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SKAGIT COUNTY JAIL FACILITY TRANSPORTATION CONCURRENCY REVIEW

David Evans and Associates, Inc. (DEA) has completed this concurrency analysis in accordance with the City of Mount Vernon Municipal Code (MVMC) Chapter 14.10 – Concurrency Management. The City of Mount Vernon (City) has adopted a comprehensive development review process that integrates a concurrency review and the traditional site development Traffic Impact Analysis (TIA).

This concurrency review was performed for two potential locations for the Skagit County Jail within the City limits: the Alf Christianson Seed Site and the Truck City/Suzanne Lane Site.

1. PROJECT DESCRIPTION

Skagit County is considering two alternative locations to construct a new 400-bed jail facility, which can be expandable to 800 beds total in 20 to 50 years, within the City limits: the Alf Christianson Seed Site and the Truck City/Suzanne Lane Site. The two alternative sites are shown in **Figure 1** and are described as follows:

- Alf Christianson Seed Site: This project site is located on the southwest quadrant of the intersection of E Kincaid Street / the I-5 southbound (SB) off- and on-ramp. It is bounded by E Kincaid Street to the north, the railroad tracks to the west, Union Street to the south, and the I-5 SB on-ramp to the east. The existing site is comprised primarily of industrial warehouse buildings surrounded by vacant or previously cleared lots. The warehouse buildings will be demolished. Access to the new jail facility was tested both from E Kincaid Street to the north and from S 6th Street/Union Street to the south. Consideration for a combined access from both the north and south is also provided in the “Findings” section of the report.
- Truck City/Suzanne Lane Site: This project site is located on the northeast quadrant of the intersection of Old Highway S Road / Suzanne Lane. The existing site is comprised of a truck fueling station with a food mart and undeveloped land. The truck fueling station and food mart will be demolished. Two accesses from Old Highway S Road and one access from Suzanne Lane will be provided.

The jail buildings for both alternatives will be roughly 165,000 square feet at full build-out with a combination of one-story buildings and multi-story buildings. The facility will include a court room, administration spaces, up to 800 beds, medical services, and special rooms with internet for video arraignments and video visitation. The outdoor exercise area will be enclosed with solid walls, and no inmates will be visible from the exterior of the site at any time.

Required parking stalls will be accommodated for the new 400-bed jail facility and the future 800-bed jail facility expansion.

It is anticipated it will take 18 months for final design and construction permitting, and then 18 months for construction.



Figure 1. Skagit County Jail Alternative Locations



2. TRIP GENERATION

The proposed project includes a 400-bed jail facility with reserve expandable to an 800-bed jail facility. For conservative analysis, the trip generation analysis and the concurrency requirement review in the later sections of this report are performed based on a full build-out 800-bed jail facility.



Due to limited data present for the land use code (LUC) of “Prison” in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition (2012) - which is the prevailing standard for trip generation rates – DEA performed a trip generation rate analysis for jail facilities based on local data collected from the South Correctional Entity (SCORE) jail facility located in Des Moines, Washington. The analysis results were summarized in a *Trip Generation Rate Analysis Memo* submitted to the City on September 5, 2013.

The Memo describes that the SCORE jail facility is comparable to the proposed full build-out Skagit County Jail facility in terms of size, inmate housing capacity, functioning, activities, and staffing. In addition, the Memo concluded the following trip generation for the SCORE jail facility:

Time Period	SCORE Facility Trip Generation Rates	Entering	Exiting
Daily (ADT)	1.30	50%	50%
AM Peak Hour	0.06	79%	21%
PM Peak Hour	0.09	33%	67%

The above trip generation rates for the SCORE jail facility were compared to other data from the article “Trip Generation Rates of Correctional Facilities” published by the Journal of Urban Planning and Development (JUPD) in March of 2000. The JUPD article summarized the following trip generation for five (5) regional jails and one (1) federal correctional facility with a total number of beds ranging from 230 to 400 in West Virginia:

Time Period	JUPD Rates for Regional Jails	Entering	Exiting
Daily (ADT)	1.38	-	-
AM Peak Hour	0.14	-	-
PM Peak Hour	0.10	-	-

The above trip generation rates indicate that the SCORE facility trip generation rates are very similar to those of the JUPD study for average weekday traffic and PM peak hour traffic. The trip generation rates for the local SCORE facility will be applied to the proposed Skagit County Jail facility because the Skagit County Jail facility will have similar size and operational functions as the SCORE jail facility.

The City measures transportation concurrency based upon PM peak hour because it represents the most critical period for traffic operations and usually has the highest capacity requirements; therefore, the analysis focused on the PM peak hour only.

The Alf Christianson Seed Site is comprised primarily of industrial warehouse buildings. The existing warehousing buildings, which are estimated at approximately 120,100 square feet based on the property information from the Skagit County Assessor database, will be demolished and the existing trips will be offset by the proposed Skagit County Jail facility.

