CITY OF MUKILTEO

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GTC
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BEC Investments
Traffic Impact Analysis

Jurisdiction: City of Mukilteo

June 2019

GTC #19-102

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ATTACHMENTS

1. INTRODUCTION

Gibson Traffic Consultants, Inc. (GTC) has been retained to complete a traffic impact analysis (TIA) for the proposed BEC Investments development which will build 4,200 SF of automobile sales (used) and repair. The development is located at 12900 Beverly Park Road and is currently vacant. Access is proposed on the north side of the site. A site vicinity map is included in Figure 1.

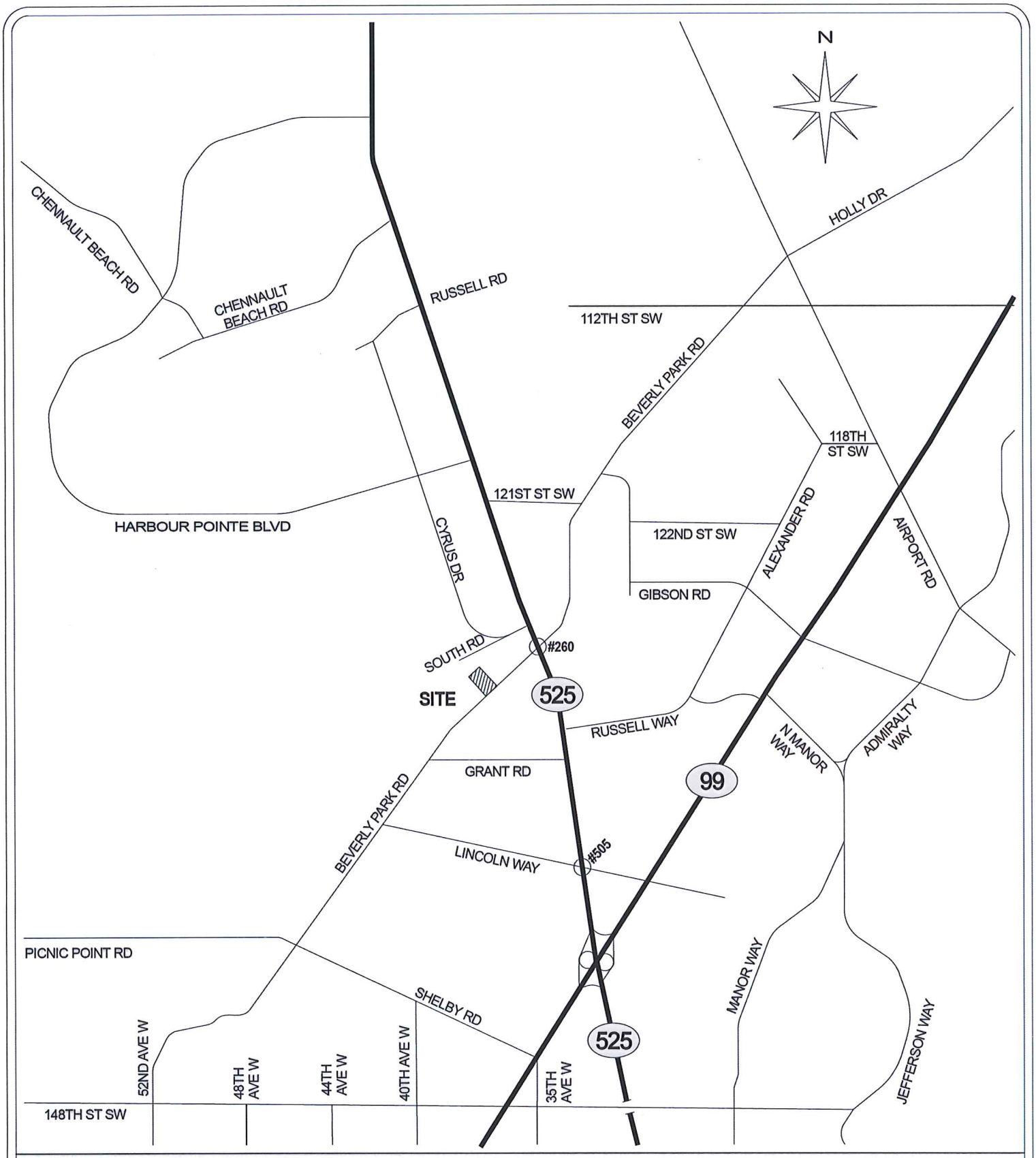
Site traffic generation estimates are based on LUC 841, automobile sales (used), in the Institute of Transportation Engineers (ITE) *Trip Generation, 10th Edition* (2017) using average trip generation rates to estimate the weekday daily, AM peak-hour, and PM peak-hour trips. Automobile Sales (used) also includes sale of parts and repair services therefore the entire site square footage was combined.

Matthew Palmer, responsible for the traffic analysis and report, is a licensed professional engineer (Civil) in the State of Washington and a current member of the Washington State section of ITE.

2. PROPOSED SITE DEVELOPMENT & ACCESS

The proposed BEC Investments development will consist of 4,200 SF of used automobile sales. Access to the development would be through a full access to Beverly Park Road approximately on the north side of the site. The development is scheduled for occupancy by the end of 2019 or early 2020.

The proposed commercial development is located on the west side of Beverly Park Road. Beverly Park Road is a 3-lane roadway, one lane in each direction and a two-way left-turn lane, with a posted speed limit of 35 mph. There is a bike lane, curb, gutter, and sidewalk along both sides of the roadway. Community Transit provides bus service along Beverly Park Road via route 113 which connects the City of Mukilteo to the Ash Way Park & Ride.



GIBSON TRAFFIC CONSULTANTS

TRAFFIC IMPACT STUDY
GTC #19-102

BEC INVESTMENTS
(4,200 SF)

CITY OF MUKILTEO

LEGEND

DEVELOPMENT SITE

KEY INTERSECTION

FIGURE 1

SITE VICINITY MAP

3. FUTURE CONDITIONS

3.1 Trip Generation

GTC utilized the trip generation rates for Land Use Code 841, Automobile Sales (Used) in the Institute of Transportation Engineers (ITE) *Trip Generation, 10th Edition* (2017). A pass-by rate of 25% was utilized consistent with that of other general retail uses when a pass-by rate isn't identified. The trip generation is summarized in Table 1.

