# **Transportation Concurrency Administrative Guidelines**

October 2009



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## City of Redmond Multimodal Plan-Based Concurrency System Transportation Concurrency Guidelines

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# Introduction

These guidelines describe the City of Redmond's transportation concurrency process in order to provide a common understanding of this process for the applicant and administrator. The Redmond Community Development Guide (RCDG) 20D.210.10 and Multimodal Plan-Based concurrency System Report contain additional details beyond what is described briefly in these guidelines. Ultimately, a concurrency certificate must be issued prior to land uses approval (e.g. site plan entitlement).

# **Testing for Transportation Concurrency**

**Figure 1** depicts the steps included in the transportation concurrency test. These steps are also described below:

- 1. Applicant completes Transportation Concurrency Application form (see Appendix A for an example of a completed application). It is important to note that if a concurrency certificate is necessary it must be consistent with the information included on the development application.
- 2. Applicant will not be required to pay a fee for concurrency testing unless an independent study is to be undertaken to develop unique mobility unit demand rate for the proposed land use type. The results will be used for both transportation concurrency and impact fee calculations.
- 3. City staff reviews Transportation Concurrency Application with Applicant to ensure it is properly filled out and confirm existing and proposed land use type(s).
- 4. City staff calculates the net new mobility unit (MU) demand based on information provided in the Transportation Concurrency Application about existing and proposed land use. This land use information is used along with the Development Mobility Unit Calculator to





determine the existing MU demand, new MU demand and net new MU demand. The net new MU demand is determined by subtracting the MU demand of the existing

land use from the MU demand of the proposed land use. This process may be able to be done at the time the application is submitted and, in most cases, will be complete within two business days.

If the applicant's "Proposed land use" is unique, the applicant may have a traffic engineer prepare an independent study for impact fees and concurrency to determine the mobility unit demand which will then be reviewed and confirmed by the Administrator. This process will necessitate a longer review period. These administrative guidelines along with the Multimodal Plan-Based Concurrency System Report (<u>http://www.redmond.gov/connectingredmond/resources/concurrency.asp</u>) provide background information on how mobility units are calculated.

- 5. Once the MU demand is determined, the City will do one of the following:
  - a. If less than or equal to 25 MU demand is generated by the project, City staff confirms that no concurrency test is required on the Transportation Concurrency Application form. The MU demand generated is entered into the transportation concurrency tracking system, therefore reducing the MU supply available to take into account the impact on the transportation system. This information will be included in the annual concurrency report to City Council.
  - b. If greater than 25 MU demand is generated by the project, City staff will compare with the number of MU supply available to determine whether the development passes concurrency.
    - i. If the MU supply available is greater than or equal to the MU demand the development passes concurrency. The MU demand generated is entered into the transportation concurrency tracking system, therefore reducing the MU supply available to take into account the impact on the transportation system. This information will be included in the annual concurrency report to City Council.
    - ii. If the MU supply available is less than the MU demand the development is out of compliance with the concurrency level of service standard outlined in the Comprehensive Plan. If the Applicant wants the development to proceed, the Applicant must mitigate development related impacts consistent with RCDG 20D.210.10-080 and document in a letter to the Administrator. Specifically, the applicant must propose one or more of the following:
      - 1. Reduce the size of the proposed development until the MU demand is equal to or less than the MU supply available prior to the issuance of the concurrency certificate;
      - 2. Delay the proposed development until the City or others increase the MU supply available;

- 3. Obtain supplemental mitigation by purchasing sufficient MU supply to serve the MU demand of the proposed development (The 2009 cost per MU supply is \$6,048). The necessary MU supply must be paid for prior to the issuance of the building permit. During the development review process applicants in need of MU supply will receive excess MU supply that becomes available in the order of the date the Transportation Concurrency Application form was submitted. Developments which purchase MU supply will receive dollar-for-dollar credit against any required transportation impact fees;
- 4. Design and construct transportation facilities that are consistent with the approved Transportation Facility Plan (TFP) and provide sufficient MU supply to serve the MU demand of the proposed development. The development will receive credits against any required transportation impact fees. The applicant will not retain ownership of any excess mobility units of supply, but Administrator may provide for latecomer agreements or other reimbursements.