The land use categories, average trip generation rates, directional splits, and project-generated trips for the existing Alf Christianson Seed Site and the proposed Skagit County Jail facility are shown in **Table 1**. There are 34 project-generated net trips, of which there are 15 entering trips and 19 exiting trips.



Table 1. PM Peak Project-Generated Trips – Alf Christianson Seed Site

Description	Land Use Code	Size	ITE Average Trip Rate	Project Trips	Entering	Exiting	Entering Trips	Exiting Trips
Warehousing (Demolition)	150	-120,100 sq. ft.	0.32 trips / 1,000 sq. ft.	-38	25%	75%	-9	-29
Skagit County Jail Facility	571	800 beds	0.09 Trips / Bed ¹	72	33%	67%	24	48
Project-Generated Net Trips				34			15	19

¹Trip rate was obtained from the *Trip Generation Rate Analysis* Memo by DEA, dated September 5, 2013.

The Truck City / Suzanne Lane Site is comprised of a truck fueling station / food mart with five fueling positions. The truck fueling station / food mart will be demolished and the existing trips will be offset by the proposed Skagit County Jail facility.

The land use categories, average trip generation rates, directional splits, and project-generated trips for the existing Truck City / Suzanne Lane Site and the proposed Skagit County Jail facility are shown in **Table 2**. There are 33 project-generated net trips, of which there are 5 entering trips and 28 exiting trips.

Table 2. PM Peak Project-Generated Trips – Truck City / Suzanne Lane Site

Description	Land Use Code	Size	ITE Average Trip Rate	Pass-by Discount	Project Trips	Entering	Exiting	Entering Trips	Exiting Trips
Truck City Gas Station with Food Mart (Demolition)	945	-5 fueling positions	13.51 trips / Fueling position	42%*	-39	50%	50%	-19	-20
Skagit County Jail Facility	571	800 beds	0.09 Trips / Bed ¹	-	72	33%	67%	24	48
Project-Generated Net Trips					33			5	28

¹Trip rate was obtained from the *Trip Generation Rate Analysis* Memo by DEA, dated September 5, 2013.

*Average pass-by trip percentage was obtained from Land Use 944 – Gasoline / Service Station

Tables 1 and **2** show that both alternative sites result in similar project trips after the offset of the existing trips. The directional splits are different for both alternatives.

3. TRIP DISTRIBUTION

The City’s pipeline land use was updated by adding the proposed Skagit County Jail facility at either of the two alternative sites. The land use and trip generation in the previous concurrency test for Tom Little Lot 2 Commercial Development (Project Number: LU 2010-011), which is located at the same site as the Truck City / Suzanne Lane Site, was removed from the City’s pipeline land use due to duplicity.

The new trips of the project were assigned among the updated citywide Traffic Forecasting Model. The project-generated trip distribution for the Alf Christianson Seed Site, with the north access from E Kincaid Street and with the south access from S 6th Street, is shown in **Figures 2** and **3**, respectively. The site trip distribution for the Truck City / Suzanne Lane Site is shown in **Figure 4**.



Figure 2 indicates that most of the project-generated trips from the Alf Christianson Seed Site with the north access off E Kincaid Street are present on E Kincaid Street, Broad Street, and S 3rd Street.

Figure 2. Project Trip Distribution – Alf Christianson Seed Site with North Access

