



MASTER LAND USE APPLICATION FORM

FILE NUMBER:

① PROPERTY WHERE PROJECT IS PROPOSED

ADDRESS:

PARCEL
NUMBER(S): (See attached list of parcel numbers)

② PROPERTY OWNER INFORMATION

NAME:

Sakata Seed America, Inc.

ADDRESS:

18095 Serene Drive

Morgan Hill

CA

95037

STATE

ZIP

TELEPHONE:

(216) 464-5550

CELL:

EMAIL:

③ APPLICANT INFORMATION

NAME:

VWA-Mount Vernon, LLC

ADDRESS:

30050 Chagrin Blvd., Suite 360

Pepper Pike

OH

44124

CITY

STATE

ZIP

TELEPHONE:

(216) 464-5550

CELL:

(216) 385-5420

EMAIL: **(Sjurisch@visconsi.com)**

④ CONTACT PERSON

SELECT THE ONE PERSON THE CITY WILL CONTACT FOR
ANYTHING RELATED TO THIS PERMIT

APPLICANT

PROPERTY OWNER

CONTRACTOR

OTHER (LIST BELOW)

NAME:

Shawn Jurisch - Agent for VWA-Mount Vernon, LLC

ADDRESS:

30050 Chagrin Blvd., Suite 360

Pepper Pike

OH

44124

CITY

STATE

ZIP

TELEPHONE:

(216) 464-5550

CELL:

(216) 385-5420

EMAIL:

Sjurisch@visconsi.com

⑤ OTHER INFORMATION

BRIEF PROJECT DESCRIPTION:

Proposed 4.60 acre development consist of five (5) parcels served by a proposed public roadway to be dedicated to the City of Mount Vernon.

EXISTING ZONING DESIGNATION:

C-2

REQUESTING A REZONE:

YES

NO

EXISTING COMPREHENSIVE PLAN
DESIGNATION:

Commercial

REQUESTING A COMPREHENSIVE PLAN AMENDMENT?

YES

NO

SITE AREA (IN SQUARE FEET & ACRES):

200,271 SF/4.60 acre

IS THE PROPERTY LOCATED IN A FLOOD ZONE?	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	NOTE: If yes, a Flood Area Development Permit may be required.
ARE THERE SLOPES IN EXCESS OF 15% ON OR ABUTTING THE SITE?	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	NOTE: If yes, make sure these area are clearly shown on the plans being submitted and provide a geotechnical report.
ARE THERE CRITICAL AREAS OR BUFFERS ON OR ABUTTING THE PROJECT SITE?	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	NOTE: If yes, a copy of the critical areas report(s) must be submitted with this application. In addition, the critical area and its associated buffer must be clearly shown on the plans being submitted.
WILL MORE THAN 2-ACRES BE CLEARED?	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	NOTE: If yes, a Land Clearing Permit must be submitted.
WILL MORE THAN 5,000 BOARD FEET OF TIMBER BE HARVESTED?	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	NOTE: If yes, a Land Clearing Permit must be submitted.
ARE YOU CONSTRUCTING STORMWATER FACILITIES?	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	ADDITIONAL INFORMATION NEEDED: If yes, list the DOE Manual used to design facility:
ARE YOU WORKING WITHIN AN EXISTING CITY RIGHT-OF-WAY?	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	NOTE: If yes, a Right-of-Way Permit must be submitted.
HAS A PRE-APPLICATION MEETING BEEN HELD THAT INCLUDES THIS PROJECT?	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	NOTE: If no, you may be required to schedule this meeting. ADDITIONAL INFORMATION NEEDED: If yes, provide it's City File Number:
IS THIS PROJECT SUBJECT TO THE SEPA PROCESS?	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	NOTE: If yes, a SEPA Checklist and its associated materials must be submitted. ADDITIONAL INFORMATION NEEDED: If yes, provide it's City File Number:

6 ACKNOWLEDGEMENTS & SIGNATURE

Read and initial each of the following statements prior to signing this application:

SAS

I understand that land use and/or planning permits do not authorize earth disturbing activities, the removal of vegetation, or the construction of buildings. I understand that additional permits will be required after my land use and/or planning permitting process is completed. I understand that no earth disturbing activities (including the removal vegetation) may take place until after my land use and/or planning process is complete, and only after I have received additional permits such as Fill & Grade, Building Utility, or Right-of-Way permit(s).

SAS

I understand that if critical areas (wetlands, streams, steep slopes, et cetera) are found on or near my property I am not authorized to impact these areas in any way and will be required to leave an undisturbed buffer area around the critical area. I also understand that depending upon the size and scope of my project that I may be required to enhance a critical area buffer.

SAS

I understand that depending upon the size and scope of my project, I may be required to provide maintenance and/or performance bonds for items such as landscaping, critical areas, public roads and/or public utilities that I construct or install.

SAS

I understand that I am solely responsible for providing complete and accurate information to the City. I understand that if my application is missing information or if inaccurate materials are submitted, my permits will be delayed. I understand that depending on how inaccurate and how incomplete my application is or becomes, the Development Services Department could require an entirely new application be submitted. I understand that when and if conditions change from that which my application originally represented, I am responsible for letting the City staff person assigned to my project know.

SAS

I understand that I am applying for permits from the City of Mount Vernon only; and that additional permits from other Federal and State agencies could be required. I understand that the City of Mount Vernon cannot advise me of permits that are required from other agencies, and that I must contact these agencies to make sure I comply with their requirements. These agencies include (but are in no way limited to): Corps of Engineers, Department of Natural Resources, Department of Ecology, and Northwest Clean Air Agency.

SAS

I understand that I may be required to properly and timely post a pink land use sign on my property during land use and/or planning permitting process. I understand that I am responsible for making sure that this sign continues to be posted on my property until my land use and/or planning process is completed; and I understand that I am responsible for removing and disposing of this sign once my land use process is completed.

SAS

I understand that I will be responsible for paying consultants that the City may deem necessary to review certain aspects of my application. I understand that these consultant reviews could include special inspections, traffic concurrency, critical area, landscaping, et cetera.

By affixing my signature hereto, I certify that I am the owner, or am acting as the Owner's authorized agent, and that the application and documents contained with this submittal are complete and accurate to the best of my knowledge and abilities. If your title report lists a company, partnership or other owners you must submit evidence that you are authorized to sign on behalf of the entity or others that are listed.

If you are an authorized representative you must submit an AGENT AUTHORIZATION FORM.

Please attach additional signature sheets if there is more than one owner.

Under penalty of perjury I swear that all information provided is true and correct.

[Handwritten Signature]

Signature

4/18/19

Date

Shawn Jurisch

Printed Name

STATE OF OHIO

COUNTY OF CUYAHOGA

} ss.

I certify that I know or have satisfactory evidence that Shawn Jurisch is the person who appeared before me, and said person acknowledged that he signed this instrument, on oath stated that he was authorized to execute the instrument and acknowledged it as the agent for VVA - Mount Vernon to be the free and voluntary act and deed of said agent, for the uses and purposes therein mentioned.

Given under my hand and official seal this 18th day of April, 2019



THERESA M. BALES
NOTARY PUBLIC
STATE OF OHIO
Recorded in
Gauga County
My Comm. Exp. 9/21/2020

[Handwritten Signature: Theresa M. Bales]

Notary Public

Residing at Geauga County OH

My appointment expires 9/21/2020

Parcel Numbers

P26866

P121047

P53372 – Pending

P53373

P53374

P53375

P53376

P53377

P53378

P53379 – Pending

P26788 (Partial)

P54114) (Partial)

P54122 (Partial)

P103224



LAND DEVELOPMENT ENGINEERING & SURVEYING

5160 INDUSTRIAL PL. #108

FERNDALE, WA 98248

(360) 383-0620

April 19, 2019

City of Mount Vernon
Development Services
910 Cleveland Ave.
Mount Vernon, WA 98273

RE: Proposed Development – SWC I-5 & Kincaid Street
SEPA Application
Project Narrative

The following project narrative is being submitted as part of the SEPA application submittal for the proposed development located at the southwest corner of I-5 and Kincaid Street.

Proposed is the development of approximately 4.6-acres of vacant, non-wooded, property located on the north end of what was historically called the ALFCO site (Alf Christianson Seed Company once owned and operated a seed processing plant on a portion of the subject development site). Specifically, the project includes 3.8 acres of ALFCO property, 0.36 acres of City surplus land, 0.11 acres of vacated 6th Street and alley, and approximately 0.12 acres of the current WSDOT Park & Ride property. The subject properties are zoned C-2 General Commercial District and are subject to the South Kincaid Sub-Area Plan. The remaining south half of the ALFCO site will be zoned C-1 once a boundary line adjustment is completed, splitting the north portion from the south.

As many as five future lots could be created, depending on yet to-be-determined tenants. While tenants are not yet known, the general uses of the overall site are known and will include a mix of retail and commercial uses/buildings such as restaurants, retail sales, coffee shops, hotel, offices, gas station and other similar uses.

Approximately 24,300 square feet of retail/commercial/office buildings with up to 170 parking spaces could be developed on the subject site. A new dedicated road will be constructed roughly through the middle of the site in a north/south orientation to serve the future uses. This road will be approximately 340 linear feet in length and will consist of two through lanes and one turn lane to provide access to the future tenants. An emergency vehicle access road will be developed either from the end of the proposed public road or through a future lot to the south property line of the overall subject development for the benefit of the remaining five +/- acres of the ALFCO site to the south. This access road is for emergency vehicles only and will not be used for general traffic to the remaining ALFCO site to the south, to be

developed in the future under a separate SEPA. A proposed trail parcel along the west boundary line of the subject site will provide pedestrian access from Kincaid Street to the south property line.

A Public Benefit Agreement and a Real Property Disposition Agreement will be negotiated with the City as part of the subject development. These Agreements will outline the process by which the Applicant could have existing right-of-way vacated and exchange real property owned by the City for other improvement to benefit the public.

Potable water, fire hydrants, gravity sewer, storm sewer, and common utilities will be installed along the proposed dedicated road, with service stubs to the proposed lots. Off-site work includes water and sewer connections on Kincaid.

Approximate quantities of fill or excavation include the following (volumes may vary on further design):

- 11,000 CY net fill for overall mass site grading, with the source of fill will be a local gravel pit or similar suitable site, supplier TBD. See note.
- 945 CY cut and 610 CY fill at the underground fuel tanks for the proposed gas station.
- 2,500 CY excavation for trenching of water, sewer, storm, and common utilities.

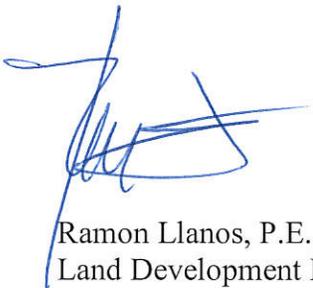
A Draft Geotechnical Report by Terra Associates, Inc., dated March 29, 2019, describes the existing soils as the following:

- In general, underlying one to eight inches of topsoil, soil conditions observed in the test pits consisted of 1.5 to 4 feet of medium dense fill composed mostly of silty sand with gravel.
- The fill overlies native alluvial deposits consisting primarily of medium dense, fine-grained silty sand as well as loose to medium dense sand and medium dense fill with varying sand content.
- On-site soils are not suitable for infiltration facilities.

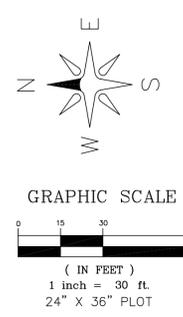
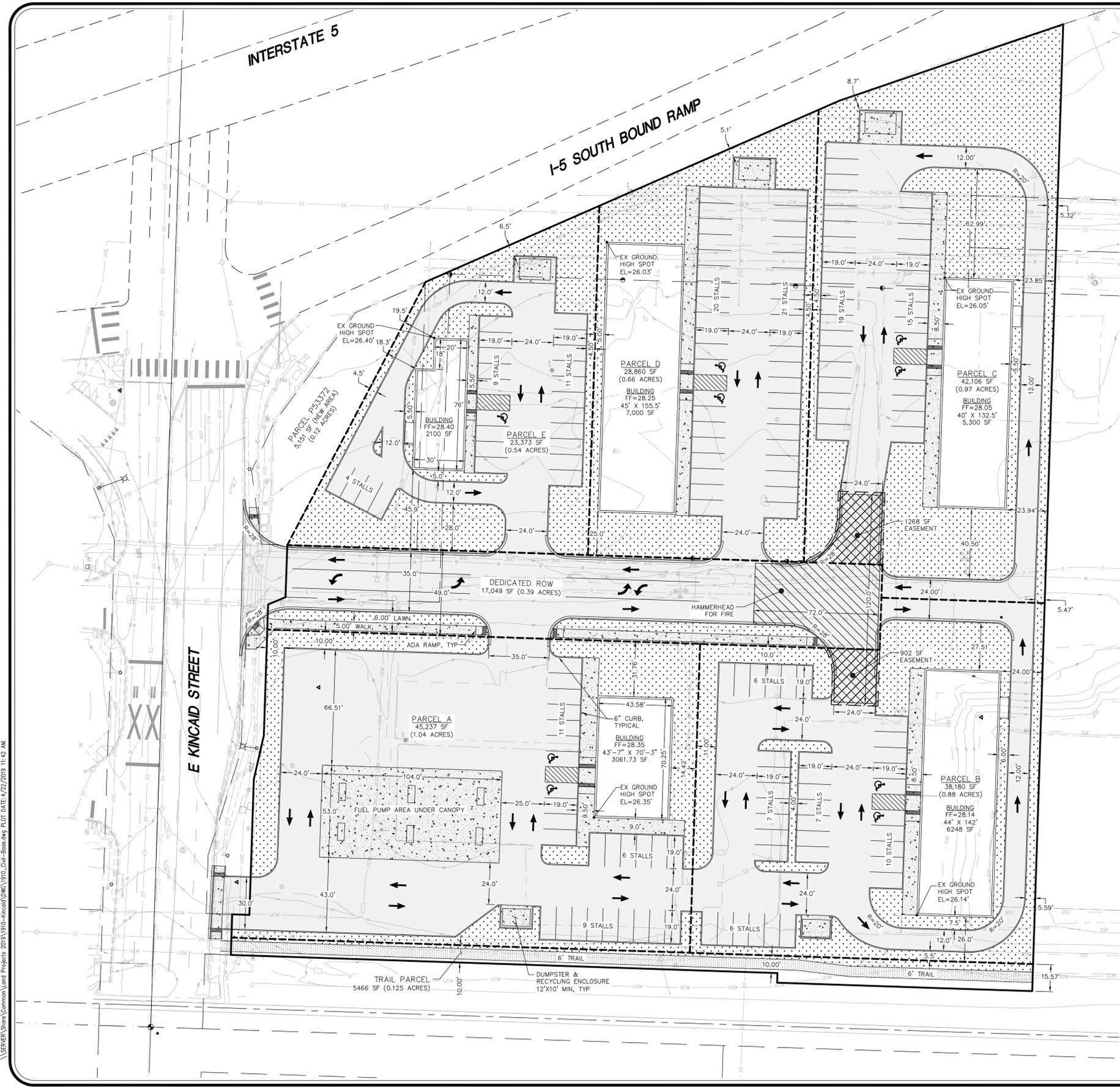
The estimated total project construction cost and estimated fair market value is approximately 8-12 million dollars.

If there are any questions, comments or concerns, please feel free to contact me at your convenience.

Best Regards,



Ramon Llanos, P.E., M.Sc
Land Development Engineering & Surveying, Inc.
Office 360-383-0620
Cell 360-815-4663



PROPOSED LEGEND

- PROPOSED ASPHALT
- PROPOSED CONCRETE
- PROPOSED TRAIL
- PROPOSED LANDSCAPE AREA
- PROPOSED HAMMERHEAD TURNING AREA
- PROPOSED EASEMENT AREA
- PROPOSED EASMENT LINE
- PROPOSED LOT LINE

PROJECT SUMMARY

APPLICANT/CONTACT	VWA-MOUNT VERNON, LLC 30050 CHAGRIN BOULEVARD, SUITE 360 PEPPER PIKE, OH 44124 CONTACT: SHAWN JURISCH, (216)464-5550
SITE ADDRESS	SEE EXISTING PARCEL TABLE
ASSESSOR'S PARCEL #	SEE EXISTING PARCEL TABLE
CITY ZONING	C-2 GENERAL COMMERCIAL DISTRICT
SITE AREA	200,285 SF (4.60 ACRES)
PROJECT DESCRIPTION	- 5 PARCELS FOR RETAIL/COMMERCIAL: PARCEL A: C-STORE W/ 12 FUELING DISPENSERS PARCEL B: MULTI-TENANT BUILDING & FAST FOOD W/ DRIVE-THRU PARCEL C: FAST FOOD W/ DRIVE-THRU PARCEL D: HIGH TURNOVER SIT DOWN RESTAURANT PARCEL E: COFFE SHOP W/ DRIVE-THRU - DEDICATED ROW PARCEL - TRAIL PARCEL - PROVIDE STORM, SEWER, WATER & DRY UTILITIES - PAVED PARKING AREAS
PROPOSED LOT COVERAGE	72% - SEE PROPOSED PARCEL TABLE
PARKING	PROPOSED PARCEL A: (26) 9'X19' STALLS, INCL. 2 ADA PROPOSED PARCEL B: (36) 9'X19' STALLS, INCL. 2 ADA PROPOSED PARCEL C: (34) 9'X19' STALLS, INCL. 2 ADA PROPOSED PARCEL D: (41) 9'X19' STALLS, INCL. 2 ADA PROPOSED PARCEL E: (11) 9'X19' STALLS, INCL. 1 ADA

- NOTES**
- BUILDING SIZES AND SITE LAYOUT ARE APPROXIMATE. PARKING COUNT, INCL. ADA, TO BE REVISED PER MVMC.
 - LIGHTING LOCATIONS AND SIGNAGE TO BE DETERMINED WITH FINAL SITE LAYOUT.
 - BUILDING CODES PER MVMC 15.04.
 - BUILDING HEIGHTS TO BE DETERMINED, PER MVMC 15.04.
 - SEE ALTA/NSPS LAND TITLE SURVEY BY PACIFIC SURVEYING & ENGINEERING FOR EXISTING SITE INFORMATION, INCLUDING THE FOLLOWING: LEGAL DESCRIPTIONS, PARCELS, EASEMENTS, SURFACE STRUCTURES, UNDERGROUND UTILITIES, AND HORIZONTAL AND VERTICAL CONTROL DATUM.

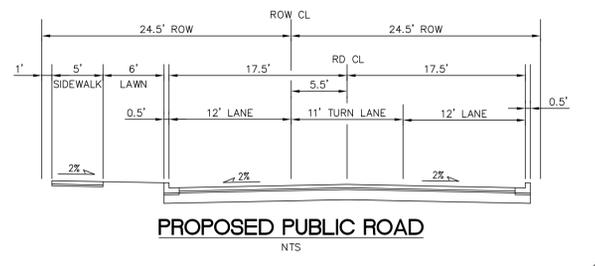
EXISTING PARCEL INFORMATION

ASSESSOR'S PARCEL #	SITE ADDRESS	OWNER	ZONING
P26886	100 E KINCAID ST	ALFCO LLC	C-2
P121047	NONE	ALFCO LLC	C-2
P53372 - PENDING	NONE	WASHINGTON STATE HWY DEPT	C-2
P53373	815 S 6TH ST	ALFCO LLC	C-2
P53374	NONE	ALFCO LLC	C-2
P53375	NONE	ALFCO LLC	C-2
P53376	907 S 6TH ST	ALFCO LLC	C-2
P53377	901 S 6TH ST	ALFCO LLC	C-2
P53378	NONE	ALFCO LLC	C-2
P53379 - PENDING	NONE	CITY OF MOUNT VERNON	C-2
P26788 - PARTIAL	101 E SECTION ST	ALFCO LLC	C-2
P54114 - PARTIAL	NONE	ALFCO LLC	C-2
P54122	906 S 6TH ST	ALFCO LLC	C-2
P103224	NONE	ALFCO LLC	C-2

PROPOSED PARCEL INFORMATION

PARCEL	TOTAL AREA	IMPERVIOUS			LANDSCAPE	PERCENT LANDSCAPE
		BUILDINGS	PAVEMENT CONCRETE	TRAIL		
A	45,237 SF	3,062 SF	33,962 SF	NA	37,024 SF	8,213 SF 18.16%
B	38,180 SF	6,248 SF	22,039 SF	NA	28,287 SF	9,893 SF 25.19%
C	42,106 SF	5,300 SF	19,515 SF	NA	24,815 SF	17,291 SF 41.07%
D	28,874 SF	7,000 SF	14,485 SF	NA	21,485 SF	7,389 SF 25.59%
E	23,373 SF	2,100 SF	12,697 SF	NA	14,797 SF	8,576 SF 36.69%
ROW	17,049 SF	NA	14,950 SF	NA	14,950 SF	2,099 SF 12.31%
TRAIL	5,466 SF	NA	NA	2,785 SF	2,785 SF	2,681 SF 49.05%
TOTAL	200,285 SF	23,710 SF	117,648 SF	2,785 SF	144,143 SF	56,142 SF 28.03%

NOTE
 THE PROPOSED PARCELS SHOWN ABOVE REFLECT THE ANTICIPATED ACQUISITION OF PARCEL P53379 & A PORTION OF P53372 ALONG WITH THE VACATION OF 6TH STREET & THE ALLEY SOUTH OF PARCEL P53372.



LDES, INC.
 5160 INDUSTRIAL PL. #108
 FERDALE, WA 98248
 PHONE 360-383-0620
 FAX 360-383-0639



PROJECT SUMMARY

JOB NO.: 1910
 DWG. NAME: 1910_Civil-Base.dwg
 DESIGNED BY: RL
 DRAWN BY: RL
 CHECKED BY: RL
 OWNER: VISCONSI COMPANIES LTD
 30050 CHAGRIN BOULEVARD
 SUITE 330
 PEPPER PIKE, OH 44124

SITE PLAN
 LOTS, BUILDING, SURFACE IMPROVEMENTS

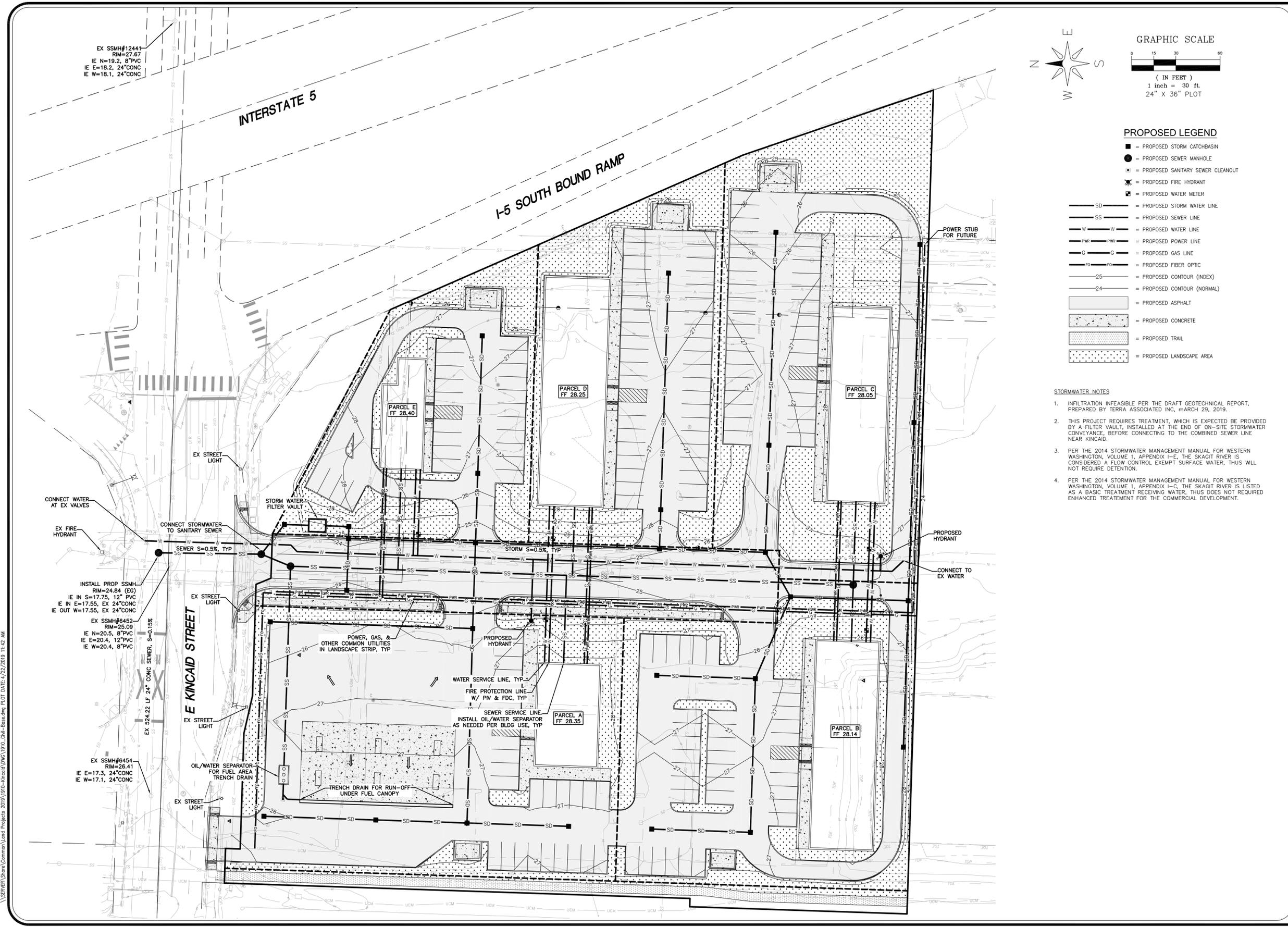
REVISION

NO.	REVISION	BY	DATE

PRELIMINARY EXHIBITS

SHEET **01** OF **02**

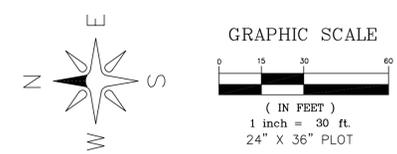
\\SERVER\Share\Common\Land Projects_2019\1910-Kincaid\DWG\1910-Civil-Base.dwg PLOT DATE: 4/22/2019 11:42 AM



EX SSMH#12441
RIM=27.67
IE N=19.2, 8" PVC
IE E=18.2, 24" CONC
IE W=18.1, 24" CONC

INSTALL PROP SSMH
RIM=24.84 (EG)
IE IN S=17.75, 12" PVC
IE IN E=17.55, EX 24" CONC
IE OUT W=17.55, EX 24" CONC

EX SSMH#6454
RIM=26.41
IE E=17.3, 24" CONC
IE W=17.1, 24" CONC



PROPOSED LEGEND

- = PROPOSED STORM CATCHBASIN
- = PROPOSED SEWER MANHOLE
- ⊙ = PROPOSED SANITARY SEWER CLEANOUT
- ⊛ = PROPOSED FIRE HYDRANT
- ⊠ = PROPOSED WATER METER
- SD— = PROPOSED STORM WATER LINE
- SS— = PROPOSED SEWER LINE
- W—W— = PROPOSED WATER LINE
- PWR—PWR— = PROPOSED POWER LINE
- G—G— = PROPOSED GAS LINE
- FO—FO— = PROPOSED FIBER OPTIC
- 25— = PROPOSED CONTOUR (INDEX)
- 24— = PROPOSED CONTOUR (NORMAL)
- [Pattern] = PROPOSED ASPHALT
- [Pattern] = PROPOSED CONCRETE
- [Pattern] = PROPOSED TRAIL
- [Pattern] = PROPOSED LANDSCAPE AREA

STORMWATER NOTES

1. INFILTRATION INFEASIBLE PER THE DRAFT GEOTECHNICAL REPORT, PREPARED BY TERRA ASSOCIATED INC, mARCH 29, 2019.
2. THIS PROJECT REQUIRES TREATMENT, WHICH IS EXPECTED BE PROVIDED BY A FILTER VAULT, INSTALLED AT THE END OF ON-SITE STORMWATER CONVEYANCE, BEFORE CONNECTING TO THE COMBINED SEWER LINE NEAR KINCAID.
3. PER THE 2014 STORMWATER MANAGEMENT MANUAL FOR WESTERN WASHINGTON, VOLUME 1, APPENDIX I-E, THE SKAGIT RIVER IS CONSIDERED A FLOW CONTROL EXEMPT SURFACE WATER, THIS WILL NOT REQUIRE DETENTION.
4. PER THE 2014 STORMWATER MANAGEMENT MANUAL FOR WESTERN WASHINGTON, VOLUME 1, APPENDIX I-C, THE SKAGIT RIVER IS LISTED AS A BASIC TREATMENT RECEIVING WATER, THIS DOES NOT REQUIRE ENHANCED TREATMENT FOR THE COMMERCIAL DEVELOPMENT.



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CITY OF MOUNT VERNON, SKAGIT COUNTY, WASHINGTON
SWC SR 5 & EAST KINCAID STREET PROJECT
UTILITY PLAN
STORMWATER, SEWER, WATER, ETC

NO.	REVISION	BY	DATE

SHEET **02**
OF 02



ALTA/NSPS LAND TITLE SURVEY

SITUATE IN A PORTION OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 20, TOWNSHIP 34 NORTH, RANGE 4 EAST, W.M., CITY OF MOUNT VERNON, SKAGIT COUNTY, WASHINGTON

www.psesurvey.com
www.psesurvey.com

PACIFIC SURVEY & ENGINEERING INC
909 SQUALICUM WAY · SUITE 111 · BELLINGHAM, WA 98225 PHONE: 360.671.7387 FAX: 360.671.4685 EMAIL: info@psurvey.com

EXISTING FEATURE SYMBOL LEGEND

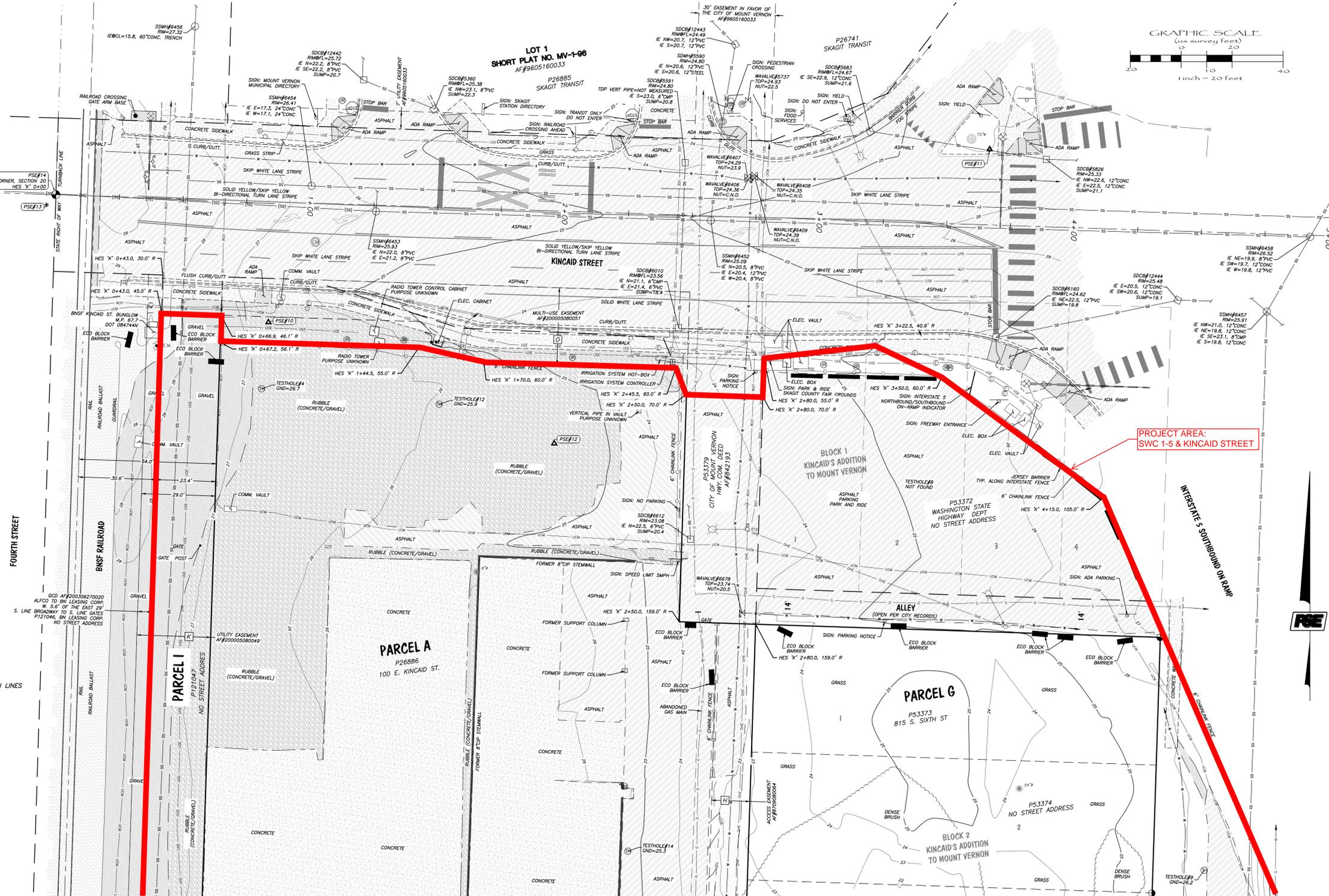
- = EXISTING MONUMENT
- = EXISTING REBAR AND CAP PLS#3475
- = EXISTING REBAR AND CAP PLS#7593
- = EXISTING #5 REBAR, NO CAP
- = EXISTING 3/4" O.D. IRON PIPE
- = EXISTING LEAD AND TACK
- = EXISTING P.K. NAIL
- = EXISTING NAIL/FLASHER
- = SET MAC NAIL
- = SET REBAR & ORANGE PLASTIC CAP
- = SET NAIL/FLASHER
- = EXISTING CATCH BASIN
- = EXISTING DOWNSPOUT
- = EXISTING SANITARY SEWER MANHOLE
- = EXISTING GATE VALVE
- = EXISTING WATER METER
- = EXISTING FIRE HYDRANT
- = EXISTING IRRIGATION BOX
- = EXISTING MONITORING WELL
- = EXISTING BOLLARD
- = EXISTING STOP SIGN
- = EXISTING STREET SIGN
- = EXISTING MAILBOX
- = EXISTING TEST HOLE
- = EXISTING RAILROAD CROSSING LIGHT
- = EXISTING SIGNAL BASE
- = EXISTING POWER POLE
- = EXISTING POWER POLE W/DROP
- = EXISTING GUY POLE
- = EXISTING STREET LIGHT POLE
- = EXISTING STREET LIGHT POLE W/ DROP
- = EXISTING LUMINAIRE WITH MAST ARM(S)
- = EXISTING UTILITY POLE
- = EXISTING GROUND GUY
- = EXISTING FIBER-OPTIC/COMM. HANDHOLD
- = EXISTING ELECTRIC HANDHOLD
- = EXISTING TELEPHONE PEDESTAL/RISER
- = EXISTING ELECTRIC METER/SWITCH
- = EXISTING CARSONITE POST
- = EXISTING BIRCH TREE
- = EXISTING ASPEN/POPLAR TREE
- = EXISTING WILLOW TREE
- = EXISTING PINE/SPRUCE TREE
- = EXISTING FIR TREE
- = EXISTING MAPLE TREE
- = EXISTING HEMLOCK TREE
- = EXISTING STUMP
- = DIAMETER OF EXISTING TREE
- = REFERENCE TO TITLE COMMITMENT SCHEDULE B SPECIAL EXCEPTIONS ITEM (SEE SHEET 1)

EXISTING LINE LEGEND

- = EXISTING EDGE OF ASPHALT
- = EXISTING EDGE OF CONCRETE
- = EXISTING EDGE OF GRAVEL ROAD
- = EXISTING EDGE OF DIRT ROAD
- = EXISTING CURB
- = EXISTING SIDEWALK
- = EXISTING STOP BAR
- = EXISTING STORM DRAIN LINE
- = EXISTING SANITARY SEWER GRAVITY LINE
- = RECORD SANITARY SEWER LINE
- = EXISTING WATER LINE
- = RECORD WATER LINE
- = EXISTING OVERHEAD ELECTRIC LINES
- = EXISTING OVERHEAD ELECTRIC & COMMUNICATION LINES
- = EXISTING UNDERGROUND POWER
- = EXISTING OVERHEAD TV CABLE LINE
- = EXISTING UNDERGROUND COMMUNICATIONS LINE
- = EXISTING OVERHEAD TELEPHONE LINE
- = EXISTING OVERHEAD GUY WIRE LINE
- = RECORD UNDERGROUND GAS LINE
- = EXISTING UNDERGROUND GAS LINE
- = EXISTING TOP OF SLOPE LINE
- = EXISTING TOE OF SLOPE LINE
- = EXISTING GRADE INDEX CONTOUR
- = EXISTING GRADE INTERVAL CONTOUR
- = EXISTING FLOW LINE
- = EXISTING EDGE OF TREES & BRUSH
- = EXISTING RAILROAD RAIL
- = EXISTING CHAINLINK FENCE
- = EXISTING WOOD FENCE
- = EXISTING HOG-WIRE FENCE

EXISTING GROUND HATCH LEGEND

- ▨ = EXISTING ASPHALT SURFACE
- ▨ = EXISTING CONCRETE SURFACE
- ▨ = EXISTING GRAVEL SURFACE
- ▨ = EXISTING RAILROAD BALLAST SURFACE
- ▨ = EXISTING RUBBLE SURFACE (BROKEN DOWN CONCRETE, ASPHALT, GRAVEL)



SEE SHEET 4

CALL BEFORE YOU DIG 1-800-424-5555

FIELD BOOKS	TBM. NO.	LOCATION	ELEV.	DATA	DRAWN BY	CHECKED BY	SCALE	REV	DATE	DESCRIPTION	BY	No.	DATE
DESIGN: 650 SERIES	TRO95 (NGS)	NW QUAD KINCAID & 3RD (OFFSITE, NOT SHOWN HEREON)	25.52	BASE	RMT	ASM	HORIZ: 1" = 20' VERT: NA					1	PRELIMINARY ALTA/NSPS SURVEY 4.17.18
STAKING:				DESIGN									
ASBLT:				XREF:									
		NAVDB8		DWG # 2018041_svX_ALTA.dwg									
SURVEY REFERENCE		VERTICAL DATUM		PLAN CHECK									
				REVISIONS									
				ISSUE									

VISCONSI COMPANIES LTD
30050 CHAGRIN BLVD., STE 360
PEPPER PIKE, OH 44124

ALTA/NSPS LAND TITLE SURVEY
KINCAID STREET PROPERTIES

JOB #: 2018041

SHEET 3 OF 6





www.psesurvey.com
 info@psurvey.com

PACIFIC SURVEY & ENGINEERING INC
 909 SQUALICUM WAY SUITE 111 · BELLINGHAM, WA 98225 PHONE: 360.671.7387 FAX: 360.671.4685 EMAIL: info@psurvey.com

ALTA/NSPS LAND TITLE SURVEY

SITUATE IN A PORTION OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 20, TOWNSHIP 34 NORTH, RANGE 4 EAST, W.M., CITY OF MOUNT VERNON, SKAGIT COUNTY, WASHINGTON

SEE SHEET 4



SEE SHEET 6

FIELD BOOKS	TBM. NO.	LOCATION	ELEV.	DATA	DRAWN BY	CHECKED BY	SCALE	REV	DATE	DESCRIPTION	BY	No.	DATE
DESIGN: 650 SERIES	TRO095 (NGS)	NW QUAD KINCAID & 3RD (OFFSITE, NOT SHOWN HEREON)	25.52	BASE	RMT	ASM	HORIZ: 1" = 20'					1	PRELIMINARY ALTA/NSPS SURVEY 4.17.18
STAKING:				DESIGN			VERT: NA						
ASBUILT:				XREF:									
SURVEY REFERENCE	NAVDB8	VERTICAL DATUM		DWG # 2018041_svX_ALTA.dwg			PLAN CHECK						
								REVISIONS					ISSUE

VISCONSI COMPANIES LTD
 30050 CHAGRIN BLVD., STE 360
 PEPPER PIKE, OH 44124

ALTA/NSPS LAND TITLE SURVEY
 KINCAID STREET PROPERTIES

JOB #: 2018041

SHEET 5 OF 6



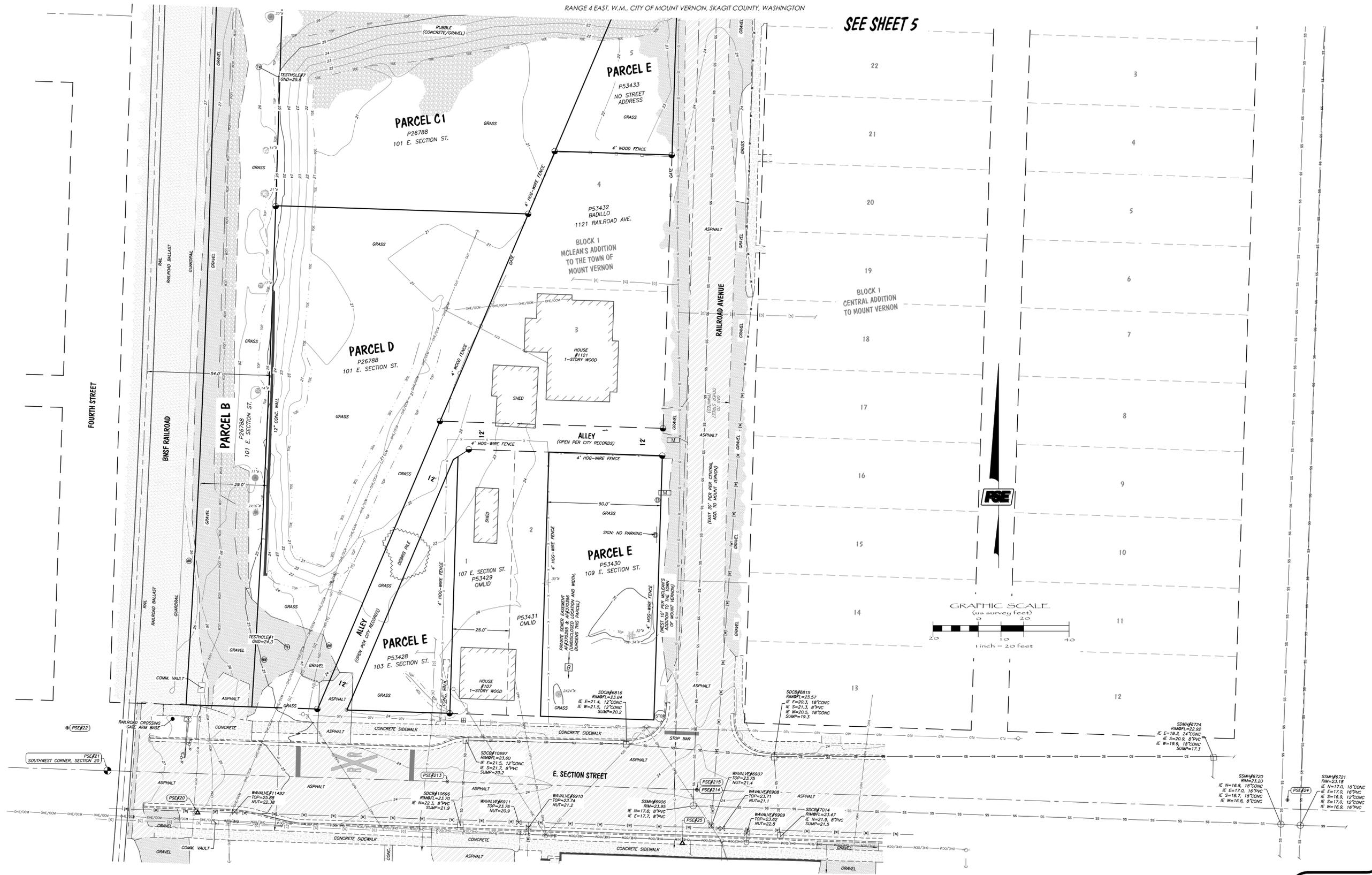


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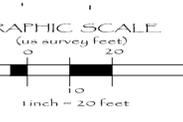
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ALTA/NSPS LAND TITLE SURVEY

SITUATE IN A PORTION OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 20, TOWNSHIP 34 NORTH,
 RANGE 4 EAST, W.M., CITY OF MOUNT VERNON, SKAGIT COUNTY, WASHINGTON



SEE SHEET 5



CALL BEFORE YOU DIG 1-800-424-5555

FIELD BOOKS	TBM. NO.	LOCATION	ELEV.	DATA	DRAWN BY	CHECKED BY	SCALE	REV	DATE	DESCRIPTION	BY	No.	DATE
DESIGN: 650 SERIES	TROD95 (NG5)	NW QUAD KINCAID & 3RD (OFFSITE, NOT SHOWN HEREON)	25.52	BASE	RMT	ASM	HORIZ: 1" = 20' VERT: NA					1	PRELIMINARY ALTA/NSPS SURVEY 4.17.18
STAKING:				DESIGN									
ASBUILT:				XREF:									
	NAVD88			DWG # 2018041_svX_ALTA.dwg									
SURVEY REFERENCE	VERTICAL DATUM	PLAN CHECK		REVISIONS									

VISCONSI COMPANIES LTD
 30050 CHAGRIN BLVD., STE 360
 PEPPER PIKE, OH 44124

ALTA/NSPS LAND TITLE SURVEY
 KINCAID STREET PROPERTIES

JOB #: 2018041

SHEET 6 OF 6





May 17, 2019

VWA – Mount Vernon, LLC
Attention: Shawn Jurisch
30050 Chargrin Blvd., Suite 360
Pepper Pike, OH 44124

Reference: Visconsi Commercial Development SEPA (PLAN19-0072) & Traffic Concurrency (ENGR19-0092) – SEPA Process

Dear Shawn:

The above-referenced project was deemed counter complete on May 7, 2019 and was deemed technically complete allowing further processing on May 15, 2019. There will likely be additional information staff will request as the review of this application progresses; however, at this point staff is able to commence the public notification process.

