

12/13/2022
MEMORANDUM

To: Laura Gurly, Port of Everett
From: Matthew Palmer, PE
Project: Mukilteo Landing Parking Lot
Subject: Trip Generation & Mitigation Fees
Date: November 10, 2022

Kimley-Horn and Associates, Inc. has been retained to provide a trip generation and mitigation memorandum for the Mukilteo Landing parking lot. The site is located in the southeast corner of Mukilteo Speedway at Front Street. A site vicinity map is included in Figure 1.



Figure 1: Site Vicinity Map

The Mukilteo Landing parking lot is proposed to consist of 99 parking spaces. The parking spaces have been delegated to include 13 stalls for employees for surrounding businesses, 23 stalls for monthly parking, and 63 stalls for 72-hour parking. The site currently has a credit for a 9,354 Square Foot (SF) high-turnover sit-down restaurant and two single-family units previously occupying the site prior to the increase in ferry traffic holding space. When the total proposed parking lot site was used for ferry holding traffic; upwards of 180 passenger cars could fit on the site.

1. TRIP GENERATION

Trip generation calculations for the Mukilteo Landing parking lot have been performed using the Institute of Transportation Engineer's (ITE) *Trip Generation Manual, 11th Edition (2021)*. The average rates for ITE Land Use Code (LUC) 090, Park-and-Ride Lot, ITE LUC 932, High-Turnover (Sit-Down) Restaurant, and ITE LUC 210, Single-Family Detached, have been used for the trip generation calculations. A credit for previously approved site uses will be accounted for when calculating total trips. ITE also identifies a pass-by rate for the previous high-turnover sit-down restaurant use. The pass-by rate accounts for existing vehicles on the roadway that will use the site. A pass-by rate of 43% for the high-turnover sit-down restaurant has been utilized. The trip generation for the proposed parking lot is summarized in Table 1.

Table 1: Trip Generation Summary

Land Use	Size	Average Daily Trips	AM Peak-Hour Trips			PM Peak-Hour Trips		
			In	Out	Total	In	Out	Total
ITE LUC 090 Park-and-Ride Lot (Visitors)	63 Stalls	244	22	6	28	8.66	25.99	34.65
ITE LUC 090 Park-and-Ride Lot (Employees)	13 Stalls	50	5	1	6	1.79	5.36	7.15
ITE LUC 090 Park-and-Ride Lot (Monthly)	23 Stalls	89	8	2	10	3.16	9.49	12.65
ITE LUC 932 High-Turnover (Sit-Down) Restaurant (Credit)	-9.354 K SF	-572	-28	-23	-51	-29.43	-18.82	-48.25
ITE LUC 210 Single-Family Detached (Credit)	-2 Units	-19	0	-1	-1	-1.18	-0.70	-1.88
TOTAL	---	-208	7	-15	-8	-17.00	21.32	4.32

The Mukilteo Landing parking lot is anticipated to generate -208 new daily trips with -8 AM peak-hour trips and 4.32 new PM peak-hour trips after reductions for the existing land uses on site have been considered. The trip generation calculations are included in the attachments.

2. TRIP DISTRIBUTION

The change in use of the site is anticipated to generate only 4.32 new PM peak-hour trips. Therefore, as the city's typical trigger level for off-site analysis is 10 PM peak-hour trips; no distribution or assignment of trips should be necessary at the existing site access point.

3. TRAFFIC MITIGATION FEES

The City of Mukilteo has an interlocal agreement with Snohomish County that provides for the payment of traffic mitigation fees to Snohomish County for City of Mukilteo developments. The City of Mukilteo also has an understanding with WSDOT for the payment of traffic mitigation fees.

