

January 24, 2025

TO: Vicki Grover, PE
City of Bremerton

FROM: Andrew L. Bratlien, PE, PTOE

SUBJECT: Multimodal Level of Service and Transportation Concurrency System Development

This memorandum describes the statutory basis, structure, and suggested implementation process for Multimodal Level of Service (MMLOS) standards and a transportation concurrency management system for the City of Bremerton. The policies described herein comply with current Washington State Growth Management Act (GMA) and Revised Code of Washington (RCW) requirements by incorporating guidance from the Washington State Department of Transportation (WSDOT), Washington Department of Commerce, and local agencies which have successfully adopted similar programs.

The adoption of the MMLOS standards described in this memorandum would require a revision of the Bremerton Municipal Code (BMC).

CONCURRENCY BACKGROUND

Washington State Growth Management Act

The Washington State Growth Management Act (GMA) requires cities and counties to provide public infrastructure, including transportation facilities and services, concurrent with new development. For transportation facilities, the GMA defines “concurrent” as any necessary “improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years.”

Transportation concurrency requires that the impacts of new development do not reduce transportation Level of Service (LOS) below the responsible agency’s adopted LOS standards. If it is determined during the development review process that the proposed land use action would reduce LOS below the adopted standard, the development must be modified to reduce its transportation impact or provide corrective transportation improvements. Transportation improvements, which may include project funding, must be identified and programmed within a six-year period from development permitting. Should any of these requirements fail to be met, the development proposal cannot be granted approval.

Recent Legislative Changes

Washington House Bill (HB) 1181, passed in 2023 and codified as RCW 36.70A.070, added several local agency transportation planning requirements. In addition to an increased emphasis on per-capita Vehicle-Miles Traveled (VMT) reductions and a requirement to calculate multimodal travel demand forecasts, HB 1181 required agencies to adopt Multimodal Level of Service (MMLOS) standards:

“...for all locally owned arterials, locally and regionally operated transit routes that serve urban growth areas, state-owned or operated transit routes that serve urban areas if [WSDOT] has prepared such standards, and active transportation facilities to serve as a gauge to judge performance of the system...”

The City of Bremerton is therefore required to adopt MMLOS standards for locally owned arterials, transit services/facilities, and active transportation facilities.

MULTIMODAL LOS STANDARDS

The multimodal LOS (MMLOS) standards described in this section will provide a basis for a GMA-compliant transportation concurrency system for the City of Bremerton.

The Pedestrian LOS and Bicycle LOS standards identified herein will guide development mitigation requirements. They provide a mechanism through which to implement the Pedestrian and Bicycle Level of Traffic Stress (LTS) measures defined in the Transportation Element of the Bremerton Comprehensive Plan. Through this process, LTS standards guide the design of nonmotorized transportation improvements while the following LOS standards determine the extent of improvements necessary to maintain transportation concurrency.

Intersection Capacity Level of Service

Intersection capacity LOS methods and thresholds are defined by the Transportation Research Board *Highway Capacity Manual*. LOS is typically expressed as a letter score from LOS A, representing free flow conditions with minimal delays, to LOS F, representing breakdown flow with high delays. In urban street networks, intersections typically constitute mobility chokepoints and are the focus of LOS analyses. Intersection LOS delay thresholds and descriptions are provided in **Table 1**.

Table 1. Level of Service Thresholds

LOS	Intersection Delay (sec/veh)		Description
	Signal and Roundabout	Stop-Controlled	
A	≤10	≤10	Free flow. Low volumes and little or no delays.
B	>10 – 20	>10 – 15	Stable flow. Minimal delays.
C	>20 – 35	>15 – 25	Stable flow. Moderate delays.
D	>35 – 55	>25 – 35	Approaching unstable flow with higher delays.
E	>55 – 80	>35 – 50	Unstable flow with significant delays. Volumes at or near capacity. Longer queues may form.
F	>80	>50	Forced flow. Long delays with stop-and-go traffic. Oversaturated conditions; may involve very long queues.

Bremerton has adopted a minimum LOS E standard for City streets. Minimum LOS standards for State routes are established by the Washington State Department of Transportation (WSDOT). WSDOT designates SR 3, SR 304 (Burwell St), and SR 310 (Kitsap Way) as Highways of Statewide Significance (HSS), with a minimum LOS D standard. The WSDOT designates SR 303 (Warren Ave) as a non-HSS route with a minimum LOS E/Mitigated standard, meaning that congestion should be mitigated when peak hour LOS falls below LOS E.

Local agencies are required to monitor transportation concurrency on all locally owned arterial roadways. State-owned facilities are statutorily exempt from concurrency requirements. However, local agencies are not prohibited from programming improvements on state-owned facilities.

A total of 83 intersections in the City of Bremerton are located at the intersections of collector and arterial streets. This includes 33 intersections on WSDOT-owned collector or arterial routes which are optional for transportation concurrency management. The list of suggested concurrency intersections is provided in Attachment 1.

Pedestrian LOS

Developments will provide for pedestrian safety and mobility, including adequate connections to existing pedestrian facilities. Proximity to nonmotorized trip generators, such as, but not limited to, schools, parks, and commercial establishments shall be considered when evaluating pedestrian LOS. Particular attention shall be given to school walk routes. The following pedestrian LOS standards will apply:

1. **Ultimate Pedestrian LOS.** The ultimate pedestrian facility design includes a minimum six-foot sidewalk with curb and gutter, paved multi-use path, or other approved facility. Specific requirements may identify the need for additional safety precautions.
2. **Minimum Pedestrian LOS.** A minimum pedestrian facility shall include one of the following:
 - a. A minimum five-foot paved shoulder with adequate delineation for safety;
 - b. Other conditions may be considered equivalent to the minimum pedestrian facility at the sole discretion of the City Engineer.

The application of these standards for concurrency is described in the “Concurrency Requirements” section of this memorandum.

Bicycle LOS

Developments will provide for bicycle safety and mobility, including adequate connections to existing bicycle facilities. Proximity to planned bicycle routes shall be considered when evaluating bicycle LOS. The following bicycle LOS standards will apply:

1. **Ultimate Bicycle LOS.** The ultimate bicycle facility design includes a striped bike lane, marked shared-use lane including necessary pavement markings, or paved shared-use path with adequate delineation for safety. Specific requirements may identify the need for additional safety precautions.
2. **Minimum Bicycle LOS.** A minimum bicycle facility shall include one of the following:
 - a. A minimum six-foot paved shoulder and including adequate delineation for safety;
 - b. Other conditions may be considered equivalent to the minimum bicycle facility at the sole discretion of the City Engineer.

The application of these standards for concurrency is described in the “Concurrency Requirements” section of this memorandum.

Street Design LOS

Street design standard LOS facilitates construction of multimodal street facilities consistent with City of Bremerton design standards. The application of these standards for concurrency is described in the “Concurrency Requirements” section of this memorandum.

