

MEMORANDUM

To: Ryan Morrison, City of Arlington

From: Joey Miller
Brad Lincoln, PE
Kimley-Horn and Associates, Inc.

Date: August 31, 2023

Subject: 18520 67th Avenue NE – Trip Generation, Trip Distribution, and Traffic Mitigation Fees

Kimley-Horn and Associates, Inc. (Kimley-Horn) has been retained to provide a traffic mitigation memorandum for the proposed 18520 67th Avenue NE tenant improvement (TI). The existing site is located along the west side of 67th Avenue SE, south of 188th Street NE. This memorandum summarizes the trip generation and trip distribution for the TI. The TI is proposed to be an internal remodel to an existing approved manufacturing facility that is changing ownership. The final use is proposed to remain as manufacturing. A site vicinity map is shown in **Figure 1** and a site plan has been provided in **Appendix A**.

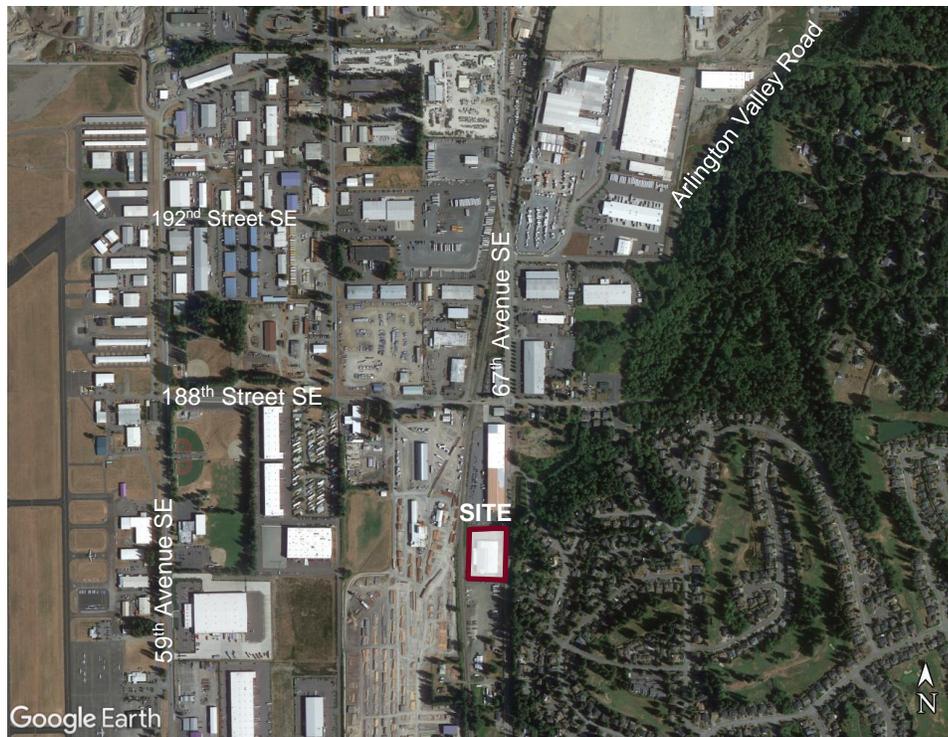


Figure 1: Site Vicinity Map

1. TRIP GENERATION

The site is located in the City of Arlington (City) and is currently listed as an existing manufacturing structure per the *Snohomish County Online Property Information (SCOPI)* web map. There will be no change to the existing structure's size or applicable land use category. The building is therefore not anticipated to generate any additional trips from what was previously approved and operating at the site. It should also be noted that the anticipated number of employees at this site is expected to be up to 15, which will generate a conservatively generous amount of 38 average daily trips of which only 5 would occur during the PM peak hour. This volume of trips is far below the estimated calculations based on square footage of the development under a manufacturing land use category that this site was originally mitigated for and approved.