If the applicant constructs a transportation facility that is a partial implementation of the project described in the TFP the MU supply provided by the facility will be determined based on the proportion of the project built. The proportion of the project built will be determined by the Administrator based on the scope of the project to be constructed as supplemental mitigation compared to the total scope of the project described in the TFP;

5. Upon approval by the Administrator, a developer may implement Transportation Demand Management (TDM) strategies as supplemental mitigation provided that the MU demand from a proposed development is reduced due to the elimination of trips, and the TDM strategies become a legal project approval condition of the development. This must be completed prior to issuance of the transportation concurrency certificate.

If the proposed mitigation to achieve concurrency is approved by the Administrator the MU demand generated by the development and MU supply created by the mitigation is entered into the development tracking system to take into account the impact on the transportation system.

- 6. The Administrator signs the concurrency certificate with conditions (if required). The signed certificate of concurrency is sent to the Applicant.
- 7. The concurrency certificate is valid for 120 days. The certificate will remain valid if the applicant submits a complete development application to the City within 120 days of the certificate being issued. After 120 days the concurrency certificate expires. The applicant may submit a new concurrency application for the same development after 14 days. Once the complete development application has been submitted the concurrency certificate continues to be valid during City review process and for the same period of time as the development approval granted by the City.

# **Determining Mobility Units Available**

## PERSON MILES TRAVELED

Two methods were used to calculate person miles traveled in Redmond. The first method used the Bellevue Kirkland Redmond and Puget Sound Regional Council travel models together to produce composite forecasts of person trips by mode. The models were also used to calculate trip lengths by mode. The trip lengths were refined to only include the distances traveled within the City of Redmond. A second method used to calculate mobility units is termed the "person mile calculator". This method uses a spreadsheet tool to combine travel characteristics from the travel demand model and trip generation characteristics from the Institute of Transportation Engineers *Trip Generation* Report (7<sup>th</sup> Edition).

The person-mile calculator elements are shown in **Figure 2.** The calculator starts by identifying PM peak hour vehicle trip generation rates for generalized land use categories using ITE data (Step A). The vehicle trips are converted to person trips (Step B) by applying an average vehicle occupancy (AVO) rate and a mode split percentage. The third step (Step C) calculates an average trip length factor for each land use type.



Figure 2. Person Mile Calculator

Person miles are the product of the person trips (Step B) and the trip length (Step C). Person miles, calculated by land use type, are added to produce a citywide estimate of total person miles.

### SYSTEM COMPLETION

The "system completion calculator" tracks the pace of completing the capacity-enhancing projects contained within the Transportation Facility Plan (TFP). Each eligible TFP

project is identified on a list along with its completion status. The calculator computes the aggregate completion of the TFP expressed both as a 'percent complete' and in terms of "mobility units available". Projects selected are either complete or expected to be implemented within the next six-year period.

#### **PROJECT LIST**

The project list includes all capacity-enhancing projects within the TFP. Most of these projects provide physical capacity, but a few are programmatic actions designed to improve mobility for people traveling within Redmond. Operations and maintenance costs are not included. For instance, while the list includes the construction of the downtown transit center, it does not include operational costs associated with providing a higher level of transit service.

### **PROPORTION OF THE SYSTEM**

The entire transportation system works together to provide the people moving capacity needed for planned growth and the resulting level of system performance. Each project is allocated a proportion of the transportation system based upon relative cost. These relative proportions would remain fixed unless there are modifications to the TFP approved by Council.

## COMPARISON OF DEMAND AND SUPPLY

Using the calculations described in the previous section, concurrency is determined through a comparison of available transportation mobility units with new demand for mobility units generated by developments. To manage the pace of development in the short-term, the concurrency test focuses on "how much room is left in the 6-year bucket?" This test entails a comparison of the available mobility units based on projects already constructed or funded in the Six-Year Program, as required under the GMA. **Figure 3** depicts the various stages of this test.

### TRACKING MOBILITY UNITS AVAILABLE

Tracking the total MU supply available for new development is done on an ongoing basis. The total MU supply based on system completion is updated with the annual Mobility Report Card, which is completed during the spring of each year. This update is based on the City's Transportation Capital Improvement Program (CIP), as well as other committed projects documented in the six-year transportation improvement program (TIP). System completion may also be updated more frequently based on significant changes to the 6-year committed project list.