1. **Ultimate Street LOS.** The street system will meet geometric, right-of-way width, and street section standards defined in the Comprehensive Plan, Engineering Design & Construction Standards, and Bremerton Municipal Code, and any site-specific project requirements. This will include, but not be limited to, traffic control, drainage, other utilities, pedestrian facilities, transportation facility design, construction, right-of-way, and easement dedications, for all transportation facilities, including frontage improvements and arterial connections in conformance with criteria set forth in the ultimate design LOS. Other utilities and appurtenances shall be constructed to meet City standards concurrent with the street construction.
2. **Three-Quarter Street LOS.** The street system shall consist of sidewalk, curb, gutter, all utilities, and appurtenances, and one-half of the ultimate pavement width on the development side of the right-of-way, plus a minimum 14-foot pavement width on the opposite side of the street. The total width shall not exceed the ultimate design width. This will include, but not be limited to, traffic control, drainage and other utilities, pedestrian facilities, transportation facility design, construction, right-of-way, and easement dedications, for all transportation facilities, including frontage improvements and arterial connections in conformance with criteria set forth in the ultimate design LOS. Other utilities and appurtenances shall be constructed to meet City standards concurrent with the street construction. The City Engineer may evaluate the pavement condition index (PCI) when recommending requirements for development.
3. **Minimum Street LOS.** A minimum 30-foot-wide paved street section centered on the ultimate design cross section with sufficient traffic capacity to serve existing and project-generated traffic. Drainage may be in surface ditches or a subsurface conveyance. This will include, but not be limited to, traffic control, drainage and other utilities, pedestrian facilities, transportation facility design, construction, right-of-way, and easement dedications, for all transportation facilities, including frontage improvements in conformance with criteria set forth in the ultimate street design LOS. Other utilities and appurtenances shall be constructed to meet City standards concurrent with street construction. The City Engineer may evaluate the pavement condition index (PCI) when recommending requirements for development.

Site Design LOS

The development shall mitigate all on-site transportation impacts. Mitigation shall be based on compliance with the Comprehensive Plan, Engineering Design & Construction Standards, Bremerton Municipal Code, and any site-specific requirements. This mitigation shall include, but not be limited to, transportation facility design and construction, right-of-way, and easement dedications for all transportation facilities, including frontage improvements and street connections through the site, as well as improvements to the interior of the site.

Transit Access LOS

Transit route ridership is monitored by Kitsap Transit (KT). Action to delete service or significantly alter routes and schedules are reviewed on a case-by-case basis by the KT Board of Commissioners after input from the Community Advisory Committee. New service requests and changes are regularly assessed based on new housing developments and/or citizen requests.

CONCURRENCY REQUIREMENTS

All developments shall meet development standards for intersection capacity LOS, pedestrian LOS, bicycle LOS, street design LOS, site design LOS, and transit access LOS. The criteria for determining the applicable standard for determining compliance with MMLOS requirements shall include, but not be limited to, the volume of traffic generated or to be generated on the arterial street system from a development at full build-out during the most critical or highest volume hour of the day, hereafter referred to as the peak hour. The peak hour trip generation shall be determined by a traffic impact analysis. Compliance with the multimodal LOS standards will be based on the following criteria:

- A. Fewer Than 10 Peak Hour Trips. If a project generates fewer than 10 peak hour vehicle trips, the City Engineer shall determine the necessity of the project to meet all or a portion of the MMLOS requirements. The City Engineer shall consider the following when making this determination:
 1. Proposed developments in the area;
 2. Proximity of adjacent ultimate, three-quarter street, and/or minimum LOS improvements;
 3. Adequacy and condition of street frontage improvements;
 4. Proximity to nonmotorized trip generators such as, but not limited to, schools, parks, and commercial businesses;
 5. Anticipated impacts of project;
 6. Capacity of the affected arterial street system.
- B. Ten to 75 Peak Hour Trips. If a project generates 10 to 75 peak hour trips, the following MMLOS standards are necessary to achieve concurrency:
 1. Street Frontage. Three-quarter street LOS improvements must be in place on the project street frontage.
 2. Adjacent Street System.
 - a. Minimum Street LOS Improvements. Minimum street LOS improvements must be in place on the adjacent street system to the point where they connect to an arterial street that meets the three-quarter street LOS on the same side of the street as the development.
 - b. Minimum Pedestrian LOS and Bicycle LOS. Minimum pedestrian LOS and bicycle LOS improvements must be in place on the adjacent street system to the point where they connect to or intersect with an arterial street that meets the three-quarter street LOS on the same side of the street as the development. Improvements may be considered connected to adjacent improvements on the opposite side of the street, if the connection is made with an approved nonmotorized crossing facility at a controlled intersection, providing protection to nonmotorized travelers with a stop sign or traffic signal, at the discretion of the City Engineer.
 3. Capacity LOS. Intersections and segments impacted by traffic from the development as identified in the project traffic impact analysis shall be evaluated for capacity LOS. Intersections on the arterial street system that are impacted by peak hour traffic generated by the development shall be required to meet capacity LOS standards. All or a portion of the development shall be denied or delayed until deficient intersections meet capacity LOS standards.

- C. More Than 75 Peak Hour Trips. If a project or any phase of a project generates more than 75 peak hour trips, concurrency impacts and mitigation requirements will be determined according to the permit processing, review, decision and appeal procedures identified in Bremerton Municipal Code (BMC) 20.02.

PROPOSED TRAFFIC IMPACT ANALYSIS AND CONCURRENCY REVIEW SYSTEM

This section describes the proposed administrative steps involved in the implementation of a GMA-compliant traffic impact analysis and concurrency review system. The implementation of this system would require an update to the Bremerton Municipal Code.

The applicant is not required to submit a traffic impact analysis from an independent traffic engineer. Applicants may instead pay to the City a deposit equal to the estimated fee for the City's preparation of a traffic report. The amount of the fee shall be determined by City resolution and paid at the time of transportation concurrency application submittal. The fee shall vary based on the number of new PM peak hour trips generated by the development. The applicant shall be subject to payment of additional fees for any subsequent revisions to the original traffic report. Fees for revisions may be an additional proportion of the original fee depending on the effort involved to revise the traffic report. Even if the traffic report is based on an estimate of impact, the applicant will still be bound by its estimate of impact, and any upward deviation from the estimated traffic impact shall require at least one of the following: a finding that the additional concurrency sought by the developer through a revised application is available to be reserved by the project; mitigation of the additional impact under SEPA; revocation of the concurrency approval.