Table 1: New Trip Generation Summary

Proposed Land Use	Variable	Average Daily Trips	AM Peak-Hour			PM Peak-Hour		
			Inbound	Outbound	Total	Inbound	Outbound	Total
Automobile Sales (Used)	4,200 SF	113.65	6.80	2.15	8.95	7.40	8.35	15.75
Pass-By		-28.41	-1.70	-0.54	-2.24	-1.85	-2.09	-3.94
Total		85.24	5.10	1.61	6.71	5.55	6.26	11.81

3.2 Trip Distribution

Trip distribution is based on the existing approved distribution in the site vicinity. It is anticipated that 45% of the site traffic would travel to and from the south on SR-525 and 20% to and from the north. Another 15% would travel to and from the southwest on Beverly Park Road and 20% to and from the northeast. A detailed trip distribution for the AM and PM peak-hour are included in Figure 2 and Figure 3, respectively.

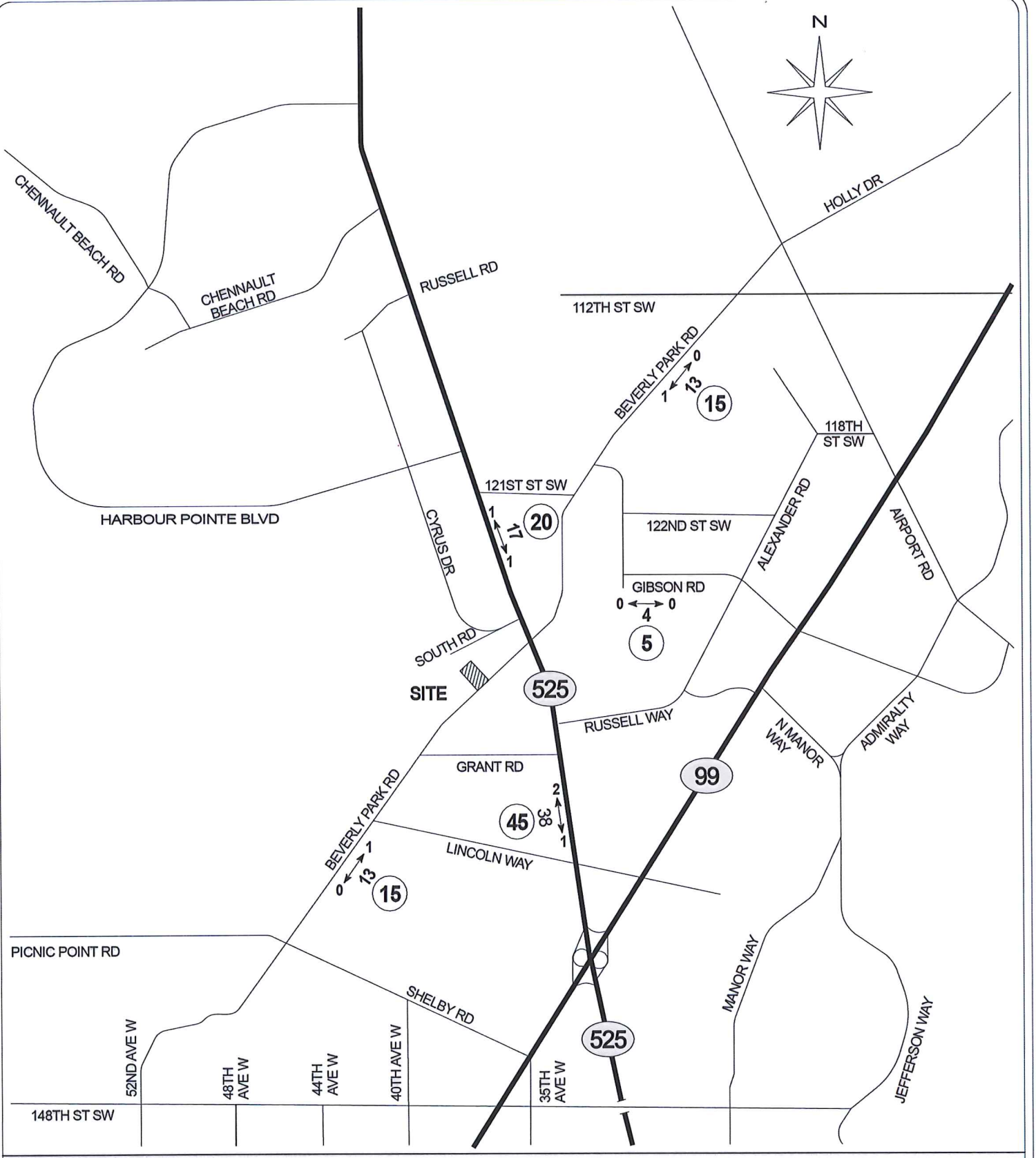
Snohomish County key intersections impacted with 3 or more directional PM peak-hour trips must be identified to satisfy the interlocal agreement between the City of Mukilteo and Snohomish County has been provided. The development will impact two key intersections with three or more development trips in the AM peak hour and zero in the PM peak-hour. The impacts to the key intersection are summarized in Table 2 for the AM peak-hour and Table 3 for the PM peak-hour. The peak-hour key intersection volumes are also shown in graphical form in Figure 4.