3.1 City of Mukilteo

The City of Mukilteo traffic mitigation fees have been calculated using the current rate of \$1,875 per net new PM peak hour trips. The Mukilteo Landing parking lot is anticipated to generate 4.32 new PM peak hour trips, which results in a City of Mukilteo traffic mitigation fee of \$8,100.00. The development should not be responsible for off-site improvements due to the site not meeting the City of Mukilteo threshold for off-site analysis. It should be noted that if the 13 employee parking spaces which will be utilized by existing developments in the site vicinity are removed from the trip generation as those vehicles are already coming to the site vicinity the proposed parking lot would generate -2 new PM peak-hour trips and would not be responsible for traffic mitigation fees. In addition, with the employee parking included if only 8 of the visitor spaces were allocated to a maximum of 4 hours of parking, the same limit as what is currently for on-street parking, these spaces would most likely be utilized by visitors to the waterfront and the existing establishments in the area and should not be counted as new trips. With these 8 visitor parking spaces as short-term parking the trip generation would be 0 new PM peak-hour trips.

3.2 Snohomish County

The interlocal agreement between Snohomish County and the City of Mukilteo allows Snohomish County to request traffic mitigation fees from any new developments in the City of Mukilteo. Based on the low trip generation the development is not anticipated to impact any Snohomish County roadways on the Transportation Needs Report (TNR) with 3 directional PM peak-hour trips and should therefore not be required to pay traffic mitigation fees to Snohomish County.

3.3 Washington State Department of Transportation

Per the Transportation Concurrency Evaluation and Determination of Transportation Impact Fees for the City of Mukilteo, the development does not reach the threshold of 10 or more PM peak-hour trips at the intersection of 88th Street SW and Highway 525. Payment of WSDOT traffic mitigation fees should therefore not be a condition of the Mukilteo Landing parking lot.

Attachments

Mukiteo Landing
KH #090222305

**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		NEW	PASS-BY		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)	In	Out	In+Out (Total)	In	Out
Park-and-Ride Lot (Visitors)	63 Stalls	90	3.88	50%	50%	244	0%	0	244	0%	0	0	0	244	122	122
Park-and-Ride Lot (Employees)	13 Stalls	90	3.88	50%	50%	50	0%	0	50	0%	0	0	0	50	25	25
Park-and-Ride Lot (Monthly)	23 Stalls	90	3.88	50%	50%	89	0%	0	89	0%	0	0	0	89	45	44
High-Turnover (Sit-Down) Restaurant	-9,354 K SF	932	107.20	50%	50%	-1,003	0%	0	-1,003	43%	-431	-216	-215	-572	-286	-286
Single-Family Detached	-2 Units	210	9.43	50%	50%	-19	0%	0	-19	0%	0	0	0	-19	-10	-9
Total						-639		0	-639		-431	-216	-215	-208	-104	-104