Concurrency evaluations will be prepared by the City or its traffic engineering consultant to ensure consistency with previously approved and pending developments. The concurrency evaluation will include the following adopted LOS requirements for the development:

- A. Pedestrian LOS. The report will identify pedestrian impacts and required mitigation.
- B. Bicycle LOS. The report will identify bicycle impacts and required mitigation.
- C. Intersection Capacity LOS. Traffic capacity LOS for all development applications shall utilize a citywide traffic model that includes a cumulative traffic forecast of all approved concurrency applications. This forecast shall be the basis for the analysis with each subsequent development application being added to the previous traffic forecast to determine intersection capacity LOS. The report will identify whether traffic impacts of the proposed development are consistent with the currently adopted and funded CIP and impact fee programs. Additional mitigation to maintain capacity LOS will be identified if required, as will any required traffic impact fee.
- D. Street Design Standard LOS. The report will identify required frontage and off-site street design LOS requirements and will identify any off-site street improvements eligible for impact fee credits.
- E. Site Design LOS. The report will identify any deficiencies in the proposed on-site design.
- F. Transit Access LOS. The report will identify any transit access deficiencies or required mitigation.

INTERSECTION LEVEL OF SERVICE ANALYSIS

This section summarizes the current state of the intersection capacity concurrency system.

2023 Intersection LOS Results

Transportation Solutions prepared a citywide intersection Level of Service analysis as part of the ongoing Transportation Element update effort. The methods and assumptions of the LOS analysis are summarized in the memorandum “2023 Intersection Level of Service Analysis,” dated May 20, 2024, which will be provided upon request.

The 2023 intersection LOS analysis identified two concurrency intersections which currently operate below their minimum LOS standard. Both LOS-deficient intersections are on WSDOT routes:

- Kitsap Way (SR 310) & Marine Drive operates at LOS E, below the minimum LOS D standard for SR 310. Near-term mitigation may include adaptive signal control.
- Loxie Eagans Blvd & SR 3 southbound ramps operate at LOS F due to delay on the SR 3 southbound off-ramp. As a WSDOT-owned and managed intersection, this location is not subject to GMA concurrency requirements. Mitigation may include a WSDOT-funded traffic signal or roundabout.

Travel Demand Forecasting Methodology

Traffic volume forecasts were developed using the Bremerton travel demand model, which was updated in January 2024 to reflect the latest development inventory, driver behavior, trip generation rates, and traffic counts. The travel demand model was validated using real-world traffic counts at 430 locations to align modeled flows with real-world conditions. The validated model reflects a correlation coefficient (R^2) of 0.96 and a root-mean-squared error (RMSE) of 19% in the PM peak hour analysis period. This is well within state-of-practice guidance for travel demand model validation and represents the best available tool for travel demand forecasting in the City of Bremerton.

2030 Growth Forecast

2030 travel demand growth was forecast based on pipeline development which was verified by City staff. This included a total of 19 projects which were permitted or under construction as of January 2024.

Pipeline projects consist of a total of 1,218 new dwelling units (DU) and 158 new employees. Pipeline development is expected to generate a total of 501 trips during the AM peak hour and 786 trips during the PM peak hour of travel. The pipeline trip generation forecast is summarized in **Table 4**.

Table 4. 2030 Development and Trip Growth

Scenario	Dwelling Units (DU)	Employees	Trip Ends in City	
			AM Peak Hr	PM Peak Hr
Existing (2024)	17,152	35,171	20,147	30,606
Pipeline (2024-2030)	+1,218	+158	+501	+786
2030 Total	18,370	35,329	20,648	31,392

2030 Intersection LOS Results

2030 PM peak hour LOS results at the suggested concurrency intersections are provided in Attachment 2. Intersection LOS deficiencies will occur at three WSDOT intersections within the city limits:

- Kitsap Way (SR 310) & Corbet Drive/Wilbert Avenue will operate at LOS F due to delay on the northbound and southbound stop-controlled approaches. Right-in/right-out turn restrictions may be considered at this location. However, turn restrictions would limit access to residential development to the north and south of Kitsap Way. A multilane roundabout would maintain local property access while allowing the intersection to maintain the minimum LOS D standard on SR 310.
- Loxie Eagans Blvd & SR 3 southbound off-ramp will operate at LOS F due to delay on the SR 3 southbound off-ramp. As a WSDOT-owned and managed intersection, this location is not subject to GMA concurrency requirements. Mitigation may include a WSDOT-funded traffic signal or roundabout.
- Burwell St (SR 304) & Warren Ave (SR 303) will operate at LOS E with 60 seconds of delay per vehicle in the PM peak hour. WSDOT has adopted a minimum LOS E/Mitigated standard for SR 303 and a minimum LOS D standard for SR 304. Mitigation may include signal phasing and timing improvements. Specifically, signal phases for the northbound and southbound approaches may be modified from the current split phasing to concurrent (permissive left-turn) phasing.

Kitsap Way (SR 310) & Marine Drive operates at LOS E in 2023 using signal timing plans provided by WSDOT. The minimum LOS standard is satisfied but the intersection is likely to operate with periods of congestion. Intersection operations may be improved to LOS D through 2030 with signal timing improvements. Signal timing improvements may utilize the existing signal hardware. Alternatively, adaptive signal control may be considered to optimize signal timing efficiency at this location.

Actions Needed to Satisfy Minimum Vehicle LOS Standard

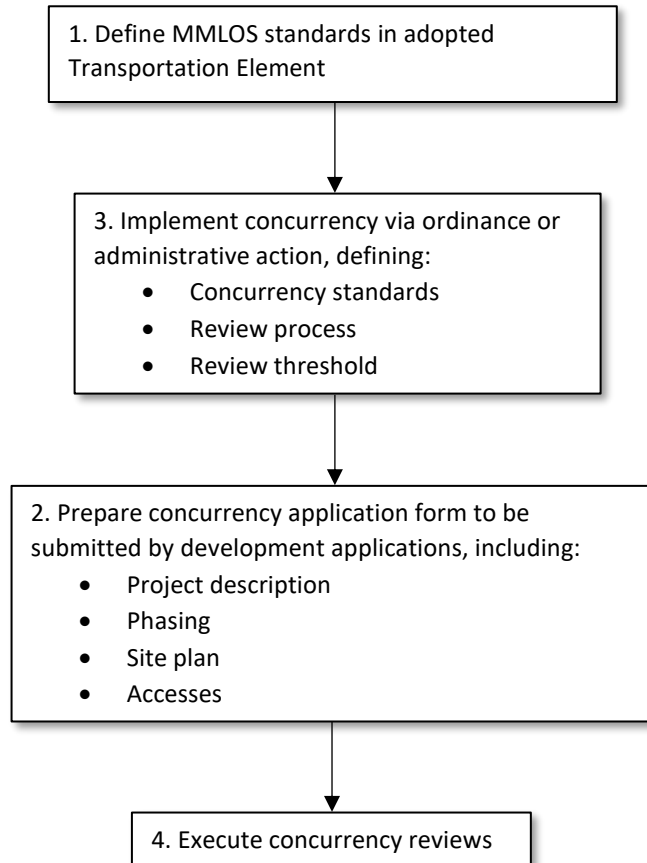
Per Washington Administrative Code (WAC) 365-196-840 (2), the anticipated 2030 intersection LOS deficiencies are on WSDOT routes and are therefore not subject to transportation concurrency requirements. All City-owned intersections operate at or above the City's adopted minimum LOS E standard.