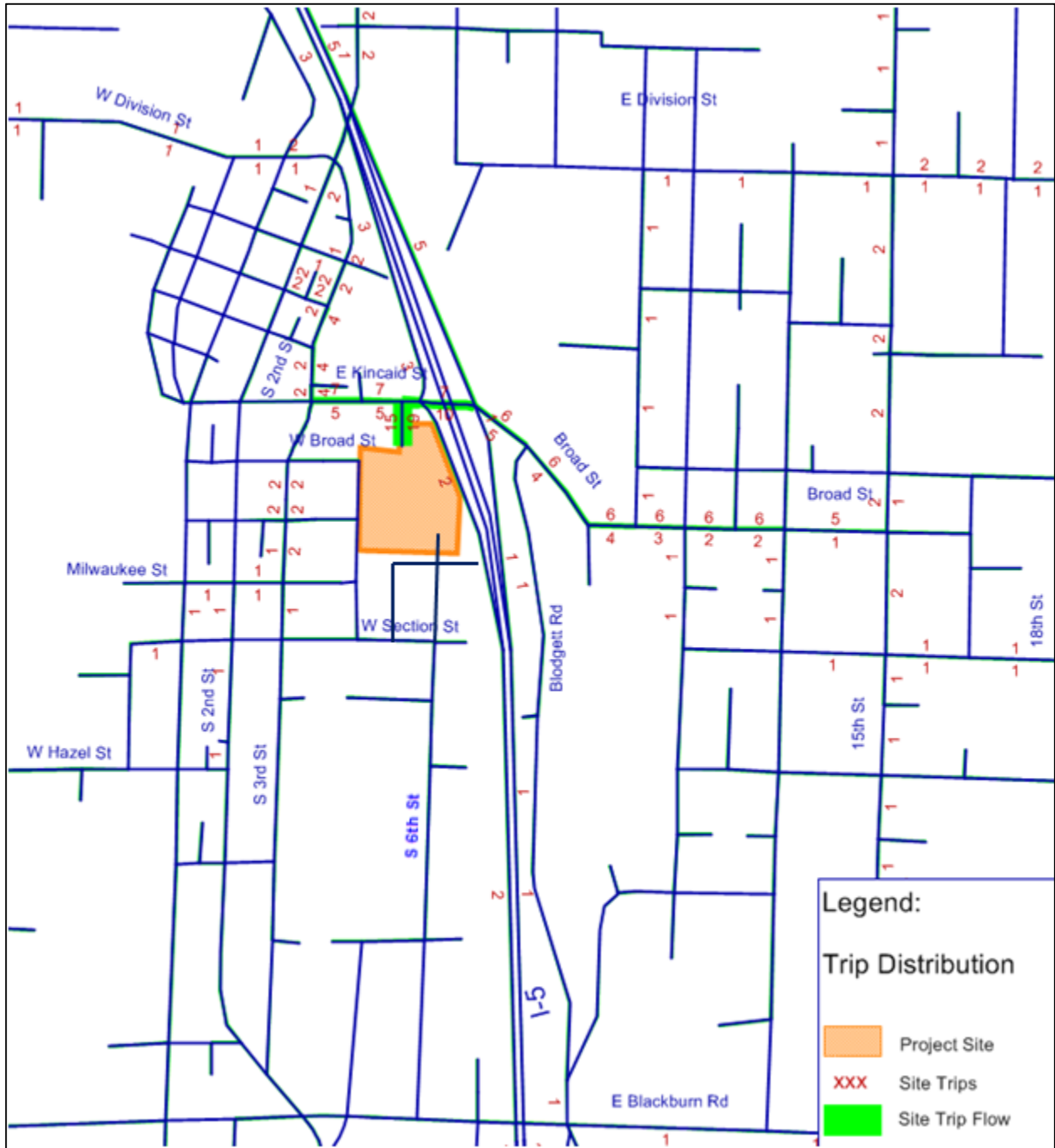




Figure 3 shows that most of the project-generated trips from the Alf Christianson Seed Site with the south access off S 6th Street are present on S 6th Street, W Section Street, and S 3rd Street.

Figure 3. Project Trip Distribution – Alf Christianson Seed Site with South Access