New development that consumes MU demand is tracked as the City receives transportation concurrency applications. Development projects that consume MU demand will be removed when their transportation concurrency applications expire or are withdrawn. City staff will also periodically forecast future development activity and resulting MU demand to help anticipate MU supply needs.



Figure 3. Comparison of Demand and Supply

# **Development Mobility Unit Calculations**

Under the plan-based concurrency analysis, the City will calculate the demand for mobility units for each development subject to concurrency review. This calculation follows the same basic procedure as conducted for the City's transportation impact fee program, using a look-up table to match the proposed land use with a PM peak hour person-mile (mobility unit) rate. **Table 1** shows the development mobility unit calculator, which consists of the following components.

## TRIP GENERATION

Trip generation rates for each land use type are derived from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (7th Edition). The rates are expressed as vehicle trips entering and leaving a property during the PM peak hour. Each land use trip generation rate includes an average value and a standard deviation. Where sufficient data are available, regression equations are provided. The ranges of rates can be substantial (+- 50% in some cases) depending upon the type and size of the land use. Most of the trip generation rates in the concurrency program use the average rate, commonly used within the profession.

### PASS-BY TRIP ADJUSTMENT

The trip generation rate represents the total traffic entering and leaving a property at the driveway points. For certain land uses such as retail, a substantial amount of this traffic is already passing by the property and merely turns into and out of the driveway. These pass-by trips do not significantly impact the surrounding street system and therefore are subtracted prior to calculating the impact fee. The remaining trips are considered "new" to the street system and are therefore subject to the impact fee calculation. The "new" trip percentages are derived partially from ITE data and from available surveys conducted around the country.

Each pass-by trip generation rate is derived by using an average of the available data. There are no statistical studies to establish a standard deviation for the data. For example, the pass-by rate for single family is 100% new trips, because all trips that start or end at a home are considered new trips. In contrast, many retail uses (e.g. fast food restaurant, supermarket) may have a rate of 50% or higher because many of the trips are already passing by on the street in front of the store. The pass-by rates used in the concurrency program are consistent with those used for several years in the impact fee program.

### PERSON TRIP CONVERSION

The vehicle trips are next converted to person trips by applying the average vehicle occupancy (AVO) rate and a vehicular mode split percentage. Since the ITE data are based on national survey results, often in suburban settings, the study team applied a conservative AVO rate of  $1.12^{1}$  and a vehicular mode split of 90 percent this resulted in a conversion rate of 1.12/0.9=1.24. For mode split, the 90% SOV rate is reflective of national averages. This also matches the 2005 drive alone (e.g. SOV) rate included within the Redmond's travel model, validated for 2005. The City and many other Puget Sound cities plan to have much lower SOV percentages in the future (e.g., Redmond's target is 70 %). However, the value used in this analysis seems to be consistent with the national averages inherent in the ITE trip generation data.

<sup>&</sup>lt;sup>1</sup> For industrial uses a rate of 1.10 was applied to account for lower assumed vehicle occupancy rates