As part of the public notice process, pursuant to the Mount Vernon Municipal Code, the project site must be posted with 'Notice of Land Use Change' signs on or before **MAY 21, 2019**, to avoid any delay in permit processing.

The Land Use Change sign and copies of the Notice of Application to place on the signs are available for pick-up at this office. Please sign, notarize, and return the accompanying 'Affidavit of Posting' to this department following the posting of the property.

If you have any questions about the contents of this letter; or if you need additional information, please do not hesitate to call me at (360) 336-6214; or to email me at: rebeccab@mountvernonwa.gov

Thank you,

A handwritten signature in blue ink that reads "R Lowell".

Rebecca Lowell,
Principal Planner

Enclosed:
NOA/Proposed SEPA
Posted Affidavit



NOTICE OF APPLICATION & PROPOSED OPTIONAL MITIGATED DETERMINATION OF NON-SIGNIFICANCE (MDNS)

APPLICATION NAME & NUMBER:	Visconsi Commercial Development, SEPA (PLAN19-0072) & Traffic Concurrency (ENGR19-0092)	
PROJECT DESCRIPTION:	<p>Proposed is the development of approximately five acres of vacant property for freeway oriented commercial uses. Approximately 24,300 square feet (sf) of commercial buildings with up to 170 parking spaces are expected to be developed across five lots. Future commercial tenants are expected to include uses such as restaurants, retail sales, offices, a gas station, and other similar uses.</p> <p>A 340± linear foot (lf) public road will be constructed to access the future lots extending off of Kincaid Street. Utilities will be installed/constructed to serve the future commercial uses and will include: potable water (510± lf of 12-inch diameter pipe); sanitary sewer (475± lf of 8-inch diameter pipe); storm sewer (430± lf of 12-inch and 1,800 lf of 8-to-12-inch diameter pipes); and dry utilities (power, cable, fiber, etc). If a gas station is constructed two, 20,000 gallon underground fuel storage tanks are anticipated to be installed. An estimated 12,000 cubic yards (cy) of material will be imported and an estimated 4,000 cy of material will be imported as part of the overall site development.</p> <p>The site is currently located in a floodplain (Zone AO, Depth 1); however, once the City's existing Conditional Letter of Map Revision (CLOMAR) case #: 09-10-1122R, becomes a Letter of Map Revision (LOMAR) this site is expected to be removed from the FEMA designated floodplain.</p>	
PROJECT LOCATION:	<p>The general location of the project site is identified on a map below. The Skagit County Assessor identifies the site as including the following parcel numbers: P26886, P121047, P53373, P53374, P53375, P53376, P53377, P53378, P54122, P121047, a portion of P54114, a portion of P26788, and pending other approvals P53372 and P53379. East Kincaid Street is located to the north, Interstate-5 is located to the east, and the Burlington-Northern Santa Fe Railroad is located along the west boundary of the project site.</p>	
	APPLICANT:	PROPERTY OWNER:
	VWA – Mount Vernon, LLC 30050 Chargrin Blvd., Suite 360 Pepper Pike, OH 44124 (216) 464-5550	Sakata Seed America, Inc. 18095 Serene Drive Morgan Hill, CA 95037
STAFF CONTACT:	<p>Rebecca Lowell, Principal Planner Development Services Department City of Mount Vernon 910 Cleveland Avenue, Mount Vernon WA 98273 Telephone - 360-336-6214</p>	



OPTIONAL MITIGATED DETERMINATION OF NON-SIGNIFICANCE (MDNS): As the Lead Agency, the City of Mount Vernon has determined that significant environmental impacts are unlikely to result from the proposed project. Therefore, as permitted under the RCW 43.21C.110, the City of Mount Vernon is using the Optional MDNS process to give notice that a MDNS is likely to be issued. Comment periods for the project and the proposed MDNS are integrated into a single comment period. There will be no comment period following the issuance of the Threshold Mitigated Determination of Non-Significance (MDNS). A 10-day appeal period will follow the issuance of the MDNS.

DETAILS:

Permit Application Date:	May 7, 2019	Counter Complete:	May 7, 2019
Technically Complete:	May 15, 2019		
Permits/Review Requested:	SEPA, Traffic Concurrency, and Street Vacation		
Other Permits that may be Required:	Fill and Grade Permit, Right-of-Way Permit, Boundary Line Adjustment, Building Permits, Site Plan Approvals, Stormwater Permit from the State Department of Ecology (DOE), permit/approval from WSDOT for a u-turn at the intersection of Kincaid and 3 rd Streets, should a gas station be installed a gasoline dispensing facility notification and Underground Storage Tank Installation permits/approvals will be necessary from Northwest Clear Air Agency and DOE, respectively. Public Benefit Agreement and Real Disposition Agreement will both be necessary to allow the anticipated street vacation, and surplus of City property.		

CONSISTENCY OVERVIEW:

Zoning:	General Commercial (C-2)	Comprehensive Plan:	South Kincaid Subarea
Environmental Documents that Evaluate the Proposed Project:	Cultural Resources Review, completed by Garth L. Baldwin, dated October 17, 2013; Transportation Concurrency Review, completed by Transportation Solutions, Inc dated May 14, 2019; Phase 1 Environmental Site Assessment, completed by Materials Testing & Consulting, Inc, dated November 5, 2013; Cursory Geotechnical Evaluation Report, completed by Materials Testing & Consulting, Inc, dated October 8, 2013; Phase I and II Environmental Site Assessments, completed by Maul Foster Alongi dated December 18, 2017 and July 12, 2018; Draft Geotechnical Report, completed by Terra Associates, Inc., dated March 29, 2019; Preliminary Stormwater Management Report prepared by Land Development Engineering and Surveying dated April 22, 2019, civil plans, and the SEPA Checklist.		
Development Regulations Used for Project Mitigation:	The project is subject to the City's SEPA Code, Critical Areas Ordinance, the Comprehensive Plan, Subdivision and Zoning Code, Drainage, Engineering and Concurrency Requirements and other applicable local, state and federal regulations as appropriate.		

CONDITIONS BEING CONSIDERED TO MITIGATE ENVIRONMENTAL IMPACTS:

1. Any person engaged in ground disturbing activity who encounters or discovers historical and/or archeological materials in or on the ground shall:
 - a. Immediately cease any activity which may cause further disturbance;
 - b. Make a reasonable effort to protect the area from further disturbance; and,
 - c. Report the presence and location of the material to the proper authorities in the most expeditious manner possible.
2. At a minimum, an emergency vehicle access road shall be provided from the southern extent of the proposed public road to the north property line of the abutting ALFCO LLC property.

Comments on the Notice of Application and Proposed Mitigated Determination of Non-Significance (MDNS) must be submitted, in writing, no later than **JUNE 5, 2019**. Comments should be as specific as possible and include: your full name, your mailing address, and the name of the proposal you are commenting on.

PUBLIC COMMENTS ARE NOT ACCEPTED BY THE DEPARTMENT THROUGH EMAIL. Comments submitted on paper are required to be mailed or delivered to the Development Services Department at the address listed above. Comments not meeting the requirements of this section are considered as not being received by the city. Any person may comment on the application, receive notice and request a copy of the decision once it is made. To receive additional information regarding this project contact the Development Services Department and ask to become a party of record.

City staff has created a page on the City's website where the site plans, technical reports, and other pertinent information can be viewed. This webpage can be viewed as follows: navigate to: www.mountvernonwa.gov; once here click on 'Departments' then 'Development Services' then then 'News Notices' then scroll down the page to find the project name/number.

ISSUED: May 21, 2019
PUBLISHED: May 21, 2019
SENT TO: CORPS OF ENGINEERS, WA AGRICULTURE, DAHP, WA COMMERCE, WA CORRECTIONS, WA EFSEC, WDFW, WA HEALTH, DNR, STATE PARKS, PARKS COMMISSION, PSP, PSRC, WA DOT, DOE, DSHS, NW CLEAN AIR, SEPA REGISTER, SEPA UNIT, SKAT, COUNTY PDS, COUNTY ASSESSOR, DIKE AND DRAINAGE DISTRICT, SCOG, PORT OF SKAGIT, MVSD, SVC, SKAGIT COOP, SWINOMISH, UPPER SKAGIT, SAMISH, SAUK-SUIATTLE, TULALIP, AND STILLAGUAMISH TRIBES



AFFIDAVIT OF POSTING LAND USE CHANGE SIGN(S)

PERMIT NUMBER: _____

① IDENTIFICATION OF PROPERTY WHERE LAND USE SIGN WAS POSTED:

ADDRESS:	PARCEL NUMBER(S):
----------	-------------------

② ACKNOWLEDGEMENT OF POSTING:

I hereby certify that I have posted the above-identified property with Land Use Change Sign(s) according to the following posting instructions:

SIGN POSTING INFORMATION AND INSTRUCTIONS

The proponent shall be responsible for posting sign(s) in a conspicuous location on each street frontage bordering the subject property. Each sign shall be visible and accessible for inspection by members of the public. This means that signs need to be posted such that a person does not have to walk more than a few feet onto a property to read the posted notice. In cases of unusual property location, configuration, size, etc., the Development Services (DS) Department shall determine the placement and number of signs required.

The sign(s) shall be posted by the proponent as required on the subject property at the direction of City staff. The proponent shall be responsible for removing the sign(s) within seven (7) calendar days after completion of the public hearing process. Place a copy of the Notice in the plastic bag, tape or staple the bag to each sign in the appropriate place, and post the sign(s) on the property as required.

- The sign shall be mounted on backing material (plywood, particleboard, or equivalent) and supported by at least two posts.
- Signs shall not be located where they may cause a traffic or pedestrian hazard.
- Signs shall not be attached to trees or other landscaping.

The date upon which I posted the Land Use Change sign(s) was: _____

Signature

Date

STATE OF WASHINGTON }
 COUNTY OF SKAGIT } ss.

I certify that I know or have satisfactory evidence that _____ is the person who appeared before me, and said person acknowledged that he/she/they signed this instrument, on oath stated that he was authorized to execute the instrument and acknowledged it as the, _____ to be the free and voluntary act and deed of said company, for the uses and purposes therein mentioned.

Given under my hand and official seal this

PLACE NOTARY SEAL HERE

 Notary Public
 Residing at: _____
 My appointment expires: _____



NOTICE OF APPLICATION & PROPOSED OPTIONAL MITIGATED DETERMINATION OF NON-SIGNIFICANCE (MDNS)

APPLICATION NAME & NUMBER: Visconsi Commercial Development, SEPA (PLAN19-0072) & Traffic Concurrency (ENGR19-0092)

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--	--

STAFF CONTACT: Rebecca Lowell, Principal Planner
Development Services Department
City of Mount Vernon
910 Cleveland Avenue, Mount Vernon WA 98273
Telephone - 360-336-6214



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SKAGIT PUBLISHING
C/O ISJ PAYMENT PROCESSING CENTER
PO BOX 1570
POCATELLO ID 83204-1570
(360)424-3251
Fax (360)416-2161

EXHIBIT 4b

ORDER CONFIRMATION

Salesperson: DANIELLE RENWICK Printed at 05/17/19 16:47 by dre30

Acct #: 210458 Ad #: 1902322 Status: New CHOLD
CITY OF MOUNT VERNON - LEGALS Start: 05/21/2019 Stop: 05/21/2019
910 CLEVELAND AVE Times Ord: 1 Times Run: ***
MOUNT VERNON WA 98273 STDS 1.00 X 26.08 Words: 676
Total STDS 26.50
Class: 0001 LEGAL NOTICES
Rate: LACR Cost: 285.14
Affidavits: 1
Contact: Ad Descrpt: SVH-1902322
Phone: (360)336-6214 Given by: *
Fax#: (360)336-6283 P.O. #:
Email: sandy@mountvernonwa.gov Created: dre30 05/17/19 16:40
Agency: Last Changed: dre30 05/17/19 16:47

COMMENTS:
COPIED from AD 1892358

PUB	ZONE	EDT	TP	START	INS	STOP	SMTWTFS
SVH	A	97	W	Tue 05/21/19	1	Tue 05/21/19	SMTWTFS
SVWN	A	97	W	Tue 05/21/19	1	Tue 05/21/19	SMTWTFS

AUTHORIZATION

Under this agreement rates are subject to change with 30 days notice. In the event of a cancellation before schedule completion, I understand that the rate charged will be based upon the rate for the number of insertions used.

Name (print or type)

Name (signature)

(CONTINUED ON NEXT PAGE)

This ad has been reformatted for proofing purposes. Column breaks are not necessarily as they will appear in publication.

**CITY OF
MOUNT VERNON
NOTICE OF
APPLICATION &
PROPOSED
OPTIONAL
MITIGATED
DETERMINATION OF
NON-
SIGNIFICANCE
(MDNS)**

plain. ing, no later than **JUNE 5, 2019**. Comments should be as specific as possible and include: your full name, your mailing address, and the name of the proposal you are commenting on.

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Pepper Pike, OH 44124
(216) 464-5550

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18095 Serene Drive
Morgan Hill, CA 95037

STAFF CONTACT: Rebecca Lowell,
Principal Planner
Services Department

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APPLICATION NAME & NUMBER: Visconsi Commercial Development SEPA (PLAN19-0072) Traffic Concurrency (EN-GR19- 0092)

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City staff has created a page on the City's website where the proposed mitigation measures, site plans, technical reports, and other pertinent information can be viewed. This webpage can be viewed as follows: navigate to: www.mountvernonwa.gov; once here click on 'Departments' then 'Development Services' then 'News Notices' then scroll down the page to find the project name/number.

**Published
May 21, 2019
SVH- 1902322**



AFFIDAVIT OF MAILING

I, **Morgan Morrison**, hereby declare as follows:

1. I am an employee of the City of Mount Vernon, Mount Vernon, Washington, a United States citizen, over the age of eighteen years, and am competent to testify to the matters set forth herein.
2. On **05/21/2019** I mailed via the United States mail to the following parties the **PLAN19-0072 SEPA ALFCO Site Development.**

See attached list

I certify under penalty of perjury under the laws of the State of Washington that the foregoing is true and correct. Executed in Mount Vernon this **21st** day of **May, 2019.**

A handwritten signature in blue ink that reads "Morgan Morrison".

Your Name

SKAGIT TRANSIT
600 COUNTY SHOP LN
BURLINGTON WA 98233

CITY OF MOUNT VERNON
910 CLEVELAND AVE
MOUNT VERNON, WA 98273

BN LEASING CORP
2500 LOU MENK DR, AOB-3
FORT WORTH, TX 76131

SKAGIT COUNTY
1800 CONTINENTAL PL
MOUNT VERNON, WA 98273

BETZ COLONEL F
12129 BAYVIEW EDISON ROAD
MOUNT VERNON, WA 98273

ANTONICH-COWAN LLC
916 S 3RD ST
MOUNT VERNON, WA 98273

SKAGIT HOSPITALITY HOUSE
PO BOX 517
MOUNT VERNON, WA 98273

BADILLO JOSE E
BADILLO MARIA S
1121 RAILROAD AVE
MOUNT VERNON, WA 98273

CRANE ELIZABETH
CRANE THEODORE D
109 SNOQUALMIE ST
MOUNT VERNON, WA 98273

SKAGIT VALLEY HOSPITALITY
HOUSE ASSOCIATION
PO BOX 517
MOUNT VERNON, WA 98273

MCGUINNESS WILLIAM H
110 SNOQUALMIE ST
MOUNT VERNON, WA 98273

SKAGIT VALLEY HOSPITALITY HOUSE
ASSOCIATION
DBA FRIENDSHIP HOUSE
PO BOX 517
MOUNT VERNON, WA 98273

HAYTON ROBERT & HAYTON
SUSAN
PO BOX 399
BURLINGTON, WA 98233

LADY OF AMERICA INC
10100 OLD COLUMBIA RD
COLUMBIA, MD 21046

COMMUNITY MENTAL HEALTH SERVICES
C/O COMPASS HEALTH
PO BOX 3810
EVERETT, WA 98203

SKAGIT LAND TRUST
PO BOX 1017
MOUNT VERNON, WA 98273

THORENE DANIEL
PO BOX 917
MOUNT VERNON, WA 98273

HANSEN JON
3547 LAKEWAY DR
BELLINGHAM, WA 98229

BLANCHARD LEON D
112 MILWAUKEE STREET
MOUNT VERNON, WA 98273

L A ANDERSON PROPERTIES LLC
1122 S 3RD ST
MOUNT VERNON, WA 98273

SOUTH THIRD LLC
PO BOX 586
CONWAY, WA 98238

VAUGHN GEORGE A
VAUGHN SANDRA J
101 W SECTION ST
MOUNT VERNON, WA 98273

105 W SECTION LLC
15193 DORIS ST
ANACORTES, WA 98221

JONES GEOFFREY B
PO BOX 1852
MOUNT VERNON, WA 98273

ANDERSON APARTMENTS LLC
14200 LESLIE LANE
MOUNT VERNON, WA 98273

KIRSHBAUM CHRISTOPHER MILTON
2463 ONE HALF HIDALGO AVENUE
LOS ANGELES, CA 90039

ALEXANDER SANDRA
HIRSCH JOHN M
106 W SECTION STREET
MOUNT VERNON, WA 98273

ROLLINS BRENT W
ROLLINS LISA M
1216 S 3RD ST
MOUNT VERNON, WA 98273

HOWARD SUE ANN
WAHLIG JOHN PHILLIP
5631 N BRAEBURN LANE
GLENDALE, WI 53209

SCHENK PACKING CO INC
8204 288TH ST NW
STANWOOD, WA 98292

RODRIGUEZ A G & MARY ELLEN
PO BOX 2785
208 E SECTION ST
MOUNT VERNON, WA 98273

ANDERSON GRAYDON P
ANDERSON BRENDA K
16020 CASCADIAN WAY
BOTHELL, WA 98012

OMLID RALPH & OMLID JOY
9412 THOMLE RD
STANWOOD, WA 98292

MEJIA JOSE G & MEJIA MARIA
MERCEDES
1400 N 30TH ST #160
MOUNT VERNON, WA 98273

TARBET GREGORY W
1122 RAILROAD AVE
MOUNT VERNON, WA 98273

FORCE TIMOTHY L & FORCE
AMY LAUSTEN
207 E SECTION ST
MOUNT VERNON, WA 98273

ALEXANDER LEA A
1129 S 6TH ST
MOUNT VERNON, WA 98273

GARZA LEOBARDO COLBY
709 CULTUS MOUNTAIN DR
SEDRO WOOLLEY, WA 98284

MAPLE GARDENS LLC
130 LEE LANE
MOUNT VERNON, WA 98274

OMEY KEITH
OMEY HELISA
1511 MILL AVENUE
BELLINGHAM, WA 98225

NAVA MIGUEL & NAVA LOUISA
VENEGAS
216 E SECTION ST
MOUNT VERNON, WA 98273

GAUT MARTY E
GAUT CHARITIE C
300 EAST SECTION STREET
MOUNT VERNON, WA 98273

ALFCO LLC
11857 BAY RIDGE DR
BURLINGTON, WA 98233

SPANOVIC ANTHONY C
1106 RAILROAD AVE
MOUNT VERNON, WA 98273

ES1 LLC
4700 36TH AVE SW
SEATTLE, WA 98126

GASKILL GREG
GASKILL LINDA
27881 W GILLIGAN CREEK RD
SEDRO WOOLLEY, WA 98284

HALLIDAY MATTHEW
1121 S 6TH ST
MOUNT VERNON, WA 98273

JAIMES JAVIER PAHUA & JAIMES
TERESA
2818 BRIARWOOD CIR
MOUNT VERNON, WA 98273

SANDOVAL RAMIRO
SANDOVAL DELIA
1245 S BLUFF RD
MONTEBELLO, CA 90640

COLE
PATRICK T, MICHAEL B, REBECCA A
1118 S 6TH ST
MOUNT VERNON, WA 98273

LOPEZ ESTELLA
1211 S 6TH ST
MOUNT VERNON, WA 98273

SMITH DARLENE E
1217 S 6TH STREET
MOUNT VERNON, WA 98273

FIGUEROA-MENDOZA MARIO & DEL
ROCIO MARIA
C/O MARIA DELROSIA B SALAZAR
1100 RAILROAD AVE
MOUNT VERNON, WA 98273

WILSON DAVID C
1120 RAILROAD AVENUE
MOUNT VERNON, WA 98273

CLARK ANGELA KAY
1130 RAILROAD AVENUE
MOUNT VERNON, WA 98273

OSTAPCHUK EDUARD
OSTAPCHUK ANNA
22208 GRIP ROAD
SEDRO WOOLLEY, WA 98284

STEEN SARAH LIN
4315 SW OREGON ST APT 104
SEATTLE, WA 98116

OSTROM CHRIS
28 ALCALA CT
PACIFICA, CA 94044

STEPHENS JUSTIN A
ST VALENTINE JULIE A
1108 S 6TH ST
MOUNT VERNON, WA 98273

CAMPBELL MELONIE
1124 6TH STREET
MT VERNON, WA 98273

BARBER D BRENT
31625 68TH AVE NW A
STANWOOD, WA 98292

STRASSER RUTH H
1134 S 6TH ST
MOUNT VERNON, WA 98273

UNION ST LLC
EXHIBIT 4b
27821 36TH AVE NW
STANWOOD, WA 98292

EKDAHL NANCY/LONEY SHIRLEY
& FORCE SUE/MORRIS JOANNE
4915 SAMISH WAY #15
BELLINGHAM, WA 98226

SANGER WAYNE &
SANGER MARLA
22401 NE 213TH CR
BATTLE GROUND, WA 98604

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Morrison, Morgan

From: Morrison, Morgan
Sent: Monday, May 20, 2019 9:18 AM
To: 'Ronald.j.wilcox@usace.army.mil'; 'Agriculture'; 'sepa@dahp.wa.gov'; 'COM GMU Review Team'; 'efheinitz@doc1.wa.gov'; 'sposner@utc.wa.gov'; 'Department of Fish & Wildlife SEPA Review'; 'Department of Fish & Wildlife'; 'sepa.reviewteam@doh.wa.gov'; 'DNR SEPA Review'; 'Jessica.logan@parks.wa.gov'; 'SEPAinfo@psp.wa.gov'; 'eharris@psrc.org'; 'DOT'; 'Parks'; 'DOE NW Region'; 'DSHS'; 'agatam@nwcleanair.org'; 'separegister@ecy.wa.gov'; 'DOE'; 'SKAT'; 'SKAT'; 'brandonb@co.skagit.wa.us'; 'Skagit Co. Planning & Development Svc'; 'david@dndseed.com'; 'dhamburgs@msn.com'; 'petero@snohomishlaw.com'; 'dkdist12@cnw.com'; 'Skagit Council of Governments'; 'sara@portofskagit.com'; 'Port of Skagit County'; 'Carl Bruner'; 'timothy.wheeler@skagit.edu'; 'thyatt@skagitcoop.org'; 'Skagit River Systems'; 'jharrison@swinomish.nsn.us'; 'scotts@upperskagit.com'; 'Kjoseph@sauk-suiattle.com'; 'Tulalip Tribe'; 'Stillaguamish Tribe'; 'jeff.mcmeekin@pse.com'; 'Skagit County PUD'; 'bret.t.murdock@ftr.com'; 'Frontier (Lawrence Bogues)'; 'albert.grzeskowiak@cngc.com'; 'debet@co.skagit.wa.us'; 'davet@co.skagit.wa.us'; 'Brandon.housekeeper@pse.com'
Subject: City of Mount Vernon Notice of Application & Proposed Optional Mitigated Determination of Non-Significance (MDNS), PLAN19-0072
Attachments: NOA PMDNS, Visconsi, PLAN19-0072.pdf; 1910_SEPA SITE_24x36_032119-aerial.pdf; Kincaid SEPA-Mt Vernon_signed.pdf

Type of Document: Notice of Application & Proposed Optional Mitigated Determination of Non-Significance (MDNS)

Description of Proposal: Proposed is the development of approximately five acres of vacant property for freeway oriented commercial uses. Approximately 24,300 square feet (sf) of commercial buildings with up to 170 parking spaces are expected to be developed across five lots. Future commercial tenants are expected to included uses such as restaurants, retail sales, offices, a gas station, and other similar uses.

A 340± linear foot (lf) public road will be constructed to access the future lots extending off of Kincaid Street. Utilities will be installed/constructed to serve the future commercial uses and will include: potable water (510± lf of 12-inch diameter pipe); sanitary sewer (475± lf of 8-inch diameter pipe); storm sewer (430± lf of 12-inch and 1,800 lf of 8-to-12-inch diameter pipes); and dry utilities (power, cable, fiber, etc). If a gas station is constructed two, 20,000 gallon underground fuel storage tanks are anticipated to be installed. An estimated 12,000 cubic yards (cy) of material will be imported and an estimated 4,000 cy of material will be imported as part of the overall site development.

The site is currently located in a floodplain (Zone AO, Depth 1); however, once the City's existing Conditional Letter of Map Revision (CLOMAR) case #: 09-10-1122R, becomes a Letter of Map Revision (LOMAR) this site is expected to be removed from the FEMA designated floodplain.

Location: The general location of the project site is identified on a map below. The Skagit County Assessor identifies the site as including the following parcel numbers: P26886, P121047, P53373, P53374, P53375, P53376, P53377, P53378, P54122, P121047, a portion of P54114, a portion of P26788, and pending other approvals P53372 and P53379. East Kincaid Street is located to the north, Interstate-5 is located to the east, and the Burlington-Northern Santa Fe Railroad is located along the west boundary of the project site.

Applicant: Visconsi Commercial Development

Date of Issuance: May 21, 2019

Lead Agency Contact: Rebecca Lowell, Principal Planner, Development Services Department, Mount Vernon, WA
(360) 336-6214, rebeccab@mountvernonwa.gov

For More Information: <http://www.mountvernonwa.gov/132/NEWS-and-Notices> once on this webpage scroll down to the subject project

Thank you,
Morgan Morrison
Administrative Assistant
Development Services Department
City of Mount Vernon
910 Cleveland Ave
Mount Vernon, WA 98273
360-336-6214



MITIGATED DETERMINATION OF NON-SIGNIFICANCE (MDNS)

APPLICATION NAME & NUMBER:	Visconsi Commercial Development, SEPA (PLAN19-0072) & Traffic Concurrency (ENGR19-0092)	
PROJECT DESCRIPTION:	<p>Proposed is the development of approximately five acres of vacant property for freeway oriented commercial uses. Approximately 24,300 square feet (sf) of commercial buildings with up to 170 parking spaces are expected to be developed across five lots. Future commercial tenants are expected to included uses such as restaurants, retail sales, offices, a gas station, and other similar uses.</p> <p>A 340± linear foot (lf) public road will be constructed to access the future lots extending off of Kincaid Street. Utilities will be installed/constructed to serve the future commercial uses and will include: potable water (510± lf of 12-inch diameter pipe); sanitary sewer (475± lf of 8-inch diameter pipe); storm sewer (430± lf of 12-inch and 1,800 lf of 8-to-12-inch diameter pipes); and dry utilities (power, cable, fiber, etc). If a gas station is constructed two, 20,000 gallon underground fuel storage tanks are anticipated to be installed. An estimated 12,000 cubic yards (cy) of material will be imported and an estimated 4,000 cy of material will be imported as part of the overall site development.</p> <p>The site is currently located in a floodplain (Zone AO, Depth 1); however, once the City's existing Conditional Letter of Map Revision (CLOMAR) case #: 09-10-1122R, becomes a Letter of Map Revision (LOMAR) this site is expected to be removed from the FEMA designated floodplain.</p>	
PROJECT LOCATION:	<p>The Skagit County Assessor identifies the site as including the following parcel numbers: P26886, P121047, P53373, P53374, P53375, P53376, P53377, P53378, P54122, P121047, a portion of P54114, a portion of P26788, and pending other approvals P53372 and P53379. East Kincaid Street is located to the north, Interstate-5 is located to the east, and the Burlington-Northern Santa Fe Railroad is located along the west boundary of the project site.</p>	
	APPLICANT:	PROPERTY OWNER:
	VWA – Mount Vernon, LLC 30050 Chargrin Blvd., Suite 360 Pepper Pike, OH 44124 (216) 464-5550	Sakata Seed America, Inc. 18095 Serene Drive Morgan Hill, CA 95037
STAFF CONTACT:	<p>Rebecca Lowell, Principal Planner Development Services Department City of Mount Vernon 910 Cleveland Avenue, Mount Vernon WA 98273 Telephone - 360-336-6214</p>	

The Mount Vernon Development Services Department (the lead agency) has determined that this proposal will not have a probable significant adverse impact on the environment. Pursuant to WAC 197-11-350(3), the proposal has been clarified, changed, and conditioned to include necessary mitigation measures to avoid, minimize or compensate for probable significant impacts. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c).

This decision was made after review of a completed environmental checklist and other information on file (and available to the public) with the lead agency. The lead agency has determined that the requirements for environmental analysis, protection, and mitigation measures have been adequately addressed with the mitigation measures listed below; in conjunction with, the City's existing development regulations and comprehensive plan adopted under chapter 36.70A RCW, and in other applicable local, state, or federal laws or rules, as provided by RCW 43.21C.240 and WAC 197-11-158.

Additionally, City staff have created a page on the City's website where the completed Environmental Checklist, site plans, technical reports, and other pertinent information can be viewed. This webpage can be viewed as follows: navigate to: www.mountvernonwa.gov; once here click on 'Departments' then 'Development Services' then then 'News Notices' then scroll down the page to find the project name/number.

The necessary mitigation measures are listed below.

CONDITIONS NECESSARY TO MITIGATE ENVIRONMENTAL IMPACTS:

1. Any person engaged in ground disturbing activity who encounters or discovers historical and/or archeological materials in or on the ground shall:
 - a. Immediately cease any activity which may cause further disturbance;
 - b. Make a reasonable effort to protect the area from further disturbance; and,
 - c. Report the presence and location of the material to the proper authorities in the most expeditious manner possible.
2. At a minimum, an emergency vehicle access road shall be provided from the southern extent of the proposed public road to the north property line of the abutting ALFCO LLC property.

ENVIRONMENTAL DETERMINATION APPEAL PROCESS: Appeals of the environmental determination must be filed in writing on or before 5:00 PM on **JUNE 17, 2019**. Appeals must be filed in writing together with the required \$100.00 application fee to: Hearing Examiner, City of Mount Vernon, 910 Cleveland Ave, Mount Vernon, WA 98273. Appeals to the Examiner are governed by City of Mount Vernon Municipal Code Section 15.06.215. Additional information regarding the appeal process may be obtained from the staff 'Contact Person' listed above; or by downloading a copy of the referenced MVMC at www.mountvernonwa.gov

RESPONSIBLE PERSON: Rebecca S. Bradley-Lowell, Principal Planner

June 6, 2019

SIGNATURE

DATE

ISSUED: June 6, 2019

PUBLISHED: June 9, 2019

SENT TO: CORPS OF ENGINEERS, WA AGRICULTURE, DAHP, WA COMMERCE, WA CORRECTIONS, WA EFSEC, WDFW, WA HEALTH, DNR, STATE PARKS, PARKS COMMISSION, PSP, PSRC, WA DOT, DOE, DSHS, NW CLEAN AIR, SEPA REGISTER, SEPA UNIT, SKAT, COUNTY PDS, COUNTY ASSESSOR, DIKE AND DRAINAGE DISTRICT, SCOG, PORT OF SKAGIT, MVSD, SVC, SKAGIT COOP, SWINOMISH, UPPER SKAGIT, SAMISH, SAUK-SUIATTLE, TULALIP, AND STILLAGUAMISH TRIBES



SEPA ENVIRONMENTAL REVIEW STAFF REPORT

A. BACKGROUND

APPLICANT & APPLICATION NAME/NUMBER: Visconsi Commercial Development, SEPA (PLAN19-0072) & Traffic Concurrency (ENGR19- 0092)

	APPLICANT:	PROPERTY OWNER:	CITY STAFF CONTACT:
NAME:	VWA – Mount Vernon, LLC	Sakata Seed America, Inc.	Development Services Department Contact: Rebecca Lowell
ADDRESS:	30050 Chargrin Blvd., Suite 360 Pepper Pike, OH 44124	18095 Serene Drive Morgan Hill, CA 95037	910 Cleveland Ave Mount Vernon, WA 98273
TELEPHONE:	(216) 464-5550	NA	(360) 336-6214

PROJECT DESCRIPTION: Proposed is the development of approximately five acres of vacant property for freeway oriented commercial uses. Approximately 24,300 square feet (sf) of commercial buildings with up to 170 parking spaces are expected to be developed across five lots. Future commercial tenants are expected to included uses such as restaurants, retail sales, offices, a gas station, and other similar uses. **See the accompanying MDNS for the full project description.**

PROJECT LOCATION: The general location of the project site is identified on a map below. The Skagit County Assessor identifies the site as including the following parcel numbers: P26886, P121047, P53373, P53374, P53375, P53376, P53377, P53378, P54122, P121047, a portion of P54114, a portion of P26788, and pending other approvals P53372 and P53379. East Kincaid Street is located to the north, Interstate-5 is located to the east, and the Burlington-Northern Santa Fe Railroad is located along the west boundary of the project site.

B. RECOMMENDATION

Based on analysis of probable impacts from the proposal, the Responsible Official has made the following Environmental Determination:

DETERMINATION OF NON-SIGNIFICANCE		DETERMINATION OF NON - SIGNIFICANCE - MITIGATED.	
<input type="checkbox"/>	Issue DNS with a 10 day Appeal Period.	<input checked="" type="checkbox"/>	Issue DNS-M with a 10 day Appeal Period.
		<input type="checkbox"/>	Issue DNS-M with 14 day Comment Period followed by a 10 day Appeal Period.

C. SEPA PROCESS TIMELINE

Benchmark:	Date:	Authority:
Application Submitted	May 7, 2019	MVMC 14.05.110(C)(1) to (3)
Application Deemed Technically Complete	May 15, 2019	MVMC 14.05.110(D) RCW 36.70B.070
NOA/Optional MDNS Issued	May 21 2019	MVMC 14.05.150(A) RCW 36.70B.110 WAC 197-11-355
NOA/Optional MDNS Comment Period Ended	June 5, 2019	MVMC 15.06.120 WAC 197-11-355 RCW 43.21C.110
MDNS Issued with Comment and Appeal Period – Accompanied by Environmental Report	June 6, 2019	MVMC 15.06.215 WAC 197-11-355(4)

D. MITIGATION MEASURES

The lead agency has determined that the requirements for environmental analysis, protection, and mitigation measures have been adequately addressed in the development regulations and comprehensive plan adopted under chapter 36.70A RCW, and in other applicable local, state, or federal laws or rules, as provided by RCW 43.21C.240 and WAC 197-11-158.

The following conditions have been identified that will be used to mitigate the impacts of the proposal¹:

1. Any person engaged in ground disturbing activity who encounters or discovers historical and/or archeological materials in or on the ground shall:
 - a. Immediately cease any activity which may cause further disturbance;
 - b. Make a reasonable effort to protect the area from further disturbance; and,
 - c. Report the presence and location of the material to the proper authorities in the most expeditious manner possible.
2. At a minimum, an emergency vehicle access road shall be provided from the southern extent of the proposed public road to the north property line of the abutting ALFCO LLC property.

ADVISORY NOTES TO APPLICANT

The following notes are supplemental information provided in conjunction with the environmental determination. Because these notes are provided as information only, they are not subject to the appeal process for environmental determinations.

E. ENVIRONMENTAL IMPACTS AND MITIGATION

In compliance with RCW 43.21C. 240, project environmental review addresses only those project impacts that are not adequately addressed under existing development standards and environmental regulations.

1. EARTH

Impacts: Grading activities: An estimated 12,000 cubic yards (cy) of material will be imported and an estimated 4,000 cy of material will be imported as part of the overall site development.

¹ These SEPA mitigation measures (conditions) are in addition to conditions and/or mitigation measures that will be applied through the City's existing development regulations.

Mitigation Measures: Listed within the applicant's environmental checklist as well as required compliance with the City's existing standards and regulations for land disturbing. Construction best management practices will be utilized to minimize potential impacts from earthwork grading and clearing on the site.

The applicant's contractor(s) will be required to comply with the City's code requirements related to stormwater runoff and site grading. The applicant will also be required to obtain and comply with the WA State Department of Ecology's NPDES permit and their associated requirements.

Nexus: MVMC Chapters 13.33 (Storm Water Drainage Utility), 15.04 (Building Code), 15.16 (Grading, Excavation and Fill), 15.18 (Land Clearing), and Mount Vernon Engineering Standards.

2. STORMWATER

Impacts: Site stormwater will be collected and conveyed in a stormwater drainage system that will consist of roof downspouts, catch basins, and conveyance piping. Collected stormwater will be treated and discharged to the existing combined sewer system in Kincaid Street.