Table 2: AM Peak-Hour Key Intersection Volumes

Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
#260: SR-525 at Beverly Park Rd	1	0	1	0	1	0	2	0	0	0	0	1

Table 3: PM Peak-Hour Key Intersection Volumes

Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
#260: SR-525 at Beverly Park Rd	1	1	3	0	1	0	3	0	0	0	0	1
#505: SR-525 at Lincoln Way	0	0	0	0	0	0	0	3	0	0	3	0



GIBSON TRAFFIC CONSULTANTS

TRAFFIC IMPACT STUDY
GTC #19-102

BEC INVESTMENTS
(4,200 SF)

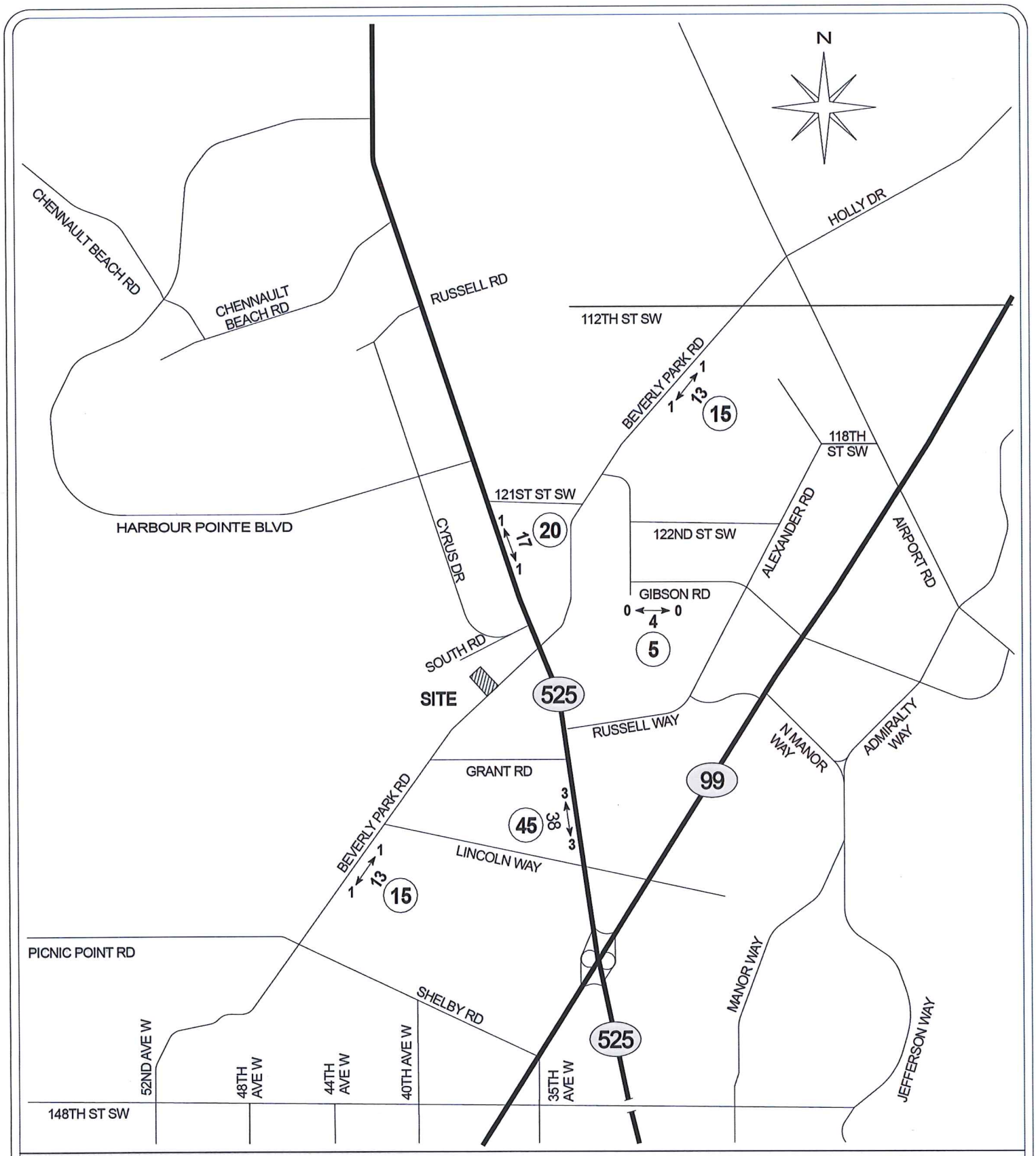
CITY OF MUKILTEO

LEGEND

AM ◄► PEAK — NEW AM PEAK HOUR TRIPS
AWDT — NEW DAILY TRAFFIC
(45) — TRIP DISTRIBUTION %

FIGURE 2

TRIP DISTRIBUTION
AM PEAK-HOUR & DAILY



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TRAFFIC IMPACT STUDY
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BEC INVESTMENTS
(4,200 SF)