CONCURRENCY MANAGEMENT SYSTEM IMPLEMENTATION PROCESS

This section describes a four-step process toward the adoption of a transportation concurrency management system. The four-step process is summarized below and in Figure 1:

1. **Define MMLOS standards in adopted Transportation Element:** The adopted Transportation Element will establish MMLOS standards which will guide the transportation improvement project list and concurrency management system.
2. **Implement concurrency via ordinance:** After adoption of the updated Transportation Element, the City will implement concurrency management via ordinance. The ordinance will define transportation concurrency standards, the concurrency review process, and the threshold for standalone concurrency review (e.g. projects which generate no fewer than 10 new weekday PM peak hour vehicle trips). Small developments which do not meet the adopted threshold for standalone concurrency review may be granted concurrency and incorporated to the concurrency management system in batches based on a trip threshold (e.g. batches of 10 new trips) or on a fixed time interval (e.g. an annual analysis of all small projects).
3. **Prepare concurrency application form:** The City will provide development applicants with a concurrency application form which will provide the information necessary for concurrency review. This includes a brief description of the nature and size of the development (in housing units, enclosed floor area, or other relevant metric), any proposed construction or occupancy phasing, a preliminary site plan, and a description of any proposed site accesses.
4. **Execute concurrency reviews:** Concurrency reviews will be prepared by the City's on-call traffic engineer. The City may adopt a two-tier review process which provides development applicants the option of using the City's on-call traffic engineer for the full review process or to use their own traffic engineer to prepare a traffic impact analysis which will subsequently be reviewed and incorporated to the City's concurrency system by the City's on-call traffic engineer. The two-tier review process is summarized below:
 - a. Tier 1 "Limited Review:" Applicants will submit a transportation concurrency application to the City. The City's on-call traffic engineer will generate a trip generation, distribution and assignment forecast using the City's concurrency forecasting models and will provide the resulting forecasts as well as a recommended Traffic Impact Analysis (TIA) scope to the applicant's traffic engineer. The applicant's traffic engineer will prepare a TIA using the provided forecasts and scope and will document any development-related transportation impacts and necessary mitigation strategies, as applicable.
 - b. Tier 2 "Full Review:" Applicants will submit a transportation concurrency application to the City. The City's on-call traffic engineer will analyze transportation concurrency (GMA) impacts as well as other transportation-related impacts which are beyond the scope of transportation concurrency (i.e. SEPA impacts). The City's on-call traffic engineer will prepare a report summarizing the project's GMA and SEPA impacts and any recommended improvement strategies. The report will include a transportation concurrency approval or denial recommendation based on the findings of the review.

Figure 1. Suggested Transportation Concurrency Management System Implementation



SUGGESTED CONCURRENCY REVIEW METHODOLOGY

This section outlines a two-tier transportation concurrency management system which will provide permit applicants the option of using the City’s on-call traffic engineer (“Full Review”) or their own traffic engineer (“Limited Review”) for concurrency analysis. Work tasks associated with each proposed transportation review tier are summarized below.

Tier 1: Transportation Concurrency Review (“Limited Review”)

1. **Confirm project understanding.** Applicants will submit a transportation concurrency application which will contain the following information:
 - a. Preliminary site plan, including proposed site access locations, off-street parking, frontage improvements, and on-site circulation, as applicable.

- b. Project description, including parcel numbers, zoning, existing uses, proposed uses, proposed quantity (number of dwelling units or gross square feet), construction phasing, and proposed off-site improvements, as applicable.
 - c. Project trip generation forecast, including AM peak hour, PM peak hour, and daily trips, prepared by a licensed Professional Engineer. Transportation Solutions will review submitted trip generation forecast.
2. **Input proposed use and trips to travel demand model.** Project-generated PM peak hour trips will be input to the Bremerton travel demand (Visum) model. The calculated trip assignment forecast will be used to develop the TIA scope described in the following step.
3. **Provide TIA scope to applicant.** The City's on-call engineer will prepare a scoping memorandum which includes:
 - a. Project trip assignment figure/s generated by Visum model. These figures will identify project trips at all concurrency intersections with greater than 10 PM project trips.
 - b. Pipeline "Without Project" intersection LOS models for all intersections with greater than 10 PM project trips. This forecast will include the cumulative growth associated with all permitted development excluding the project. The applicant's engineer will calculate "With Project" traffic forecast by adding project-generated trips based on the trip assignment figures provided in the preceding step.
 - c. Description of any project-specific analysis requirements.

The applicant's traffic engineer will prepare a TIA report based on the scoping memorandum and material provided by the City's on-call engineer. The impact analysis will consider safety impacts (including review of five-year crash history in study area), site access operations, off-street parking, circulation, and queuing, as necessary.

The TIA report should document the actions needed to achieve concurrency using the data provided by the City's on-call engineer.

4. **Review applicant-submitted TIA report.** The City's on-call engineer will provide a peer review of the applicant-submitted TIA report, reviewing analysis methods, assumptions, findings, and recommendations. The City's on-call engineer will issue a concurrency approval letter or denial letter based on the findings of this review.

Tier 2: Transportation Concurrency ("Full Review")

1. **Confirm project understanding.** Applicants will submit a transportation concurrency application which will contain the following information:
 - a. Preliminary site plan, including proposed site access locations, off-street parking, frontage improvements, and on-site circulation, as applicable.
 - b. Project description, including parcel numbers, zoning, existing uses, proposed uses, proposed quantity (number of dwelling units or gross square feet), construction phasing, and proposed off-site improvements, as applicable.

2. **Gather traffic data** necessary for review, including turning movement counts, parking demand data, queueing data, or trip generation data, as necessary. Data collection expenses will be charged directly, in addition to the transportation concurrency review fee.
3. **Calculate project trip generation forecast** based on Institute of Transportation Engineers *Trip Generation Manual 11th Edition* or other available data, as necessary.
4. **Input proposed use and trips to travel demand model.** Project-generated PM peak hour trips will be input to the Bremerton travel demand (Visum) model.
5. **Analyze transportation concurrency (GMA) impacts**, analyzing all concurrency intersections citywide to identify cumulative impacts of new development trips. Identify intersection LOS deficiencies and mitigation projects which may be required to maintain systemwide concurrency.
6. **Analyze localized (SEPA) traffic impacts.** The impact analysis will consider safety impacts (including review of five-year crash history in study area), site access operations, off-street parking, circulation, and queueing, as necessary. Sight distance analysis will not be included in the SEPA review.