#### Table 1. Development Mobility Unit Calculator

									Mo	bility Unit Ra	tes
										Activity C	centers <sup>1</sup>
Land Uses	Standard of Measure	ITE Land USE Code	Basic Rate PM Peak Trips/Unit	New Trips %	New Vehicle Trip Rate	Person Trip Conversion	Person Trips per Unit	Trip Length (miles)	Citywide	Downtown	Overlake
Residential									_		
Single Family	dwelling	210	1.01	100%	1.01	1.24	1.25	2.22	2.78	2.78	2.78
Multiple Family	dwelling	220	0.62	100%	0.62	1.24	0.77	2.22	1.71	1.28	1.59
Retirement Community	dwelling	251	0.28	100%	0.28	1.24	0.35	1.78	0.62	0.62	0.62
Nursing Home	bed	620	0.22	100%	0.22	1.24	0.27	1.78	0.48	0.48	0.48
Congregate Care/Asst		050	0.47	1000/	o 47			4 70	0.07	0.07	0.07
Living	dwelling	253	0.17	100%	0.17	1.24	0.21	1.78	0.37	0.37	0.37
Hotel/Motel	room	310	0.59	100%	0.59	1.24	0.73	2.54	1.86	1.86	1.86
Commercial - Services											
Bank/Savings & Loan	1000 sf/GFA	912	45.74	50%	22.87	1.24	28.36	0.95	26.98	24.28	25.90
Day Care	1000 sf/GFA	565	13.18	75%	9.89	1.24	12.26	1.27	15.55	15.55	15.55
Library	1000 sf/GFA	590	7.09	75%	5.32	1.24	6.59	1.08	7.11	6.40	6.82
Post Office	1000 sf/GFA	732	10.89	75%	8.17	1.24	10.13	1.08	10.92	9.83	10.48
Service Station	fuel position	944	13.86	40%	5.54	1.24	6.87	1.08	7.41	7.41	7.41
Service Station/Minimart	fuel position	945	13.38	30%	4.01	1.24	4.98	1.08	5.37	5.37	5.37
Movie Theater	seat	444,445	0.07	85%	0.06	1.24	0.07	1.46	0.11	0.10	0.10
Carwash	stall	947	5.54	65%	3.60	1.24	4.47	1.01	4.53	4.53	4.53
Health /Racquet Club	1000 sf/GFA	492,493	4.05	75%	3.04	1.24	3.77	1.97	7.40	7.40	7.40
Commercial - Institutional											
Elementary School	student	520	0.28	80%	0.22	1.24	0.28	1.27	0.35	0.35	0.35
High School	student	530	0.15	90%	0.14	1.24	0.17	1.27	0.21	0.21	0.21
Church	1000 sf/GFA	560	0.66	100%	0.66	1.24	0.82	2.35	1.92	1.92	1.92
Hospital	1000 sf/GFA	610	1.18	85%	1.00	1.24	1.24	3.17	3.94	3.94	3.94
Commercial - Restaurant											
Restaurant	1000 sf/GFA	931	7.49	80%	5.99	1.24	7.43	2.16	16.02	14.42	15.38
Fast Food Restaurant	1000 sf/GFA	934	34.64	50%	17.32	1.24	21.48	1.27	27.24	24.51	26.15

Table 1. Development Mobility Unit Calculator cont'd							Mobility Unit Rates				
										Activity C	centers <sup>1</sup>
Land Uses	Standard of Measure	ITE Land USE Code	Basic Rate PM Peak Trips/Unit	New Trips %	New Vehicle Trip Rate	Person Trip Conversion	Person Trips per Unit	Trip Length (miles)	Citywide	Downtown	Overlake
Commercial -Retail Shoppin	ng Center										
up to 99,999	1000 sf/GFA	820	7.50	55%	4.13	1.24	5.12	0.95	4.87	4.38	4.67
100,000-199,999	1000 sf/GFA	820	5.66	60%	3.40	1.24	4.21	1.08	4.54	4.09	4.36
200,000-299,999	1000 sf/GFA	820	4.71	65%	3.06	1.24	3.80	1.08	4.09	3.68	3.93
300,000 and over	1000 sf/GFA	820	4.16	70%	2.91	1.24	3.61	1.33	4.81	4.33	4.62
Supermarket	1000 sf/GFA	850	10.45	75%	7.84	1.24	9.72	1.33	12.94	11.65	12.42
Convenience Market	1000 sf/GFA	851	52.41	45%	23.58	1.24	29.24	0.82	24.11	21.70	23.14
Free Standing Discount Store	1000 sf/GFA	813, 815, 861, 863, 864	4.53	70%	3.17	1.24	3.93	1.33	5.24	4.71	5.03
Miscellaneous Retail	1000 sf/GFA	820	3.75	75%	2.81	1.24	3.49	1.08	3.76	3.38	3.61
Furniture Store	1000 sf/GFA	890	0.46	60%	0.28	1.24	0.34	1.08	0.37	0.33	0.35
Car Sales - New/Used	1000 sf/GFA	841	2.64	80%	2.11	1.24	2.62	2.92	7.64	6.88	7.33
Commercial-Administrative	Office										
up to 99,999	1000 sf/GFA	710,715, 750	2.00	90%	1.80	1.24	2.23	3.23	7.22	6.93	7.15
100,000-199,999	1000 sf/GFA	710,715, 750	1.67	90%	1.50	1.24	1.86	3.23	6.03	5.79	5.97
200,000-299,999	1000 sf/GFA	710,715, 750	1.46	90%	1.31	1.24	1.63	3.23	5.27	5.06	5.22
300,000 and over	1000 sf/GFA	710,715, 750	1.29	90%	1.16	1.24	1.44	3.23	4.66	4.47	4.61
Medical Office/Clinic	1000 sf/GFA	720	3.72	75%	2.79	1.24	3.46	3.04	10.53	10.11	10.43
Industrial		<u></u>									
Light Industry/Manufacturing	1000 sf/GFA	110	0.98	90%	0.88	1.10	0.97	3.23	3.14	3.14	3.14
Industrial Park	1000 sf/GFA	130	0.86	90%	0.77	1.10	0.85	3.23	2.75	2.75	2.75
Warehousing/Storage	1000 sf/GFA	150	0.47	90%	0.42	1.10	0.47	3.23	1.50	1.50	1.50
Mini Warehouse	1000 sf/GFA	151	0.21	100%	0.21	1.10	0.23	3.23	0.75	0.75	0.75

