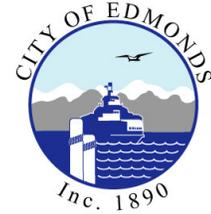


City of Edmonds Development Information



TRAFFIC IMPACT ANALYSIS REQUIREMENTS

Growth and development within the City creates additional demands and needs for public facilities. A proportionate share of the cost for these facilities shall be mitigated through the payment of traffic impact fees. Traffic impact fees are regulated under Edmonds Community Development Code (ECDC) Chapter 18.82.

Traffic impact fees shall be collected from any applicant seeking development approval from the city as provided in 18.82.030. This shall include, but is not limited to, the development of residential, commercial, retail, office, and industrial land, and includes the expansion or change of existing uses that create a demand for additional public facilities.

Timing and calculation of fees: Impact fees shall be assessed based upon the road impact fee rates in effect at the time of *issuance* of the building permit, including but not limited to, change of use permit or remodel permit. In the event the development activity does not require a building permit, traffic impact fees will be assessed at the time of issuance of the business license. The 2009-Impact Fee Rate Table (pg 3 of handout) shall be used to determine the applicable ITE Land Use Category and associated per unit impact fee rate.¹

- **Calculating impact fees for a change in use:** For a change in use of an existing building or dwelling unit, including any alteration, expansion, replacement or new accessory building, the impact fee shall be the applicable impact fee for the ITE land use of the new use, less an amount equal to the applicable impact fee for the ITE land use of the prior use, established at the time the prior use was permitted. If the previous use was permitted prior to 9/12/04 (adoption of Ordinance 3516), the 2004-Impact Fee Rate Table (pg 4 of handout) shall be used.

$$\text{Impact Fee for NEW use} - \text{Impact fee for PREVIOUS use} = \text{Impact fee}^2$$

- **Independent Fee Calculation:** An Independent Fee Calculation³ may be submitted in accordance with ECDC 18.82.130 if none of the fee categories or fee amounts set forth in the 2009-Impact Fee Rate Table describe or capture the impacts of a new development.

Traffic Impact Analysis Worksheet: Complete the Traffic Impact Analysis (TIA) Worksheet or prepare a traffic impact analysis report that complies with and addresses the City of Edmonds TIA Checklist. The TIA worksheet is attached to this handout and is available on line.

Payment of fees: Impact fees shall be paid at the time of issuance of the building permit or city business license.

Exemptions: ECDC 18.82.040 identifies particular development activities in which exemptions may apply. Please refer to this code section for additional information. The director shall make the final determination as to whether the exemption applies.

¹ Impact fee rates can also be referenced in ECDC 18.82.120.

² No impact fees will be due, nor will a credit be given, for an impact fee calculation resulting in a net negative.

³ \$200 review fee required plus actual cost of outside consultant review if required by City.

PROJECT EXAMPLES

Types of projects that DO NOT trigger impact fees: The following list is intended to provide examples of projects that are exempted from the payment of traffic impact fees as identified in ECDC 18.82.040. The examples provided do not involve a change in use and do not expand the usable space or add any residential units and therefore, do not create additional demand on the roadway system. Traffic impact fees will not be required as a condition of development approval for these types of projects.

- A project that involves demolition of one single family residential unit and replacement with one new single family residential unit on the same lot.
- A residential remodel that does not increase the number of residential units.
- A residential addition (e.g. garage, etc.) that does not increase the number of residential units.
- Decks, fences, retaining walls, etc.
- Accessory dwelling unit (ADU). (Approval of an ADU is regulated by the Edmonds Community Development Code, which limits the total number of individuals living at the property to one “family” as defined in the code)

Types of projects that DO trigger impact fees: The following project examples do increase the number of residential units or involve commercial or other activity using the roadway system and therefore, do create additional demand on the roadway system. Traffic impact fees shall be required as a condition of development approval for these types of projects.

- Construction of a single family residence on a previously undeveloped, vacant or subdivided lot.
- Demolition of a single family residence and construction of a commercial, mixed-use or multi-family facility or duplex on the same property.
- A tenant improvement that changes the use from general office to medical office.
- Remodel of an existing multi-family building that increases the number of residential units.

Note: This information should not be used as a substitute for City codes and regulations. The Edmonds Community Development Code (ECDC) may be viewed at www.ci.edmonds.wa.us/codes.stm. The applicant is responsible for ensuring compliance with the fees and regulations that are applicable at the time of submittal. If you have a specific question about a certain aspect of your project, please contact the Engineering Division at 121 Fifth Avenue North, (425) 771-0220. Please note that other local, state, and/or federal permits or approvals may be required.