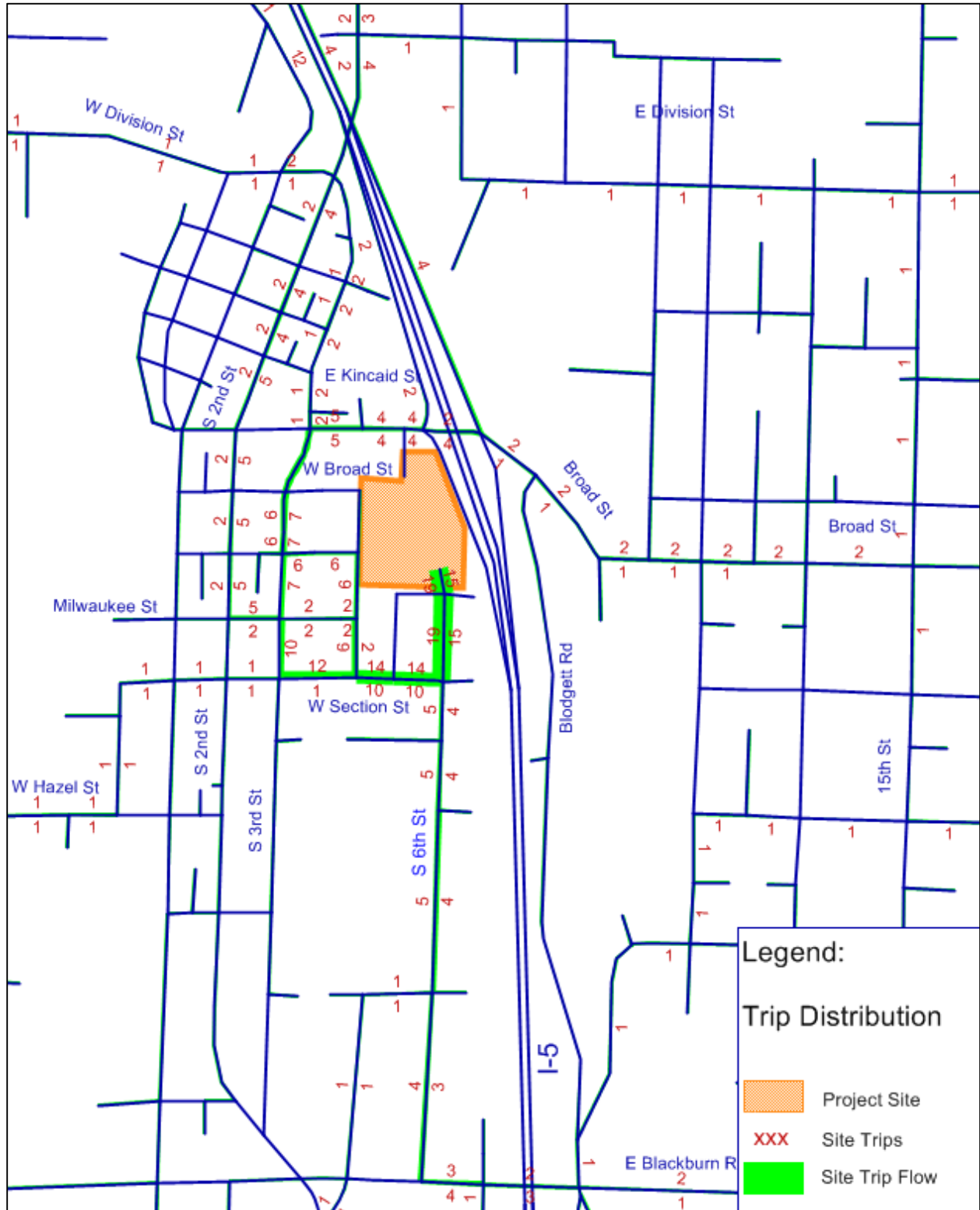
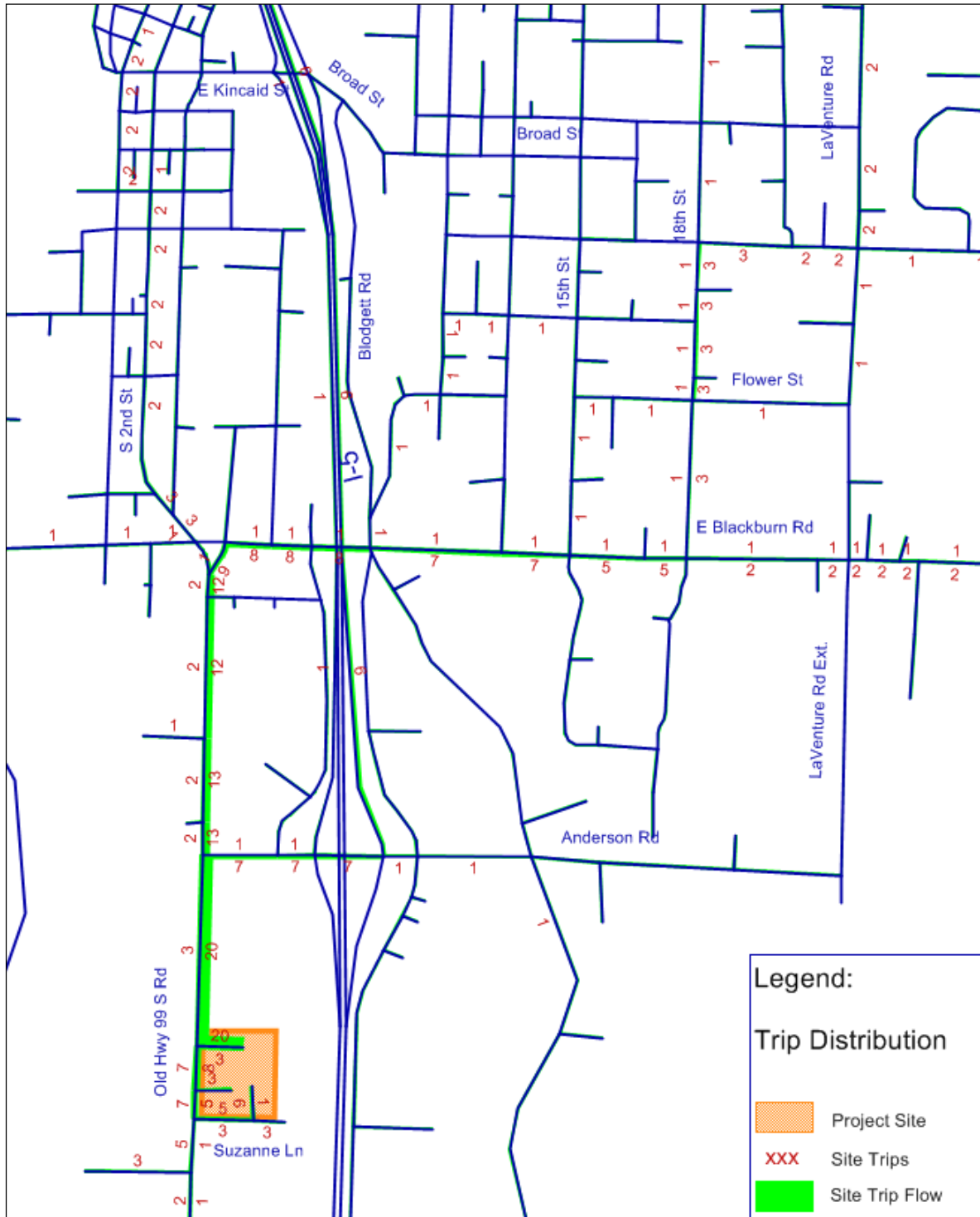




