authority to install such measures under its operational duties to operate and maintain public streets (WMC 10.03.010).

The appellant also alleges that the 25 mph posted speed of 140th Avenue NE is inaccurate. The speed limit of 140th Avenue NE is established by WMC 10.06.010 and adopted by the Woodinville City Council as a legislative decision. Neither the Public Works Director nor the Development Services Director has decision-making authority over the establishment of a speed limit on a public road or street within the City of Woodinville. The issue at hand is whether it was proper to make the administrative decision to issue building and site development permits with the driveways to be located 65 feet from the centerline of each other, not the legislative decision to establish a speed limit on a public road or street. This is not the proper forum for such appeal, and therefore, should not be considered as an appealable issue.

V. STAFF RECOMMENDATION TO THE HEARING EXAMINER

Staff recommendation to the Hearing Examiner is to deny the appeal and find the City of Woodinville made the correct administrative decision to issue Building Permit BLD08116 and Site Development Permit SDL08020, to be constructed in accordance with the approved building and civil site plans.



VI. EXHIBITS

- EXHIBIT 1: Staff Report
- EXHIBIT 1a: Appeal Letter dated August 14, 2009
- EXHIBIT 1b: Appeal Application dated August 14, 2009
- EXHIBIT 1c: Notice of Publication
- EXHIBIT 1d: Certified Mail forms and Receipts
- EXHIBIT 1e: Copy of Selected Sections of the City of Woodinville's Transportation Infrastructure Standards and Specifications 1999 Edition as adopted by Ordinance 232
 - Introduction
 - Section 1-1.8 Deviation from Standards
 - Section 1-4.2.6 Sight Distance
 - 1-4.6 Driveways
 - Standard Plan No. 316 Driveway and Intersection Site Triangles
 - Standard Plan No.323 Cement Concrete Driveway Type 2
- EXHIBIT 1f: Transportation Impact Analysis for the Woodinville Medical Office Building prepared by the Transpo Group, dated January 2009
- EXHIBIT 1g: Site Access Sight Distance Memorandum prepared by Transpo Group, dated May 13, 2009
- EXHIBIT 1h: Copy from the civil site plans approved on August 5, 2009 of the plan sheet titled "Horizontal Control and Grading Plan C-300, either 24"x36" or 11"x17" in size
- EXHIBIT 1i: Sight Distance Analysis of proposed Skony Parcel Driveway as permitted, prepared by Thomas E. Hansen, PE, dated September 18, 2009.
- EXHIBIT 1j: Sight Distance Analysis of relocated Skony Parcel Driveway, South Edge of Property, prepared by Thomas E. Hansen, PE, dated September 18, 2009
- EXHIBIT 1k: E-mails sent and received by Thomas E. Hansen, PE, concerning driveways and sight distance for the Skony Medical Office Building
- EXHIBIT 1l: Woodinville Medical Center Site Access Review Letter, prepared by Jake Traffic Engineering Inc., dated June 18, 2009.
- EXHIBIT 1m: Approved Deviation Request for Bauer Townhomes, dated February 15, 2006 and approved on April 13, 2006
- EXHIBIT 1n: Photos of Skony Medical Office Building Site and 140th Avenue NE taken by Thomas E. Hansen, PE, September 18, 2009
- EXHIBIT 1o: Letter from Amy Hughes and Benjamin Lantz of Keller Rohrback, LLP, dated July 22, 2009
- EXHIBIT 1p: Skony Sight Distance Analysis, prepared by Thomas E. Hansen, PE, dated May 14, 2009

LAW OFFICES OF
KELLER ROHRBACK L.L.P.

APP09001

LAURIE B. ASITON ①②③④⑤⑥⑦
IAN S. BIRK
JAMES A. BLOOM ③④⑤⑥⑦
STEPHEN R. BOATWRIGHT ③④⑤⑥⑦
KAREN E. BOXX ⑥
JOHN H. BRIGHT ⑦
GRETCHEN FREEMAN CAPPIO
JASON P. CHUKAS
T. DAVID COPLEY ⑥
ALICIA M. CORBETT ③④⑤⑥⑦
CLAIRE CORDON ⑥
SHANE P. CRAMER ⑥
ROB J. CRICHTON ①
CHLOETHIEL W. DEWESE
MAUREN M. FALECKI ③
JULI FARRIS ③④
RAYMOND J. FARROW
ERIC J. FIERRO ③④⑤⑥⑦
GLEN P. GARRISON ⑥

LAURA R. GERBER
MICHELLE GONZALEZ
GARY A. GOTTO ③④⑤⑥⑦
BENJAMIN GOULD ③④⑤⑥⑦
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HEIDI LANTZ
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ELIZABETH A. LELAND
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JOHN MELLEN ⑥
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AMY PHILLIPS
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ERIN M. RILEY ⑥
ISAAC RUIZ
DAVID J. RUSSELL
MARK D. SAMSON ③④⑤⑥⑦
LYNN LINCOLN SARKO ③④⑤⑥⑦
FREDERICK W. SCHOEPLIN
WILLIAM C. SMART
THOMAS A. STERKEN
KARIN B. SWOPE
HAVILA C. UNREIN
LAURENCE R. WEATHERLY
MARGARET E. WETHERALD ⑥

AMY WILLIAMS-DERRY
MICHAEL WOERNER
BENSON D. WONG
DIANA M. ZOTTMAN

EXHIBIT 1a
PAGE 1 OF 4

- ① ADMITTED IN ARIZONA
- ② ADMITTED IN CALIFORNIA
- ③ ALSO ADMITTED IN ARIZONA
- ④ ALSO ADMITTED IN CALIFORNIA
- ⑤ ALSO ADMITTED IN COLORADO
- ⑥ ALSO ADMITTED IN IDAHO
- ⑦ ALSO ADMITTED IN ILLINOIS
- ⑧ ALSO ADMITTED IN MARYLAND
- ⑨ ALSO ADMITTED IN MICHIGAN
- ⑩ ADMITTED IN NEW YORK
- ⑪ ALSO ADMITTED IN NEW YORK
- ⑫ ALSO ADMITTED IN OREGON
- ⑬ ALSO ADMITTED IN OHIO
- ⑭ ALSO ADMITTED IN WASHINGTON, D.C.
- ⑮ ALSO ADMITTED IN WISCONSIN
- ⑯ NOT ADMITTED IN WASHINGTON
- ⑰ OF COUNSEL

August 14, 2009

VIA CERTIFIED MAIL

Hal Hart
Director of Development Service
City of Woodinville
Woodinville City Hall
17301-133rd Avenue NE
Woodinville, WA 98072

RECEIVED

AUG 17 2009

City of Woodinville

RECEIVED

AUG 17 2009

CITY OF WOODINVILLE
DEVELOPMENT SER

Re: Appeal of Permits Issued for the Skony Medical Building

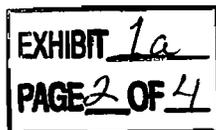
Dear Mr. Hart:

Subject to the Woodinville Municipal Code 17.17, the Woodinville Medical Center General Partnership appeals Permits BLD08118¹ and SDL08020 issued for the Skony Medical Building, issued on August 7, 2009 and the associated permits PROJ08077 and DEV08005. Enclosed is the appeal fee for \$884.00.

I. STANDING

Pursuant to WMC 17.17.030(2)(b), Woodinville Medical Center General Partnership (“the Partnership”) has standing as a party of record. On December 2, 2008, Daniel Gerbitz, the agent of the Partnership, made public comments on behalf of the Partnership at the Woodinville

¹ It is unclear whether the correct building permit is BLD08118 or BLD08116 as the web-based permit site lists the permit number as BLD08116 while the Janet Groak sent to Keller Rohrback stated the permit number was BLD08118.



City Council Meeting regarding the Partnership's concern about safety for patients and traffic congestion caused by the placement of the driveway of the Skony Medical Building. This forum was the only public forum available for comment as no open record public hearing was held for this project, despite WMC 17.11.010(4) which requires a public comment period for Type II project permits. Additionally, on July 22, 2009, the Partnership submitted comments regarding the permit to the City as no public comment period had been held.

II. APPELLANT'S STATEMENT OF GROUNDS FOR APPEAL AND THE FACTS UPON WHICH THE APPEAL IS BASED

A. Minor Generator Streets

The location of the Skony Medical Building's driveway violates Woodinville Ordinance 232. Woodinville Ordinance 232 establishes the Minimum Driveway Spacing as a Multiple of Posted Speed for Principal Arterials, Minor Arterials, and Commercial Collectors. Ordinance 232 requires that Minor Generator developments on Principal Arterial Streets have a multiple of 7-8 of the posted speed. The anticipated traffic generated from the Skony Medical Center is 846 vehicles per day, thus classifying it as a Minor Generator. (Jake Traffic Engineering, Inc. Report, June 18, 2009, p. 3). Both NE 171st Street and NE 140th Avenue are Principal Arterial Streets. (Jake Traffic Engineering, Inc. Report, June 18, 2009, p. 2). Thus, the driveway distance is calculated by multiplying the posted speed limit times 7-8.

B. Speed Limit

The posted speed limit on NE 140th Avenue is 25 mph. (*Id.*) However, Woodinville Medical believes that this 25 mph on NE 140th Avenue is inaccurate. The county speed limit on NE 140th Avenue south of Woodinville is 45 mph. (*Id.*) Thus, the speed goes from 45 mph to 25 mph within the city of Woodinville to 35 mph on NE 171st. (*Id.*) The City speed limit which is in line with Professional Traffic Engineering Criteria is 35 mph. Thus, assuming 35 mph on a Principal Arterial and a Minor Generator street, the minimum driveway distance should be at least 245-280 feet apart. Even accepting, for the sake of argument, the inaccurate 25 mph speed limit, the minimum distance between the driveways should be 175-200 feet apart.

C. Distance Violates Ordinance 232

The distance between the centerline to centerline of the Woodinville Medical Center driveway and the proposed Skony Medical Center driveway is 65 feet. This distance between driveways violates Ordinance 232 at least 110 feet. The distance threatens the health and safety of the patients, staff and others entering the Woodinville Medical Center's facility.

EXHIBIT 1a
PAGE 3 OF 4

KELLER ROHRBACK L.L.P.

III. THE RELIEF SOUGHT, INCLUDING THE SPECIFIC NATURE AND EXTENT

At a minimum, the Woodinville Medical Center General Partnership seeks to have the Skony Medical Center's driveway placed at the southwest corner of the Skony Medical Center's property to maximize the distance between the two facilities' driveways to ensure the safety of all patients and staff using the driveways.

Best regards,



Amy E. Hughes & Benjamin Lantz
Attorneys for the Woodinville Medical Center

AEH:aeh

cc: Daniel Gerbitz

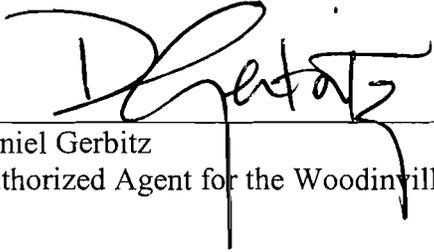
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EXHIBIT 1a
PAGE 4 OF 4

KELLER ROHRBACK L.L.P.

The Woodinville Medical Center has read this appeal and believes the contents to be true and accurate.

By: _____


Daniel Gerbitz
Authorized Agent for the Woodinville Medical Center



**City of Woodinville
Appeal to Hearing Examiner on an
Administrative Interpretation/Determination
By a City of Woodinville Department Director**

**EXHIBIT 1b
PAGE 1 OF 1**

**Development Services Department
425-489-2754 • 17301 133rd Avenue NE • Woodinville, WA 98072
Desk Hours • Monday – Thursday 7:30am – 5:00pm • Friday 7:30am – 4:00pm**

Date: August 14, 2009	Time:
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APPEAL received from:

Name (appellant): Woodinville Medical Center General Partnership	
Address: Keller Rohrback L.L.P., 1201 - 3rd Ave, Ste 3200, Seattle, WA 98101	
Parcel Number: 1026059109	Project/permit number(s) appeal is associated with: BLD 8116 SDL08020
Date of Issuance of Interpretation/Determination being appealed: August 7, 2009	
Woodinville Municipal Code Section being appealed under: 17.17	
Describe what is being appealed: The placement of the Skony Medical Building's driveway. (Please see Appeal Section II.A.)	
Statement of why the appellant believes the Interpretation/Determination is in error. Provide specific reason(s), rationale, and/or basis for the APPEAL (Attach additional information necessary to appeal): Please see Appeal letter dated August 14, 2009.	

I certify under penalty of perjury that I have read the appeal and believe the contents to be true.

Signature:  Date: _____
Appellant

CITY OF WOODINVILLE
17301 NE 133rd Avenue NE
WOODINVILLE, WA 98072
(425) 489-2754
NOTICE OF PUBLIC HEARING

EXHIBIT LC
PAGE 1 OF 1

The City of Woodinville Hearing Examiner will conduct a **Public Hearing** to consider the Appeal of an Administrative Decision regarding the project referenced below.

DESCRIPTION OF APPLICATION	
Project Name:	Skony Medical Office Building Building Permits: BLD08116; SDL08020
Project Location:	16916 140th Avenue NE, Woodinville, King County, Washington
Appeal File Number:	APP09001
Appeal filed by:	Woodinville Medical Center General Partnership
Contact(s):	Amy E. Hughes/Benjamin Lantz Attorneys for the Woodinville Medical Center
Section of Code Pertinent to Hearing Procedure:	WMC 2.30.020; WMC 15.09.116.3.3
Appeal:	Proposed driveway placement at the Skony Medical Office Building in proximity to existing access driveway.

PUBLIC HEARING DATE: Thursday, October 1, 2009 **TIME:** 10:00 A.M.

HEARING LOCATION: Woodinville City Hall, Council Chambers
17301 133rd Avenue NE
Woodinville, WA 98072

DATE OF NOTICE: September 14, 2009

RESPONSIBLE OFFICIAL: Hal H. Hart
Director of Development Services

Copies of all application documents are available for review or purchase at City Hall. In addition, a copy of the staff report will be available 7 days prior to the Hearing. All interested parties may appear and provide testimony to the above proposal at the Public Hearing. Written comments regarding this proposal will be accepted up to and at the Public Hearing. Comments should be addressed to the Public Works Department at the address shown above.

If you have any questions, please call Director of Public Works, Thomas Hansen, at (425) 877-2291.

***NOTE:** The hearing subject to this notice is an **APPEAL HEARING**. A record of this hearing will be created. Any party of record interested in the decision of this hearing must present spoken or written testimony for the record at the **APPEAL HEARING**. An appeal of the Hearing Examiner decision shall be made to King County Superior Court.

is your DELIVERY ADDRESS completed on the reverse side?

SENDER:

- Complete items 1 and/or 2 for additional services.
- Complete items 3, 4a, and 4b.
- Print your name and address on the reverse of this form so that we can return this card to you.
- Attach this form to the front of the mailpiece, or on the back if space does not permit.
- Write "Return Receipt Requested" on the mailpiece below the article number.
- The Return Receipt will show to whom the article was delivered and the date delivered.

I also wish to receive the following services (for an extra fee):

- Addressee's Address
- Restricted Delivery

Consult postmaster for fee.

Thank you for using Return Receipt Service.

3. Article Addressed to: **Pioneer Management Co.
11747 NE First St. STE 220
BELLEVUE, WA. 98005
ATTN: DANIEL GERBITZ**

4a. Article Number: **7008 1830 0002 6126 0**

4b. Service Type

<input type="checkbox"/> Registered	<input checked="" type="checkbox"/> Certified
<input type="checkbox"/> Express Mail	<input type="checkbox"/> Insured
<input checked="" type="checkbox"/> Return Receipt for Merchandise	<input type="checkbox"/> COD

7. Date of Delivery: **9/11/09**

5. Received By: (Print Name) **Karen Meyer**

6. Signature: (Addressee or Agent) *[Signature]*

8. Addressee's Address (Only if requested and fee is paid)

EXHIBIT 1d
PAGE 1 OF 1

PS Form 3811, December 1994 102595-97-B-0179 Domestic Return Receipt

is your DELIVERY ADDRESS completed on the reverse side?

SENDER:

- Complete items 1 and/or 2 for additional services.
- Complete items 3, 4a, and 4b.
- Print your name and address on the reverse of this form so that we can return this card to you.
- Attach this form to the front of the mailpiece, or on the back if space does not permit.
- Write "Return Receipt Requested" on the mailpiece below the article number.
- The Return Receipt will show to whom the article was delivered and the date delivered.

I also wish to receive the following services (for an extra fee):

- Addressee's Address
- Restricted Delivery

Consult postmaster for fee.

Thank you for using Return Receipt Service.

3. Article Addressed to: **Amy Hughes
Keller Rohrback LLP
1201 Third Ave Ste. 3200
Seattle, WA. 98101**

4a. Article Number: **7008 1830 0002 6126 0527**

4b. Service Type

<input type="checkbox"/> Registered	<input checked="" type="checkbox"/> Certified
<input type="checkbox"/> Express Mail	<input type="checkbox"/> Insured
<input checked="" type="checkbox"/> Return Receipt for Merchandise	<input type="checkbox"/> COD

7. Date of Delivery: **SEP 11 2009**

5. Received By: (Print Name) **Jason Hamilton**

6. Signature: (Addressee or Agent) *[Signature]*

8. Addressee's Address (Only if requested and fee is paid)

PS Form 3811, December 1994 102595-97-B-0179 Domestic Return Receipt

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Postage	\$.44
Certified Fee	2.30
Return Receipt Fee (Endorsement Required)	2.30
Restricted Delivery Fee (Endorsement Required)	
Total Postage & Fees	\$ 5.04

Postmark Here: **SEP 10 2009**

Sent To: **D. Gerbitz / Pioneer Mgmt Co.**
Street, Apt. No., or PO Box No.: **11747 NE First St Ste 220**
City, State, ZIP+4: **Bellevue, WA 98005**

PS Form 3800, August 2006 See Reverse for Instructions

U.S. Postal Service™
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For delivery information visit our website at www.usps.com

OFFICIAL USE

Postage	\$.44
Certified Fee	2.80
Return Receipt Fee (Endorsement Required)	2.30
Restricted Delivery Fee (Endorsement Required)	
Total Postage & Fees	\$ 5.54

Postmark Here: **SEP 10 2009**

Sent To: **Amy Hughes / Keller Rohrback**
Street, Apt. No., or PO Box No.: **1201 Third Ave Ste 3200**
City, State, ZIP+4: **Seattle WA 98101**

PS Form 3800, August 2006 See Reverse for Instructions

INTRODUCTION

The 1999 Edition of the *City of Woodinville Transportation Infrastructure Standards and Specifications* (Standards) has been prepared by the Public Works Department of the City of Woodinville in accordance with adopted City ordinances, the comprehensive plan, and adopted policies and procedures. This document contains the City of Woodinville's Public Infrastructure Standards for the Department of Public Works.

The purpose of these Standards is to establish the minimum requirements applicable to developers, City staff, and others engaged in the physical development of the transportation system, storm drainage facilities, parks, and recreational facilities in the City of Woodinville. The specific intent of the City is that Standards contained in this document shall be used in new development projects and modification of existing improvements. This document, therefore, is to be used as a resource by City staff, citizens, developers, contractors, and design professionals. These Standards shall apply whenever work is performed in the City of Woodinville, including work performed by private parties at their own expense under authority granted by ordinance(s) of the City Council and/or permit process of the City of Woodinville.

It is the City's intention to encourage consistent and acceptable implementation of physical aspects of development. These Standards are based upon and implement City Policies, Codes, and Ordinances. While the Standards contained in this document are for development within the City of Woodinville, these Standards are also intended to be utilized in applicable circumstances where the City's service areas, annexation areas, or Planning areas extend outside physical City limits pursuant to an approved City-County interlocal agreement.

The City's goal is to encourage exceptional project design. Although these Standards are intended to apply uniformly to physical development within Woodinville, they may not apply precisely to all situations. Compliance with these Standards does not relieve the designer of the responsibility of applying conservative and sound professional judgment to protect the safety, health, and welfare of the general public. These are minimum standards and are intended to assist, not to substitute for, competent work by design professionals. Special conditions and environmental constraints may necessitate more stringent design than would normally be required under these Standards. Neither is it the intent of the City to limit unreasonably any innovative or creative effort which could result in a superior result based upon the performance criteria of safety, economical maintenance, and aesthetic appearance. In those circumstances, the expectation is that those individuals involved in the design profession will bring to each project the best skills from their respective disciplines.

City staff are expected to use professional judgment in requiring more than the minimum Standards under circumstances where implementation of the standards contained herein would not satisfy the needs of special conditions or environmental constraints.

In general, development will follow two guidelines. The west side of the City is defined as reflecting an urban emphasis. The east side (the "Leota" area illustrated in Figure 1.2 of the City's Comprehensive Plan) of the City reflects a rural bias. Therefore, appropriate design unique to each is encouraged.

Proposed departures from the Standards will be reviewed in a formal deviation process as defined in this document. A proposed design solution which varies from these Standards will be evaluated on the basis that the proposed design will produce a comparable result, in every way optimal for the user, City, and city residents.

These Standards are regularly updated to incorporate and address new technology, changes in policy and procedures, and methods of design and construction. A list of manual holders will be kept, and those desiring updates will be asked to fill out a card to enable receipt of new chapters or changes as they occur.

Please report any errors or suggestions for this document to the Public Works Director at:

City of Woodinville
Public Works Department
13203 NE 175th Street
Woodinville, WA 98072
(425) 489-2700

This document may be obtained at the above address for \$25.00 per copy (\$35.00 if mailed).

EXHIBIT 1e
PAGE 3 OF 13

1-1.8 Deviation from Standards

Permissible alternatives different from these Standards may be approved by the Public Works Director upon review of evidence submitted by the applicant that such modifications are in the public interest, that they are based upon sound engineering judgment, and that requirements for safety, function, appearance, and maintainability are fully met. Requests for proposed alternatives should be submitted as soon as possible during the permit process to allow time for decision by the Public Works Director. A minimum of 10 working days shall be permitted for a determination of acceptance, denial, or request for additional information. Upon receiving additional requested information, a minimum of 10 days shall be permitted for further review and comment. Requested alternatives must be reviewed and approved prior to construction. The Public Works Director will make the decision whether a requested alternative will be permissible.

All others will be considered as a variance and will be reviewed according to the process established in the Woodinville Municipal Code. Such request may require the applicant to sign an agreement to extend the permit processing timeframe if it is subject to the regulatory reform process.

Periodically, the City may modify these Standards in order to make corrections, clarify procedures, and to revise the standards and/or specifications to conform to municipal practice and new technology or state or federal standards. Proposed, substantive changes will be submitted by the Public Works Director to the City Council for adoption as amendments to the approved Standards.

EXHIBIT 1e
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where the lots abut a major arterial or collector street, a drainage course, a railroad right-of-way or a single row of lots in an abutting subdivision of record.

3. Where blocks are longer than 660 feet long, and where access to school, park, or shopping is considered necessary, a pedestrian walk with a wheelchair ramp approximately mid-block, with a minimum right-of-way width of 10 feet, may be required by the Public Works Director with surfacing, fencing, and barriers.
4. Cross-connecting pedestrian and or bicycle paths shall be required between cul-de-sacs and adjacent streets to provide pedestrian connectivity, as determined by the Public Works and Parks and Planning Departments.

1-4.2.4 Horizontal and Vertical Street Alignment

Alignment of streets within the City shall be in conformance with the guidelines of the American Association of State Highway and Transportation Officials (AASHTO) *Policy on Geometric Design of Highways and Streets* and the Washington State Department of Transportation *Design Manual*. The Public Works Director shall approve final project geometric requirements.

1-4.2.5 Street Grades

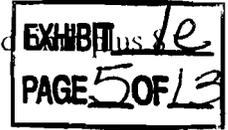
Street grades shall conform to the AASHTO Policy on Geometric Design of Highways and Streets. Street grades shall be as level as is consistent with the surrounding terrain. Minimum tangent street grades shall be one-half (0.5) percent along the crown line and curb. Maximum street grades shall be as follows:

Type of Street	Maximum Grade
Private Street	
Residential	15
Commercial	10
Residential Street	15
Collector	
Residential	12
Commercial	10
Minor Arterial	10
Principal Arterial	10

1-4.2.6 Sight Distance

Providing adequate sight distance from a street or driveway is of utmost importance for ensuring safe street and driveway operation. Intersection sight distances shall be evaluated based upon the most current adopted edition of the AASHTO *Policy on the Geometric Design of Highways and Streets*. Sight distance requirements for each approach shall be based upon

the criteria for stopping site distance for the 85 percentile speed. The posted speed miles per hour (mph) may be used if actual speed data is not available.



Standard Detail 316 shows the sight distance triangle. The area within this triangle shall be subject to restrictions necessary to maintain a clear view on the intersection approaches. Driveways shall also observe the sight triangle restrictions, including landscaping and placement of view obstructions.

Other factors such as vertical and horizontal curves and roadway grades also shall be taken into account. Such factors may allow necessary modification to the intersection sight distance requirements.

Sight distance shall be measured using the methods described in the AASHTO "Policy Manual" from a point on the minor road pavement (or nearest traffic lane if parking is permitted) and measured from a height of eye at 3.50 feet on the minor road to height of object .50 feet on the major road.

The vertical clearance area within the sight distance triangle shall be free from obstructions to a motor vehicle operator's view between a height of 3 feet and 10 feet above the existing surface of the street (WMC 21.12.200).

1-4.2.7 Intersections

Every intersection shall be designed to accommodate the design vehicle appropriate for the highest classified street forming the intersection. All elements of the intersection, including turning lanes and channelizing islands, shall be designed so that a design vehicle will not encroach onto curbs, sidewalks, traffic control devices, channelizing islands, center divisional medians, or into the travel lanes of opposing flow traffic.

1-4.2.8 Curb Return Radii

For the intersection of two local streets, the minimum allowable curb radius shall be 25 feet, which is to be measured from the radius point to the face of curb. For the intersection of a local street with any collector or arterial, the minimum radius shall be 30 feet.

On streets with bus and truck flows, radii of 40 feet or more shall be provided. Radii of 40 feet or more should be designed to fit the paths of appropriate design vehicles.

On all other street intersections, the minimum allowable radii shall be 30 feet.

Larger radii may also be required where speed reductions would cause delays to emergency response vehicles.