Mukiteo Landing
KH #090222305

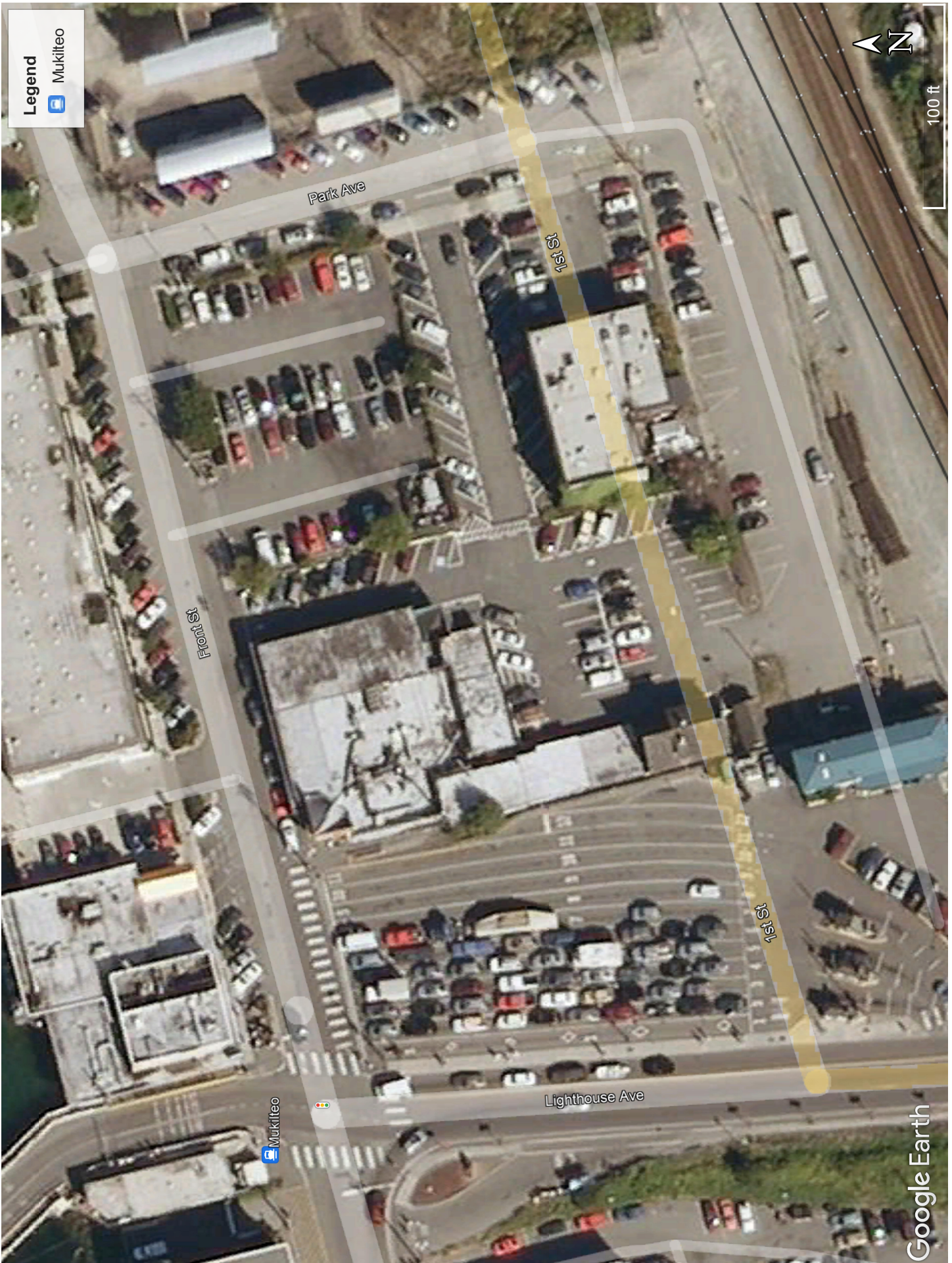
**Trip Generation for: Development Peak Weekday, Peak Hour of Adjacent Street Traffic, One Hour between 7 and 9 AM
(a.k.a.): Weekday AM Peak Hour**

LAND USES		NET EXTERNAL TRIPS BY TYPE										
		IN BOTH DIRECTIONS				DIRECTIONAL ASSIGNMENTS						
		TOTAL	PASS-BY	NEW	PASS-BY	NEW	In	Out	PASS-BY	NEW	In	Out
ITE LU code	VARIABLE	Trip Rate	% IN	% OUT	In+Out (Total)	% of Gross Trips	% of Ext. Trips	In+Out (Total)	In+Out (Total)	In+Out (Total)	In	Out
90	63 Stalls	0.44	80%	20%	28	0%	0%	0	28	0	22	6
90	13 Stalls	0.44	80%	20%	6	0%	0%	0	6	0	5	1
90	23 Stalls	0.44	80%	20%	10	0%	0%	0	10	0	8	2
932	-9,354 K SF	9.57	55%	45%	-90	0%	43%	-39	-51	-21	-28	-23
210	-2 Units	0.70	26%	74%	-1	0%	0%	0	-1	0	0	-1
Total					-47			-39	-8	-21	7	-15