<sup>1</sup> Rates adjusted for land use density, diversity, and design factors related to multi-family, retail, and office uses. Rates for other uses were not adjusted.

**Other Notes:** GFA = Gross Floor Area; sf= square foot

Average vehicle occupancies vary by trip purpose. The rates used were for work trips, since they are a major factor during peak periods. Vehicle occupancy rates for other trip types are higher. For example, vehicle occupancy rates for shopping trips are often as high as 1.6. The lower rate used in this analysis seemed to be more reflective of the suburban nature of the ITE trip generation data.

#### TRIP LENGTH

This step involves calculating an average trip length factor for each land use type. An average trip length of 2.6 miles (i.e. mileage within Redmond only) was derived from the BKR travel demand model. Trip lengths vary by land use type, as documented in the City's Transportation Impact Fee Program (Update 2007). Using these data, citywide average trip lengths were adjusted to estimate the relative trip lengths by land use type. Trip length data for each land use type were compiled from a limited number of field surveys conducted in Florida. There are no available statistical studies documenting typical ranges of trip lengths by type. However, the trip length adjustments used for downtown Redmond and Overlake were based on the results of recent empirical studies of mixed use and transit oriented developments around the United States.

<u>Why allow a TDM adjustment?</u> TDM programs are aimed at reducing vehicle trips by shifting to alternative modes or by eliminating tips (e.g. telecommuting)

Does a reduction in vehicle trips affect the number of available mobility units within Redmond's transportation system? Yes and No. Technically, the total number of mobility units stays the same, since a mobility unit for autos is the same as a mobility unit for transit or ped/bike trips. Trip elimination would certainly represent a reduction in mobility units.

How could a shift from auto to transit or nonmotorized modes affect the available mobility units? Implementing TDM programs can result in the transportation system being able to support a greater number of mobility units, since the different modal parts of the transportation system are being used more efficiently. From the demand viewpoint, a reduction in vehicle trips reduces the strain on the already congested street network (since much of the capacity is already in use). Therefore, a development that demonstrates an effective TDM program (reducing vehicle trips) would create less of an impact on the City's street network. Such developments would produce a lower effective number of mobility units - freeing up space within the transportation system - allowing it to accept additional travel growth. From the supply viewpoint, each reduced vehicle trip from a development increases the 'auto' supply available to the next development.

### PERSON MILE RATES PER UNIT

The calculated PM peak hour person mile rate for a given land use is the product of the person trips and the trip lengths. The person mile rate is expressed in terms of person miles per unit, which can then be multiplied by the development size to calculate PM peak hour total person miles.

**Table 2** provides two examples (residential and office) of the calculation. The 80 residential units would generate 222 mobility units based on a unit rate of 2.78 person miles per dwelling unit. Similarly, the 220,000 square foot office building would generate 1,159 mobility units based on 5.27 person miles per 1,000 square feet of office development.

	Calculator Component	Residential: Single Family	Office: General Office		
		80 Dwellings	220,000 square feet		
V	ehicle Trip Generation Rate	1.01/dwelling	1.46/1000 sq ft		
х	Percent New Trips	100%	90%		
х	Person Trip Conversion	1.24	1.24		
х	Trip Length (Mi)	2.220	3.234		
=	Person Mile Rate Per Unit	2.78	5.27		
х	Units of Development	80	220		
=	Person Miles (Mobility Units)	222	1,159		

Table 2. Example Galculations of Terson Miles (Mobility Offics)	Table 2 Example Calculations of Person Miles (Mobility Units)
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#### TDM ADJUSTMENT

Commercial/industrial development that generates 30 or more new vehicle trips and has at least 25 employees arriving at the site during either or both peak periods is required to follow Redmond's Transportation Management Program (Community Development Guide Title 20D.210.15). Other development types may opt into the Transportation Management Program if they desire.