- a. Utility poles or other obstacles placed within the right-of-way shall be as far back from the traveled way or auxiliary lane as practicable.
 1. On shoulder type roads, poles or obstacles shall be located at the back of ditches and a minimum of 10 feet from the edge of the traveled way, unless protected by concrete barrier, suitable impact attenuating device or placed more than 3-1/2 feet behind the face of a guardrail.
 2. On vertical curb type roads with a speed limit of 40 miles per hour, poles shall be placed clear of sidewalks and at least 2 feet from the face of the curb. On roads with a speed limit of 40 miles per hour or greater, poles and obstacles shall be placed clear of sidewalks and 10 feet from face of curb.
- b. Notwithstanding the other provisions regarding pole locations described in these standards, no poles shall be located so that it poses a hazard to the general public. Utilities shall place and replace poles with primary consideration given to public safety.
- c. Deviations from these pole and obstacle clearance criteria may be allowed by an approved variance when justified by a suitable engineering study considering traffic safety. Only the utility owner may request a variance from pole and obstacle clearance criteria. Up to three contiguous damaged or weakened poles may be replaced at existing locations under permit in accordance with emergency procedures. Sequential permits resulting in continuous replacement of a pole line shall not be allowed. A pole or other obstacle which incurs repeated damage from errant vehicles shall be relocated or protected.
- d. Locations of poles shall also be compatible with driveways, intersections, and other road features (i.e., they shall not interfere with sight distances, road signing, traffic signals, culverts, etc.). To the extent possible, utilities shall share facilities so that a minimum number of poles is needed.
- e. Notwithstanding other provisions, underground systems shall be located at least 5 feet away from road centerline and where they will not otherwise disturb existing survey monumentation.

1-4.6 Driveways

1-4.6.1 General

1. Encroachments on public property are prohibited. City street rights-of-way may not be used for private residential or commercial purposes. A permit for the construction of driveway approaches shall not be issued unless vehicles to be served or serviced can be parked entirely within the private property lines.
2. The Public Works Director shall have the authority to restrict the number, size, and location of access driveways.

3. In areas where the volume of on-street parking is critical to the City, additional off-street parking space(s) will be required to replace all on-street spaces eliminated by any driveway(s). EXHIBIT 1e
PAGE 7 OF 13
4. No driveway approach shall be permitted to encompass any municipal facility (fire hydrant, signal pole, signal cabinet, etc.). Permit conditions may require the applicant to relocate such municipal facilities, including any within the limits of a curb return.
5. The Public Works Director may require joint use of driveways by more than one property.
6. Driveways directly giving access onto arterials may be denied if alternate access is available.
7. Permits for new driveways shall require all abandoned driveway areas on the same frontage shall be removed and the curbing and sidewalk, or shoulder and ditch section, shall be properly restored.
8. Maintenance of driveway approaches shall be the responsibility of the owner whose property they serve.
9. For driveways crossing an open ditch section, culverts shall be adequately sized to carry anticipated stormwater flows and in no case be less than 12 inches in diameter. The property owner making the installation shall be responsible for determining proper pipe size. The City may require the owner to verify the adequacy of pipe size by preparing a drainage study and report.
10. For design speeds less than 35 mph, driveways must be a minimum of 125 feet away from an adjacent intersection. For design speeds between 36 to 45 mph, driveways must be a minimum of 250 feet away from an adjacent intersection.

1-4.6.2 Residential Driveways

1. General
 - a. A single driveway can serve:
 1. a maximum of two lots with one dwelling unit on each lot; or
 2. a maximum of two dwelling units, as defined in the UBC, on a single lot.
2. Width:
 - a. Each single ownership shall be entitled to one 14-foot wide driveway approach.
 - b. Where a driveway approach in excess of 14 feet is requested for a single ownership, the maximum approach width which the Public Works Director may approve are as follows:

Maximum Width of Residential Driveways		
Frontage	One Driveway Approach	Two Driveway Approaches
Under 30 feet	50% of frontage	Not allowed
30 to 60 feet	20 feet	Not allowed
60 to 80 feet	30 feet	22 feet
Over 80 feet	35 feet	30 feet

- c. There must be at least 20 feet between driveways serving any one property frontage.
 - d. No driveway approach, including end slopes, shall be allowed within 5 feet of the side property line, unless a written request is made to and approved by the Public Works Director, and the owner of the adjacent property is a co-signer of the driveway permit.
 - e. In cases where driveway approaches are constructed on corner lots, no driveway approach, including side slopes, shall be constructed closer than 4 feet from the end of any curb return at the curb line.
3. Grade:
- a. The maximum allowable grade for a residential driveway is 10 percent.
 - b. Grades up to 15 percent may be allowed subject to advance administrative approval of the Fire Marshal and Public Works Director. Grade changes that exceed 8 percent shall require vertical curves to connect tangents.

1-4.6.3 Commercial Driveways

- 1. General
 - a. Each lot shall be entitled to one access point.
 - b. Access driveways for parking areas shall be located so as to cause the least possible conflict with vehicular and pedestrian traffic on public rights-of-way.
 - c. For commercial or industrial driveways with heavy traffic volumes or significant numbers of trucks, the City may require construction of the access as a private road intersection. This requirement will be based on traffic engineering analysis submitted by the applicant that considers, among other factors, intersection spacing, sight distance, and traffic volumes.
 - d. Private road intersection type driveway openings requested by the applicant will be considered in lieu of conventional driveways in commercial areas when criteria 1 through 4 below are met. Meeting the criteria is not a guarantee that an intersection type driveway will be allowed.
 - 1. Projected driveway usage is greater than 1,000 vehicles per day;

2. The opening is at least 160 feet from any other street intersection;
 3. The opening is at least 160 feet from any other driveway on the property frontage under control of the applicant;
 4. A minimum 100 feet storage area is provided between the curb line on the street and any turning or parking maneuvers within the development;
 5. Where driveways intersect with state route right-of-way, the applicant shall also obtain approval from the WSDOT Access Management Department.
2. Width:
- a. The minimum width of a commercial driveway shall be 20 feet.
 - b. Where a driveway approach in excess of 20 feet is requested, the maximum approach widths which the Public Works Director may approve are as follows:

Maximum Width of Commercial Driveways	
Street Posted Speed (mph)	Driveway Maximum Width^a (feet)
25	30
26-45	35
Over 45	40

a. Dimension (1) on Standard Details 322, 323, and 324.

3. Grade:
 - a. The maximum grade for a commercial driveway is 8 percent.
 - b. Grades up to 15 percent may be allowed subject to the approval of the Fire Marshal and Public Works Director.
 - c. Vertical curves shall be used for smooth transitions at grade changes that exceed 6 percent, excluding the tie to the roadway.

4. Spacing:
 The minimum spacing for commercial driveways is as shown below. Deviations from the minimum spacing requirements must be approved in writing by the Public Works Director. When allowed, commercial driveways located closer than 100 feet from the approach to a principal or minor arterial intersection shall be signed and marked "Right Turn Only" unless otherwise approved by the Public Works Director.

Minimum Driveway Spacing as a Multiple of Posted Speed (in feet)			
Street Functional Classification	Minimum Use ¹	Minor Generator ²	Major Generator ³
Principal Arterial	4-5	7-8	9-10
Minor Arterial	3-4	5-6	7-8
Commercial Collector	2-3	4-5	5-6

1. Fewer than 50 vehicle trips per day or 5 trips in the peak hour (two-way total).
2. About 51 to 5,000 vehicle trips per day or fewer than 500 trips in the peak hour (two-way total).
3. Over 5,000 vehicle trips per day or over 500 trips in the peak hour (two-way total).

1-4.6.4 Driveways Within Areas of Limited Street Improvements

1. Where standard gutters and curbs have not been installed, the apron length shall be measured along the property line and there shall be not less than 20 feet of frontage between driveway approaches serving any one property. Permits shall not be issued for any surface improvement or paving on the street right-of-way between driveway approaches unless a concrete curb or other physical obstruction of a design satisfactory to the Public Works Director is constructed and maintained by the applicant along his property line so that the entrance and exit of vehicles to and from applicant's property will be restricted to the established driveway approaches. Pursuant to the permit conditions, the applicant may surface the driveway approaches or other areas within the right-of-way, extending the same type of paving used on the applicant's premises so that it merges with the street pavement; provided the applicant's paving is adequate and suitable for the traffic to be carried. Such extended paving between the property line and the street pavement shall be to established grade or other slope as designed by the Project Engineer and approved by the Public Works Director to provide for proper runoff.
2. Such paving between the property line and the street pavement may meet the street pavement at a point ahead of the curb opening in order to provide for safe deceleration of vehicles turning into the applicant's premises. If applicant's paving is extended beyond the property line into a street right-of-way at an intersection or crossroad, the Public Works Director may require the applicant to construct a suitable traffic island or curb to provide for the protection of such municipal facilities as may be necessary.

1-4.6.5 City-Required Reconstruction of Approaches

1. Reconstruction. All driveway approaches heretofore constructed or installed and now in use, which are deemed by the City Council as exceeding the allowable width per

these Standards, shall be reconstructed by the owners of the property served by such approaches to conform to the provisions of this section within three months after notice is given. Should such change not be made within this time period, the street adjacent to such approaches shall be appropriately marked for parking by the Public Works Director so as to conform to the regulated width and number of approaches. In reconstructing and remodeling the driveway approaches to conform to the provisions of this chapter, curbs shall be replaced according to the ordinance of the City and in accordance with the specifications given by the Public Works Director.

2. **Removal and Restoration.** When driveway approaches have been heretofore constructed or installed and are no longer in use, the Public Works Director by order of the City Council shall notify the owners of the abutting property to restore the curb and sidewalk to conform to the adjacent curb and sidewalk, and if the owner fails to obtain a right-of-way invasion permit and complete the work within six months from the date of Notice from the City Council, the Public Works Director shall proceed to restore the curb and the cost of same shall be a lien upon the property until paid and shall be entered in the lien docket of the City and shall be foreclosed in the same manner as other City improvement liens.

1-4.6.6 Driveway Relocation

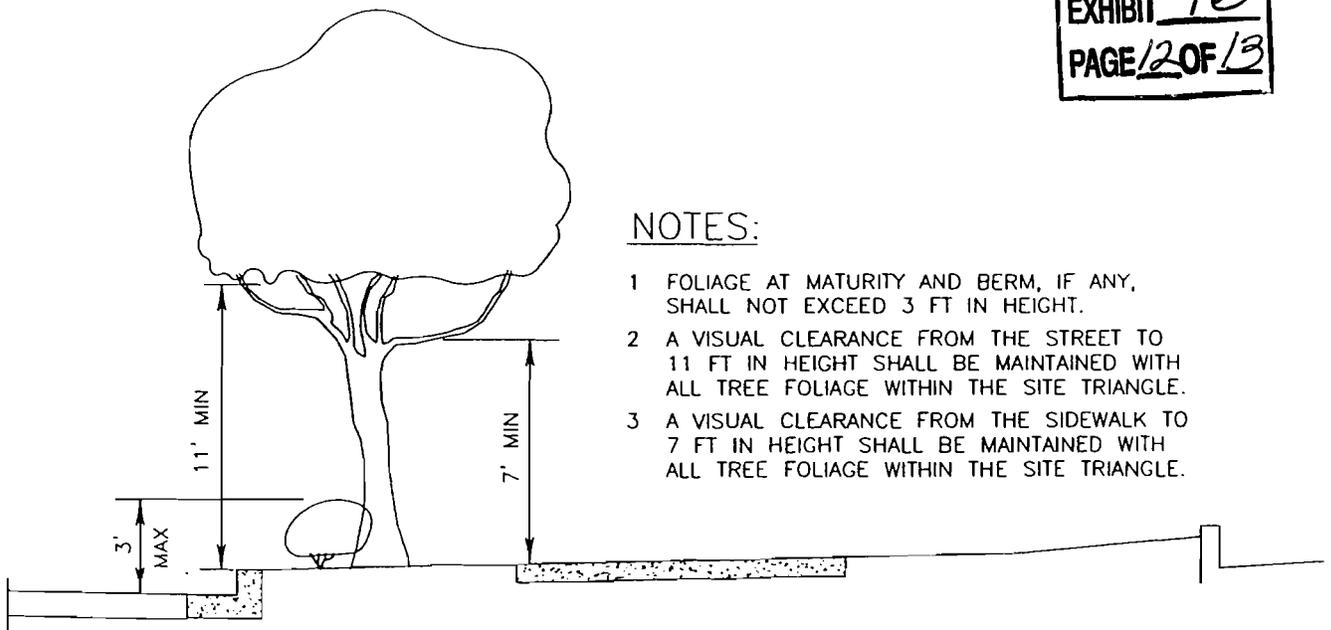
As a condition of approval of a right-of-way invasion permit for a relocated driveway, the existing curb depression in the gutter, and the abandoned driveway shall be removed and the curb, gutter, and sidewalk shall be reconstructed to City Standards.

1-4.7 Street Illumination

1-4.7.1 General

Street lighting systems design shall conform to the applicable portions of the WSDOT Traffic Manual and these Standards. The City of Woodinville owns and maintains the street illumination system on arterial streets. Puget Sound Energy (PSE) owns and maintains the street illumination system for the City of Woodinville on collector and residential streets. Therefore any street illumination system elements proposed by the applicant on collector or residential streets shall be supported by PSE.

- a. Street lights shall be provided with the development of all new subdivisions and short plats, and for other commercial, industrial or institutional property development.
- b. All new street light wiring, conduit and service connections shall be located underground. The applicant will be responsible for providing or obtaining necessary easements for underground power for street lighting systems designed and constructed as part of an approved development permit.

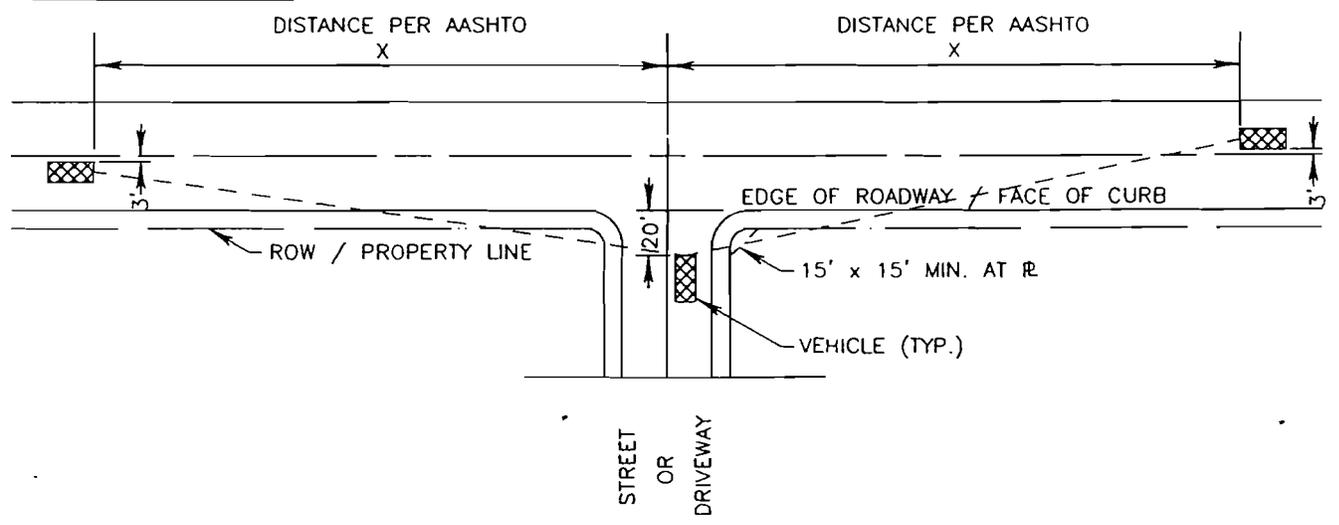


- NOTES:
- 1 FOLIAGE AT MATURITY AND BERM, IF ANY, SHALL NOT EXCEED 3 FT IN HEIGHT.
 - 2 A VISUAL CLEARANCE FROM THE STREET TO 11 FT IN HEIGHT SHALL BE MAINTAINED WITH ALL TREE FOLIAGE WITHIN THE SITE TRIANGLE.
 - 3 A VISUAL CLEARANCE FROM THE SIDEWALK TO 7 FT IN HEIGHT SHALL BE MAINTAINED WITH ALL TREE FOLIAGE WITHIN THE SITE TRIANGLE.

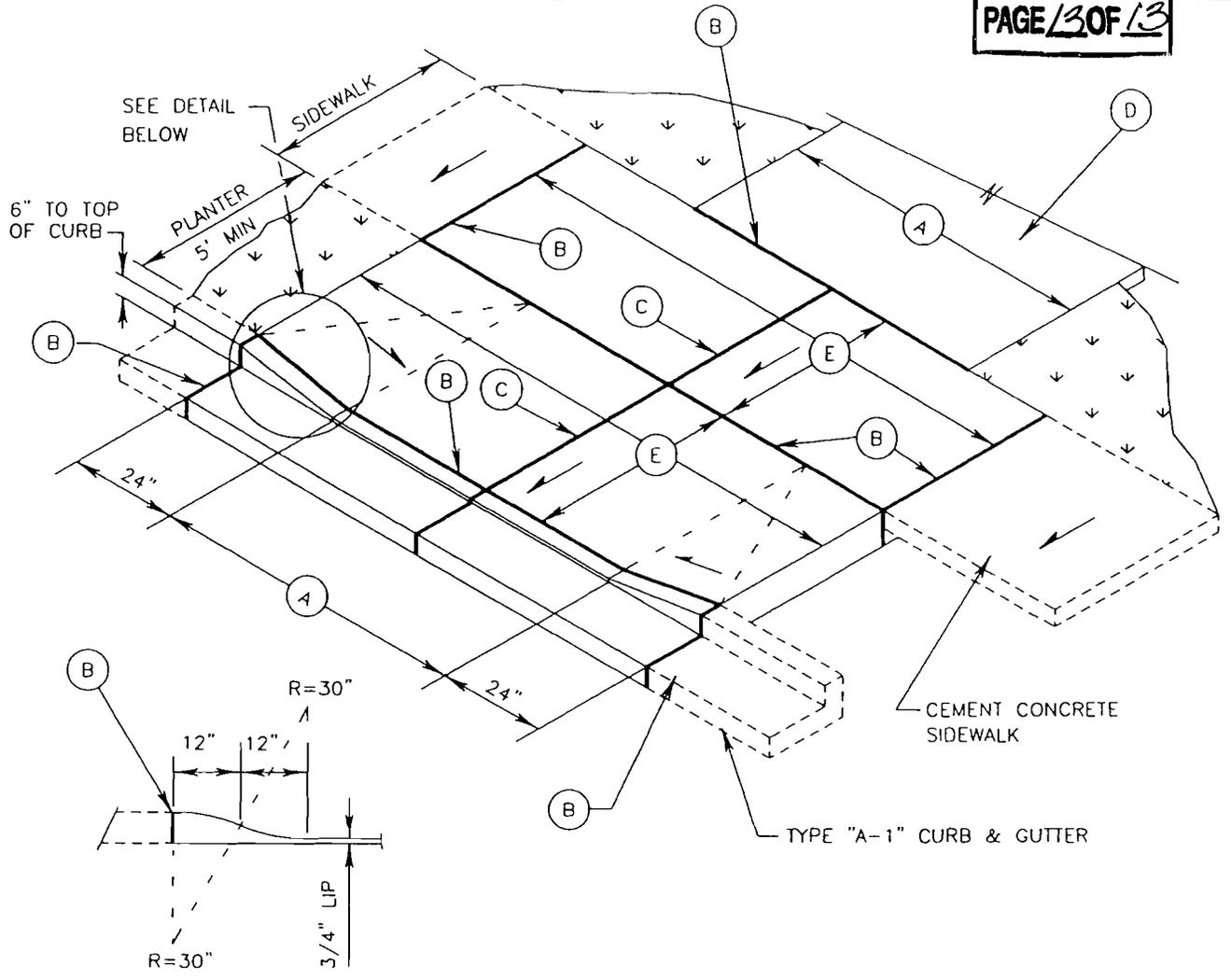
AASHTO

<u>POSTED SPEED LIMIT (MPH)</u>	<u>DESIGN SPEED (MPH)</u>	<u>MINIMUM X (DISTANCE (FT))</u>
25	30	200'
30	35	250'
35	40	325'
40	45	400'
45	50	475'
50	55	550'
55	60	650'

PUBLIC STREET



N.T.S.



CURB TRANSITION
DETAIL

- (A) EQUALS WIDTH OF DRIVEWAY AT PROPERTY LINE. (10' MIN.-20' MAX. RESIDENTIAL AND 20' MIN.-VAR. MAX. COMMERCIAL)
- (B) 1/2" WIDE FULL DEPTH EXPANSION JOINT.
- (C) FULL DEPTH EXPANSION JOINT IF (A) IS 15' OR GREATER.
- (D) DRIVEWAY TO BE SURFACED WITH ASPHALT OR CONCRETE.
- (E) DRIVEWAY CEMENT CONCRETE SHALL BE A MIN OF 6" THICK FOR RESIDENTIAL AND 8" THICK FOR COMMERCIAL AND IS TO BE PLACED ON A MINIMUM OF 4" CRUSHED SURFACING TOP COURSE COMPACTED TO 95% MAXIMUM DENSITY, OVER COMPACTED SUBGRADE.

N.T.S.

City of Woodinville
DEPARTMENT OF PUBLIC WORKS

CEMENT CONCRETE
DRIVEWAY TYPE 2

323
revision date
NOV, 98

RECEIVED

NOV 26 2008

CITY OF WOODINVILLE
DEVELOPMENT SERVICES

EXHIBIT 1F
PAGE 1 OF 28

Transportation Impact Analysis

WOODINVILLE MEDICAL OFFICE BUILDING

Prepared for:
Specialty Contracting, LLC.

November 2008

Prepared by:

 transpoGROUP



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

08277.00

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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

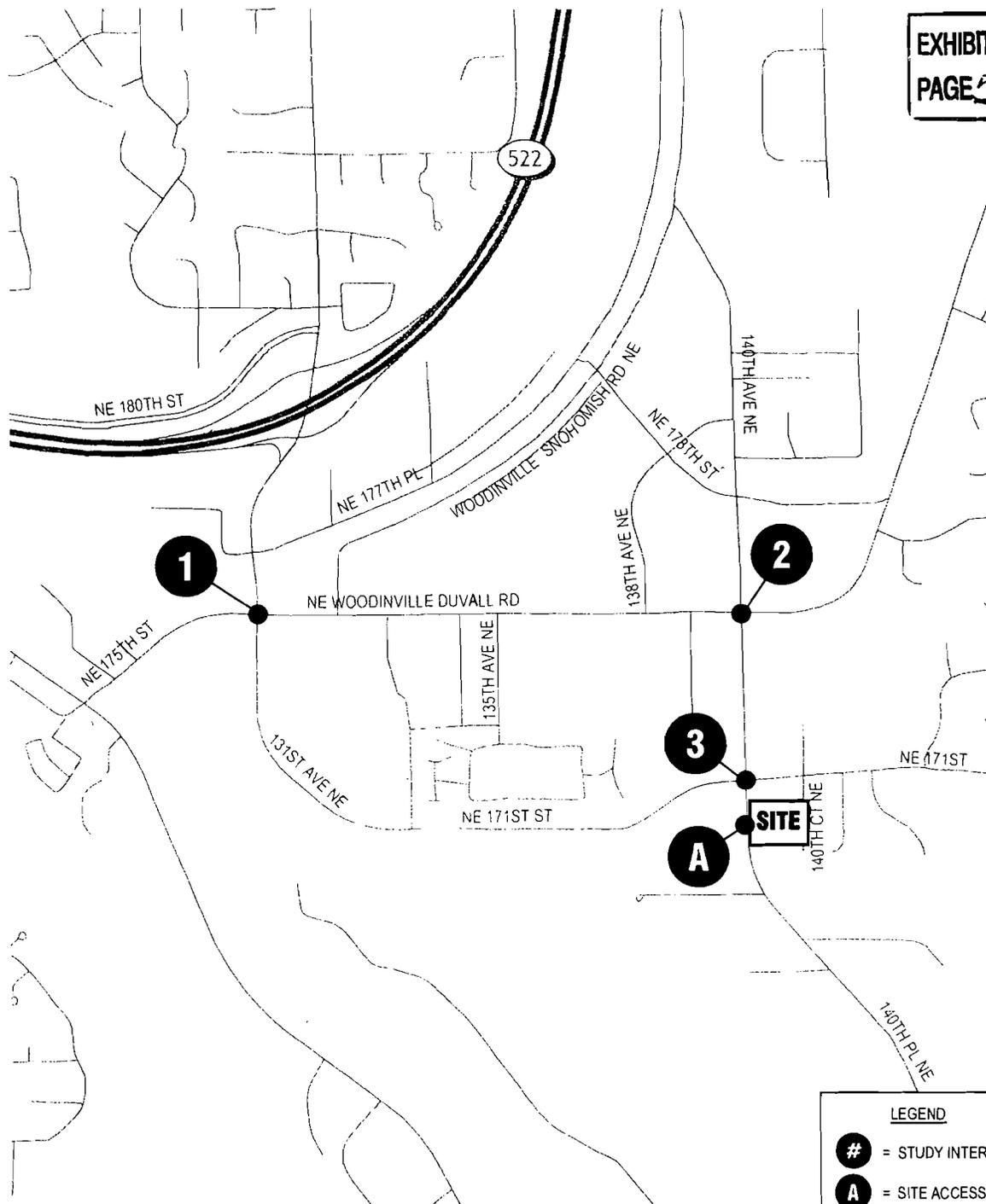
The scope of the analysis is based on discussions with City staff and review of City of Woodinville requirements.¹ Three off-site intersections are included within the study area as shown in Figure 1. The study focused on the weekday PM peak hour since these time periods typically exhibit the worst traffic 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.