Mukilteo Landing
KH #090222305

**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											
LAND USES			IN BOTH DIRECTIONS				DIRECTIONAL ASSIGNMENTS				
			TOTAL		PASS-BY		NEW		PASS-BY		NEW
			In+Out (Total)	% of Ext. Trips	In+Out (Total)	% of Ext. Trips	In+Out (Total)	% of Ext. Trips	In	Out	
ITE LU code	VARIABLE		Trip Rate	% IN	% OUT	In+Out (Total)	% of Gross Trips	Internal Crossover	% of Gross Trips	In+Out (Total)	
90	63 Stalls		0.55	25%	75%	35	0%	0	0%	0.00	8.66
90	13 Stalls		0.55	25%	75%	7	0%	0	0%	0.00	1.79
90	23 Stalls		0.55	25%	75%	13	0%	0	0%	0.00	3.16
932	-9,354 K SF		9.05	61%	39%	-85	0%	0	0%	-22.20	-29.43
210	-2 Units		0.94	63%	37%	-2	0%	0	0%	0.00	-1.18
Total						-32		0		-36.40	-17.00
											21.32



Transfer of Ownership				
Owner	Consideration	Transfer Date	Deed Type	Document Number
MUKILTEO LANDING LLC	3500000	09/29/2022	W	1295790
STATE OF WASHINGTON DOT	0	04/19/2021	QC	1264867
BUZZ INN LANDING INC	0	01/01/2017	QC	1152361
A & J ENTERPRISES	2000000	09/26/2016	W	E074187
	293879	02/01/1985	P	02124
	437000	01/01/1978	R	01228

Valuation Record						
Assessment Year	2019	2020	2020	2021	2022	2022
Reason for Change	Reval	Reval	Seg/Merge	Reval	Value Mod	Value Mod
0	L	1157900	1157900	828500	1157900	828500
	I	0	0	0	0	0
	T	1157900	1157900	828500	1157900	828500
0	L	0	0	0	0	0
	I	0	0	0	0	0
	T	0	0	0	0	0

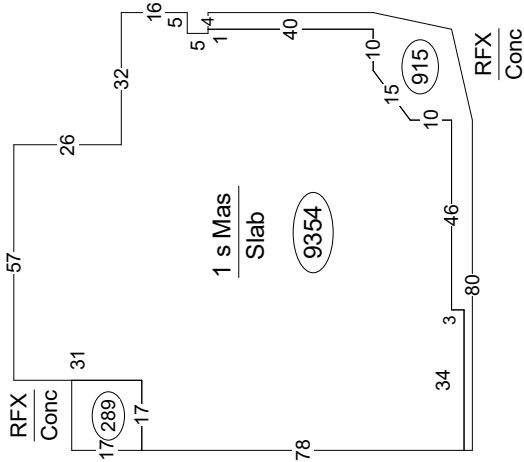
Land Size				
Land Type	Rating Soil ID - or - Actual Frontage	Acreage - or - Effective Frontage	Square Feet - or - Effective Depth	Influence Factor
7 Commercial I			40075.00	

PORT OF EVERETT 1205 CRAFTSMAN WY STE 200 EVERETT, WA 98206
Section 04 Township 28 Range 04 Quarter NE & NW FREDRICKSONS ADD TO MUKILTEO BLK 001 D-00 LOT 1-2 BLK 1 SD PLAT TGV VAC ALLEY LY BTW SD LOTS 1-2 SD PLAT & ALSO TGV FRAC LOT 1 BLK 2
Neighborhood Number 5401000
Neighborhood Name Mukilteo coml
TAXING DISTRICT INFORMATION
Jurisdiction Name Area 001
Corporation 006
District 00667
Section & Plat 4513
Routing Number 2804041
Site Description Topography Public Utilities Water, Sewer, Electric Street or Road Paved, Sidewalk Neighborhood Zoning: Legal Acres: 0.8956

Physical Characteristics

ROOFING				
Built-up				
WALLS				
Frame	B	1	2	U
Guard	Yes	Yes		Yes
FRAMING				
F Res	B	0	1	2
			9354	0
			0	0
FINISH				
	UF		SF	FO
1	0	0	0	9354
Total	0	0	0	9354
HEATING AND AIR CONDITIONING				
Heat	B	1	2	U
A/C	0	9354	0	0
	0	9354	0	0