2. TRAFFIC MITIGATION FEES

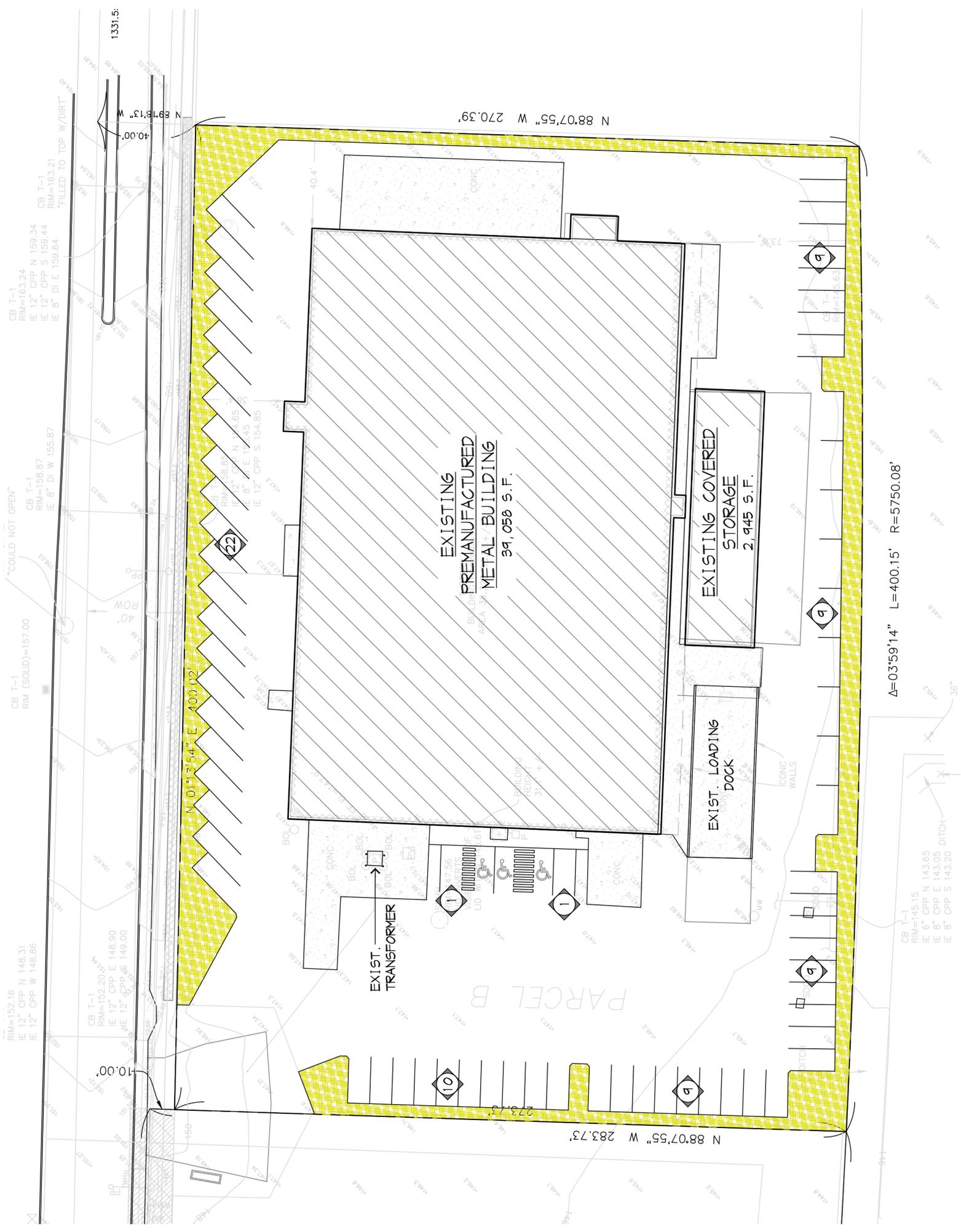
Arlington Municipal Code (AMC) 29.90.040, Imposition of Impact Fees on Development Activity, is the code section that defines the methodology for calculating impact fees. AMC 29.90.040(e) specifically addresses credits for existing trips and changes in use. The proposed use is consistent with the approved use and previous use on the site and the building size is not proposed to change. AMC 29.90.040(e) would identify that traffic mitigation fees should not be required for the change in use.

AMC 20.40.070, Change in Use, does address permit fees associated with a change and in use and AMC 20.40.070(b) does identify that a change in use would require a permit if the building is unoccupied for more than 180 days. However, AMC 20.40.070 does not identify that traffic mitigation fees are required if the building is vacant for 180 days or more.

The existing manufacturing building was fully approved and permitted. Therefore, the project was reviewed and mitigated for a 38,510 square foot (SF) manufacturing building at that time. The Revised Code of Washington (RCW) 82.02.050(1)(c) specifically identifies that traffic impact fees for new trips are a one-time mitigation and not an annual or recurring assessment to collect duplicative or arbitrary fees.

The existing manufacturing building was in the existing traffic count basis when the City developed its traffic mitigation fees. Whether it be the standard traffic mitigation fee or the specific Marysville Industrial Center (MIC) fee, the trips generated by this building are accounted for in establishing the future capacity needs for growth. Traffic mitigation fees should therefore not be required for the TI.

APPENDIX A
SITE PLAN



SITE PLAN

1" = 30'-0"