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Project Vicinity, Study Intersections, & Site Access Location

FIGURE

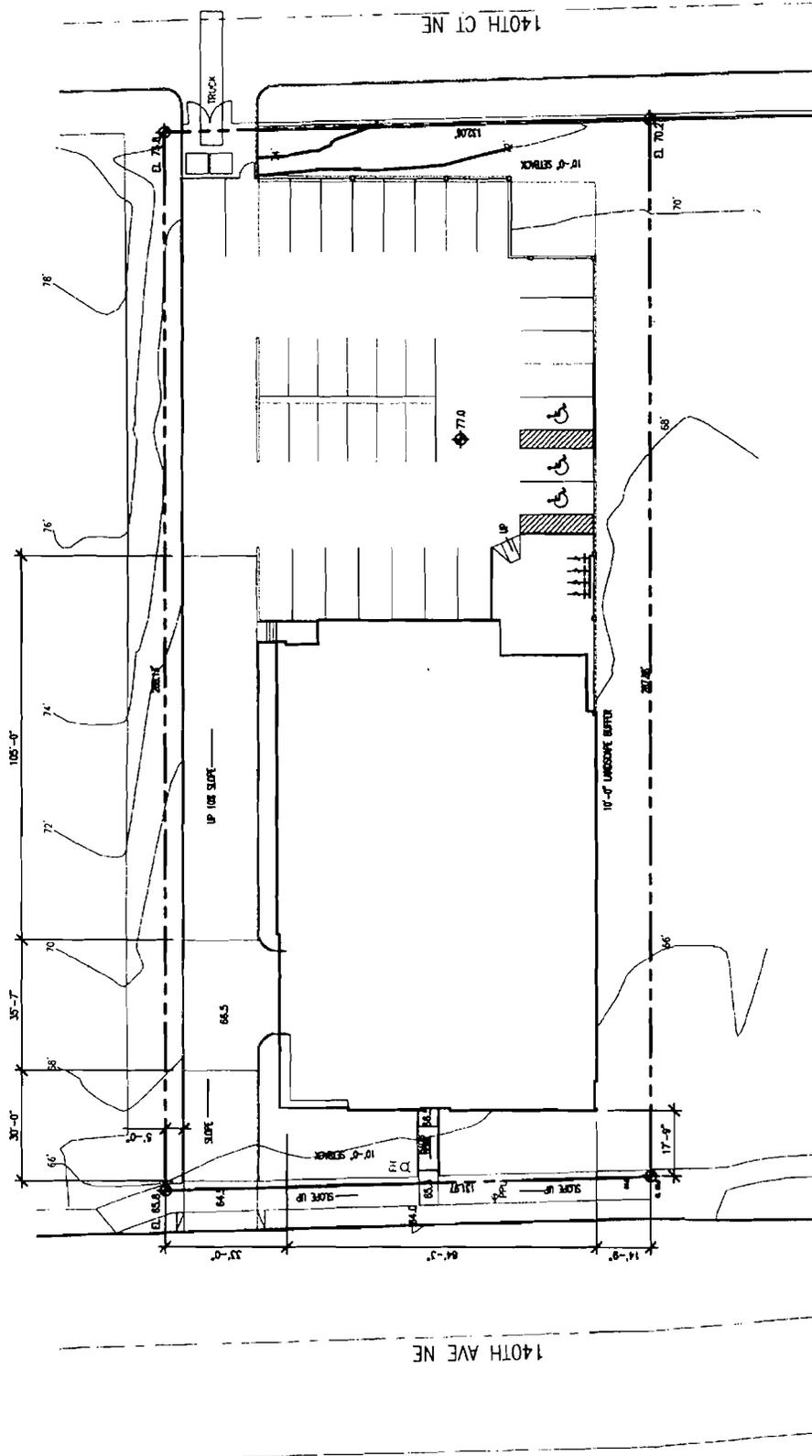
Woodinville Medical Office Building



1



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Preliminary Site Plan

Woodinville Medical Office Building

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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.

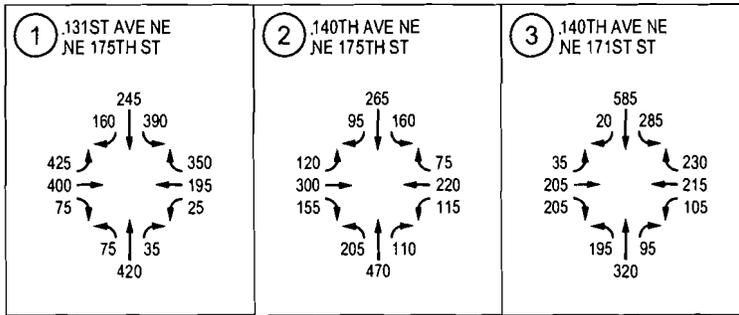
No other roadway or intersection improvements were identified.

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.

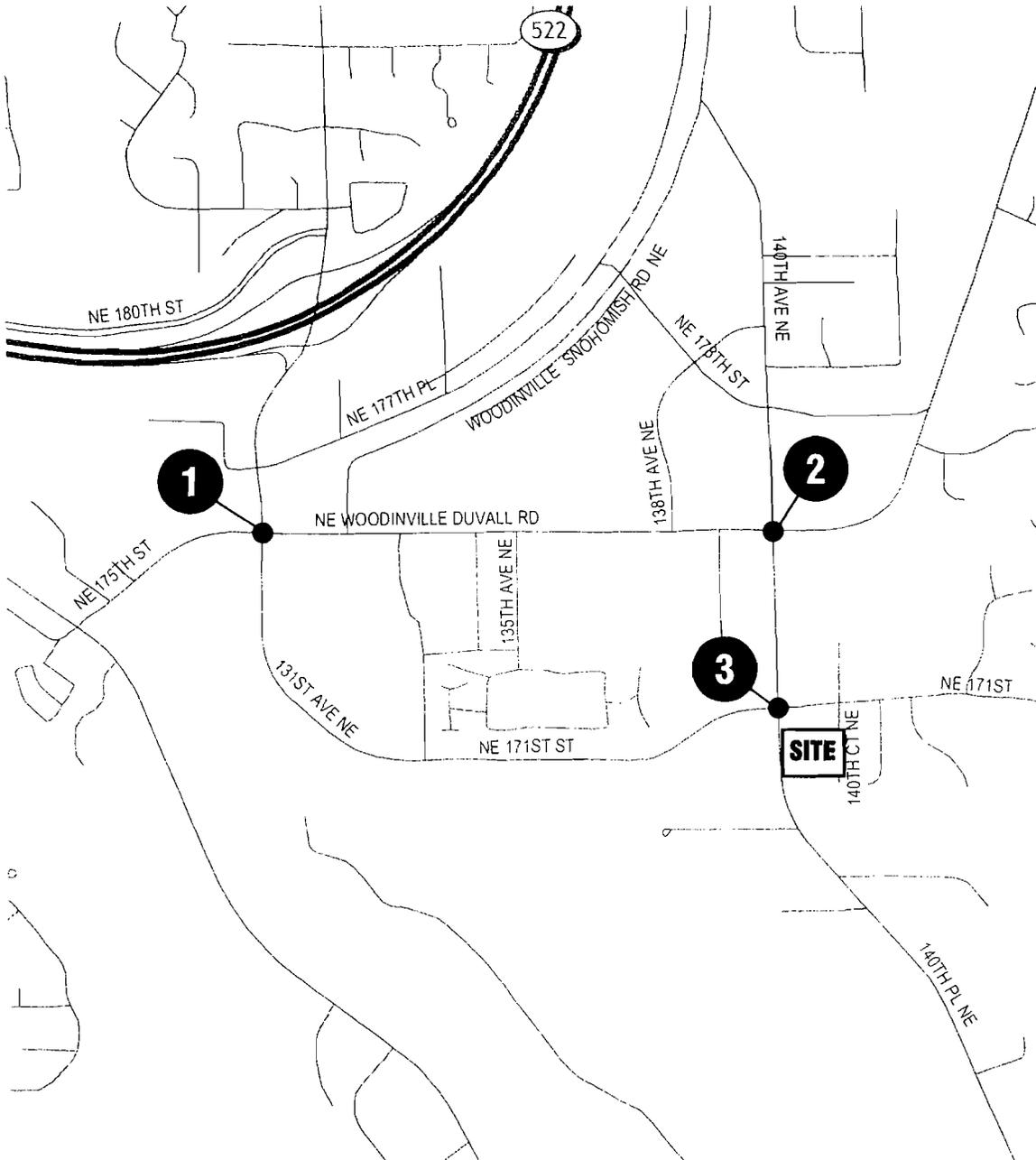
² Figure 9-4 Existing Street Classification, *City of Woodinville Comprehensive Plan* (Amended December 2007).

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



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Existing (2008) Weekday PM Peak Hour Traffic Volumes

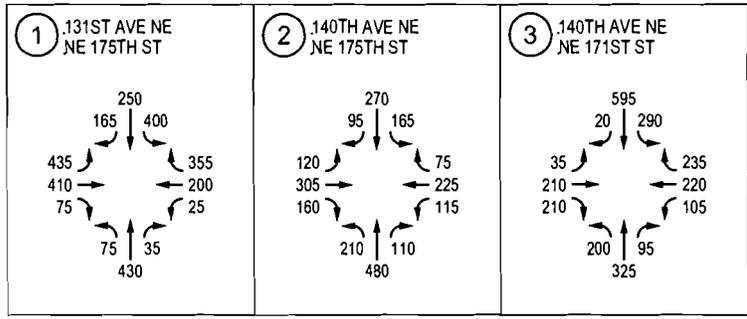
Woodinville Medical Office Building

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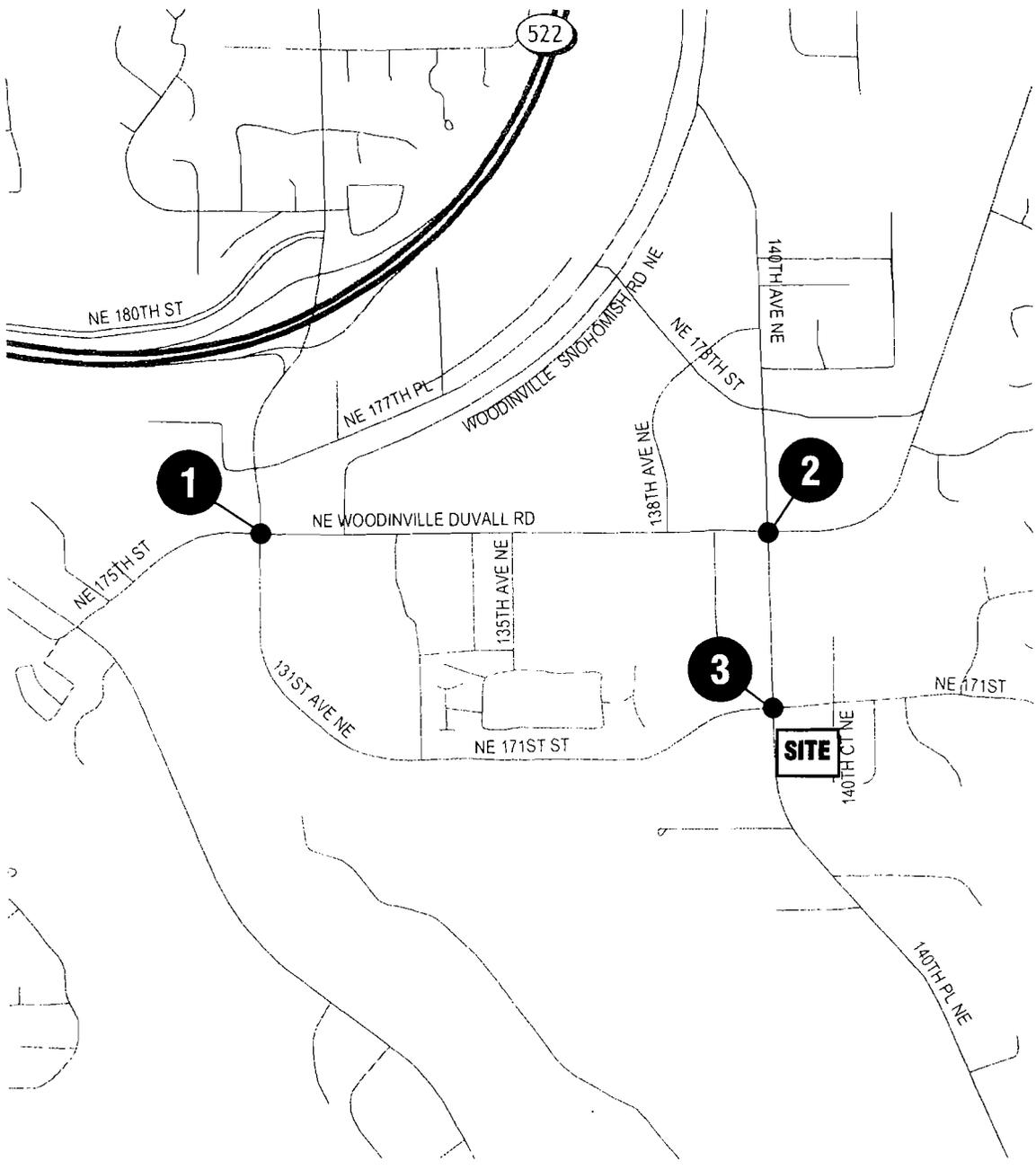
FIGURE

3



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

FIGURE

Woodinville Medical Office Building



4

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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

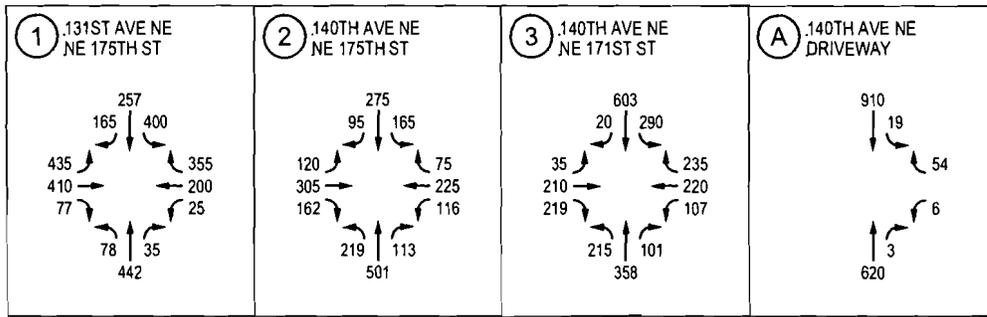
Table 5 compares future without- and with-project traffic operations for the 2010 horizon year. The signal timing parameters used in the 2010 without-project analyses were held constant for the with-project analysis. This provides a conservative analysis since the actuated traffic signal controls would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

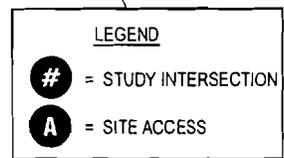
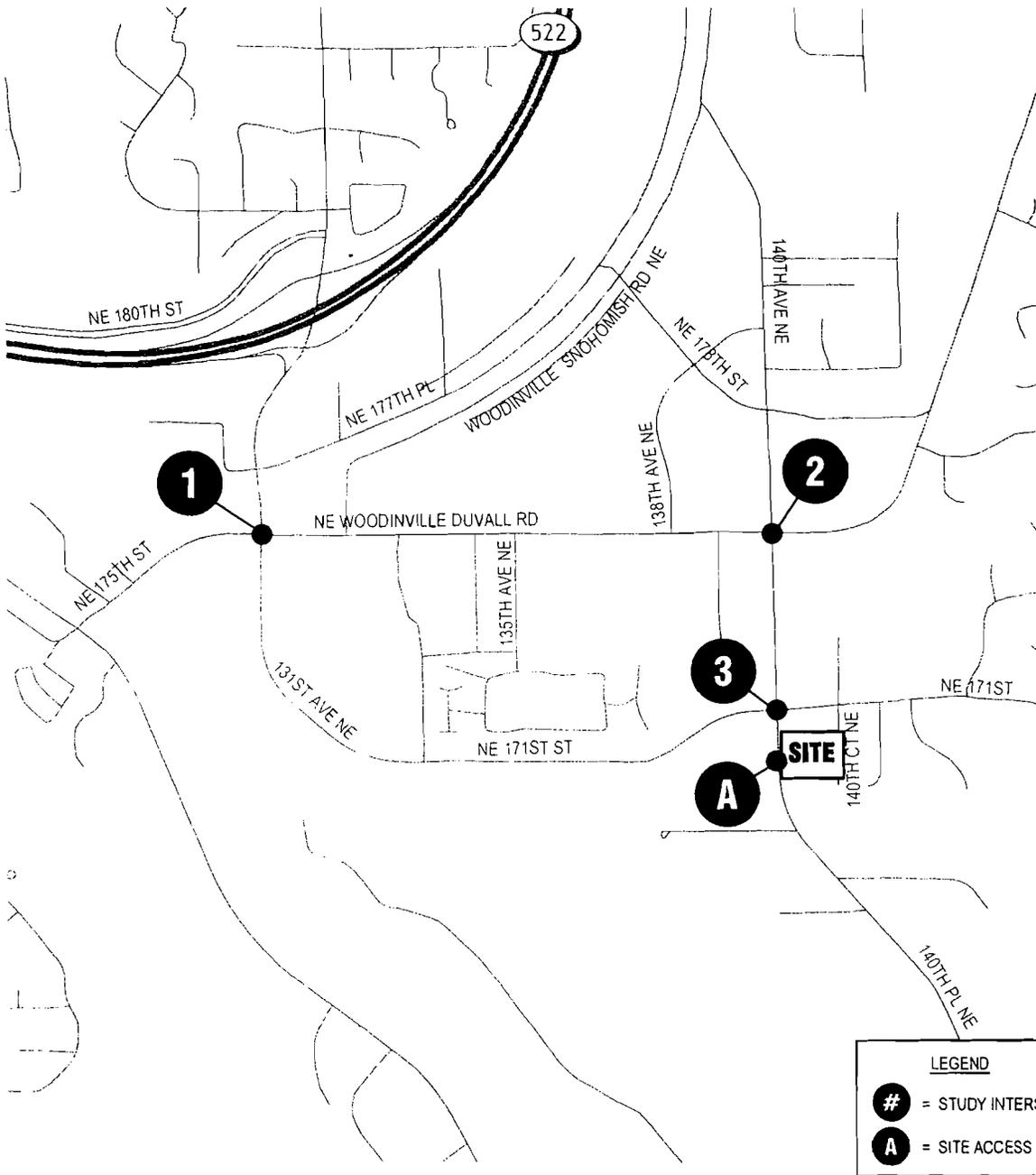
1. Level of Service (A – F) as defined by the *Highway Capacity Manual* (TRB, 2000)
2. Average delay per vehicle in seconds.
3. Volume-to-capacity ratio reported for signalized intersections.
4. Intersection approach movement; EB is eastbound, WB is westbound.

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.



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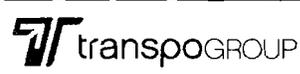
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With-Project (2010) Weekday PM Peak Hour Traffic Volumes

FIGURE

Woodinville Medical Office Building



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

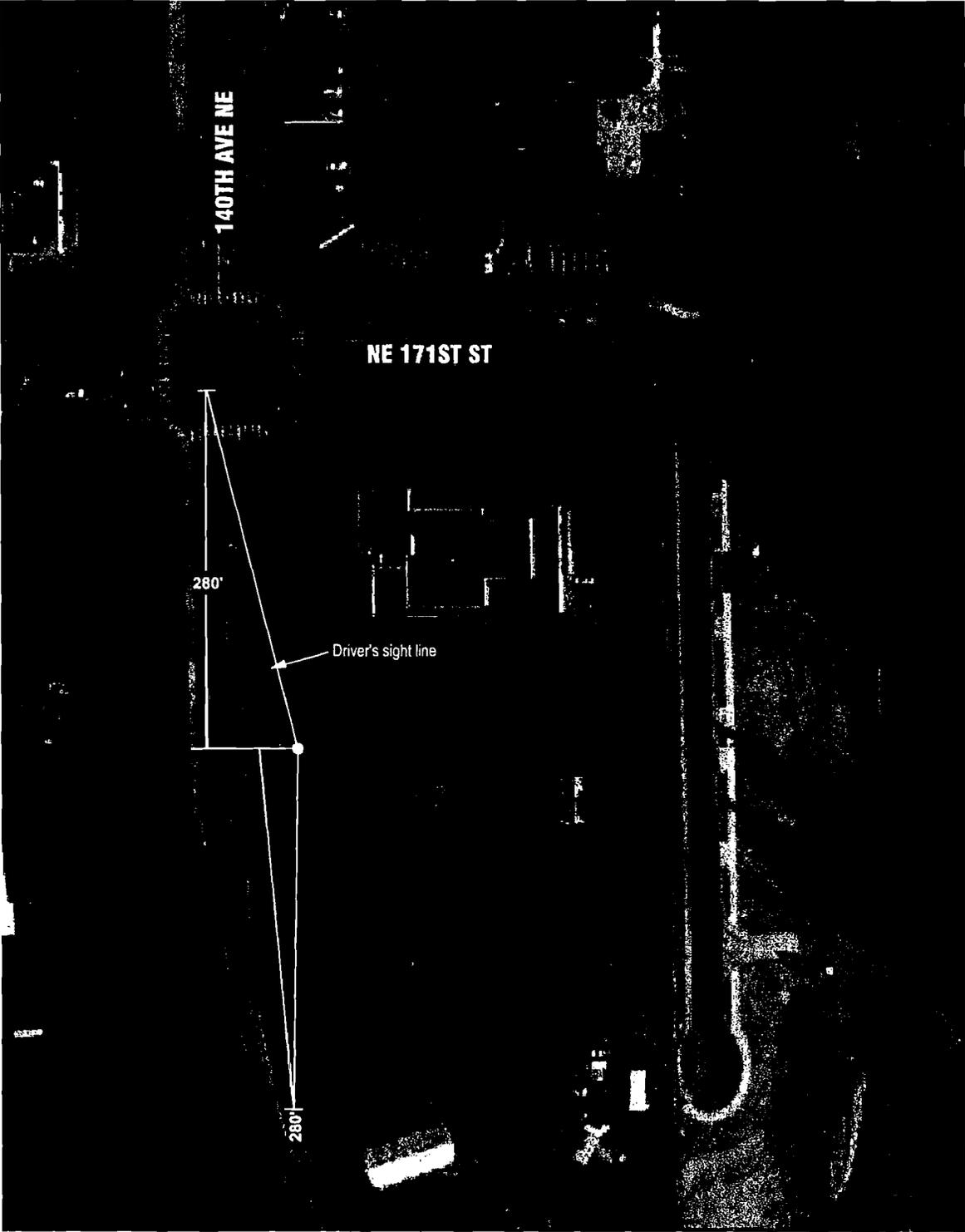
On-site parking for approximately 99 vehicles is proposed on the ground floor. Of these, 63 within a garage structure while the remaining 36 would be provided as surface parking.

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



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Sight-Distance at Site Access Driveway

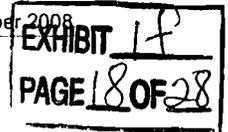
Woodinville Medical Office Building

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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.

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Appendix A: LOS Criteria

Highway Capacity Manual, 2000

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.