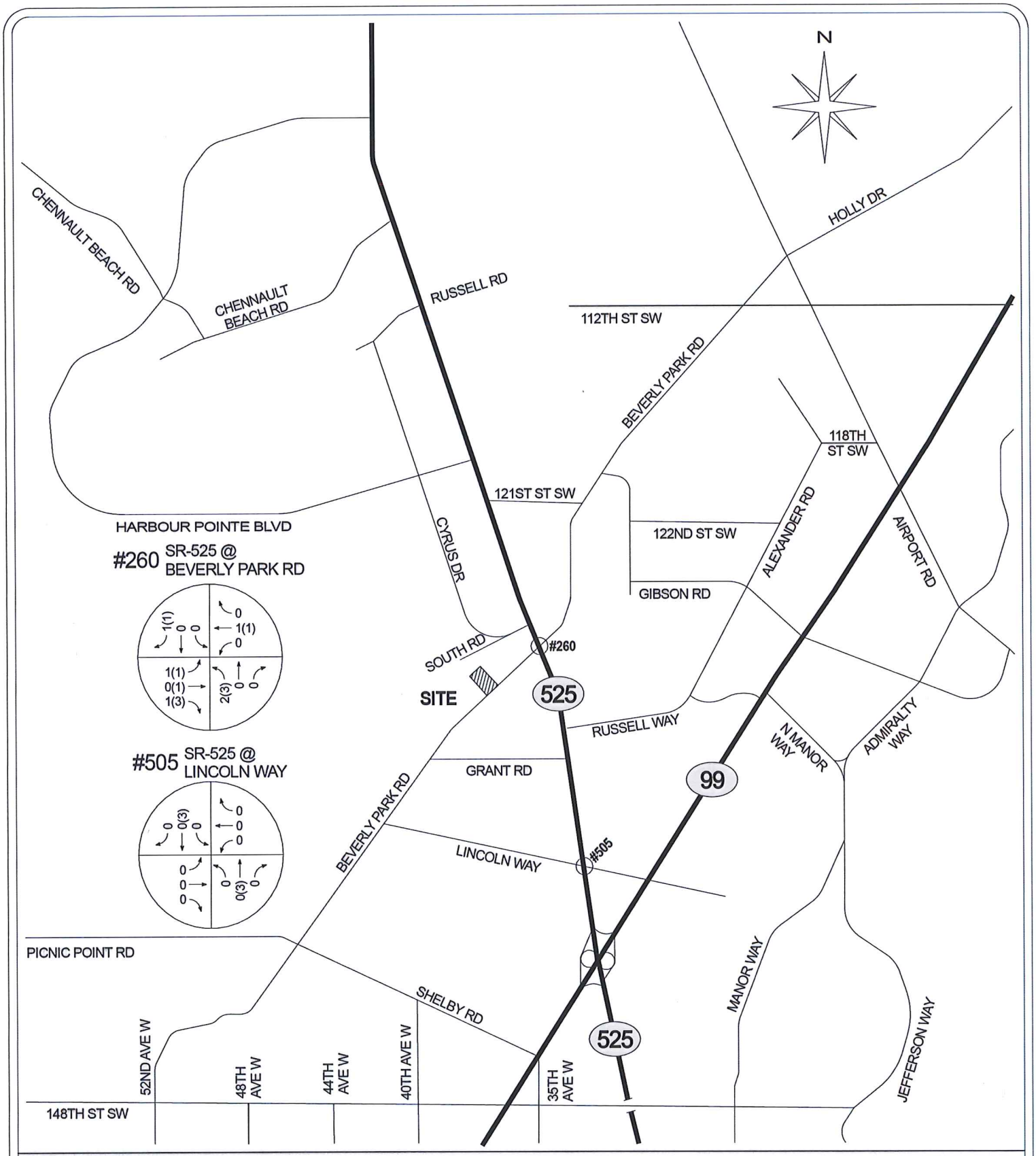
CITY OF MUKILTEO

LEGEND

PM ◄——► PEAK — NEW PM PEAK HOUR TRIPS
AWDT — NEW DAILY TRAFFIC
(45) — TRIP DISTRIBUTION %

FIGURE 3

TRIP DISTRIBUTION
PM PEAK-HOUR & DAILY



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TRAFFIC IMPACT STUDY
GTC #19-102

BEC INVESTMENTS
(4,200 SF)

CITY OF MUKILTEO

LEGEND

AM (PM) → PEAK HOUR TURNING MOVEMENT VOLUMES

FIGURE 4

KEY INTERSECTION TURNING MOVEMENTS AM/PM PEAK-HOUR

4. TRAFFIC MITIGATION

The Washington Growth Management Act and Revised Code of Washington 82.02.050(2) authorize local jurisdictions to establish proportionate share traffic mitigation fees in order to fund capital facilities, such as roads and intersections.

4.1 City of Mukilteo

The City of Mukilteo assesses traffic impact fees based on $1,875 per new PM peak-hour trip. The tenant improvement will generate 11.81 new PM peak-hour trips and therefore is obligated to pay a traffic mitigation fee of $22,143.75 to the City of Mukilteo.

4.2 Snohomish County

The development is required to contribute a proportionate share mitigating payment for its impacts to arterial capacity within Transportation Service Area D (TSA D), as identified in the Snohomish County/City of Mukilteo mitigation agreement. The County has identified the mitigation fee of $227 per ADT for new daily trips on the County road system for commercial applications within TSA D. The total number of new development generated ADT would be 85.24 trips. The standard default estimated percentage of trips impacting County roads is 70%, equivalent to 59.67 new ADT. Thus, the subject development would have mitigation payments of $13,545.00.

Trip Generation

BEC Investments
GTC #19-102

Trip Generation for: **Development Peak Weekday**
(a.k.a.): **Average Weekday Daily Trips (AWDT)**

									NET EXTERNAL TRIPS BY TYPE											
									IN BOTH DIRECTIONS						DIRECTIONAL ASSIGNMENTS					
			Gross Trips				Internal Crossover		TOTAL	PASS-BY		DIVERTED LINK		NEW	PASS-BY		DIVERTED LINK		NEW	
LAND USES	VARIABLE	ITE LU code	Trip Rate	% IN	% OUT	In+Out (Total)	% of Gross Trips	Trips In+Out (Total)	In+Out (Total)	% of Ext. Trips	In+Out (Total)	% of Ext. Trips	In+Out (Total)	In+Out (Total)	In	Out	In	Out	In	Out
Automobile Sales (Used)	4.200 KSF	841	27.06	50%	50%	113.65	0%	0	114	25%	28.41	0%	0	85.24	14	14	0	0	42.62	42.62
TOTAL						113.65		0	114		28.41		0	85.24	14	14	0	0	42.62	42.62

BEC Investments
GTC #19-102

Trip Generation for: **Development Peak Weekday, Peak Hour of Adjacent Street Traffic, One Hour between 7 and 9 AM**
(a.k.a.): **Weekday AM Peak Hour**

									NET EXTERNAL TRIPS BY TYPE											
									IN BOTH DIRECTIONS						DIRECTIONAL ASSIGNMENTS					
			Gross Trips				Internal Crossover		TOTAL	PASS-BY		DIVERTED LINK		NEW	PASS-BY		DIVERTED LINK		NEW	
LAND USES	VARIABLE	ITE LU code	Trip Rate	% IN	% OUT	In+Out (Total)	% of Gross Trips	Trips In+Out (Total)	In+Out (Total)	% of Ext. Trips	In+Out (Total)	% of Ext. Trips	In+Out (Total)	In+Out (Total)	In	Out	In	Out	In	Out
Automobile Sales (Used)	4.200 KSF	841	2.13	76%	24%	8.95	0%	0	9	25%	2.24	0%	0	6.71	1.70	0.54	0	0	5.10	1.61
TOTAL						8.95		0	9		2.24		0	6.71	1.70	0.54	0	0	5.10	1.61

BEC Investments
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Trip Generation for: Development Peak Weekday, Peak Hour of Adjacent Street Traffic, One Hour between 4 and 6 PM
(a.k.a.): Weekday PM Peak Hour