Mitigation Measures: Listed within the applicant's environmental checklist, detailed within their Stormwater Analysis prepared by a licensed Professional Engineer, shown on their construction plans, and the mitigation measures outlined with this MDNS. In addition, the applicant will comply with City, State and Federal regulations. Runoff during construction will be handled in conformance with the City's regulations and standards. A NPDES permit from the State of Washington Department of Ecology for construction activities will be required as part of this project.

Nexus: MVMC Chapters 13.33 (Storm Water Drainage Utility), 15.16 (Grading, Excavation and Fill), and Mount Vernon Engineering Standards.

3. TRAFFIC

Impacts: an estimated maximum of 277 net new PM peak hour traffic trips will be generated from the proposed project. There will also be construction related traffic that will occur as this site is being developed.

Mitigation Measures: Compliance with the City's MVMC provisions. The Transportation Concurrency Review completed for this project contains the below listed Findings and Recommendations. Next to each Finding and Recommendation is a note from staff indicating how each item will be addressed by the City.

- The Project will generate 277 net new PM peak hour trips, split 145 in and 132 out.

Staff Comments: the potential traffic generated from this development was analyzed cumulatively to make sure that the full scope of potential impacts would be known and mitigated, as appropriate.

- Site accesses will satisfy minimum traffic capacity LOS standards under RIRO control.

Staff Comments: improvements within the State right-of-way are subject to WA State Department of Transportation (WSDOT) provisions.

- Kincaid Street does not currently satisfy the street design width standard at the Project frontage. However, based on the existing fully built section, Kincaid Street widening is not recommended.

Staff Comments: staff concurs with this finding and recommendation.

- It is recommended that the Project construct the proposed public roadway to satisfy minimum Type 4 nonarterial street standards, including 36-foot paved width, 0.5-foot concrete curbs, four-foot planter strips, and five-foot wide concrete sidewalks on both sides.

Staff Comments: staff will be recommending approval of a street design modification that will allow a sidewalk on one side of the proposed public roadway because the developer will be building a public trail in close proximity to the proposed road.

- The proposed off-street parking supply of 170 spaces is anticipated to be adequate to serve peak shared parking demand, based on an analysis of ITE Parking Generation data. The City may consider a variance to the minimum parking requirement of 204 spaces for the proposed uses.

Staff Comments: when building permits for future tenants are submitted to the City each lot will be required to apply for a Site Plan Permit that will, among other things, analyze the site uses and determine the number of parking spaces required to be code compliant.

- Any new or modified pedestrian facilities, including sidewalks, curb ramps, driveway cuts, and paved trails, must satisfy current Americans with Disabilities Act (ADA) standards.

Staff Comments: when building permits for future tenants are submitted to the City each lot will be required to apply for Building and Site Plan Permits that will, among other things, ensure that the site and all associated structures are ADA compliant.

Nexus: MVMC Title 12, Chapter 14.10 (Concurrency Management), Chapter 3.40 (Impact Fees), 15.16 (Grading, Excavation and Fill), 16.16 (Design Standards for Non-arterial Streets) and Mount Vernon Engineering Standards.

4. CRITICAL AREAS

Impacts: There are no streams, wetlands, or steep slopes on the subject site. However, the site is currently located in a floodplain (Zone AO, Depth 1); however, once the City's existing Conditional Letter of Map Revision (CLOMAR) case #: 09-10-1122R, becomes a Letter of Map Revision (LOMAR) this site is expected to be removed from the FEMA designated floodplain.

Mitigation Measures: None required.

Nexus: MVMC Chapter 15.06 (Environmental Policies), Chapter 15.40 (Critical Areas Code), RCW 90.48, 33 U.S. Code Chapter 26 (Federal Water Pollution Control Act)

F. CITY & AGENCY COMMENTS

The proposal has been circulated internally to applicable City Departments and to all of the following agencies, districts, utility companies and tribes: WA State Department of Ecology, Federal Army Corps of Engineers, WA State Department of Commerce, Cascade Natural Gas, WA State Department of Fish and Wildlife, WA State Department of Natural Resources, WA State Department of Transportation, WA State Department of Archeology and Historic Preservation, NW Clean Air Agency, Skagit Council of Governments, Port of Skagit County, Skagit County Planning and Development Services, Samish Tribe, Skagit River System Cooperative, Skagit River Systems, Skagit Valley College, Skagit Transit, Swinomish Tribe, Upper Skagit Tribe, Frontier, Frontier Northwest, Puget Sound Energy, Public Utility District #1, and the Dike and Drainage Districts the subject site is located within.

Copies of all Comments are contained in the Official File

Copies of Comments received from City Staff and Agencies are attached to this report

Following is a list of the comments received from City Staff and Agencies:

- Letter dated June 5, 2019 from the WA State Department of Ecology (DOE) providing information on contaminated sites listed in DOE's database within a 1-mile radius of the project site.
- Note in the City's permit system from Fire Marshall Steve Riggs that states, "The review completed was for SEPA requirements. As proposed no specific requirements for SEPA. All fire code and MVMC requirements to be met at the time of permit issuance".

- Letter received June 5, 2019 from Amy Lausten-Force expressing concerns over the size/scope of the subject proposal and smells from fast food establishments that would affect her and nearby neighbors quality of life.

G. ENVIRONMENTAL DETERMINATION COMMENT & APPEAL PROCESS

The City is using its discretion under WAC 173-11-355(4) to issue a MDNS with a 10-day appeal period. Appeals of the environmental determination must be filed in writing on or before **5:00 PM on JUNE 17, 2019**. Appeals must be filed in writing together with the required \$100.00 application fee to: Hearing Examiner, City of Mount Vernon, 910 Cleveland Ave, Mount Vernon, WA 98273.

Appeals to the Examiner are governed by City of Mount Vernon Municipal Code Section 15.06.215. Additional information regarding the appeal process may be obtained from the City of Mount Vernon Development Services Department by calling (306)336-6214.



STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY

*Northwest Regional Office • 3190 160th Avenue SE • Bellevue, Washington 98008-5452 • (425) 649-7000
711 for Washington Relay Service • Persons with a speech disability can call (877) 833-6341*

June 5, 2019

Rebecca Lowell, Principal Planner
Development Services Department
City of Mount Vernon
910 Cleveland Avenue
Mount Vernon, WA 98273

Re: SWC I-5 & Kincaid Street Project
File #PLAN19-0072, Ecology SEPA #20192828

Dear Rebecca Lowell,

Thank you for the opportunity to provide comments on the **SWC I-5 & Kincaid Street Project**. Based on review of the State Environmental Policy Act (SEPA) checklist associated with this Project, the Department of Ecology (Ecology) has the following comments:

There are 40 contaminated sites listed in Ecology's database within a 1-mile radius of this location; 22 of the 40 sites have received No Further Action determinations.

Four active sites with the status of 'awaiting cleanup' are all most likely hydraulically downgradient of this location.

One of these sites is the closest to the project location. The site is the Wash Rack (Facility Site ID No. 82434686; Cleanup Site ID No. 2891) located at 115 Kincaid Avenue. This is a leaking underground storage tank site. Petroleum hydrocarbons in the oil range have been detected at concentrations above Method A cleanup levels.

The remainder of the active sites have the status 'cleanup started'.

This location is immediately east of the BNSF railroad and immediately west of I-5. Fill materials have likely been used historically in this developed area and there may have likely been contaminant sources and releases associated with former land uses. The due diligence performed to date may or may not identify all the potential sources. Because of this, as in any developed area, there is the possibility of discovering contaminated soil and/or ground water when excavating in this location. A Contaminated Materials Management Plan or similar plan should be prepared in the anticipation of encountering unknown contamination at this project location.

For more information about SEPA and Ecology, please visit <https://ecology.wa.gov/regulations-permits/SEPA-environmental-review>.

Thank you for considering these comments from Ecology. If you have any questions or would like to respond to these comments, please contact Heather Vick from the Toxics Cleanup Program at (425) 649-7064 or by email at Heather.Vick@ecy.wa.gov.

Sincerely,

A handwritten signature in blue ink that reads "Katelynn Piazza".

Katelynn Piazza
SEPA Coordinator

Sent by email: Rebecca Lowell, rebeccab@mountvernonwa.gov

cc: Shawn Jurisch c/o VMA – Mount Vernon, LLC

ecc: Heather Vick, Ecology

To the City of Mt. Vernon in reference
to SEPA plan 19-0672 SouthKoreanBubarea:

This plan is significantly larger than
first explained and my concern is the
effect on the neighborhood South of this
project. It was originally explained it
would be a gas station and a local coffee
chain, and now it's five buildings and
170 parking spaces. I was told by a
city employee there are no laws stating
no fast food chains can be there, and my
concern is the horrible and overwhelming
smells coming from fast food establishments
blowing Southward and directly affecting
my and others quality of life.

Thank you,
Amy Lausten-Force

AMY LAUSTEN-FORCE
207 E. SECTION
MT. VERNON WA 98273

RECEIVED
CITY OF MOUNT VERNON

JUN 05 2019

D S DEPARTMENT

BY _____

SKAGIT PUBLISHING
C/O ISJ PAYMENT PROCESSING CENTER
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POCATELLO ID 83204-1570
(360)424-3251
Fax (360)416-2161

EXHIBIT 4c

ORDER CONFIRMATION

Salesperson: JEANETTE MOODY Printed at 06/06/19 08:56 by jka30

Acct #: 210458 Ad #: 1909349 Status: New
CITY OF MOUNT VERNON - LEGALS Start: 06/08/2019 Stop: 06/08/2019
910 CLEVELAND AVE Times Ord: 1 Times Run: ***
MOUNT VERNON WA 98273 STDS 1.00 X 28.13 Words: 723
Total STDS 28.50
Class: 0001 LEGAL NOTICES
Rate: LACR Cost: 306.66
Affidavits: 1

Contact: Ad Descrpt: SVH-1909349
Phone: (360)336-6214 Given by: *
Fax#: (360)336-6283 P.O. #:
Email: sandy@mountvernonwa.gov Created: jka30 06/06/19 08:43
Agency: Last Changed: jka30 06/06/19 08:55

PUB ZONE EDT TP START INS STOP SMTWTFS
SVH A 97 W Sat 06/08/19 1 Sat 06/08/19 SMTWTFS
SVWN A 97 W Sat 06/08/19 1 Sat 06/08/19 SMTWTFS

AUTHORIZATION

Under this agreement rates are subject to change with 30 days notice. In the event of a cancellation before schedule completion, I understand that the rate charged will be based upon the rate for the number of insertions used.

Name (print or type)

Name (signature)

(CONTINUED ON NEXT PAGE)

This ad has been reformatted for proofing purposes. Column breaks are not necessarily as they will appear in publication.

**CITY OF
MOUNT VERNON
MITIGATED
DETERMINATION OF
NON-SIGNIFICANCE
(MDNS)**

a map below. The Skagitisting development regula- County Assessor identifications and comprehensive the site as including the fol-plan adopted under chapter lowing parcel numbers:36.70A RCW, and in other P26886, P121047, P53373,applicable local, state, or P53374, P53375, P53376,federal laws or rules, as P53377, P53378, P54122,provided by RCW P121047, a portion of43.21C.240 and WAC P197- P54114, a portion of11-158.

APPLICATION NAME & NUMBER: Visconsi Com- commercial Development, SEPA (PLAN19-0072) & Traffic Concurrency (EN- GR19- 0092)

P26788, and pending other approvals P53372 and P53379. East Kincaid Street is located to the north, Interstate-5 is locat- completed Environmental Checklist, site plans, tech- Burlington-Northern Santanical reports, and other per- Fe Railroad is located along the west boundary of the project site.

PROJECT DESCRIPTION: Proposed is the development of approximately five acres of vacant property for freeway oriented commercial uses. Approximately 24,300 square feet (sf) of commercial buildings with up to 170 parking spaces are expected to be developed across five lots. Future commercial tenants are expected to included uses such as restaurants, retail sales, offices, a gas station, and other similar uses.

APPLICANT:

VWA Mount Vernon, LLC
30050 Chargin Blvd.,
Suite 360
Pepper Pike, OH 44124

PROPERTY OWNER:

Sakata Seed America, Inc.
18095 Serene Drive
Morgan Hill, CA 95037
(216) 464-5550

STAFF CONTACT:

A 340± linear foot (lf) public road will be constructed to access the future lots extending off of Kincaid Street. Utilities will be stalled/constructed to serve the future commercial uses and will include: potable water (510± lf of 12-inch diameter pipe); sanitary sewer (475± lf of 8-inch diameter pipe); storm sewer (430± lf of 12-inch diameter pipes); and dry utilities (power, cable, fiber, etc). If a gas station is constructed Pursuant to WAC 197-11-020(3), the proposal has been clarified, changed, and conditioned to include an estimated necessary mitigation material will be imported and an estimated 4,000 cysignificant impacts. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c).

Additionally, City staff have created a page on the City's website where the completed Environmental Checklist, site plans, technical reports, and other pertinent information can be viewed. This webpage can be viewed as follows: navigate to: www.mountvernonwa.gov; once here click on 'Departments' then 'Development Services' then then 'News Notices' then scroll down the page to find the project name/number. A list of the mitigation measures applied to this project can be viewed on the City's website or a copy can be provided by requesting it from the contact person listed within this notice.

ENVIRONMENTAL DETERMINATION APPEAL PROCESS:

Appeals of the environmental determination must be filed in writing on or before 5:00 PM on **JUNE 17, 2019**. Appeals must be filed in writing together with the required \$100.00 application fee to: Hearing Examiner, City of Mount Vernon, 910 Cleveland Ave, Mount Vernon, WA 98273. Appeals to the City of Mount Vernon Municipal Code Section 15.06.215. Additional information regarding the appeal process may be obtained from the staff 'Contact Person' listed above; or by downloading a copy of the referenced MVMC at www.mountvernonwa.gov

The site is currently located in a floodplain (Zone AO, Depth 1); however, once the City's existing Conditional Letter of Map Revision (LOMAR) case #: 09-10-1122R, becomes a Letter of Map Revision (LOMAR) this site is expected to be removed from the FEMA designated floodplain. mitigation measures have been adequately addressed

RESPONSIBLE PERSON:

Rebecca S. Bradley-Lowell, Principal Planner

**Published
June 8, 2019
SVH-1909349**

PROJECT LOCATION: The general location of the project site is identified on

with the mitigation measures listed below; in conjunction with, the City's ex-



AFFIDAVIT OF MAILING

I, **Morgan Morrison**, hereby declare as follows:

1. I am an employee of the City of Mount Vernon, Mount Vernon, Washington, a United States citizen, over the age of eighteen years, and am competent to testify to the matters set forth herein.
2. On **06/06/2019** I mailed via the United States mail to the following parties the **PLAN19-0072 Final SEPA MDNS.**

See attached list

I certify under penalty of perjury under the laws of the State of Washington that the foregoing is true and correct. Executed in Mount Vernon this **6th** day of **June, 2019.**

A handwritten signature in blue ink that reads "Morgan Morrison".

Your Name

SKAGIT TRANSIT
600 COUNTY SHOP LN
BURLINGTON WA 98233

CITY OF MOUNT VERNON
910 CLEVELAND AVE
MOUNT VERNON, WA 98273

BN LEASING CORP
2500 LOU MENK DR, AOB-3
FORT WORTH, TX 76131

SKAGIT COUNTY
1800 CONTINENTAL PL
MOUNT VERNON, WA 98273

BETZ COLONEL F
12129 BAYVIEW EDISON ROAD
MOUNT VERNON, WA 98273

ANTONICH-COWAN LLC
916 S 3RD ST
MOUNT VERNON, WA 98273

SKAGIT HOSPITALITY HOUSE
PO BOX 517
MOUNT VERNON, WA 98273

BADILLO JOSE E
BADILLO MARIA S
1121 RAILROAD AVE
MOUNT VERNON, WA 98273

CRANE ELIZABETH
CRANE THEODORE D
109 SNOQUALMIE ST
MOUNT VERNON, WA 98273

SKAGIT VALLEY HOSPITALITY
HOUSE ASSOCIATION
PO BOX 517
MOUNT VERNON, WA 98273

MCGUINNESS WILLIAM H
110 SNOQUALMIE ST
MOUNT VERNON, WA 98273

SKAGIT VALLEY HOSPITALITY HOUSE
ASSOCIATION
DBA FRIENDSHIP HOUSE
PO BOX 517
MOUNT VERNON, WA 98273

HAYTON ROBERT & HAYTON
SUSAN
PO BOX 399
BURLINGTON, WA 98233

LADY OF AMERICA INC
10100 OLD COLUMBIA RD
COLUMBIA, MD 21046

COMMUNITY MENTAL HEALTH SERVICES
C/O COMPASS HEALTH
PO BOX 3810
EVERETT, WA 98203

SKAGIT LAND TRUST
PO BOX 1017
MOUNT VERNON, WA 98273

THORENE DANIEL
PO BOX 917
MOUNT VERNON, WA 98273

HANSEN JON
3547 LAKEWAY DR
BELLINGHAM, WA 98229

BLANCHARD LEON D
112 MILWAUKEE STREET
MOUNT VERNON, WA 98273

L A ANDERSON PROPERTIES LLC
1122 S 3RD ST
MOUNT VERNON, WA 98273

SOUTH THIRD LLC
PO BOX 586
CONWAY, WA 98238

VAUGHN GEORGE A
VAUGHN SANDRA J
101 W SECTION ST
MOUNT VERNON, WA 98273

105 W SECTION LLC
15193 DORIS ST
ANACORTES, WA 98221

JONES GEOFFREY B
PO BOX 1852
MOUNT VERNON, WA 98273

ANDERSON APARTMENTS LLC
14200 LESLIE LANE
MOUNT VERNON, WA 98273

KIRSHBAUM CHRISTOPHER MILTON
2463 ONE HALF HIDALGO AVENUE
LOS ANGELES, CA 90039

ALEXANDER SANDRA
HIRSCH JOHN M
106 W SECTION STREET
MOUNT VERNON, WA 98273

ROLLINS BRENT W
ROLLINS LISA M
1216 S 3RD ST
MOUNT VERNON, WA 98273

HOWARD SUE ANN
WAHLIG JOHN PHILLIP
5631 N BRAEBURN LANE
GLENDALE, WI 53209

SCHENK PACKING CO INC
8204 288TH ST NW
STANWOOD, WA 98292

RODRIGUEZ A G & MARY ELLEN
PO BOX 2785
208 E SECTION ST
MOUNT VERNON, WA 98273

NAVA MIGUEL & NAVA LOUISA
VENEGAS
216 E SECTION ST
MOUNT VERNON, WA 98273

LOPEZ ESTELLA
1211 S 6TH ST
MOUNT VERNON, WA 98273

ANDERSON GRAYDON P
ANDERSON BRENDA K
16020 CASCADIAN WAY
BOTHELL, WA 98012

GAUT MARTY E
GAUT CHARITIE C
300 EAST SECTION STREET
MOUNT VERNON, WA 98273

SMITH DARLENE E
1217 S 6TH STREET
MOUNT VERNON, WA 98273

OMLID RALPH & OMLID JOY
9412 THOMLE RD
STANWOOD, WA 98292

ALFCO LLC
11857 BAY RIDGE DR
BURLINGTON, WA 98233

FIGUEROA-MENDOZA MARIO & DEL
ROCIO MARIA
C/O MARIA DELROSIA B SALAZAR
1100 RAILROAD AVE
MOUNT VERNON, WA 98273

MEJIA JOSE G & MEJIA MARIA
MERCEDES
1400 N 30TH ST #160
MOUNT VERNON, WA 98273

SPANOVIC ANTHONY C
1106 RAILROAD AVE
MOUNT VERNON, WA 98273

WILSON DAVID C
1120 RAILROAD AVENUE
MOUNT VERNON, WA 98273

TARBET GREGORY W
1122 RAILROAD AVE
MOUNT VERNON, WA 98273

ES1 LLC
4700 36TH AVE SW
SEATTLE, WA 98126

CLARK ANGELA KAY
1130 RAILROAD AVENUE
MOUNT VERNON, WA 98273

FORCE TIMOTHY L & FORCE
AMY LAUSTEN
207 E SECTION ST
MOUNT VERNON, WA 98273

GASKILL GREG
GASKILL LINDA
27881 W GILLIGAN CREEK RD
SEDRO WOOLLEY, WA 98284

OSTAPCHUK EDUARD
OSTAPCHUK ANNA
22208 GRIP ROAD
SEDRO WOOLLEY, WA 98284

ALEXANDER LEA A
1129 S 6TH ST
MOUNT VERNON, WA 98273

HALLIDAY MATTHEW
1121 S 6TH ST
MOUNT VERNON, WA 98273

STEEN SARAH LIN
4315 SW OREGON ST APT 104
SEATTLE, WA 98116

GARZA LEOBARDO COLBY
709 CULTUS MOUNTAIN DR
SEDRO WOOLLEY, WA 98284

JAIMES JAVIER PAHUA & JAIMES
TERESA
2818 BRIARWOOD CIR
MOUNT VERNON, WA 98273

OSTROM CHRIS
28 ALCALA CT
PACIFICA, CA 94044

MAPLE GARDENS LLC
130 LEE LANE
MOUNT VERNON, WA 98274

SANDOVAL RAMIRO
SANDOVAL DELIA
1245 S BLUFF RD
MONTEBELLO, CA 90640

STEPHENS JUSTIN A
ST VALENTINE JULIE A
1108 S 6TH ST
MOUNT VERNON, WA 98273

OMEY KEITH
OMEY HELISA
1511 MILL AVENUE
BELLINGHAM, WA 98225

COLE
PATRICK T, MICHAEL B, REBECCA A
1118 S 6TH ST
MOUNT VERNON, WA 98273

CAMPBELL MELONIE
1124 6TH STREET
MT VERNON, WA 98273

BARBER D BRENT
31625 68TH AVE NW A
STANWOOD, WA 98292

STRASSER RUTH H
1134 S 6TH ST
MOUNT VERNON, WA 98273

UNION ST LLC
EXHIBIT 4c
27821 36TH AVE NW
STANWOOD, WA 98292

EKDAHL NANCY/LONEY SHIRLEY
& FORCE SUE/MORRIS JOANNE
4915 SAMISH WAY #15
BELLINGHAM, WA 98226

SANGER WAYNE &
SANGER MARLA
22401 NE 213TH CR
BATTLE GROUND, WA 98604

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Morrison, Morgan

From: Morrison, Morgan
Sent: Thursday, June 6, 2019 4:38 PM
To: 'Ronald.j.wilcox@usace.army.mil'; 'Agriculture'; 'sepa@dahp.wa.gov'; 'COM GMU Review Team'; 'efheinitz@doc1.wa.gov'; 'sposner@utc.wa.gov'; 'Department of Fish & Wildlife SEPA Review'; 'Department of Fish & Wildlife'; 'sepa.reviewteam@doh.wa.gov'; 'DNR SEPA Review'; 'Jessica.logan@parks.wa.gov'; 'SEPAinfo@psp.wa.gov'; 'eharris@psrc.org'; 'DOT'; 'Parks'; 'DOE NW Region'; 'DSHS'; 'agatam@nwcleanair.org'; 'separegister@ecy.wa.gov'; 'DOE'; 'SKAT'; 'SKAT'; 'brandonb@co.skagit.wa.us'; 'Skagit Co. Planning & Development Svc'; 'david@dndseed.com'; 'dhamburgs@msn.com'; 'petero@snohomishlaw.com'; 'dkdist12@cnw.com'; 'Skagit Council of Governments'; 'sara@portofskagit.com'; 'Port of Skagit County'; 'Carl Bruner'; 'timothy.wheeler@skagit.edu'; 'thyatt@skagitcoop.org'; 'Skagit River Systems'; 'jharrison@swinomish.nsn.us'; 'scotts@upperskagit.com'; 'Kjoseph@sauk-suiattle.com'; 'Tulalip Tribe'; 'Stillaguamish Tribe'; 'jeff.mcmeekin@pse.com'; 'Skagit County PUD'; 'bret.t.murdock@ftr.com'; 'Frontier (Lawrence Bogues)'; 'albert.grzeskowiak@cngc.com'; 'debet@co.skagit.wa.us'; 'davet@co.skagit.wa.us'; 'Brandon.housekeeper@pse.com'
Cc: Lowell, Rebecca
Subject: City of Mount Vernon Final SEPA MDNS, PLAN19-0072
Attachments: Final SEPA MDNS with Env. Report, Visconsi, PLAN19-0072.pdf

Type of Document: Final SEPA Mitigated Determination of Non-Significance
(MDNS)

Description of Proposal: Proposed is the development of approximately five acres of vacant property for freeway oriented commercial uses. Approximately 24,300 square feet (sf) of commercial buildings with up to 170 parking spaces are expected to be developed across five lots. Future commercial tenants are expected to included uses such as restaurants, retail sales, offices, a gas station, and other similar uses.

A 340± linear foot (lf) public road will be constructed to access the future lots extending off of Kincaid Street. Utilities will be installed/constructed to serve the future commercial uses and will include: potable water (510± lf of 12-inch diameter pipe); sanitary sewer (475± lf of 8-inch diameter pipe); storm sewer (430± lf of 12-inch and 1,800 lf of 8-to-12-inch diameter pipes); and dry utilities (power, cable, fiber, etc). If a gas station is constructed two, 20,000 gallon underground fuel storage tanks are anticipated to be installed. An estimated 12,000 cubic yards (cy) of material will be imported and an estimated 4,000 cy of material will be imported as part of the overall site development.

The site is currently located in a floodplain (Zone AO, Depth 1); however, once the City's existing Conditional Letter of

Map Revision (CLOMAR) case #: 09-10-1122R, becomes a Letter of Map Revision (LOMAR) this site is expected to be removed from the FEMA designated floodplain.

- Location:** The general location of the project site is identified on a map below. The Skagit County Assessor identifies the site as including the following parcel numbers: P26886, P121047, P53373, P53374, P53375, P53376, P53377, P53378, P54122, P121047, a portion of P54114, a portion of P26788, and pending other approvals P53372 and P53379. East Kincaid Street is located to the north, Interstate-5 is located to the east, and the Burlington-Northern Santa Fe Railroad is located along the west boundary of the project site.
- Applicant:** Visconsi Commercial Development
- Date of Issuance:** May 21, 2019
- Lead Agency Contact:** Rebecca Lowell, Principal Planner, Development Services Department, Mount Vernon, WA
(360) 336-6214, rebeccab@mountvernonwa.gov
- For More Information:** <http://www.mountvernonwa.gov/132/NEWS-and-Notices> once on this webpage scroll down to the subject project

Thank you,
Morgan Morrison
Administrative Assistant
Development Services Department
City of Mount Vernon
910 Cleveland Ave
Mount Vernon, WA 98273
360-336-6214

NOTICE OF PUBLIC HEARING

PROJECT DESCRIPTION: A traffic concurrency open record public hearing will be held before the Mount Vernon Hearing Examiner (HE) on the below described project. The HE will make a recommendation to the City Council; and the City Council will make a final decision on the traffic concurrency permit.

Proposed is the development of approximately five acres of vacant property for freeway oriented commercial uses. Approximately 24,300 square feet (sf) of commercial buildings with up to 170 parking spaces are expected to be developed across five lots. Future commercial tenants are expected to include uses such as restaurants, retail sales, offices, a gas station, and other similar uses. City File Name: Visconsi Commercial Development, SEPA (PLAN19-0072) & Traffic Concurrency (ENGR19-0092)

PROJECT LOCATION: The Skagit County Assessor identifies the site as including the following parcel numbers: P26886, P121047, P53373, P53374, P53375, P53376, P53377, P53378, P54122, P121047, a portion of P54114, a portion of P26788, and pending other approvals P53372 and P53379. East Kincaid Street is located to the north, Interstate-5 is located to the east, and the Burlington-Northern Santa Fe Railroad is located along the west boundary of the project site.

PROJECT APPLICANT:

VWA – Mount Vernon, LLC
30050 Chargrin Blvd., Suite 360
Pepper Pike, OH 44124
(216) 464-5550

PROPERTY OWNER:

Sakata Seed America, Inc.
18095 Serene Drive
Morgan Hill, CA 95037

PUBLIC HEARING: A public hearing on the above described project will be held by the Mount Vernon Hearing Examiner on June 27, 2019 at Mount Vernon City Hall located at 910 Cleveland Ave, Mount Vernon at 10 AM

City staff has created a page on the City's website where additional information can be viewed. This webpage can be viewed as follows: navigate to: www.mountvernonwa.gov; once here click on 'Departments' then 'Development Services' then then 'News Notices' then scroll down the page to find the project name/number.

CITY CONTACT:

Further information can be obtained by contacting the following:
City of Mount Vernon, Development Services Department
Contact: Rebecca Lowell
910 Cleveland Ave.
Mount Vernon, WA 98273
(360) 336-6214

ISSUED: June 12, 2019

PUBLISHED: June 14, 2019

SKAGIT PUBLISHING
C/O ISJ PAYMENT PROCESSING CENTER
PO BOX 1570
POCATELLO ID 83204-1570
(360)424-3251
Fax (360)416-2161

EXHIBIT 4d

ORDER CONFIRMATION

Salesperson: JEANETTE MOODY Printed at 06/13/19 08:29 by jka30

Acct #: 210458 Ad #: 1911740 Status: New
CITY OF MOUNT VERNON - LEGALS Start: 06/14/2019 Stop: 06/14/2019
910 CLEVELAND AVE Times Ord: 1 Times Run: ***
MOUNT VERNON WA 98273 STDS 1.00 X 16.84 Words: 441
Total STDS 17.00
Class: 0001 LEGAL NOTICES
Rate: LACR Cost: 182.92
Affidavits: 1

Contact: Ad Descrpt: SVH-1911740
Phone: (360)336-6214 Given by: *
Fax#: (360)336-6283 P.O. #:
Email: sandy@mountvernonwa.gov Created: jka30 06/13/19 08:22
Agency: Last Changed: jka30 06/13/19 08:29

PUB ZONE EDT TP START INS STOP SMTWTFS
SVH A 97 W Fri 06/14/19 1 Fri 06/14/19 SMTWTFS
SVWN A 97 W Fri 06/14/19 1 Fri 06/14/19 SMTWTFS

AUTHORIZATION

Under this agreement rates are subject to change with 30 days notice. In the event of a cancellation before schedule completion, I understand that the rate charged will be based upon the rate for the number of insertions used.

Name (print or type)

Name (signature)

(CONTINUED ON NEXT PAGE)

This ad has been reformatted for proofing purposes. Column breaks are not necessarily as they will appear in publication.

**CITY OF
MOUNT VERNON
NOTICE OF
PUBLIC HEARINGS**

servicing the required setback from East Kincaid Street. City File Name: Dryden Pergola and Deck Special Permission, File No. PLAN19-0063

Following is information on two different public hearings that will be held on the same day.

PROJECT LOCATION

#2: The proposal property has an address of 425 S. 10th St. The parcel number is P52768, and it is located within a portion of the southwest 1/4 of Section 20, Township 34, Range 4, the Mount Vernon Hearing W.M.

PROJECT DESCRIPTION

#1: A traffic concurrency open record public hearing will be held before the Mount Vernon Hearing Examiner (HE) on the below described project. The HE will make a recommendation to the City Council; and the City Council will make a final decision on the traffic concurrency permit.

PUBLIC HEARING: A public hearing on the above described project will be held by the Mount Vernon Hearing Examiner on June 27, 2019 at Mount Vernon City Hall located at 910 Cleveland Ave, Mount Vernon at 10 AM

Proposed is the development of approximately five acres of vacant property for freeway oriented commercial uses. Approximately 24,300 square feet (sf) of commercial buildings with up to 170 parking spaces are expected to be developed across five lots. Future commercial tenants are expected to include uses such as restaurants, retail sales, offices, a gas station and other similar uses. City File Name: Visconsi Commercial Development, SEPA (PLAN19-0072) & Traffic Concurrency (ENGR19- 0092)

City staff has created a page on the City's website where additional information can be viewed. This webpage can be viewed as follows: navigate to: www.mountvernonwa.gov; once here click on 'Departments' then 'Development Services' then then 'News Notices' then scroll down the page to find the project name/number.

CITY CONTACT: Further information can be obtained by contacting the following: City of Mount Vernon, Development Services Department

PROJECT LOCATION

#1: The Skagit County Assessor identifies the site as including the following parcel numbers: P26886, P121047, P53373, P53374, P53375, P53376, P53377, P53378, P54122, P121047, a portion of P54114, a portion of P26788, and pending other approvals P53372 and P53379. East Kincaid Street is located to the north, Interstate-5 is located to the east, and the Burlington-Northern Santa Fe Railroad is located along the west boundary of the project site.

Contact: Rebecca Lowell
910 Cleveland Ave.
Mount Vernon, WA 98273
(360) 336-6214

**Published
June 14, 2019
SVH-1911740**

PROJECT DESCRIPTION

#2: The Applicant is seeking approval for the construction of a non-conforming deck and pergola built on the south side of an existing non-conforming single family residence. The deck and pergola were constructed without the benefit of the required City permit(s) and are not ob-

Morrison, Morgan

From: Morrison, Morgan
Sent: Thursday, June 13, 2019 1:08 PM
To: 'roland.storme@wsdot.wa.gov'; 'brandonb@co.skagit.wa.us'; 'pds@co.skagit.wa.us';
'trueman@skagitpud.org'; 'jeff.mcmeekin@pse.com'; 'Brandon.housekeeper@pse.com';
'bret.t.murdock@ftr.com'; 'Lawrence.bogues@ftr.com'; 'albert.grzeskowiak@cngc.com'
Subject: City of Mount Vernon- Notice of Public Hearing

Type of Document: Notice of Public Hearing

Description of Proposal: A traffic concurrency open record public hearing will be held before the Mount Vernon Hearing Examiner (HE) on the below described project. The HE will make a recommendation to the City Council; and the City Council will make a final decision on the traffic concurrency permit.

Proposed is the development of approximately five acres of vacant property for freeway oriented commercial uses. Approximately 24,300 square feet (sf) of commercial buildings with up to 170 parking spaces are expected to be developed across five lots. Future commercial tenants are expected to included uses such as restaurants, retail sales, offices, a gas station, and other similar uses.

Location: The Skagit County Assessor identifies the site as including the following parcel numbers: P26886, P121047, P53373, P53374, P53375, P53376, P53377, P53378, P54122, P121047, a portion of P54114, a portion of P26788, and pending other approvals P53372 and P53379. East Kincaid Street is located to the north, Interstate-5 is located to the east, and the Burlington-Northern Santa Fe Railroad is located along the west boundary of the project site.

Applicant: VWA- Mount Vernon, LLC

Date of Issuance: June 12, 2019

Lead Agency Contact: Rebecca Lowell, Principal Planner, Development Services Department, Mount Vernon, WA
(360) 336-6214, rebeccab@mountvernonwa.gov

For More Information: <http://www.mountvernonwa.gov/132/NEWS-and-Notices> once on this webpage scroll down to the subject project

Thank you,
Morgan Morrison

Administrative Assistant
Development Services Department
City of Mount Vernon
910 Cleveland Ave
Mount Vernon, WA 98273
360-336-6214

To the City of Mt. Vernon in reference to SEPA plan 19-0672 South Kine and Subarea:

This plan is significantly larger than first explained and my concern is the effect on the neighborhood South of this project. It was originally explained it would be a gas station and a local coffee chain, and now it's five buildings and 170 parking spaces. I was told by a city employee there are no laws stating no fast food chains can be there, and my concern is the horrible and overwhelming smells coming from fast food establishments blowing southward and directly affecting my and others quality of life.

Thank you!
Amy Lausten-Force

AMY LAUSTEN-FORCE
207 E. SECTION
MT. VERNON WA 98273

RECEIVED
CITY OF MOUNT VERNON

JUN 05 2019

D S DEPARTMENT

BY _____



STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY

*Northwest Regional Office • 3190 160th Avenue SE • Bellevue, Washington 98008-5452 • (425) 649-7000
711 for Washington Relay Service • Persons with a speech disability can call (877) 833-6341*

June 5, 2019

Rebecca Lowell, Principal Planner
Development Services Department
City of Mount Vernon
910 Cleveland Avenue
Mount Vernon, WA 98273

Re: SWC I-5 & Kincaid Street Project
File #PLAN19-0072, Ecology SEPA #20192828

Dear Rebecca Lowell,

Thank you for the opportunity to provide comments on the **SWC I-5 & Kincaid Street Project**. Based on review of the State Environmental Policy Act (SEPA) checklist associated with this Project, the Department of Ecology (Ecology) has the following comments:

There are 40 contaminated sites listed in Ecology's database within a 1-mile radius of this location; 22 of the 40 sites have received No Further Action determinations.

Four active sites with the status of 'awaiting cleanup' are all most likely hydraulically downgradient of this location.

One of these sites is the closest to the project location. The site is the Wash Rack (Facility Site ID No. 82434686; Cleanup Site ID No. 2891) located at 115 Kincaid Avenue. This is a leaking underground storage tank site. Petroleum hydrocarbons in the oil range have been detected at concentrations above Method A cleanup levels.

The remainder of the active sites have the status 'cleanup started'.

This location is immediately east of the BNSF railroad and immediately west of I-5. Fill materials have likely been used historically in this developed area and there may have likely been contaminant sources and releases associated with former land uses. The due diligence performed to date may or may not identify all the potential sources. Because of this, as in any developed area, there is the possibility of discovering contaminated soil and/or ground water when excavating in this location. A Contaminated Materials Management Plan or similar plan should be prepared in the anticipation of encountering unknown contamination at this project location.

Rebecca Lowell
June 5, 2019
Page 2

For more information about SEPA and Ecology, please visit <https://ecology.wa.gov/regulations-permits/SEPA-environmental-review>.

Thank you for considering these comments from Ecology. If you have any questions or would like to respond to these comments, please contact Heather Vick from the Toxics Cleanup Program at (425) 649-7064 or by email at Heather.Vick@ecy.wa.gov.

Sincerely,



Katelynn Piazza
SEPA Coordinator

Sent by email: Rebecca Lowell, rebeccab@mountvernonwa.gov

cc: Shawn Jurisch c/o VMA – Mount Vernon, LLC

ecc: Heather Vick, Ecology

**DEVELOPMENT SERVICES**

910 Cleveland Avenue
 Mount Vernon, WA 98273
 (360) 336-6214 -- Office
 (360) 336-6243 -- Inspections

TRANSPORTATION CONCURRENCY DETERMINATION

ISSUE DATE: 05/15/2019	PERMIT #: ENGR19-0092
SITE ADDRESS: 100 E KINCAID ST	PARCEL #: P26886
OWNER NAME AND CONTACT: ALFCO LLC 11857 BAY RIDGE DR BURLINGTON, WA 98233 216-464-5550	NEW PM PEAK HOURS TRIPS GENERATED: 277 with assumed build-out, see Traffic Concurrency Report
PROJECT DESCRIPTION:	
<p>Commercial development of a portion (3.8-acres) of the ALFCO property to include five lots with a total of approximately 24,000 s.f. of commercial businesses. Additional parcels include: P121047, P26788, P53373, P53374, P53375, P53376, P53377, P53378, P53866, P54114, P54122</p> <p>All development subject to concurrency requirements per Mount Vernon Municipal Code (MVMC) Chapter 14.10 must meet development standards for on-site LOS, transit LOS, nonmotorized transportation LOS and pavement condition LOS. The criteria for determining the applicable standard for determining compliance with pedestrian safety LOS, traffic capacity LOS and street design standard LOS concurrency requirements shall include, but not be limited to, the volume of traffic generated or to be generated on the arterial street system from a development at full build-out during the most critical or highest volume hour of the day. The peak hour volume has been established with the accompanying traffic analysis. Compliance with the concurrency LOS standards will be based on the number of peak hour trips generated by the subject development as determined in MVMC Chapter 14.10.</p> <p>A determination of concurrency shall be made at the time of development approval. In the event any development will require more than a single development approval which would subject the development to concurrency requirements, then the requirements shall be applicable to the last such approval. Development approval by the applicable authority shall include a determination of concurrency. A concurrency approval shall be subject to the same expiration time frame as the associated development approval.</p> <p>Concurrency determinations are made as a part of the development approval process on the underlying application. They are to be considered as part of the underlying approval process and may only be appealed as a part of and subject to the same procedures as such underlying development application. However, if the underlying approval process provides for an appeal to the City Council, and the concurrency determination is required to be made by the City Council, the City Council will make the concurrency determination at a single consolidated open record hearing on any appeal of the underlying permit approval and/or SEPA determination. Any aggrieved party may appeal a concurrency decision based on the grounds of a technical error.</p> <p>An estimate of traffic impact fees is provided in the accompanying report. However, traffic impact fees are collected when a building permit is issued - or through a deferral process - at final inspection of certain structures. Impact fees do not vest like other development regulations do. As such, the traffic impact fee amount can be different than what is outlined in the accompanying report.</p> <p>THIS TRAFFIC CONCURRENCY DETERMINATION WILL NEED TO BE AMENDED IF THE SCOPE OF THE PROJECT UNDER WHICH THIS DETERMINATION WAS MADE CHANGES.</p>	

Development Review Engineer Signature

05/15/2019

Date



8250 - 165th Avenue NE
 Suite 100
 Redmond, WA 98052-6628
 T 425-883-4134
 F 425-867-0898
 www.tsinw.com

May 14, 2019

TO: Rebecca S. Bradley-Lowell, Principal Planner
 City of Mount Vernon Development Services Department

FROM: Andrew Bratlien, PE, Senior Transportation Engineer

SUBJECT: Visconsi Commercial Development Transportation Concurrency Review

INTRODUCTION

This memorandum describes the analysis, findings, and recommendations related to the transportation concurrency review for the proposed Visconsi commercial development located at the southwest corner of I-5 and Kincaid Street (the Project).