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

10/29/2008

	←	↑	→	←	↑	→	←	↑	→	←	↑	→
Lane Configurations												
Volume (vph)	35	205	205	105	215	230	195	320	85	285	585	20
Ideal Flow (vphpl)	1900	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	5.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95
Flt Protected	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97	1.00	0.89	1.00	0.89
Satd. Flow (prot)	1787	1881	1588	1787	1881	1588	1787	3451	1787	3451	1787	3556
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	1787	1881	1588	1787	1881	1588	1787	3451	1787	3451	1787	3556
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	0.97
Adj. Flow (vph)	36	211	211	108	222	237	201	330	88	284	603	21
RTOR Reduction (vph)	0	0	168	0	0	172	0	23	0	0	0	2
Lane Group Flow (vph)	36	211	43	108	222	85	201	405	0	284	622	0
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Turn Type	Prot	Perm	Prot	Prot	Perm	Prot	Perm	Prot	Perm	Prot	Perm	Prot
Permitted Phases	7	4	3	8	5	2	6	1	6	1	6	6
Permitted Phases	4	4	4	8	8	8	8	8	8	8	8	8
Actual Green, G (s)	4.0	17.3	17.3	10.0	23.3	23.3	15.2	17.5	20.6	22.9	20.6	22.9
Effective Green, g (s)	4.0	17.3	17.3	10.0	23.3	23.3	15.2	17.5	20.6	22.9	20.6	22.9
Actual g/C Ratio	0.05	0.20	0.20	0.12	0.27	0.27	0.18	0.20	0.24	0.27	0.24	0.27
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	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	2.0
Lane Grp Cap (vph)	84	381	324	208	513	438	318	707	431	854	431	854
v/s Ratio Prot	0.02	0.11	0.06	0.12	0.11	0.12	0.11	0.12	0.16	0.17	0.16	0.17
v/s Ratio Perm	0.43	0.55	0.13	0.52	0.43	0.15	0.63	0.57	0.68	0.65	0.68	0.65
Uniform Delay, d1	39.6	30.8	27.9	35.4	25.5	23.5	32.5	30.8	29.4	27.7	29.4	27.7
Progression Factor	1.00	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	1.3	1.0	0.1	0.9	0.2	0.1	3.0	0.7	3.5	1.2	3.5	1.2
Delay (s)	40.9	31.6	28.0	36.3	25.8	23.6	35.5	31.3	33.0	28.9	33.0	28.9
Level of Service	D	C	C	D	C	C	D	C	C	C	C	C
Approach Delay (s)	30.6	30.6	30.6	28.9	30.6	30.6	30.6	30.6	30.2	30.2	30.2	30.2
Approach LOS	C	C	C	C	C	C	C	C	C	C	C	C

HCM Average Control Delay	30.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.59		
Actual 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
 2. NE 175th St & 140th PI NE
 Woodinville Medical Office Building
 Future (2010), Without-Project Weekday PM Peak Hour

Lane Configurations	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900									
Volume (vph)	435	410	75	25	200	355	75	430	35	400	250	165	180	305	160	115	225	75	210	480	110	165	270	95			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	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	4.0	4.0	4.0	4.0	4.0	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	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.97	0.95	0.95	0.95	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00			
Fit Protected	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00			
Satd. Flow (prot)	3433	1819	1770	1863	1583	1736	3432	3400	3296	3400	3296	1787	3390	1787	3390	1787	3440	1770	3440	1770	3440	1805	3469	1805	3469		
Fill Permitted	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00			
Satd. Flow (perm)	3433	1819	1770	1863	1583	1736	3432	3400	3296	3400	3296	1787	3390	1787	3390	1787	3440	1770	3440	1770	3440	1805	3469	1805	3469		
Peak-hour factor, PHF	0.89	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	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)	439	414	76	25	202	359	76	434	35	404	253	167	180	308	163	116	227	79	221	505	116	174	284	100			
RTOR Reduction (vph)	0	5	0	0	0	172	0	6	0	0	98	0	0	49	0	24	0	0	0	12	0	0	21	0			
Lane Group Flow (vph)	439	485	0	25	202	187	76	463	0	404	322	0	0	226	440	0	121	282	0	221	609	0	174	363			
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	4%	4%	4%	4%	3%	3%	0	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	Prot	Prot	Prot	Prot	Prot	Prot	Prot	Prot	Prot	Prot	Prot	Prot			
Protected Phases	7	4			3	8		5	2		1	6		2		1	6		3	8		7	4				
Permitted Phases																											
Actuated Green, G (s)	15.6	32.6	2.7	19.7	19.7	4.1	16.3	12.4	24.6	12.4	24.6	14.3	19.3	11.8	17.8	11.5	17.5	17.0	22.0	17.0	22.0	14.3	19.3				
Effective Green, g (s)	15.6	32.6	2.7	19.7	19.7	4.1	16.3	12.4	24.6	12.4	24.6	14.3	19.3	11.8	17.8	11.5	17.5	17.0	22.0	17.0	22.0	14.3	19.3				
Actuated g/C Ratio	0.20	0.41	0.03	0.25	0.25	0.05	0.20	0.16	0.31	0.16	0.31	0.17	0.23	0.14	0.21	0.13	0.20	0.20	0.26	0.20	0.26	0.17	0.23				
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0				
Lane Grp Cap (vph)	669	741	60	459	390	89	699	627	1014	627	1014	302	782	248	705	240	703	352	894	352	894	302	782				
v/s Ratio Prot	c0.13	c0.27	0.01	0.11	0.12	0.04	c0.14	c0.12	0.10	c0.12	0.10	0.10	0.10	c0.07	c0.13	0.07	0.08	c0.12	c0.18	c0.12	c0.18	0.10	0.10				
v/s Ratio Perm	0.66	0.65	0.42	0.44	0.48	0.85	0.66	0.77	0.32	0.77	0.32	0.46	0.46	0.51	0.62	0.50	0.42	0.63	0.69	0.63	0.69	0.58	0.46				
Uniform Delay, d1	29.7	19.2	37.9	25.5	25.8	37.7	29.3	32.4	21.3	32.4	21.3	28.7	28.7	34.2	30.9	34.4	29.6	31.4	28.7	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	1.00	1.00	1.00	1.00	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	2.3	2.1	4.6	0.7	0.9	50.7	2.4	8.6	0.2	8.6	0.2	0.2	0.2	0.8	1.2	0.6	0.1	2.5	1.8	2.5	1.8	1.7	0.2				
Delay (s)	32.1	21.2	42.5	26.2	26.7	88.4	31.7	39.0	21.4	39.0	21.4	28.9	28.9	35.0	32.1	35.0	29.7	33.9	30.5	33.9	30.5	34.5	28.8				
Level of Service	C	C	D	C	C	F	C	D	C	D	C	C	C	C	C	D	C	C	C	C	C	C	C	C			
Approach Delay (s)	26.4		27.2		27.2		39.6		30.1		30.1			32.7		31.2		31.2		31.4		30.6					
Approach LOS	C	C	C	C	C	D	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C			
HCM Average Control Delay	30.1																							HCM Level of Service		C	
HCM Volume to Capacity ratio	0.66																							HCM Level of Service		C	
Actuated Cycle Length (s)	80.0																							Sum of lost time (s)		12.0	
Intersection Capacity Utilization	67.2%																							ICU Level of Service		B	
Analysis Period (min)	15																							ICU Level of Service		B	
c Critical Lane Group																											

HCM Signalized Intersection Capacity Analysis
 1. NE 175th St & 131st Ave NE
 Woodinville Medical Office Building
 Future (2010), Without-Project Weekday PM Peak Hour

Lane Configurations	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Volume (vph)	435	410	75	25	200	355	75	430	35	400	250	165	180	305	160	115	225	75	210	480	110	165	270	95	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	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	4.0	4.0	4.0	4.0	4.0	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	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.97	0.95	0.95	0.95	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95		
Fit Protected	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00	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)	3433	1819	1770	1863	1583	1736	3432	3400	3296	3400	3296	1787	3390	1787	3390	1787	3440	1770	3440	1770	3440	1805	3469	1805	3469
Fill Permitted	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00	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 (perm)	3433	1819	1770	1863	1583	1736	3432	3400	3296	3400	3296	1787	3390	1787	3390	1787	3440	1770	3440	1770	3440	1805	3469	1805	3469
Peak-hour factor, PHF	0.89	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Adj. Flow (vph)	439	414	76	25	202	359	76	434	35	404	253	167	180	308	163	116	227	79	221	505	116	174	284	100	
RTOR Reduction (vph)	0	5	0	0	0	172	0	6	0	0	98	0	0	49	0	24	0	0	0	12	0	0	21	0	
Lane Group Flow (vph)	439	485	0	25	202	187	76	463	0	404	322	0	0	226	440	0	121	282	0	221	609	0	174	363	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	4%	4%	4%	4%	3%	3%	0	1%	1%	1%	1%	1%	2%	2%	2%	0%	0%	0%	
Turn Type	Prot																								
Protected Phases	7	4			3	8		5	2		1	6		2		1	6		3	8		7	4		
Permitted Phases																									
Actuated Green, G (s)	15.6	32.6	2.7	19.7	19.7	4.1	16.3	12.4	24.6	12.4	24.6	14.3	19.3	11.8	17.8	11.5	17.5	17.0	22.0	17.0	22.0	14.3	19.3		
Effective Green, g (s)	15.6	32.6	2.7	19.7	19.7	4.1	16.3	12.4	24.6	12.4	24.6	14.3	19.3	11.8	17.8	11.5	17.5	17.0	22.0	17.0	22.0	14.3	19.3		
Actuated g/C Ratio	0.20	0.41	0.03	0.25	0.25	0.05	0.20	0.16	0.31	0.16	0.31	0.17	0.23	0.14	0.21	0.13	0.20	0.20	0.26	0.20	0.26	0.17	0.23		
Clearance Time (s)	4.0	4.0	4.0	4.0																					

HCM Signalized Intersection Capacity Analysis
3 - NE 171st St & 140th PINE

Woodinville Medical Office Building
Future (2010) Without-Project Weekday PM Peak Hour

	7	4	3	8	5	2	1	6
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔
Volume (vph)	35	210	105	220	235	200	325	85
Ideal Flow (vphpl)	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
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flt Protected	0.95	1.00	0.95	1.00	1.00	0.95	1.00	0.95
Satd. Flow (prot)	1787	1881	1599	1787	1881	1599	1787	1787
Flt Permitted	0.95	1.00	0.95	1.00	1.00	0.95	1.00	0.95
Satd. Flow (perm)	1787	1881	1599	1787	1881	1599	1787	1787
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	36	216	108	227	242	208	335	88
RTOR Reduction (vph)	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	36	216	108	227	242	208	335	88
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%
Turn Type	Prot	Perm	Prot	Perm	Prot	Perm	Prot	Prot
Permitted Phases	7	4	3	8	5	2	1	6
Permitted Phases	4	4	3	8	5	2	1	6
Actuated Green, G (s)	4.1	17.7	10.1	23.7	23.7	15.8	18.2	20.7
Effective Green, g (s)	4.1	17.7	10.1	23.7	23.7	15.8	18.2	20.7
Actuated g/C Ratio	0.05	0.20	0.12	0.27	0.27	0.18	0.21	0.24
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)	85	384	328	208	514	437	328	725
v/s Ratio Prot	0.02	0.11	0.06	0.12	0.12	0.12	0.12	0.17
v/s Ratio Perm	0.42	0.56	0.14	0.52	0.44	0.15	0.63	0.57
v/c Ratio	40.2	31.0	28.2	36.0	23.9	32.8	30.7	30.2
Uniform Delay, d1	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Progression Factor	1.2	1.1	0.1	0.8	0.2	0.1	2.9	0.6
Incremental Delay, d2	41.4	32.1	28.3	36.9	26.3	23.9	35.7	31.3
Delay (s)	D	C	D	C	D	C	D	C
Level of Service	D	C	D	C	D	C	D	C
Approach Delay (s)	31.1	31.1	27.3	32.7	31.2	31.2	31.2	31.2
Approach LOS	C	C	C	C	C	C	C	C

	30.7	HCM Level of Service	C
HCM Average Control Delay	30.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.65		
Actual Cycle Length (s)	86.7	Sum of lost time (s)	20.0
Intersection Capacity Utilization	61.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 Future (2010) With-Project Weekday PM Peak Hour

HCM Signalized Intersection Capacity Analysis
 Future (2010) With-Project Weekday PM Peak Hour

1: NE 175th St & 131st Ave NE

Woodinville Medical Office Building

Woodinville Medical Office Building

Future (2010) With-Project Weekday PM Peak Hour

Lane Configurations	7	4	3	8	5	2	1	6
Volume (vph)	435	410	77	25	355	78	442	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	0.95	0.97	0.95	0.95
Fit	1.00	0.98	1.00	1.00	0.85	1.00	0.89	1.00
Fit Protected	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3433	1818	1770	1863	1583	1736	3433	3490
Satd. Flow (perm)	3433	1818	1770	1863	1583	1736	3433	3490
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	78	25	359	79	446	35
RTOR Reduction (vph)	0	5	0	0	170	0	6	0
Lane Group Flow (vph)	439	487	0	25	202	189	79	475
Heavy Vehicles (%)	2%	2%	2%	2%	2%	4%	4%	3%
Turn Type	Prot	Prot	Prot	Prot	Perm	Prot	Prot	Prot
Permitted Phases	7	4	3	8	5	2	1	6
Actuated Green, G (s)	15.7	32.7	2.8	19.8	19.8	4.1	16.6	12.4
Effective Green, g (e)	15.7	32.7	2.8	19.8	19.8	4.1	16.6	12.4
Actuated g/C Ratio	0.20	0.41	0.03	0.25	0.25	0.05	0.21	0.15
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)	670	738	82	458	389	86	708	524
v/s Ratio Prot	c0.13	c0.27	0.01	0.11	0.05	c0.14	c0.12	0.10
v/s Ratio Perm	0.66	0.66	0.40	0.44	0.49	0.90	0.57	0.77
Uniform Delay, d1	29.9	19.4	36.0	25.7	26.0	38.0	29.4	32.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.3	2.2	4.2	0.7	1.0	62.7	2.5	8.9
Delay (s)	32.2	21.6	42.3	26.4	27.0	100.6	32.0	39.6
Level of Service	C	C	D	C	C	F	D	D
Approach Delay (s)	26.6	26.6	27.4	27.4	41.6	41.6	30.3	30.3
Approach LOS	C	C	C	C	D	D	C	C
HCM Average Control Delay	30.7	21.6	42.3	26.4	27.0	100.6	32.0	39.6
HCM Volume to Capacity ratio	0.67	0.67	0.40	0.44	0.49	0.90	0.57	0.77
Actuated Cycle Length (s)	60.5	60.5	60.5	60.5	60.5	60.5	60.5	60.5
Intersection Capacity Utilization	67.7%	67.7%	67.7%	67.7%	67.7%	67.7%	67.7%	67.7%
Analysis Period (min)	15	15	15	15	15	15	15	15
c Critical Lane Group								

Lane Configurations	3	2	1	6	5	2	1	6
Volume (vph)	320	305	162	116	225	75	219	501
Ideal Flow (vphpl)	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
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95
Fit	1.00	0.95	1.00	0.86	1.00	0.87	1.00	0.96
Fit Protected	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1787	3398	1787	3440	1770	3441	1895	3471
Satd. Flow (perm)	1787	3398	1787	3440	1770	3441	1895	3471
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	128	321	171	122	237	79	231	527
RTOR Reduction (vph)	0	51	0	0	24	0	0	12
Lane Group Flow (vph)	126	441	0	122	282	0	231	634
Heavy Vehicles (%)	1%	1%	1%	1%	1%	2%	2%	2%
Turn Type	Prot							
Permitted Phases	5	2	1	6	3	8	7	4
Actuated Green, G (s)	11.9	18.0	11.6	17.7	17.6	23.6	14.4	20.4
Effective Green, g (e)	11.9	18.0	11.6	17.7	17.6	23.6	14.4	20.4
Actuated g/C Ratio	0.14	0.21	0.13	0.20	0.20	0.27	0.16	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)	243	696	237	695	356	927	297	808
v/s Ratio Prot	c0.07	c0.13	0.07	0.08	c0.13	c0.18	0.10	0.11
v/s Ratio Perm	0.52	0.63	0.51	0.42	0.55	0.68	0.59	0.46
Uniform Delay, d1	35.2	31.8	35.4	30.5	32.2	28.7	33.8	28.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8	1.4	0.8	0.2	3.0	1.7	1.9	0.1
Delay (s)	36.0	33.2	36.2	30.6	35.2	30.3	35.7	29.0
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	28.7	32.2	28.7	31.6	28.7	31.1	28.7
HCM Volume to Capacity ratio	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62
Actuated Cycle Length (s)	67.5	67.5	67.5	67.5	67.5	67.5	67.5	67.5
Intersection Capacity Utilization	63.3%	63.3%	63.3%	63.3%	63.3%	63.3%	63.3%	63.3%
Analysis Period (min)	15	15	15	15	15	15	15	15
c Critical Lane Group								

HCM Level of Service	Sum of lost time (s)	ICU Level of Service
C	12.0	B
C	15	B

HCM Level of Service	Sum of lost time (s)	ICU Level of Service
C	15.0	B
C	15	B



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

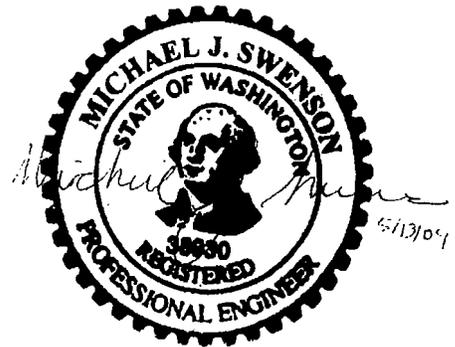
Subject: Woodinville Medical Office Building – Site Access Sight Distance

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

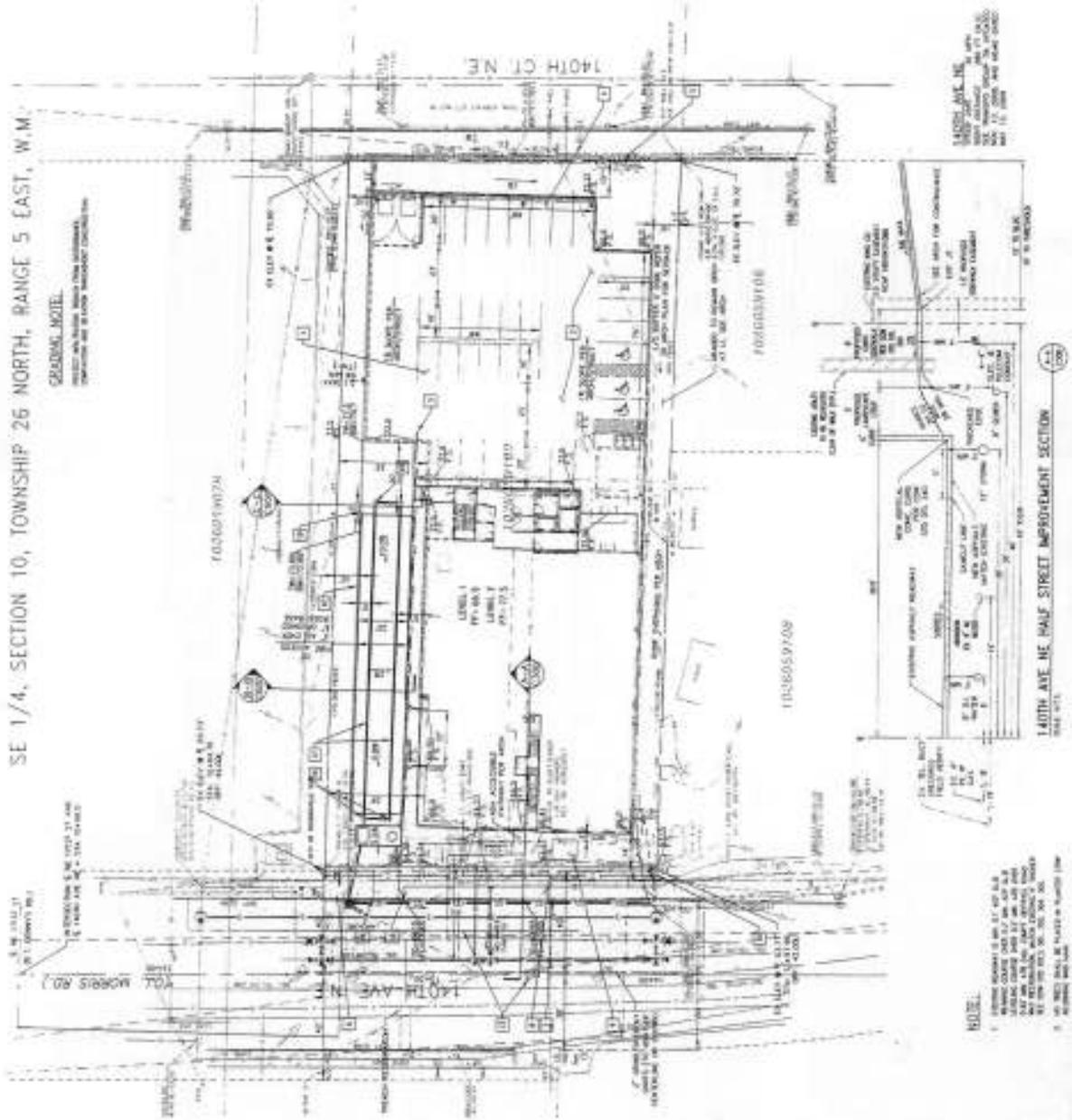


¹ Interpolated between 40 mph 45 mph shown in Woodinville Standard Drawing 325.

SE 1/4, SECTION 10, TOWNSHIP 26 NORTH, RANGE 5 EAST, W.M.

GRADING, HOTEL

PROJECT AND DESIGN TO BE SUBMITTED TO
CITY OF MINNEAPOLIS FOR REVIEW AND APPROVAL



NOTE NOTES

1. ALL GRADING SHALL BE TO FINISH GRADE UNLESS OTHERWISE NOTED.
2. SEE SHEET 10026059700 FOR FINISH GRADE AND ELEVATIONS.
3. ALL EXISTING UTILITIES SHALL BE MAINTAINED UNLESS OTHERWISE NOTED.
4. ALL NEW UTILITIES SHALL BE INSTALLED AS SHOWN ON THIS SHEET.
5. ALL NEW UTILITIES SHALL BE INSTALLED AT A MINIMUM 18" BELOW FINISH GRADE.
6. ALL NEW UTILITIES SHALL BE INSTALLED AT A MINIMUM 12" FROM FOUNDATION WALLS.
7. ALL NEW UTILITIES SHALL BE INSTALLED AT A MINIMUM 12" FROM CURB.
8. ALL NEW UTILITIES SHALL BE INSTALLED AT A MINIMUM 12" FROM DRIVEWAYS.
9. ALL NEW UTILITIES SHALL BE INSTALLED AT A MINIMUM 12" FROM SIDEWALKS.
10. ALL NEW UTILITIES SHALL BE INSTALLED AT A MINIMUM 12" FROM STREETS.
11. ALL NEW UTILITIES SHALL BE INSTALLED AT A MINIMUM 12" FROM ADJACENT PROPERTIES.
12. ALL NEW UTILITIES SHALL BE INSTALLED AT A MINIMUM 12" FROM ALL STRUCTURES.
13. ALL NEW UTILITIES SHALL BE INSTALLED AT A MINIMUM 12" FROM ALL EXISTING UTILITIES.
14. ALL NEW UTILITIES SHALL BE INSTALLED AT A MINIMUM 12" FROM ALL EXISTING FOUNDATIONS.
15. ALL NEW UTILITIES SHALL BE INSTALLED AT A MINIMUM 12" FROM ALL EXISTING FOUNDATION WALLS.
16. ALL NEW UTILITIES SHALL BE INSTALLED AT A MINIMUM 12" FROM ALL EXISTING FOUNDATION WALLS.
17. ALL NEW UTILITIES SHALL BE INSTALLED AT A MINIMUM 12" FROM ALL EXISTING FOUNDATION WALLS.
18. ALL NEW UTILITIES SHALL BE INSTALLED AT A MINIMUM 12" FROM ALL EXISTING FOUNDATION WALLS.
19. ALL NEW UTILITIES SHALL BE INSTALLED AT A MINIMUM 12" FROM ALL EXISTING FOUNDATION WALLS.
20. ALL NEW UTILITIES SHALL BE INSTALLED AT A MINIMUM 12" FROM ALL EXISTING FOUNDATION WALLS.

**CALL 48 HOURS
BEFORE YOU DIG
1-800-424-0055**

Approved for Construction by: _____
 Date: _____
 Title: _____
 License No.: _____
 State: _____
 The undersigned hereby certifies that the above information is true and correct to the best of his knowledge and belief, and that he is a duly licensed professional engineer in the State of Minnesota.

PROJECT NAME	ISSUED
10026059700	11/11/2011
10026059701	11/11/2011
10026059702	11/11/2011
10026059703	11/11/2011
10026059704	11/11/2011
10026059705	11/11/2011
10026059706	11/11/2011
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10026059800	11/11/2011



WOLLINS COERMAN
 1400 W. WASHINGTON AVENUE
 SUITE 200
 MINNEAPOLIS, MN 55404
 TEL: 612-338-1111
 FAX: 612-338-1112
 WWW.WOLLINS-COERMAN.COM

NOTE:
 1. FINISH GRADE IS 2' UP AS SHOWN ON THIS SHEET.
 2. ALL EXISTING UTILITIES SHALL BE MAINTAINED UNLESS OTHERWISE NOTED.
 3. ALL NEW UTILITIES SHALL BE INSTALLED AS SHOWN ON THIS SHEET.
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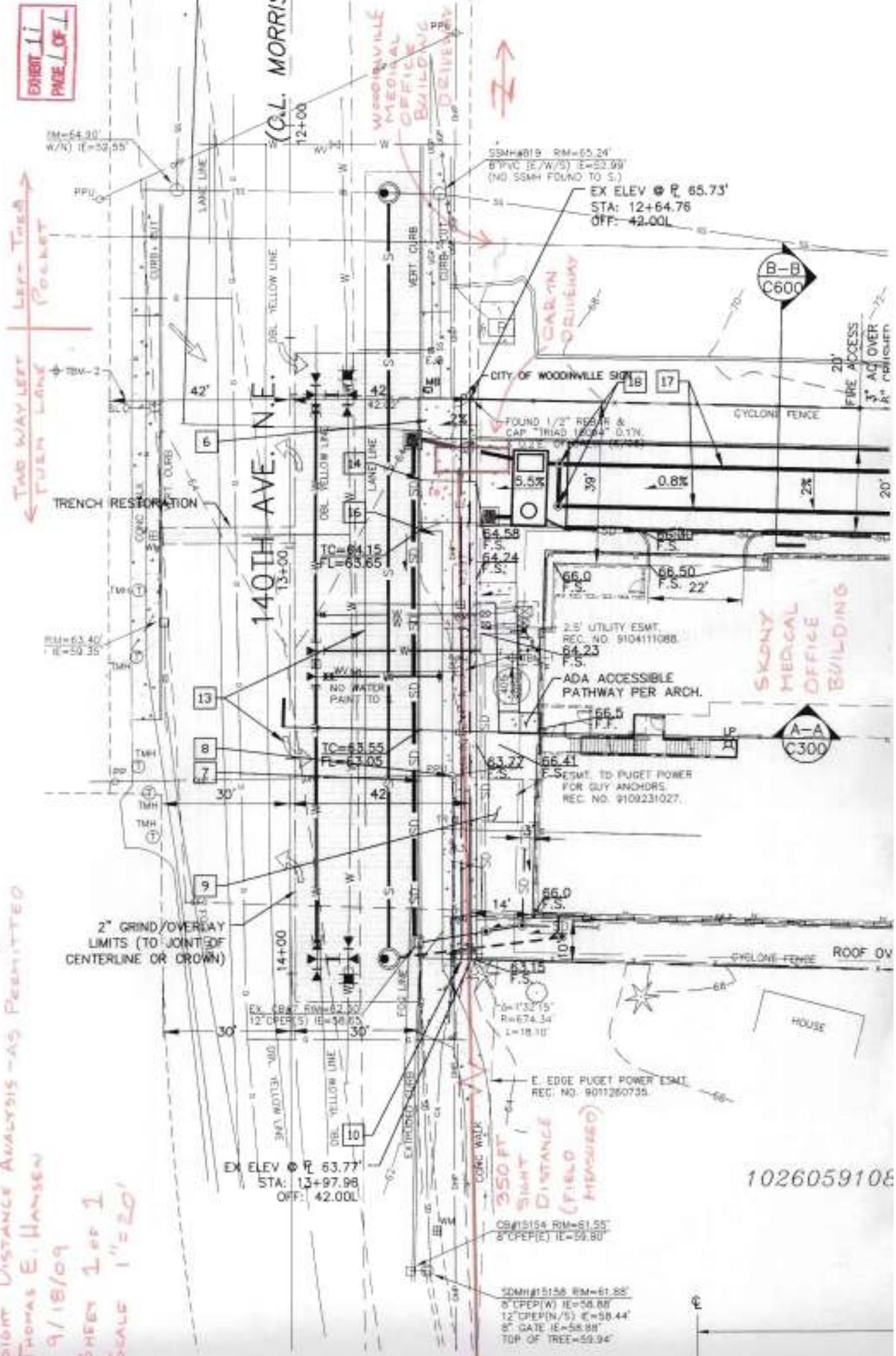
EXHIBIT 11
PAGE 1 OF 1

INTERSECTION @ NE 171ST ST AND
@ 140TH AVE NE = STA 10+00.0

(C.L. MORRIS RD)

TWO WAY LEFT TURN LANE
POCKET

SKONY Parcel
Sight Distance Analysis - As Permitted
Thomas E. Hansen
9/18/09
SHEET 1 of 1
SCALE 1" = 20'