2009 - Impact Fee Rate Table

Edmonds Streets and Roads Impact Fee Rate Study

TABLE 4 IMPACT FEE RATES						
(1)	(2)	(3)	(4)	(5)	(6)	
ITE Code	ITE Land Use Category	Trip Rate ²	% New Trips ³	Trip Length Factor ⁴	Net New Trips per Unit of Measure	Impact Fee Per Unit @ \$1,049.41 per Trip
110	Light Industrial	0.97	100%	1.47	1.43 1,000 sq ft	1.50 per square foot
140	Manufacturing	0.73	100%	1.47	1.07 1,000 sq ft	1.12 per square foot
151	Mini-warehouse	0.26	100%	1.47	0.38 1,000 sq ft	0.40 per square foot
210	Single family House	1.01	100%	1.13	1.14 dwelling	1,196.33 per dwelling unit
220	Apartment	0.62	100%	1.20	0.74 dwelling	776.56 per dwelling unit
230	Condominium	0.52	100%	1.15	0.60 dwelling	629.65 per dwelling unit
240	Mobile Home	0.59	100%	1.09	0.64 dwelling	671.62 per dwelling unit
251	Senior Housing	0.16	100%	0.93	0.15 dwelling	157.41 per dwelling unit
320	Motel	0.47	100%	1.27	0.60 room	629.65 per room
420	Marina	0.19	100%	0.97	0.18 berth	188.89 per boat berth
444	Movie Theater	3.80	85%	0.73	2.36 1,000 sq ft	2.48 per square foot
492	Health/Fitness Club	3.53	75%	1.00	2.65 1,000 sq ft	2.78 per square foot
530	High School	0.97	80%	1.00	0.78 1,000 sq ft	0.82 per square foot
560	Church	0.55	100%	1.20	0.66 1,000 sq ft	0.69 per square foot
565	Day Care Center	12.46	75%	0.67	6.26 1,000 sq ft	6.57 per square foot
620	Nursing Home	0.22	100%	0.87	0.19 bed	199.39 per bed
710	General Office	1.49	90%	1.47	1.97 1,000 sq ft	2.07 per square foot
720	Medical Office	3.46	75%	1.40	3.63 1,000 sq ft	3.81 per square foot
814	Specialty Retail	2.71	55%	0.60	0.89 1,000 sq ft	0.93 per square foot
820	Shopping Center	3.73	65%	0.53	1.28 1,000 sq ft	1.34 per square foot
850	Supermarket	10.50	65%	0.67	4.57 1,000 sq ft	4.80 per square foot
852	Convenience mkt 15-16 hours	34.57	40%	0.40	5.53 1,000 sq ft	5.80 per square foot
912	Drive-in bank	25.82	55%	0.47	6.67 1,000 sq ft	7.00 per square foot
932	Restaurant: sit-down	11.15	55%	0.73	4.48 1,000 sq ft	4.70 per square foot
933	Fast food, no drive-up	26.15	50%	0.67	8.76 1,000 sq ft	9.19 per square foot
934	Fast food, w/ drive-up	33.84	51%	0.62	10.70 1,000 sq ft	11.23 per square foot
936	Coffee/Donut Shop, no drive-up	40.75	20%	0.67	5.46 1,000 sq ft	5.73 per square foot
938	Coffee/Donut Shop, drive-up, no indoor seating	75.00	20%	0.67	10.05 1,000 sq ft	10.55 per square foot
945	Gas station w/convenience	13.38	45%	0.53	3.19 vfp	3,347.62 per vfp ⁵

² ITE Trip Generation (8th Edition): 4-6 PM Peak Hour Trip Ends

³ Excludes pass-by trips: see "Trip Generation Handbook: An ITE Proposed Recommended Practice" (1988)

⁴ Ratio to average trip length.

