

Department of Development and Environmental Services (DDES)

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Road Impact Mitigation Measures for New Developments

DDES Customer
Information Bulletin #**47****• FREQUENTLY ASKED QUESTIONS •**

*Visit the DDES Web site at
www.kingcounty.gov/permits
for more information*

King County DDES has created customer information bulletins to inform the general public about the effect of codes and regulations on their projects. These bulletins are not intended to be complete statements of all laws and rules and should not be used as substitutes for them. If conflicts and questions arise, current codes and regulations are final authority. Because the codes and regulations may be revised or amended at any time, consult King County staff to be sure you understand all requirements before beginning work. It is the applicant's responsibility to ensure that the project meets all requirements of applicable codes and regulations.

For alternate formats, call 206-296-6600.

The **Mitigation Payment System Program (MPS)** provides funding for transportation road improvements necessary to mitigate the traffic impacts of new development on the roadway system. The MPS program implements Chapter 82.02 RCW (Revised Code of Washington). RCW 82.02 stresses the importance of new development paying its fair share of roadway improvements necessary to accommodate additional traffic. This bulletin provides information about the program.

What is the purpose of the MPS?

Chapter 14.75 of the King County Code (KCC) defines the MPS Program. The purpose of the MPS program is to:

- Ensure adequate transportation facilities are available to serve new growth and development.
- Promote orderly growth and development.
- Ensure that transportation impact fees are imposed through established procedures and criteria.
- Implement the transportation policies of the capital facilities element of the King County Comprehensive Plan.
- Provide additional funding for growth-related transportation improvements.

Who pays?

Anyone who engages in development activity in unincorporated King County will be assessed MPS fees when they meet both of the following conditions:

1. They apply for a development permit to construct, expand or complete a building or structure, whether residential or commercial; change the use of a building; or apply for a short plat or formal subdivision.
2. The development proposal results in an increase in the number of p.m. peak hour vehicle trips.

Are there any exemptions?

The following development types are considered exempt from MPS fees:

- Low and moderate income housing; and
- Public schools.

Contact Allan Johnson at 206-205-6482 for additional information regarding exemptions from MPS fee requirements. King County will provide customers with a document certifying a proposed project as being exempt from MPS fees. This certificate must be presented to staff at the Department of Development and Environmental Services (DDES) to obtain an exemption or reduction in fee.

How are MPS fees calculated?

MPS fees are calculated to be proportional to the amount of increased p.m. peak hour traffic caused by the proposed development and the cost of the roadway improvement project necessary to accommodate the increased traffic. A computer model is used to forecast traffic volumes, simulate p.m. peak hour traffic flow, and calculate the fair share charge needed to mitigate the impact.

The model is a combination of microcomputer traffic forecasting package (EMME/2) and additional custom programs that perform fair share calculations and other basic accounting functions necessary to operate and monitor the program. Anticipated traffic volumes from a proposed development are derived using trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 7th Edition*. Trip generation rates can be used from local surveys or reports when determined to be more representative of local conditions.

MPS development fees

Single family residential development fees

Residential fees are pre-calculated and reflect an average fee for similar development in the same service area. It is recognized that the actual impact may vary within a zone, but average fees are established for each zone, regardless of actual location within the zone. Service areas are called zones in the modeling process and are identified by a three-digit number.

The single-family residential fee schedule displays the MPS fee by zone (or service area) for a one-dwelling unit.

Single family example (using year 2002 fee schedule):

Proposed Development - 100 single family homes

Located in MPS Zone 318

Fee for MPS zone 318 = \$524 per dwelling unit

Total fee for proposed development: \$524 x 100 homes = \$52,400

Above, the total MPS fee for a single-family development consisting of 100 homes in Zone 318 equals \$52,400. For MPS fees applicable to other zones, please refer to the MPS Residential Fee Schedule on the King County Department of Transportation (KCDOT) Web site at www.metrokc.gov/kcdot/roads/planning/mps.

Multi-family residential development fees

For multi-family residential developments, the MPS fee can be figured by multiplying the residential fee by a factor of 0.6 (six-tenths) times the number of multi-family units to be developed. Traffic studies have confirmed that the average trip generation rate for multi-family dwellings is 0.6 (six-tenths) the rate generated by the average single family dwelling unit. Therefore, King County uses the 0.6 (six-tenths) rate to pro-rate the residential fee for multi-family units.

Multi-family example (using year 2002 fee schedule):

Proposed Development - 300 dwelling units in an apartment complex

Located in MPS Zone 318

Fee for MPS zone 318 = \$524 per dwelling unit

Total fee for proposed development: $\$524 \times 0.6 \times 300$ dwelling units - \$94,320

In the example above, the total MPS fee for a multi-family development containing 300 dwelling units located in Zone 318 equals \$94,320.

Commercial development fees

MPS fees for commercial projects vary according to the estimated number of new trips generated by the use and the location. MPS fees for commercial proposals are calculated using a transportation computer model which simulates the number of additional trips that will be created by the proposal and the patterns of travel onto the roadways. The associated fair share cost model calculates the fee to be proportional to impacts and roadway project costs. Each development processed for an MPS fee receives a list showing the MPS road projects being impacted by the proposed development and the fee charged based on the additional traffic to and from the proposal.