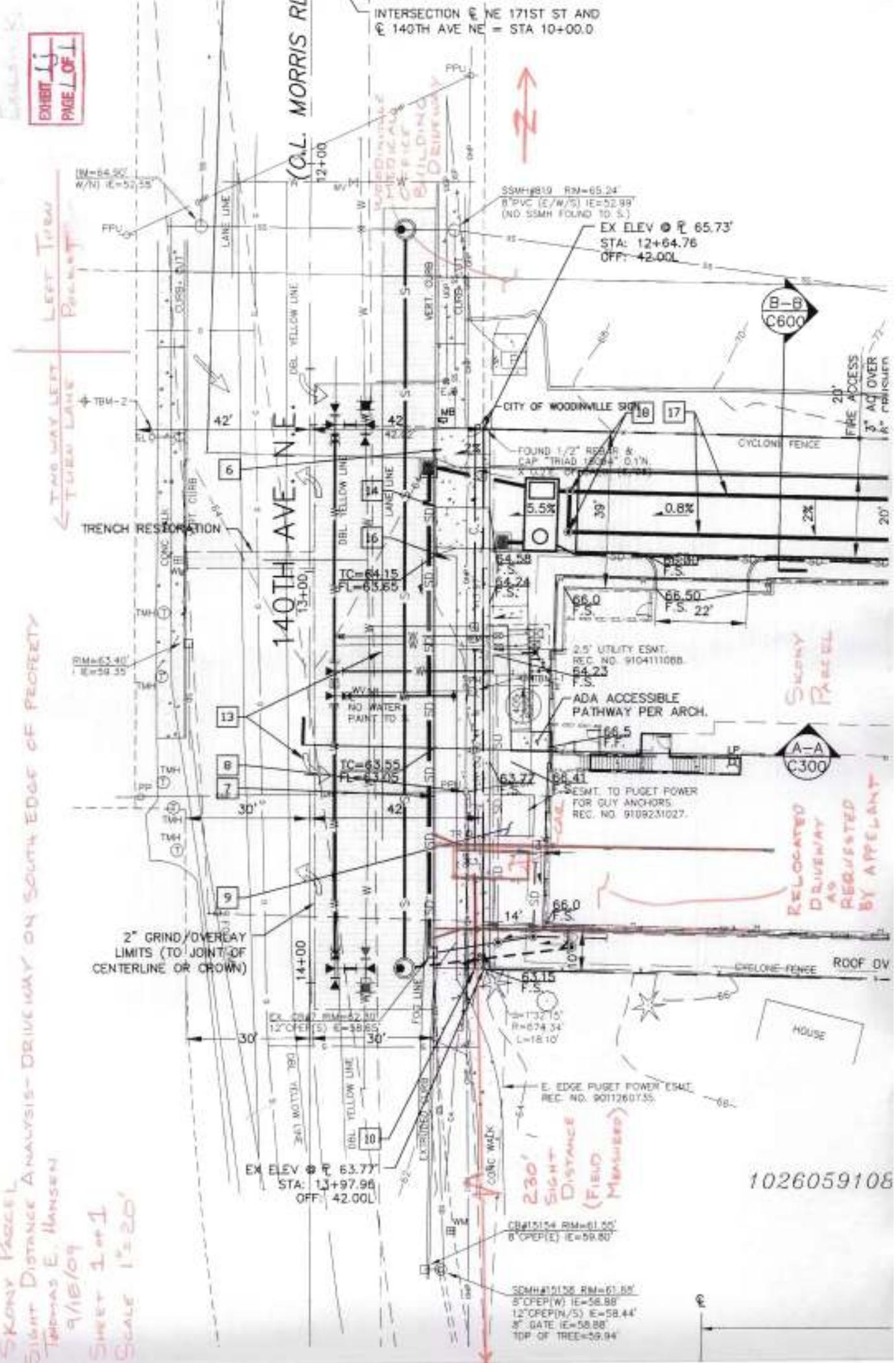
1026059106

EXHIBIT JJ

PAGE 1 OF 1

INTERSECTION @ NE 171ST ST AND
@ 140TH AVE NE = STA 10+00.0

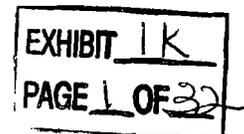
SKONY PARCEL
SIGHT DISTANCE ANALYSIS- DRIVEWAY ON SOUTH EDGE OF PROPERTY
THOMAS E. HANSEN
4/18/09
SHEET 1 of 1
SCALE 1"=20'



1026059108

Amy Ensminger

From: Richard Leahy
Sent: Wednesday, May 06, 2009 7:55 AM
To: Thomas Hansen
Subject: RE: Skony Office Building



Thanks.

From: Thomas Hansen
Sent: Tuesday, May 05, 2009 5:19 PM
To: Richard Leahy
Cc: Clint Moyer; Hal Hart
Subject: RE: Skony Office Building

Called Mike at Transpo (the consultant) and left a message for him to call either Clint or myself and that we had an approach that may solve this issue tomorrow as discussed. Clint is up to speed, agrees with the approach I am taking. If we measure and meet sight distance for 40 mph in the field and determine what needs to be done to meet, we can mark up plans to show the condition, approve and authorize the permit to be signed from our side.

Tom

From: Richard Leahy
Sent: Tuesday, May 05, 2009 2:56 PM
To: Thomas Hansen
Subject: Skony Office Building

Please call me about the sight-distance study at the higher speed limit.
Thanks.

Amy Ensminger

From: Jesse Birchman [Jesse.Birchman@transpogroup.com]
Sent: Monday, May 11, 2009 2:14 PM
To: Thomas Hansen
Cc: Mike Swenson
Subject: Woodinville MOB - Sight Distance
Attachments: Woodinville MOB - Draft Sight-Distance Memo.pdf

EXHIBIT 1k
PAGE 2 OF 32

Tom,

Attached is a DRAFT version of our memo. Before submitting a stamped version to you we wanted to see if you have any comments on the memo.

Thanks.

Jesse Birchman, PE | Transportation Engineer

Transpo Group

WHAT TRANSPORTATION CAN BE.

T 425-821-3665 x220 | F 425-825-8434
11730 118th Avenue N.E. | Suite 600 | Kirkland, WA 98034 | jesse.birchman@transpogroup.com
www.transpogroup.com

Kirkland | Seattle | Boise

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Draft MEMORANDUM

Date:	May 11, 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.

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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.

Amy Ensminger

From: Jesse Birchman [Jesse.Birchman@transpogroup.com]
Sent: Wednesday, May 13, 2009 11:08 AM
To: Thomas Hansen
Cc: Steve Skony; Mike Swenson
Subject: RE: Woodinville MOB - Sight Distance
Attachments: Woodinville MOB - Sight-Distance Memo.pdf

EXHIBIT 1K
PAGE 4 OF 32

Tom,

Attached is a stamped version of the sight-distance memo for your review. Please let us know if any other issues come up.

Thanks.

Jesse Birchman, PE | Transportation Engineer

Transpo Group

WHAT TRANSPORTATION CAN BE.

T 425-821-3665 x220 | F 425-825-8434
11730 118th Avenue N.E. | Suite 600 | Kirkland, WA 98034 | jesse.birchman@transpogroup.com
www.transpogroup.com

Kirkland | Seattle | Boise.

From: Thomas Hansen [mailto:tomh@ci.woodinville.wa.us]
Sent: Monday, May 11, 2009 3:42 PM
To: Jesse Birchman
Subject: RE: Woodinville MOB - Sight Distance

Looks like you covered the question at hand

Tom

From: Jesse Birchman [mailto:Jesse.Birchman@transpogroup.com]
Sent: Monday, May 11, 2009 2:14 PM
To: Thomas Hansen
Cc: Mike Swenson
Subject: Woodinville MOB - Sight Distance

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Jesse Birchman, PE | Transportation Engineer

Transpo Group

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09/24/2009

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

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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.

Amy Ensminger

From: Mark J. Jacobs, PE, PTOE [JakeTraffic@comcast.net]
Sent: Monday, June 15, 2009 8:55 AM
To: Thomas Hansen
Subject: RE: 2009.015 - woodinville medical center
Found it!

EXHIBIT 1K
PAGE 6 OF 32

From: Thomas Hansen [mailto:tomh@ci.woodinville.wa.us]
Sent: Monday, June 15, 2009 7:44 AM
To: Mark J. Jacobs, PE, PTOE
Subject: RE: 2009.015 - woodinville medical center

Mark -

As stated before, the adopted standards are the 1999 standards. There are draft updates that are out there, but the last set adopted by Council was the 1999 standards.

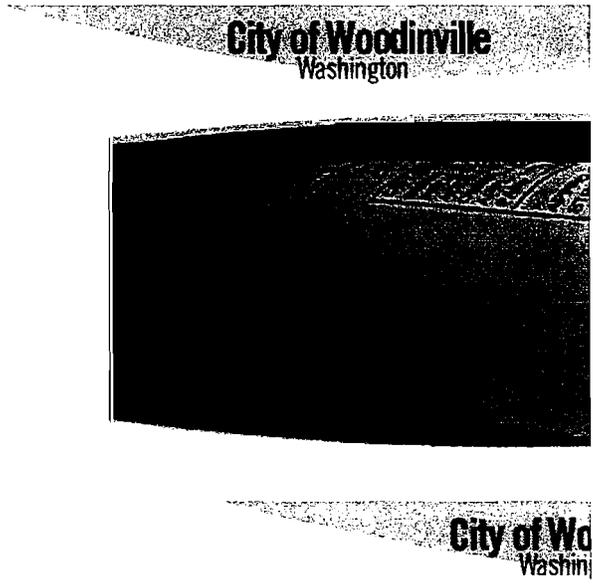
Tom

From: Mark J. Jacobs, PE, PTOE [mailto:JakeTraffic@comcast.net]
Sent: Sunday, June 14, 2009 8:22 PM
To: Thomas Hansen
Cc: 'Mark J. Jacobs, PE, PTOE'
Subject: RE: 2009.015 - woodinville medical center

Thomas

You make reference to the City's 1999 Design Standards; the attached is what I found on-line. It indicates DRAFT per the online reference (I highlighted it) but it is professionally signed. Please confirm that these are the appropriate standards to use; they appear current to me.

[print](#)
[this](#)
[page](#)



You are here > [Home](#) > [Work](#) > [Standards / Guidelines](#)

[Commercial Design Standards](#) (12/05) 100 pages

[Industrial Design Guidelines](#) (12/00) 74 pages

[Land Use Regulations](#)

[Zoning Code 2009](#)

[Subdivision Code 2009](#) 31 pages

[Environmental Protection Regulations](#) (07/98) 14 pages

[Multifamily Design Guidelines](#) (11/04) 56 pages

[Woodinville Infrastructure Design Standards and Specificatio](#)

[2007 Edition Draft](#) (includes all revisions from 1999 - Feb2007)

[WIDSS 2007 Edition](#) (211 pages)

[2007 Edition Draft - Corrections](#) (Standard Details Only)

[WIDSS 2007 Edition Rev 3](#) (11 pages)

[Doing Business in Woodinville](#)
[Economic Development](#)
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[Master Plans](#)
[Permits / Applications](#)
[Requests for Proposals](#)
[Standards / Guidelines](#)
[Zoning Code](#)

Page last modified: June 9, 2009

09/24/2009

EXHIBIT 1K
PAGE 7 OF 32

RELATED LINKS

- [Woodinville Municipal Code](#)



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From: Thomas Hansen [mailto:tomh@ci.woodinville.wa.us]
Sent: Wednesday, June 10, 2009 12:40 PM
To: Mark J. Jacobs, PE, PTOE
Subject: RE: 2009.015 - woodinville medical center

Mark –

140th Ave SE. is within City right of way until the south edge of the Skony property, at that point, the road crosses the corporate boundaries and becomes a county road. The Skony property frontage and the Medical Center frontage on 140th is entirely within the City of Woodinville.

The criteria used for sight distance evaluation and driveway spacing can be found in Section 1-4.6 and 1-4.2.6 of the City's 1999 Design standards. These standards are the most recent adopted standards.

Tom

From: Mark J. Jacobs, PE, PTOE [mailto:JakeTraffic@comcast.net]
Sent: Wednesday, June 10, 2009 12:22 PM
To: Thomas Hansen
Cc: Daniel Gerbitz; 'Mike Swenson'
Subject: 2009.015 - woodinville medical center

Tom

I have been retained to review the accesses of the existing Woodinville Medical Center access driveways. In particular the potential for conflict at the existing Woodinville

09/24/2009

Medical Center's access on 140th Ave. SE with a proposed driveway by the Skony Medical Building (referenced as the Woodinville Medical Office Building in the Transportation Impact Analysis prepared by Transpo Group dated January 2009).

The Woodinville Medical Center is located in the SE corner of the 140th Ave, NE/NE 171st St. I/S and the Skony Medical Building is the adjacent parcel to the south. I have a copy of the Transpo Group TIA and Memorandum and have requested they provide me the traffic count they conducted at my project site's driveway. Also, I requested sight lines information for the Skony site for an access located near the SPL in lieu of the NPL (that is a concern for my Client due to its proximity to the existing Woodinville Medical Center access). I am waiting on Mike to provide me the requested data.

In looking at the aerial it appears that 140th Ave. NE is a County road adjacent to each of the site. Is this correct? The County speed limit is 40 MPH that looks to be consistent with nationally recognized traffic engineering criteria. The City speed limit for the corridor of 25 MPH is clearly erroneous (35 to 40 MPH is obviously more appropriate), has zero technical justification and simply results in driver disrespect for traffic control. (Note: I understand you are aware of this and are working to correct this visibly flawed situation). Two items:

- please clarify ownership of the 140th Ave. NE ROW s/o NE 171st St.
- and please point me to the City's driveway spacing criteria.

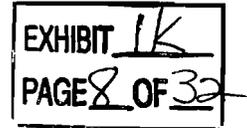
My Client has already corrected the incorrect on site striping to the correct yellow from the incorrect white that was used to separate bi-directional site circulation. He is also cognizant of vegetation in the sight lines at the 140th Ave. NE driveway and will be pruning vegetation accordingly.

I have requested traffic data from Mike Swenson in particular the sight lines for an access near the SPL that are needed to properly evaluate the best location for the access.

I look forward to receiving the requested data from the Transpo Group and your clarification of ownership of 140th Ave. NE and the City access spacing criteria.

Contact me with any questions.

Mark
206.762.1978
206.799.5692 cell



Amy Ensminger

From: Hal Hart
Sent: Monday, June 29, 2009 10:49 AM
To: Thomas Hansen; Ray Sturtz; Debra Crawford
Subject: Skony Office Project

EXHIBIT 1K
PAGE 9 OF 32

Team:

I received a telephone call from Amy Hughes on Tuesday of last week she said she was an attorney representing Pioneer Management. She said that pioneer management managed the existing Woodinville Medical Center. Her line of questioning was focused on the Engineer's review of the Skony medical center as it related to the street. She sent a follow up email Wednesday of last week which I only now have reviewed.

Ray, Deb and I will meet to discuss this project today since there are other issues besides transportation. We intend to the Public Works Team fully in the loop through you Tom.

Hal

Amy Ensminger

From: Ray Sturtz
Sent: Wednesday, August 19, 2009 5:20 PM
To: Sandy Guinn
Cc: Hal Hart; Debra Crawford; Jim Scarsorie; Thomas Hansen
Subject: Shony Medical Bldg Appeal - HE Availability



Sandy

Please contact the Hearing Examiner for his availability to hear an appeal regarding distance between driveways for the subject project. The earliest staff is available will be the week of September 28th and than not again until the week of October 12 or later. If he is available for any day from September 28 through October 2 that would be great.

Thank you,
Ray

Amy Ensminger

From: Ray Sturtz
Sent: Wednesday, August 19, 2009 5:31 PM
To: Debra Crawford
Cc: Thomas Hansen; Hal Hart; Janet Groak
Subject: Skony appeal

EXHIBIT 1K
PAGE 11 OF 32

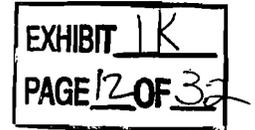
Deb

I talked to both John Corrado and Steve Skony via a couple of phone calls today and let them know an appeal had been filed, but the deadline is still this Friday so additional appeals could be filed. Sandy will be contacting the HE to see what his availability is for a late September hearing.

Ray

Amy Ensminger

From: Sandy Guinn
Sent: Thursday, August 20, 2009 9:06 AM
To: Janet Groak; Jim Scarsorie
Cc: Ray Sturtz; Debra Crawford; Hal Hart; Thomas Hansen
Subject: RE: Shony Medical Bldg Appeal - HE Availability



Will request hearing during the day and during Ray's requested time frame, unless someone who will be involved can not meet the time frame: "The earliest staff is available will be the week of September 28th and than not again until the week of October 12 or later. If he is available for any day from September 28 through October 2 that would be great."

From: Janet Groak
Sent: Thursday, August 20, 2009 9:00 AM
To: Jim Scarsorie
Cc: Ray Sturtz; Sandy Guinn
Subject: RE: Shony Medical Bldg Appeal - HE Availability

I should be included in this email string, since I worked with Deb on the Skony project....
Thanks.

Janet Groak
Development Services Department
425-489-2754 ext 2220

From: Jim Scarsorie
Sent: Thursday, August 20, 2009 8:59 AM
To: Janet Groak
Cc: Ray Sturtz; Sandy Guinn
Subject: FW: Shony Medical Bldg Appeal - HE Availability

Yours...

From: Sandy Guinn
Sent: Thursday, August 20, 2009 8:48 AM
To: Ray Sturtz
Cc: Hal Hart; Debra Crawford; Jim Scarsorie; Thomas Hansen
Subject: RE: Shony Medical Bldg Appeal - HE Availability

Does it matter if it is morning or evening?

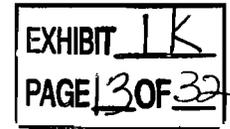
From: Ray Sturtz
Sent: Wednesday, August 19, 2009 5:20 PM
To: Sandy Guinn
Cc: Hal Hart; Debra Crawford; Jim Scarsorie; Thomas Hansen
Subject: Shony Medical Bldg Appeal - HE Availability

Sandy
Please contact the Hearing Examiner for his availability to hear an appeal regarding distance between driveways for the subject project. The earliest staff is available will be the week of September 28th and than not again until the week of October 12 or later. If he is available for any day from September 28 through October 2 that would be great.
Thank you,
Ray

09/09/2009

Amy Ensminger

From: Sandy Guinn
Sent: Friday, August 21, 2009 11:52 AM
To: Ray Sturtz; Janet Groak; Debra Crawford; Hal Hart; Thomas Hansen
Subject: RE: Message from Amy Hughes (Keller Rohrback-appeal)



Hi Ray,

Earlier this week it was requested that I contact the Hearing Examiner and set a date for the appeal hearing, which I did. Yesterday, the Hearing Examiner confirmed the date/time (October 1st at 10 a.m). In speaking with the Hearing Examiner, he advised me that he was sending out a prehearing order with a date for submittal of documents by the appellant and the City. Do you want me to contact the Hearing Examiner and request that this not go out? until the end of today?

Sandy

From: Ray Sturtz
Sent: Friday, August 21, 2009 10:40 AM
To: Janet Groak; Debra Crawford; Hal Hart; Thomas Hansen; Sandy Guinn
Subject: RE: Message from Amy Hughes (Keller Rohrback-appeal)

All

I spoke briefly with Amy and told her we were shooting for sometime between late September and mid-October for a public hearing before the HE, but could not set or advertise the date until the appeal period was over with at the end of the day today.

Ray

Ray Sturtz, Planning Manager
17301 133rd Avenue NE
Woodinville WA. 98072
425-489-2754 ext. 2281
FAX 424-489-2756

From: Janet Groak
Sent: Friday, August 21, 2009 9:34 AM
To: Ray Sturtz
Subject: Message from Amy Hughes (Keller Rohrback-appeal)

Ray,

There's a message on my phone from a few minutes ago, from Amy Hughes (legal rep from Skony appeal).

My question is, should I call her back, or should it be you?

Her number is 206-224-7472

Janet

Janet Groak
City of Woodinville
Development Services Department
425-489-2754 ext. 2220
janetg@ci.woodinville.wa.us

Amy Ensminger

From: Janet Groak
Sent: Monday, August 24, 2009 12:17 PM
To: Chun Lau; Clint Moyer; Darren Simpson; Dave Williamson; Debra Crawford; Denise Lifton; Hal Hart; Hien Duong; Jamey Barlet; Janet Groak; John Schuh; Matt Ellis; Matt Perhatch; Ray Sturtz; Steve Cooke; Steve Skony; Susie McCann; Thomas Hansen
Subject: One Appeal rec'd for Skony Project

EXHIBIT 1K
PAGE 4 OF 32

Attachments: Scanned ltr--APPEAL.pdf

As of 5:00 PM Friday, August 21st (end of public comment period), one appeal was received concerning the Skony Medical Office Building from Amy Hughes and Benjamin Lantz, representing the firm of Keller Rohrback.

Copy of appeal is attached.

Thanks,
Janet

Janet Groak
City of Woodinville
Development Services Department
425-489-2754 ext. 2220Rohrback
janetg@ci.woodinville.wa.us

KELLER ROHRBACK L.L.P.

EXHIBIT 1K
PAGE 15 OF 32

LAURIE B. ASHTON ①①①①①
IAN S. BIRK
JAMES A. BLOOM ①①①
STEPHEN R. BOATWRIGHT ①①①
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① ADMITTED IN ARIZONA
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⑭ ALSO ADMITTED IN WASHINGTON, D.C.
⑮ ALSO ADMITTED IN WISCONSIN
⑯ NOT ADMITTED IN WASHINGTON
⑰ OF COUNSEL

August 14, 2009

VIA CERTIFIED MAIL

Hal Hart
Director of Development Service
City of Woodinville
Woodinville City Hall
17301-133rd Avenue NE
Woodinville, WA 98072

RECEIVED

AUG 17 2009

CITY OF WOODINVILLE
DEVELOPMENT SERVICE

RECEIVED

AUG 17 2009

City of Woodinville

Re: Appeal of Permits Issued for the Skony Medical Building

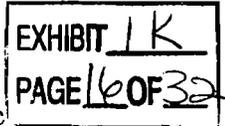
Dear Mr. Hart:

Subject to the Woodinville Municipal Code 17.17, the Woodinville Medical Center General Partnership appeals Permits BLD08118¹ and SDL08020 issued for the Skony Medical Building, issued on August 7, 2009 and the associated permits PROJ08077 and DEV08005. Enclosed is the appeal fee for \$884.00.

I. STANDING

Pursuant to WMC 17.17.030(2)(b), Woodinville Medical Center General Partnership ("the Partnership") has standing as a party of record. On December 2, 2008, Daniel Gerbitz, the agent of the Partnership, made public comments on behalf of the Partnership at the Woodinville

¹ It is unclear whether the correct building permit is BLD08118 or BLD08116 as the web-based permit site lists the permit number as BLD08116 while the Janet Groak sent to Keller Rohrback stated the permit number was BLD08118.



City Council Meeting regarding the Partnership's concern about safety for patients and traffic congestion caused by the placement of the driveway of the Skony Medical Building. This forum was the only public forum available for comment as no open record public hearing was held for this project, despite WMC 17.11.010(4) which requires a public comment period for Type II project permits. Additionally, on July 22, 2009, the Partnership submitted comments regarding the permit to the City as no public comment period had been held.

II. APPELLANT'S STATEMENT OF GROUNDS FOR APPEAL AND THE FACTS UPON WHICH THE APPEAL IS BASED

A. Minor Generator Streets

The location of the Skony Medical Building's driveway violates Woodinville Ordinance 232. Woodinville Ordinance 232 establishes the Minimum Driveway Spacing as a Multiple of Posted Speed for Principal Arterials, Minor Arterials, and Commercial Collectors. Ordinance 232 requires that Minor Generator developments on Principal Arterial Streets have a multiple of 7-8 of the posted speed. The anticipated traffic generated from the Skony Medical Center is 846 vehicles per day, thus classifying it as a Minor Generator. (Jake Traffic Engineering, Inc. Report, June 18, 2009, p. 3). Both NE 171st Street and NE 140th Avenue are Principal Arterial Streets. (Jake Traffic Engineering, Inc. Report, June 18, 2009, p. 2). Thus, the driveway distance is calculated by multiplying the posted speed limit times 7-8.

B. Speed Limit

The posted speed limit on NE 140th Avenue is 25 mph. (*Id.*) However, Woodinville Medical believes that this 25 mph on NE 140th Avenue is inaccurate. The county speed limit on NE 140th Avenue south of Woodinville is 45 mph. (*Id.*) Thus, the speed goes from 45 mph to 25 mph within the city of Woodinville to 35 mph on NE 171st. (*Id.*) The City speed limit which is in line with Professional Traffic Engineering Criteria is 35 mph. Thus, assuming 35 mph on a Principal Arterial and a Minor Generator street, the minimum driveway distance should be at least 245-280 feet apart. Even accepting, for the sake of argument, the inaccurate 25 mph speed limit, the minimum distance between the driveways should be 175-200 feet apart.

C. Distance Violates Ordinance 232

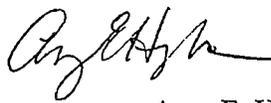
The distance between the centerline to centerline of the Woodinville Medical Center driveway and the proposed Skony Medical Center driveway is 65 feet. This distance between driveways violates Ordinance 232 at least 110 feet. The distance threatens the health and safety of the patients, staff and others entering the Woodinville Medical Center's facility.

EXHIBIT 1K
PAGE 17 OF 32

III. THE RELIEF SOUGHT, INCLUDING THE SPECIFIC NATURE AND EXTENT

At a minimum, the Woodinville Medical Center General Partnership seeks to have the Skony Medical Center's driveway placed at the southwest corner of the Skony Medical Center's property to maximize the distance between the two facilities' driveways to ensure the safety of all patients and staff using the driveways.

Best regards,



Amy E. Hughes & Benjamin Lantz
Attorneys for the Woodinville Medical Center

AEH:aeh

cc: Daniel Gerbitz

N:\clients\10854\17\Appeal to be filed.doc

EXHIBIT 1K
PAGE 18 OF 32

The Woodinville Medical Center has read this appeal and believes the contents to be true and accurate.

By: 
Daniel Gerbitz
Authorized Agent for the Woodinville Medical Center

Amy Ensminger

From: Janet Groak
Sent: Monday, August 24, 2009 1:11 PM
To: Thomas Hansen
Cc: Ray Sturtz; Hal Hart; Debra Crawford
Subject: RE: One Appeal rec'd for Skony Project

EXHIBIT 1K
PAGE 19 OF 32

Attachments: Keller Rohrback- Jake Traffic Engineering Rpt 7-24-09.pdf

Here's the report. I noticed that the last page simply reads 'appendix', but there was no appendix attached to the document we received.