									NET EXTERNAL TRIPS BY TYPE											
									IN BOTH DIRECTIONS						DIRECTIONAL ASSIGNMENTS					
			Gross Trips				Internal Crossover		TOTAL	PASS-BY		DIVERTED LINK		NEW	PASS-BY		DIVERTED LINK		NEW	
LAND USES	VARIABLE	ITE LU code	Trip Rate	% IN	% OUT	In+Out (Total)	% of Gross Trips	Trips In+Out (Total)	In+Out (Total)	% of Ext. Trips	In+Out (Total)	% of Ext. Trips	In+Out (Total)	In+Out (Total)	In	Out	In	Out	In	Out
Automobile Sales (Used)	4.200 KSF	841	3.75	47%	53%	15.75	0%	0	16	25%	3.94	0%	0	11.81	1.85	2.09	0	0	5.55	6.26
TOTAL						15.75		0	16		3.94		0	11.81	1.85	2.09	0	0	5.55	6.26

BEC Investments
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AM Peak-Hour

%	New ADT	New AM Peak Hour Trips		
		In	Out	Total
100%	85.24	5.10	1.61	6.71
1%	0.85	0.05	0.02	0.07
2%	1.70	0.10	0.03	0.13
3%	2.56	0.15	0.05	0.20
4%	3.41	0.20	0.06	0.27
5%	**4.26**	**0.26**	**0.08**	**0.34**
6%	5.11	0.31	0.10	0.40
7%	5.97	0.36	0.11	0.47
8%	6.82	0.41	0.13	0.54
9%	7.67	0.46	0.14	0.60
10%	**8.52**	**0.51**	**0.16**	**0.67**
11%	9.38	0.56	0.18	0.74
12%	10.23	0.61	0.19	0.81
13%	11.08	0.66	0.21	0.87
14%	11.93	0.71	0.23	0.94
15%	**12.79**	**0.77**	**0.24**	**1.01**
16%	13.64	0.82	0.26	1.07
17%	14.49	0.87	0.27	1.14
18%	15.34	0.92	0.29	1.21
19%	16.20	0.97	0.31	1.27
20%	**17.05**	**1.02**	**0.32**	**1.34**
21%	17.90	1.07	0.34	1.41
22%	18.75	1.12	0.35	1.48
23%	19.61	1.17	0.37	1.54
24%	20.46	1.22	0.39	1.61
25%	**21.31**	**1.28**	**0.40**	**1.68**
26%	22.16	1.33	0.42	1.74
27%	23.01	1.38	0.43	1.81
28%	23.87	1.43	0.45	1.88
29%	24.72	1.48	0.47	1.95
30%	**25.57**	**1.53**	**0.48**	**2.01**
31%	26.42	1.58	0.50	2.08
32%	27.28	1.63	0.52	2.15
33%	28.13	1.68	0.53	2.21
34%	28.98	1.73	0.55	2.28
35%	**29.83**	**1.79**	**0.56**	**2.35**
36%	30.69	1.84	0.58	2.42
37%	31.54	1.89	0.60	2.48
38%	32.39	1.94	0.61	2.55
39%	33.24	1.99	0.63	2.62
40%	**34.10**	**2.04**	**0.64**	**2.68**
41%	34.95	2.09	0.66	2.75
42%	35.80	2.14	0.68	2.82
43%	36.65	2.19	0.69	2.89
44%	37.51	2.24	0.71	2.95
45%	**38.36**	**2.30**	**0.72**	**3.02**
46%	39.21	2.35	0.74	3.09
47%	40.06	2.40	0.76	3.15
48%	40.92	2.45	0.77	3.22
49%	41.77	2.50	0.79	3.29
50%	**42.62**	**2.55**	**0.81**	**3.36**

%	New ADT	New AM Peak Hour Trips		
		In	Out	Total
100%	85.24	5.10	1.61	6.71
51%	43.47	2.60	0.82	3.42
52%	44.32	2.65	0.84	3.49
53%	45.18	2.70	0.85	3.56
54%	46.03	2.75	0.87	3.62
55%	**46.88**	**2.81**	**0.89**	**3.69**
56%	47.73	2.86	0.90	3.76
57%	48.59	2.91	0.92	3.82
58%	49.44	2.96	0.93	3.89
59%	50.29	3.01	0.95	3.96
60%	**51.14**	**3.06**	**0.97**	**4.03**
61%	52.00	3.11	0.98	4.09
62%	52.85	3.16	1.00	4.16
63%	53.70	3.21	1.01	4.23
64%	54.55	3.26	1.03	4.29
65%	**55.41**	**3.32**	**1.05**	**4.36**
66%	56.26	3.37	1.06	4.43
67%	57.11	3.42	1.08	4.50
68%	57.96	3.47	1.09	4.56
69%	58.82	3.52	1.11	4.63
70%	**59.67**	**3.57**	**1.13**	**4.70**
71%	60.52	3.62	1.14	4.76
72%	61.37	3.67	1.16	4.83
73%	62.23	3.72	1.18	4.90
74%	63.08	3.77	1.19	4.97
75%	**63.93**	**3.83**	**1.21**	**5.03**
76%	64.78	3.88	1.22	5.10
77%	65.63	3.93	1.24	5.17
78%	66.49	3.98	1.26	5.23
79%	67.34	4.03	1.27	5.30
80%	**68.19**	**4.08**	**1.29**	**5.37**
81%	69.04	4.13	1.30	5.44
82%	69.90	4.18	1.32	5.50
83%	70.75	4.23	1.34	5.57
84%	71.60	4.28	1.35	5.64
85%	**72.45**	**4.34**	**1.37**	**5.70**
86%	73.31	4.39	1.38	5.77
87%	74.16	4.44	1.40	5.84
88%	75.01	4.49	1.42	5.90
89%	75.86	4.54	1.43	5.97
90%	**76.72**	**4.59**	**1.45**	**6.04**
91%	77.57	4.64	1.47	6.11
92%	78.42	4.69	1.48	6.17
93%	79.27	4.74	1.50	6.24
94%	80.13	4.79	1.51	6.31
95%	**80.98**	**4.85**	**1.53**	**6.37**
96%	81.83	4.90	1.55	6.44
97%	82.68	4.95	1.56	6.51
98%	83.54	5.00	1.58	6.58
99%	84.39	5.05	1.59	6.64
100%	**85.24**	**5.10**	**1.61**	**6.71**