Figure 4 displays that the majority of the project-generated trips from the Truck City / Suzanne Lane Site are present on Old Highway 99 S Road and E Blackburn Road.

Figure 4. Project Trip Distribution – Truck City / Suzanne Lane Site





4. CONCURRENCY REVIEW FOR ALF CHRISTIANSON SEED SITE WITH NORTH ACCESS

The review is based on the following Level of Service (LOS) standards and concurrency requirements:

- Level of service standards stated in MVMC Chapter 14.10.080
- Concurrency requirements of “Category C: Thirty to 75 Peak Hour Trips” stated in MVMC Chapter 14.10.090

Compliance with LOS standards will be based on the following criteria in the categories indicated.

A. Pedestrian Safety LOS: Sidewalks are already provided on the project frontage of E Kincaid Street. Pedestrian Safety LOS is met.

B. Traffic Capacity LOS: Intersections and segments impacted by project-generated trips should be evaluated for traffic capacity LOS.

As shown in **Figure 2**, less than 34 project-generated trips from the Alf Christianson Seed Site are added to the City street network. Roadway segment capacity LOS deficiencies are not expected because a relatively small number of project-generated trips are present on the roadway network during the PM peak hour.

Intersection LOS analysis indicates that project-generated trips ranging from 1 to 11 trips are present at five intersections with LOS deficiencies, as shown in **Table 3**. Those deficient intersections are all two-way stop control, and the side street volumes at most of the intersections are usually low.

The Alf Christianson Seed Site with the north access will not result in detrimental changes to intersection LOS or delay compared to the No Build condition. The LOS deficiencies are mostly a result of background traffic growth; therefore, no physical improvements are proposed except the signalization or roundabout control proposed in previous concurrency tests to improve LOS and delay at the intersection of Blackburn Road / Blodgett Road.

Table 3. Intersections with LOS Deficiencies – Alf Christianson Seed Site with North Access

No.	Intersection Name	Control Type	No Build	Build at Alf Christianson Seed Site with North Access		
			LOS (Delay)	LOS (Delay)	Site Trips	Proposed Mitigation
761	E Fir St / N 15th St	Two-Way Stop	F (107.3)	F (112.4)	1	Tolerate due to low volumes on N 15th Street
855	Blackburn Rd / Blodgett Rd	Two-Way Stop	F (9999)	F (9999)	1	Signalization or roundabout recommended in previous concurrency tests
1058	Broad St / Blodgett Rd	Two-Way Stop	F (108.9)	F (111.7)	11	Tolerate due to low volumes on Blodgett Road
826	Broad St / S 11th St	Two-Way Stop	F (58.3)	F (60.9)	9	Tolerate due to low volumes on S 11th Street
828	Broad St / S 13th St	Two-Way Stop	F (50.1)	F (63.5)	7	Tolerate due to low volumes on S 13th Street



C. Street Design Standard LOS: The street systems near the project site, including E Kincaid Street, already consist of sidewalk, curb, gutter, and utilities; one-half of the ultimate pavement width on the development side; and a minimum 14-foot pavement width on the opposite side of the street. Three-quarter street LOS is met.

D. On-Site LOS: On-site LOS is assumed to be adequate, provided that all on-site roadways meet applicable City standards. The proposed site access intersection off E Kincaid Street with two-way stop sign control on the driveway access meets the intersection LOS standard.

Kincaid Street is a designated State Route (SR 536), and as such, access points to Kincaid Street must meet Washington State Department of Transportation (WSDOT) standards and are subject to WSDOT review. SR 536 is currently designated as a Managed Access (Class 5) Highway with the following access requirements:

- Access must be spaced 125 feet apart.
- Only one (1) access to individual or contiguous parcels under the same owner is allowed.
- Variance permits may be allowed.

In the future, SR 536 is anticipated to be designated as a Limited Access (Modified Control) Highway with the following access requirements:

- At-grade intersections are allowed for selected public roads and approaches for existing private driveways.
- Commercial approaches may be allowed.
- Do not allow direct access if alternate public road access is available.