The SEPA analysis will identify any potentially significant adverse impacts and will provide mitigation recommendations, as necessary.

7. **Summarize findings and recommendations in technical memorandum** and issue a transportation concurrency approval letter or denial letter based on the findings of the review.

TRANSPORTATION CONCURRENCY REVIEW FEES

Transportation concurrency review fees can be assessed on a fixed-fee basis according to an adopted two-tier fee schedule. A sample is provided in Attachment 3 and is intended for reference only. Developments which do not fit any of the land use categories in the adopted fee schedule will be assessed a review fee based on the project's PM peak hour trip generation forecast.

For some unique developments, it may not be possible to quickly develop a reliable project trip generation forecast for the purposes of developing a fee estimate. In these cases, the transportation concurrency review fee will be assessed as a not-to-exceed task order and services will be billed on a time and materials basis. The City of Bremerton may return any unspent budget to the applicant after completion of the concurrency review.

Attachment 1. Suggested Transportation Concurrency Management System Intersections

Attachment 2. 2030 Intersection LOS Results

Attachment 3. Sample Transportation Concurrency Review Fee Schedule



Suggested Concurrency Intersections

ID	Street A	Street B	Functional Class A	Functional Class B	Control Type ¹
<i>City of Bremerton Intersections</i>					
13	6th St	Montgomery Ave	Minor Arterial	Major Collector	Signal
14	6th St	Naval Ave	Minor Arterial	Minor Arterial	Signal
15	6th St	High Ave	Minor Arterial	Major Collector	TWSC
16	6th St	Veneta Ave	Minor Arterial	Local Access	Signal
18	6th St	Park Ave	Minor Arterial	Minor Arterial	Signal
19	6th St	Pacific Ave	Minor Arterial	Minor Arterial	AWSC
20	Washington Ave	6th St	Principal Arterial	Minor Arterial	Signal
30	11th St	Callow Ave	Principal Arterial	Major Collector	Signal
31	11th St	Naval Ave	Principal Arterial	Minor Arterial	Signal
32	11th St	High Ave	Principal Arterial	Major Collector	Signal
33	11th St	Park Ave	Principal Arterial	Minor Arterial	Signal
34	Washington Ave	Manette Bridge	Principal Arterial	Principal Arterial	RAB
43	Burwell St	Washington Ave	Principal Arterial	Principal Arterial	Signal
46	Werner Rd	Union Ave	Major Collector	Major Collector	Signal
47	Werner Rd	Auto Ctr Way/ Oyster Bay	Major Collector	Major Collector	Signal
60	Perry Ave	Sheridan Rd	Minor Arterial	Minor Arterial	TWSC
61	Sheridan Rd	Schley Blvd	Minor Arterial	Major Collector	TWSC
63	Perry Ave	Magnuson Way	Minor Arterial	Major Collector	TWSC
66	Perry Ave	16th St	Minor Arterial	Major Collector	TWSC
67	Perry Ave	11th St	Minor Arterial	Minor Arterial	TWSC
69	Wheaton Way	Callahan Dr	Principal Arterial	Major Collector	TWSC
70	Wheaton Way	Lebo Blvd	Principal Arterial	Minor Arterial	AWSC
71	Wheaton Way	Schley Blvd	Principal Arterial	Major Collector	TWSC
72	Wheaton Way	18th St	Principal Arterial	Major Collector	TWSC
74	Manette Bridge	Wheaton Way	Principal Arterial	Principal Arterial	RAB
81	Lebo Blvd	Clare Ave	Minor Arterial	Major Collector	TWSC
82	Lebo Blvd	Juniper St	Minor Arterial	Major Collector	TWSC
83	Sylvan Way	Pine Rd	Minor Arterial	Major Collector	AWSC
84	Sheridan Rd	Pine Rd	Minor Arterial	Major Collector	TWSC
85	Lebo Blvd	Sheridan Rd	Minor Arterial	Minor Arterial	TWSC
88	11th St	Pacific Ave	Principal Arterial	Minor Arterial	AWSC
90	National Ave	Arsenal Way	Minor Arterial	Major Collector	TWSC
92	Kitsap Way	Harlow Dr	Minor Arterial	Major Collector	TWSC
95	Kitsap Way	Austin Dr	Minor Arterial	Major Collector	TWSC



ID	Street A	Street B	Functional Class A	Functional Class B	Control Type ¹
96	Northlake Way	Kitsap Lake Rd	Minor Arterial	Major Collector	TWSC
97	Harlow Dr	Price Rd	Major Collector	Major Collector	AWSC
98	1st St	Auto Ctr Blvd	Major Collector	Major Collector	AWSC
301	Oyster Bay Ave	Roosevelt Blvd	Major Collector	Major Collector	TWSC
302	Marine Dr	Rocky Point Rd	Major Collector	Major Collector	TWSC
304	15th St	Corbet Dr	Major Collector	Major Collector	TWSC
305	15th St	Snyder Ave	Major Collector	Major Collector	TWSC
306	15th St	Callow Ave	Major Collector	Major Collector	TWSC
307	Naval Ave	15th St	Minor Arterial	Major Collector	Signal
309	High Ave	13th St	Major Collector	Major Collector	AWSC
310	1st St	Hartford Ave	Major Collector	Major Collector	TWSC
316	Park Ave	5th St	Minor Arterial	Major Collector	AWSC
317	Park Ave	4th St	Minor Arterial	Major Collector	AWSC
318	Pacific Ave	5th St	Minor Arterial	Major Collector	AWSC
319	Pacific Ave	4th St	Minor Arterial	Major Collector	AWSC
322	Austin Dr	Higbee Rd	Major Collector	Major Collector	TWSC

