5: Traffic Mitigation

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Traffic mitigation may be required when proposed projects impact streets and highways. Depending on the new PM peak hour trips generated, and changes in land use, fees may be significant. The city strives to make this process straightforward and eliminates fees where possible. For example, in an effort to encourage development, the city of Lynnwood does not collect county road traffic impact fees.

5-A: Number of New PM Peak Trips

New PM Peak hour trips means the number of peak hour vehicle trips between 4:00PM and 6:00PM estimated to be produced by the development activity of your project. The number of new PM peak hour trips generated are used to:

- Determine concurrency fees
- Determine whether access improvement analysis is required
- Identify amount of impact fees due, if applicable

To determine the number of new PM peak hour trips that apply to your project you will need to know the square footage of your project, and if your project will add a new building or increase the square footage of an existing building. For most manufacturing facilities, the estimated trip generation rate is 0.85 trips per 1,000 new or expanded square feet.

The number of new PM peak hour trips is calculated by the following equation:

(New or expanded Building sq. ft./1,000) X ITE* Trip Rate = Number of new PM peak trips

*Institute of Traffic Engineers, Trip Generation Manual (ITE)

Example: For a new construction 10,000 sq. ft. building the number of new PM peak hour trips would be calculated as follows: **(10,000/1,000) X 0.85* = 8.5 new PM peak hour trips**

*This rate may be slightly higher or lower depending on the type of manufacturing.

5-B: Transportation Concurrency Determination

The city conducts concurrency determinations to evaluate if a development project will exceed the city's predetermined traffic level of service standards.

Transportation concurrency payments are required only for projects that will generate additional trips, and are charged in addition to any applicable traffic impact fees identified in Step 5-D.

Payment of the fee is due prior to the submittal of a development permit application. Once submitted, the city will determine if adequate capacity exists. If it does, a capacity reservation certificate will be issued. If it doesn't, the developer can either: reduce the size of the development, construct traffic improvements that mitigate the traffic impacts, or delay the project.

Concurrency Fees and Charges
The concurrency test fee is calculated by the following equation:
$200 + ($7.50*new PM Peak hour trips) = Transportation concurrency fee

Example:
From the previous example resulting in 8.5 new PM peak hour trips, the concurrency fee would be calculated as follows:
Concurrency fee: $200 + ($7.50 X 8.5 trips) = $263.75

Please work with the Permit Center Public Works for assistance with calculating your applicable fee amount.
For more information, see LMC Chapter 12.22 Transportation Concurrency Management

5-C: Access and Signal Improvements
Development projects generating **greater than 50 peak hour trips** are required to prepare a site access evaluation to include the site access to the arterial street system and any intersections on the arterial system within one-quarter mile of the site access. The city will provide the applicant with traffic counts for use in the evaluation. The purpose of this analysis is to determine site-specific access impacts and potential mitigation.

In addition to the site access evaluation, development projects that generate **greater than 100 peak hour trips** are required to conduct a traffic signal warrant analysis. The purpose of the traffic signal warrant analysis is to determine if a development will increase intersection traffic to a point where it is no longer safe to operate without a traffic signal.

Both the site access evaluation and the traffic signal warrant analysis are somewhat specialized engineering tasks that may require contracting with a traffic engineering consultant to complete. In some situations, the city may require additional project-specific traffic analysis to determine the proposed development's impact on the city's transportation infrastructure.

5-D: Traffic Impact Fees
Traffic impact fees are used to fund capital street improvement projects, which provide additional capacity needed to accommodate growth. Development projects that require a building permit and add square footage are required to pay traffic impact fees.

Depending on the new PM peak hour trips generated due to square footage increases, and credit given for prior PM peak hour trips, these fees may be significant.
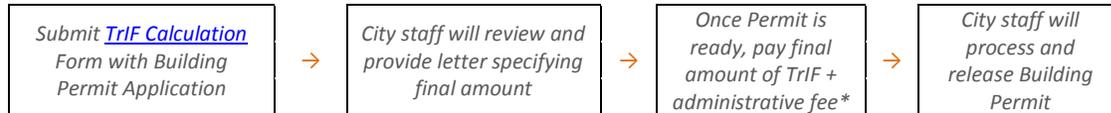
In addition to concurrency fees and any project-specific analysis required by the city, the state may assess traffic mitigation if SEPA (Section 6) applies depending on significance of the project. See WSDOT Development Services Manual for more information on state mitigation policies.

The City of Lynnwood does not assess county road impact fees.

This document should not be used as a substitute for codes and regulations. The applicant is responsible for compliance with all codes and policy requirements, regardless of whether they are referred to or contained within this document.

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Traffic Impact Fee Process

If traffic impact fees apply, payment is due prior to issuance of the building permit. Development and Business Services Public Works staff will assist in calculating your exact fee amount.

For more information, see Lynnwood's Permit & Impact Fees webpage. The formal process for calculating and paying the fees:

| Submit TrIF Calculation Form with Building Permit Application | → | City staff will review and provide letter specifying final amount | → | Once Permit is ready, pay final amount of TrIF + administrative fee* | → | City staff will process and release Building Permit |

Note: An administrative fee of $100.00 or 3% of TrIF amount, up to $3,000.00, plus the review fee for an Independent Fee Calculation (if requested) is required in addition to the traffic impact fee.

Traffic Impact Fee Examples

The traffic impact fee is calculated by the following equation:

(Proposed PM peak hour trips***fee**) – (Prior PM peak hour trips***fee**) = Traffic impact fee

The **fee** in the impact equation above depends on the land use, and the area of the city the development project is in. See area map here. Use the city's calculation spreadsheet to get a more precise estimate based on the credit for prior trips paid for by previous development for your location. Lynnwood's Transportation Impact Fee Calculation Spreadsheet (TrIF).

The three examples below illustrate how impact fees can be reduced depending on credit applied for prior development.

Example 1

An auto care center located in Zone B is approximately 5,000 sq. ft. You intend to expand the existing structure into 6,000 sq. ft. and use it for manufacturing. Based on the land use codes and square footage in the TrIF calculation spreadsheet, the estimated impact fees would be calculated as follows:

$35,280 - $107,400 = **$0 Impact Fees**

Calculation Breakdown: Planned project 6,000 sq. ft. X $5.88/sq. ft. (per land use category 140) - prior use 5,000 sq. ft. X $21.48/sq. ft. (per land use category 942) = (-$72,120) = $0 impact fees due for your project

Example 2

A building materials and lumber store located in Zone B is approximately 4,000 sq. ft. You intend to use the existing 4,000 sq. ft. for general light industrial use.

*No impact fees due. While tenant improvements may require a building permit, the square footage of the building is staying the same, resulting in no impact fees due.

Example 3

A general light industrial facility located in Zone B is approximately 3,000 sq. ft. You intend to expand the existing structure to 10,000 sq. ft. for the same type of land use. Based on the land use codes and square footage in the TrIF calculation spreadsheet, the estimated impact fees would be calculated as follows:

$77,900 - $23,370 = **$54,530 Impact Fees**

Calculation Breakdown: Planned project 10,000 sq. ft. X $7.79/sq. ft. (per land use category 110) - prior use 3,000 sq. ft. X $7.79/sq. ft. (per land use category 110) = $54,530 impact fees due for your project

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