BEC Investments
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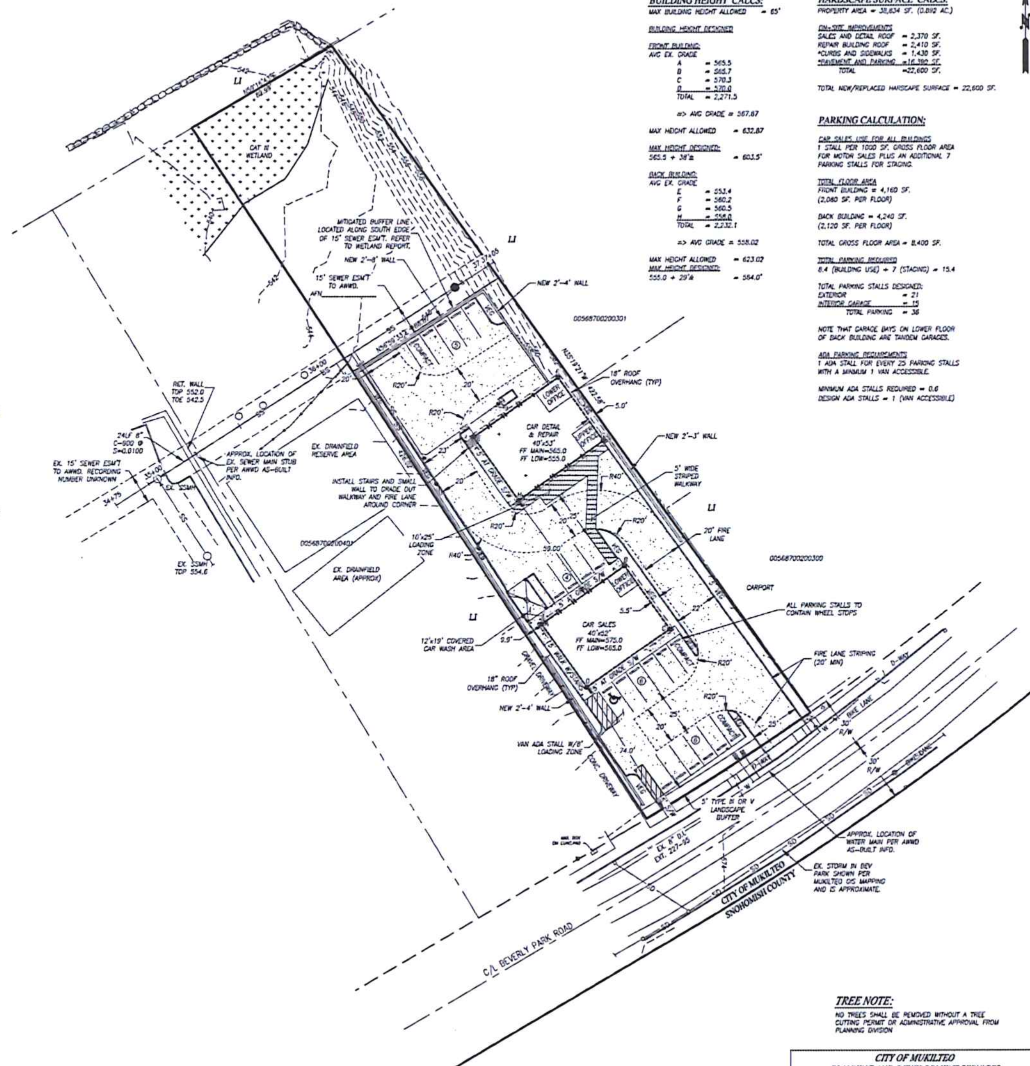
PM Peak-Hour

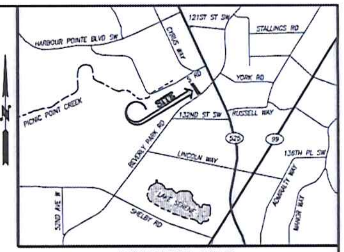
%	New ADT	New PM Peak Hour Trips		
		In	Out	Total
100%	85.24	5.55	6.26	11.81
1%	0.85	0.06	0.06	0.12
2%	1.70	0.11	0.13	0.24
3%	2.56	0.17	0.19	0.35
4%	3.41	0.22	0.25	0.47
5%	**4.26**	**0.28**	**0.31**	**0.59**
6%	5.11	0.33	0.38	0.71
7%	5.97	0.39	0.44	0.83
8%	6.82	0.44	0.50	0.94
9%	7.67	0.50	0.56	1.06
10%	**8.52**	**0.56**	**0.63**	**1.18**
11%	9.38	0.61	0.69	1.30
12%	10.23	0.67	0.75	1.42
13%	11.08	0.72	0.81	1.54
14%	11.93	0.78	0.88	1.65
15%	**12.79**	**0.83**	**0.94**	**1.77**
16%	13.64	0.89	1.00	1.89
17%	14.49	0.94	1.06	2.01
18%	15.34	1.00	1.13	2.13
19%	16.20	1.05	1.19	2.24
20%	**17.05**	**1.11**	**1.25**	**2.36**
21%	17.90	1.17	1.31	2.48
22%	18.75	1.22	1.38	2.60
23%	19.61	1.28	1.44	2.72
24%	20.46	1.33	1.50	2.83
25%	**21.31**	**1.39**	**1.57**	**2.95**
26%	22.16	1.44	1.63	3.07
27%	23.01	1.50	1.69	3.19
28%	23.87	1.55	1.75	3.31
29%	24.72	1.61	1.82	3.42
30%	**25.57**	**1.67**	**1.88**	**3.54**
31%	26.42	1.72	1.94	3.66
32%	27.28	1.78	2.00	3.78
33%	28.13	1.83	2.07	3.90
34%	28.98	1.89	2.13	4.02
35%	**29.83**	**1.94**	**2.19**	**4.13**
36%	30.69	2.00	2.25	4.25
37%	31.54	2.05	2.32	4.37
38%	32.39	2.11	2.38	4.49
39%	33.24	2.16	2.44	4.61
40%	**34.10**	**2.22**	**2.50**	**4.72**
41%	34.95	2.28	2.57	4.84
42%	35.80	2.33	2.63	4.96
43%	36.65	2.39	2.69	5.08
44%	37.51	2.44	2.75	5.20
45%	**38.36**	**2.50**	**2.82**	**5.31**
46%	39.21	2.55	2.88	5.43
47%	40.06	2.61	2.94	5.55
48%	40.92	2.66	3.00	5.67
49%	41.77	2.72	3.07	5.79
50%	**42.62**	**2.78**	**3.13**	**5.91**