WSDOT Intersections in City Limits

2	Kitsap Way (SR 310)	SR 3 SB/Auto Ctr Way	Principal Arterial	Other Fwy Expwy	Signal
4	Kitsap Way (SR 310)	Shorewood Dr	Principal Arterial	Local Access	Signal
5	Kitsap Way (SR 310)	Ostrich Bay Ave	Principal Arterial	Local Access	Signal
6	Kitsap Way (SR 310)	Oyster Bay Ave	Principal Arterial	Major Collector	Signal
7	Kitsap Way (SR 310)	National Ave	Principal Arterial	Minor Arterial	Signal
8	Kitsap Way (SR 310)	Marine Dr	Principal Arterial	Major Collector	Signal
9	Kitsap Way (SR 310)	Corbet Dr/Wilbert Ave	Principal Arterial	Major Collector	TWSC
10	Kitsap Way (SR 310)	11th Ave	Principal Arterial	Principal Arterial	Signal
11	Kitsap Way (SR 310)	Wycoff Ave	Principal Arterial	Local Access	Signal
12	6th St (SR 310)	Callow Ave (SR 310)	Principal Arterial	Principal Arterial	Signal
17	Warren Ave (SR 303)	6th St	Principal Arterial	Minor Arterial	Signal
21	Burwell St (SR 304)	Warren Ave (SR 303)	Principal Arterial	Principal Arterial	Signal
22	Warren Ave (SR 303)	11th St	Principal Arterial	Principal Arterial	Signal
23	Warren Ave (SR 303)	13th St	Principal Arterial	Major Collector	Signal
24	Warren Ave (SR 303)	16 th St	Principal Arterial	Local Access	Signal
25	Wheaton Way (SR 303)	Sheridan Rd	Principal Arterial	Minor Arterial	Signal
26	Wheaton Way (SR 303)	Sylvan Way	Principal Arterial	Minor Arterial	Signal
27	Wheaton Way (SR 303)	Hollis St	Principal Arterial	Local Access	Signal
28	Wheaton Way (SR 303)	Riddell Rd	Principal Arterial	Minor Arterial	Signal
35	Burwell St (SR 304)	Callow Ave (SR 310)	Principal Arterial	Principal Arterial	Signal



ID	Street A	Street B	Functional Class A	Functional Class B	Control Type ¹
36	Burwell St (SR 304)	Montgomery Ave	Principal Arterial	Major Collector	Signal
37	Burwell St (SR 304)	Naval Ave	Principal Arterial	Minor Arterial	Signal
38	Burwell St (SR 304)	State Ave	Principal Arterial	Local Access	Signal
40	Burwell St (SR 304)	Park Ave	Principal Arterial	Minor Arterial	Signal
42	Burwell St (SR 304)	Pacific Ave	Principal Arterial	Principal Arterial	Signal
44	Charleston Blvd (SR 304)	Farragut Ave	Principal Arterial	Local Access	Signal
76	SR 303 SB Ramp	Callahan Dr	Principal Arterial	Major Collector	TWSC
93	SR 3 NB Ramps	Austin Dr	Other Fwy Expwy	Major Collector	TWSC
94	SR 3 SB Ramps	Austin Dr	Other Fwy Expwy	Major Collector	TWSC
104	Loxie Eagans Blvd	SR 3 SB ramps	Minor Arterial	Other Fwy Expwy	TWSC
105	Loxie Eagans Blvd	SR 3 NB ramps	Minor Arterial	Other Fwy Expwy	Signal
105	Loxie Eagans Blvd	SR 3 NB ramps	Minor Arterial	Other Fwy Expwy	Signal
106	Charleston Blvd (SR 304)	1st St	Principal Arterial	Major Collector	TWSC
137	Wheaton Way (SR 303)	Broad St	Principal Arterial	Local Access	Signal
216	SR 3	Imperial Way	Principal Arterial	Local	Signal

¹Signal: signalized; RAB: roundabout; AWSC: all-way stop control; TWSC: minor-approach stop control



Table 3. 2030 Intersection LOS at Suggested Concurrency Intersections

ID	Name	Control ¹	LOS Std ²	2030 PM
				LOS (Delay) ³
<i>City of Bremerton Intersections</i>				
13	6th St & Montgomery Ave	Signal	E	A (8)
14	6th St & Naval Ave	Signal	E	D (46)
15	6th St & High Ave	TWSC	E	E (42)
16	6th St & Veneta Ave	Signal	E	B (12)
18	6th St & Park Ave	Signal	E	B (18)
19	6th St & Pacific Ave	AWSC	E	B (13)
20	Washington Ave & 6th St	Signal	E	C (23)
30	11th St & Callow Ave	Signal	E	B (14)
31	11th St & Naval Ave	Signal	E	C (29)
32	11th St & High Ave	Signal	E	B (17)
33	11th St & Park Ave	Signal	E	B (20)
34	Washington Ave & Manette Bridge	RAB	E	B (14)
43	Burwell St & Washington Ave	Signal	E	B (11)
46	Werner Rd & Union Ave	Signal	E	D (48)
47	Werner Rd & Auto Ctr Way/ Oyster Bay	Signal	E	B (14)
60	Perry Ave & Sheridan Rd	TWSC	E	C (19)
61	Sheridan Rd & Schley Blvd	TWSC	E	C (20)
63	Perry Ave & Magnuson Way	TWSC	E	C (16)
66	Perry Ave & 16th St	TWSC	E	B (13)
67	Perry Ave & 11th St	TWSC	E	A (10)
69	Wheaton Way & Callahan Dr	TWSC	E	C (17)
70	Wheaton Way & Lebo Blvd	AWSC	E	B (11)
71	Wheaton Way & Schley Blvd	TWSC	E	C (25)
72	Wheaton Way & 18th St	TWSC	E	B (11)
74	Manette Bridge & Wheaton Way	RAB	E	A (8)
81	Lebo Blvd & Clare Ave	TWSC	E	C (18)
82	Lebo Blvd & Juniper St	TWSC	E	C (21)
83	Sylvan Way & Pine Rd	AWSC	E	C (16)
84	Sheridan Rd & Pine Rd	TWSC	E	C (21)
85	Lebo Blvd & Sheridan Rd	TWSC	E	B (13)
88	11th St & Pacific Ave	AWSC	E	C (21)
90	National Ave & Arsenal Way	TWSC	E	D (26)
92	Kitsap Way & Harlow Dr	TWSC	E	C (21)
95	Kitsap Way & Austin Dr	TWSC	E	E (48)
96	Northlake Way & Kitsap Lake Rd	TWSC	E	B (12)