⁵ vfp: vehicle fueling position

Henderson,
Young &
Company

EFFECTIVE 5/1/2010

City of Edmonds, Washington
October 29, 2009
Page 21

2004 - Impact Fee Rate Table

Edmonds Road Impact Fee Rate Study

TABLE 4 IMPACT FEE RATES						
(1)	(2)	(3)	(4)	(5)	(6)	
ITE Code	ITE Land Use Category	Trip Rate ²	% New Trips ³	Trip Length Factor ⁴	Net New Trips per Unit of Measure	Impact Fee Per Unit @ \$ 763.66 per Trip
110	Light Industrial	0.98	100%	1.59	1.56 1,000 sq ft	1.19 per square foot
140	Manufacturing	0.74	100%	1.59	1.18 1,000 sq ft	0.90 per square foot
151	Mini-warehouse	0.26	100%	1.59	0.41 1,000 sq ft	0.32 per square foot
210	Single family House	1.01	100%	1.09	1.10 dwelling	840.72 per dwelling unit
220	Apartment	0.62	100%	1.15	0.71 dwelling	544.49 per dwelling unit
230	Condominium	0.54	100%	1.15	0.62 dwelling	474.24 per dwelling unit
240	Mobile Home	0.56	100%	1.09	0.61 dwelling	466.14 per dwelling unit
310	Hotel	0.61	100%	1.25	0.76 room	582.29 per room
320	Motel	0.47	100%	1.25	0.59 room	448.65 per room
420	Marina	0.19	100%	0.97	0.18 berth	140.74 per boat berth
430	Golf course	0.30	100%	1.00	0.30 acre	229.10 per acre
444	Movie Theater	3.80	100%	0.72	2.74 1,000 sq ft	1.36 per square foot
492	Racquet club	1.83	100%	0.97	1.78 1,000 sq ft	3.58 per square foot
530	High School	1.02	100%	0.62	0.63 1,000 sq ft	0.48 per square foot
560	Church	0.66	100%	1.15	0.76 1,000 sq ft	0.58 per square foot
610	Hospital	0.92	100%	1.56	1.44 1,000 sq ft	1.10 per square foot
620	Nursing home	0.20	100%	0.87	0.17 bed	132.88 per bed
710	General Office	1.49	100%	1.59	2.37 1,000 sq ft	1.81 per square foot
720	Medical office	3.66	100%	1.50	5.49 1,000 sq ft	4.19 per square foot
820	Shopping Center	3.74	81%	0.40	1.21 1,000 sq ft	0.93 per square foot
832	Restaurant: sit-down	10.86	56%	1.06	6.45 1,000 sq ft	4.92 per square foot
833	Fast food, no drive-up	26.15	52%	0.62	8.43 1,000 sq ft	6.44 per square foot
834	Fast food, w/ drive-up	33.48	51%	0.62	10.59 1,000 sq ft	8.08 per square foot
844	Gas station	14.56	60%	0.53	4.63 pump	3,535.82 per vfp
845	Gas station w/convenience	13.38	47%	0.53	3.33 pump	2,545.26 per vfp ⁵
850	Supermarket	11.51	55%	0.65	4.11 1,000 sq ft	3.14 per square foot
851	Convenience market-24 hr	53.73	39%	0.40	8.38 1,000 sq ft	6.40 per square foot
912	Drive-in Bank	54.77	51%	0.47	13.13 1,000 sq ft	10.03 per square foot

² ITE Trip Generation (6th Edition): 4-6 PM Peak Hour Trip Ends

³ Excludes pass-by trips: see "Trip Generation Handbook: An ITE Proposed Recommended Practice" (1988)

⁴ Ratio to average trip length.

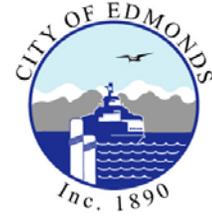
⁵ vfp: vehicle fueling position

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EFFECTIVE 9/12/2004

City of Edmonds, Washington
April 15, 2003
Page 18

City of Edmonds Traffic Impact Analysis Worksheet



Name of Proposed Project: _____

Owner/Applicant

Applicant Contact Person:

Name

Name

Street/Mailing Address

Street/Mailing Address

City State Zip

City State Zip

Telephone: _____

Telephone: _____

Traffic Engineer who prepared the Traffic Impact Analysis (if applicable):

Firm Name

Contact Name

Telephone: _____

E-mail: _____

THRESHOLD LEVELS OF ANALYSIS

Project Traffic Levels	Sections to Complete
I. Less than 25 peak-hour trips generated	1 and 7 only (Worksheet/Checklist)
II. More than 25 peak-hour trips generated	All sections

1. PROJECT DESCRIPTION

a. Location - Street address: _____

(Attach a vicinity map and site plan.)

b. Specify existing land use: _____

c. Specify proposed type and size of development: _____

(# of residential units and/or square footage of building)

- d. Date construction will begin and be completed: _____
- e. Define proposed access locations: _____

- f. Define proposed sight distance at site egress locations: _____

2. TRIP GENERATION

Source shall be the Eighth Edition of the Institute of Transportation Engineers (ITE) Trip Generation manual. For independent fee calculations, the current edition of the ITE manual may be used.