Janet

Janet Groak
Development Services Department
425-489-2754 ext 2220

From: Thomas Hansen
Sent: Monday, August 24, 2009 12:50 PM
To: Janet Groak
Cc: Ray Sturtz; Hal Hart; Debra Crawford.
Subject: RE: One Appeal rec'd for Skony Project

Do we have a copy of the report from Jake Traffic Engineering? I will need a hard copy of this report to prepare the City's defense against the appeal

Tom

From: Janet Groak
Sent: Monday, August 24, 2009 12:17 PM
To: Chun Lau; Clint Moyer; Darren Simpson; Dave Williamson; Debra Crawford; Denise Lifton; Hal Hart; Hien Duong; Jamey Barlet; Janet Groak; John Schuh; Matt Ellis; Matt Perhatch; Ray Sturtz; Steve Cooke; Steve Skony; Susie McCann; Thomas Hansen
Subject: One Appeal rec'd for Skony Project

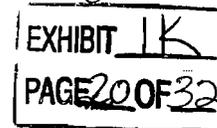
As of 5:00 PM Friday, August 21st (end of public comment period), one appeal was received concerning the Skony Medical Office Building from Amy Hughes and Benjamin Lantz, representing the firm of Keller Rohrback.

Copy of appeal is attached.

Thanks,
Janet

Janet Groak
City of Woodinville
Development Services Department
425-489-2754 ext. 2220Rohrback
janetg@ci.woodinville.wa.us

09/09/2009

**Amy Ensminger**

From: Janet Groak
Sent: Tuesday, August 25, 2009 11:47 AM
To: ahughes@kellerrohrback.com
Cc: Chun Lau; Clint Moyer; Darren Simpson; Dave Williamson; Debra Crawford; Denise Lifton; Hal Hart; Hien Duong; Jamey Barlet; Janet Groak; John Schuh; Matt Ellis; Matt Perhatch; Ray Sturtz; Steve Cooke; Steve Skony; Susie McCann; Thomas Hansen
Subject: FW: Skony appeal
Attachments: Keller Rohrback- Jake Traffic Engineering Rpt 7-24-09.pdf

Ms. Hughes,

Please find attached a link to the City of Woodinville Appeal form, which needs to be filled out, signed, and returned, so that your project file is complete. If you could complete and return this quickly, it would be appreciated. Link is below:

APPEAL FORM

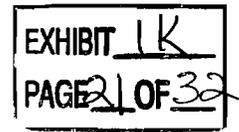
<http://www.ci.woodinville.wa.us/Documents/Work/permits/2008%20Appeal%20to%20Hearing%20Examiner%20of%20Director%20Determination.pdf>

Additionally, there is a question regarding the Jake Traffic Engineering report, which was received from your offices on July 24, 2009. If you review the complete submittal (scanned and attached with this email), the first two pages are on your letterhead, with ten pages following, from Jake Traffic Engineering. However, the 10th page, which simply says 'appendix' does not have an appendix attached to it. If there is additional information that was appended to this report, we would appreciate receiving a copy for our records as soon as possible. Please send via email attachment or fax, whichever is more convenient (email and fax information listed below.)

Thank you--

Janet Groak
City of Woodinville
Development Services Department
17301 133RD AVENUE NE
Woodinville, WA 98072
Phone: 425-489-2754 ext. 2220
Fax: 425-489-2756
Email: janetg@ci.woodinville.wa.us

Amy Ensminger



From: Janet Groak
Sent: Tuesday, August 25, 2009 12:42 PM
To: Chun Lau; Clint Moyer; Darren Simpson; Dave Williamson; Debra Crawford; Denise Lifton; Hal Hart; Hien Duong; Jamey Barlet; Janet Groak; John Schuh; Matt Ellis; Matt Perhatch; Ray Sturtz; Steve Cooke; Steve Skony; Susie McCann; Thomas Hansen
Subject: FW: Skony appeal--follow up

Attachments: Keller Rohrback- Jake Traffic Engineering Rpt 7-24-09.pdf

Ms. Hughes just called, and said that Mr. Gerbitz will be dropping off the complete bound report from Jake Traffic Engineering by 2pm this afternoon. I will make certain copies can be made available as soon as it's received.

The Appeal form will also be sent as a .pdf via email today as well.

Janet

Janet Groak
Development Services Department
425-489-2754 ext 2220

From: Janet Groak
Sent: Tuesday, August 25, 2009 11:47 AM
To: 'ahughes@kellerrohrback.com'
Cc: 'Chun Lau'; Clint Moyer; 'Darren Simpson'; Dave Williamson; Debra Crawford; 'Denise Lifton'; Hal Hart; 'Hien Duong'; 'Jamey Barlet'; Janet Groak; 'John Schuh'; Matt Ellis; 'Matt Perhatch'; Ray Sturtz; 'Steve Cooke'; 'Steve Skony'; Susie McCann; Thomas Hansen
Subject: FW: Skony appeal

Ms. Hughes,

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APPEAL FORM

<http://www.ci.woodinville.wa.us/Documents/Work/permits/2008%20Appeal%20to%20Hearing%20Examiner%20of%20Director%20Determination.pdf>

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Thank you--

Janet Groak
City of Woodinville
Development Services Department
17301 133RD AVENUE NE
Woodinville, WA 98072
Phone: 425-489-2754 ext. 2220
Fax: 425-489-2756
Email: janetg@ci.woodinville.wa.us

EXHIBIT IK
PAGE 22 OF 32

SDL08020

LAW OFFICES OF

KELLER ROHRBACK L.L.P.

EXHIBIT 1K
PAGE 23 OF 32

LAURIE B. ASHTON
IAN S. BIRK
JAMES A. BLOOM
STEPHEN R. BOATWRIGHT
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14 ALSO ADMITTED IN WASHINGTON, D.C
15 ALSO ADMITTED IN WISCONSIN
16 NOT ADMITTED IN WASHINGTON
17 OF COUNSEL

July 22, 2009

RECEIVED

JUL 24 2009

City of Woodinville

RECEIVED

JUL 24 2009

CITY OF WOODINVILLE
DEVELOPMENT SERVICES

VIA EMAIL & CERTIFIED MAIL

Director of Planning and Community Development
City of Woodinville
Woodinville City Hall
17301-133rd Avenue NE
Woodinville, WA 98072

Re: Permits for the Skony Medical Building PROJ08077 and DEV08005

Dear Mr. Hart:

We represent the Woodinville Medical Center General Partnership ("Woodinville Medical"). As you are aware from our conversations on the phone and emails, Woodinville Medical is concerned about the distance between the driveways of the Woodinville Medical Center and the proposed Skony Medical Center because it will impact the safety of patients and staff at both centers. Based on our review of City Ordinance 232 and the Woodinville Municipal Code ("WMC"), public comment periods are required for Type II project permits. See WMC 17.11.010(4). As there has been no opportunity for public comment on this project since the December 2, 2008 Woodinville City Council Meeting, which Woodinville Medical attended and commented at, and no open record public hearing, we are providing you our comments in advance of issuance of the permit so that Woodinville Medical's concerns may be considered before construction on the project begins. We have also enclosed Woodinville Medical's Traffic Engineering Report from Jake Traffic Engineering dated June 18, 2009.

A. The Location of the Skony Medical Building's Driveway Violates Woodinville Ordinance 232

1. Minor Generator Streets

The location of the Skony Medical Building's driveway violates Woodinville Ordinance 232. Woodinville Ordinance 232 establishes the Minimum Driveway Spacing as a Multiple of Posted Speed for Principal Arterials, Minor Arterials, and Commercial Collectors. Ordinance 232 requires that

Minor Generator developments on Principal Arterial Streets have a multiple of 7-8 of the posted speed. The anticipated traffic generated from the Skony Medical Center is 846 vehicles per day, thus classifying it as a Minor Generator. (Jake Traffic Engineering, Inc. Report, June 18, 2009, p. 3). Both NE 171st Street and NE 140th Avenue are Principal Arterial Streets. (Jake Traffic Engineering, Inc. Report, June 18, 2009, p. 2). Thus, the driveway distance is calculated by multiplying the posted speed limit times 7-8.

2. Speed Limit

The posted speed limit on NE 140th Avenue is 25 mph. (*Id.*) However, Woodinville Medical believes that this 25 mph on NE 140th Avenue is inaccurate. The county speed limit on NE 140th Avenue south of Woodinville is 45 mph. (*Id.*) Thus, the speed goes from 45 mph to 25 mph within the city of Woodinville to 35 mph on NE 171st. (*Id.*) The City speed limit which is in line with Professional Traffic Engineering Criteria is 35 mph. Thus, assuming 35 mph on a Principal Arterial and a Minor Generator street, the minimum driveway distance should be at least 245-280 feet apart. Even accepting, for the sake of argument, the inaccurate 25 mph speed limit, the minimum distance between the driveways should be 175-200 feet apart.

3. Distance Violates Ordinance 232

The distance between the centerline to centerline of the Woodinville Medical Center driveway and the proposed Skony Medical Center driveway is 65 feet. This distance between driveways violates Ordinance 232 at least 110 feet. The distance threatens the health and safety of the patients, staff and others entering the Woodinville Medical Center's facility.

4. Relief Sought

Minimally, the Woodinville Medical Center General Partnership seeks to have the Skony Medical Center's driveway placed at the southwest corner of the Skony Medical Center's property to maximize the distance between the two facilities' driveways to ensure the safety of all patients and staff using the driveways.

Best regards,



Amy E. Hughes & Benjamin Lantz attorneys for
the Woodinville Medical Center General Partnership

AEH:ach

cc: Daniel Gerbitz

Enclosure: Jake Traffic Engineering, Inc. Report, June 18, 2009

N:\CLIENTS\10854\17\WMC_LETTER_JULY 19 2009.doc

Amy Ensminger

From: Janet Groak
Sent: Tuesday, August 25, 2009 2:01 PM
To: Debra Crawford; Hal Hart; Ray Sturtz; Thomas Hansen; Matt Ellis; Clint Moyer; Susie McCann; Steve Cooke- WFLSD
Subject: Complete Jake Traffic Report

The report is too large to send via email, so I'll just provide a hyperlink:



M:\DEV SVCS DEPT\CURRENT PLANNING\BLD\BLD08116 SKONY MED OFFICE BLDG--
various permits\PARTY OF RECORD LETTERS\Jake Traffic Engineering comp rpt 8-25-09.pdf

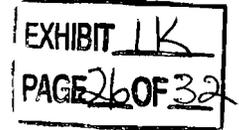
Janet Groak
City of Woodinville
Development Services Department
425-489-2754 ext. 2220
janetg@ci.woodinville.wa.us

Amy Ensminger

From: Janet Groak
Sent: Tuesday, September 01, 2009 9:37 AM
To: Chun Lau; Clint Moyer; Darren Simpson; Dave Williamson; Debra Crawford; Denise Lifton; Hal Hart; Hien Duong; Jamey Barlet; Janet Groak; John Schuh; Matt Ellis; Matt Perhatch; Ray Sturtz; Steve Cooke; Steve Skony; Susie McCann; Thomas Hansen
Subject: FW: Skony appeal

Attachments: Appeal_Cover_Sheet.08.14.09.pdf

Forwarding some email sent to Amy Hughes...



Janet Groak
Development Services Department
425-489-2754 ext 2220

From: Amy Hughes [mailto:ahughes@KellerRohrback.com]
Sent: Tuesday, August 25, 2009 1:35 PM
To: Janet Groak
Subject: RE: Skony appeal

Janet,
As we discussed on the phone today, Dan Gerbitz is dropping off at your office today a bound copy of the Jake Traffic Engineering Report. Attached is the Cover Page you requested as well.

Please let me know if you need anything else.
Amy

Amy Hughes
Keller Rohrback L.L.P.
Phone: (206) 224-7472

From: Janet Groak [mailto:JanetG@ci.woodinville.wa.us]
Sent: Tuesday, August 25, 2009 11:47 AM
To: Amy Hughes
Cc: Chun Lau; Clint Moyer; Darren Simpson; Dave Williamson; Debra Crawford; Denise Lifton; Hal Hart; Hien Duong; Jamey Barlet; Janet Groak; John Schuh; Matt Ellis; Matt Perhatch; Ray Sturtz; Steve Cooke; Steve Skony; Susie McCann; Thomas Hansen
Subject: FW: Skony appeal

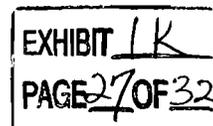
Ms. Hughes,

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APPEAL FORM
<http://www.ci.woodinville.wa.us/Documents/Work/permits/2008%20Appeal%20to%20Hearing%20Examiner%20of%20Director%20Determination.pdf>

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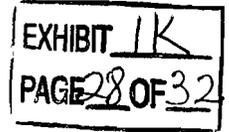
Thank you--



Janet Groak
City of Woodinville
Development Services Department
17301 133RD AVENUE NE
Woodinville, WA 98072
Phone: 425-489-2754 ext. 2220
Fax: 425-489-2756
Email: janetg@ci.woodinville.wa.us

Amy Ensminger

From: Janet Groak
Sent: Tuesday, September 08, 2009 9:33 AM
To: Ray Sturtz
Cc: Sandy Guinn; Thomas Hansen; Clint Moyer; Hal Hart; Debra Crawford
Subject: RE: HE Appeal Hearing Oct 1st



Thanks, Ray.

I will pull the property owners' labels from a previous file and plan on mailing them as well. Also, will call Woodinville Signs & the applicant (Amy Hughes) this morning about posting the sign on Monday the 14th. Shouldn't be any issues with the Weekly.

Janet Groak
Development Services Department
425-489-2754 ext 2220

From: Ray Sturtz
Sent: Tuesday, September 08, 2009 9:27 AM
To: Janet Groak
Cc: Sandy Guinn; Thomas Hansen; Clint Moyer; Hal Hart; Debra Crawford
Subject: RE: HE Appeal Hearing Oct 1st

Janet
Yes, Tom and Clint will be doing the staff report to the Hearing Examiner for the appeal hearing. To be on the conservative aide, please mail the notice to the original group of property owners as well.
Thank you,
Ray

From: Janet Groak
Sent: Tuesday, September 08, 2009 9:02 AM
To: Ray Sturtz
Cc: Sandy Guinn
Subject: HE Appeal Hearing Oct 1st
Importance: High

Ray,

This is an especially short week for me (I'm off after tomorrow), so one thing that I wanted to make sure got done between today and tomorrow is to take care of the public hearing publishing/posting/ mailing for the Skony appeal. As the hearing is scheduled for October 1st, in order to allow minimally 15 days' notice, it MUST be published and posted by September 14th ---the 21st would not allow enough days.

Sandy—just to verify, the hearing starts at 10 AM?

Ray— are Tom or Clint going to complete a staff report for this, or is it required?

I can draft out the hearing notice this morning and get it going...

As far as mailing, I have labels for all of the Parties of Record—but no other mailing labels—the appeal form does not call for them. Is there *any* reason that the original group of property owners should be notified? (Those to whom the SEPA was mailed, etc.)? I wouldn't think so, but thought I'd better check.

I will also need to contact Keller Rohrback and Woodinville Signs regarding the posting.

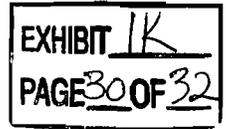
Thanks---

Janet Groak
City of Woodinville
Development Services Department
425-489-2754 ext. 2220
janetg@ci.woodinville.wa.us



Amy Ensminger

From: Janet Groak
Sent: Tuesday, September 08, 2009 10:25 AM
To: Amy Hughes; Debra Crawford; Ray Sturtz; Clint Moyer; Thomas Hansen; Sandy Guinn
Cc: Woodinville Signs Production 2
Subject: Posting of Public Hearing Notice 9/14 for 10/1 hearing



Amy,

As the public hearing notice for the October 1st Skony Appeal Hearing must be posted minimally 15 days prior to the hearing, that necessitates posting it this coming Monday, September 14th, concurrent with publishing the notice in the paper. (The notice will also be mailed to property owners within 500' and parties of record).

The applicant (in this case, Keller Rohrback), is responsible for paying for the cost of the sign posting. I can make arrangements for the other details with Pat Burghardt (Owner, Woodinville Signs, with whom we coordinate sign postings), cc'd in this email. Pat confirmed the cost of creating, installing, and removing the sign is \$185 + tax. If you could please either call or email Pat and let him know that Keller Rohrback approves the cost of the sign posting and agrees to remit the total sign posting amount to Woodinville Signs, that would be greatly appreciated.

If you email, please cc: me on the list—thanks.

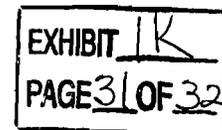
Pat's direct phone number is 425-483-0296; fax is 425-483-0485

**Thanks again—
Janet**

Janet Groak
City of Woodinville
Development Services Department
425-489-2754 ext. 2220
janetg@ci.woodinville.wa.us

Amy Ensminger

From: Thomas Hansen
Sent: Wednesday, September 09, 2009 7:50 AM
To: Amy Ensminger
Cc: Janet Groak; Jennifer Kuhn
Subject: FW: Affidavit of Posting--APP09001 Keller Rohrback



Yes we do. Amy, can you please include on the list. Thanks

Tom

From: Janet Groak
Sent: Tuesday, September 08, 2009 2:02 PM
To: Jennifer Kuhn
Cc: Clint Moyer; Thomas Hansen
Subject: RE: Affidavit of Posting--APP09001 Keller Rohrback

Thanks, Jenny!

I am going to cc: Tom and Clint on this, so they will know when this will be available (as PW will be creating the Staff Report for this hearing, and I would assume they will want the notarized Affidavit as an exhibit).

Janet Groak
Development Services Department
425-489-2754 ext 2220

From: Jennifer Kuhn
Sent: Tuesday, September 08, 2009 1:59 PM
To: Janet Groak
Subject: RE: Affidavit of Posting--APP09001 Keller Rohrback

Hi Janet,

I will go see Pat next Tuesday for notarization. I a nice time off.

Jennifer Kuhn

NOTE: This email is considered a public record and may be subject to public disclosure.

From: Janet Groak
Sent: Tuesday, September 08, 2009 11:00 AM
To: Jennifer Kuhn
Cc: Debra Crawford; Ray Sturtz; Sandy Guinn; Susie McCann
Subject: Affidavit of Posting--APP09001 Keller Rohrback

Jenny,

Attached is the Affidavit of Posting for the Keller Rohrback appeal (APP09001) of the Skony Medical Office Building. As the Public Hearing is scheduled for Oct. 1st. the posting must

09/09/2009

take place on Monday, September 14th (in order to meet the minimal 15 day prior posting requirement). FYI, I am only here this week today and tomorrow, so if you need anything further, please let me know before the end of the day tomorrow—thanks!

Pat from Woodinville Signs is already aware of this, and the applicant has also been notified.

Thanks,
Janet

Janet Groak
City of Woodinville
Development Services Department
425-489-2754 ext. 2220
janetg@ci.woodinville.wa.us

EXHIBIT 1K
PAGE 32 OF 32

Woodinville

**WOODINVILLE MEDICAL CENTER
SITE ACCESS REVIEW LETTER**

June 18, 2009

JTE . Jake Traffic Engineering, Inc.
Mark J. Jacobs, PE, PTOE, President
7731 8th Ave SW - Seattle, WA 98106 - 2007
Tel. 206.762.1978 - Cell 206.799.5692
E-mail jaketraffic@comcast.net

June 18, 2009

Daniel Gerbitz, CSM, Senior Vice President
PIONEER MANAGEMENT COMPANY
11747 NE First Street, Suite 220
Bellevue, WA 98005

Re: Woodinville Medical Center - Woodinville
Site Access Review Letter

Dear Mr. Gerbitz;

I have prepared this letter reviewing the Woodinville Medical Center's site driveways. In particular the potential for conflict at the existing Woodinville Medical Center's access on 140th Ave. SE with a proposed driveway by the Skony Medical Building (referenced as the Woodinville Medical Office Building in the Transportation Impact Analysis prepared by Transpo Group dated January 2009).

Items conducted for this analysis include:

- Site review
- Review of Woodinville Medical Office Building Transportation Impact Analysis dated January 2009 prepared by the Transpo Group
- A May 13, 2009 Transpo Group Memorandum from Mike Swenson/Jesse Birchman to Tom Hanson, City of Woodinville.
- Review City access spacing/sight lines criteria.
- Traffic Operational Review

Referencing in this letter identifies your site (the existing facility) as the Woodinville Medical Center and the proposed medical facility to the south as the Skony Medical Building. The Transpo Group traffic report had identified the Skony Medical Building as the Woodinville Medical Office Building. Thus to avoid confusion I will refer to your site as the Woodinville Medical Center and the site to the south as the Skony Medical Building.

Project Information

Figure 1 is a vicinity map which shows the location of the site and the surrounding street system.

The Woodinville Medical Center has 34,243 gsf of space (as provided to me) and has 162 on-site parking stalls. Access to this facility is via two full access driveways with one on NE 171st St. and the other on NE 140th Street. The on-site parking ratio is 4.73 stalls per 1,000 gsf.

Daniel Gerblitz, CSM, Senior Vice President
PIONEER MANAGEMENT COMPANY
June 18, 2009
Page -3-

City Access Criteria

The Skony Medical Building proposes a full access driveway on 140th Avenue Northeast. This proposed access is located about 65' south (centerline to centerline) of the existing Woodinville Medical Center driveway. The City of Woodinville Ordinance #232 has adopted the Transportation Infrastructure Standards and Specifications 1999 Edition, Section 1-4.6.3 Commercial Driveways Subsection 4) notes the following:

4. Spacing:

The minimum spacing for commercial driveways is as shown below. Deviations from the minimum spacing requirements must be approved in writing by the Public Works Director. When allowed, commercial driveways located closer than 100 feet from the approach to a principal or minor arterial intersection shall be signed and marked "Right Turn Only" unless otherwise approved by the Public Works Director.

Street Functional Classification	Minimum Driveway Spacing as a Multiple of Posted Speed (in feet)		
	Minimum Use ¹	Minor Generator ²	Major Generator ³
Principal Arterial	4-5	7-8	9-10
Minor Arterial	3-4	5-6	7-8
Commercial Collector	2-3	4-5	5-6

1. Fewer than 50 vehicle trips per day or 5 trips in the peak hour (two-way total).
2. About 51 to 5,000 vehicle trips per day or fewer than 500 trips in the peak hour (two-way total).
3. Over 5,000 vehicle trips per day or over 500 trips in the peak hour (two-way total).

Traffic generated by the Skony Medical Building is projected at 846 vpd; reference the Transpo Group Transportation Impact Analysis. The Skony Medical Building is considered a Minor Generator and 140th Avenue NE is classified by the City as a Principal Arterial. Thus the minimum driveway spacing is 245' (presuming a more appropriate speed limit of 35 MPH; the minimum spacing using the erroneous 25 MPH limit is 175'). Thus the proposed Skony Medical Center driveway clearly does not meet City criteria and needs to be relocated or obtain a Approved Deviation in writing from the Public Works Director (I have not seen an Approved Deviation)

Sight Lines

The City requires that appropriate sight visibility be provided at driveways. Per section 1-4.2.6 Sight Distance of the Transportation Infrastructure Standards and Specifications and are noted below.

1-4.2.6 Sight Distance

Providing adequate sight distance from a street or driveway is of utmost importance for ensuring safe street and driveway operation. Intersection sight distances shall be evaluated based upon the most current adopted edition of the AASHTO *Policy on the Geometric Design of Highways and Streets*. Sight distance requirements for each approach shall be based upon

Daniel Gerbitz, CSM, Senior Vice President
PIONEER MANAGEMENT COMPANY
June 18, 2009
Page -4-

the criteria for stopping site distance for the 85 percentile speed. The posted speed limit plus 8 miles per hour (mph) may be used if actual speed data is not available.

Standard Detail 316 shows the sight distance triangle. The area within this triangle shall be subject to restrictions necessary to maintain a clear view on the intersection approaches. Driveways shall also observe the sight triangle restrictions, including landscaping and placement of view obstructions.

Other factors such as vertical and horizontal curves and roadway grades also shall be taken into account. Such factors may allow necessary modification to the intersection sight distance requirements.

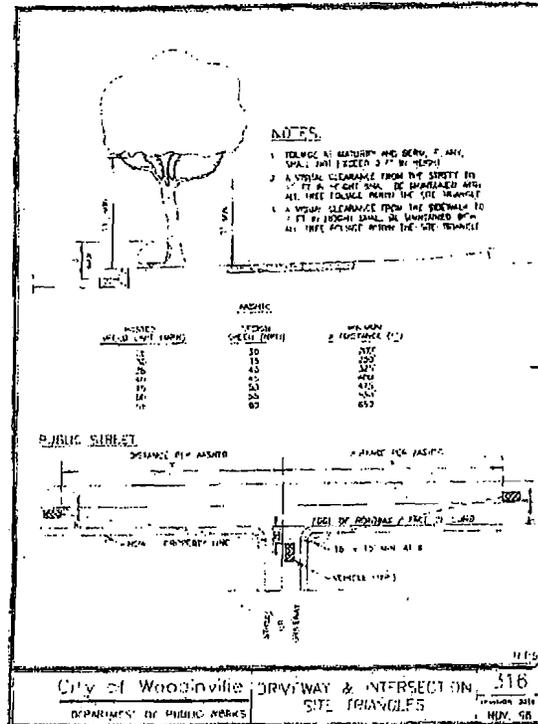
Sight distance shall be measured using the methods described in the AASHTO "Policy Manual" from a point on the minor road pavement (or nearest traffic lane if parking is permitted) and measured from a height of eye at 3.50 feet on the minor road to height of object .50 feet on the major road.

The vertical clearance area within the sight distance triangle shall be free from obstructions to a motor vehicle operator's view between a height of 3 feet and 10 feet above the existing surface of the street (WMC 21.12.200).

Standard Detail No. 316 is shown to the right. An 8.5 x 11" copy of this detail is attached in the appendix to this letter. This detail identifies that the required sight distance is 325' based on a 35 MPH limit that correlates into a 40 MPH design speed. Using the City's erroneous 25 MPH limit is clearly inappropriate and could create an adverse safety issue.

The Transpo Group's May 13, 2009 Memorandum identifies that the proposed Skony Medical Center access would have approximately 350' of sight line to the south. Looking north ample sight line visibility exists. These distances presume appropriate vegetation is pruned and/or removed.