ID	Name	Control ¹	LOS Std ²	2030 PM
				LOS (Delay) ³
97	Harlow Dr & Price Rd	AWSC	E	A (10)
98	1st St & Auto Ctr Blvd	AWSC	E	B (12)
301	Oyster Bay Ave & Roosevelt Blvd	TWSC	E	B (13)
302	Marine Dr & Rocky Point Rd	TWSC	E	A (10)
304	15th St & Corbet Dr	TWSC	E	A (10)
305	15th St & Snyder Ave	TWSC	E	B (11)
306	15th St & Callow Ave	TWSC	E	B (15)
307	Naval Ave & 15th St	Signal	E	A (6)
309	High Ave & 13th St	AWSC	E	B (12)
310	1st St & Hartford Ave	TWSC	E	A (9)
316	Park Ave & 5th St	AWSC	E	B (13)
317	Park Ave & 4th St	AWSC	E	A (10)
318	Pacific Ave & 5th St	AWSC	E	B (11)
319	Pacific Ave & 4th St	AWSC	E	A (9)
322	Austin Dr & Higbee Rd	TWSC	E	E (37)
<i>WSDOT Intersections in City Limits</i>				
2	Kitsap Way (SR 310) & SR 3 SB/Auto Ctr Way	Signal	D	D (49)
4	Kitsap Way (SR 310) & Shorewood Dr	Signal	D	B (19)
5	Kitsap Way (SR 310) & Ostrich Bay Ave	Signal	D	A (9)
6	Kitsap Way (SR 310) & Oyster Bay Ave	Signal	D	A (5)
7	Kitsap Way (SR 310) & National Ave	Signal	D	C (32)
8	Kitsap Way (SR 310) & Marine Dr	Signal	D	D (53)
9	Kitsap Way (SR 310) & Corbet Dr/Wilbert Ave	Signal	D	F (230)
10	Kitsap Way (SR 310) & 11th Ave	TWSC	D	D (46)
11	Kitsap Way (SR 310) & Wycoff Ave	Signal	D	A (6)
12	Kitsap Way (SR 310) & Callow Ave	Signal	D	C (32)
17	Warren Ave (SR 303) & 6th St	Signal	E	D (37)
21	Warren Ave (SR 303) & Burwell St (SR 304)	Signal	D	E (60)
22	Warren Ave (SR 303) & 11th St	Signal	E	D (54)
23	Warren Ave (SR 303) & 13th St	Signal	E	A (6)
24	Warren Ave (SR 303) & 16th St	Signal	E	A (7)
25	Wheaton Way (SR 303) & Sheridan Rd	Signal	E	E (63)
26	Wheaton Way (SR 303) & Sylvan Way	Signal	E	C (28)
27	Wheaton Way (SR 303) & Hollis St	Signal	E	A (7)
28	Wheaton Way (SR 303) & Riddell Rd	Signal	E	D (47)
36	Burwell St (SR 304) & Montgomery Ave	Signal	D	A (6)
37	Burwell St (SR 304) & Naval Ave	Signal	D	D (38)



ID	Name	Control ¹	LOS Std ²	2030 PM
				LOS (Delay) ³
38	Burwell St (SR 304) & State Ave	Signal	D	A (10)
40	Burwell St (SR 304) & Park Ave	Signal	D	A (6)
42	Burwell St (SR 304) & Pacific Ave	Signal	D	A (9)
44	Charleston Blvd (SR 304) & Farragut Ave	Signal	D	C (27)
76	SR 303 SB Ramp & Callahan Dr	TWSC	E	A (9)
93	SR 3 NB Ramps & Austin Dr	TWSC	D	B (12)
94	SR 3 SB Ramps & Austin Dr	TWSC	D	D (30)
104	Loxie Eagans Blvd & SR 3 SB Ramps	TWSC	D	F (>300)
105	Loxie Eagans Blvd & SR 3 NB ramps	Signal	D	B (12)
106	Charleston Blvd (SR 304) & 1st St	Signal	D	B (15)
137	Wheaton Way (SR 303) & Broad St	Signal	E	B (11)
216	SR 3 & Imperial Way	Signal	D	C (31)

SAMPLE

Tier 1 Bremerton Transportation Concurrency Review Fee Schedule Formula 1 - SMALL Developments

Formula: Total Fee - Base Fee + Rate per Unit * Development Units
If calculated fee is **MORE** than \$2,925, use formula for Large Developments instead

Land Use Category	Typical examples or indicators	Dev. Unit	(a) Base Fee	(b) Rate per Unit	(c) Development Size	(a)+(b)+(c) Total Fee	MAXIMUM No. of Units for this formula
RESIDENTIAL							
Residential - independent living	Single family, apartments, townhomes, condos	DU	\$675	\$22.50			100
Assisted living facilities	Residents don't drive; caregivers are employed	bed	\$675	\$5.60			400
RETAIL BUSINESS							
Small Retail (<10KSF)	Restaurants, banks, mini-mart ¹	1000 sf	\$675	\$224.70			10
General Retail (10KSF-200KSF)	Most stores, small shopping centers	1000 sf	\$675	\$56.20			40
Large Retail (>200KSF)	Most shopping centers, superstores				use other table	use other table	N/A
Day care	Child-care facilities	1000 sf	\$675	\$56.20			40
Medical facilities	Clinic, hospital, dental, veterinary	1000 sf	\$675	\$56.20			40
Hotel, motel by size	All types of room for rent	1000 sf	\$675	\$22.50			100
Automotive services	Gas station, car wash, quick lube, tire store ¹	vehicle servicing position	\$675	\$56.20			40
¹ If vehicle servicing is secondary to convenience market or fast food business, use small retail rate above for building space only							
NONRETAIL BUSINESS							
Office	Workers at desks	1000 sf	\$675	\$28.10			80
Industrial	Workers on shop floor	1000 sf	\$675	\$28.10			80
Education	Schools, colleges	1000 sf	\$675	\$28.10			80
Warehouse	Storage with minimal employment	1000 sf	\$675	\$5.60			400
OTHER							
Church, theater	Large space used in off-hours	1000 sf	\$675	\$16.90			133
Recreation bldg	Health club, community center	1000 sf	\$675	\$22.50			100
Movie theater	Single- or multi-screen	1000 sf	\$675	\$22.50			100
Recreation land	Golf course, park	acre	\$675	\$5.60			400
Marina	Moorage for boats	slip	\$675	\$3.35			667
Park & Ride	Transit related car parking	stall	\$675	\$16.90			133
SPECIAL CASES							
Not specified above	Use rate per peak hr trip	pk hr trip	\$675	\$22.50			100

Fee schedule is based on typical trip generation rates, standardized across groups of similar land use categories

SAMPLE

Tier 1 Bremerton Transportation Concurrency Review Fee Schedule Formula 2 - LARGE Developments

Formula: Total Fee - Base Fee + Rate per Unit * Development Units
If calculated fee is **LESS** than \$2,925, use formula for Small Developments instead