%	New ADT	New PM Peak Hour Trips		
		In	Out	Total
100%	85.24	5.55	6.26	11.81
51%	43.47	2.83	3.19	6.02
52%	44.32	2.89	3.26	6.14
53%	45.18	2.94	3.32	6.26
54%	46.03	3.00	3.38	6.38
55%	**46.88**	**3.05**	**3.44**	**6.50**
56%	47.73	3.11	3.51	6.61
57%	48.59	3.16	3.57	6.73
58%	49.44	3.22	3.63	6.85
59%	50.29	3.27	3.69	6.97
60%	**51.14**	**3.33**	**3.76**	**7.09**
61%	52.00	3.39	3.82	7.20
62%	52.85	3.44	3.88	7.32
63%	53.70	3.50	3.94	7.44
64%	54.55	3.55	4.01	7.56
65%	**55.41**	**3.61**	**4.07**	**7.68**
66%	56.26	3.66	4.13	7.79
67%	57.11	3.72	4.19	7.91
68%	57.96	3.77	4.26	8.03
69%	58.82	3.83	4.32	8.15
70%	**59.67**	**3.89**	**4.38**	**8.27**
71%	60.52	3.94	4.44	8.39
72%	61.37	4.00	4.51	8.50
73%	62.23	4.05	4.57	8.62
74%	63.08	4.11	4.63	8.74
75%	**63.93**	**4.16**	**4.70**	**8.86**
76%	64.78	4.22	4.76	8.98
77%	65.63	4.27	4.82	9.09
78%	66.49	4.33	4.88	9.21
79%	67.34	4.38	4.95	9.33
80%	**68.19**	**4.44**	**5.01**	**9.45**
81%	69.04	4.50	5.07	9.57
82%	69.90	4.55	5.13	9.68
83%	70.75	4.61	5.20	9.80
84%	71.60	4.66	5.26	9.92
85%	**72.45**	**4.72**	**5.32**	**10.04**
86%	73.31	4.77	5.38	10.16
87%	74.16	4.83	5.45	10.27
88%	75.01	4.88	5.51	10.39
89%	75.86	4.94	5.57	10.51
90%	**76.72**	**5.00**	**5.63**	**10.63**
91%	77.57	5.05	5.70	10.75
92%	78.42	5.11	5.76	10.87
93%	79.27	5.16	5.82	10.98
94%	80.13	5.22	5.88	11.10
95%	**80.98**	**5.27**	**5.95**	**11.22**
96%	81.83	5.33	6.01	11.34
97%	82.68	5.38	6.07	11.46
98%	83.54	5.44	6.13	11.57
99%	84.39	5.49	6.20	11.69
100%	**85.24**	**5.55**	**6.26**	**11.81**

Site Plan

SE 1/4, SW 1/4, SEC.27, T.28, R.04, W.M.
CITY OF MUKILTEO, WASHINGTON





VICINITY MAP
SCALE 1" = 2000'

BUILDING HEIGHT CALCS:

MAX BUILDING HEIGHT ALLOWED = 65'

BUILDING HEIGHT DESIGNED

FRONT BUILDING:
AVG EX. GRADE

A	= 565.5
B	= 565.7
C	= 570.3
D	= 570.0
TOTAL	= 2,271.5

=> AVG GRADE = 567.87

MAX HEIGHT ALLOWED = 632.87

MAX HEIGHT DESIGNED:
565.5 + 38'± = 603.5'

BACK BUILDING:
AVG EX. GRADE

E	= 553.4
F	= 560.2
G	= 560.5
H	= 558.0
TOTAL	= 2,232.1

=> AVG GRADE = 558.02

MAX HEIGHT ALLOWED = 623.02
MAX HEIGHT DESIGNED:
555.0 + 29'± = 584.0'

HARDSCAPE SURFACE CALCS:

PROPERTY AREA = 38,834 SF. (0.892 AC.)

ON-SITE IMPROVEMENTS

SALES AND DETAIL ROOF	= 2,370 SF.
REPAIR BUILDING ROOF	= 2,410 SF.
*CURBS AND SIDEWALKS	= 1,430 SF.
*PAVEMENT AND PARKING	=16,390 SF.
TOTAL	=22,600 SF.

TOTAL NEW/REPLACED HARSCAPE SURFACE = 22,600 SF.

PARKING CALCULATION:

CAR SALES USE FOR ALL BUILDINGS
1 STALL PER 1000 SF. GROSS FLOOR AREA FOR MOTOR SALES PLUS AN ADDITIONAL 7 PARKING STALLS FOR STAGING.

TOTAL FLOOR AREA
FRONT BUILDING = 4,160 SF.
(2,080 SF. PER FLOOR)

BACK BUILDING = 4,240 SF.
(2,120 SF. PER FLOOR)

TOTAL GROSS FLOOR AREA = 8,400 SF.

TOTAL PARKING REQUIRED
8.4 (BUILDING USE) + 7 (STAGING) = 15.4

TOTAL PARKING STALLS DESIGNED:
EXTERIOR = 21
INTERIOR GARAGE = 15
TOTAL PARKING = 36

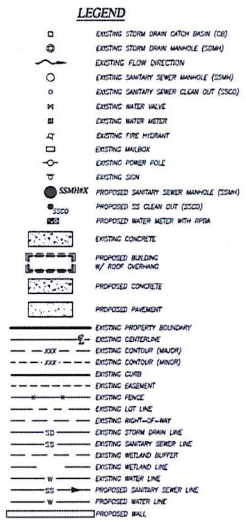
NOTE THAT GARAGE BAYS ON LOWER FLOOR OF BACK BUILDING ARE TANDEM GARAGES.