PROJECT DESCRIPTION

The Project site includes the northern 3.8 acres of the former ALFCO seed plant, 0.56 acres of City land, 0.11 acres of vacated 6th Street and alley, and 0.12 acres of the existing WSDOT park & ride, totaling 4.59 acres. The site is located at the southwest corner of I-5 and Kincaid Street in Mount Vernon. The industrial buildings which were formerly located on the site have been removed. A vicinity map is shown in **Figure 1**.

The site is bordered to the west by the BNSF Railway. To the south, the southern portion of the former ALFCO seed plant is currently undeveloped. The Project consists of five parcels. The proposed uses include commercial tenant space which may be occupied by a variety of uses. This analysis assumed relatively high intensity commercial uses, shown in **Table 1**, in order to conservatively estimate Project impacts.

Table 1. Proposed Land Use by Project Parcel

Parcel	Size	Description
Parcel A	3,062 SF with 12 fuel dispensers	Convenience store / gas station
Parcel B	1,300 SF	Fast food w/ drive-through
	4,948 SF	Specialty Retail
Parcel C	5,300 SF	Fast food w/ drive-through
Parcel D	7,000 SF	High-turnover sit-down restaurant
Parcel E	2,100 SF	Coffee shop w/ drive-through

A preliminary site plan is shown in **Figure 2**. The Project proposes a new north-south public roadway off Kincaid Street. The new 35-foot wide street will terminate in a hammerhead approximately 360 feet south of Kincaid Street. The development of Parcels C and D will include a 24-foot access to the undeveloped parcel to the south. The access roadway will be gated and designated for emergency access only.

Site access is proposed via two new stop-controlled accesses to Kincaid Street. The primary access, via the new public roadway, is proposed approximately 90 feet west of the stop bar at the I-5 southbound ramp

intersection. A second access with 30-foot width is proposed 150 west of the primary access and approximately 25 feet east of the existing BNSF Railway crossing.

Nonmotorized facilities will include a 5-foot sidewalk along the west side of the new public road and a new 6- to 8-foot paved trail along the west property line. The Project will provide a total of 170 off-street parking spaces. The number of spaces provided to each parcel are shown in **Figure 2**.



Figure 1. Vicinity Map

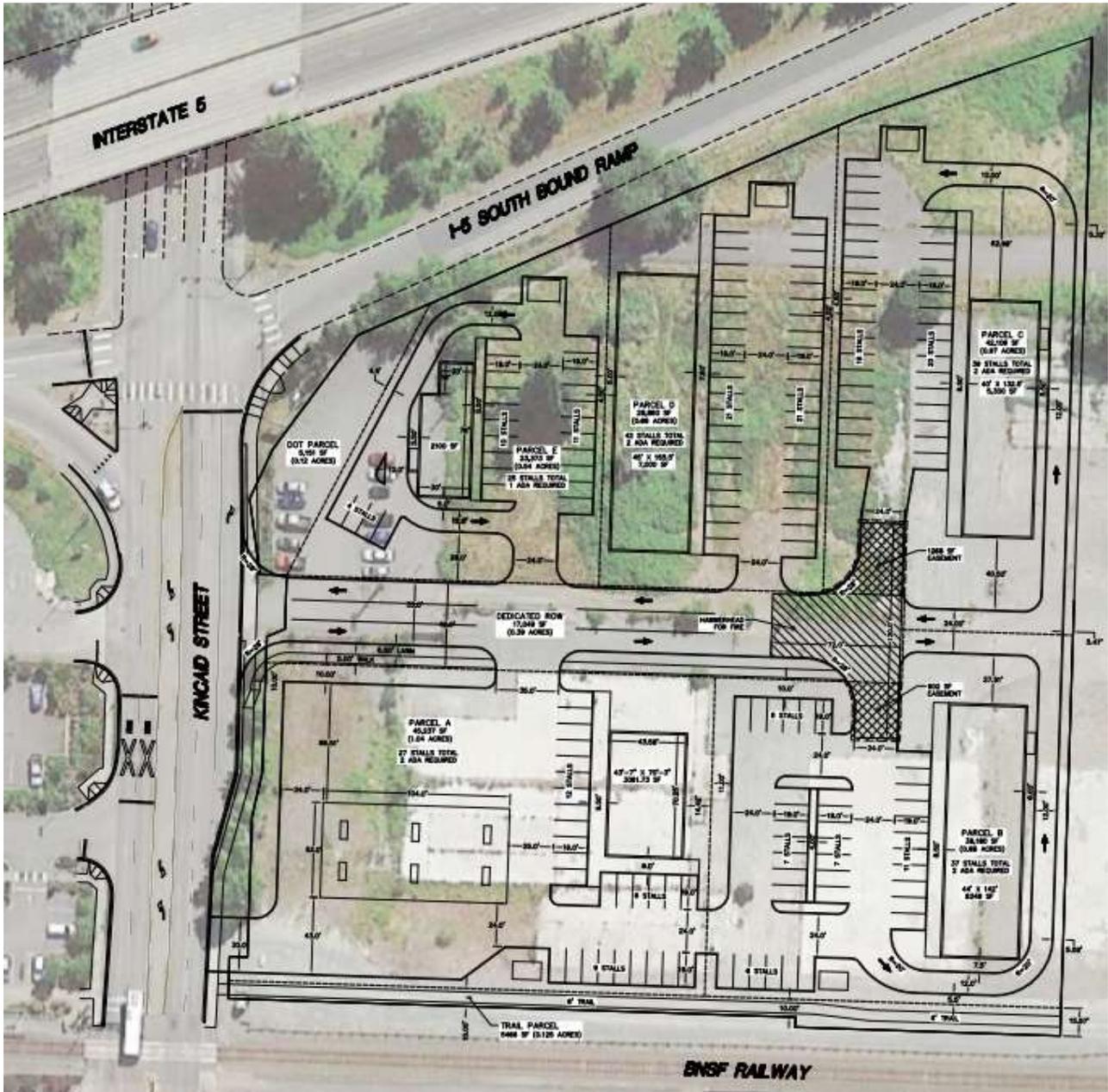


Figure 2. Preliminary Site Plan

EXISTING ROADWAYS

Key roadways in the Project vicinity include Kincaid Street, S 3rd Street, and Interstate 5.

Kincaid Street is an east-west principal arterial which carries State Route 536 from I-5 to S 3rd Street. Kincaid Street consists of five lanes with a 55-foot travel width at the west end of the Project frontage. The street widens to include an 11-foot wide eastbound right-turn lane approximately 200 feet west of the eastbound stop bar at the I-5 southbound ramp intersection. Curb, gutter, and sidewalks currently exist on both sides of Kincaid Street. Posted speed limit is 25 mph.



S 3rd Street is a north-south roadway classified an urban collector from Section Street to Kincaid Street, and a principal arterial from Kincaid Street to Freeway Drive. S 3rd Street is also designated SR 536 from Kincaid Street and continuing west across the Skagit River crossing. S 3rd Street includes curb, gutter, and sidewalk along both sides in the Project vicinity.

Interstate 5 is designated by Washington State Department of Transportation (WSDOT) as a Highway of Statewide Significance (HSS). It carries two lanes in each direction in the Project vicinity. The Kincaid Street interchange includes signal control at both intersections.

PROJECT TRIP GENERATION

Project-generated PM peak hour trips were forecast based on trip generation data published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual (10th Edition)*, as summarized below.

Trip Rates

Parcel A includes a 3,062 SF convenience store with 12-pump fueling station. The land use is similar in nature to the following land uses for which ITE publishes trip generation data:

- Land Use #853: Convenience Market with Gasoline Pumps
- Land Use #945: Gasoline/Service Station with Convenience Market
- Land Use #960: Super Convenience Market/Gas Station

A review of *Trip Generation Manual* land use descriptions and constraints indicated that the proposed use most nearly reflects ITE land use “Super Convenience Market/Gas Station” (LUC #960). The floor area and fueling position criteria for each use are summarized in **Table 2**.

Table 2. ITE Convenience Store / Fuel Station Definitions

ITE Description	ITE Code	Floor Area	Fueling Positions
Convenience Market w/ Gasoline Pumps	853	≥2,000 SF	<10
Gasoline/Service Station w/ Convenience Market	945	2,000 – 3,000 SF	≥10
Super Convenience Market/ Gas Station	960	≥3,000 SF	≥10

Parcels B and C include land uses which are consistent with ITE LUC #934, “Fast Food Restaurant with Drive-Through Window.” Parcel B also includes 4,948 SF of commercial/retail space, consistent with ITE LUC #820, “Shopping Center.”

Trip Generation Manual trip rates for Parcels D and E included “High-Turnover Sit-Down Restaurant” (LUC #932) and “Coffee Shop with Drive-Through Window” (LUC #937), respectively.

Vehicle Mode Share

The Project’s location in the downtown core and across Kincaid Street from the Skagit Station transit hub warrants a reduction in vehicle trip rates to account for non-single-occupancy vehicle travel modes. To calculate vehicle mode shares, urban infill trip data from the ITE *Trip Generation Handbook (3rd Edition)* were applied as described below.

For Parcel A, the average ITE vehicle mode share of 77 percent for convenience stores in suburban areas was applied. For the Parcel B “Shopping Center” use, a vehicle mode share of 78 percent was applied. This is consistent with ITE data for a shopping center located in a suburban business district and within a larger mixed-use development. For restaurant uses (Parcels B, C, D, and E), a vehicle mode share of 90 percent was applied. This is consistent with ITE data for a high-turnover sit-down restaurant located in a suburban “strip commercial” development.

Pass-By Trips

Pass-by trips are defined as trips which make an intermediate stop between an origin and a destination. Pass-by trips impact site driveways but do not represent new trips on the transportation network. For this analysis, pass-by trips were calculated for each land use based on rates published in *Trip Generation Handbook (3rd Edition)*.

The *Handbook* does not publish pass-by trip data for LUC #960 “Super Convenience Market/Gas Station.” As a result, the pass-by rate for similar land use #853 “Convenience Market with Gasoline Pumps” was applied.

Similarly, ITE pass-by trip data does not include LUC #937 “Coffee Shop with Drive-Through Window.” The pass-by rate for similar land use #934 “Fast-Food Restaurant with Drive-Through Window” was applied.

The Project is anticipated to generate 277 net new PM peak hour vehicle trips (145 in; 132 out). An additional 239 pass-by trips will impact the site accesses. A Project trip generation summary is shown in **Table 3**. Detailed trip generation calculations and ITE table references are available upon request.

Table 3. PM Peak Hour Project Trip Generation Summary

Parcel	Description	ITE LUC	Quantity (KSF)	Trip Rate (trips/KSF)	Gross Trips	Vehicle Mode Share	Vehicle Trips	% Pass-By	% In	% Out	Primary Trips		
											In	Out	Total
A	Super Convenience Market/ Gas Station	960	3.062	69.28	212	77%	163	66	50	50	36	36	72
B	Fast Food w/ Drive Through	934	1.300	32.67	42	90%	38	50	52	48	11	10	21
B	Shopping Center	820	4.948	3.81	19	78%	15	34	48	52	6	6	12
C	Fast Food w/ Drive Through	934	5.300	32.67	173	90%	156	50	52	48	45	42	87
D	High Turnover Sit-Down Restaurant	932	7.000	9.77	68	90%	62	43	62	38	24	15	39
E	Coffee Shop w/ Drive-Through	937	2.100	43.38	91	90%	82	50	50	50	23	23	46
Gross PM Peak Hr Vehicle Trips							516	Net PM Peak Hr Vehicle Trips			145	132	277

Project trip distribution and assignment were calculated by entering the Project land use and trip generation forecast to the Mount Vernon concurrency travel demand model. The model includes weekday PM peak hour vehicle trips associated with existing development and development which is in the City review pipeline. The resulting Project traffic assignment forecast is shown in **Figure 3**.

Approximately 35 percent of Project trips will use I-5 to reach origins and destinations to the north. Another 31 percent of trips will use Broad Street to access origins and destinations to the east. Most Project-generated trips will access the site from the west via E Division Street. Approximately 23 percent of Project trips will use the Kincaid Street & 3rd Street intersection to the west. The citywide trip assignment assumed full access with no turn restrictions at both Project driveways. Turn restrictions and mitigation recommendations are discussed later in this document.

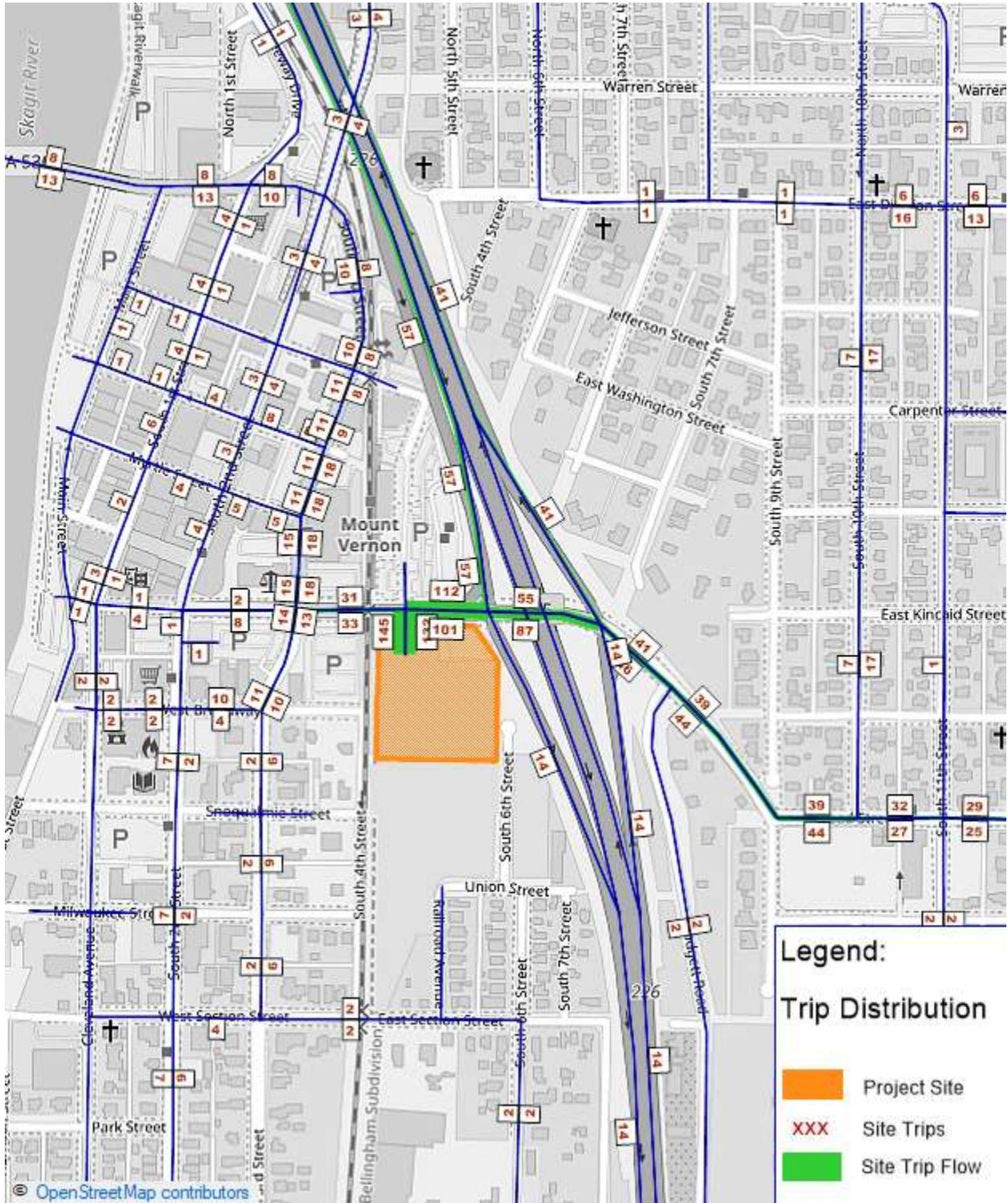


Figure 3. Project Trip Assignment



TRANSPORTATION CONCURRENCY STANDARDS

This transportation concurrency review is based on Mount Vernon Municipal Code (MVMC) concurrency and Level of Service (LOS) standards, including:

- Level of service standards stated in MVMC 14.10.080
- Modified LOS standards stated in MVMC 14.10.060
- Concurrency requirements for “Category D: More Than 75 Peak Hour Trips” stated in MVMC 14.10.090

Per MVMC 14.10.090, final determination of concurrency impacts and mitigation will be determined by the city council based on recommendation by the planning commission and/or hearing examiner. The comments below are provided to inform staff and council decisions regarding concurrency approval.

It should be noted that Kincaid Street from the I-5 interchange to S 3rd Street, including both I-5 ramp intersections, are permitted to operate below adopted LOS standards, per MVMC 14.10.060.

Pedestrian Safety LOS

Kincaid Street includes curb, gutter, and sidewalk along both sides in the Project vicinity. The proposed north-south public street includes sidewalk along the west side. A new paved multi-use path will be constructed along the west property line.

It is recommended that 0.5-foot concrete curbs, four-foot planter strip, and five-foot wide concrete sidewalk be provided along both sides of the internal public roadway, consistent with Type 4 nonarterial street design standards identified in MVMC 16.16.030.

Any new or modified pedestrian facilities, including sidewalks, curb ramps, driveway cuts, and paved trails, must satisfy current Americans with Disabilities Act (ADA) standards.

Traffic Capacity LOS

Analysis Methods and Assumptions

Segment Levels of Service (LOS) were analyzed using Mount Vernon segment capacity and LOS policy. Intersection delay and LOS were analyzed with Synchro 9 software using Highway Capacity Manual 2010 (HCM2010) methodologies, consistent with Mount Vernon policy (MVMC 14.10.080(B)).

The intersection of Kincaid Street and 3rd Street was analyzed using the Highway Capacity Manual 2000 signalized intersection methodology to provide a basis for comparison with the Mitigated U-turn scenario (see below), which could not be analyzed using HCM2010.

With-Project Unmitigated Results

The With-Project Unmitigated scenario assumed full access at both Project driveways. Driveway trips were distributed according to the trip generation forecasts for each parcel, assuming that half of Parcel A trips will use the west driveway while all remaining trips will use the east access.

Project-generated trips impact five segments with No Build pipeline LOS deficiencies, as shown in **Table 4**. The two Project-impacted segments of Division Street are exempt from traffic capacity LOS standards per MVMC 14.10.060. The segment of College Way between the I-5 ramps is programmed for widening in the 2019-2024 Capital Improvement Plan as project T-06-10. Project impact fees may be applied toward this improvement project.

The segments of Anderson Road from the I-5 northbound ramps to Cedardale Road and Hoag Road from Urban Ave to Continental Place will be impacted by fewer than 10 Project-generated PM peak hour trips and Project impacts will not be significant. No mitigation is recommended for these segments.

Table 4. Project-Impacted Street Segments with Pipeline LOS Deficiencies

ID	Segment	Functional Class	No Build LOS ¹ (v/c ²)	Project Trips	Build LOS (v/c ²)	CIP #	Recommended Mitigation
2001	Division St (Skagit River xing)	Principal Arterial	F (1.05)	21	F (1.06)		None - LOS exempt
2002	Division St (Ball St – Wall St)	Principal Arterial	E (0.96)	19	E (0.97)		None - LOS exempt
3022	College Way (I-5 SB – I-5 NB)	Principal Arterial	E (0.96)	31	E (0.97)	T-06-10	Add EB & WB lanes
3044	Anderson Rd (I-5 NB – Cedardale)	Principal Arterial	F (1.03)	6	F (1.04)		Add nonmotorized facilities
4009	Hoag Rd (Urban Ave – Continental Pl)	Minor Arterial	E (0.91)	3	E (0.91)		Complete sidewalks

¹Segment Level of Service, per 2016 Comprehensive Plan definitions
²v/c: volume-to-capacity ratio

Project trips will impact four intersections with No Build pipeline LOS deficiencies. Intersection LOS at these locations, both Project driveways, and three other key intersections are summarized in **Table 5**.

Table 5. Unmitigated PM Peak Hour LOS at Project-Impacted Intersections

ID	Intersection	Control Type ¹	No Build LOS (Delay ²)	Project Trips	Build LOS (Delay ²)	2019 CIP #	Recommended Mitigation
86	Kinacid St & East driveway	TWSC	-	377	F (174)	-	Right-in right-out access w/ U-turn at S 3 rd St
234	Kincaid St & West driveway	TWSC	-	104	C (23.6)	-	Right-in right-out access w/ U-turn at S 3 rd St
810	Kincaid St & S 3 rd St	Signal	C (31.7)*	68	C (31.6)*	-	Widen to provide EB to WB U-turn movement
811	Kincaid St & I-5 SB ramps	Signal	A (9.7)	213	A (9.7)	-	None
812	Kincaid St & I-5 NB ramps	Signal	B (14.3)	142	B (16.7)	-	None
789	First St & Division St	Signal	F (96.7)	23	F (98.8)	T-09-01	Signal improvements or new roundabout
871	Anderson Rd & I-5 SB ramp	TWSC	F (94.6)	7	F (92.1)		None – no significant impact
872	Anderson Rd & I-5 NB ramp	TWSC	E (47.2)	8	E (47.2)		None – no significant impact
1100	E College Way & N 30 th St	TWSC	F (301)	5	F (314)	T-07-04	New roundabout or signal

¹TWSC = Two-way stop control; AWSC = All-way stop control; RAB = Roundabout; Signal = Signalized

²Two-way stop controlled intersection delay is expressed as average worst (i.e. highest delay) movement delay

*HCM 2000 Level of Service



Kincaid St & East Project Access: The intersection of Kincaid Street with the east Project access will operate at LOS F with 174 seconds of delay to northbound left-turning vehicles exiting the site. Westbound left-turn queues entering the site will extend up to 75 feet and past the I-5 southbound off-ramp right-turn entry to Kincaid Street. Given the difficulty of entering the site from the I-5 southbound off-ramp, the possibility of peak period queues extending into the I-5 southbound ramp intersection, and the high delay on the northbound left-turn movement, right-in right-out (RIRO) access restrictions are recommended at the east driveway.

Kincaid St & West Project Access: The west driveway will operate at LOS C based on the assumption that half of Parcel A trips will use the driveway. However, if right-in right-out access restrictions are applied at the east driveway, left-turn demand from the west driveway will likely increase and result in LOS deficiency. It is therefore recommended that the west driveway be limited to right-in right-out access.

The City of Mount Vernon is currently evaluating future traffic capacity and access improvements to the Kincaid Street corridor, including widening of the Kincaid Street and S 3rd Street intersection to facilitate westbound-to-eastbound U-turn movements. This U-turn would facilitate site ingress from I-5 and points east. Ultimate corridor improvements are anticipated to include roundabout control at the intersections of S 3rd Street, I-5 southbound ramps, and I-5 northbound ramps along Kincaid Street. However, the ultimate improvements will not be necessary to satisfy Mount Vernon concurrency standards.

Division St & First St: Identified for improvement as project T-09-01 in the 2019-2024 CIP. Improvements may include signal improvements or a new roundabout. Project impact fees may be applied toward this project.

E College Way & N 30th St: Identified for improvement as project T-07-04 in the 2019-2024 CIP. Improvements may include traffic signal or roundabout control. Project impact fees may be applied toward this project.

I-5 Anderson Rd Interchange: Both intersections will operate below minimum LOS standards before the addition of Project-generated trips. Both intersections will operate with fewer than 10 Project-generated PM peak hour trips. The Project-generated trips will not increase worst-movement delay at either location, and no Project mitigation is recommended.

With-Project Mitigated Results

The With-Project Mitigated scenario assumed construction of the mitigation projects identified in **Tables 4 and 5**, including RIRO access at both Project driveways and westbound-to-eastbound U-turn movements at the Kincaid St & S 3rd St intersection. The Mount Vernon travel demand model was updated to reflect these improvements and Project trip assignment was recalculated. The resulting segment LOS for the Mitigated scenario are summarized in **Table 6**. Intersection LOS are summarized in **Table 7**.

Table 6. Mitigated LOS at Project-Impacted Segments

ID	Segment	Functional Class	Unmitigated LOS ¹ (v/c ²)	Mitigated LOS (v/c ²)	CIP #	Recommended Mitigation
2001	Division St (Skagit River xing)	Principal Arterial	F (1.06)	F (1.06)		None - LOS exempt
2002	Division St (Ball St – Wall St)	Principal Arterial	E (0.97)	E (0.97)		None - LOS exempt
3022	College Way (I-5 SB – I-5 NB)	Principal Arterial	E (0.97)	A (0.55)	T-06-10	Add EB & WB lanes
3044	Anderson Rd (I-5 NB – Cedardale)	Principal Arterial	F (1.04)	C (0.72)		Add nonmotorized facilities
4009	Hoag Rd (Urban Ave – Continental Pl)	Minor Arterial	E (0.91)	D (0.82)		Complete sidewalks

¹Segment Level of Service, per 2016 Comprehensive Plan definitions

²v/c: volume-to-capacity ratio

Table 7. Mitigated PM LOS at Project-Impacted Intersections

ID	Intersection	Control Type ¹	Unmitigated LOS (Delay ²)	Mitigated LOS (Delay ²)	2019 CIP #	Recommended Mitigation
86	Kincaid St & East driveway	TWSC	F (174)	D (29.6)	-	Right-in right-out access w/ U-turn at S 3 rd St
234	Kincaid St & West driveway	TWSC	C (23.6)	B (13.8)	-	Right-in right-out access w/ U-turn at S 3 rd St
810	Kincaid St & S 3 rd St	Signal	C (31.6)*	C (32.1)*	-	Widen to provide EB to WB U-turn movement
811	Kincaid St & I-5 SB ramps	Signal	A (9.7)	A (9.8)	-	None
812	Kincaid St & I-5 NB ramps	Signal	B (16.7)	B (18.0)	-	None
789	First St & Division St	Signal	F (98.8)	D (54.1)	T-09-01	Signal improvements or new roundabout
871	Anderson Rd & I-5 SB ramp	TWSC	F (92.1)	F (92.1)		None – no significant impact
872	Anderson Rd & I-5 NB ramp	TWSC	E (47.2)	E (47.2)		None – no significant impact
1100	E College Way & N 30 th St	TWSC	F (314)	A (5.8)	T-07-04	New roundabout or signal

¹TWSC = Two-way stop control; AWSC = All-way stop control; RAB = Roundabout; Signal = Signalized

²Two-way stop controlled intersection delay is expressed as average worst (i.e. highest delay) movement delay

*HCM 2000 Level of Service

All Project-impacted intersections will satisfy minimum traffic capacity LOS standards with the recommended mitigation. The east Project driveway will operate at LOS D, but will be blocked by eastbound queuing from the I-5 southbound ramp intersection for over half of the typical weekday PM peak hour. This queuing will likely result in higher delays than are calculated using the HCM analysis methodology, which assumes isolated intersection operations.



The HCM methodology also does not account for delay impacts related to the two-lane-change movement required for vehicles exiting the site to continue west on Kincaid Street. This will result in difficult lane changing maneuvers during periods of peak demand.

Site accesses will satisfy minimum traffic capacity LOS standards through 2025 under RIRO control.

Street Design Standard LOS

At the Project frontage, Kincaid Street consists of a five-lane section with 55-foot paved width. Curb, gutter, and six-foot sidewalk are provided on both sides. Kincaid Street does not currently satisfy the minimum 62-foot paved width for five-lane principal arterial streets, per MVMC 16.16.070. However, the deficient lane width may be acceptable given the presence of curb, gutter, and sidewalks along both sides and given the constraint of the BNSF railway crossing to the west of the site. Widening is not recommended.

The north-south roadway proposed internal to the site will be defined as a Type 4 nonarterial street, per MVMC 16.16.030. The following minimum street design standards apply:

- 55-foot right of way;
- 36-foot paved travel width;
- 0.5-foot concrete curbs;
- Four-foot planter strips, and
- Five-foot-wide concrete sidewalks on both sides.

It is recommended that the Project construct the proposed public roadway to satisfy minimum Type 4 nonarterial street standards.

On-Site LOS

Internal Circulation

The proposed north-south public roadway will provide adequate vehicle circulation internal to the site. In order to facilitate nonmotorized circulation, it is recommended that the proposed north-south public roadway be constructed to satisfy minimum Type 4 nonarterial street standards, as described above.

Off-Street Parking

The Project proposes a total of 170 off-street parking spaces, as summarized in **Table 6** and shown in **Figure 2**. The number of proposed parking spaces was compared to Mount Vernon minimum parking requirements (MVMC 17.84.030) and parking rates published in ITE *Parking Generation (4th Edition)* for each proposed land use. The parking analysis is summarized in **Table 6**. Detailed parking analysis calculations are available upon request.

Assuming shared parking between the five parcels, Mount Vernon code requires a minimum of 204 off-street parking spaces. ITE parking data indicates that peak shared parking demand will occur on weekdays from 12:00 – 1:00 PM, with parking demand ranging from 127 vehicles (based on ITE 33rd percentile parking rates) to 182 vehicles (based on ITE average parking rates).

The Project does not satisfy Mount Vernon minimum parking requirements. However, based on ITE parking generation data and the Project's location in the downtown core and adjacent to Skagit Station transit center, it is anticipated that the Project peak parking demand will be lower than the ITE average forecast of 182 vehicles and closer to the ITE 33rd percentile forecast of 127 vehicles. Based on this analysis, the proposed off-street parking is anticipated to be adequate.



Table 6. Minimum Parking Spaces

Parcel	Size	Description	Proposed Parking Spaces	MVMC Min. Parking Spaces	ITE Parking Demand	
					Average	33 rd %ile
A	3,062 SF w/ 12 fuel dispensers	Convenience store / gas station	27	31	9	7
B	1,300 SF	Fast food w/ drive-through	37	13	13	9
	4,948 SF	Specialty Retail		16	11	9
C	5,300 SF	Fast food w/ drive-through	39	53	53	39
D	7,000 SF	High-turnover sit-down restaurant	42	70	74	52
E	2,100 SF	Coffee shop w/ drive-through	25	21	22	11
Total			170	204	182	127

Transit LOS

Skagit Station is located across Kincaid Street and functions as a multimodal transit center. Skagit Station provides access to local and regional bus services in addition to Amtrak and Greyhound services. Project-generated nonmotorized trips may access Skagit Station via crosswalks at S 3rd Street to the west and the I-5 southbound ramp intersection to the east of the Project. Transit LOS is satisfied.

Nonmotorized Transportation LOS

The Project proposes a new 6- to 8-foot paved asphalt multi-use path along the west property line. This path will connect Kincaid Street to future development to the south of the Project. Nonmotorized LOS is satisfied.

Pavement Condition LOS

The existing pavement on Kincaid Street at the Project frontage appears to be in fair condition and should be maintained.



FINDINGS AND RECOMMENDATIONS

Findings and recommendations of this transportation concurrency review are summarized below.

- The Project will generate 277 net new PM peak hour trips, split 145 in and 132 out.
- Site accesses will satisfy minimum traffic capacity LOS standards under RIRO control.
- Kincaid Street does not currently satisfy the street design width standard at the Project frontage. However, based on the existing fully built section, Kincaid Street widening is not recommended.
- It is recommended that the Project construct the proposed public roadway to satisfy minimum Type 4 nonarterial street standards, including 36-foot paved width, 0.5-foot concrete curbs, four-foot planter strips, and five-foot wide concrete sidewalks on both sides.
- The proposed off-street parking supply of 170 spaces is anticipated to be adequate to serve peak shared parking demand, based on an analysis of ITE *Parking Generation* data. The City may consider a variance to the minimum parking requirement of 204 spaces for the proposed uses.
- Any new or modified pedestrian facilities, including sidewalks, curb ramps, driveway cuts, and paved trails, must satisfy current Americans with Disabilities Act (ADA) standards.

Attachment: Intersection Level of Service Reports

HCM 2010 TWSC
2: W Kincaid St

05/10/2019

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑	↑↑			↔			↔	
Traffic Vol, veh/h	0	859	1	4	568	7	2	0	7	0	0	8
Future Vol, veh/h	0	859	1	4	568	7	2	0	7	0	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	934	1	4	617	8	2	0	8	0	0	9

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	-	0	0	935	0	0	1252	1568	468	1096	1564	313
Stage 1	-	-	-	-	-	-	935	935	-	629	629	-
Stage 2	-	-	-	-	-	-	317	633	-	467	935	-
Critical Hdwy	-	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	-	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	0	-	-	728	-	-	129	110	542	168	111	683
Stage 1	0	-	-	-	-	-	285	342	-	437	474	-
Stage 2	0	-	-	-	-	-	669	472	-	545	342	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	728	-	-	127	109	542	165	110	683
Mov Cap-2 Maneuver	-	-	-	-	-	-	127	109	-	165	110	-
Stage 1	-	-	-	-	-	-	285	342	-	437	472	-
Stage 2	-	-	-	-	-	-	657	470	-	537	342	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	16.8	10.3
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	314	-	-	728	-	-	683
HCM Lane V/C Ratio	0.031	-	-	0.006	-	-	0.013
HCM Control Delay (s)	16.8	-	-	10	-	-	10.3
HCM Lane LOS	C	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	0	-	-	0

HCM 2010 Signalized Intersection Summary
 808: S 2nd St & W Kincaid St

05/10/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	142	26	90	90	46	36	232	108	65	206	33
Future Volume (veh/h)	45	142	26	90	90	46	36	232	108	65	206	33
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	0.99		0.99	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1810	1810	1900	1863	1863	1863	1845	1845	1900
Adj Flow Rate, veh/h	47	149	27	95	95	48	38	244	114	68	217	35
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	5	5	5	2	2	2	3	3	3
Cap, veh/h	508	469	85	475	339	171	516	700	588	495	581	94
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1254	1563	283	1160	1130	571	1109	1863	1563	1003	1545	249
Grp Volume(v), veh/h	47	0	176	95	0	143	38	244	114	68	0	252
Grp Sat Flow(s),veh/h/ln	1254	0	1846	1160	0	1701	1109	1863	1563	1003	0	1794
Q Serve(g_s), s	1.0	0.0	2.5	2.3	0.0	2.2	0.9	3.2	1.7	1.8	0.0	3.5
Cycle Q Clear(g_c), s	3.2	0.0	2.5	4.9	0.0	2.2	4.3	3.2	1.7	5.0	0.0	3.5
Prop In Lane	1.00		0.15	1.00		0.34	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	508	0	554	475	0	511	516	700	588	495	0	675
V/C Ratio(X)	0.09	0.00	0.32	0.20	0.00	0.28	0.07	0.35	0.19	0.14	0.00	0.37
Avail Cap(c_a), veh/h	1423	0	1901	1321	0	1752	1404	2193	1840	1298	0	2112
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.3	0.0	9.2	11.1	0.0	9.1	9.3	7.6	7.1	9.4	0.0	7.7
Incr Delay (d2), s/veh	0.1	0.0	0.3	0.2	0.0	0.3	0.1	0.3	0.2	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	1.3	0.8	0.0	1.0	0.3	1.7	0.7	0.5	0.0	1.7
LnGrp Delay(d),s/veh	10.4	0.0	9.5	11.3	0.0	9.4	9.3	7.9	7.3	9.5	0.0	8.0
LnGrp LOS	B		A	B		A	A	A	A	A		A
Approach Vol, veh/h		223			238			396			320	
Approach Delay, s/veh		9.7			10.1			7.9			8.4	
Approach LOS		A			B			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		18.3		15.7		18.3		15.7				
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		40.0		35.0		40.0		35.0				
Max Q Clear Time (g_c+I1), s		6.3		5.2		7.0		6.9				
Green Ext Time (p_c), s		4.2		2.5		4.2		2.5				
Intersection Summary												
HCM 2010 Ctrl Delay			8.8									
HCM 2010 LOS			A									

HCM 2010 Signalized Intersection Summary
 811: I-5 SB Off-Ramp & W Kincaid St

05/10/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑					↑	↑↓	
Traffic Volume (veh/h)	0	621	245	157	352	0	0	0	0	273	0	219
Future Volume (veh/h)	0	621	245	157	352	0	0	0	0	273	0	219
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1693	1693	1693	1693	0				1693	1693	1710
Adj Flow Rate, veh/h	0	661	261	167	374	0				290	0	0
Adj No. of Lanes	0	2	1	1	2	0				2	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	1	1	1	1	0				1	1	1
Cap, veh/h	0	1366	610	457	2014	0				493	259	0
Arrive On Green	0.00	0.42	0.42	0.09	0.63	0.00				0.15	0.00	0.00
Sat Flow, veh/h	0	3301	1437	1612	3301	0				3225	1693	0
Grp Volume(v), veh/h	0	661	261	167	374	0				290	0	0
Grp Sat Flow(s),veh/h/ln	0	1608	1437	1612	1608	0				1612	1693	0
Q Serve(g_s), s	0.0	6.7	5.8	2.3	2.2	0.0				3.8	0.0	0.0
Cycle Q Clear(g_c), s	0.0	6.7	5.8	2.3	2.2	0.0				3.8	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		0.00
Lane Grp Cap(c), veh/h	0	1366	610	457	2014	0				493	259	0
V/C Ratio(X)	0.00	0.48	0.43	0.37	0.19	0.00				0.59	0.00	0.00
Avail Cap(c_a), veh/h	0	3911	1748	1023	5689	0				2139	1123	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	9.4	9.1	6.1	3.6	0.0				17.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.5	0.5	0.0	0.0				1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr	0.0	3.0	2.3	1.0	1.0	0.0				1.8	0.0	0.0
LnGrp Delay(d),s/veh	0.0	9.7	9.6	6.6	3.6	0.0				18.9	0.0	0.0
LnGrp LOS		A	A	A	A					B		
Approach Vol, veh/h		922			541						290	
Approach Delay, s/veh		9.7			4.5						18.9	
Approach LOS		A			A						B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	9.1	24.2		11.9		33.3						
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0						
Max Green Setting (Gmax), s	20.0	55.0		30.0		80.0						
Max Q Clear Time (g_c+I), s	14.3	8.7		5.8		4.2						
Green Ext Time (p_c), s	0.4	10.5		1.0		10.9						
Intersection Summary												
HCM 2010 Ctrl Delay				9.6								
HCM 2010 LOS				A								
Notes												

HCM 2010 Signalized Intersection Summary
811: I-5 SB Off-Ramp & W Kincaid St

05/10/2019

User approved volume balancing among the lanes for turning movement.