Land Use Category	Typical examples or indicators	Dev. Unit	(a) Base Fee	(b) Rate per Unit	(c) Development Size	(a)+(b)+(c) Total Fee	MINIMUM No. of Units for this formula
RESIDENTIAL							
Residential - independent living	Single family, apartments, townhomes, condos	DU	\$1,800	\$11.25			101
Assisted living facilities	Residents don't drive; caregivers are employed	bed	\$1,800	\$2.80			401
RETAIL BUSINESS							
Small Retail (<10KSF)	Restaurants, banks, mini-mart ¹	1000 sf			use other table	use other table	N/A
General Retail (10KSF-200KSF)	Most stores, small shopping centers	1000 sf	\$1,800	\$28.10			41
Large Retail (>200KSF)	Most shopping centers, superstores		\$1,800	\$5.60			200
Day care	Child-care facilities	1000 sf	\$1,800	\$28.10			41
Medical facilities	Clinic, hospital, dental, veterinary	1000 sf	\$1,800	\$28.10			41
Hotel, motel by size	All types of room for rent	1000 sf	\$1,800	\$11.25			101
Automotive services	Gas station, car wash, quick lube, tire store ¹	vehicle servicing position	\$1,800	\$28.10			41
¹ If vehicle servicing is secondary to convenience market or fast food business, use small retail rate above for building space only							
NONRETAIL BUSINESS							
Office	Workers at desks	1000 sf	\$1,800	\$14.05			81
Industrial	Workers on shop floor	1000 sf	\$1,800	\$14.05			81
Education	Schools, colleges	1000 sf	\$1,800	\$14.05			81
Warehouse	Storage with minimal employment	1000 sf	\$1,800	\$2.80			401
OTHER							
Church, theater	Large space used in off-hours	1000 sf	\$1,800	\$8.45			134
Recreation bldg	Health club, community center	1000 sf	\$1,800	\$11.25			101
Movie theater	Single- or multi-screen	1000 sf	\$1,800	\$11.25			101
Recreation land	Golf course, park	acre	\$1,800	\$2.80			401
Marina	Moorage for boats	slip	\$1,800	\$1.70			668
Park & Ride	Transit related car parking	stall	\$1,800	\$8.45			134
SPECIAL CASES							
Not specified above	Use rate per peak hr trip	pk hr trip	\$1,800	\$11.35			101

Fee schedule is based on typical trip generation rates, standardized across groups of similar land use categories

SAMPLE

Tier 2 Bremerton Transportation Concurrency Review Fee Schedule Formula 1 - SMALL Developments

Formula: Total Fee = Base Fee + Rate per Unit * Development Units
If calculated fee is **MORE** than \$5,845, use formula for Large Developments instead

Land Use Category	Typical examples or indicators	Dev. Unit	(a) Base Fee	(b) Rate per Unit	(c) Development Size	(a)+(b)+(c) Total Fee	MAXIMUM No. of Units for this formula
RESIDENTIAL							
Residential - independent living	Single family, apartments, townhomes, condos	DU	\$1,350	\$44.95			100
Assisted living facilities	Residents don't drive; caregivers are employed	bed	\$1,350	\$11.25			400
RETAIL BUSINESS							
Small Retail (<10KSF)	Restaurants, banks, mini-mart ¹	1000 sf	\$1,350	\$449.40			10
General Retail (10KSF-200KSF)	Most stores, small shopping centers	1000 sf	\$1,350	\$112.35			40
Large Retail (>200KSF)	Most shopping centers, superstores				use other table	use other table	N/A
Day care	Child-care facilities	1000 sf	\$1,350	\$112.35			40
Medical facilities	Clinic, hospital, dental, veterinary	1000 sf	\$1,350	\$112.35			40
Hotel, motel by size	All types of room for rent	1000 sf	\$1,350	\$44.95			100
Automotive services	Gas station, car wash, quick lube, tire store ¹	vehicle servicing position	\$1,350	\$112.35			40
¹ If vehicle servicing is secondary to convenience market or fast food business, use small retail rate above for building space only							
NONRETAIL BUSINESS							
Office	Workers at desks	1000 sf	\$1,350	\$56.20			80
Industrial	Workers on shop floor	1000 sf	\$1,350	\$56.20			80
Education	Schools, colleges	1000 sf	\$1,350	\$56.20			80
Warehouse	Storage with minimal employment	1000 sf	\$1,350	\$11.25			400
OTHER							
Church, theater	Large space used in off-hours	1000 sf	\$1,350	\$33.80			133
Recreation bldg	Health club, community center	1000 sf	\$1,350	\$44.95			100
Movie theater	Single- or multi-screen	1000 sf	\$1,350	\$44.95			100
Recreation land	Golf course, park	acre	\$1,350	\$11.25			400
Marina	Moorage for boats	slip	\$1,350	\$6.75			667
Park & Ride	Transit related car parking	stall	\$1,350	\$33.80			133
SPECIAL CASES							
Not specified above	Use rate per peak hr trip	pk hr trip	\$1,350	\$44.95			100

Fee schedule is based on typical trip generation rates, standardized across groups of similar land use categories

SAMPLE

Tier 2 Bremerton Transportation Concurrency Review Fee Schedule Formula 2 - LARGE Developments

Formula: Total Fee - Base Fee + Rate per Unit * Development Units
If calculated fee is **LESS** than \$5,845, use formula for Small Developments instead

Land Use Category	Typical examples or indicators	Dev. Unit	(a) Base Fee	(b) Rate per Unit	(c) Development Size	(a)+(b)+(c) Total Fee	MINIMUM No. of Units for this formula
-------------------	--------------------------------	-----------	--------------	-------------------	----------------------	-----------------------	---------------------------------------

RESIDENTIAL

Residential - independent living	Single family, apartments, townhomes, condos	DU	\$3,595	\$22.50			101
Assisted living facilities	Residents don't drive; caregivers are employed	bed	\$3,595	\$5.60			401

RETAIL BUSINESS

Small Retail (<10KSF)	Restaurants, banks, mini-mart ¹	1000 sf			use other table	use other table	N/A
General Retail (10KSF-200KSF)	Most stores, small shopping centers	1000 sf	\$3,595	\$56.20			41
Large Retail (>200KSF)	Most shopping centers, superstores		\$3,595	\$11.25			200
Day care	Child-care facilities	1000 sf	\$3,595	\$56.20			41
Medical facilities	Clinic, hospital, dental, veterinary	1000 sf	\$3,595	\$56.20			41
Hotel, motel by size	All types of room for rent	1000 sf	\$3,595	\$22.50			101
Automotive services	Gas station, car wash, quick lube, tire store ¹	vehicle servicing position	\$3,595	\$56.20			41

¹ If vehicle servicing is secondary to convenience market or fast food business, use small retail rate above for building space only

NONRETAIL BUSINESS

Office	Workers at desks	1000 sf	\$3,595	\$28.10			81
Industrial	Workers on shop floor	1000 sf	\$3,595	\$28.10			81
Education	Schools, colleges	1000 sf	\$3,595	\$28.10			81
Warehouse	Storage with minimal employment	1000 sf	\$3,595	\$5.60			401

OTHER

Church, theater	Large space used in off-hours	1000 sf	\$3,595	\$16.90			134
Recreation bldg	Health club, community center	1000 sf	\$3,595	\$22.50			101
Movie theater	Single- or multi-screen	1000 sf	\$3,595	\$22.50			101
Recreation land	Golf course, park	acre	\$3,595	\$5.60			401
Marina	Moorage for boats	slip	\$3,595	\$3.35			668
Park & Ride	Transit related car parking	stall	\$3,595	\$16.90			134

SPECIAL CASES

Not specified above	Use rate per peak hr trip	pk hr trip	\$3,595	\$22.70			101
---------------------	---------------------------	------------	---------	---------	--	--	-----

Fee schedule is based on typical trip generation rates, standardized across groups of similar land use categories