The proposed access from the north on SR 536 was discussed with WSDOT Development Services Engineer Roland Storme on November 6, 2013. Mr. Storme cited concerns about the location of the driveway relative to the I-5 SB off-ramp, and in particular, the conflicts created by vehicles exiting SB I-5 and attempting to merge across the westbound through lanes in a very short distance to access the site. He stated WSDOT's preference for no or limited (right-in right-out only) access from the site to SR 536. This is consistent with the current and future WSDOT Access Policy for SR 536.

If the access was limited to right-in right-out only at the driveway on SR 536, provisions for U-turns would need to be provided east and west of the site access to allow for full access. U-turns are not permitted at interstate freeway ramps so the nearest opportunities for providing U-turns are at the intersection of Kincaid Street and S Third Street to the west, and Broad Street and Blodgett Road to the east. Neither of these intersections currently meets design standards for the provision of U-turns, and both would require significant widening to provide sufficient space for U-turns to occur.

Limiting the access to right-in right-out also increases the impacts to the I-5 interchange as traffic exiting the site destined to the west would impact each ramp intersection two times in order to travel from the site to Blodgett Road for the U-turn, and then back past the site to downtown.

E. Transit LOS: Mount Vernon Skagit Transportation Center is located across from the project site. Transit Routes 204, 205, 206, 207, and 208 are served at the transit center. Safe access to the transit center is provided by the existing sidewalks on both sides of E Kincaid Street and the crosswalk at the intersection of E Kincaid Street / the I-5 SB off- and on-ramp. Transit LOS is met.

F. Non-motorized Transportation LOS: This is not applicable because no trail is present near the project site.



G. Pavement Condition LOS: The existing pavement on E Kincaid Street is in good condition. The pavement condition should be maintained during project construction.

5. CONCURRENCY REVIEW FOR ALF CHRISTIANSON SEED SITE WITH SOUTH ACCESS

The review is based on the following LOS standards and concurrency requirements:

- Level of service standards stated in MVMC Chapter 14.10.080
- Concurrency requirements of “Category C: Thirty to 75 Peak Hour Trips” stated in MVMC Chapter 14.10.090

Compliance with LOS standards will be based on the following criteria in the categories indicated.

A. Pedestrian Safety LOS: Sidewalks are already provided on S 6th Street. Pedestrian Safety LOS is met. However, the sidewalks are in poor condition from the site to Blackburn Road, are not separated from the street or shoulder by curbs, and are often blocked by parked vehicles. Improvements to pedestrian safety from the site to Blackburn Road are recommended.

B. Traffic Capacity LOS: Intersections and segments impacted by project-generated trips should be evaluated for traffic capacity LOS.

As shown in **Figure 3**, less than 34 project-generated trips from Alf Christianson Seed Site are added to the City street network. Roadway segment capacity LOS deficiencies are not expected because a relatively small number of project-generated trips are present on the roadway network during the PM peak hour.

Intersection LOS analysis indicates that project-generated trips ranging from 2 to 4 trips are present at five intersections with LOS deficiencies, as shown in **Table 4**. Those deficient intersections are all two-way stop control, and the side street volumes at most of the intersections are usually low.

The Alf Christianson Seed Site with south access off S 6th Street only adds slight delay to deficient intersections identified in the No Build condition. The LOS deficiencies are mostly a result of background traffic growth; therefore, no physical improvements are proposed except a signalization or roundabout control proposed in the previous concurrency test to improve LOS and delay at the intersection of Blackburn Road / Blodgett Road.

Table 4. Intersections with LOS Deficiencies – Alf Christianson Seed Site with South Access

No.	Intersection Name	Control Type	No Build	Build at Alf Christianson Seed Site with South Access		
			LOS (Delay)	LOS (Delay)	Site Trips	Proposed Mitigation
761	E Fir St / N 15th St	Two-Way Stop	F (107.3)	F (107.7)	2	Tolerate due to low volumes on N 15th Street
855	Blackburn Rd / Blodgett Rd	Two-Way Stop	F (9999)	F (9999)	4	Signalization or roundabout recommended in previous concurrency tests
1058	Broad St / Blodgett Rd	Two-Way Stop	F (108.9)	F (109.5)	3	Tolerate due to low volumes on Blodgett Road
826	Broad St / S 11th St	Two-Way Stop	F (58.3)	F (58.6)	3	Tolerate due to low volumes on S 11th Street
828	Broad St / S 13th St	Two-Way Stop	F (50.1)	F (50.3)	2	Tolerate due to low volumes on S 13th Street



C. Street Design Standard LOS: Three-quarter street improvement is required for S 6th Street south of Union Street, which consists of sidewalk, curb, gutter, and utilities; one-half of the ultimate pavement width on the development side; and a minimum 14-foot pavement width on the opposite side of the street. Other frontage improvements may be required by other City codes for all public rights-of-way bordering the site. Frontage improvements would not be required for rights-of-way that are vacated.

D. On-Site LOS: On-site LOS is assumed to be adequate, provided that all on-site roadways meet applicable City standards.