HCM 2010 Signalized Intersection Summary
 812: I-5 NB Off-Ramp & W Kincaid St/Broad St

05/10/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	352	542	0	0	325	385	184	0	119	0	0	0
Future Volume (veh/h)	352	542	0	0	325	385	184	0	119	0	0	0
Number	5	2	12	1	6	16	7	4	14			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1776	1776	0	0	1792	1900	1900	1667	1900			
Adj Flow Rate, veh/h	374	577	0	0	346	410	196	0	0			
Adj No. of Lanes	1	2	0	0	2	0	0	1	0			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	7	7	0	0	6	6	0	14	0			
Cap, veh/h	513	2125	0	0	613	546	268	0	0			
Arrive On Green	0.17	0.63	0.00	0.00	0.36	0.36	0.17	0.00	0.00			
Sat Flow, veh/h	1691	3463	0	0	1792	1515	1587	0	0			
Grp Volume(v), veh/h	374	577	0	0	346	410	196	0	0			
Grp Sat Flow(s),veh/h/ln	1691	1687	0	0	1703	1515	1587	0	0			
Q Serve(g_s), s	6.1	3.8	0.0	0.0	8.1	11.8	5.8	0.0	0.0			
Cycle Q Clear(g_c), s	6.1	3.8	0.0	0.0	8.1	11.8	5.8	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.00			
Lane Grp Cap(c), veh/h	513	2125	0	0	613	546	268	0	0			
V/C Ratio(X)	0.73	0.27	0.00	0.00	0.56	0.75	0.73	0.00	0.00			
Avail Cap(c_a), veh/h	602	2377	0	0	651	579	799	0	0			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	9.2	4.1	0.0	0.0	12.8	13.9	19.6	0.0	0.0			
Incr Delay (d2), s/veh	3.7	0.1	0.0	0.0	1.3	5.6	4.6	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.3	1.7	0.0	0.0	4.0	5.8	2.8	0.0	0.0			
LnGrp Delay(d),s/veh	12.9	4.2	0.0	0.0	14.1	19.6	24.2	0.0	0.0			
LnGrp LOS	B	A			B	B	C					
Approach Vol, veh/h		951			756			196				
Approach Delay, s/veh		7.6			17.1			24.2				
Approach LOS		A			B			C				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		36.3		13.4	13.4	22.9						
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0						
Max Green Setting (Gmax), s		35.0		25.0	11.0	19.0						
Max Q Clear Time (g_c+I1), s		5.8		7.8	8.1	13.8						
Green Ext Time (p_c), s		15.0		1.2	0.4	4.0						
Intersection Summary												
HCM 2010 Ctrl Delay				13.1								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary
 1056: S 3rd St & W Montgomery St

05/10/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕		↕		↑	↕	↕	↑	
Traffic Volume (veh/h)	62	16	32	24	0	17	0	391	12	6	412	0
Future Volume (veh/h)	62	16	32	24	0	17	0	391	12	6	412	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1827	1900	1583	0	1583	0	1863	1863	1863	1863	0
Adj Flow Rate, veh/h	69	18	36	27	0	19	0	434	13	7	458	0
Adj No. of Lanes	0	1	0	1	0	1	0	1	1	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	4	4	4	20	0	20	0	2	2	2	2	0
Cap, veh/h	130	34	68	0	0	0	0	1330	1130	700	1330	0
Arrive On Green	0.14	0.14	0.14	0.00	0.00	0.00	0.00	0.71	0.71	0.71	0.71	0.00
Sat Flow, veh/h	926	242	483		0		0	1863	1583	939	1863	0
Grp Volume(v), veh/h	123	0	0		0.0		0	434	13	7	458	0
Grp Sat Flow(s),veh/h/ln	1652	0	0				0	1863	1583	939	1863	0
Q Serve(g_s), s	4.5	0.0	0.0				0.0	5.6	0.2	0.2	6.1	0.0
Cycle Q Clear(g_c), s	4.5	0.0	0.0				0.0	5.6	0.2	5.8	6.1	0.0
Prop In Lane	0.56		0.29				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	231	0	0				0	1330	1130	700	1330	0
V/C Ratio(X)	0.53	0.00	0.00				0.00	0.33	0.01	0.01	0.34	0.00
Avail Cap(c_a), veh/h	584	0	0				0	1330	1130	700	1330	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	26.0	0.0	0.0				0.0	3.5	2.7	4.6	3.5	0.0
Incr Delay (d2), s/veh	1.9	0.0	0.0				0.0	0.7	0.0	0.0	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.0				0.0	3.0	0.1	0.1	3.3	0.0
LnGrp Delay(d),s/veh	27.9	0.0	0.0				0.0	4.1	2.7	4.6	4.2	0.0
LnGrp LOS	C							A	A	A	A	
Approach Vol, veh/h		123						447			465	
Approach Delay, s/veh		27.9						4.1			4.2	
Approach LOS		C						A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		51.4		13.6		51.4						
Change Period (Y+Rc), s		5.0		4.5		5.0						
Max Green Setting (Gmax), s		21.0		23.0		21.0						
Max Q Clear Time (g_c+I1), s		7.6		6.5		8.1						
Green Ext Time (p_c), s		5.6		0.5		5.5						
Intersection Summary												
HCM 2010 Ctrl Delay				7.0								
HCM 2010 LOS				A								

HCM 2010 TWSC
1058: Blodgett Rd & Broad St

05/10/2019

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑	↑	
Traffic Vol, veh/h	621	40	2	682	28	5
Future Vol, veh/h	621	40	2	682	28	5
Conflicting Peds, #/hr	0	1	1	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	675	43	2	741	30	5

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	719	0	1421
Stage 1	-	-	-	-	676
Stage 2	-	-	-	-	745
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	892	-	152
Stage 1	-	-	-	-	509
Stage 2	-	-	-	-	473
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	891	-	151
Mov Cap-2 Maneuver	-	-	-	-	151
Stage 1	-	-	-	-	508
Stage 2	-	-	-	-	471

Approach	EB	WB	NB
HCM Control Delay, s	0	0	32.2
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	168	-	-	891	-
HCM Lane V/C Ratio	0.214	-	-	0.002	-
HCM Control Delay (s)	32.2	-	-	9.1	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0	-

HCM 2010 TWSC
1105: W Kincaid St & Skagit Station Lot

05/10/2019

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	860	560	18	0	10
Future Vol, veh/h	0	860	560	18	0	10
Conflicting Peds, #/hr	9	0	0	9	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	1	1	3	3	0	0
Mvmt Flow	0	945	615	20	0	11
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	644	0	-	0	1108	328
Stage 1	-	-	-	-	634	-
Stage 2	-	-	-	-	474	-
Critical Hdwy	4.12	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.21	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	944	-	-	-	207	674
Stage 1	-	-	-	-	496	-
Stage 2	-	-	-	-	598	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	937	-	-	-	204	668
Mov Cap-2 Maneuver	-	-	-	-	204	-
Stage 1	-	-	-	-	493	-
Stage 2	-	-	-	-	594	-
Approach	EB	WB	SB			
HCM Control Delay, s	0	0	10.5			
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	937	-	-	-	668	
HCM Lane V/C Ratio	-	-	-	-	0.016	
HCM Control Delay (s)	0	-	-	-	10.5	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

HCM Signalized Intersection Capacity Analysis
810: S 3rd St & W Kincaid St

05/10/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	287	11	77	199	294	9	135	173	400	80	18
Future Volume (vph)	17	287	11	77	199	294	9	135	173	400	80	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.6		4.5	4.6	5.0		5.0	5.0	5.0	5.0	
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00		1.00	1.00	0.95	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98		1.00	0.98	1.00	0.99	
Flpb, ped/bikes	0.99	1.00		0.99	1.00	1.00		1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85		1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00		1.00	1.00	0.95	0.97	
Satd. Flow (prot)	1767	3543		1734	1845	1532		1894	1580	1665	1668	
Flt Permitted	0.54	1.00		0.34	1.00	1.00		1.00	1.00	0.95	0.97	
Satd. Flow (perm)	1009	3543		621	1845	1532		1894	1580	1665	1668	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	18	312	12	84	216	320	10	147	188	435	87	20
RTOR Reduction (vph)	0	3	0	0	0	178	0	0	123	0	3	0
Lane Group Flow (vph)	18	321	0	84	216	142	0	157	65	270	269	0
Confl. Peds. (#/hr)	15		34	34		15	48		8	8		48
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	0%	0%	0%	3%	3%	3%
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	Split	NA	Perm	Split	NA	
Protected Phases	5	2		1	6	8	4	4		8	8	
Permitted Phases	2			6		6			4			
Actuated Green, G (s)	18.7	16.9		26.7	20.9	44.5		34.6	34.6	23.6	23.6	
Effective Green, g (s)	18.7	16.9		26.7	20.9	44.5		34.6	34.6	23.6	23.6	
Actuated g/C Ratio	0.19	0.17		0.27	0.21	0.44		0.35	0.35	0.24	0.24	
Clearance Time (s)	4.5	4.6		4.5	4.6	5.0		5.0	5.0	5.0	5.0	
Vehicle Extension (s)	2.0	3.0		2.0	3.0	3.0		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	202	598		230	385	681		655	546	392	393	
v/s Ratio Prot	0.00	0.09		c0.02	c0.12	0.05		c0.08		c0.16	0.16	
v/s Ratio Perm	0.02			0.08		0.04			0.04			
v/c Ratio	0.09	0.54		0.37	0.56	0.21		0.24	0.12	0.69	0.68	
Uniform Delay, d1	33.4	38.0		28.6	35.4	17.0		23.3	22.3	34.8	34.8	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.1	0.9		0.4	1.9	0.2		0.9	0.4	5.0	4.9	
Delay (s)	33.5	38.9		28.9	37.3	17.1		24.2	22.8	39.8	39.7	
Level of Service	C	D		C	D	B		C	C	D	D	
Approach Delay (s)		38.6			25.8			23.4			39.8	
Approach LOS		D			C			C			D	
Intersection Summary												
HCM 2000 Control Delay			31.8	HCM 2000 Level of Service				C				
HCM 2000 Volume to Capacity ratio			0.47									
Actuated Cycle Length (s)			100.0	Sum of lost time (s)				19.1				
Intersection Capacity Utilization			77.8%	ICU Level of Service				D				
Analysis Period (min)			15									
c Critical Lane Group												

HCM 2010 TWSC
86: W Kincaid St

05/10/2019

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑			↑	↑↑			↑↓				↑
Traffic Vol, veh/h	0	883	1	4	598	7	2	0	7	0	0	8
Future Vol, veh/h	0	883	1	4	598	7	2	0	7	0	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	50	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	960	1	4	650	8	2	0	8	0	0	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	961	0	0	1294	1627	481	-	-	329
Stage 1	-	-	-	-	-	-	961	961	-	-	-	-
Stage 2	-	-	-	-	-	-	333	666	-	-	-	-
Critical Hdwy	-	-	-	5.34	-	-	6.99	6.54	7.14	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	-	-	-	3.12	-	-	3.67	4.02	3.92	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	409	-	-	143	101	454	0	0	667
Stage 1	0	-	-	-	-	-	217	333	-	0	0	-
Stage 2	0	-	-	-	-	-	632	456	-	0	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	409	-	-	140	100	454	-	-	667
Mov Cap-2 Maneuver	-	-	-	-	-	-	188	219	-	-	-	-
Stage 1	-	-	-	-	-	-	217	333	-	-	-	-
Stage 2	-	-	-	-	-	-	618	451	-	-	-	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			15.7			10.5		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	345	-	-	409	-	-	667
HCM Lane V/C Ratio	0.028	-	-	0.011	-	-	0.013
HCM Control Delay (s)	15.7	-	-	13.9	-	-	10.5
HCM Lane LOS	C	-	-	B	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	0	-	-	0

HCM 2010 Signalized Intersection Summary
 808: S 2nd St & W Kincaid St

05/10/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	143	27	103	90	46	36	257	125	65	223	33
Future Volume (veh/h)	45	143	27	103	90	46	36	257	125	65	223	33
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	0.99		0.99	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1810	1810	1900	1863	1863	1863	1845	1845	1900
Adj Flow Rate, veh/h	47	151	28	108	95	48	38	271	132	68	235	35
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	5	5	5	2	2	2	3	3	3
Cap, veh/h	507	477	89	471	347	175	503	715	600	471	601	89
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1254	1557	289	1157	1130	571	1091	1863	1564	963	1565	233
Grp Volume(v), veh/h	47	0	179	108	0	143	38	271	132	68	0	270
Grp Sat Flow(s),veh/h/ln	1254	0	1845	1157	0	1701	1091	1863	1564	963	0	1798
Q Serve(g_s), s	1.0	0.0	2.6	2.8	0.0	2.3	0.9	3.7	2.0	1.9	0.0	3.9
Cycle Q Clear(g_c), s	3.3	0.0	2.6	5.5	0.0	2.3	4.8	3.7	2.0	5.7	0.0	3.9
Prop In Lane	1.00		0.16	1.00		0.34	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	507	0	566	471	0	522	503	715	600	471	0	690
V/C Ratio(X)	0.09	0.00	0.32	0.23	0.00	0.27	0.08	0.38	0.22	0.14	0.00	0.39
Avail Cap(c_a), veh/h	1357	0	1816	1255	0	1674	1311	2095	1758	1184	0	2022
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.6	0.0	9.5	11.6	0.0	9.3	9.7	7.9	7.4	9.9	0.0	7.9
Incr Delay (d2), s/veh	0.1	0.0	0.3	0.2	0.0	0.3	0.1	0.3	0.2	0.1	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	1.4	0.9	0.0	1.1	0.3	1.9	0.9	0.5	0.0	1.9
LnGrp Delay(d),s/veh	10.7	0.0	9.8	11.8	0.0	9.6	9.7	8.2	7.6	10.1	0.0	8.3
LnGrp LOS	B		A	B		A	A	A	A	B		A
Approach Vol, veh/h		226			251			441				338
Approach Delay, s/veh		10.0			10.6			8.2				8.7
Approach LOS		A			B			A				A
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		19.2		16.4		19.2		16.4				
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		40.0		35.0		40.0		35.0				
Max Q Clear Time (g_c+I1), s		6.8		5.3		7.7		7.5				
Green Ext Time (p_c), s		4.7		2.6		4.7		2.6				
Intersection Summary												
HCM 2010 Ctrl Delay			9.1									
HCM 2010 LOS			A									

HCM 2010 Signalized Intersection Summary
 811: I-5 SB Off-Ramp & W Kincaid St

05/10/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↖	↑↑					↖	↗	
Traffic Volume (veh/h)	0	634	256	159	382	0	0	0	0	279	0	227
Future Volume (veh/h)	0	634	256	159	382	0	0	0	0	279	0	227
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1693	1693	1693	1693	0				1693	1693	1710
Adj Flow Rate, veh/h	0	674	272	169	406	0				297	0	0
Adj No. of Lanes	0	2	1	1	2	0				2	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	1	1	1	1	0				1	1	1
Cap, veh/h	0	1392	622	452	2030	0				496	261	0
Arrive On Green	0.00	0.43	0.43	0.09	0.63	0.00				0.15	0.00	0.00
Sat Flow, veh/h	0	3301	1437	1612	3301	0				3225	1693	0
Grp Volume(v), veh/h	0	674	272	169	406	0				297	0	0
Grp Sat Flow(s),veh/h/ln	0	1608	1437	1612	1608	0				1612	1693	0
Q Serve(g_s), s	0.0	7.0	6.2	2.4	2.5	0.0				4.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	7.0	6.2	2.4	2.5	0.0				4.0	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		0.00
Lane Grp Cap(c), veh/h	0	1392	622	452	2030	0				496	261	0
V/C Ratio(X)	0.00	0.48	0.44	0.37	0.20	0.00				0.60	0.00	0.00
Avail Cap(c_a), veh/h	0	3807	1701	1000	5538	0				2082	1093	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	9.5	9.2	6.1	3.6	0.0				18.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.5	0.5	0.0	0.0				1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr	0.0	3.1	2.5	1.1	1.1	0.0				1.9	0.0	0.0
LnGrp Delay(d),s/veh	0.0	9.7	9.7	6.7	3.7	0.0				19.5	0.0	0.0
LnGrp LOS		A	A	A	A					B		
Approach Vol, veh/h		946			575						297	
Approach Delay, s/veh		9.7			4.5						19.5	
Approach LOS		A			A						B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	9.2	25.1		12.2		34.3						
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0						
Max Green Setting (Gmax)	20.0	55.0		30.0		80.0						
Max Q Clear Time (g_c+1)	14.4	9.0		6.0		4.5						
Green Ext Time (p_c), s	0.4	11.1		1.0		11.6						
Intersection Summary												
HCM 2010 Ctrl Delay				9.7								
HCM 2010 LOS				A								
Notes												

HCM 2010 Signalized Intersection Summary
811: I-5 SB Off-Ramp & W Kincaid St

05/10/2019

User approved volume balancing among the lanes for turning movement.

HCM 2010 Signalized Intersection Summary
 812: I-5 NB Off-Ramp & W Kincaid St/Broad St

05/10/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	352	561	0	0	330	385	211	0	119	0	0	0
Future Volume (veh/h)	352	561	0	0	330	385	211	0	119	0	0	0
Number	5	2	12	1	6	16	7	4	14			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1776	1776	0	0	1792	1900	1900	1667	1900			
Adj Flow Rate, veh/h	374	597	0	0	351	410	224	0	0			
Adj No. of Lanes	1	2	0	0	2	0	0	1	0			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	7	7	0	0	6	6	0	14	0			
Cap, veh/h	499	2081	0	0	597	531	301	0	0			
Arrive On Green	0.17	0.62	0.00	0.00	0.35	0.35	0.19	0.00	0.00			
Sat Flow, veh/h	1691	3463	0	0	1792	1515	1587	0	0			
Grp Volume(v), veh/h	374	597	0	0	351	410	224	0	0			
Grp Sat Flow(s),veh/h/ln	1691	1687	0	0	1703	1515	1587	0	0			
Q Serve(g_s), s	6.5	4.3	0.0	0.0	8.7	12.5	6.9	0.0	0.0			
Cycle Q Clear(g_c), s	6.5	4.3	0.0	0.0	8.7	12.5	6.9	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.00			
Lane Grp Cap(c), veh/h	499	2081	0	0	597	531	301	0	0			
V/C Ratio(X)	0.75	0.29	0.00	0.00	0.59	0.77	0.74	0.00	0.00			
Avail Cap(c_a), veh/h	572	2285	0	0	626	557	768	0	0			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	9.8	4.6	0.0	0.0	13.7	15.0	19.8	0.0	0.0			
Incr Delay (d2), s/veh	4.7	0.1	0.0	0.0	1.7	6.9	4.4	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.6	1.9	0.0	0.0	4.4	6.1	3.4	0.0	0.0			
LnGrp Delay(d),s/veh	14.5	4.7	0.0	0.0	15.4	21.8	24.1	0.0	0.0			
LnGrp LOS	B	A			B	C	C					
Approach Vol, veh/h		971			761			224				
Approach Delay, s/veh		8.5			18.9			24.1				
Approach LOS		A			B			C				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		36.9		14.8	13.8	23.1						
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0						
Max Green Setting (Gmax), s		35.0		25.0	11.0	19.0						
Max Q Clear Time (g_c+I1), s		6.3		8.9	8.5	14.5						
Green Ext Time (p_c), s		15.2		1.3	0.3	3.6						
Intersection Summary												
HCM 2010 Ctrl Delay				14.3								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary
 1056: S 3rd St & W Montgomery St

05/10/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↖		↗		↑	↗	↖	↑	
Traffic Volume (veh/h)	65	16	32	24	0	17	0	410	12	8	418	0
Future Volume (veh/h)	65	16	32	24	0	17	0	410	12	8	418	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1827	1900	1583	0	1583	0	1863	1863	1863	1863	0
Adj Flow Rate, veh/h	72	18	36	27	0	19	0	456	13	9	464	0
Adj No. of Lanes	0	1	0	1	0	1	0	1	1	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	4	4	4	20	0	20	0	2	2	2	2	0
Cap, veh/h	134	33	67	0	0	0	0	1327	1128	680	1327	0
Arrive On Green	0.14	0.14	0.14	0.00	0.00	0.00	0.00	0.71	0.71	0.71	0.71	0.00
Sat Flow, veh/h	945	236	473		0		0	1863	1583	920	1863	0
Grp Volume(v), veh/h	126	0	0		0.0		0	456	13	9	464	0
Grp Sat Flow(s),veh/h/ln	1654	0	0				0	1863	1583	920	1863	0
Q Serve(g_s), s	4.6	0.0	0.0				0.0	6.1	0.2	0.2	6.2	0.0
Cycle Q Clear(g_c), s	4.6	0.0	0.0				0.0	6.1	0.2	6.3	6.2	0.0
Prop In Lane	0.57		0.29				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	234	0	0				0	1327	1128	680	1327	0
V/C Ratio(X)	0.54	0.00	0.00				0.00	0.34	0.01	0.01	0.35	0.00
Avail Cap(c_a), veh/h	585	0	0				0	1327	1128	680	1327	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.00	0.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	25.9	0.0	0.0				0.0	3.6	2.7	4.8	3.6	0.0
Incr Delay (d2), s/veh	1.7	0.0	0.0				0.0	0.7	0.0	0.0	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.0				0.0	3.3	0.1	0.1	3.4	0.0
LnGrp Delay(d),s/veh	27.6	0.0	0.0				0.0	4.3	2.7	4.8	4.3	0.0
LnGrp LOS	C							A	A	A	A	
Approach Vol, veh/h		126						469			473	
Approach Delay, s/veh		27.6						4.2			4.3	
Approach LOS		C						A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		51.3		13.7		51.3						
Change Period (Y+Rc), s		5.0		4.5		5.0						
Max Green Setting (Gmax), s		21.0		23.0		21.0						
Max Q Clear Time (g_c+I1), s		8.1		6.6		8.3						
Green Ext Time (p_c), s		5.7		0.6		5.6						
Intersection Summary												
HCM 2010 Ctrl Delay				7.0								
HCM 2010 LOS				A								

HCM 2010 TWSC
1058: Blodgett Rd & Broad St

05/10/2019

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑	↑	
Traffic Vol, veh/h	640	40	2	687	28	5
Future Vol, veh/h	640	40	2	687	28	5
Conflicting Peds, #/hr	0	1	1	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	696	43	2	747	30	5

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	740	0	1448
Stage 1	-	-	-	-	697
Stage 2	-	-	-	-	751
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	876	-	146
Stage 1	-	-	-	-	498
Stage 2	-	-	-	-	470
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	875	-	145
Mov Cap-2 Maneuver	-	-	-	-	145
Stage 1	-	-	-	-	498
Stage 2	-	-	-	-	468

Approach	EB	WB	NB
HCM Control Delay, s	0	0	33.7
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	161	-	-	875	-
HCM Lane V/C Ratio	0.223	-	-	0.002	-
HCM Control Delay (s)	33.7	-	-	9.1	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0	-

HCM 2010 TWSC
1097: S 3rd St & Courthouse Lot

05/10/2019

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	422	43	0	511
Future Vol, veh/h	0	0	422	43	0	511
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	459	47	0	555

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1038	483	0	0	506
Stage 1	483	-	-	-	-
Stage 2	555	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	256	584	-	-	1059
Stage 1	620	-	-	-	-
Stage 2	575	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	256	584	-	-	1059
Mov Cap-2 Maneuver	256	-	-	-	-
Stage 1	620	-	-	-	-
Stage 2	575	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1059	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

HCM 2010 TWSC
1105: W Kincaid St & Skagit Station Lot

05/10/2019

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	884	590	18	0	10
Future Vol, veh/h	0	884	590	18	0	10
Conflicting Peds, #/hr	9	0	0	9	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	1	1	3	3	0	0
Mvmt Flow	0	971	648	20	0	11
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	677	0	-	0	1154	344
Stage 1	-	-	-	-	667	-
Stage 2	-	-	-	-	487	-
Critical Hdwy	4.12	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.21	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	917	-	-	-	193	658
Stage 1	-	-	-	-	477	-
Stage 2	-	-	-	-	589	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	910	-	-	-	190	653
Mov Cap-2 Maneuver	-	-	-	-	324	-
Stage 1	-	-	-	-	474	-
Stage 2	-	-	-	-	585	-
Approach	EB	WB	SB			
HCM Control Delay, s	0	0	10.6			
HCM LOS						B
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	910	-	-	-	653	
HCM Lane V/C Ratio	-	-	-	-	0.017	
HCM Control Delay (s)	0	-	-	-	10.6	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

HCM Signalized Intersection Capacity Analysis
810: S 3rd St & W Kincaid St

05/10/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	305	11	77	212	311	9	137	177	402	91	18
Future Volume (vph)	17	305	11	77	212	311	9	137	177	402	91	18
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.6		4.5	4.6	5.0		5.0	5.0	5.0	5.0	
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00		1.00	1.00	0.95	0.95	
Frbp, ped/bikes	1.00	1.00		1.00	1.00	0.98		1.00	0.98	1.00	0.99	
Flpb, ped/bikes	0.99	1.00		0.99	1.00	1.00		1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85		1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00		1.00	1.00	0.95	0.97	
Satd. Flow (prot)	1769	3545		1735	1845	1531		1894	1580	1665	1671	
Flt Permitted	0.51	1.00		0.33	1.00	1.00		1.00	1.00	0.95	0.97	
Satd. Flow (perm)	958	3545		599	1845	1531		1894	1580	1665	1671	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	18	332	12	84	230	338	10	149	192	437	99	20
RTOR Reduction (vph)	0	2	0	0	0	184	0	0	126	0	3	0
Lane Group Flow (vph)	18	342	0	84	230	154	0	159	66	275	278	0
Confl. Peds. (#/hr)	15		34	34		15	48		8	8		48
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	0%	0%	0%	3%	3%	3%
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	Split	NA	Perm	Split	NA	
Protected Phases	5	2		1	6	8	4	4		8	8	
Permitted Phases	2			6		6			4			
Actuated Green, G (s)	19.4	17.6		27.4	21.6	45.6		33.5	33.5	24.0	24.0	
Effective Green, g (s)	19.4	17.6		27.4	21.6	45.6		33.5	33.5	24.0	24.0	
Actuated g/C Ratio	0.19	0.18		0.27	0.22	0.46		0.34	0.34	0.24	0.24	
Clearance Time (s)	4.5	4.6		4.5	4.6	5.0		5.0	5.0	5.0	5.0	
Vehicle Extension (s)	2.0	3.0		2.0	3.0	3.0		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	200	623		230	398	698		634	529	399	401	
v/s Ratio Prot	0.00	0.10		c0.02	c0.12	0.05		c0.08		0.17	c0.17	
v/s Ratio Perm	0.02			0.08		0.05			0.04			
v/c Ratio	0.09	0.55		0.37	0.58	0.22		0.25	0.12	0.69	0.69	
Uniform Delay, d1	32.9	37.6		28.1	35.1	16.5		24.1	23.1	34.6	34.6	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.1	1.0		0.4	2.0	0.2		0.9	0.5	4.9	5.1	
Delay (s)	32.9	38.6		28.5	37.1	16.6		25.1	23.6	39.5	39.8	
Level of Service	C	D		C	D	B		C	C	D	D	
Approach Delay (s)		38.3			25.4			24.2			39.6	
Approach LOS		D			C			C			D	
Intersection Summary												
HCM 2000 Control Delay			31.7			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.48									
Actuated Cycle Length (s)			100.0			Sum of lost time (s)				19.1		
Intersection Capacity Utilization			78.1%			ICU Level of Service				D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM 2010 TWSC
86: W Kincaid St

05/10/2019

Intersection												
Int Delay, s/veh	13.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑			↑	↑↑		↑		↑			↑
Traffic Vol, veh/h	0	873	54	181	533	7	110	0	112	0	0	8
Future Vol, veh/h	0	873	54	181	533	7	110	0	112	0	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	50	-	-	100	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	949	59	197	579	8	120	0	122	0	0	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	1008	0	0	1663	-	504	-	-	294
Stage 1	-	-	-	-	-	-	979	-	-	-	-	-
Stage 2	-	-	-	-	-	-	684	-	-	-	-	-
Critical Hdwy	-	-	-	5.34	-	-	6.99	-	7.14	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	-	-	-	-	-
Follow-up Hdwy	-	-	-	3.12	-	-	3.67	-	3.92	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	388	-	-	~81	0	439	0	0	702
Stage 1	0	-	-	-	-	-	211	0	-	0	0	-
Stage 2	0	-	-	-	-	-	393	0	-	0	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	388	-	-	~48	-	439	-	-	702
Mov Cap-2 Maneuver	-	-	-	-	-	-	~113	-	-	-	-	-
Stage 1	-	-	-	-	-	-	211	-	-	-	-	-
Stage 2	-	-	-	-	-	-	191	-	-	-	-	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			5.9			94.3			10.2		
HCM LOS							F			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	113	439	-	-	388	-	-	702
HCM Lane V/C Ratio	1.058	0.277	-	-	0.507	-	-	0.012
HCM Control Delay (s)	173.8	16.3	-	-	23.4	-	-	10.2
HCM Lane LOS	F	C	-	-	C	-	-	B
HCM 95th %tile Q(veh)	7.1	1.1	-	-	2.8	-	-	0

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 2010 TWSC
234: W Kincaid St

05/10/2019

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↗	
Traffic Vol, veh/h	910	7	23	620	13	17
Future Vol, veh/h	910	7	23	620	13	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	989	8	25	674	14	18
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	997	0	1380	499
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	387	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	690	-	135	517
Stage 1	-	-	-	-	319	-
Stage 2	-	-	-	-	656	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	690	-	130	517
Mov Cap-2 Maneuver	-	-	-	-	130	-
Stage 1	-	-	-	-	319	-
Stage 2	-	-	-	-	632	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	0.4	23.6			
HCM LOS			C			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	226	-	-	690	-	
HCM Lane V/C Ratio	0.144	-	-	0.036	-	
HCM Control Delay (s)	23.6	-	-	10.4	-	
HCM Lane LOS	C	-	-	B	-	
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-	

HCM 2010 Signalized Intersection Summary
 808: S 2nd St & W Kincaid St

05/10/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	147	27	104	90	46	36	257	125	69	223	33
Future Volume (veh/h)	45	147	27	104	90	46	36	257	125	69	223	33
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	0.99		0.99	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1810	1810	1900	1863	1863	1863	1845	1845	1900
Adj Flow Rate, veh/h	47	155	28	109	95	48	38	271	132	73	235	35
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	5	5	5	2	2	2	3	3	3
Cap, veh/h	510	484	87	470	349	177	501	714	600	469	600	89
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1255	1564	283	1153	1130	571	1091	1863	1564	963	1565	233
Grp Volume(v), veh/h	47	0	183	109	0	143	38	271	132	73	0	270
Grp Sat Flow(s),veh/h/ln	1255	0	1846	1153	0	1701	1091	1863	1564	963	0	1798
Q Serve(g_s), s	1.1	0.0	2.7	2.9	0.0	2.3	0.9	3.8	2.0	2.1	0.0	3.9
Cycle Q Clear(g_c), s	3.3	0.0	2.7	5.6	0.0	2.3	4.8	3.8	2.0	5.9	0.0	3.9
Prop In Lane	1.00		0.15	1.00		0.34	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	510	0	571	470	0	526	501	714	600	469	0	689
V/C Ratio(X)	0.09	0.00	0.32	0.23	0.00	0.27	0.08	0.38	0.22	0.16	0.00	0.39
Avail Cap(c_a), veh/h	1348	0	1805	1241	0	1663	1302	2081	1747	1176	0	2009
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.6	0.0	9.5	11.6	0.0	9.3	9.8	8.0	7.4	10.1	0.0	8.0
Incr Delay (d2), s/veh	0.1	0.0	0.3	0.2	0.0	0.3	0.1	0.3	0.2	0.2	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	1.4	0.9	0.0	1.1	0.3	1.9	0.9	0.6	0.0	1.9
LnGrp Delay(d),s/veh	10.7	0.0	9.8	11.9	0.0	9.6	9.8	8.3	7.6	10.2	0.0	8.4
LnGrp LOS	B		A	B		A	A	A	A	B		A
Approach Vol, veh/h		230			252			441			343	
Approach Delay, s/veh		10.0			10.6			8.2			8.8	
Approach LOS		A			B			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		19.2		16.6		19.2		16.6				
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		40.0		35.0		40.0		35.0				
Max Q Clear Time (g_c+I1), s		6.8		5.3		7.9		7.6				
Green Ext Time (p_c), s		4.7		2.6		4.7		2.6				
Intersection Summary												
HCM 2010 Ctrl Delay			9.2									
HCM 2010 LOS			A									

HCM 2010 Signalized Intersection Summary
 811: I-5 SB Off-Ramp & W Kincaid St

05/10/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↖	↑↑					↖	↗	
Traffic Volume (veh/h)	0	717	268	159	437	0	0	0	0	279	0	284
Future Volume (veh/h)	0	717	268	159	437	0	0	0	0	279	0	284
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1693	1693	1693	1693	0				1693	1693	1710
Adj Flow Rate, veh/h	0	763	285	169	465	0				297	0	0
Adj No. of Lanes	0	2	1	1	2	0				2	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	1	1	1	1	0				1	1	1
Cap, veh/h	0	1504	672	429	2099	0				481	253	0
Arrive On Green	0.00	0.47	0.47	0.09	0.65	0.00				0.15	0.00	0.00
Sat Flow, veh/h	0	3301	1438	1612	3301	0				3225	1693	0
Grp Volume(v), veh/h	0	763	285	169	465	0				297	0	0
Grp Sat Flow(s),veh/h/ln	0	1608	1438	1612	1608	0				1612	1693	0
Q Serve(g_s), s	0.0	8.4	6.6	2.4	3.0	0.0				4.4	0.0	0.0
Cycle Q Clear(g_c), s	0.0	8.4	6.6	2.4	3.0	0.0				4.4	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		0.00
Lane Grp Cap(c), veh/h	0	1504	672	429	2099	0				481	253	0
V/C Ratio(X)	0.00	0.51	0.42	0.39	0.22	0.00				0.62	0.00	0.00
Avail Cap(c_a), veh/h	0	3508	1568	929	5103	0				1918	1007	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	9.4	8.9	6.3	3.6	0.0				20.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.4	0.6	0.1	0.0				1.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr	0.0	3.7	2.7	1.1	1.3	0.0				2.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	9.6	9.3	6.9	3.6	0.0				21.4	0.0	0.0
LnGrp LOS		A	A	A	A					C		
Approach Vol, veh/h		1048			634						297	
Approach Delay, s/veh		9.6			4.5						21.4	
Approach LOS		A			A						C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	9.3	28.6		12.5		37.9						
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0						
Max Green Setting (Gmax), s	20.0	55.0		30.0		80.0						
Max Q Clear Time (g_c+I), s	14.4	10.4		6.4		5.0						
Green Ext Time (p_c), s	0.4	13.2		1.0		14.2						
Intersection Summary												
HCM 2010 Ctrl Delay				9.7								
HCM 2010 LOS				A								
Notes												

HCM 2010 Signalized Intersection Summary
811: I-5 SB Off-Ramp & W Kincaid St

05/10/2019

User approved volume balancing among the lanes for turning movement.

HCM 2010 Signalized Intersection Summary
 812: I-5 NB Off-Ramp & W Kincaid St/Broad St

05/10/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	391	605	0	0	371	385	225	0	119	0	0	0
Future Volume (veh/h)	391	605	0	0	371	385	225	0	119	0	0	0
Number	5	2	12	1	6	16	7	4	14			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1776	1776	0	0	1792	1900	1900	1667	1900			
Adj Flow Rate, veh/h	416	644	0	0	395	410	239	0	0			
Adj No. of Lanes	1	2	0	0	2	0	0	1	0			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	7	7	0	0	6	6	0	14	0			
Cap, veh/h	505	2078	0	0	579	515	316	0	0			
Arrive On Green	0.18	0.62	0.00	0.00	0.34	0.34	0.20	0.00	0.00			
Sat Flow, veh/h	1691	3463	0	0	1792	1515	1587	0	0			
Grp Volume(v), veh/h	416	644	0	0	395	410	239	0	0			
Grp Sat Flow(s),veh/h/ln	1691	1687	0	0	1703	1515	1587	0	0			
Q Serve(g_s), s	7.8	4.9	0.0	0.0	10.8	13.3	7.7	0.0	0.0			
Cycle Q Clear(g_c), s	7.8	4.9	0.0	0.0	10.8	13.3	7.7	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.00			
Lane Grp Cap(c), veh/h	505	2078	0	0	579	515	316	0	0			
V/C Ratio(X)	0.82	0.31	0.00	0.00	0.68	0.80	0.76	0.00	0.00			
Avail Cap(c_a), veh/h	537	2181	0	0	598	532	733	0	0			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	10.4	4.9	0.0	0.0	15.4	16.2	20.4	0.0	0.0			
Incr Delay (d2), s/veh	9.6	0.1	0.0	0.0	3.5	8.6	4.4	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.8	2.3	0.0	0.0	5.6	6.7	3.7	0.0	0.0			
LnGrp Delay(d),s/veh	20.0	5.1	0.0	0.0	18.8	24.7	24.8	0.0	0.0			
LnGrp LOS	C	A			B	C	C					
Approach Vol, veh/h		1060			805			239				
Approach Delay, s/veh		10.9			21.8			24.8				
Approach LOS		B			C			C				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		38.3		15.8	14.9	23.4						
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0						
Max Green Setting (Gmax), s		35.0		25.0	11.0	19.0						
Max Q Clear Time (g_c+I1), s		6.9		9.7	9.8	15.3						
Green Ext Time (p_c), s		16.1		1.4	0.2	3.1						
Intersection Summary												
HCM 2010 Ctrl Delay				16.7								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary
 1056: S 3rd St & W Montgomery St

05/10/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕		↕		↑	↕	↕	↑	
Traffic Volume (veh/h)	65	16	32	24	0	17	0	420	12	8	428	0
Future Volume (veh/h)	65	16	32	24	0	17	0	420	12	8	428	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1827	1900	1583	0	1583	0	1863	1863	1863	1863	0
Adj Flow Rate, veh/h	72	18	36	27	0	19	0	467	13	9	476	0
Adj No. of Lanes	0	1	0	1	0	1	0	1	1	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	4	4	4	20	0	20	0	2	2	2	2	0
Cap, veh/h	134	33	67	0	0	0	0	1327	1128	672	1327	0
Arrive On Green	0.14	0.14	0.14	0.00	0.00	0.00	0.00	0.71	0.71	0.71	0.71	0.00
Sat Flow, veh/h	945	236	473		0		0	1863	1583	911	1863	0
Grp Volume(v), veh/h	126	0	0		0.0		0	467	13	9	476	0
Grp Sat Flow(s),veh/h/ln	1654	0	0				0	1863	1583	911	1863	0
Q Serve(g_s), s	4.6	0.0	0.0				0.0	6.3	0.2	0.2	6.4	0.0
Cycle Q Clear(g_c), s	4.6	0.0	0.0				0.0	6.3	0.2	6.5	6.4	0.0
Prop In Lane	0.57		0.29				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	234	0	0				0	1327	1128	672	1327	0
V/C Ratio(X)	0.54	0.00	0.00				0.00	0.35	0.01	0.01	0.36	0.00
Avail Cap(c_a), veh/h	585	0	0				0	1327	1128	672	1327	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.00	0.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	25.9	0.0	0.0				0.0	3.6	2.7	4.8	3.6	0.0
Incr Delay (d2), s/veh	1.7	0.0	0.0				0.0	0.7	0.0	0.0	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.0				0.0	3.4	0.1	0.1	3.5	0.0
LnGrp Delay(d),s/veh	27.6	0.0	0.0				0.0	4.3	2.7	4.9	4.4	0.0
LnGrp LOS	C							A	A	A	A	
Approach Vol, veh/h		126						480			485	
Approach Delay, s/veh		27.6						4.3			4.4	
Approach LOS		C						A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		51.3		13.7		51.3						
Change Period (Y+Rc), s		5.0		4.5		5.0						
Max Green Setting (Gmax), s		21.0		23.0		21.0						
Max Q Clear Time (g_c+I1), s		8.3		6.6		8.5						
Green Ext Time (p_c), s		5.8		0.6		5.7						
Intersection Summary												
HCM 2010 Ctrl Delay				7.0								
HCM 2010 LOS				A								

HCM 2010 TWSC
1058: Blodgett Rd & Broad St

05/10/2019

Intersection						
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑	↑	
Traffic Vol, veh/h	682	42	2	726	30	5
Future Vol, veh/h	682	42	2	726	30	5
Conflicting Peds, #/hr	0	1	1	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	741	46	2	789	33	5

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	788	0	1535
Stage 1	-	-	-	-	742
Stage 2	-	-	-	-	793
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	840	-	129
Stage 1	-	-	-	-	474
Stage 2	-	-	-	-	449
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	839	-	128
Mov Cap-2 Maneuver	-	-	-	-	128
Stage 1	-	-	-	-	474
Stage 2	-	-	-	-	447

Approach	EB	WB	NB
HCM Control Delay, s	0	0	39.4
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	142	-	-	839	-
HCM Lane V/C Ratio	0.268	-	-	0.003	-
HCM Control Delay (s)	39.4	-	-	9.3	0
HCM Lane LOS	E	-	-	A	A
HCM 95th %tile Q(veh)	1	-	-	0	-

HCM 2010 TWSC
1105: W Kincaid St & Skagit Station Lot

05/10/2019

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	927	633	18	0	10
Future Vol, veh/h	0	927	633	18	0	10
Conflicting Peds, #/hr	9	0	0	9	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	1	1	3	3	0	0
Mvmt Flow	0	1019	696	20	0	11
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	725	0	-	0	1226	368
Stage 1	-	-	-	-	715	-
Stage 2	-	-	-	-	511	-
Critical Hdwy	4.12	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.21	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	880	-	-	-	174	635
Stage 1	-	-	-	-	451	-
Stage 2	-	-	-	-	573	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	873	-	-	-	172	630
Mov Cap-2 Maneuver	-	-	-	-	306	-
Stage 1	-	-	-	-	448	-
Stage 2	-	-	-	-	569	-
Approach	EB	WB	SB			
HCM Control Delay, s	0	0	10.8			
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	873	-	-	-	630	
HCM Lane V/C Ratio	-	-	-	-	0.017	
HCM Control Delay (s)	0	-	-	-	10.8	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

HCM Signalized Intersection Capacity Analysis
810: S 3rd St & W Kincaid St

05/10/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	313	11	89	213	331	9	137	190	414	94	18
Future Volume (vph)	17	313	11	89	213	331	9	137	190	414	94	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.6		4.5	4.6	5.0		5.0	5.0	5.0	5.0	
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00		1.00	1.00	0.95	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98		1.00	0.98	1.00	0.99	
Flpb, ped/bikes	0.99	1.00		0.99	1.00	1.00		1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85		1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00		1.00	1.00	0.95	0.97	
Satd. Flow (prot)	1769	3546		1736	1845	1531		1894	1580	1665	1672	
Flt Permitted	0.52	1.00		0.32	1.00	1.00		1.00	1.00	0.95	0.97	
Satd. Flow (perm)	975	3546		580	1845	1531		1894	1580	1665	1672	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	18	340	12	97	232	360	10	149	207	450	102	20
RTOR Reduction (vph)	0	2	0	0	0	193	0	0	124	0	3	0
Lane Group Flow (vph)	18	350	0	97	232	167	0	159	83	283	286	0
Confl. Peds. (#/hr)	15		34	34		15	48		8	8		48
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	0%	0%	0%	3%	3%	3%
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	Split	NA	Perm	Split	NA	
Protected Phases	5	2		1	6	8	4	4		8	8	
Permitted Phases	2			6		6			4			
Actuated Green, G (s)	19.6	17.8		28.2	22.1	46.5		32.6	32.6	24.4	24.4	
Effective Green, g (s)	19.6	17.8		28.2	22.1	46.5		32.6	32.6	24.4	24.4	
Actuated g/C Ratio	0.20	0.18		0.28	0.22	0.46		0.33	0.33	0.24	0.24	
Clearance Time (s)	4.5	4.6		4.5	4.6	5.0		5.0	5.0	5.0	5.0	
Vehicle Extension (s)	2.0	3.0		2.0	3.0	3.0		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	205	631		234	407	711		617	515	406	407	
v/s Ratio Prot	0.00	0.10		c0.03	c0.13	0.06		c0.08		0.17	c0.17	
v/s Ratio Perm	0.02			0.09		0.05			0.05			
v/c Ratio	0.09	0.55		0.41	0.57	0.24		0.26	0.16	0.70	0.70	
Uniform Delay, d1	32.7	37.5		27.8	34.7	16.1		24.8	24.0	34.4	34.5	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.1	1.1		0.4	1.9	0.2		1.0	0.7	5.2	5.4	
Delay (s)	32.8	38.5		28.2	36.6	16.2		25.8	24.6	39.6	39.9	
Level of Service	C	D		C	D	B		C	C	D	D	
Approach Delay (s)		38.3			24.8			25.1			39.8	
Approach LOS		D			C			C			D	
Intersection Summary												
HCM 2000 Control Delay			31.6				HCM 2000 Level of Service		C			
HCM 2000 Volume to Capacity ratio			0.49									
Actuated Cycle Length (s)			100.0				Sum of lost time (s)		19.1			
Intersection Capacity Utilization			78.9%				ICU Level of Service		D			
Analysis Period (min)			15									

c Critical Lane Group

HCM 2010 TWSC
86: W Kincaid St

05/10/2019

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑				↑↑				↑			↑
Traffic Vol, veh/h	0	870	235	0	770	7	0	0	222	0	0	8
Future Vol, veh/h	0	870	235	0	770	7	0	0	222	0	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	946	255	0	837	8	0	0	241	0	0	9
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	601	-	-	423
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.14	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.92	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	380	0	0	579
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	380	-	-	579
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			29.6			11.3		
HCM LOS							D			B		
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1						
Capacity (veh/h)	380	-	-	-	-	579						
HCM Lane V/C Ratio	0.635	-	-	-	-	0.015						
HCM Control Delay (s)	29.6	-	-	-	-	11.3						
HCM Lane LOS	D	-	-	-	-	B						
HCM 95th %tile Q(veh)	4.2	-	-	-	-	0						