The Transportation Management Program requires that firms meet a performance level of 70% or fewer single occupancy vehicles, and that level is to be met within two years. The program includes a list of required activities and contingency measures if the target goal is not met. A property owner may propose alternative measures in lieu of a required measure, but it is subject to approval. In order for a development to get a reduction to its effective person miles of travel rate, which would result in a discount to the number of mobility units demand required for the development, the project must reduce the SOV mode split below the required 70%.

#### **APPLICATION OF PERSON MILES TRAVELED (PMT) FACTORS**

PMT adjustment factors were developed for Downtown and Overlake because they exhibit many of the density, diversity and design characteristics identified within the research. Downtown Redmond experiences much higher residential densities, a strong mix of retail and office employment, and a relatively compact transportation network. The Overlake neighborhood has a higher than average office and retail density and mix, while residential densities are similar to the citywide average.

**Table 3** summarizes the PMT adjustment factors for Downtown Redmond and Overlake. The methodology produced reductions in PMT for each neighborhood. The magnitude of the reductions was dampened for office and retail uses. This occurred, since the density and mix of office and retail uses in Downtown and Overlake were not substantially higher than the citywide average. The factors could certainly change over time as the Redmond land use plan is implemented within those centers.

	Changes in PMT Related to Development Density, Diversity Relative to Redmond Averages					
	Multi-Family Residential	Office	Retail			
Downtown Redmond	-25%	-4%	-10%			
Overlake	-7%	-1%	-4%			

Table 3. PMT Adjustment Factors for Developments in Downtown and Overlake

## **APPLICATION OF FACTORS – OTHER DEVELOPMENTS**

The PMT adjustment factors can be applied to any neighborhood or development site. However, several of the factors have limited meaning if applied only to a specific development proposal. The research indicates that the factors are most meaningful if applied to areas of 40 acres or larger, typically including a 0.25 to 0.50 mile radius around a development site. A larger study area allows for the mix of uses to be more accurately reflected within the diversity calculations and for the overall density of land uses to be accurately represented.

# **Transportation Impact Fees**

The TMP identifies person travel as the preferred measure to monitor and analyze the usage of transportation facilities within the city. Given the multi-modal nature of the program, person trips better reflect the usage of all modes of travel. Specifically, the new measure is person miles of travel (PMT), which multiplies person trips times the average trip length occurring within the City of Redmond. Within the proposed concurrency management system, the term "Mobility Unit" is used; mobility units are the same as person miles of travel.

The impact fee schedule was modified by calculating a "cost per person miles of travel (PMT)" and applying this cost per PMT to the number of person miles generated by individual land use types. The current impact fee program methodology is similar, in that a cost per vehicle trip is calculated, with adjustments made for average vehicle trip lengths. The primary change in the 2009 update is to convert vehicle trips into person trips, while maintaining trip length as a variable that is specific to each land use type.

# **City Contacts**

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- Joel Pfundt, Principal Planner, Public Works Department, jpfundt@redmond.gov, 425-556-2750
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# Appendix A – Sample Transportation Concurrency Application

#### CITY OF REDMOND TRANSPORTATION CONCURRENCY APPLICATION

This application provides the City of Redmond with the information needed to issue a certificate of concurrency for a development. Please complete the entire form and return it to the Redmond Engineering Services Division. After agreement is reached on the mobility unit demand for a development based on the land use type, size of development and table on the back of this application, the City will, if necessary, determine if enough mobility unit supply is available to issue a certificate of concurrency. If determining the mobility unit demand for a development requires an independent calculation a fee for the review will be required, payable at the City Hall Permit Center.