ADA PARKING REQUIREMENTS
1 ADA STALL FOR EVERY 25 PARKING STALLS WITH A MINIMUM 1 VAN ACCESSIBLE.

MINIMUM ADA STALLS REQUIRED = 0.6
DESIGN ADA STALLS = 1 (VAN ACCESSIBLE)

SCALE: 1" = 30'
0 30 60

LEGEND



HORIZONTAL CONTROL:

STATE PLANE COORDINATE SYSTEM PER GPS OBSERVATIONS IN WASHINGTON STATE REFERENCE NETWORK

VERTICAL CONTROL:

BENCH MARK:
NAVD88 PER GPS OBSERVATIONS IN WASHINGTON STATE REFERENCE NETWORK.

SITE BENCH MARK:
ASPHALT NAIL AS SHOWN
ELEVATION 455.18 FEET.

EQUIPMENT AND PROCEDURES:

METHOD OF SURVEY:
SURVEY PERFORMED BY FIELD TRAVERSE

INSTRUMENTATION:
TOPCON ELECTRONIC TOTAL STATION AND LEICA GPS RECEIVER.

PRECISION:
MEETS OR EXCEEDS STATE STANDARDS WAC 332-130-090

BASIS OF BEARING:
STATE PLANE COORDINATE SYSTEM PER GPS OBSERVATIONS IN WASHINGTON STATE REFERENCE NETWORK.

DEVELOPMENT DATA:

EXISTING ZONING:	LI - LIGHT INDUSTRIAL
PROPOSED ZONING:	LI - LIGHT INDUSTRIAL
PROPOSED USE:	COMMERCIAL
TOTAL SITE:	38,834 SQ. FT. (0.892 ACRES)

ENGINEER/ CONTACT:	WESTERN ENGINEERS & SURVEYORS, INC. 9740 EVERGREEN WAY EVERETT, WA 98204 TELEPHONE #: (425) 356-2700 FAX #: (425) 356-2708
SURVEYOR:	ACREAGE LAND SURVEYING 24225 107TH PLACE W EDMONDS, WA 98020 TELEPHONE #: (206) 326-9912
APPLICANT/ OWNERS OF INTEREST:	BEC INVESTMENTS, LLC 9326 EVERGREEN WAY EVERETT, WA 98204 (206) 605-1656 BRIANECOLEB3@GMAIL.COM

LEGAL DESCRIPTION:

THAT PORTION OF LOT 4, BLOCK 2, SERENE ACRES, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 12 OF PLATS, PAGE 32,, RECORDS OF SNOHOMISH COUNTY, WASHINGTON,DESCRIBED AS FOLLOWS
BEGINNING AT THE MOST EASTERLY CORNER OF SAID LOT 4;
THENCE SOUTHWESTERLY ALONG THE SOUTHEASTERLY LINE OF SAID LOT 4, FOR 100 FEET;
THENCE IN A NORTHWESTERLY DIRECTION TO INTERSECT THE NORTHWESTERLY LINE OF SAID LOT 4 AT A POINT WHICH IS SOUTH 59°01'20" WEST, 82.99 FEET FROM THE MOST NORTHERLY CORNER OF SAID LOT 4;
THENCE NORTH 59°01'20" EAST, 82.99 FEET TO THE MOST NORTHERLY CORNER OF SAID LOT 4;
THENCE SOUTH 35°34'43" EAST 422.58 FEET, ALONG THE NORTH EASTERLY LINE OF SAID LOT 4, TO THE POINT OF BEGINNING.

SITUATE IN THE COUNTY OF SNOHOMISH, STATE OF WASHINGTON.

TREE NOTE:

NO TREES SHALL BE REMOVED WITHOUT A TREE CUTTING PERMIT OR ADMINISTRATIVE APPROVAL FROM PLANNING DIVISION

CITY OF MUKILTEO
PLANNING AND DEVELOPMENT SERVICES
APPROVED FOR CONSTRUCTION

BY: ______________________
NAME

R/W PERMIT NUMBER: ______________________

TAX ACCOUNT NO.(S):
00568700200402

SITE ADDRESS:
12900 BEVERLY PARK ROAD
MUKILTEO, WA 98275

CALL TWO (2) BUSINESS DAYS BEFORE YOU DIG
8-1-1

UTILITY CONFLICT NOTE:

CAUTION:
THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION, DIMENSION, AND DEPTH OF ALL EXISTING UTILITIES WHETHER SHOWN ON THESE PLANS OR NOT, BY POTHOLING THE UTILITIES AND SURVEYING THE HORIZONTAL AND VERTICAL LOCATION PRIOR TO CONSTRUCTION. THIS SHALL INCLUDE CALLING UTILITY LOCATE @ 8-1-1 AND THEN POTHOLING ALL OF THE EXISTING UTILITIES AT LOCATIONS OF NEW UTILITY CROSSINGS TO PHYSICALLY VERIFY WHETHER OR NOT CONFLICTS EXIST. LOCATIONS OF SAID UTILITIES AS SHOWN ON THESE PLANS ARE BASED UPON THE UNVERIFIED PUBLIC INFORMATION AND ARE SUBJECT TO VARIATION. IF CONFLICTS SHOULD OCCUR, THE CONTRACTOR SHALL CONSULT **WESTERN ENGINEERS & SURVEYORS, INC.** TO RESOLVE ALL PROBLEMS PRIOR TO PROCEEDING WITH CONSTRUCTION.

Western Engineers & Surveyors
SURVEYORS • PLANNERS • ENGINEERS
(425) 356-2700
LAND USE CONSULTANTS
CIVIL ENGINEERS • LAND SURVEYORS
*** 9740 EVERGREEN WAY • EVERETT • WA • 98204 ***

SITE PLAN FOR:
BEC INVESTMENTS
SE 1/4, SW 1/4, SEC.27, T.28., R.04., W.M.
CITY OF MUKILTEO, WASHINGTON

DRAWN BY	DATE	REV. BY	DATE	PROJECT MANAGER	SCALE
TAS	02-28-19	01 JAJ	04/17/19	J. JARRELL	1" = 20'
DRAWING FILE NAME		CHK. BY	F.B. NO.	JOB NO.	SHT. NO.
181758ABASE.DWG			-	18-1758-A	1 OF 1