E. Transit LOS: Mount Vernon Skagit Transportation Center is located across from the project site. Transit Routes 204, 205, 206, 207, and 208 are served at the transit center. Transit LOS can be met if pedestrian access from the project site is provided to E Kincaid Street. Access from E Kincaid Street to the transit center is provided by the existing sidewalks on both sides of E Kincaid Street and the crosswalk at the intersection of E Kincaid Street / the I-5 SB off- and on-ramp.

F. Non-motorized Transportation LOS: This is not applicable because no trail is present near the project site.

G. Pavement Condition LOS: The existing pavement on S 6th Street is in acceptable condition. The pavement condition should be maintained or improved during project construction.

6. CONCURRENCY REVIEW FOR TRUCK CITY / SUZANNE LANE SITE

The Truck City / Suzanne Lane Site is located in the City's South Mount Vernon concurrency subarea. The review is based on the following LOS standards and concurrency requirements:

- Level of service standards stated in MVMC Chapter 14.10.080
- Concurrency requirements of "Category C: Thirty to 75 Peak Hour Trips" stated in MVMC Chapter 14.10.090
- Level of service standards stated in MVMC Chapter 14.10.170 South Mount Vernon concurrency subarea
- Concurrency requirements stated in MVMC Chapter 14.10.180 South Mount Vernon concurrency subarea

Compliance with LOS standards will be based on the following criteria in the categories indicated.

A. Pedestrian Safety LOS: The project is required to provide pedestrian facilities on the project frontage, Suzanne Lane. Minimum pedestrian LOS standards are met by building the following:

- Site frontage improvements on Suzanne Lane. A safe connection to the existing sidewalks built on the opposite side of Suzanne Lane is necessary.

B. Traffic Capacity LOS: Intersections and segments impacted by project-generated trips should be evaluated for traffic capacity LOS.

As shown in **Figure 4**, less than 23 project-generated trips from the Truck City / Suzanne Lane Site are added to the City street network. Roadway segment capacity LOS deficiencies are not expected because a relatively small number of project-generated trips are present on the roadway network during the PM peak hour.



Intersection LOS analysis indicates that project-generated trips ranging from 1 to 23 trips are present at five intersections with LOS deficiencies, as shown in **Table 5**. Those deficient intersections are all with two-way stop control, and the side street volumes at most intersections are usually low.

The Truck City / Suzanne Lane Site will not result in significantly longer delays to the deficient intersections than the No Build condition. The LOS deficiencies are mostly resulting from background traffic growth; therefore, no physical improvements are proposed except the following:

- Signalization or roundabout control was proposed in the previous concurrency test to improve LOS and delay at the intersection of Blackburn Road / Blodgett Road.
- Two-way stop control is proposed to change to four-way stop control at the intersection of Anderson Road / Blodgett Road.

Table 5. Intersections with LOS Deficiencies - Truck City / Suzanne Lane Site

No.	Intersection Name	Control Type	No Build	Build at Truck City / Suzanne Lane Site		
			LOS (Delay)	LOS (Delay)	Site Trips	Proposed Mitigation
855	Blackburn Rd / Blodgett Rd	Two-Way Stop	F (9999)	F (9999)	9	Signalization or roundabout recommended in previous concurrency tests
852	Blackburn Rd & Railroad Ave	Two-Way Stop	D (34.3)	E (35.8)	9	Tolerate due to low volumes on Railroad Avenue
1085	W Montgomery St / S 1st St	Two-Way Stop	F (59.0)	F (58.6)	1	Tolerate due to low volumes on W Montgomery Street
870	Anderson Rd / Old Hwy 99 S Rd	Two-Way Stop	F (75.2)	F (77.9)	23	Tolerate due to low volumes on Anderson Road
874	Anderson Rd / Blodgett Rd	Two-Way Stop	F (97.0)	F (95.7)	1	Change to four-way stop

C. Street Design Standard LOS: Street design standard LOS should be evaluated.

- Street Frontage. Three-quarter street LOS improvements must be in place on the project frontage street, Suzanne Lane.
- Minimum Street LOS Improvements. The concurrency requirements of the south Mount Vernon concurrency subarea state that minimum street LOS improvements should be in place on the project frontage, Old Highway 99 S Road; however, Old Highway 99 S Road on the project frontage – a 2-lane roadway with wide shoulders on both sides – already satisfies the Minimum Street LOS standard. In addition, according to the concurrency requirements of the South Mount Vernon concurrency subarea, the adjacent street system shall not be evaluated because the project generates only 33 trips, which are within the concurrency requirements of project-generated trips (between 10 and 75 PM peak hour trips).

D. On-Site LOS: On-site LOS is assumed to be adequate, providing all on-site roadways meet applicable City standards. The proposed three site access intersections with two-way stop control meet the intersection LOS standards.



E. Transit LOS: There are no transit routes on the project frontage streets. Transit routes in the vicinity include 208 North and 208 South, which pass by E Blackburn Road.