Administrative fees

In addition to the MPS fee itself, there is a non-refundable administrative charge of per dwelling unit (or building lot). There is a non-refundable administrative charge to cover the cost of running the transportation model for each commercial application. If the applicant changes the scope of the project, it may require an additional model run. In that case, another fee will be charged.

What credits are available?

All MPS fees are reduced to reflect a two-percent property tax credit. An additional 15 percent is given to recognize potential impact fees from other jurisdictions.

The property tax credit is given to recognize that a portion of the property tax from the proposed development could be used to fund projects which add capacity to the roadway system. All MPS projects add capacity to the roadway system. Capacity is measured by the amount of traffic volume that can be accommodated by the roadway project. Many projects, such as safety and signal improvements (sidewalks, timing of lights, guard rails), do not add capacity.

A 15 percent credit is given to recognize that some of the trips from a development may begin in a development subject to MPS fees and may end in another development also subject to MPS fees. Credit is also provided when a change of use results in a reduction of vehicle trips generated by the proposed use. An example of this is when a multi-family building is torn down and replaced with a single family home. In this case, the number of trips is reduced because the number of new dwelling units is lower than the original use.

Credit can also be applied when an applicant demonstrates actual reduction in the number of vehicle trips resulting in the implementation of transportation demand management (TDM) programs which encourage employees to carpool, use public transportation, ride a bicycle or walk to work.

Credit is also given to developers for the value of any dedicated land or improvements to the roadway system that are identified on the MPS road project list and that are required by King County as a condition of approving the development activity.

When do customers pay the MPS fee?

Residential:

MPS administrative fees are due at the application stage. MPS impact fees are due when the building permit is issued. In the case of subdivisions, short plats, and master planned developments, a developer may choose to pay the MPS fees at time of final plat recording or at the building permit stage. All fees are paid at the Department of Development and Environmental Services (DDES).

Commercial:

MPS fees for commercial permits are due when the building permit is issued. All fees are paid at the Department of Development and Environmental Services (DDES).

How will the money collected from MPS fees be used?

Money collected from MPS fees are combined with public funds and are used to pay for the design, Right-of-Way acquisition, and construction of projects included on the MPS Road Project List. The MPS Project List is adopted by the King County Council and is a list of road improvements, which add needed capacity to the transportation system network. These road projects help alleviate growth-related congested areas.

MPS fees for any single development include proportional shares for impacts to many projects. Funds may be pooled from some road projects and used for other projects. This allows the county to pay for projects that are currently being constructed.

Can the MPS fee be changed?

Yes, an applicant may file a Fee Reconsideration Request Form with the King County Department of Transportation if they do not agree with the MPS fee assessed for a proposed development. The request form is available on the KCDOT Web site at www.metrokc.gov/kcdot/roads/planning/mps. King County staff will review the application for the following:

- Changes in the development proposal, from original application;
- Possible erroneous information;
- Information from a special study or report not originally included with the application; and
- Special circumstances not originally included with the application.

After reviewing the applicant's reconsideration request, the King County Department of Transportation will recommend one of the following:

- Deny the request
- Make an adjustment in the original fee based on new information.

What if customers do not agree with the Department's decision?

An applicant may file an appeal if they do not agree with the department's decision. The appeal request must be filed with the department within ten days of the receipt of the department's final decision. A public hearing will be scheduled before a King County zoning and subdivision hearing examiner for final resolution.

Where can customers go for more information?

For more information about the Mitigation Payment System Program, visit the King County Department of Transportation Web site at www.metrokc.gov/kcdot/roads/planning/mps OR contact the program manager at 206-263-4707.

Unincorporated King County has many MPS zones. Customers can determine the MPS fee for a residential proposal by using Parcel Viewer or iMAP (King County's online property search tools at www.metrokc.gov/gis/Mapportal/iMAP_main.htm) to locate their property and then the property's Districts Report where the Roads MPS Zone is listed. To find the fee per zone, go online to www.metrokc.gov/kcdot/roads/planning/mps/feeschedule.cfm.

For customers without Internet access, contact the Department of Development and Environmental Services (DDES) at 206-296-6600 and leave a message including name, telephone number, and site address or Assessor's Parcel Number. Applicants will then be contacted with the residential fee amount for that parcel, which must be paid prior to permit issuance.

Other bulletins and telephone numbers that may be helpful

Bulletin 1	Building and Development Permit Telephone Numbers
Bulletin 3	Demolition Permits
Bulletin 4	Damage Repairs
Bulletin 6	Working With Contractors
Bulletin 9	Obtaining a Residential Building Permit
Bulletin 10	Residential Building On or Near Waterfront
Bulletin 11	Street Addresses and Road Names
Bulletin 13	Fire System Permits
Bulletin 17A	Zoning Code: Overview and Summary
Bulletin 21	Critical Areas Review
Bulletin 23	Certified Wood Stoves
Bulletin 39	Private Residential Fire Sprinkler Systems

These and other DDES bulletins are available via the department Web site at www.kingcounty.gov/permits.

206-263-4763	MPS Program Information
206-296-6600	DDES Information



Be sure to visit our Web site at:
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King County complies with the Americans with Disabilities Act (ADA). If you require an accommodation to attend a meeting (two weeks' notice) or require this information in Braille, audiocassette, or large print, please call 206-296-6600 or TTY 206-296-7217.