Field review of the Woodinville Medical Center's access driveway on 140th Ave. NE showed vegetation in the sight line to the north and south. This vegetation needs to be pruned and/or removed. See the photos on the next page:



Daniel Gerblitz, CSM, Senior Vice President
PIONEER MANAGEMENT COMPANY
June 18, 2009
Page -5-

Woodinville Medical Center 140th Ave. NE Access Driveway:



As is apparent in the above photographs the sight lines for motorists leaving the Woodinville Medical Center are impaired. Removing and/or pruning vegetation in the sight line is recommended (and I understand that the appropriate pruning/vegetation removal is completed). The attached (in the appendix) City Standard Drawing #316 provides guidance to the appropriate driveway sight triangle to be provided. The City's 20' vehicle set back from the traveled way is excessive; a minimum 10' set back is recommended.

Woodinville Medical Center NE 171st St. Access Driveway:



The sight lines at the Woodinville Medical Center Access Driveway on NE 171st St. are good.

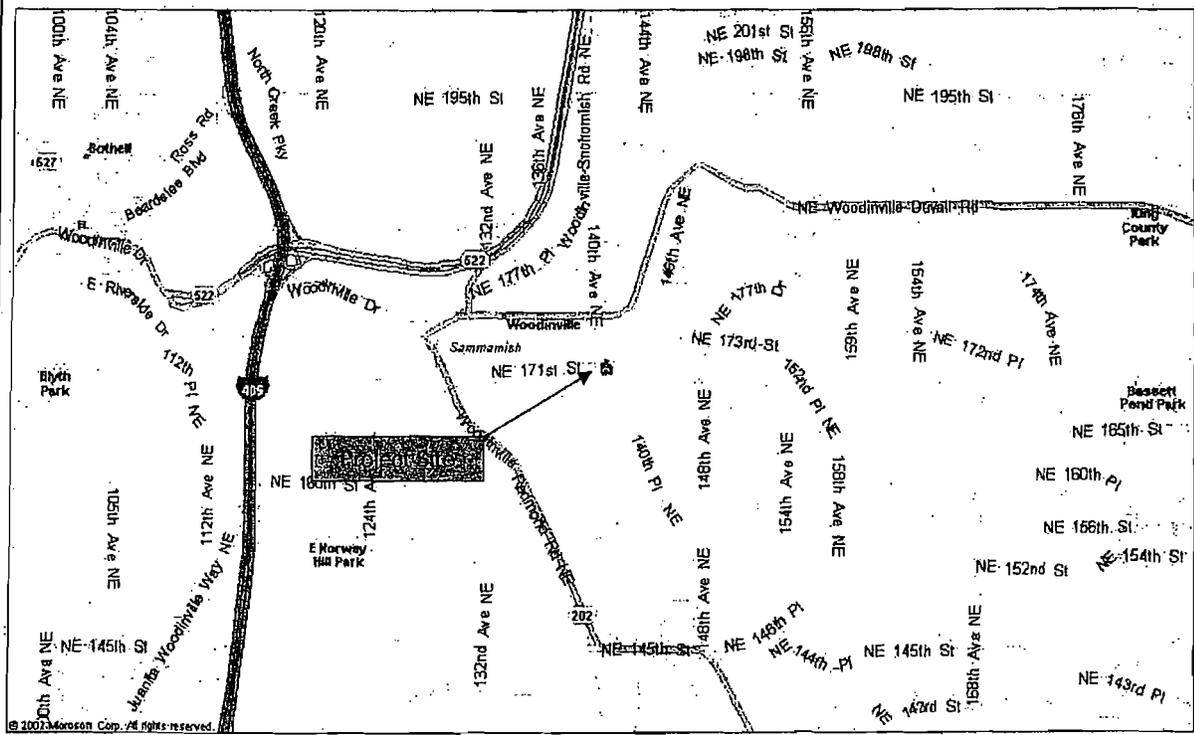
Traffic Operational Review

The Skony Medical Building driveway on 140th Ave. NE is proposed to be located 65' south of the existing Woodinville Medical Center's driveway. This spacing does not meet the City's criteria. I have conducted a cursory operational review using the Synchro Traffic Model using the traffic data contained in the Transpo Group traffic study. I understand that the Transpo Group conducted actual traffic counts at the Woodinville Medical Center's driveway; these volumes were requested via June 4th, 2009 e-mail to Michael Swenson, PE; copy attached in the appendix. For my analysis I simply used the projected traffic identified by the Transpo Group for the Skony Medical Building driveway at both driveways. The Woodinville Medical

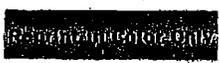
Project: Woodinville Medical Center - Woodinville
Location: SE corner 140th Ave. NE/NE 171st Street



NORTH



JTE, Inc.
FIGURE 1



WOODINVILLE MEDICAL CENTER - WOODINVILLE
SITE ACCESS REVIEW LETTER

VICINITY MAP

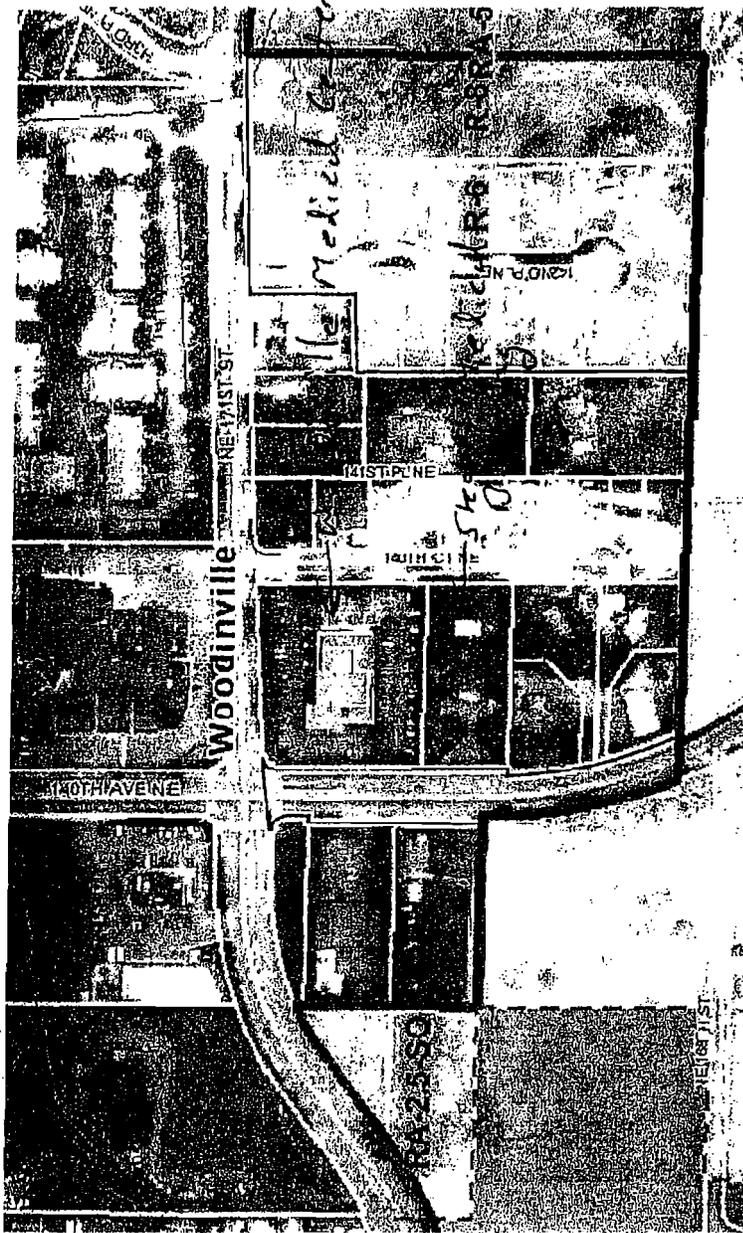
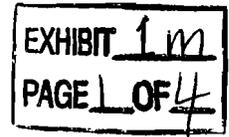


EXHIBIT 11
PAGE 0 OF 10

APPENDIX

City of Woodinville Deviation



Permit Center
17301 133rd Avenue NE
Woodinville WA 98072
Center (425) 489-2700
FAX (425) 789-2756

Decision No: DEC06002
Date Submit: 02/15/2006
Date of Dec:
Dec Expires:

Deviation Requested By:

PETER BAUER
20901 80 AVE W
EDMONDS
WA 98026
206-708-4007

Assigned To: YOSH

Status: ~~NOT APPR~~
APPROVED
Y 4.13.06

Project Name: BAUER TOWNHOMES

Parcel No: 1026-059-087 -

Project Address: 14041 NE 171ST ST 72

Location:

City Code(s): Transportation Infrastructure Standard

Code Section(s): Standard Detail 104A

Decision Requested: DEV

DESCRIPTION OF DEVIATION:
Detailed 104A of High Density Residential Street Standards.
ASSOCIATED WITH TRC05043

Comments/Conditions:

Cond: CON0006239
DECISION - CONDITIONALLY APPROVED:

Applicant has satisfied all previously stated requirements.

Delineated parking spaces have been removed.

Parking will not be allowed on the east side of the road. No parking signs and/or painted curbs must be installed on the street.

City of Woodinville
Deviation

EXHIBIT 1m
PAGE 2 OF 4

Permit Center
17301 133rd Avenue NE
Woodinville WA 98072
Center (425) 489-2700
FAX (425) 789-2756

Decision No: DEC06002
Date Submit: 02/15/2006
Date of Dec:
Dec Expires:

Deviation Requested By:

PETER BAUER
20901 80 AVE W
EDMONDS
WA 98026
206-708-4007

Assigned To: YOSH

Status: NOT APPR

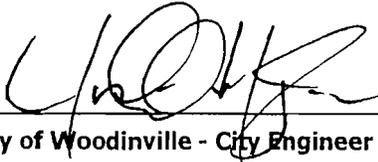
Minimum 26-foot access road is required. Applicant has provided a 28-foot access road.

Hammerhead does not meet City Standard Detail 314A. Applicant has submitted information showing that hammerhead meets fire access turnaround requirements.

Cul-de-sacs shall not be longer than 500-feet, unless written approval is granted by the Fire Marshall and the Public Works Director. (Design Requirements Section 1-4.2.9.)

Public Works: No through roads or connections south of this lot are currently proposed or available. Hammerhead turnaround has been placed at 441 feet. Cul-de-sac is approved.

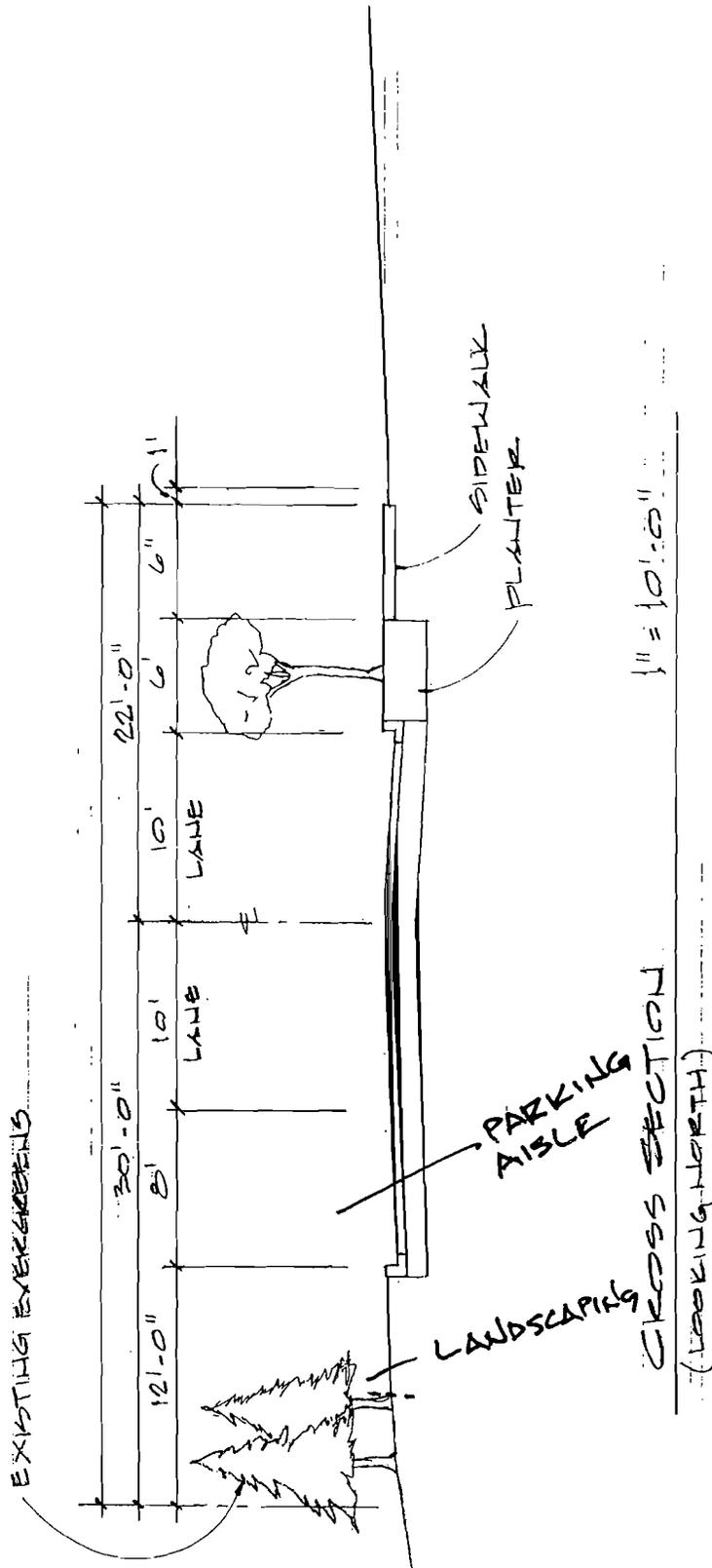
This deviation is conditionally approved. All applicable land use permits must be submitted and approved. If there are any land use permit requirements and/or conditions that relate to the subject or intent of this deviation request, the deviation decision will be voided. The deviation must be resubmitted with the land use permit requirements and/or conditions and reviewed accordingly.



City of Woodinville - City Engineer (or designee)