ADT = Average Daily Traffic

PM Peak-hour trips (AM, noon or school peak may also apply as directed by the City Engineer)

- a. Existing Site Trip Generation Table:

Land Use	Daily (ADT)	PM Peak-Hour Trips	
		IN	OUT

- b. Proposed Project Trip Generation Table:

Land Use	Daily (ADT)	PM Peak-Hour Trips	
		IN	OUT

- c. Net New Project Trip Generation Table:

Land Use	Daily (ADT)	PM Peak-Hour Trips	
		IN	OUT

- d. State assumptions and methodology for internal, link-diverted or passby trips:

3. TRIP DISTRIBUTION

Prepare and attach a graphic showing project trip distribution percentages and assignments. For developments that generate over 75 peak-hour trips, the City Engineer reserves the right to require trip distribution to be determined through use of the City traffic model.¹

4. SITE ACCESS ROADWAY/DRIVEWAYS AND SAFETY

a. Have sight distance requirements at egress location been met per AASHTO requirements?

b. Intersection Level of Service (LOS) Analysis:

Intersections to be evaluated shall be determined by the City of Edmonds Traffic Engineer

Existing Conditions	LOS		Delays	
Year of Opening	LOS		Delays	
Five Years Beyond Change of Land Use	LOS		Delays	

c. Describe channelization warrants:

(Attach striping plan.)

d. Vehicle Storage/Queuing Analysis (*calculate 50% and 95 % queuing lengths*):

	50 %	95 %
Existing Conditions		
Year of Opening		
Five Years Beyond Change of Land Use		

e. If appropriate, state traffic control warrants (e.g. stop sign warrants, signal warrants):

f. Summarize local accident history² (only required for access to principal and minor arterials):

¹ Available upon request at City of Edmonds Development Services Department

² Available upon request at City of Edmonds Police Department

5. TRAFFIC VOLUMES

Provide the following and other planned development traffic within the city.¹

- a. Describe existing ADT and peak-hour counts (less than two years old), including turning movements, on street adjacent to and directly impacted by the project.

- b. Describe the estimated ADT and peak-hour counts, including turning movements, the year the project is fully open (with and without project traffic).

- c. Describe the estimated ADT and peak-hour counts, including turning movements, five years after the project has been fully open (with and without project traffic).

- d. State annual background traffic growth factor and source:

6. LEVEL OF SERVICE (LOS) ANALYSIS

- a. Summarize Level of Service Analysis below and attach supporting LOS analysis documentation. Provide the following documentation for each arterial street or arterial intersection impacted by ten or more peak-hour trips. Other City-planned developments¹ must also be factored into the LOS calculations.

		LOS		LOS
Existing Conditions	Existing		Delays	
Year of Opening	With Project		Without Project	
Five Years Beyond Change of Land Use	With Project		Without Project	

- b. Note any assumptions/variations to standard analysis default values and justifications:

¹ A list of planned developments are available at the City upon request for public records

7. MITIGATION RECOMMENDATIONS

State recommended measures and fees required to mitigate project specific traffic impacts. Traffic impact fee shall be calculated from the Edmonds Road Impact Fee Rate Study Table 4 (attached) and as identified in ECDC 18.82.120, except as otherwise provided for independent fee calculations in ECDC 18.82.130.

CHANGE IN USE

Fee for prior use shall be based on fee established at the time the prior use was permitted. If the previous use was permitted prior to the adoption of Ordinance 3516 (effective date: 09/12/04), the 2004 ECDC 18.82.120 impact fee shall be used.

	ITE Land Use Category	Per Unit Fee Rate		Units in square feet, # of dwelling, vfp, etc.	=	Fee
New Use		\$	X		=	\$
Prior Use		\$	X		=	\$
New Use Fee: \$		-		Prior Use Fee: \$		= \$¹

NEW DEVELOPMENT

	ITE Land Use Category	Per Unit Fee Rate		Units in square feet, # of dwelling, vfp, etc.	=	Fee
New Use		\$	X		=	\$

OTHER

MITIGATION FEE RECOMMENDATION:	\$
INDEPENDENT FEE CALCULATION: \$200.00 (+ consultant fee)	\$
TOTAL TRAFFIC IMPACT FEE	\$

City of Edmonds, Engineering Division Approval

Date

¹ No impact fees will be due, nor will a credit be given, for an impact fee calculation resulting in a net negative.