01



Special Features

Description

C
01

RESTURNT
PAVING

0.00
0.00

Const
Type

Grade

Year
Cons

Eff
Year

Cond

Size or
Area

1958
1977

G
AV

9354
23000

Transfer of Ownership

Valuation Record

Assessment Year							
Reason for Change							
0	L						
	I						
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0	L						
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Land Size

Land Type	Rating, Soil ID - or - Actual Frontage	Acreage - or - Effective Frontage	Square Feet - or - Effective Depth	Influence Factor

0045130010010009

Printed 10/26/2022

Physical Characteristics

Style: 14 1 1/2 sty Type I

Occupancy: Single family

Story Height: 1.5

Finished Area: 1372

Attic: None

Basement: None

ROOFING

Material: Shake shingles-med

Type: Gable

Framing: Std for class

Pitch: Medium

FLOORING

Sub and joists 1.0, 2.0

Carpet 1.0, 2.0

Vinyl sheet 1.0, 2.0

EXTERIOR COVER

Siding-Lap 1.0, 2.0

INTERIOR FINISH

Drywall 1.0, 2.0

ACCOMMODATION

Finished Rooms 5

Bedrooms 3

HEATING AND AIR CONDITIONING

Primary Heat: Forced hot air

Lower Full Part

/Bsmt 1 Upper Upper

PLUMBING

TF

3 Fixt.. Baths 2 6

Kit Sink 1 1

Water Heat 1 1

TOTAL 8

REMODELING AND MODERNIZATION

Amount Date

12

21

252

Det Gar

37

12

1 s Fr (Upper) 444

28

24

1 s Fr C 928

27

4

10

Special Features	
Description	
D : Masonry fireplace 01 : Roof wood shake	

Summary of Improvements						
ID	USE	Story Height	Const Type	Grade	Year Cons	Eff Year
D 01	DWELL DETGAR	1.00 0.00	1	Avg Fair	1902 1902	1902 1902
F 1372 AV 12x 21						

Transfer of Ownership

Valuation Record					
Assessment Year					
Reason for Change					
0	L				
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Land Size				
Land Type	Rating, Soil ID - or - Actual Frontage	Acreage - or - Effective Frontage	Square Feet - or - Effective Depth	Influence Factor



August 2020

Legend
Mukilteo

200 ft

Google Earth

Transportation Concurrency Evaluation and Determination of Transportation Impact Fees

Date of Complete App _____
 Project Mukilteo Landing
 Address 707 Front Street

1. Exemptions (Deemed Concurrent, MCC 17.15 020)

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

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 N/A
b) ADT N/A

6. Determination of Transportation Impact Fee from Traffic Study

4.32 X \$1875.00 = \$8,100.00
New PM Peak Hour Trips Fee per PM PHT

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

Project already completed X \$205.00 = 0
ADT @ 88th St SW/Hwy 525 Fee per ADT
TOTAL FEE = 0