HCM 2010 TWSC
234: W Kincaid St

05/10/2019

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	1075	30	0	772	0	30
Future Vol, veh/h	1075	30	0	772	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1168	33	0	839	0	33
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	601
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	443
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	443
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	0	13.8			
HCM LOS				B		
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT		
Capacity (veh/h)	443	-	-	-		
HCM Lane V/C Ratio	0.074	-	-	-		
HCM Control Delay (s)	13.8	-	-	-		
HCM Lane LOS	B	-	-	-		
HCM 95th %tile Q(veh)	0.2	-	-	-		

HCM 2010 Signalized Intersection Summary
 808: S 2nd St & W Kincaid St

05/10/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	147	27	103	90	47	36	257	125	70	223	33
Future Volume (veh/h)	45	147	27	103	90	47	36	257	125	70	223	33
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	0.99		0.99	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1810	1810	1900	1863	1863	1863	1845	1845	1900
Adj Flow Rate, veh/h	47	155	28	108	95	49	38	271	132	74	235	35
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	5	5	5	2	2	2	3	3	3
Cap, veh/h	508	483	87	470	346	179	501	715	600	470	600	89
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1253	1564	282	1153	1121	578	1091	1863	1564	963	1565	233
Grp Volume(v), veh/h	47	0	183	108	0	144	38	271	132	74	0	270
Grp Sat Flow(s),veh/h/ln	1253	0	1846	1153	0	1700	1091	1863	1564	963	0	1798
Q Serve(g_s), s	1.1	0.0	2.7	2.8	0.0	2.3	0.9	3.8	2.0	2.1	0.0	3.9
Cycle Q Clear(g_c), s	3.3	0.0	2.7	5.6	0.0	2.3	4.8	3.8	2.0	5.9	0.0	3.9
Prop In Lane	1.00		0.15	1.00		0.34	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	508	0	570	470	0	525	501	715	600	470	0	690
V/C Ratio(X)	0.09	0.00	0.32	0.23	0.00	0.27	0.08	0.38	0.22	0.16	0.00	0.39
Avail Cap(c_a), veh/h	1347	0	1806	1242	0	1663	1303	2083	1748	1177	0	2010
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.6	0.0	9.5	11.6	0.0	9.3	9.7	7.9	7.4	10.1	0.0	8.0
Incr Delay (d2), s/veh	0.1	0.0	0.3	0.2	0.0	0.3	0.1	0.3	0.2	0.2	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	1.4	0.9	0.0	1.1	0.3	1.9	0.9	0.6	0.0	1.9
LnGrp Delay(d),s/veh	10.7	0.0	9.8	11.9	0.0	9.6	9.8	8.3	7.6	10.2	0.0	8.4
LnGrp LOS	B		A	B		A	A	A	A	B		A
Approach Vol, veh/h		230			252			441			344	
Approach Delay, s/veh		10.0			10.6			8.2			8.8	
Approach LOS		A			B			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		19.2		16.5		19.2		16.5				
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		40.0		35.0		40.0		35.0				
Max Q Clear Time (g_c+I1), s		6.8		5.3		7.9		7.6				
Green Ext Time (p_c), s		4.7		2.6		4.7		2.6				
Intersection Summary												
HCM 2010 Ctrl Delay			9.2									
HCM 2010 LOS			A									

HCM 2010 Signalized Intersection Summary
 811: I-5 SB Off-Ramp & W Kincaid St

05/10/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↖	↑↑					↖	↗	
Traffic Volume (veh/h)	0	819	273	159	500	0	0	0	0	279	0	277
Future Volume (veh/h)	0	819	273	159	500	0	0	0	0	279	0	277
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1693	1693	1693	1693	0				1693	1693	1710
Adj Flow Rate, veh/h	0	871	290	169	532	0				297	0	0
Adj No. of Lanes	0	2	1	1	2	0				2	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	1	1	1	1	0				1	1	1
Cap, veh/h	0	1621	725	401	2172	0				465	244	0
Arrive On Green	0.00	0.50	0.50	0.08	0.68	0.00				0.14	0.00	0.00
Sat Flow, veh/h	0	3301	1438	1612	3301	0				3225	1693	0
Grp Volume(v), veh/h	0	871	290	169	532	0				297	0	0
Grp Sat Flow(s),veh/h/ln	0	1608	1438	1612	1608	0				1612	1693	0
Q Serve(g_s), s	0.0	10.2	6.9	2.5	3.6	0.0				4.8	0.0	0.0
Cycle Q Clear(g_c), s	0.0	10.2	6.9	2.5	3.6	0.0				4.8	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		0.00
Lane Grp Cap(c), veh/h	0	1621	725	401	2172	0				465	244	0
V/C Ratio(X)	0.00	0.54	0.40	0.42	0.24	0.00				0.64	0.00	0.00
Avail Cap(c_a), veh/h	0	3195	1428	852	4647	0				1747	917	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	9.3	8.5	6.6	3.5	0.0				22.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.4	0.7	0.1	0.0				1.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr0.0	4.5	2.8	1.1	1.6	0.0					2.2	0.0	0.0
LnGrp Delay(d),s/veh	0.0	9.6	8.9	7.3	3.6	0.0				23.8	0.0	0.0
LnGrp LOS		A	A	A	A					C		
Approach Vol, veh/h		1161			701						297	
Approach Delay, s/veh		9.4			4.5						23.8	
Approach LOS		A			A						C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	9.5	32.9		13.0		42.4						
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0						
Max Green Setting (Gmax)	20.0	55.0		30.0		80.0						
Max Q Clear Time (g_c+14.5)	14.5	12.2		6.8		5.6						
Green Ext Time (p_c), s	0.4	15.7		1.0		17.6						
Intersection Summary												
HCM 2010 Ctrl Delay				9.8								
HCM 2010 LOS				A								
Notes												

HCM 2010 Signalized Intersection Summary
811: I-5 SB Off-Ramp & W Kincaid St

05/10/2019

User approved volume balancing among the lanes for turning movement.

HCM 2010 Signalized Intersection Summary
 812: I-5 NB Off-Ramp & W Kincaid St/Broad St

05/10/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	404	694	0	0	436	385	223	0	119	0	0	0
Future Volume (veh/h)	404	694	0	0	436	385	223	0	119	0	0	0
Number	5	2	12	1	6	16	7	4	14			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1776	1776	0	0	1792	1900	1900	1667	1900			
Adj Flow Rate, veh/h	430	738	0	0	464	410	237	0	0			
Adj No. of Lanes	1	2	0	0	2	0	0	1	0			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	7	7	0	0	6	6	0	14	0			
Cap, veh/h	506	2090	0	0	581	513	314	0	0			
Arrive On Green	0.19	0.62	0.00	0.00	0.34	0.34	0.20	0.00	0.00			
Sat Flow, veh/h	1691	3463	0	0	1800	1509	1587	0	0			
Grp Volume(v), veh/h	430	738	0	0	462	412	237	0	0			
Grp Sat Flow(s),veh/h/ln	1691	1687	0	0	1703	1516	1587	0	0			
Q Serve(g_s), s	8.1	5.8	0.0	0.0	13.4	13.4	7.7	0.0	0.0			
Cycle Q Clear(g_c), s	8.1	5.8	0.0	0.0	13.4	13.4	7.7	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.00			
Lane Grp Cap(c), veh/h	506	2090	0	0	579	515	314	0	0			
V/C Ratio(X)	0.85	0.35	0.00	0.00	0.80	0.80	0.76	0.00	0.00			
Avail Cap(c_a), veh/h	529	2163	0	0	593	527	727	0	0			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	10.5	5.1	0.0	0.0	16.3	16.3	20.7	0.0	0.0			
Incr Delay (d2), s/veh	12.1	0.1	0.0	0.0	7.9	8.8	4.5	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.4	2.7	0.0	0.0	7.6	6.9	3.7	0.0	0.0			
LnGrp Delay(d),s/veh	22.6	5.2	0.0	0.0	24.2	25.2	25.1	0.0	0.0			
LnGrp LOS	C	A			C	C	C					
Approach Vol, veh/h		1168			874			237				
Approach Delay, s/veh		11.6			24.6			25.1				
Approach LOS		B			C			C				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		38.8		15.8	15.3	23.6						
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0						
Max Green Setting (Gmax), s		35.0		25.0	11.0	19.0						
Max Q Clear Time (g_c+I1), s		7.8		9.7	10.1	15.4						
Green Ext Time (p_c), s		17.5		1.4	0.2	3.1						
Intersection Summary												
HCM 2010 Ctrl Delay				18.0								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary
 1056: S 3rd St & W Montgomery St

05/10/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↖		↗		↑	↗	↖	↑	
Traffic Volume (veh/h)	65	16	33	24	0	17	0	418	12	8	429	0
Future Volume (veh/h)	65	16	33	24	0	17	0	418	12	8	429	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1827	1900	1583	0	1583	0	1863	1863	1863	1863	0
Adj Flow Rate, veh/h	72	18	37	27	0	19	0	464	13	9	477	0
Adj No. of Lanes	0	1	0	1	0	1	0	1	1	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	4	4	4	20	0	20	0	2	2	2	2	0
Cap, veh/h	133	33	69	0	0	0	0	1325	1126	673	1325	0
Arrive On Green	0.14	0.14	0.14	0.00	0.00	0.00	0.00	0.71	0.71	0.71	0.71	0.00
Sat Flow, veh/h	937	234	481		0		0	1863	1583	914	1863	0
Grp Volume(v), veh/h	127	0	0		0.0		0	464	13	9	477	0
Grp Sat Flow(s),veh/h/ln	1652	0	0				0	1863	1583	914	1863	0
Q Serve(g_s), s	4.6	0.0	0.0				0.0	6.2	0.2	0.2	6.5	0.0
Cycle Q Clear(g_c), s	4.6	0.0	0.0				0.0	6.2	0.2	6.5	6.5	0.0
Prop In Lane	0.57		0.29				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	235	0	0				0	1325	1126	673	1325	0
V/C Ratio(X)	0.54	0.00	0.00				0.00	0.35	0.01	0.01	0.36	0.00
Avail Cap(c_a), veh/h	585	0	0				0	1325	1126	673	1325	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.00	0.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	25.9	0.0	0.0				0.0	3.6	2.7	4.8	3.6	0.0
Incr Delay (d2), s/veh	1.7	0.0	0.0				0.0	0.7	0.0	0.0	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.0				0.0	3.4	0.1	0.1	3.5	0.0
LnGrp Delay(d),s/veh	27.6	0.0	0.0				0.0	4.3	2.7	4.9	4.4	0.0
LnGrp LOS	C							A	A	A	A	
Approach Vol, veh/h		127						477			486	
Approach Delay, s/veh		27.6						4.3			4.4	
Approach LOS		C						A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		51.2		13.8		51.2						
Change Period (Y+Rc), s		5.0		4.5		5.0						
Max Green Setting (Gmax), s		21.0		23.0		21.0						
Max Q Clear Time (g_c+I1), s		8.2		6.6		8.5						
Green Ext Time (p_c), s		5.8		0.6		5.7						
Intersection Summary												
HCM 2010 Ctrl Delay				7.1								
HCM 2010 LOS				A								

HCM 2010 TWSC
1058: Blodgett Rd & Broad St

05/10/2019

Intersection						
Int Delay, s/veh	1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑	↑	
Traffic Vol, veh/h	766	47	2	793	28	5
Future Vol, veh/h	766	47	2	793	28	5
Conflicting Peds, #/hr	0	1	1	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	833	51	2	862	30	5

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	885	0	1700
Stage 1	-	-	-	-	834
Stage 2	-	-	-	-	866
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	773	-	102
Stage 1	-	-	-	-	430
Stage 2	-	-	-	-	415
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	772	-	101
Mov Cap-2 Maneuver	-	-	-	-	101
Stage 1	-	-	-	-	430
Stage 2	-	-	-	-	413

Approach	EB	WB	NB
HCM Control Delay, s	0	0	50.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	114	-	-	772	-
HCM Lane V/C Ratio	0.315	-	-	0.003	-
HCM Control Delay (s)	50.5	-	-	9.7	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	1.2	-	-	0	-

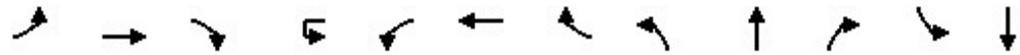
HCM 2010 TWSC
1105: W Kincaid St & Skagit Station Lot

05/10/2019

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1105	762	18	0	10
Future Vol, veh/h	0	1105	762	18	0	10
Conflicting Peds, #/hr	9	0	0	9	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	1	1	3	3	0	0
Mvmt Flow	0	1214	837	20	0	11
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	866	0	-	0	1464	439
Stage 1	-	-	-	-	856	-
Stage 2	-	-	-	-	608	-
Critical Hdwy	4.12	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.21	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	780	-	-	-	121	571
Stage 1	-	-	-	-	382	-
Stage 2	-	-	-	-	512	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	774	-	-	-	119	566
Mov Cap-2 Maneuver	-	-	-	-	251	-
Stage 1	-	-	-	-	379	-
Stage 2	-	-	-	-	508	-
Approach	EB	WB	SB			
HCM Control Delay, s	0	0	11.5			
HCM LOS						B
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	774	-	-	-	566	
HCM Lane V/C Ratio	-	-	-	-	0.019	
HCM Control Delay (s)	0	-	-	-	11.5	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

HCM Signalized Intersection Capacity Analysis
810: S 3rd St & W Kincaid St

05/10/2019



Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	17	313	11	168	78	213	313	9	137	202	422	101
Future Volume (vph)	17	313	11	168	78	213	313	9	137	202	422	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.6			4.5	4.6	5.0		5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	0.95			1.00	1.00	1.00		1.00	1.00	0.95	0.95
Frbp, ped/bikes	1.00	1.00			1.00	1.00	0.97		1.00	0.98	1.00	0.99
Flpb, ped/bikes	0.99	1.00			0.99	1.00	1.00		1.00	1.00	1.00	1.00
Frt	1.00	0.99			1.00	1.00	0.85		1.00	0.85	1.00	0.99
Flt Protected	0.95	1.00			0.95	1.00	1.00		1.00	1.00	0.95	0.97
Satd. Flow (prot)	1764	3546			1747	1845	1526		1894	1580	1665	1674
Flt Permitted	0.61	1.00			0.32	1.00	1.00		1.00	1.00	0.95	0.97
Satd. Flow (perm)	1140	3546			595	1845	1526		1894	1580	1665	1674
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	18	340	12	183	85	232	340	10	149	220	459	110
RTOR Reduction (vph)	0	2	0	0	0	0	158	0	0	90	0	2
Lane Group Flow (vph)	18	350	0	0	268	232	182	0	159	130	294	293
Confl. Peds. (#/hr)	15		34		34		15	48		8	8	
Heavy Vehicles (%)	1%	1%	1%	2%	3%	3%	3%	0%	0%	0%	3%	3%
Turn Type	pm+pt	NA		custom	pm+pt	NA	pm+ov	Split	NA	Perm	Split	NA
Protected Phases	5	2			1	6	8	4	4		8	8
Permitted Phases	2			1	6		6			4		
Actuated Green, G (s)	20.3	18.5			35.2	28.9	53.6		25.5	25.5	24.7	24.7
Effective Green, g (s)	20.3	18.5			35.2	28.9	53.6		25.5	25.5	24.7	24.7
Actuated g/C Ratio	0.20	0.18			0.35	0.29	0.54		0.26	0.26	0.25	0.25
Clearance Time (s)	4.5	4.6			4.5	4.6	5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)	2.0	3.0			2.0	3.0	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	242	656			349	533	817		482	402	411	413
v/s Ratio Prot	0.00	0.10			c0.09	0.13	0.06		c0.08		c0.18	0.17
v/s Ratio Perm	0.01				c0.18		0.06			0.08		
v/c Ratio	0.07	0.53			0.77	0.44	0.22		0.33	0.32	0.72	0.71
Uniform Delay, d1	32.1	36.8			25.4	28.9	12.2		30.3	30.2	34.4	34.4
Progression Factor	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.0	0.8			8.8	0.6	0.1		1.8	2.1	5.8	5.5
Delay (s)	32.1	37.7			34.2	29.5	12.4		32.1	32.4	40.3	39.9
Level of Service	C	D			C	C	B		C	C	D	D
Approach Delay (s)		37.4				24.1			32.3			40.1
Approach LOS		D				C			C			D

Intersection Summary			
HCM 2000 Control Delay	32.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	19.1
Intersection Capacity Utilization	87.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 810: S 3rd St & W Kincaid St

05/10/2019



Movement	SBR
Lane Configurations	
Traffic Volume (vph)	18
Future Volume (vph)	18
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frbp, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.92
Adj. Flow (vph)	20
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	48
Heavy Vehicles (%)	3%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	



City of
**MOUNT
VERNON**

CAPITAL IMPROVEMENTS PLAN

2019 to 2024



City of
**MOUNT
VERNON**

CAPITAL IMPROVEMENTS PLAN

2019- 2024

Presented - August 2018

**CITY OF MOUNT VERNON
CAPITAL IMPROVEMENTS PLAN
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City of
**MOUNT
VERNON**

INTRODUCTION



We provide professional, efficient services to create a lifetime positive difference for our community.

Mayor's Message

July 2018

This document is the annual updated version of the City of Mount Vernon's six-year Capital Improvements Plan (CIP). The CIP outlines major projects in applicable City Departments over the years 2019 through 2024. The CIP document is crucial in long range planning and in the annual budget process. There are visionary projects and basic infrastructure items included-- **most without funding sources**. Additionally, when the City applies for grants it is often times a requirement that the project is included in our CIP document.

The scope of the projects outlined reflects the City's vision statement, mission statement and strategic goals. This Plan will map a future for our City that will provide a stronger tax base, improve infrastructure, basic services, and enhance quality of life for our residents and business community.

The CIP shows a substantial investment in capital expenditures by the City, totaling \$174,341,582. It is important to note that our CIP includes projects that are **funded and unfunded**. Projects that are *funded* represent those projects that have revenue sources identified which could include grant funding that is already secured, while *unfunded* projects

reflect those capital projects that the City would like to accomplish but do not have all revenue sources in place to fund the project.

A total of 9 projects from last year's CIP were finished and/or removed from this CIP. In addition to capital projects that are carried over from last year, this year's CIP includes the addition of 8 new projects. There is 1 new project in Parks, 1 in the Police Department, 5 in Transportation, and 1 in Surface Water.

As a result of the Growth Management Act (GMA) passed in 1992, cities are required to do capital improvement planning, which becomes part of the overall comprehensive planning process. This plan is presented to the Planning Commission and City Council to provide an overview and explanation of the major capital programs the City contemplates undertaking over the next six years. The CIP document is separate yet interrelated to the City's annual budget process, whereby the City will evaluate available funding sources and make specific decisions as to how projects will be funded in conjunction with balancing and maintaining the City's operational budgets.

I encourage you to review our CIP document and should you have questions or comments, you can contact me at 360-336-6211, or by e-mail at mvmayor@mountvernonwa.gov

Sincerely,



Jill Boudreau
Mayor



City of
**MOUNT
VERNON**

CIP REVENUE AND FUNDING SOURCES

**City of Mount Vernon
2019-2024 Capital Improvements Plan
Revenue/Funding Sources and Alternatives**

Governmental Funds

I. Existing Funding Sources

<u>Description</u>	<u>Advantages</u>	<u>Disadvantages</u>	<u>Applicability</u>
Financing from current revenues – taxes, user fees, service charges, impact fees, etc.	Saves interest costs, protects debt capacity, eliminates borrowing costs	Excess uncommitted cash required, may take away funds needed for operations	Due to limited funds availability, most applicable for smaller projects

Unrestricted Revenue - Revenues sources that may be expended for any governmental purpose.

1. Taxes - Tax assessments levied to support operations of the governmental unit.
 - a) Property Taxes - Ad valorem taxes levied on the assessed valuation of real and personal property. Property tax levies may be increased the lesser of 1% or the annual rate of inflation. However, voters may approve a larger levy. The City's levy rate may not exceed \$3.60 per \$1,000 of assessed valuation.
 - b) Local Sales Tax - Taxes imposed on the retail sales of goods and services, with a few exceptions (e.g. food). The City has elected to impose the maximum available to cities, 1.0% (one cent). The second half-cent is subject to referendum. Counties receive 15% of a City's sales tax revenues if they impose an equal sales tax rate. The state also charges a 1% administrative fee.
 - c) Criminal Justice Sales Tax – The county and cities impose a .1% sales tax on the retail sales of good and services, with a few exceptions (e.g. food). The state collects the tax for the entire county and distributes to local jurisdictions on a per capita basis.
 - d) Utility Taxes - Taxes imposed on privately and public owned utility customers. The City has established 6% as the rate on privately owned utilities, the maximum allowed under state statutes. The rate for City-operated utilities (garbage, sewer, and drainage) is not limited, however the City has set a rate of 7%.
2. Licenses and Permits -
 - a. License fees are designed to cover the cost of administration, inspection, and continuing services in connection with regulation. The City annually licenses businesses for a fee of \$50. Dog and cat are licenses are issued for the life of the animal for a fee of \$50 for unspayed/unneutered animals and no fee licenses are issued for the life of any spayed/neutered dog or cat.
 - b. Permits are issued to aid in various regulatory areas including:
 - Building Permits
 - Fire Permits
 - Sewer Permits
 - Fire Plan Review Permits
3. Fines and Forfeits - This category includes municipal court fines and forfeits, false alarm penalties, library overdue and lost book fines, recreation fees and special event fees/charges.
4. Miscellaneous Revenue - This includes interest earnings on investments, private contributions and donations, timber sales, sale of surplus assets, etc.

Restricted Revenue - Revenues that may only be utilized for specifically authorized purposes or to support actual services rendered.

1. Taxes - Locally levied taxes that may only be utilized for authorized purposes.
 - a. Gambling Taxes - Taxes imposed on legal gambling activities, i.e.; bingo, pull-tabs, etc. The maximum rate allowed by state law for bingo is 10% of gross receipts, less the amount paid in prizes; however the City has adopted a rate of 5%. For pull-tabs the maximum allowable tax rate is 5% of gross receipts while the City has adopted a rate of 4%. Revenues must be utilized to support law enforcement monitoring of gambling activities.

City of Mount Vernon
2019-2024 Capital Improvements Plan
Revenue/Funding Sources and Alternatives

- b. Hotel/Motel Taxes - A portion of the sales tax imposed on the costs of lodging at hotels, motels and similar establishments. The City has elected to impose the maximum rate of 4% which is credited against the state's 6.5% sales tax rate and does not result in any tax increase. Proceeds from this tax are restricted for tourism promotion; construction of stadiums, convention centers or performing art facilities; and other special purposes specifically authorized by state statute. (RCW 67).
- c. Real Estate Excise Taxes (REET) - Taxes levied on all sales of real estate. The first quarter percent tax, or REET I, is dedicated to capital projects listed in the capital facilities plan element of the City comprehensive plan. The second quarter percent tax, or REET II, is dedicated to street improvements. (RCW 82)
- d. Transportation Benefit District Taxes - .2% of all taxable retail sales with the Mount Vernon Transportation Benefit District, for a period of not more than ten years, will be strictly designated to include operation, preservation, improvements, repair and maintenance of the City's transportation infrastructure including transportation demand management. (RCW36.73.015).
2. Intergovernmental Revenues - Consists of state shared revenues, state entitlements, and governmental grants.
- a. State Shared Revenues - Taxes levied by the state and distributed in proportion of amounts collected in each local jurisdiction.
- b. State Entitlements - Distributed to local governments based on a distribution formula – either “per capita” or according to some eligibility criteria.
- i. Motor Vehicle Fuel Tax - City Street - State-distributed taxes on motor vehicle fuels to be used for street maintenance purposes. Distribution is based on population. (RCW 35,RCW 46)
- ii. Motor Vehicle Fuel Tax - Arterial Street - State distributed taxes on motor vehicle fuels to be used for construction, improvement of City arterial streets and related debt service.
- iii. Criminal Justice Assistance Program - State law provides for the State Treasurer to distribute a portion of the Motor Vehicle Fuel Tax to eligible cities and counties. This distribution is to be expended exclusively for criminal justice purposes.
- c. Fire Insurance Premium Tax - By statute 25 percent of the moneys received from the tax on fire insurance premiums is remitted annually to each eligible city, town, and fire protection district for credit to its firemen's pension fund. The amount remitted is determined by the proportion that the number of paid firemen of a participating city, town or fire protection district bears to the total of participating firemen statewide. This program is limited to the pension benefit of firemen employed prior to March 1, 1970 when the Washington Law Enforcement Officers' and Fire Fighters' Retirement System (LEOFF) was established.
- d. Liquor Excise Tax - A percentage of taxes received from the retail sale of liquor is distributed to counties (20%) and cities and towns (80%) on a “per capita” basis. Recipients are required to contribute at least two percent of these funds to support alcoholism and other drug addiction programs. The City currently contributes seven percent. (RCW 70)
- e. Liquor Control Board Receipts (Excess Profits) - All license fees, permit fees, penalties, forfeitures, and all other moneys, income, or revenue received by the Liquor Control Board are deposited in the Liquor Revolving Account in the State Treasury. These funds are distributed quarterly to counties (10%) and cities and towns (40%) on a “per capita” basis. Recipients are required to contribute at least two percent of these funds to support alcoholism and other drug addiction programs. The City currently contributes seven percent. (RCW 66, RCW 70).
3. Grants - Funding is received from state and federal governments to assist in the construction of major capital improvements. The following is a list of typical grants received by the City.
- | | | |
|--------------------------------|----------------|------------|
| • WSDOT | • WA DOE | • TIB |
| • Skagit County Economic Dev | • STP Regional | • DHS FEMA |
| • WA Traffic Safety Commission | • SAFETEA-LU | |
| • Recreation & Cons. Funding | • HUD CDBG | |
4. Other Governmental Contributions - Funds received from other governmental units to support specific services provided by the City.

**City of Mount Vernon
2019-2024 Capital Improvements Plan
Revenue/Funding Sources and Alternatives**

- Fire Protection Services
 - Library Services
5. Charges for Services - Fees and charges for professional, utility and other services rendered.
- Sale of Maps
 - Civil Service Applications
 - Dispatch Charges
 - Land Use Planning Fees
 - Impact Fee Administration Fee
 - Utility Administrative Overhead Charges
6. Impact Fees - Fees charged to property developers to mitigate the impact of development on City infrastructure. The income from these fees must be expended within 6 years and can only be used to construct capital projects identified in the City's Capital Improvement Plan. Currently the City collects impact fees for the following purposes:
- Transportation
 - Parks
 - Fire
7. Miscellaneous Revenue
- a. Capital Reserve Funds - The City has created several Special Revenue Funds to accumulate funds from a variety of sources and are designated for specific purposes. The following funds are included in this category:
- Paths and Trails Reserve
 - Parks Capital Reserve
 - Little Mountain Park Improvement Reserve
- b. Donations - Funds are received from private sources to support specific projects or purpose.

II. Borrowed Funds (Indebtedness)

Long Term Debt - Indebtedness obligations that exceed five years.

1. Bonds
- a. General Obligation Bonds

I. Voter Approved - Special Levy:

Description	Advantages	Disadvantages	Applicability
Long-term debt, backed by the full-faith and credit of the City. Low Interest rates	Non-revenue generating projects can be financed. Spreads burden of financing capital improvements among all property owners. Does not require use of existing revenues	Requires voter approval. Subject to legal debt limitations. Increases property tax levy.	Large, costly projects with long life.

II. Non-Voter Approved (Councilmanic) - General Levy - City can levy up to .75% of total assessed valuation.

b. Councilmanic Bonds:

Description	Advantages	Disadvantages	Applicability
A means by which the City may sell bonds to finance public improvements	Indebtedness may be incurred without voter approval.	Affects indebtedness limitations. Debt service expenses must be paid from existing revenue sources	Small To medium size capital assets/ public facility projects.

**City of Mount Vernon
2019-2024 Capital Improvements Plan
Revenue/Funding Sources and Alternatives**

c. Local Improvement District Bonds (LIDs)

<u>Description</u>	<u>Advantages</u>	<u>Disadvantages</u>	<u>Applicability</u>
Bonds issued to pay for public improvements where specific private benefits exist. Payments on bonds are made by benefited property owners.	Requires little or no capital from City. Usually does not affect debt limitations. Election not required. Citizen involvement tends to result in an acceptable project.	Higher interest rates than General Obligation or revenue bonds. High administrative costs. Citizen support is never 100%.	Streets, sidewalks, parking lots

2. Lease Purchase Agreements - A means by which the City can acquire equipment immediately without the necessary capital funds for outright purchase. Because interest paid is taxable to the recipient, interest rates tend to be higher.
3. Interfund Loans - One City fund (e.g. Street Fund) borrowing from another fund (e.g. Sewer Fund), by City Council Resolution/Ordinance. Must pay interest. Loaning fund must be well financed. Limited to relatively small funds.
4. State Loans - These funds are made available through a low interest loan program to assist municipalities in financing repairs/improvements required to maintain major public facilities.

Short Term Debt - Indebtedness obligations that are less than 5 years.

1. Notes - Cash flow problems may be solved by issuing Anticipation Notes. These notes are short-term obligations issued in anticipation of the future receipt of revenues from taxes, grants, bond proceeds, or other sources. These are often referred to as BANs (bond anticipation notes), GANs (grant anticipation notes), TANs (tax anticipation notes) or RANs (revenue anticipation notes). Generally, short-term, tax-exempt issues are in high demand. This can result in lower interest costs.

Enterprise Funds

I. Existing Revenue Sources

1. Intergovernmental Revenues - Consists mainly of state and federal grants to fund capital improvements.
2. Charges for Services - Fees charged to utility customers (Wastewater, Solid Waste & Surfacewater) and to other City funds (Equipment Rental) for services rendered.
3. Miscellaneous Revenues
 - a. Contributions/Donations - Consists mainly of developer contributions to reserve funds for the repair/replacement and expansion of sewer utility infrastructure.
 - b. Interest Income - Interest earned on investment of idle cash.
 - c. Reserved Funds - Funds set aside to provide funding for future capital improvements or asset replacement.

**City of Mount Vernon
2019-2024 Capital Improvements Plan
Revenue/Funding Sources and Alternatives**

II. Borrowed Funds (Indebtedness)

Long Term Debt - Indebtedness obligations that exceed five years.

1. Bonds

a. General Obligation Bonds

I. Voter Approved - Special Levy:

Description	Advantages	Disadvantages	Applicability
Long-term debt, backed by the full-faith and credit of the City. Low Interest rates	Non-revenue generating projects can be financed. Spreads burden of financing capital improvements among all property owners. Does not require use of existing revenues	Requires voter approval. Subject to legal debt limitations. Increases property tax levy.	Large, costly projects with long life.

II. Non-Voter Approved (Councilmanic) - General Levy - City can levy up to .75% of total assessed valuation.

b. Councilmanic Bonds:

Description	Advantages	Disadvantages	Applicability
A means by which the City may sell bonds to finance public improvements	Indebtedness may be incurred without voter approval.	Affects indebtedness limitations. Debt service expenses must be paid from existing revenue sources	Small To medium size capital assets/ public facility projects.

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2. Lease/ Purchase Agreements - A means by which the City can acquire equipment immediately without the necessary capital funds for outright purchase. Because interest paid is taxable to the recipient, interest rates tend to be higher.
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**City of Mount Vernon
2019-2024 Capital Improvements Plan
Revenue/Funding Sources and Alternatives**

Short Term Debt - Indebtedness obligations that are less than 5 years.

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City of Mount Vernon, Washington
Capital Improvement Plan
 2019 thru 2024

SOURCES AND USES OF FUNDS

Source	2019	2020	2021	2022	2023	2024
001 - General Fund						
Beginning Balance	5,283,774	4,183,964	3,251,230	2,171,173	1,448,273	847,758
<u>Revenues and Other Fund Sources</u>						
<i>Revenue</i>						
B&O (Utility) Tax	4,329,088	4,437,315	4,548,248	4,661,954	4,778,503	4,897,965
Building Permits	575,000	600,000	625,000	650,000	675,000	700,000
Charges for Services	3,293,682	3,359,556	3,426,747	3,495,282	3,565,187	3,636,491
Fines and Forfeits	310,000	315,000	320,000	325,000	330,000	335,000
Intergovernmental	2,000,000	2,010,000	2,020,000	2,030,000	2,040,000	2,050,000
Licenses and Permits	559,935	579,533	599,816	620,810	642,538	665,027
Misc. Revenue	500,000	525,000	550,000	575,000	600,000	625,000
Other Financing Sources	500,000	500,000	500,000	500,000	500,000	500,000
Other Taxes	829,150	854,025	879,645	906,035	933,216	961,212
Property Tax	7,792,237	7,987,042	8,186,719	8,391,386	8,601,171	8,816,200
Public Safety Sales Tax	1,400,800	1,442,824	1,486,109	1,530,692	1,576,613	1,623,911
Sales Tax	7,317,450	7,573,561	7,838,635	8,112,988	8,315,812	8,523,708
<i>Total</i>	29,407,342	30,183,856	30,980,919	31,799,147	32,558,040	33,334,514
Total Revenues and Other Fund Sources	29,407,342	30,183,856	30,980,919	31,799,147	32,558,040	33,334,514
Total Funds Available	34,691,116	34,367,820	34,232,149	33,970,320	34,006,313	34,182,272
<u>Expenditures and Uses</u>						
<i>Capital Projects & Equipment</i>						
<u>General Facilities</u>						
General Facility Infrastructure Improvements	G-13-01	(150,000)	(150,000)	(150,000)	(150,000)	(150,000)
Repurposing Library Facility	G-18-01	0	0	(250,000)	0	0
<i>Total</i>		(150,000)	(150,000)	(400,000)	(150,000)	(150,000)
<u>Library</u>						
Replacement of Library Furniture	L-18-01	(12,000)	(10,000)	(6,000)	0	0
<i>Total</i>		(12,000)	(10,000)	(6,000)	0	0
<i>Other Uses</i>						
Benefits		(6,164,321)	(6,410,894)	(6,667,330)	(6,934,023)	(7,211,384)
Budgeted Vacancy Savings		400,000	400,000	400,000	400,000	400,000
Debt Service		(176,532)	(106,050)	(104,190)	(102,120)	0
Intergovernmental		(1,573,292)	(1,589,025)	(1,604,915)	(1,620,964)	(1,637,174)
Other Svcs/Charges		(5,061,484)	(5,112,099)	(5,163,220)	(5,214,852)	(5,319,670)

Source	2019	2020	2021	2022	2023	2024
001 - General Fund						
Public Safety Sales Tax pass-thru	(1,400,800)	(1,442,824)	(1,486,109)	(1,530,692)	(1,576,613)	(1,623,911)
Salaries	(15,570,098)	(15,881,500)	(16,199,130)	(16,523,113)	(16,853,575)	(17,190,646)
Supplies	(778,625)	(794,198)	(810,082)	(826,283)	(842,809)	(859,665)
Transfers Out	(20,000)	(20,000)	(20,000)	(20,000)	(20,000)	(20,000)
<i>Total</i>	(30,345,152)	(30,956,590)	(31,654,976)	(32,372,047)	(33,008,555)	(33,767,277)
Total Expenditures and Uses	(30,507,152)	(31,116,590)	(32,060,976)	(32,522,047)	(33,158,555)	(33,917,277)
Change in Fund Balance	(1,099,810)	(932,734)	(1,080,057)	(722,900)	(600,515)	(582,763)
Ending Balance	4,183,964	3,251,230	2,171,173	1,448,273	847,758	264,995

Source	2019	2020	2021	2022	2023	2024
105 - Paths & Trails						
Beginning Balance	64,536	48,969	43,284	38,014	42,676	47,471
Revenues and Other Fund Sources						
<i>Revenue</i>						
Interest	645	490	866	760	854	949
Motor Vehicle Fuel Tax	3,788	3,825	3,864	3,902	3,941	3,981
<i>Total</i>	4,433	4,315	4,730	4,662	4,795	4,930
Total Revenues and Other Fund Sources	4,433	4,315	4,730	4,662	4,795	4,930
Total Funds Available	68,969	53,284	48,014	42,676	47,471	52,401
Expenditures and Uses						
<i>Capital Projects & Equipment</i>						
<i>Parks</i>						
Trail Connections	P-06-02	(20,000)	0	(10,000)	0	0
Edgewater Park Improvements	P-09-05	0	(10,000)	0	0	0
<i>Total</i>		(20,000)	(10,000)	(10,000)	0	0
Total Expenditures and Uses	(20,000)	(10,000)	(10,000)	0	0	0
Change in Fund Balance	(15,567)	(5,685)	(5,270)	4,662	4,795	4,930
Ending Balance	48,969	43,284	38,014	42,676	47,471	52,401

Source	2019	2020	2021	2022	2023	2024
107 - Little Mountain Improvement Fund						
Beginning Balance	131,819	124,237	141,479	158,894	176,483	194,248
<u>Revenues and Other Fund Sources</u>						
<i>Revenue</i>						
Interest	1,318	1,242	1,415	1,589	1,765	1,942
Rental/Cell Tower Fees	36,000	36,000	36,000	36,000	36,000	36,000
<i>Total</i>	37,318	37,242	37,415	37,589	37,765	37,942
Total Revenues and Other Fund Sources	37,318	37,242	37,415	37,589	37,765	37,942
Total Funds Available	169,137	161,479	178,894	196,483	214,248	232,190
<u>Expenditures and Uses</u>						
<i>Capital Projects & Equipment</i>						
<u>Parks</u>						
Little Mountain Park	P-02-04	(44,900)	(20,000)	(20,000)	(20,000)	(20,000)
<i>Total</i>		(44,900)	(20,000)	(20,000)	(20,000)	(20,000)
Total Expenditures and Uses		(44,900)	(20,000)	(20,000)	(20,000)	(20,000)
Change in Fund Balance	(7,582)	17,242	17,415	17,589	17,765	17,942
Ending Balance	124,237	141,479	158,894	176,483	194,248	212,190

Source	2019	2020	2021	2022	2023	2024
115 - Parks Capital Improvement Fund						
Beginning Balance	123,303	23,536	153,771	1,496,309	1,443,272	3,520,705
Revenues and Other Fund Sources						
<i>Revenue</i>						
Baker View Park - Donations	300,000	0	200,000	50,000	500,000	0
Baker View Park - Grant	0	0	500,000	0	500,000	0
Bonnie Rae Park - Grant	0	0	250,000	0	250,000	0
Community Boat Launch - Grant	0	0	0	0	250,000	0
Community Docks - Grant	0	0	0	0	250,000	0
Eagle Rock Challenge Course Restroom - Grant	0	0	25,000	0	0	0
Edgewater Park Improvements - Donations	5,000	0	0	0	0	0
Edgewater Park Improvements - Grant	0	0	25,000	0	50,000	0
Hillcrest Park Tennis Court Replacement - Grant	0	0	0	0	100,000	0
Interest	1,233	235	1,538	14,963	14,433	35,207
Little Mountain Park - Donations	60,000	0	0	0	0	0
Little Mountain Park - Grant	500,000	0	0	0	0	0
Open Space Acquisition - Donations	0	250,000	0	0	0	0
Open Space Acquisition - Grant	0	0	750,000	0	0	0
Playground Development, Replacement and Upgrades - Donations	45,000	0	0	0	0	0
Playground Development, Replacement and Upgrades - Grant	0	0	0	0	30,000	0
Public Art - Grant	10,000	0	20,000	0	30,000	0
Riverbend Cut Off Trail - Grant	0	0	100,000	0	0	0
Sherman Anderson Updates - Donations	0	100,000	0	0	400,000	0
Sherman Anderson Updates - Grant	0	0	250,000	0	750,000	0
Sport Court Lighting Upgrades - Grant	0	0	25,000	0	0	0
Stokely Tower Lease	69,000	70,000	71,000	72,000	73,000	73,000
Trail & Picnicking Corridor Along the Skagit River - Grant	0	0	50,000	0	0	0
Trail Connections - Grant	0	0	130,000	0	0	0
<i>Total</i>	990,233	420,235	2,397,538	136,963	3,197,433	108,207
Total Revenues and Other Fund Sources	990,233	420,235	2,397,538	136,963	3,197,433	108,207
Total Funds Available	1,113,536	443,771	2,551,309	1,633,272	4,640,705	3,628,912
Expenditures and Uses						
<i>Capital Projects & Equipment</i>						
<u>Parks</u>						
Little Mountain Park	P-02-04	(710,000)	0	0	0	0
Public Art	P-03-04	(10,000)	0	(20,000)	0	(30,000)
Trail Connections	P-06-02	0	(20,000)	(140,000)	0	0
Edgewater Park Improvements	P-09-05	(45,000)	0	(35,000)	(10,000)	(50,000)
Playground Development, Replacement and Upgrades	P-10-02	(55,000)	0	(10,000)	(10,000)	(40,000)
Baker View Park	P-94-01	(270,000)	(270,000)	(850,000)	(170,000)	(1,000,000)