4.13.06

Date



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RECEIVED

FEB 02 2000

EXHIBIT 1h
PAGE 1 OF 8

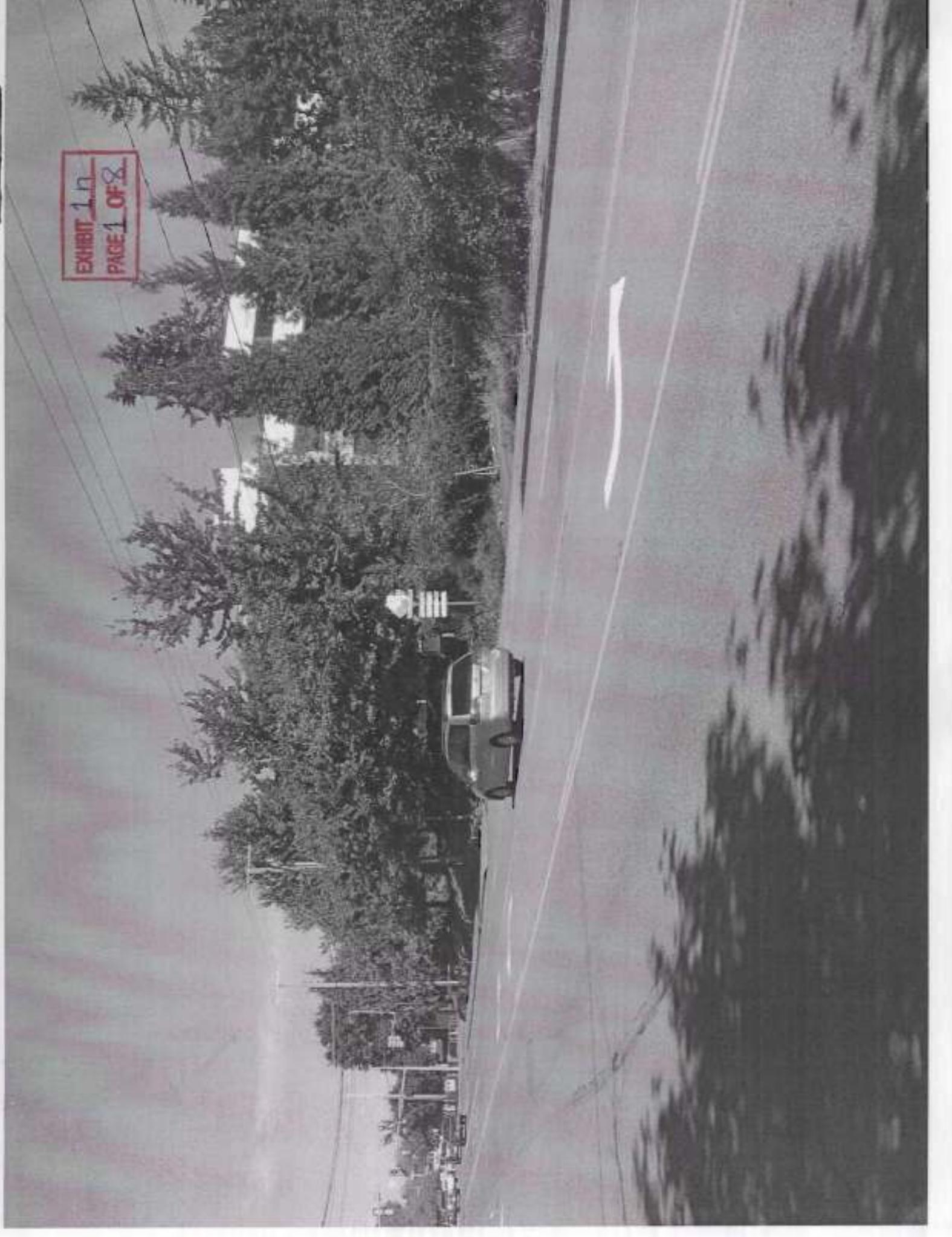


EXHIBIT 1n
PAGE 2 OF 8

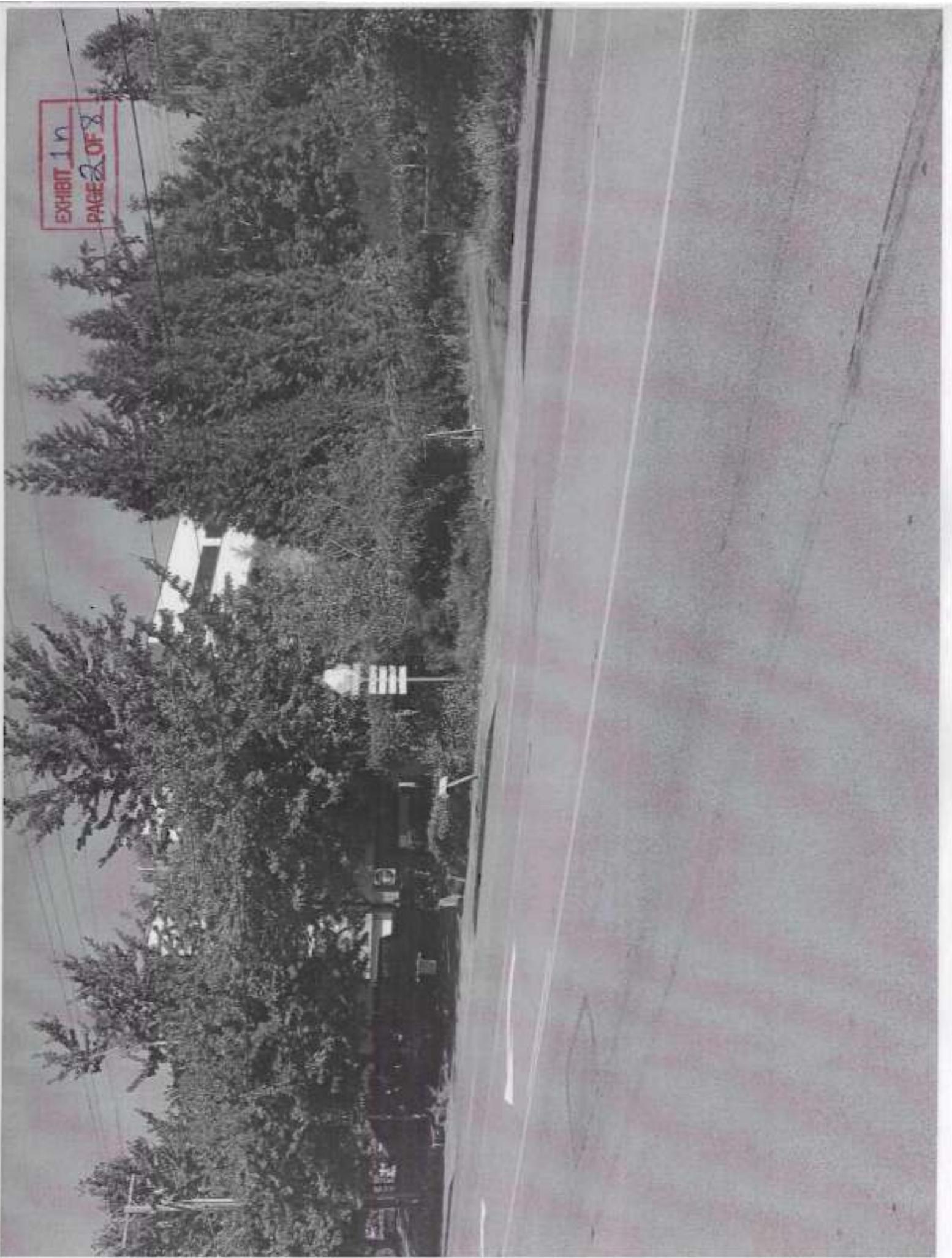


EXHIBIT 1n
PAGE 3 OF 8

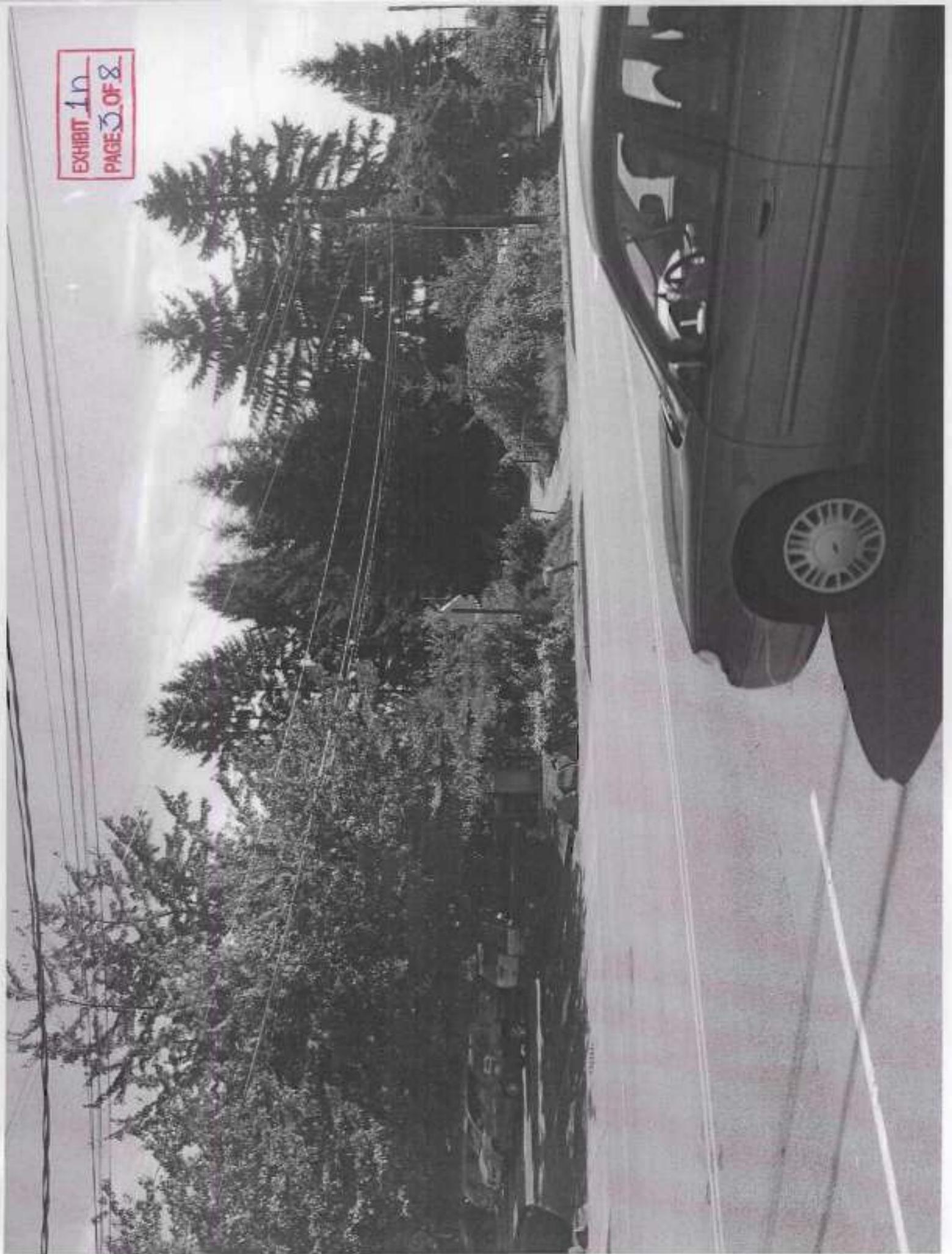


EXHIBIT In
PAGE 4 OF 8

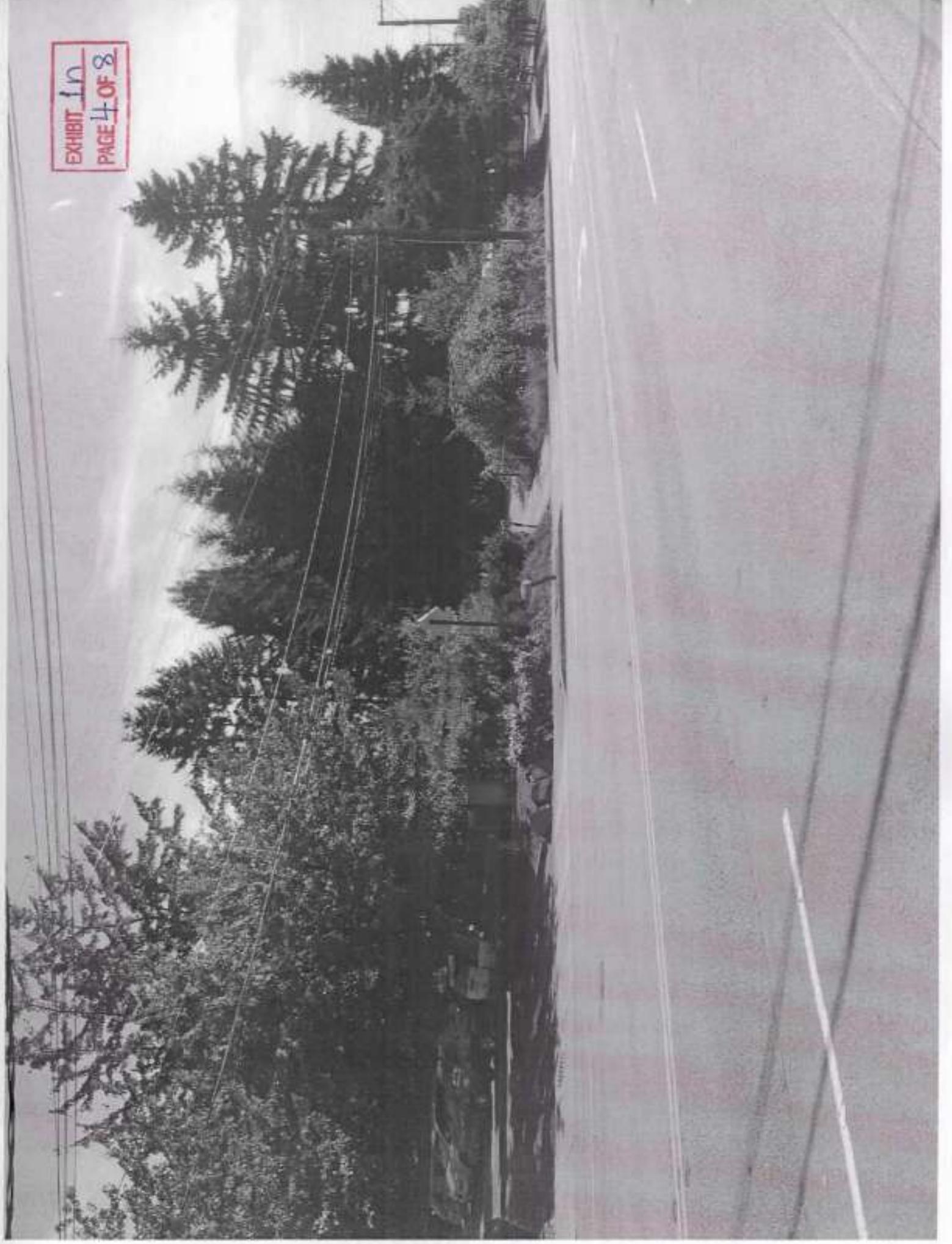
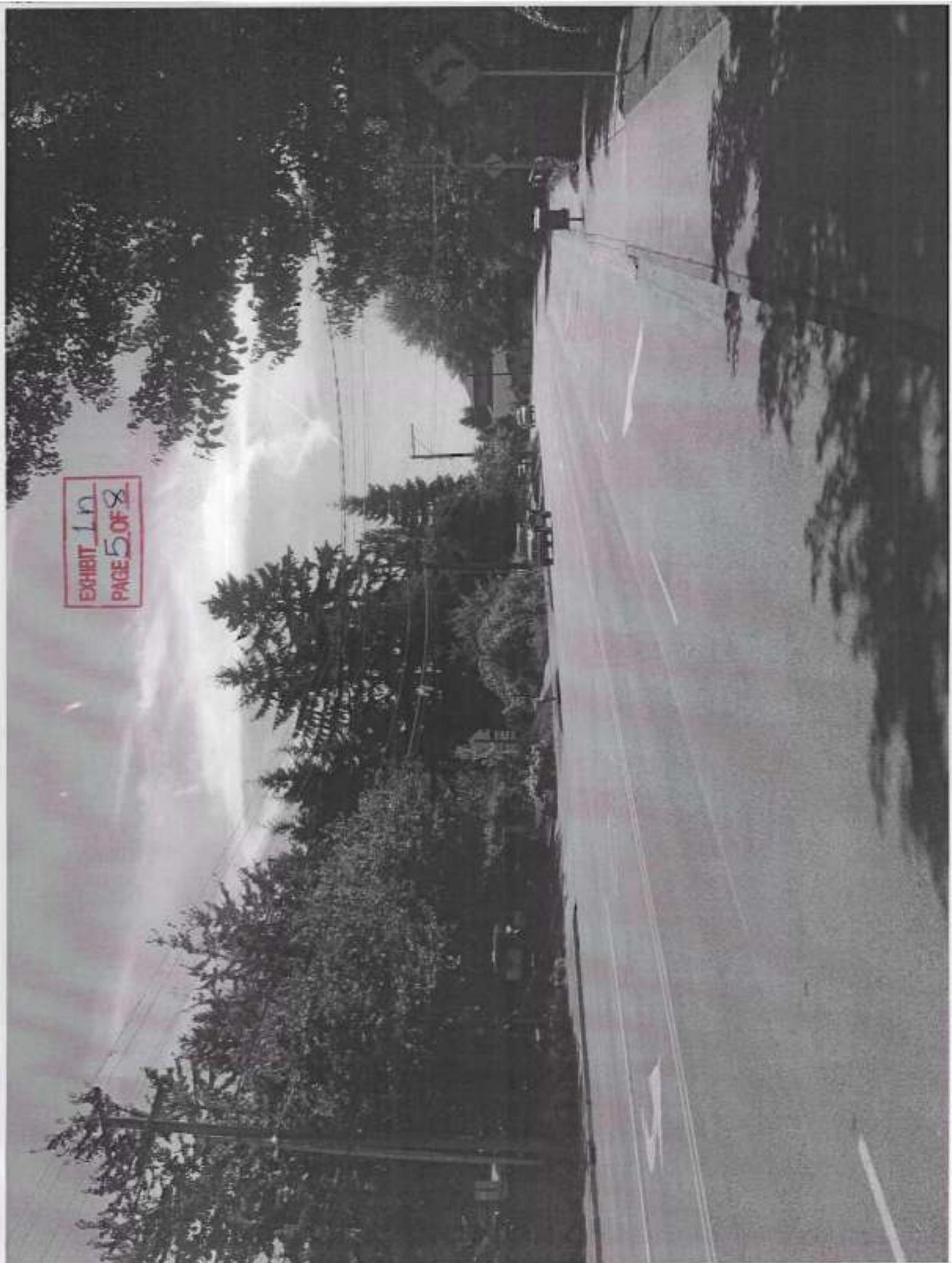


EXHIBIT 1n
PAGE 5 OF 8



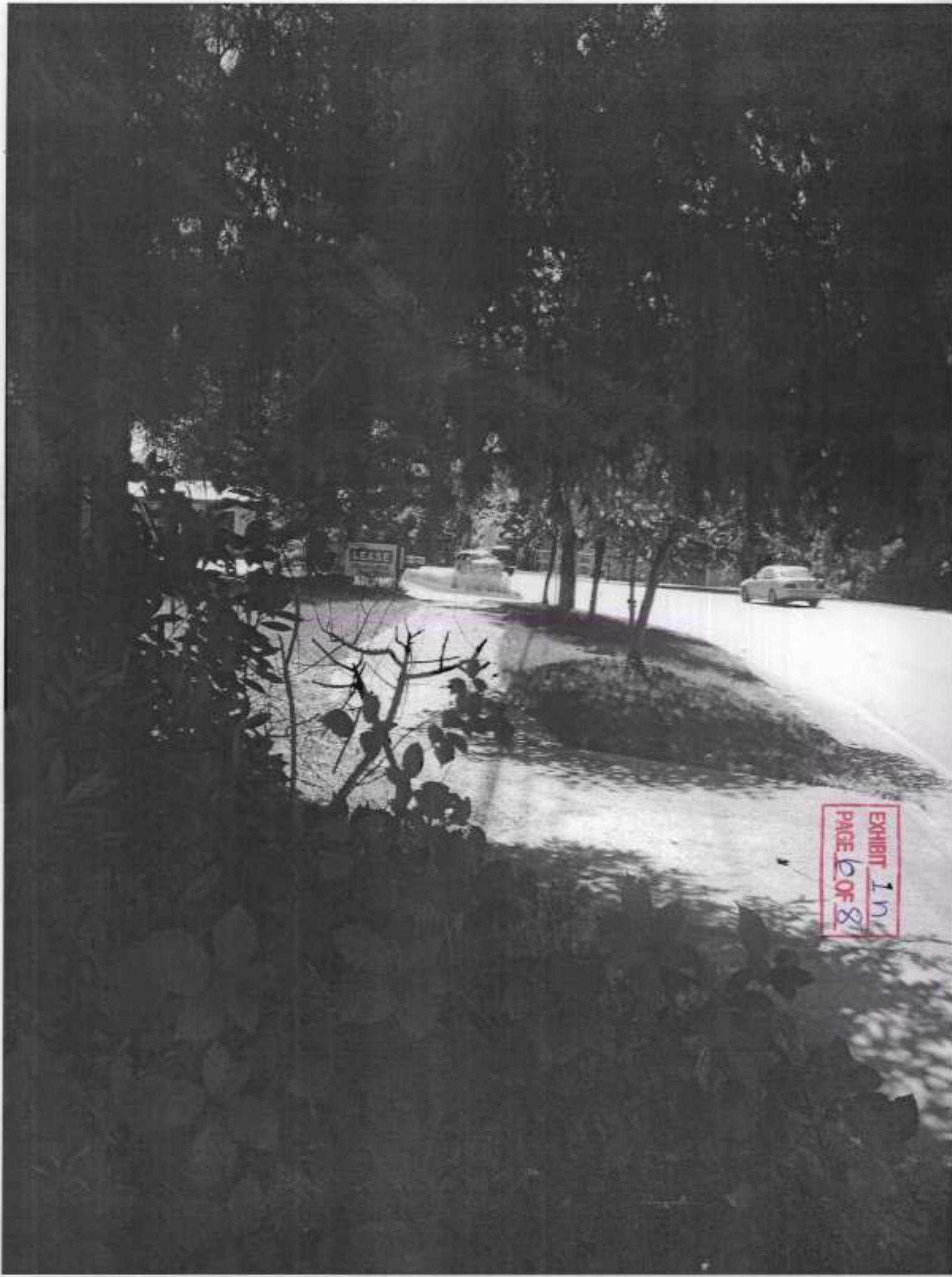


EXHIBIT 1 IN
PAGE 6 OF 8

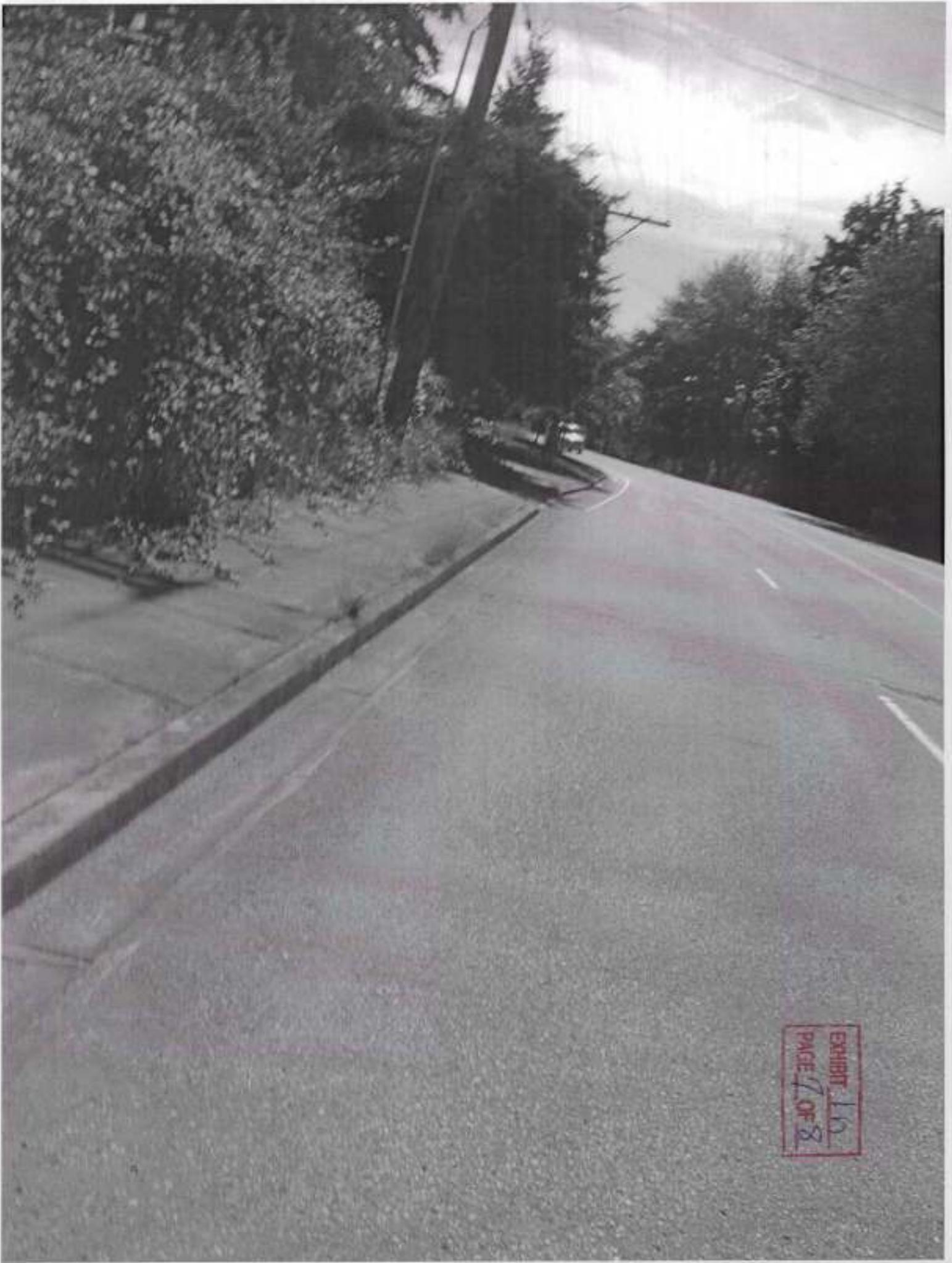
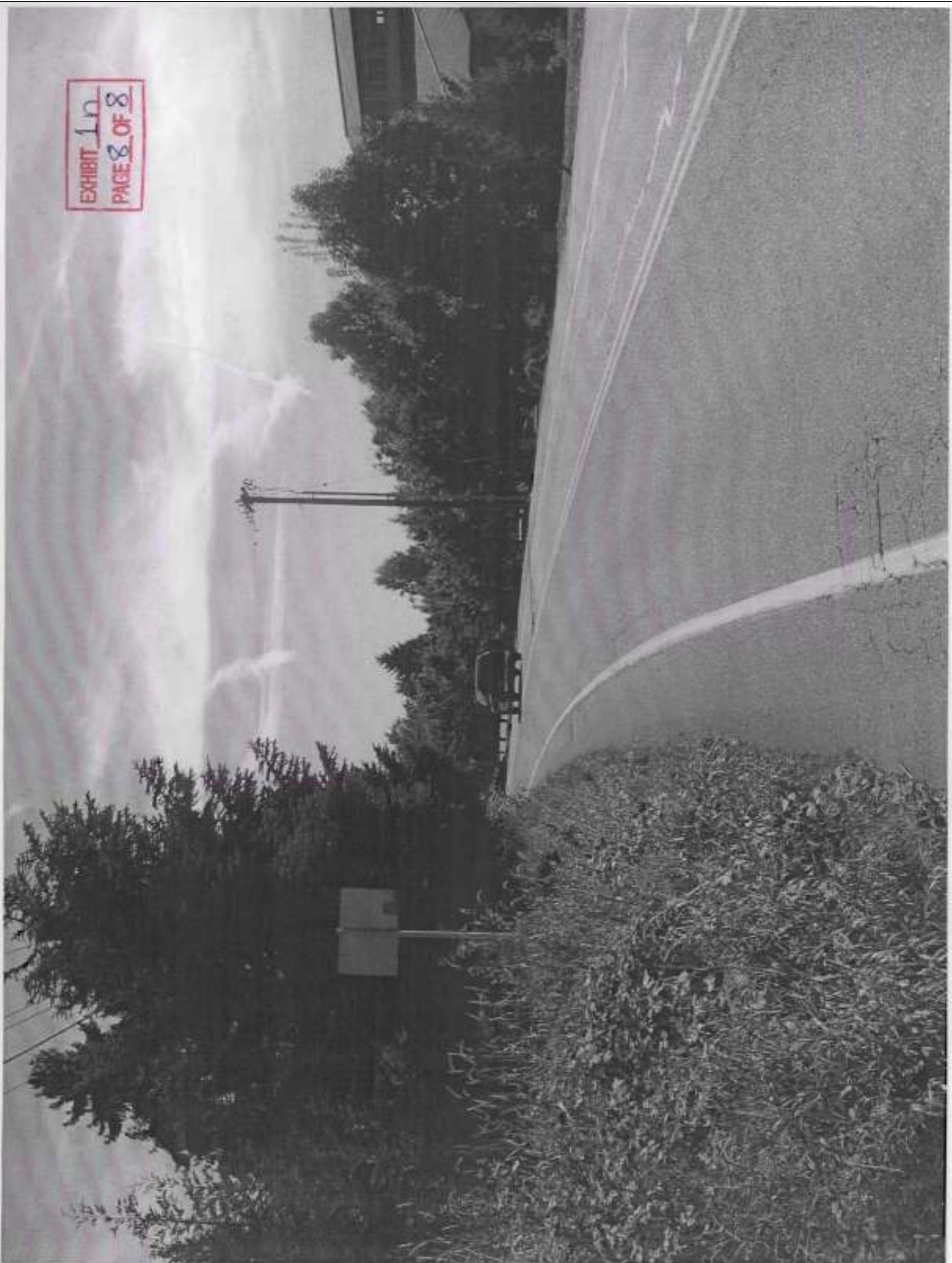


EXHIBIT 119
PAGE 7 OF 8

EXHIBIT 1n
PAGE 8 OF 8



SDLO8020

LAW OFFICES OF

KELLER ROHRBACK L.L.P.

EXHIBIT 10
PAGE 1 OF 2

LAUREN B. ASHTON ●●●●●
IAN S. BIRK
JAMES A. BLOOM ●●●
STEPHEN H. BOATWRIGHT ●●●
KAREN B. BOCK ●
JOHN H. BRIGHT ●
GRIFFITH FRIEDMAN CAPRO
JASON P. CHUKAS
T. DAVID COPLEY ●
ALICIA M. CORBITT ●●●
CLAIRE CORDON ●
SHANE P. CRAMER ●
ROB J. CRIGHTON ●
CHELSEIE W. DEWISSE
MAUREEN M. FALBECK ●
JULI FARRIS ●●
RAYMOND J. FARROW
ERIC J. FERRO ●●●
GLYN P. GARRISON ●

LAURA R. GIBBER
MICHELLE GONZALEZ
GARY A. GOTTO ●●●
BENJAMIN GOULD ●●
MARK A. GRIFFIN
GARY D. GRUNWALD ●●●●
AMY N.L. HANSON ●
IRENE M. HEBCH
SCOTT C. HENDERSON
AMY R. HUGHES
SARAH H. KIMBERLY
RON KILGARD ●●●●
MEREDITH J. LABAT ●
BENJAMIN J. LANTZ
HEDI LANTZ
CARI CAMPEN LAUFENBERG
ELIZABETH A. LELAND
TANA LIN ●●●
DEREK W. LOESER

JOHN MULLIN ●
IAN MENSHER
GRITCHEN S. ORRIST
ROBERT S. OYER ●●
AMY PHILLIPS
LORRAINE LEE'S PHILLIPS
DAVID S. PERSINGER ●●
ERIN M. RILEY ●
ISAAC RUIZ
DAVID J. RUSSELL
MARK D. SAMSON ●●●●
LYNN LINCOLN SARKO ●●
FREDERICK W. SCHORFFLIN
WILLIAM C. SMART
THOMAS A. STERKEN
KARIN B. SWOPE
HAYLA C. UNREIN
LAURENCE R. WRATHSHEL
MARGARET H. WETHERALD ●

AMY WILLIAMS-DERRY
MICHAEL WOERNER
BENSON D. WONG
DIANA M. ZOTTMAN

● ADMITTED IN ARIZONA
● ADMITTED IN CALIFORNIA
● ALSO ADMITTED IN ARIZONA
● ALSO ADMITTED IN CALIFORNIA
● ALSO ADMITTED IN COLORADO
● ALSO ADMITTED IN IDAHO
● ALSO ADMITTED IN ILLINOIS
● ALSO ADMITTED IN MARYLAND
● ALSO ADMITTED IN MICHIGAN
● ADMITTED IN NEW YORK
● ALSO ADMITTED IN NEW YORK
● ALSO ADMITTED IN OREGON
● ALSO ADMITTED IN OHIO
● ALSO ADMITTED IN WASHINGTON, D.C.
● ALSO ADMITTED IN WISCONSIN
● NOT ADMITTED IN WASHINGTON
● OF COUNSEL

July 22, 2009

RECEIVED

JUL 24 2009

City of Woodinville

RECEIVED

JUL 24 2009

CITY OF WOODINVILLE
DEVELOPMENT SERVICES

VIA EMAIL & CERTIFIED MAIL
Director of Planning and Community Development
City of Woodinville
Woodinville City Hall
17301-133rd Avenue NE
Woodinville, WA 98072

Re: Permits for the Skony Medical Building PROJ08077 and DEV08005

Dear Mr. Hart:

We represent the Woodinville Medical Center General Partnership ("Woodinville Medical"). As you are aware from our conversations on the phone and emails, Woodinville Medical is concerned about the distance between the driveways of the Woodinville Medical Center and the proposed Skony Medical Center because it will impact the safety of patients and staff at both centers. Based on our review of City Ordinance 232 and the Woodinville Municipal Code ("WMC"), public comment periods are required for Type II project permits. See WMC 17.11.010(4). As there has been no opportunity for public comment on this project since the December 2, 2008 Woodinville City Council Meeting, which Woodinville Medical attended and commented at, and no open record public hearing, we are providing you our comments in advance of issuance of the permit so that Woodinville Medical's concerns may be considered before construction on the project begins. We have also enclosed Woodinville Medical's Traffic Engineering Report from Jake Traffic Engineering dated June 18, 2009.

A. The Location of the Skony Medical Building's Driveway Violates Woodinville Ordinance 232

1. Minor Generator Streets

The location of the Skony Medical Building's driveway violates Woodinville Ordinance 232. Woodinville Ordinance 232 establishes the Minimum Driveway Spacing as a Multiple of Posted Speed for Principal Arterials, Minor Arterials, and Commercial Collectors. Ordinance 232 requires that

Minor Generator developments on Principal Arterial Streets have a multiple of 7-8 of the posted speed. The anticipated traffic generated from the Skony Medical Center is 846 vehicles per day, thus classifying it as a Minor Generator. (Jake Traffic Engineering, Inc. Report, June 18, 2009, p. 3). Both NE 171st Street and NE 140th Avenue are Principal Arterial Streets. (Jake Traffic Engineering, Inc. Report, June 18, 2009, p. 2). Thus, the driveway distance is calculated by multiplying the posted speed limit times 7-8.

2. Speed Limit

The posted speed limit on NE 140th Avenue is 25 mph. (*Id.*) However, Woodinville Medical believes that this 25 mph on NE 140th Avenue is inaccurate. The county speed limit on NE 140th Avenue south of Woodinville is 45 mph. (*Id.*) Thus, the speed goes from 45 mph to 25 mph within the city of Woodinville to 35 mph on NE 171st. (*Id.*) The City speed limit which is in line with Professional Traffic Engineering Criteria is 35 mph. Thus, assuming 35 mph on a Principal Arterial and a Minor Generator street, the minimum driveway distance should be at least 245-280 feet apart. Even accepting, for the sake of argument, the inaccurate 25 mph speed limit, the minimum distance between the driveways should be 175-200 feet apart.

3. Distance Violates Ordinance 232

The distance between the centerline to centerline of the Woodinville Medical Center driveway and the proposed Skony Medical Center driveway is 65 feet. This distance between driveways violates Ordinance 232 at least 110 feet. The distance threatens the health and safety of the patients, staff and others entering the Woodinville Medical Center's facility.

4. Relief Sought

Minimally, the Woodinville Medical Center General Partnership seeks to have the Skony Medical Center's driveway placed at the southwest corner of the Skony Medical Center's property to maximize the distance between the two facilities' driveways to ensure the safety of all patients and staff using the driveways.

Best regards,



Amy E. Hughes & Benjamin Lantz attorneys for
the Woodinville Medical Center General Partnership

AEH:ach

cc: Daniel Gerbitz

Enclosure: Jake Traffic Engineering, Inc. Report, June 18, 2009

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T. Hanson

5/14/09

EXHIBIT 10
PAGE 1 OF 1

SKENNY SIGHT DISTANCE

FROM 2004 AASHTO GREEN BOOK P. 112
~~FROM~~ EXHIBIT 3-1 STOPPING SIGHT DISTANCE

SSD	40 MPH	305'	REQ
	45 MPH	360	REQ
	50 MPH	425	REQ
	35 MPH	250	REQ

PER 1-4.26

SIGHT DISTANCE REQ IS ~~85~~ ~~85%~~ ~~PER~~ SIGHT
OF 85% ~~PER~~ PERCENTILE SPEED OF CARS
WHICH IS POSTED SPEED LIMIT, 40 MPH
→ SIGHT DISTANCE REQUIRED ~~85~~ AT DRIVEWAY
IS EQUAL TO SIGHT DISTANCE OF 40 MPH
= 305 FT ←

SIGHT DISTANCE AVAILABLE AS MEASURED
PER TRANSP MEMO = 350 FT
CHK IN FIELD BY STAFF → CONFIRMED

350 FT IS ~~85~~ GREATER THAN 305 FT REQUIRED

SIGHT DISTANCE OK / MEETS REQUIREMENTS

DEJ 5/14/09

SUBJECT TO FIR TREE @ SOUTH EDGE
OF PROPERTY BEING LIMB TO PROVIDE
SIGHT DISTANCE OPENING UP TO 10' HIGH