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: \$ _____

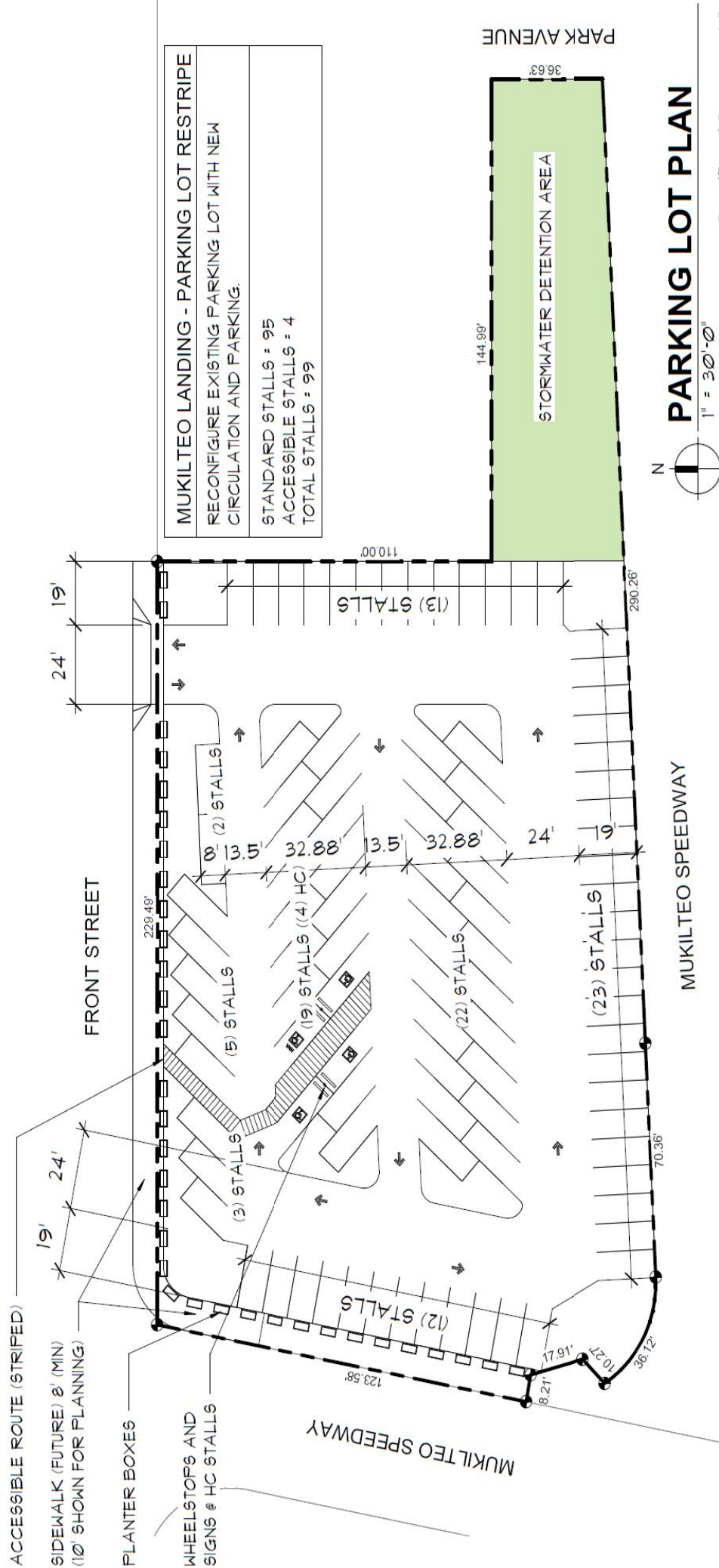
5 YEAR _____

6 YEAR _____

TREASURERS RECIEPT # _____
.....

C:Project File
Concurrency Cert. File
Finance Department

This map illustrates the road network of Everett, Washington, and its surrounding areas. A north arrow is located in the top left corner. The legend identifies three types of roads: Principle Arterial (solid thick line), Minor Arterial (solid thin line), and Collector Arterial (dashed line). Major roads shown include Mukilteo Blvd at the top, SR 525 running vertically through the center, and SR 526 running horizontally across the middle. Other labeled streets include 9th St, Goat Trail Rd, 48th Ave W, 46th Ave W, 76th St SW, 44th Ave W, 84th St SW, 92nd St SW, Paine Field Blvd, Harbour Place, Harbour Pointe Blvd, 47th Pl W, Chann. Boh Rd, Cyns Way, Possession Way, Harbour Reach Dr, St. Andrews Dr, Harbour Heights Parkway, and Beverly Park Rd. The map also shows the City of Everett to the northeast, the Snohomish County Airport at Paine Field, and various unincorporated areas of Snohomish County.



MUKILTEO LANDING

• Project # 15476 • 2022-07-20