

Transportation Concurrency Evaluation and Determination of Transportation Impact Fees

Date of Complete App _____
 Project _____
 Address _____

1. Exemptions (Deemed Concurrent, MCC 17.15 020)

	Yes	No	N/A
A. PM peak hour trips same or less than current	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. 10.0 or less new PM Peak hour trips	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Additions to a Single Family Residence	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. TI with no change of use or increase in services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E. Replacement Structures	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F. Re-roofing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
G. Demolitions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
H. Subject to Master Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2. If project meets any of the above, then deemed concurrent.
 Exempt Yes No

*** If Yes, Stop Here, if No, respond to the following;**

3. A. If more than 10 new PM Peak Hour Trips: For transportation concurrency evaluation, the applicant shall provide a traffic study prepared by a traffic engineer, which shall compare the calculated level of service to the adopted level of service standard for each impacted transportation facility. The traffic study shall, at a minimum, provide the following information:

- i. Anticipated trip distribution;
- ii. The current calculated level of service of all impacted transportation facilities;
- iii. The future calculated level of service of all impacted transportation facilities incorporating traffic volumes from the proposed development;
- iv. Any proposed mitigation (including calculation of impact fees); and
- v. The future calculated level of service of all impacted transportation facilities with the incorporation of proposed development traffic volumes and any proposed mitigation.

Definition:

“Impacted transportation facility” includes any transportation facility which is impacted by ten or more peak hour project trips in one direction.

B. LOS Determination

Location	Type Segment or Intersection	Current LOS	LOS With Development
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

Add additional sheet if necessary. Show all “impacted transportation facilities.”

4. Does any location have a LOS with development of less than:

LOS E Principal/Minor Arterial Road Segments and Intersections

LOS D Collector Arterials/Local Road Segments

(See attached map)

Yes Then development not concurrent.
Permit not to be issued without mitigation and approval of Public Works
Director.

No Then development is concurrent and code requirements are met.

5. Calculated ADT _____ Calculated Peak PM Trips _____

*Intersection of 88th Street SW and Hwy 525 a) Peak PM Trips _____
b) ADT _____

6. Determination of Transportation Impact Fee from Traffic Study

_____ X \$1875.00 = _____
New PM Peak Hour Trips Fee per PM PHT

*If 5. (a) is 10 or greater, WSDOT fees apply based on 5. (b)

_____ X \$205.00 = _____
ADT @ 88th St SW/Hwy 525 Fee per ADT
TOTAL FEE = _____

Engineer Stamp
(required for all non-exempt projects)

Do not write below this line – City of Mukilteo Office Use Only

A. Concurrency Granted _____
Initials

Or

Concurrency Denied _____
Initials

B. Fees Verified and Approved

C. Fee Exempt per MMC 17.15.020

City Staff Signature

Date

.....
TOTAL AMT DUE: \$ _____

5 YEAR _____

6 YEAR _____

TREASURERS RECIEPT # _____
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C:Project File
Concurrency Cert. File
Finance Department

Map 9: Functional Class of Street Network