F. Non-motorized Transportation LOS: This is not applicable because no trail is present near the project site.

G. Pavement Condition LOS: The existing pavement on Old Highway 99 S Road and on Suzanne Lane is in moderate to good condition. The three-quarter street LOS improvements on Suzanne Lane will further improve the pavement condition.

7. FINDINGS

Alf Christianson Seed Site

The proposed project at the Alf Christianson Seed Site will generate approximately 34 new PM peak hour trips. No roadway segment LOS deficiencies are expected. The project with either north access or south access will not result in detrimental changes to intersection LOS or delay compared to the No Build condition. The five deficient intersections are mostly a result of background traffic growth; therefore, no physical improvements are proposed, except signalization or roundabout control which was proposed in a previous concurrency test to improve LOS and delay at the intersection of Blackburn Road / Blodgett Road.

The driveway from the north on E Kincaid Street does not meet WSDOT's desirable requirements for intersection and driveway spacing from an interstate freeway interchange, but is allowable. Traffic may have potential difficulty accessing the jail facility from the north access due to busy traffic on E Kincaid Street. In addition, the eastbound traffic stopping at the signalized intersection of E Kincaid Street / the I-5 SB off- and on-ramp may block traffic from accessing the jail facility because the north access is only approximately 100 feet upstream of the intersection. WSDOT's preference is for no or limited (right-in right-out only) access from the site to SR 536. This is consistent with the current and future WSDOT Access Policy for SR 536.

The south access appears to result in less intersection delay. However, the site traffic travels through a residential area, which may raise other non-traffic capacity concerns from the adjacent neighborhood. Improvements to pedestrian safety on S 6th Street from Union Street to E Blackburn Road are recommended.

An access plan that combines a north and south access would reduce vehicle impacts at both locations over the exclusive north or south access alternatives. Provision of a south access point combined with the north access would support the operation of a right-in right-out access on SR 536 without U-turns, as traffic destined to the west could exit the site from Union Street to S 6th Street. City-wide concurrency impacts would remain similar to those for either the north or south access options.

Truck City / Suzanne Lane Site

The proposed project at the Truck City / Suzanne Lane Site will generate approximately 33 new PM peak hour trips. No roadway segment LOS deficiencies are expected. The project-generated trips are present at five deficient intersections; however, no significant increases in delay will be added to the deficient intersections compared to the No Build condition. Signalization or roundabout improvements were proposed at the intersection of Blackburn Road / Blodgett Road in a previous concurrency review, and four-way stop control is proposed to replace the two-way stop control at the intersection of Anderson Road / Blodgett Road. Three other deficient intersections can tolerate slightly longer delay due to low side street volumes.



8. RECOMMENDED CONDITIONS

Alf Christianson Seed Site

Following are the recommended conditions of approval for this project at the Alf Christianson Seed Site:

- If the access is placed on the north, a right-in right-out driveway on SR 536 is recommended with provisions for U-turns at the intersection of Kincaid Street and S Third Street to the west, and Broad Street and Blodgett Road to the east. This mitigation is not eligible for impact fee credits.
- If the access is placed on the south, improvements to pedestrian safety on S 6th Street from Union Street to Blackburn Road are recommended. This mitigation is not eligible for impact fee credits.
- If access is placed both to the north and south, a right-in right-out driveway on SR 536 is recommended, and pedestrian improvements on S 6th Street from Union Street to Blackburn Road are recommended as well. This mitigation is not eligible for impact fee credits.
- Impact fees are generally adjusted by the City each year to account for inflation. The impact fee for Commercial and Industrial Groups is \$1,839 per PM peak hour trip based upon the City's latest adopted impact fee (effective February 2013). Impact fees for the proposed project are calculated as follows:
 - a. The proposed Skagit County Jail facility will generate 34 net new PM peak hour trips, which results in impact fees of \$62,526.
 - b. Total project impact fees: \$62,526.**

Truck City / Suzanne Lane

Following are the recommended conditions of approval for this project at the Truck City / Suzanne Lane Site:

- The project is required to provide pedestrian facilities on the project frontage, Suzanne Lane, per MVMC 14.10.080. This mitigation is not eligible for impact fee credits.
- Site frontage improvements on Suzanne Lane per MVMC 14.10.080: Three-quarter street LOS improvements must be in place on the project frontage street, Suzanne Lane. This mitigation is not eligible for impact fee credits.
- Impact fees are generally adjusted by the City each year to account for inflation. The impact fee for Commercial and Industrial Groups is \$1,839 per PM peak hour trip based upon the City's latest adopted impact fee (effective February 2013). Impact fees for the proposed project are calculated as follows:
 - a. The proposed Skagit County Jail facility will generate 33 net new PM peak hour trips, which results in impact fees of \$60,687.
 - b. Total project impact fees: \$60,687.**