Source	2019	2020	2021	2022	2023	2024
115 - Parks Capital Improvement Fund						
<i>Total</i>	(1,090,000)	(290,000)	(1,055,000)	(190,000)	(1,120,000)	(10,000)
Total Expenditures and Uses	(1,090,000)	(290,000)	(1,055,000)	(190,000)	(1,120,000)	(10,000)
Change in Fund Balance	(99,767)	130,235	1,342,538	(53,037)	2,077,433	98,207
Ending Balance	23,536	153,771	1,496,309	1,443,272	3,520,705	3,618,912

Source	2019	2020	2021	2022	2023	2024
117 - Transportation Benefit District						
Beginning Balance	264,498	567,143	972,814	1,432,542	1,946,867	2,516,336
<u>Revenues and Other Fund Sources</u>						
<i>Revenue</i>						
Interest	2,645	5,671	9,728	14,325	19,469	25,163
TBD Sales Tax	1,500,000	1,550,000	1,600,000	1,650,000	1,700,000	1,750,000
<i>Total</i>	1,502,645	1,555,671	1,609,728	1,664,325	1,719,469	1,775,163
Total Revenues and Other Fund Sources	1,502,645	1,555,671	1,609,728	1,664,325	1,719,469	1,775,163
Total Funds Available	1,767,143	2,122,814	2,582,542	3,096,867	3,666,336	4,291,499
<u>Expenditures and Uses</u>						
<i>Capital Projects & Equipment</i>						
<u>Transportation</u>						
Local Street Improvements	T-00-02	(1,000,000)	(1,000,000)	(1,000,000)	(1,000,000)	(1,000,000)
Sidewalk Gap Program	T-08-01	(50,000)	(50,000)	(50,000)	(50,000)	(50,000)
ADA Sidewalk Transition Program	T-16-01	(100,000)	(100,000)	(100,000)	(100,000)	(100,000)
Freeway Dr (Cameron Way to College Way)	T-97-07	(50,000)	0	0	0	(100,000)
<i>Total</i>		(1,200,000)	(1,150,000)	(1,150,000)	(1,150,000)	(1,250,000)
Total Expenditures and Uses		(1,200,000)	(1,150,000)	(1,150,000)	(1,150,000)	(1,250,000)
Change in Fund Balance	302,645	405,671	459,728	514,325	569,469	525,163
Ending Balance	567,143	972,814	1,432,542	1,946,867	2,516,336	3,041,499

Source	2019	2020	2021	2022	2023	2024
301 - Library/CC/Parking Project Fund						
Beginning Balance	0	(5,247,280)	(5,247,280)	(5,247,280)	(5,247,280)	(5,247,280)
<u>Revenues and Other Fund Sources</u>						
<i>Revenue</i>						
County Contribution - placeholder	200,000	0	0	0	0	0
Economic Development Grant (Comm Cntr)	500,000	0	0	0	0	0
Economic Development Grant (Library)	500,000	0	0	0	0	0
Higgins Sale Contribution	139,000	0	0	0	0	0
Local Fundraising	3,500,000	0	0	0	0	0
LTGO Non-Voted Bond (City Revenue)	6,596,591	0	0	0	0	0
LTGO Non-Voted Bond (LIFT)	7,903,409	0	0	0	0	0
REET I	50,000	0	0	0	0	0
Sales Tax	173,000	0	0	0	0	0
State Capital Grant (Not Awarded)	2,500,000	0	0	0	0	0
<i>Total</i>	22,062,000	0	0	0	0	0
Total Revenues and Other Fund Sources	22,062,000	0	0	0	0	0
Total Funds Available	22,062,000	(5,247,280)	(5,247,280)	(5,247,280)	(5,247,280)	(5,247,280)
<u>Expenditures and Uses</u>						
<i>Capital Projects & Equipment</i>						
<u>Library</u>						
Library & Community Center + Parking Facility	L-94-07	(22,062,000)	0	0	0	0
<i>Total</i>		(22,062,000)	0	0	0	0
<i>Other Uses</i>						
Shortfall		(5,247,280)	0	0	0	0
<i>Total</i>		(5,247,280)	0	0	0	0
Total Expenditures and Uses		(27,309,280)	0	0	0	0
Change in Fund Balance		(5,247,280)	0	0	0	0
Ending Balance		(5,247,280)	(5,247,280)	(5,247,280)	(5,247,280)	(5,247,280)

Source		2019	2020	2021	2022	2023	2024
304 - REET I							
Beginning Balance		722,074	589,555	756,912	994,260	96,249	451,084
<u>Revenues and Other Fund Sources</u>							
<i>Revenue</i>							
Contributions/Rents/Grants		4,800	4,800	4,800	4,800	4,800	4,800
Interest		7,221	5,896	7,569	9,943	962	4,511
Taxes		700,000	700,000	650,000	650,000	675,000	675,000
<i>Total</i>		712,021	710,696	662,369	664,743	680,762	684,311
Total Revenues and Other Fund Sources		712,021	710,696	662,369	664,743	680,762	684,311
Total Funds Available		1,434,095	1,300,251	1,419,281	1,659,003	777,011	1,135,395
<u>Expenditures and Uses</u>							
<i>Capital Projects & Equipment</i>							
<u>General Facilities</u>							
General Facility Infrastructure Improvements	G-13-01	(372,815)	(317,189)	(289,446)	(342,754)	(325,927)	(228,765)
Repurposing Library Facility	G-18-01	0	0	0	(1,200,000)	0	0
<i>Total</i>		(372,815)	(317,189)	(289,446)	(1,542,754)	(325,927)	(228,765)
<u>Parks</u>							
Little Mountain Park	P-02-04	(250,000)	0	0	0	0	0
Trail Connections	P-06-02	(30,000)	(90,000)	0	0	0	0
Edgewater Park Improvements	P-09-05	(10,000)	0	0	(20,000)	0	0
Playground Development, Replacement and Upgrades	P-10-02	(15,000)	0	0	0	0	0
Baker View Park	P-94-01	(50,000)	(20,000)	(20,000)	0	0	0
<i>Total</i>		(355,000)	(110,000)	(20,000)	(20,000)	0	0
<i>Other Uses</i>							
PWTF Loan - Riverside Bridge		(116,725)	(116,150)	(115,575)	0	0	0
<i>Total</i>		(116,725)	(116,150)	(115,575)	0	0	0
Total Expenditures and Uses		(844,540)	(543,339)	(425,021)	(1,562,754)	(325,927)	(228,765)
Change in Fund Balance		(132,519)	167,357	237,348	(898,011)	354,835	455,546
Ending Balance		589,555	756,912	994,260	96,249	451,084	906,630

Source	2019	2020	2021	2022	2023	2024
311 - Parks Impact Fees						
Beginning Balance	81,338	162,151	243,773	311,211	359,323	442,916
<u>Revenues and Other Fund Sources</u>						
<i>Revenue</i>						
Interest Earnings	813	1,622	2,438	3,112	3,593	4,429
Park Impact Fees	80,000	80,000	80,000	80,000	80,000	80,000
<i>Total</i>	80,813	81,622	82,438	83,112	83,593	84,429
Total Revenues and Other Fund Sources	80,813	81,622	82,438	83,112	83,593	84,429
Total Funds Available	162,151	243,773	326,211	394,323	442,916	527,345
<u>Expenditures and Uses</u>						
<i>Capital Projects & Equipment</i>						
<u>Parks</u>						
Trail Connections	P-06-02	0	0	(15,000)	(15,000)	0
Edgewater Park Improvements	P-09-05	0	0	0	(20,000)	0
<i>Total</i>		0	0	(15,000)	(35,000)	0
Total Expenditures and Uses		0	0	(15,000)	(35,000)	0
Change in Fund Balance	80,813	81,622	67,438	48,112	83,593	84,429
Ending Balance	162,151	243,773	311,211	359,323	442,916	527,345

Source	2019	2020	2021	2022	2023	2024
312 - Fire Impact Fees						
Beginning Balance	80,360	61,164	41,776	22,612	8,064	(6,775)
<u>Revenues and Other Fund Sources</u>						
<i>Revenue</i>						
Impact Fees	30,000	30,000	30,000	35,000	35,000	35,000
Interest	804	612	836	452	161	0
<i>Total</i>	30,804	30,612	30,836	35,452	35,161	35,000
Total Revenues and Other Fund Sources	30,804	30,612	30,836	35,452	35,161	35,000
Total Funds Available	111,164	91,776	72,612	58,064	43,225	28,225
<u>Expenditures and Uses</u>						
<i>Capital Projects & Equipment</i>						
<i>Fire Department</i>						
Fire Hydrant Replacement	F-17-03	(30,000)	(30,000)	(30,000)	(30,000)	0
Fire Department Radio Replacement	F-99-01	(20,000)	(20,000)	(20,000)	(20,000)	(20,000)
<i>Total</i>		(50,000)	(50,000)	(50,000)	(50,000)	(20,000)
Total Expenditures and Uses		(50,000)	(50,000)	(50,000)	(50,000)	(20,000)
Change in Fund Balance	(19,196)	(19,388)	(19,164)	(14,548)	(14,839)	15,000
Ending Balance	61,164	41,776	22,612	8,064	(6,775)	8,225

Source	2019	2020	2021	2022	2023	2024
314 - REET II (for Streets ONLY)						
Beginning Balance	180,376	272,180	364,902	408,551	452,637	522,163
<u>Revenues and Other Fund Sources</u>						
<i>Revenue</i>						
Interest	1,804	2,722	3,649	4,086	4,526	5,222
Taxes	700,000	700,000	650,000	650,000	675,000	675,000
<i>Total</i>	701,804	702,722	653,649	654,086	679,526	680,222
Total Revenues and Other Fund Sources	701,804	702,722	653,649	654,086	679,526	680,222
Total Funds Available	882,180	974,902	1,018,551	1,062,637	1,132,163	1,202,385
<u>Expenditures and Uses</u>						
<i>Capital Projects & Equipment</i>						
<u>Transportation</u>						
Local Street Improvements	T-00-02	(600,000)	(600,000)	(600,000)	(600,000)	(600,000)
Signal Maintenance Program	T-07-02	(10,000)	(10,000)	(10,000)	(10,000)	(10,000)
<i>Total</i>		(610,000)	(610,000)	(610,000)	(610,000)	(610,000)
Total Expenditures and Uses		(610,000)	(610,000)	(610,000)	(610,000)	(610,000)
Change in Fund Balance	91,804	92,722	43,649	44,086	69,526	70,222
Ending Balance	272,180	364,902	408,551	452,637	522,163	592,385

Source	2019	2020	2021	2022	2023	2024
403 - Surface Water Utility Fund						
Beginning Balance	722,107	679,450	898,818	1,162,842	1,376,981	1,660,749
Revenues and Other Fund Sources						
<i>Revenue</i>						
Charges for services	2,307,297	2,318,833	2,330,428	2,342,080	2,353,790	2,365,559
Interest	7,221	6,795	8,988	11,628	13,770	16,608
<i>Total</i>	2,314,518	2,325,628	2,339,416	2,353,708	2,367,560	2,382,167
Total Revenues and Other Fund Sources	2,314,518	2,325,628	2,339,416	2,353,708	2,367,560	2,382,167
Total Funds Available	3,036,625	3,005,078	3,238,234	3,516,550	3,744,541	4,042,916
Expenditures and Uses						
<i>Capital Projects & Equipment</i>						
<u>Surface Water</u>						
West Mount Vernon Stormwater Force Main Upgrade	D-05-03	0	0	(10,000)	(65,000)	0
Storm System Restoration Program	D-12-01	(110,000)	(200,000)	(200,000)	(200,000)	(200,000)
Freeway Dr Stormwater PS Capacity Analysis	D-13-03	0	0	0	0	(50,000)
Logan Creek Stream Restoration Project	D-14-01	0	(50,000)	0	0	0
Kulshan Creek Flood Reduction Project	D-14-03	0	0	0	0	(88,000)
Kulshan Pump Station Debris Removal System	D-16-01	(400,000)	0	0	0	0
Park Street Pump Station Upgrade	D-19-01	0	0	0	0	(500,000)
<i>Total</i>	(510,000)	(250,000)	(210,000)	(265,000)	(200,000)	(838,000)
<i>Other Uses</i>						
Misc.		(30,000)	(30,000)	(30,000)	(30,000)	(30,000)
Operations/ Maintenance		(1,781,638)	(1,790,546)	(1,799,499)	(1,808,496)	(1,826,626)
Taxes		(35,537)	(35,714)	(35,893)	(36,073)	(36,434)
<i>Total</i>	(1,847,175)	(1,856,260)	(1,865,392)	(1,874,569)	(1,883,792)	(1,893,060)
Total Expenditures and Uses	(2,357,175)	(2,106,260)	(2,075,392)	(2,139,569)	(2,083,792)	(2,731,060)
Change in Fund Balance	(42,657)	219,368	264,024	214,139	283,768	(348,893)
Ending Balance	679,450	898,818	1,162,842	1,376,981	1,660,749	1,311,856

Source	2019	2020	2021	2022	2023	2024
411 - Sewer Expansion Fund						
Beginning Balance	2,234,450	2,729,795	3,230,093	3,735,394	4,245,748	4,761,205
<u>Revenues and Other Fund Sources</u>						
<i>Revenue</i>						
Interest	22,345	27,298	32,301	37,354	42,457	47,612
Sewer Connection Fees	800,000	800,000	800,000	800,000	800,000	800,000
<i>Total</i>	822,345	827,298	832,301	837,354	842,457	847,612
Total Revenues and Other Fund Sources	822,345	827,298	832,301	837,354	842,457	847,612
Total Funds Available	3,056,795	3,557,093	4,062,394	4,572,748	5,088,205	5,608,817
<u>Expenditures and Uses</u>						
<i>Other Uses</i>						
Taxes	(12,000)	(12,000)	(12,000)	(12,000)	(12,000)	(12,000)
Transfers Out - to 401 for Debt Svc	(315,000)	(315,000)	(315,000)	(315,000)	(315,000)	(315,000)
<i>Total</i>	(327,000)	(327,000)	(327,000)	(327,000)	(327,000)	(327,000)
Total Expenditures and Uses	(327,000)	(327,000)	(327,000)	(327,000)	(327,000)	(327,000)
Change in Fund Balance	495,345	500,298	505,301	510,354	515,457	520,612
Ending Balance	2,729,795	3,230,093	3,735,394	4,245,748	4,761,205	5,281,817

Source	2019	2020	2021	2022	2023	2024
412 - Sewer Capital Reserve Fund						
Beginning Balance	2,393,408	2,287,342	1,860,215	1,653,817	1,770,355	1,888,059
<u>Revenues and Other Fund Sources</u>						
<i>Revenue</i>						
Interest	23,934	22,873	18,602	16,538	17,704	18,881
Transfer in from 401	1,000,000	1,000,000	1,000,000	1,100,000	1,100,000	1,100,000
<i>Total</i>	1,023,934	1,022,873	1,018,602	1,116,538	1,117,704	1,118,881
Total Revenues and Other Fund Sources	1,023,934	1,022,873	1,018,602	1,116,538	1,117,704	1,118,881
Total Funds Available	3,417,342	3,310,215	2,878,817	2,770,355	2,888,059	3,006,940
<u>Expenditures and Uses</u>						
<i>Capital Projects & Equipment</i>						
<u>Wastewater</u>						
Wastewater Treatment Plant Upgrade	S-02-04	(100,000)	0	0	0	0
Sewer Extensions to Non-Sewered Parcels	S-02-12	0	0	0	0	(100,000)
Combined Sewer System Improvements	S-06-01	0	0	0	0	(500,000)
Sewer Restoration Program	S-07-04	(1,000,000)	(1,000,000)	(1,000,000)	(1,000,000)	(1,000,000)
Supernatant Tank	S-12-04	0	0	(225,000)	0	0
Addition to Administration Building	S-19-01	(30,000)	(450,000)	0	0	0
<i>Total</i>	(1,130,000)	(1,450,000)	(1,225,000)	(1,000,000)	(1,000,000)	(1,600,000)
Total Expenditures and Uses	(1,130,000)	(1,450,000)	(1,225,000)	(1,000,000)	(1,000,000)	(1,600,000)
Change in Fund Balance	(106,066)	(427,127)	(206,398)	116,538	117,704	(481,119)
Ending Balance	2,287,342	1,860,215	1,653,817	1,770,355	1,888,059	1,406,940

City of Mount Vernon, Washington

Capital Improvement Plan

2019 thru 2024

PROJECTS BY FUNDING SOURCE

Source	Project #	Priority	2019	2020	2021	2022	2023	2024	Total
001 - General Fund									
General Facility Infrastructure Improvements	G-13-01	1	150,000	150,000	150,000	150,000	150,000	150,000	900,000
Repurposing Library Facility	G-18-01	2			250,000				250,000
Replacement of Library Furniture	L-18-01	3	12,000	10,000	6,000				28,000
Facility Roof Replacements	P-15-01	3	25,000	10,000	10,000	10,000	10,000	10,000	75,000
Telecommunications Tower Renovation	P-19-01	2	377,000						377,000
Open Space Acquisition	P-94-07	2		250,000					250,000
Crisis Negotiator Van	PD-19-01	1	50,000						50,000
001 - General Fund Total			614,000	420,000	416,000	160,000	160,000	160,000	1,930,000
101 - Street Fund									
Signal Maintenance Program	T-07-02	1	35,000	35,000	35,000	35,000	35,000	35,000	210,000
101 - Street Fund Total			35,000	35,000	35,000	35,000	35,000	35,000	210,000
103 - Park Fund									
Public Art	P-03-04	3	1,800	1,900	2,000	2,000	2,000	2,000	11,700
103 - Park Fund Total			1,800	1,900	2,000	2,000	2,000	2,000	11,700
105 - Paths & Trails									
Trail Connections	P-06-02	1	20,000		10,000				30,000
Edgewater Park Improvements	P-09-05	2		10,000					10,000
105 - Paths & Trails Total			20,000	10,000	10,000				40,000
106 - Tourism Promotion Fund									
Public Art	P-03-04	3	10,000	12,000	14,000	14,000	14,000	14,000	78,000
106 - Tourism Promotion Fund Total			10,000	12,000	14,000	14,000	14,000	14,000	78,000
107 - Little Mountain Improvement Fund									
Little Mountain Park	P-02-04	1	44,900	20,000	20,000	20,000	20,000	20,000	144,900
Open Space Acquisition	P-94-07	2		50,000					50,000
107 - Little Mountain Improvement Fund Total			44,900	70,000	20,000	20,000	20,000	20,000	194,900
115 - Parks Capital Improvement Fund									
Little Mountain Park	P-02-04	1	710,000						710,000
Public Art	P-03-04	3	10,000		20,000		30,000		60,000

Source	Project #	Priority	2019	2020	2021	2022	2023	2024	Total
Trail & Picnicking Corridor Along the Skagit River	P-03-05	2		25,000	50,000				75,000
Community Docks	P-05-01	5	25,000		25,000		400,000		450,000
Community Boat Launch	P-05-02	5	25,000	25,000	25,000	25,000	450,000		550,000
Trail Connections	P-06-02	1		20,000	140,000				160,000
Eagle Rock Challenge Course Restroom	P-07-03	4			50,000				50,000
Bonnie Rae Park	P-07-06	3	25,000	50,000	275,000	25,000	250,000	50,000	675,000
Hillcrest Lodge Renovation	P-09-01	2	50,000	130,000					180,000
Sport Court Lighting Upgrades	P-09-04	3		25,000	25,000				50,000
Edgewater Park Improvements	P-09-05	2	45,000		35,000	10,000	50,000		140,000
Playground Development, Replacement and Upgrades	P-10-02	1	55,000		10,000	10,000	40,000	10,000	125,000
Sherman Anderson Updates	P-12-01	4	25,000	100,000	250,000	100,000	1,150,000		1,625,000
Riverbend Cut Off Trail	P-12-02	2		50,000	100,000				150,000
Hillcrest Park Tennis Court Replacement	P-17-01	4	10,000	10,000	10,000	10,000	110,000		150,000
Baker View Park	P-94-01	2	270,000	270,000	850,000	170,000	1,000,000		2,560,000
Open Space Acquisition	P-94-07	2		250,000	750,000				1,000,000
115 - Parks Capital Improvement Fund			1,250,000	955,000	2,615,000	350,000	3,480,000	60,000	8,710,000
Total									

117 - Transportation Benefit District

Local Street Improvements	T-00-02	1	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	6,000,000
Sidewalk Gap Program	T-08-01	2	50,000	50,000	50,000	50,000	50,000	50,000	300,000
ADA Sidewalk Transition Program	T-16-01	1	100,000	100,000	100,000	100,000	100,000	100,000	600,000
Downtown Corridor Sidewalk and Tree Replacement	T-19-05	3						440,000	440,000
Freeway Dr (Cameron Way to College Way)	T-97-07	1	50,000					100,000	150,000
117 - Transportation Benefit District			1,200,000	1,150,000	1,150,000	1,150,000	1,150,000	1,690,000	7,490,000
Total									

301 - Library/CC/Parking Project Fund

Library & Community Center + Parking Facility	L-94-07	2	22,062,000						22,062,000
301 - Library/CC/Parking Project Fund			22,062,000						22,062,000
Total									

304 - REET I

General Facility Infrastructure Improvements	G-13-01	1	372,815	317,189	289,446	342,754	325,927	228,765	1,876,896
Repurposing Library Facility	G-18-01	2				1,200,000			1,200,000
Little Mountain Park	P-02-04	1	250,000						250,000
Trail & Picnicking Corridor Along the Skagit River	P-03-05	2	25,000		29,000				54,000
Trail Connections	P-06-02	1	30,000	90,000					120,000
Bonnie Rae Park	P-07-06	3	50,000	50,000		50,000		100,000	250,000
Edgewater Park Improvements	P-09-05	2	10,000			20,000			30,000
Playground Development, Replacement and Upgrades	P-10-02	1	15,000						15,000
Sherman Anderson Updates	P-12-01	4	50,000	50,000		250,000			350,000
Riverbend Cut Off Trail	P-12-02	2		50,000					50,000

Source	Project #	Priority	2019	2020	2021	2022	2023	2024	Total
Telecommunications Tower Renovation	P-19-01	2		20,000	20,000	20,000	20,000	20,000	100,000
Baker View Park	P-94-01	2	50,000	20,000	20,000				90,000
Open Space Acquisition	P-94-07	2				50,000			50,000
304 - REET I Total			852,815	597,189	358,446	1,932,754	345,927	348,765	4,435,896
311 - Parks Impact Fees									
Community Docks	P-05-01	5		25,000		25,000			50,000
Trail Connections	P-06-02	1			15,000	15,000			30,000
Bonnie Rae Park	P-07-06	3	25,000			25,000		25,000	75,000
Edgewater Park Improvements	P-09-05	2				20,000			20,000
Sherman Anderson Updates	P-12-01	4	25,000			100,000			125,000
Riverbend Cut Off Trail	P-12-02	2	50,000						50,000
Hillcrest Park Tennis Court Replacement	P-17-01	4	10,000	10,000	10,000	10,000	10,000		50,000
311 - Parks Impact Fees Total			110,000	35,000	25,000	195,000	10,000	25,000	400,000
312 - Fire Impact Fees									
Fire Hydrant Replacement	F-17-03	3	30,000	30,000	30,000	30,000	30,000		150,000
Fire Department Radio Replacement	F-99-01	3	20,000	20,000	20,000	20,000	20,000	20,000	120,000
312 - Fire Impact Fees Total			50,000	50,000	50,000	50,000	50,000	20,000	270,000
314 - REET II (for Streets ONLY)									
Local Street Improvements	T-00-02	1	600,000	600,000	600,000	600,000	600,000	600,000	3,600,000
Signal Maintenance Program	T-07-02	1	10,000	10,000	10,000	10,000	10,000	10,000	60,000
314 - REET II (for Streets ONLY) Total			610,000	610,000	610,000	610,000	610,000	610,000	3,660,000
317 - College Way at I-5 Improvement Project									
College Way @ I-5 Lane Capacity (College Way/I-5)	T-06-10	1	5,235,395						5,235,395
317 - College Way at I-5 Improvement Project Total			5,235,395						5,235,395
403 - Surface Water Utility Fund									
South 19th Street Culvert Removal	D-01-03	1	50,000						50,000
Park Street Pump Station Debris Screen Upgrade	D-01-05	n/a						30,000	30,000
South Mount Vernon Surface Water Enhancement	D-05-02	2						120,000	120,000
West Mount Vernon Stormwater Force Main Upgrade	D-05-03	2			10,000	65,000			75,000
Freeway Drive Stormwater Force Main Improvements	D-06-02	2						385,000	385,000
Freeway Drive Drainage System Installation	D-10-02	2				200,000			200,000
Storm System Restoration Program	D-12-01	1	110,000	200,000	200,000	200,000	200,000	200,000	1,110,000
Freeway Dr Stormwater PS Capacity Analysis	D-13-03	2						50,000	50,000
Logan Creek Stream Restoration Project	D-14-01	2		50,000					50,000
Kulshan Creek Flood Reduction Project	D-14-03	2						88,000	88,000
Kulshan Pump Station Debris Removal	D-16-01	1	400,000						400,000

Source	Project #	Priority	2019	2020	2021	2022	2023	2024	Total
System									
S 13th St Drainage System Analysis & Construction	D-18-01	2				90,000	300,000		390,000
Park Street Pump Station Upgrade	D-19-01	1						500,000	500,000
403 - Surface Water Utility Fund Total			560,000	250,000	210,000	555,000	500,000	1,373,000	3,448,000
412 - Sewer Capital Reserve Fund									
Park Street Pump Station Debris Screen Upgrade	D-01-05	n/a						30,000	30,000
Wastewater Treatment Plant Upgrade	S-02-04	1	100,000						100,000
Sewer Extensions to Non-Sewered Parcels	S-02-12	3						100,000	100,000
Combined Sewer System Improvements	S-06-01	3						500,000	500,000
Sewer Restoration Program	S-07-04	1	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	6,000,000
Supernatant Tank	S-12-04	1			225,000				225,000
Addition to Administration Building	S-19-01	1	30,000	450,000					480,000
412 - Sewer Capital Reserve Fund Total			1,130,000	1,450,000	1,225,000	1,000,000	1,000,000	1,630,000	7,435,000
Developer									
(CAO) Critical Area Ordinance Restoration Sites	D-08-01	2	10,000	10,000	10,000	10,000	10,000	10,000	60,000
Developer Total			10,000	10,000	10,000	10,000	10,000	10,000	60,000
Developer (Unfunded)									
Sewer Collection System Expansion	S-14-01	3						60,000	60,000
30th Street (Blackburn Rd - Section St)	T-02-06	3						1,300,000	1,300,000
Fowler Trail Connection (Laventure Rd - 30th St)	T-02-10	3						200,000	200,000
30th St Pathway South (Blackburn Rd - Fowler St)	T-02-13	3						150,000	150,000
15th St Improvements (Broad - Division East Side)	T-06-04	3						1,500,000	1,500,000
Hoag/Laventure Intersection Improvements	T-06-05	3						700,000	700,000
Laventure Rd (Hoag to 1000' S of Hoag East Side)	T-06-07	3						550,000	550,000
18th/Blackburn Intersection Improvements	T-07-06	3						700,000	700,000
Blackburn Rd (Cedar Hills Dr - Little Mountain Rd)	T-94-19	3						1,700,000	1,700,000
Blackburn Rd (Little Mountain - Eaglemont)	T-94-21	3						2,400,000	2,400,000
Developer (Unfunded) Total								9,260,000	9,260,000
HSIP Federal Grant									
Riverside Dr/BNSF Railroad Crossing Improvements	T-19-01	1	1,447,950						1,447,950
HSIP Federal Grant Total			1,447,950						1,447,950
Motor Vehicle Fuel Tax									
Trail & Picnicking Corridor Along the Skagit River	P-03-05	2	3,500	3,500	3,500	3,500	3,500	3,500	21,000

Source	Project #	Priority	2019	2020	2021	2022	2023	2024	Total
Motor Vehicle Fuel Tax Total			3,500	3,500	3,500	3,500	3,500	3,500	21,000
SAFETEA-LU Repurposed Funding									
College Way/30th Intersection Improvements	T-07-04	1	695,000						695,000
College Way & Riverside Dr Signal Corridor Upgrade	T-17-01	1	1,024,681						1,024,681
SAFETEA-LU Repurposed Funding Total			1,719,681						1,719,681
STP Regional									
Freeway Dr (Cameron Way to College Way)	T-97-07	1	224,900				568,000		792,900
STP Regional Total			224,900				568,000		792,900
TAP Federal Grant									
Kulshan Trail Lighting Project	T-19-02	n/a		21,625	233,550				255,175
TAP Federal Grant Total				21,625	233,550				255,175
Unfunded									
Regional Stormwater Treatment Facility	D-06-03	3						50,000	50,000
Blodgett Rd Culvert Replacement/Stream Restoration	D-09-02	2						300,000	300,000
Trumpeter Creek Erosion Problem Repairs	D-94-11	3						19,000	19,000
Station 3 Addition	F-00-02	2				400,000			400,000
Construction of Facilities	F-02-01	1	9,000,000						9,000,000
Station #2 Addition	F-17-02	2						450,000	450,000
Vehicle Exhaust Collection System	F-18-01	2		250,000					250,000
Lincoln Theatre & Kincaid Commercial Holdings	G-17-01	2	350,000	350,000	350,000	350,000	350,000	350,000	2,100,000
Public Works / Shop Facility	G-99-02	2	2,300,000	3,000,000					5,300,000
Library Loss Prevention System Upgrade	L-12-01	5		58,000					58,000
Library & Community Center + Parking Facility	L-94-07	2	5,247,280						5,247,280
Multi-Purpose Vehicle Replacement	PD-03-01	2	60,000						60,000
TrafficSafety/Criminal Investigation Camera System	PD-07-01	2	25,000	25,000	25,000	25,000	25,000	25,000	150,000
Roosevelt Ave Extension (Urban Ave - Cameron Way)	T-02-04	3						11,100,000	11,100,000
River Dike Trail System (varied locations on dike)	T-02-17	3						500,000	500,000
30th St (College Way to Manito Dr)	T-02-24	3						3,800,000	3,800,000
Broad St Improvements (Blodgett Rd - 12th St)	T-03-02	3						2,550,000	2,550,000
Martin Road (Trumpeter Dr to	T-05-02	3						2,000,000	2,000,000
Hickox Rd/I-5 Interchange Completion (Hickox/I-5)	T-05-09	3						5,000,000	5,000,000
College Way @ I-5 Lane Capacity (College Way/I-5)	T-06-10	1	130,105						130,105
Truck Route Improvement Project	T-07-03	3						50,000	50,000
First St & Division St Intersection	T-09-01	3						3,000,000	3,000,000

Source	Project #	Priority	2019	2020	2021	2022	2023	2024	Total
Realignment									
Laventure/Blackburn Intersection Improvements	T-13-01	3						700,000	700,000
Skagit River Pedestrian Bridge	T-17-02	3						5,000,000	5,000,000
Riverside Dr Boulevard Improvement Project	T-19-03	3						5,500,000	5,500,000
Kincaid Street Corridor Improvements	T-19-04	3						10,000,000	10,000,000
Fir Street Widening (Laventure Rd - Waugh Rd)	T-94-14	3						1,200,000	1,200,000
Freeway Dr (Cameron Way to College Way)	T-97-07	1						1,242,100	1,242,100
Unfunded Total			17,112,385	3,683,000	375,000	775,000	375,000	52,836,100	75,156,485
WSDOT (Unfunded)									
I-5/SR526 Interchange New Frontage Access to I-5	T-06-11	3						20,000,000	20,000,000
WSDOT (Unfunded) Total								20,000,000	20,000,000
GRAND TOTAL			54,304,326	9,364,214	7,362,496	6,862,254	8,333,427	88,097,365	174,324,082



City of
**MOUNT
VERNON**

TRANSPORTATION

City of Mount Vernon, Washington
Capital Improvement Plan
 2019 thru 2024

PROJECTS BY DEPARTMENT

Department	Project #	Priority	2019	2020	2021	2022	2023	2024	Total
Transportation									
Local Street Improvements	T-00-02	1	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	9,600,000
Roosevelt Ave Extension (Urban Ave - Cameron Way)	T-02-04	3	0					11,100,000	11,100,000
30th Street (Blackburn Rd - Section St)	T-02-06	3	0					1,300,000	1,300,000
Fowler Trail Connection (Laventure Rd - 30th St)	T-02-10	3	0					200,000	200,000
30th St Pathway South (Blackburn Rd - Fowler St)	T-02-13	3	0					150,000	150,000
River Dike Trail System (varied locations on dike)	T-02-17	3	0					500,000	500,000
30th St (College Way to Manito Dr)	T-02-24	3	0					3,800,000	3,800,000
Broad St Improvements (Blodgett Rd - 12th St)	T-03-02	3	0					2,550,000	2,550,000
Martin Road (Trumpeter Dr to McLaughlin)	T-05-02	3	0					2,000,000	2,000,000
Hickox Rd/I-5 Interchange Completion (Hickox/I-5)	T-05-09	3	0					5,000,000	5,000,000
15th St Improvements (Broad - Division East Side)	T-06-04	3	0					1,500,000	1,500,000
Hoag/Laventure Intersection Improvements	T-06-05	3	0					700,000	700,000
Laventure Rd (Hoag to 1000' S of Hoag East Side)	T-06-07	3	0					550,000	550,000
College Way @ I-5 Lane Capacity (College Way/I-5)	T-06-10	1	5,383,000						5,383,000
I-5/SR526 Interchange New Frontage Access to I-5	T-06-11	3	0					20,000,000	20,000,000
Signal Maintenance Program	T-07-02	1	45,000	45,000	45,000	45,000	45,000	45,000	270,000
Truck Route Improvement Project	T-07-03	3	0					50,000	50,000
College Way/30th Intersection Improvements	T-07-04	1	695,000						695,000
18th/Blackburn Intersection Improvements	T-07-06	3	0					700,000	700,000
Sidewalk Gap Program	T-08-01	2	50,000	50,000	50,000	50,000	50,000	50,000	300,000
First St & Division St Intersection Realignment	T-09-01	3	0					3,000,000	3,000,000
Laventure/Blackburn Intersection Improvements	T-13-01	3	0					700,000	700,000
ADA Sidewalk Transition Program	T-16-01	1	100,000	100,000	100,000	100,000	100,000	100,000	600,000
College Way & Riverside Dr Signal Corridor Upgrade	T-17-01	1	1,024,681						1,024,681
Skagit River Pedestrian Bridge	T-17-02	3	0					5,000,000	5,000,000
Riverside Dr/BNSF Railroad Crossing Improvements	T-19-01	1	1,447,950						1,447,950
Kulshan Trail Lighting Project	T-19-02	n/a		21,625		233,550			255,175
Riverside Dr Boulevard Improvement Project	T-19-03	3	0					5,500,000	5,500,000
Kincaid Street Corridor Improvements	T-19-04	3	0					10,000,000	10,000,000
Downtown Corridor Sidewalk and Tree Replacement	T-19-05	3	0					440,000	440,000
Fir Street Widening (Laventure Rd - Waugh Rd)	T-94-14	3	0					1,200,000	1,200,000

Department	Project #	Priority	2019	2020	2021	2022	2023	2024	Total
Blackburn Rd (Cedar Hills Dr - Little Mountain Rd)	T-94-19	3	0					1,700,000	1,700,000
Blackburn Rd (Little Mountain - Eaglemont)	T-94-21	3	0					2,400,000	2,400,000
Freeway Dr (Cameron Way to College Way)	T-97-07	1	274,900					1,910,100	2,185,000
Transportation Total			10,620,531	1,816,625	1,795,000	2,028,550	1,795,000	83,745,100	101,800,806
GRAND TOTAL			10,620,531	1,816,625	1,795,000	2,028,550	1,795,000	83,745,100	101,800,806

City of Mount Vernon, Washington
Capital Improvement Plan
 2019 thru 2024
Transportation
PROJECTS BY FUNDING SOURCE

Source	Project #	Priority	2019	2020	2021	2022	2023	2024	Total
101 - Street Fund									
Signal Maintenance Program	T-07-02	1	35,000	35,000	35,000	35,000	35,000	35,000	210,000
101 - Street Fund Total			35,000	35,000	35,000	35,000	35,000	35,000	210,000
117 - Transportation Benefit District									
Local Street Improvements	T-00-02	1	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	6,000,000
Sidewalk Gap Program	T-08-01	2	50,000	50,000	50,000	50,000	50,000	50,000	300,000
ADA Sidewalk Transition Program	T-16-01	1	100,000	100,000	100,000	100,000	100,000	100,000	600,000
Downtown Corridor Sidewalk and Tree Replacement	T-19-05	3						440,000	440,000
Freeway Dr (Cameron Way to College Way)	T-97-07	1	50,000					100,000	150,000
117 - Transportation Benefit District Total			1,200,000	1,150,000	1,150,000	1,150,000	1,150,000	1,690,000	7,490,000
314 - REET II (for Streets ONLY)									
Local Street Improvements	T-00-02	1	600,000	600,000	600,000	600,000	600,000	600,000	3,600,000
Signal Maintenance Program	T-07-02	1	10,000	10,000	10,000	10,000	10,000	10,000	60,000
314 - REET II (for Streets ONLY) Total			610,000	610,000	610,000	610,000	610,000	610,000	3,660,000
317 - College Way at I-5 Improvement									
College Way @ I-5 Lane Capacity (College Way/I-5)	T-06-10	1	5,235,395						5,235,395
317 - College Way at I-5 Improvement Project Total			5,235,395						5,235,395
Developer (Unfunded)									
30th Street (Blackburn Rd - Section St)	T-02-06	3					1,300,000		1,300,000
Fowler Trail Connection (Laventure Rd - 30th St)	T-02-10	3					200,000		200,000
30th St Pathway South (Blackburn Rd - Fowler St)	T-02-13	3					150,000		150,000
15th St Improvements (Broad - Division East Side)	T-06-04	3					1,500,000		1,500,000
Hoag/Laventure Intersection Improvements	T-06-05	3					700,000		700,000
Laventure Rd (Hoag to 1000' S of Hoag East Side)	T-06-07	3					550,000		550,000
18th/Blackburn Intersection Improvements	T-07-06	3					700,000		700,000
Blackburn Rd (Cedar Hills Dr - Little Mountain Rd)	T-94-19	3					1,700,000		1,700,000

Source	Project #	Priority	2019	2020	2021	2022	2023	2024	Total
Blackburn Rd (Little Mountain - Eaglemont)	T-94-21	3						2,400,000	2,400,000
Developer (Unfunded) Total								9,200,000	9,200,000
HSIP Federal Grant									
Riverside Dr/BNSF Railroad Crossing Improvements	T-19-01	1	1,447,950						1,447,950
HSIP Federal Grant Total			1,447,950						1,447,950
SAFETEA-LU Repurposed Funding									
College Way/30th Intersection Improvements	T-07-04	1	695,000						695,000
College Way & Riverside Dr Signal Corridor Upgrade	T-17-01	1	1,024,681						1,024,681
SAFETEA-LU Repurposed Funding Total			1,719,681						1,719,681
STP Regional									
Freeway Dr (Cameron Way to College Way)	T-97-07	1	224,900				568,000		792,900
STP Regional Total			224,900				568,000		792,900
TAP Federal Grant									
Kulshan Trail Lighting Project	T-19-02	n/a		21,625	233,550				255,175
TAP Federal Grant Total				21,625	233,550				255,175
Unfunded									
Roosevelt Ave Extension (Urban Ave - Cameron Way)	T-02-04	3						11,100,000	11,100,000
River Dike Trail System (varied locations on dike)	T-02-17	3						500,000	500,000
30th St (College Way to Manito Dr)	T-02-24	3						3,800,000	3,800,000
Broad St Improvements (Blodgett Rd - 12th St)	T-03-02	3						2,550,000	2,550,000
Martin Road (Trumpeter Dr to Hickox Rd/I-5 Interchange Completion (Hickox/I-5))	T-05-02	3						2,000,000	2,000,000
Hickox Rd/I-5 Interchange Completion (Hickox/I-5)	T-05-09	3						5,000,000	5,000,000
College Way @ I-5 Lane Capacity (College Way/I-5)	T-06-10	1	130,105						130,105
Truck Route Improvement Project	T-07-03	3						50,000	50,000
First St & Division St Intersection Realignment	T-09-01	3						3,000,000	3,000,000
Laventure/Blackburn Intersection Improvements	T-13-01	3						700,000	700,000
Skagit River Pedestrian Bridge	T-17-02	3						5,000,000	5,000,000
Riverside Dr Boulevard Improvement Project	T-19-03	3						5,500,000	5,500,000
Kincaid Street Corridor Improvements	T-19-04	3						10,000,000	10,000,000
Fir Street Widening (Laventure Rd - Waugh Rd)	T-94-14	3						1,200,000	1,200,000
Freeway Dr (Cameron Way to College Way)	T-97-07	1						1,242,100	1,242,100

Source	Project #	Priority	2019	2020	2021	2022	2023	2024	Total
Unfunded Total			130,105					51,642,100	51,772,205
WSDOT (Unfunded)									
I-5/SR526 Interchange New Frontage Access to I-5	T-06-11	3						20,000,000	20,000,000
WSDOT (Unfunded) Total								20,000,000	20,000,000
GRAND TOTAL			10,603,031	1,816,625	2,028,550	1,795,000	2,363,000	83,177,100	101,783,306

Capital Improvement Plan
City of Mount Vernon, Washington

2019 thru 2024

Department Transportation
Contact Public Works Director
Type Improvement
Useful Life 20 years
Category Street Reconstruction
Priority 1 Critical
Status Active

Project # T-00-02
Project Name Local Street Improvements

Address/ Location City Wide

Total Project Cost: \$9,600,000

Description
 Repair, reconstruct, or resurface local streets, including ADA corner ramp improvements T16-01 American Disability Act (ADA), including labor, equipment, and material to make safety and operational improvements.