1.	Applicant name and address:	XXXX 3621 )	<u>×××××</u> <×××××××××××××××××××××××××××××××	X				
2.	Property location:	<u> </u>		14STD	·			
	a. Property address: 54	321 XX	XXX**	XX				
	b. Development name: SA	AMPLE						
	c. Assessor's Parcel Number	r(s): 12345	567890					
3.	Type of development permit to be	requested: S	ITE PLAN	ENTITL	EMENT			
	Land Use Type (ITE Land Use Code)	Development Units	Mobility Unit Rate (see table on back)	Mobility Unit Demand	Notes			
Proposed	Multifamily(220) Retail (B20)	147 un:ts 8,000 sf	1.59 4.67	23 <del>1</del> 37	Overtike			
		Т	otal Proposed:	271				
Existing	Service Station/ Minimart (945)	B fuel positions	5.37	43				
			<b>Fotal Existing:</b>	43				
Net New Mobility Unit Demand (Total Proposed minus Total Existing) 271-43 = 228								
Signat	ure of Applicant:	, An	7	Date: 9	17/09			
For O Mobili	For Official Use Only:         Mobility Unit Demand calculation reviewed:       9/17/09         Initials       9/27/09							
Concurrency certificate required: XYes 🗆 No Mobility Units available: XYes 🗆 No								

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Application number: 1

## Development Mobility Unit Calculator

		Mobility Units/Land Use U		Use Unit	
	Standard of	0.4	Urban Centers		
Land Uses	Measure <sup>1</sup>	Citywide	Downtown	Overlake	
Residential					
Single Family	dwelling	2.78	2.78	2.78	
Multiple Family	dwelling	1.71	1.28	1.59	
Retirement Community	dwelling	0.62	0.62	0.62	
Nursing Home	bed	0.48	0.48	0.48	
Congregate Care/Asst Living	dwelling	0.37	0.37	0.37	
Hotel/Motel	room	1.86	1.86	1.86	
Commercial - Services					
Bank/Savings & Loan	sq ft/GFA	26.98	24.28	25.90	
Day Care	sq ft/GFA	15.55	15.55	15.55	
Library	sq ft/GFA	7.11	6.40	6.82	
Post Office	sq ft/GFA	10.92	9.83	10.48	
Service Station	fuel position	7.41	7.41	7.41	
Service Station/Minimart	fuel position	5.37	5.37	5.37	
Movie Theater	seat	0.11	0.10	0.10	
Carwash	stall	4.53	4.53	4.53	
Health Club/Racquet Club	sq ft/GFA	7.40	7.40	7.40	
Commercial - Institutional					
Elementary School	student	0.35	0.35	0.35	
High School	student	0.21	0.21	0.21	
Church	sq ft/GFA	1.92	1.92	1.92	
Hospital	sq ft/GFA	3.94	3.94	3.94	
Commercial - Restaurant					
Restaurant	sq ft/GFA	16.02	14.42	15.38	
Fast Food Restaurant	sq ft/GFA	27.24	24.51	26.15	
Commercial - Retail Shopping Center					
up to 99,999	sq ft/GLA	4.87	4.38	4.67	
100,000-199,999	sq ft/GLA	4.54	4.09	4.36	
200,000-299,999	sq ft/GLA	4.09	3.68	3.93	
300,000 and over	sq ft/GLA	4.81	4.33	4.62	
Supermarket	sq ft/GFA	12.94	11.65	12.42	
Convenience Market	sq ft/GFA	24.11	21.70	23.14	
Free Standing Discount Store	sq ft/GFA	5.24	4.71	5.03	
Miscellaneous Retail	sq ft/GFA	3.76	3.38	3.61	
Furniture Store	sq ft/GFA	0.37	0.33	0.35	
Car Sales - New/Used	sq ft/GFA	7.64	6.88	7.33	
Commercial - Administrative Office					
up to 99,999	sq ft/GFA	7.22	6.93	7.15	
100,000-199,999	sq ft/GFA	6.03	5.79	5.97	
200,000-299,999	sq ft/GFA	5.27	5.06	5.22	
300,000 and over	sq ft/GFA	4.66	4.47	4.61	
Medical Office/Clinic	sq ft/GFA	10.53	10.11	10.43	
Industrial					
Light Industry/Manufacturing	sq ft/GFA	3.14	3.14	3.14	
Industrial Park	sq ft/GFA	2.75	2.75	2.75	
Warehousing/Storage	sq ft/GFA	1.50	1.50	1.50	
Mini Warehouse	sq ft/GFA	0.75	0.75	0.75	

<sup>1</sup> For uses with Standard of Measure in sq ft, mobility units are given per 1000 sq ft.