Justification
 Maintain existing street system and ADA compliance.

Expenditure	2019	2020	2021	2022	2023	2024	Total
Construction	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	9,600,000
Total	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	9,600,000

Source	2019	2020	2021	2022	2023	2024	Total
117 - Transportation Benefit District	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	6,000,000
314 - REET II (for Streets ONLY)	600,000	600,000	600,000	600,000	600,000	600,000	3,600,000
Total	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	9,600,000

Budget Impact/Other
 None

Capital Improvement Plan
City of Mount Vernon, Washington

2019 thru 2024

Department Transportation
Contact Public Works Director
Type Improvement
Useful Life 20 years
Category Street Construction
Priority 3 Important
Status Pending

Project # T-02-04
Project Name Roosevelt Ave Extension (Urban Ave - Cameron Way)

Address/ Location Roosevelt Ave (Urban Ave to Cameron Way)

Total Project Cost: \$11,100,000

Description
 Provide arterial roadway from College Way at Urban south then west to I-5 then south to Cameron Way.

Justification
 Economic revitalization.

Expenditure	2019	2020	2021	2022	2023	2024	Total
Planning/Design						1,000,000	1,000,000
Construction	0					10,100,000	10,100,000
Total	0					11,100,000	11,100,000

Source	2019	2020	2021	2022	2023	2024	Total
Unfunded						11,100,000	11,100,000
Total						11,100,000	11,100,000

Budget Impact/Other

Capital Improvement Plan
City of Mount Vernon, Washington

2019 *thru* 2024

Department Transportation
Contact Public Works Director
Type Improvement
Useful Life 20 years
Category Street Construction
Priority 3 Important
Status Pending

Project # T-02-06
Project Name 30th Street (Blackburn Rd - Section St)

Address/ Location 30th St (Blackburn Rd to Section St)

Total Project Cost: \$1,300,000

Description
 Construct arterial street (650 LF) - extension of 30th Street north of Blackburn Road/Little Mountain intersection. Construct adjacent wide sidewalk trail.

Justification
 Traffic circulation, safety.

Expenditure	2019	2020	2021	2022	2023	2024	Total
Construction	0					1,300,000	1,300,000
Total	0					1,300,000	1,300,000

Source	2019	2020	2021	2022	2023	2024	Total
Developer (Unfunded)						1,300,000	1,300,000
Total						1,300,000	1,300,000

Budget Impact/Other

Capital Improvement Plan
City of Mount Vernon, Washington

2019 thru 2024

Department Transportation
Contact Public Works Director
Type Improvement
Useful Life 20 years
Category Park Trails & Paths
Priority 3 Important
Status Pending

Project # T-02-10
Project Name Fowler Trail Connection (Laventure Rd - 30th St)

Address/ Location Laventure Rd to 30th Street

Total Project Cost: \$200,000

Description
 Connect sewer access road / pedestrian path from Laventure Road to 30th Street along the extension of Fowler Street [2640 LF]

Justification
 Sewer maintenance, pedestrian / school children safety

Expenditure	2019	2020	2021	2022	2023	2024	Total
Construction	0					200,000	200,000
Total	0					200,000	200,000

Source	2019	2020	2021	2022	2023	2024	Total
Developer (Unfunded)						200,000	200,000
Total						200,000	200,000

Budget Impact/Other

Capital Improvement Plan
City of Mount Vernon, Washington

2019 *thru* 2024

Department Transportation
Contact Public Works Director
Type Improvement
Useful Life 20 years
Category Park Trails & Paths
Priority 3 Important
Status Pending

Project # T-02-13
Project Name 30th St Pathway South (Blackburn Rd - Fowler St)

Address/ Location 30th St (Blackburn - Fowler)

Total Project Cost: \$150,000

Description
 Pathway parallel to 30th Street [660 LF]

Justification
 Pedestrian safety

Expenditure	2019	2020	2021	2022	2023	2024	Total
Construction						150,000	150,000
Other	0						0
Total	0					150,000	150,000

Source	2019	2020	2021	2022	2023	2024	Total
Developer (Unfunded)						150,000	150,000
Total						150,000	150,000

Budget Impact/Other

Capital Improvement Plan
City of Mount Vernon, Washington

2019 *thru* 2024

Department Transportation
Contact Public Works Director
Type Improvement
Useful Life 20 years
Category Park Trails & Paths
Priority 3 Important
Status Pending

Project # T-02-17
Project Name River Dike Trail System (varied locations on dike)

Address/ Location Various locations on Dike

Total Project Cost: \$500,000

Description
 Utilize existing dike top as pedestrian pathways, property owner permission is required.

Justification

Expenditure	2019	2020	2021	2022	2023	2024	Total
Construction						400,000	400,000
Other	0					100,000	100,000
Total	0					500,000	500,000

Source	2019	2020	2021	2022	2023	2024	Total
Unfunded						500,000	500,000
Total						500,000	500,000

Budget Impact/Other

Capital Improvement Plan
City of Mount Vernon, Washington

2019 *thru* 2024

Department Transportation
Contact Public Works Director
Type Improvement
Useful Life 20 years
Category Street Construction
Priority 3 Important
Status Pending

Project # T-02-24
Project Name 30th St (College Way to Manito Dr)

Address/ Location 30th St (College to Manito)

Total Project Cost: \$3,800,000

Description
 Complete sidewalks curb and gutter, street widening. Construct adjacent wide sidewalk trail.

Justification
 Arterial street completion

Expenditure	2019	2020	2021	2022	2023	2024	Total
Planning/Design						380,000	380,000
Construction						3,420,000	3,420,000
Other	0						0
Total	0					3,800,000	3,800,000

Source	2019	2020	2021	2022	2023	2024	Total
Unfunded						3,800,000	3,800,000
Total						3,800,000	3,800,000

Budget Impact/Other

Capital Improvement Plan
City of Mount Vernon, Washington

2019 *thru* 2024

Department Transportation
Contact Public Works Director
Type Improvement
Useful Life 20 years
Category Street Construction
Priority 3 Important
Status Pending

Project # T-03-02
Project Name Broad St Improvements (Blodgett Rd - 12th St)

Address/ Location Broad St (Blodgett - 12th St)

Total Project Cost: \$2,550,000

Description
 Pedestrian safety improvements, and vehicle capacity.

Justification
 Pedestrian safety and congestion.

Expenditure	2019	2020	2021	2022	2023	2024	Total
Planning/Design						400,000	400,000
Construction						2,150,000	2,150,000
Other	0						0
Total	0					2,550,000	2,550,000

Source	2019	2020	2021	2022	2023	2024	Total
Unfunded						2,550,000	2,550,000
Total						2,550,000	2,550,000

Budget Impact/Other

Capital Improvement Plan
City of Mount Vernon, Washington

2019 *thru* 2024

Department Transportation
Contact Public Works Director
Type Improvement
Useful Life 20 years
Category Street Construction
Priority 3 Important
Status Pending

Project # T-05-02
Project Name Martin Road (Trumpeter Dr to McLaughlin)

Address/ Location Martin Rd (Trumpeter Dr to McLaughlin)

Total Project Cost: \$2,000,000

Description
 Complete arterial street improvements, reconstruct curve including realignment improvements. Total project length is 2,300 feet. Portions are anticipated to be completed by development.

Justification
 Safety

Expenditure	2019	2020	2021	2022	2023	2024	Total
Planning/Design						300,000	300,000
Construction						1,500,000	1,500,000
Other	0					200,000	200,000
Total	0					2,000,000	2,000,000

Source	2019	2020	2021	2022	2023	2024	Total
Unfunded						2,000,000	2,000,000
Total						2,000,000	2,000,000

Budget Impact/Other

Capital Improvement Plan
City of Mount Vernon, Washington

2019 thru 2024

Department Transportation
Contact Public Works Director
Type Improvement
Useful Life 20 years
Category Street Construction
Priority 3 Important
Status Pending

Project # T-05-09
Project Name Hickox Rd/I-5 Interchange Completion (Hickox/I-5)

Address/ Location Hickox Rd and I-5

Total Project Cost: \$5,000,000

Description
 Two phase project. Phase 1 feasibility analysis, design, right-of-way acquisition and permitting. Phase 2 construction. 2400 lf of on/off ramp [1200+1200] [190,000 sf row]

Justification
 Completion of interchange

Expenditure	2019	2020	2021	2022	2023	2024	Total
Planning/Design						1,500,000	1,500,000
Construction						2,400,000	2,400,000
Other	0					1,100,000	1,100,000
Total	0					5,000,000	5,000,000

Source	2019	2020	2021	2022	2023	2024	Total
Unfunded						5,000,000	5,000,000
Total						5,000,000	5,000,000

Budget Impact/Other

Capital Improvement Plan
City of Mount Vernon, Washington

2019 thru 2024

Department Transportation
Contact Public Works Director
Type Improvement
Useful Life 20 years
Category Street Construction
Priority 3 Important
Status Pending

Project # T-06-04
Project Name 15th St Improvements (Broad - Division East Side)

Address/ Location 15th St, Broad to Division on Eastside

Total Project Cost: \$1,500,000

Description
 Improve 15th Street to Minor Arterial Standard including a center turn lane, travel lanes and bike lanes with no on-street parking.

Justification
 Traffic volumes have increased creating greater delays to through traffic due to turning vehicles. These improvements will increase capacity of the roadway and create safer vehicle travel.

Expenditure	2019	2020	2021	2022	2023	2024	Total
Planning/Design						300,000	300,000
Construction						1,200,000	1,200,000
Other	0						0
Total	0					1,500,000	1,500,000

Source	2019	2020	2021	2022	2023	2024	Total
Developer (Unfunded)						1,500,000	1,500,000
Total						1,500,000	1,500,000

Budget Impact/Other

Capital Improvement Plan
City of Mount Vernon, Washington

2019 thru 2024

Department Transportation
Contact Public Works Director
Type Improvement
Useful Life 20 years
Category Street Construction
Priority 3 Important
Status Pending

Project # T-06-05
Project Name Hoag/Laventure Intersection Improvements

Address/ Location Intersection (Hoag & Laventure)

Total Project Cost: \$700,000

Description
 Intersection improvements may include traffic signal, roundabout, and/or turn lanes.

Justification
 Increase traffic usage of the intersection, warrants intersection improvement

Expenditure	2019	2020	2021	2022	2023	2024	Total
Planning/Design						200,000	200,000
Construction						500,000	500,000
Other	0						0
Total	0					700,000	700,000

Source	2019	2020	2021	2022	2023	2024	Total
Developer (Unfunded)						700,000	700,000
Total						700,000	700,000

Budget Impact/Other

Capital Improvement Plan
City of Mount Vernon, Washington

2019 thru 2024

Department Transportation
Contact Public Works Director
Type Improvement
Useful Life 20 years
Category Street Construction
Priority 3 Important
Status Pending

Project # T-06-07
Project Name Laventure Rd (Hoag to 1000' S of Hoag East Side)

Address/ Location Laventure (Hoag to 1000 ' S)

Total Project Cost: \$550,000

Description
 Widen roadway, construct curb, gutter and sidewalk improvements on Laventure south of Hoag Road.

Justification
 Road improvement to meet the City standard for Principal Arterial.

Expenditure	2019	2020	2021	2022	2023	2024	Total
Planning/Design						50,000	50,000
Construction						500,000	500,000
Other	0						0
Total	0					550,000	550,000

Source	2019	2020	2021	2022	2023	2024	Total
Developer (Unfunded)						550,000	550,000
Total						550,000	550,000

Budget Impact/Other

Capital Improvement Plan
City of Mount Vernon, Washington

2019 thru 2024

Department Transportation
Contact Public Works Director
Type Improvement
Useful Life 20 years
Category Street Construction
Priority 1 Critical
Status Active

Project # T-06-10
Project Name College Way @ I-5 Lane Capacity (College Way/I-5)

Address/ Location I-5/SR538 Interchange

Total Project Cost: \$6,133,000

Description
 Add lanes beneath the I-5 overpass at College Way. Construct an additional westbound travel lane and an additional east-bound travel lane. Rechannelize the existing roadway beneath I-5 to add left turn capacity.

Justification
 The interchange of I-5 and College Way is operating below the City's minimum level of service standard. The additional lanes will improve vehicle capacity at the interchange.

Expenditure	2019	2020	2021	2022	2023	2024	Total
Construction	5,383,000						5,383,000
Total	5,383,000						5,383,000

Source	2019	2020	2021	2022	2023	2024	Total
Unfunded	130,105						130,105
317 - College Way at I-5 Improvement Project	5,235,395						5,235,395
Total	5,365,500						5,365,500

Budget Impact/Other

Capital Improvement Plan
City of Mount Vernon, Washington

2019 thru 2024

Department Transportation
Contact Public Works Director
Type Improvement
Useful Life 20 years
Category Street Construction
Priority 3 Important
Status Pending

Project # T-06-11
Project Name I-5/SR526 Interchange New Frontage Access to I-5

Address/ Location I-5/SR536 Interchange

Total Project Cost: \$20,000,000

Description
 Construct a new frontage road to I-5, extending south from the Kincaid southbound on-ramp to Section Street. Construct a new southbound on ramp at Section Street and I-5. Construct a new park-n-ride facility at the on-ramp.

Justification
 Improve access to the commercially zoned area west of I-5 and south of Kincaid. Provide a large park-n-ride facility adjacent to I-5 to promote ride sharing.

Expenditure	2019	2020	2021	2022	2023	2024	Total
Planning/Design						900,000	900,000
Construction						15,000,000	15,000,000
Other	0					4,100,000	4,100,000
Total	0					20,000,000	20,000,000

Source	2019	2020	2021	2022	2023	2024	Total
WSDOT (Unfunded)						20,000,000	20,000,000
Total						20,000,000	20,000,000

Budget Impact/Other

Capital Improvement Plan
City of Mount Vernon, Washington

2019 thru 2024

Department Transportation
Contact Public Works Director
Type Maintenance
Useful Life 20 years
Category Street Construction
Priority 1 Critical
Status Active

Project # T-07-02
Project Name Signal Maintenance Program

Address/ Location City Wide

Total Project Cost: \$315,000

Description
 Replacement of aging signal equipment.

Justification
 Maintain existing signal system.

Expenditure	2019	2020	2021	2022	2023	2024	Total
Construction	45,000	45,000	45,000	45,000	45,000	45,000	270,000
Total	45,000	45,000	45,000	45,000	45,000	45,000	270,000

Source	2019	2020	2021	2022	2023	2024	Total
314 - REET II (for Streets ONLY)	10,000	10,000	10,000	10,000	10,000	10,000	60,000
101 - Street Fund	35,000	35,000	35,000	35,000	35,000	35,000	210,000
Total	45,000	45,000	45,000	45,000	45,000	45,000	270,000

Budget Impact/Other

Capital Improvement Plan
City of Mount Vernon, Washington

2019 thru 2024

Department Transportation
Contact Public Works Director
Type Improvement
Useful Life
Category Street Construction
Priority 3 Important
Status Pending

Project # T-07-03
Project Name Truck Route Improvement Project

Address/ Location Milwaukee (Main-Cleveland)

Total Project Cost: \$50,000

Description
 Raise the road grade, match adjacent driveways, improve corner radius to reduce steepness of Milwaukee between Main and Cleveland.

Justification
 Residences on Virginia Street have requested the City stop trucks from traveling on Virginia Street.

Expenditure	2019	2020	2021	2022	2023	2024	Total
Construction						50,000	50,000
Other	0						0
Total	0					50,000	50,000

Source	2019	2020	2021	2022	2023	2024	Total
Unfunded						50,000	50,000
Total						50,000	50,000

Budget Impact/Other

Capital Improvement Plan
City of Mount Vernon, Washington

2019 thru 2024

Department Transportation
Contact Public Works Director
Type Improvement
Useful Life
Category Street Construction
Priority 1 Critical
Status Active

Project # T-07-04
Project Name College Way/30th Intersection Improvements

Address/ Location Intersection (College & 30th)

Total Project Cost: \$850,000

Description
 Intersection improvements may include traffic signal, roundabout, and or turn lanes.

Justification
 Improvements to intersection to accommodate increased traffic volumes at the intersection and reduce accidents.

Expenditure	2019	2020	2021	2022	2023	2024	Total
Construction	695,000						695,000
Total	695,000						695,000

Source	2019	2020	2021	2022	2023	2024	Total
SAFETEA-LU Repurposed Funding	695,000						695,000
Total	695,000						695,000

Budget Impact/Other

Capital Improvement Plan
City of Mount Vernon, Washington

2019 thru 2024

Department Transportation
Contact Public Works Director
Type Improvement
Useful Life 20 years
Category Street Construction
Priority 3 Important
Status Pending

Project # T-07-06
Project Name 18th/Blackburn Intersection Improvements

Address/ Location Intersection (Blackburn/18th)

Total Project Cost: \$700,000

Description
 Intersection improvements may include traffic signal, roundabout, and or turn lanes.

Justification
 Improvements to intersection to accommodate increased traffic volumes at the intersection.

Expenditure	2019	2020	2021	2022	2023	2024	Total
Planning/Design						100,000	100,000
Construction						600,000	600,000
Other	0						0
Total	0					700,000	700,000

Source	2019	2020	2021	2022	2023	2024	Total
Developer (Unfunded)						700,000	700,000
Total						700,000	700,000

Budget Impact/Other

Capital Improvement Plan
City of Mount Vernon, Washington

2019 thru 2024

Department Transportation
Contact Public Works Director
Type Improvement
Useful Life
Category Street Construction
Priority 2 Very Important
Status Active

Project # T-08-01
Project Name Sidewalk Gap Program

Address/ Location City Wide

Total Project Cost: \$350,000

Description
 Construct new sidewalks that fill in critical gaps at various locations city wide. Program intended to augment, not replace, the City's existing Sidewalk Replacement Program and ADA Ramp Replacement Program.

Justification
 Project locations would be selected based on need to improve the following: safe routes to schools, high pedestrian vehicle conflict locations, connection to parks and other high pedestrian generators.

Expenditure	2019	2020	2021	2022	2023	2024	Total
Construction	50,000	50,000	50,000	50,000	50,000	50,000	300,000
Total	50,000	50,000	50,000	50,000	50,000	50,000	300,000

Source	2019	2020	2021	2022	2023	2024	Total
117 - Transportation Benefit District	50,000	50,000	50,000	50,000	50,000	50,000	300,000
Total	50,000	50,000	50,000	50,000	50,000	50,000	300,000

Budget Impact/Other

Capital Improvement Plan
City of Mount Vernon, Washington

2019 *thru* 2024

Department Transportation
Contact Public Works Director
Type Improvement
Useful Life 20 years
Category Street Construction
Priority 3 Important
Status Pending

Project # T-09-01
Project Name First St & Division St Intersection Realignment

Address/ Location Intersection (First/Division)

Total Project Cost: \$3,000,000

Description
 Intersection improvements may include traffic signal, roundabout, and or turn lanes.

Justification
 Improvements to intersection to accommodate increased traffic volumes at the intersection, reduce accidents, provide economic stimulus to downtown, and pedestrian access to downtown.

Expenditure	2019	2020	2021	2022	2023	2024	Total
Planning/Design						500,000	500,000
Construction						2,500,000	2,500,000
Other	0						0
Total	0					3,000,000	3,000,000

Source	2019	2020	2021	2022	2023	2024	Total
Unfunded						3,000,000	3,000,000
Total						3,000,000	3,000,000

Budget Impact/Other

Capital Improvement Plan
City of Mount Vernon, Washington

2019 thru 2024

Department Transportation
Contact Public Works Director
Type Improvement
Useful Life 20 years
Category Street Construction
Priority 3 Important
Status Pending

Project # T-13-01
Project Name Laventure/Blackburn Intersection Improvements

Address/ Location Intersection (Laventure/Blackburn)

Total Project Cost: \$700,000

Description
 Intersection improvements may include traffic signal, roundabout, and/or turn lanes.

Justification
 Improvements to intersection to accommodate increased traffic volumes at the intersection.

Expenditure	2019	2020	2021	2022	2023	2024	Total
Planning/Design						100,000	100,000
Construction						600,000	600,000
Other	0						0
Total	0					700,000	700,000

Source	2019	2020	2021	2022	2023	2024	Total
Unfunded						700,000	700,000
Total						700,000	700,000

Budget Impact/Other

Capital Improvement Plan
City of Mount Vernon, Washington

2019 thru 2024

Department Transportation
Contact Public Works Director
Type Improvement
Useful Life 40 years
Category Street Construction
Priority 1 Critical
Status Active

Project # T-16-01
Project Name ADA Sidewalk Transition Program

Address/ Location City Wide

Total Project Cost: \$700,000

Description
 Improve sidewalks at various locations city wide to meet the Americans with Disabilities Act access standards.

Justification
 Project locations would be selected based on need and requirement to meet ADA access within Public Right of Way.

Expenditure	2019	2020	2021	2022	2023	2024	Total
Construction	100,000	100,000	100,000	100,000	100,000	100,000	600,000
Total	100,000	100,000	100,000	100,000	100,000	100,000	600,000

Source	2019	2020	2021	2022	2023	2024	Total
117 - Transportation Benefit District	100,000	100,000	100,000	100,000	100,000	100,000	600,000
Total	100,000	100,000	100,000	100,000	100,000	100,000	600,000

Budget Impact/Other

Capital Improvement Plan
City of Mount Vernon, Washington

2019 *thru* 2024

Department Transportation

Contact

Type Unassigned

Useful Life

Category Unassigned

Priority 1 Critical

Status Active

Project # **T-17-01**
 Project Name **College Way & Riverside Dr Signal Corridor Upgrade**

Address/ Location College Way & Riverside Dr

Total Project Cost: \$1,254,681

Description
 Review signal inventory along the College Way (Waugh Rd to Freeway Dr) and Riverside Drive (Pacific Ave to Fir St) signal corridors. Review pedestrian facilities for ADA compliance including curb ramps, count down pedestrian signal heads, and audible/tactile pedestrian push buttons. Improve left turn function with flashing yellow left turn signals. Install LED street lighting. Signal interconnect and controller upgrades.

Justification
 These signalized street corridors have high traffic volumes, with high accident counts. The pedestrian system is not in compliance with ADA standards.

Expenditure	2019	2020	2021	2022	2023	2024	Total
Construction	1,024,681						1,024,681
Total	1,024,681						1,024,681

Source	2019	2020	2021	2022	2023	2024	Total
SAFETEA-LU Repurposed Funding	1,024,681						1,024,681
Total	1,024,681						1,024,681

Budget Impact/Other

Capital Improvement Plan
City of Mount Vernon, Washington

2019 thru 2024

Department Transportation
Contact Public Works Director
Type Improvement
Useful Life
Category Park Trails & Paths
Priority 3 Important
Status Pending

Project # T-17-02
Project Name Skagit River Pedestrian Bridge

Address/ Location Edgewater Park to Downtown

Total Project Cost: \$5,000,000

Description
 Construct a pedestrian bridge spanning the Skagit River from Edgewater Park to Downtown Mount Vernon.

Justification
 The existing SR536 Bridge has a narrow sidewalk, with no shoulder for bicycle access. Bridge is not in compliance with ADA standards.

Expenditure	2019	2020	2021	2022	2023	2024	Total
Planning/Design						500,000	500,000
Construction	0					4,500,000	4,500,000
Total	0					5,000,000	5,000,000

Source	2019	2020	2021	2022	2023	2024	Total
Unfunded						5,000,000	5,000,000
Total						5,000,000	5,000,000

Budget Impact/Other

Capital Improvement Plan
City of Mount Vernon, Washington

2019 *thru* 2024

Department Transportation
Contact Public Works Director
Type Improvement
Useful Life
Category Street Construction
Priority 1 Critical
Status Active

Project # T-19-01
Project Name Riverside Dr/BNSF Railroad Crossing Improvements

Address/ Location Riverside Dr Rail Crossing

Total Project Cost: \$1,447,950

Description
 Install new pedestrian gates, advanced warning devices, concrete railroad crossing systems, upgrade sidewalks, including realignment to reduce skew, and improve vertical curve of the roadway.

Justification
 Vehicle and pedestrian safety improvements at the railroad crossing.

Expenditure	2019	2020	2021	2022	2023	2024	Total
Planning/Design	222,764						222,764
Construction	1,225,186						1,225,186
Total	1,447,950						1,447,950

Source	2019	2020	2021	2022	2023	2024	Total
HSIP Federal Grant	1,447,950						1,447,950
Total	1,447,950						1,447,950

Budget Impact/Other

Capital Improvement Plan
City of Mount Vernon, Washington

2019 thru 2024

Department Transportation
Contact Public Works Director
Type Improvement
Useful Life
Category Park Trails & Paths
Priority n/a
Status Active

Project # T-19-02
Project Name Kulshan Trail Lighting Project

Address/ Location Kulshan Trail (Riverside Dr to 18th St)

Total Project Cost: \$255,175

Description
 Install pedestrian lighting adjacent to Kulshan Trail (Riverside to 18th St.)

Justification
 Improve safety of Kulshan Trail and extend hours of trail use.

Expenditure	2019	2020	2021	2022	2023	2024	Total
Planning/Design		21,625					21,625
Construction				233,550			233,550
Total		21,625		233,550			255,175

Source	2019	2020	2021	2022	2023	2024	Total
TAP Federal Grant		21,625	233,550				255,175
Total		21,625	233,550				255,175

Budget Impact/Other

Capital Improvement Plan
City of Mount Vernon, Washington

2019 thru 2024

Department Transportation
Contact Public Works Director
Type Improvement
Useful Life
Category Street Construction
Priority 3 Important
Status Pending

Project # T-19-03
Project Name Riverside Dr Boulevard Improvement Project

Address/ Location Riverside Dr (Steward to Fir)

Total Project Cost: \$5,500,000

Description
 Reconstruct Riverside Drive with boulevard improvements including improved pedestrian amenities, street scape and landscape, underground utilities, improved lighting, and access control.

Justification
 Street improvements include traffic and pedestrian safety, and provide economic stimulus to commercial district.

Expenditure	2019	2020	2021	2022	2023	2024	Total
Planning/Design						500,000	500,000
Construction	0					5,000,000	5,000,000
Total	0					5,500,000	5,500,000

Source	2019	2020	2021	2022	2023	2024	Total
Unfunded						5,500,000	5,500,000
Total						5,500,000	5,500,000

Budget Impact/Other

Capital Improvement Plan
City of Mount Vernon, Washington

2019 thru 2024

Department Transportation
Contact Public Works Director
Type Improvement
Useful Life
Category Street Construction
Priority 3 Important
Status Pending

Project # T-19-04
Project Name Kincaid Street Corridor Improvements

Address/ Location Kincaid St Corridor

Total Project Cost: \$10,000,000

Description
 Improvements may include traffic signal, roundabout, and or turn lanes within the Kincaid St corridor. Rechannelization and three different intersection improvements along Kincaid at 3rd Street and the on/off ramps on both sides of I-5.

Justification
 Improve Kincaid Street to accommodate increased traffic volumes within the corridor, reduce accidents, provide economic stimulus to downtown, improve access to property south of Kincaid, and pedestrian access to downtown.

Expenditure	2019	2020	2021	2022	2023	2024	Total
Planning/Design						1,000,000	1,000,000
Construction	0					9,000,000	9,000,000
Total	0					10,000,000	10,000,000

Source	2019	2020	2021	2022	2023	2024	Total
Unfunded						10,000,000	10,000,000
Total						10,000,000	10,000,000

Budget Impact/Other

Capital Improvement Plan
City of Mount Vernon, Washington

2019 thru 2024

Department Transportation
Contact Public Works Director
Type Improvement
Useful Life
Category Street Construction
Priority 3 Important
Status Pending

Project # T-19-05
Project Name Downtown Corridor Sidewalk and Tree Replacement

Address/ Location Downtown Corridor

Total Project Cost: \$440,000

Description
 Restore trees in the downtown corridor that are causing sidewalk damage.

Justification
 The trees in this area Cleveland (Milwaukee to Kincaid), and 1st, 2nd, and 3rd Streets (Kincaid to Division), have become too large and are causing damage to the sidewalks.

Expenditure	2019	2020	2021	2022	2023	2024	Total
Construction	0					440,000	440,000
Total	0					440,000	440,000

Source	2019	2020	2021	2022	2023	2024	Total
117 - Transportation Benefit District						440,000	440,000
Total						440,000	440,000

Budget Impact/Other

Capital Improvement Plan
City of Mount Vernon, Washington

2019 *thru* 2024

Department Transportation
Contact Public Works Director
Type Maintenance
Useful Life 20 years
Category Street Construction
Priority 3 Important
Status Pending

Project # T-94-14
Project Name Fir Street Widening (Laventure Rd - Waugh Rd)

Address/ Location Fir St (Laventure to Waugh)

Total Project Cost: \$1,200,000

Description
Widen the arterial to current street standards with three lanes and reconstruction of pavement, adding sidewalks and storm drainage. Cedar Court to 30th Street south side; 30th Street to Waugh (both sides) at miscellaneous segments.

Justification
Widen existing arterial street to accommodate increased traffic and lack of sidewalks. This is the last sidewalk gap on Fir east of Bakerview Park.

Expenditure	2019	2020	2021	2022	2023	2024	Total
Planning/Design						300,000	300,000
Construction	0					900,000	900,000
Total	0					1,200,000	1,200,000

Source	2019	2020	2021	2022	2023	2024	Total
Unfunded						1,200,000	1,200,000
Total						1,200,000	1,200,000

Budget Impact/Other
None.

Capital Improvement Plan
City of Mount Vernon, Washington

2019 thru 2024

Department Transportation
Contact Public Works Director
Type Improvement
Useful Life 20 years
Category Street Construction
Priority 3 Important
Status Pending

Project # T-94-19
Project Name Blackburn Rd (Cedar Hills Dr - Little Mountain Rd)

Address/ Location Blackburn Rd (Cedar Hills Dr - Little Mountain Rd)

Total Project Cost: \$1,700,000

Description
Widen the arterial to current street standards and provide curbs, sidewalks and storm drainage.

Justification
Widens the existing arterial to improve vehicle and pedestrian access.

Expenditure	2019	2020	2021	2022	2023	2024	Total
Planning/Design						200,000	200,000
Construction	0					1,500,000	1,500,000
Total	0					1,700,000	1,700,000

Source	2019	2020	2021	2022	2023	2024	Total
Developer (Unfunded)						1,700,000	1,700,000
Total						1,700,000	1,700,000

Budget Impact/Other
None

Capital Improvement Plan
City of Mount Vernon, Washington

2019 thru 2024

Department Transportation
Contact Public Works Director
Type Maintenance
Useful Life 20 years
Category Street Construction
Priority 3 Important
Status Pending

Project # T-94-21
Project Name Blackburn Rd (Little Mountain - Eaglemont)

Address/ Location Blackburn (Little Mountain to Eaglemont)

Total Project Cost: \$2,400,000

Description
 Constructs a new arterial street to current standards, provide curbs, sidewalks and storm drainage.

Justification
 New arterial street for congestion relief and improve traffic and pedestrian circulation.

Expenditure	2019	2020	2021	2022	2023	2024	Total
Planning/Design						300,000	300,000
Construction	0					2,100,000	2,100,000
Total	0					2,400,000	2,400,000

Source	2019	2020	2021	2022	2023	2024	Total
Developer (Unfunded)						2,400,000	2,400,000
Total						2,400,000	2,400,000

Budget Impact/Other
 None.

Capital Improvement Plan
City of Mount Vernon, Washington

2019 thru 2024

Department Transportation
Contact Public Works Director
Type Improvement
Useful Life 20 years
Category Street Construction
Priority 1 Critical
Status Active

Project # T-97-07
Project Name Freeway Dr (Cameron Way to College Way)

Address/ Location Freeway Dr (Cameron - College Way)

Total Project Cost: \$2,185,000

Description
Widen to 41-feet, construct sidewalk on west side of roadway and storm drainage.

Justification
Provide pedestrian, bike facilities.

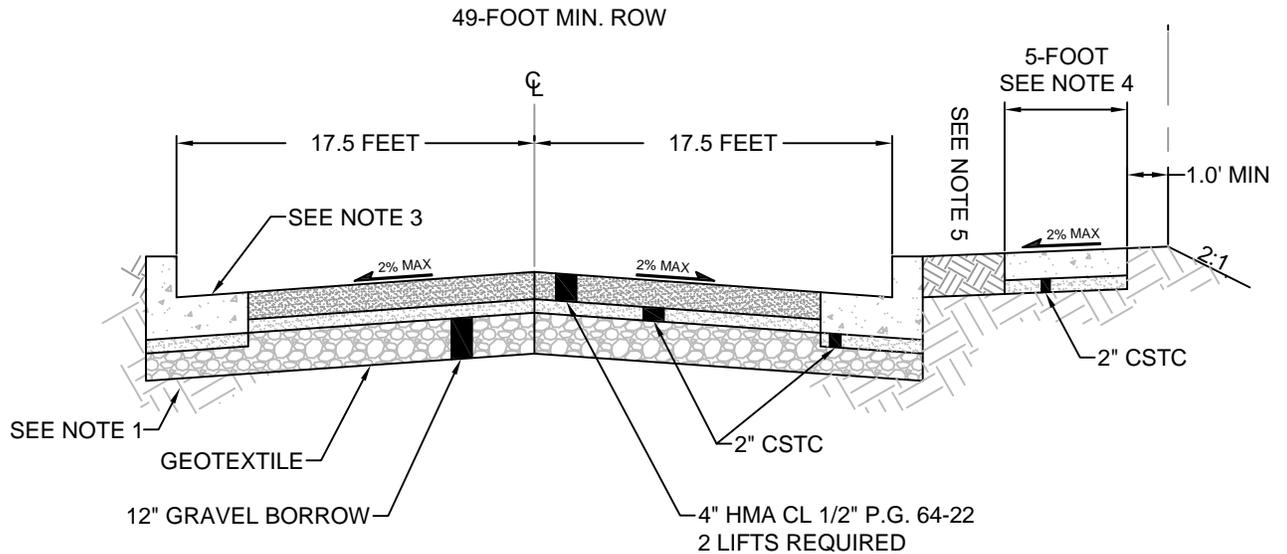
Expenditure	2019	2020	2021	2022	2023	2024	Total
Planning/Design	274,900						274,900
Construction						1,910,100	1,910,100
Total	274,900					1,910,100	2,185,000

Source	2019	2020	2021	2022	2023	2024	Total
117 - Transportation Benefit District	50,000					100,000	150,000
Unfunded						1,242,100	1,242,100
STP Regional	224,900				568,000		792,900
Total	274,900				568,000	1,342,100	2,185,000

Budget Impact/Other
None

EXHIBIT 8

ROADWAY SECTION DEVIATION

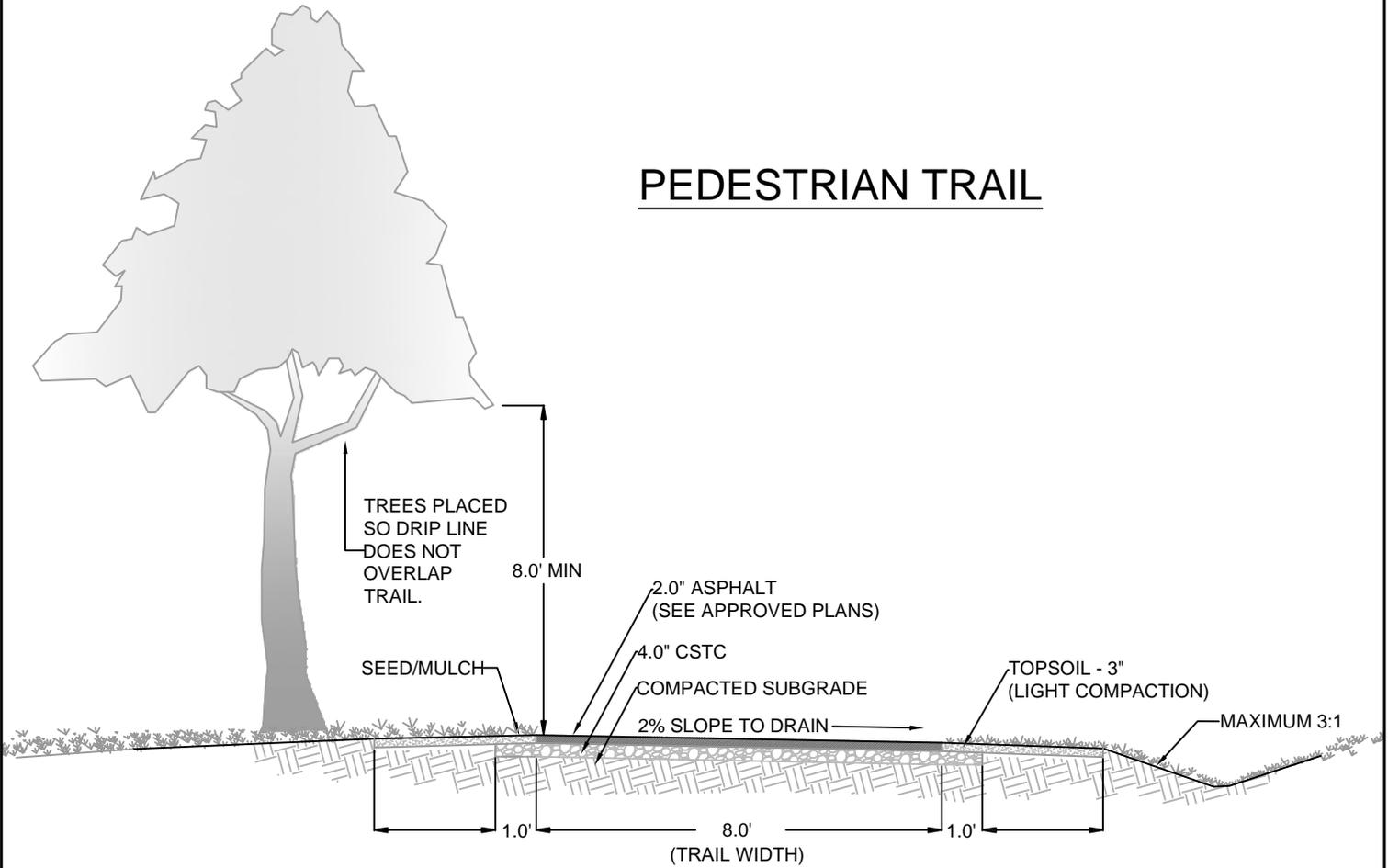


NOTES:

1. SUBGRADE TO BE TESTED AND APPROVED BY A LICENSED GEOTECHNICAL ENGINEER. UNSUITABLE MATERIAL TO BE REPLACED WITH SUITABLE MATERIAL AS DIRECTED BY THE GEOTECHNICAL ENGINEER AND APPROVED BY THE PUBLIC WORKS DIRECTOR.
2. MATERIAL AND COMPACTION TESTING OF GRAVEL BORROW, CRUSHED SURFACING TOP COURSE AND HMA WILL BE REQUIRED. LOCATIONS AND FREQUENCY FOR ASPHALT AS PER CITY STANDARDS SECTION 3-22. ALL TESTING WILL BE CONDUCTED BY A LICENSED TESTING LABORATORY. HMA TO BE COMPACTED TO 92%.
3. CEMENT CONCRETE CURB AND GUTTER AS PER WSDOT STANDARD PLAN F-10.12-03.
4. CEMENT CONCRETE SIDEWALK AS PER WSDOT STANDARD PLAN F-30.10-03. SIDEWALK WIDTH IS 6.0' FOR ARTERIAL STREETS.
5. PLANTER STRIP - 6.0' MINIMUM - MINIMUM 6" LIGHTLY COMPACTED TOPSOIL. STREET TREES FROM CITY APPROVED LIST REQUIRED TO BE INSTALLED AS DIRECTED

EXHIBIT 9

PEDESTRIAN TRAIL



NOTES:

1. ALL DIMENSIONS SHOWN ARE MINIMUMS.
2. SIGNS ALONG THE TRAIL AND ON ANY ROAD THAT INTERSECTS MUST BE INSTALLED ACCORDING TO THE MUTCD STANDARDS.
3. GRADES SHALL NOT EXCEED 10 PERCENT.
4. SECTION SHOWN IS FOR TYPICAL CONDITIONS.



**ALFCO PROPOSED
PEDESTRIAN TRAIL DETAIL**

STANDARD DETAIL	NA
SCALE	NONE
REVISION DATE	04/16