



# TRANSPORTATION IMPACT FEE RATE ANALYSIS

PREPARED BY:



TRANSPORTATION SOLUTIONS, INC.  
8250 – 165<sup>TH</sup> AVENUE NE  
SUITE 100  
REDMOND, WA 98052  
(425) 883-4134

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# 1 - Impact Fee Overview

## 1.1 Introduction

This analysis and report summarizes the policy and technical development of an updated Transportation Impact Fee program for the City of Sultan, Washington. This analysis describes the requirements for charging impact fees, statutory basis for the fees, rate methodology, summary of eligible City projects, analyses performed to determine impact fees, and rate schedules.

## 1.2 Definition of Impact Fees

Impact fees are a comprehensive grouping of charges based on new development within a local municipality. These fees are assessed to pay for capital facility improvement projects necessitated by new development (including but not limited to parks, schools, streets/roads, etc.).

Transportation Impact Fees are collected to fund improvements that add capacity to the transportation system, accommodating the travel demand created by new development in Sultan. The Revised Code of Washington (RCW) Section 82.02.050 identifies the intent of impact fees as the following:

- To ensure that adequate facilities are available to serve new growth and development;
- To promote orderly growth and development by establishing standards by which counties, cities, and towns may require, by ordinance, that new growth and development pay a proportionate share of the cost of new facilities needed to serve new growth and development; and
- To ensure that impact fees are imposed through established procedures and criteria so that specific developments do not pay arbitrary fees or duplicative fees for the same impact.

## 1.3 Statutory Basis for Impact Fees

The purpose of this study is to establish the impact fee rates for streets in the City of Sultan, Washington.

Transportation impact fees are a financing mechanism authorized by the Growth Management Act (GMA) of Washington State (see RCW 36.70A.070 and 82.02.050 et seq.). However, impact fees are not mandatory; they are simply authorized by the GMA as a local option. State law imposes strict limitations on impact fees. These limitations are intended to assure property owners that the fees collected are reasonably related to their actual impacts and will not be used for unrelated purposes.

If impact fees are imposed, the funds collected from developments can be expended only on transportation system improvements, which are: (a) identified in the Comprehensive Plan as needed for growth, and (b) reasonably related to the impacts of the new development from which fees are collected.

Specifically, condition (a) requires that impact fees not be used on improvements needed to remedy existing deficiencies. Those needs must be entirely funded from other resources. Condition (b) is satisfied if the local government defines a reasonable service area, identifies the public facilities within the service area that require improvement during the designated planning period, and prepares a fee schedule taking into account the type and size of the development as well as the type of public facility being funded.

To achieve the goal of simplicity, impact fee calculations are applied on an citywide basis for the entire transportation system, rather than project-by-project. In other words, all development in the City is reasonably related to all system improvements in the City and any impact fee collected can be expended on any transportation system improvement identified in the impact fee rate study. This is a key difference

between impact fees and State Environmental Policy Act (SEPA) voluntary mitigation payments, whereby pro-rata shares of specific project improvements are collected.

Pre-calculated impact fees are easier to administer than traditional SEPA development mitigation, at the point of development review. However, more complex administrative procedures are necessary to track the funds collected from each development. This is necessary to assure that the funds are expended only on eligible transportation system improvements, and also to assure that impact fee revenues are used within ten years. Fees not expended within ten years must be refunded with interest to the current owner of the property.

The methodology and results described next are consistent with the requirements of the GMA. All calculations are based on the adopted transportation facilities list described in the City of Sultan Comprehensive Plan Transportation Element. The procedures described herein can be formally enacted by an impact fee ordinance incorporating this report by reference.

## 2 - Impact Fee Analysis

### 2.1 Methodology

The primary basis for the impact fee is that existing transportation facilities are not sufficient to provide the future transportation capacity needed to serve growth. The analysis focuses on those projects that provide capacity improvements needed for growth to satisfy intersection and roadway LOS standards. The improvements for maintenance, such as pavement overlays and physical obsolescence, as well as improvements necessary to mitigate existing level of service deficiencies and correct existing safety issues, are not eligible for funding with impact fees.

#### 2.1.1 Relationship to Level of Service and Concurrency

Sultan Municipal Code (SMC) Chapter 16.70 describes Level of Service and Concurrency policy for the City of Sultan.

#### 2.1.2 Level of Service

The minimum transportation Level of Service (LOS) standard is identified in the Transportation Element of the Comprehensive Plan and in SMC 16.70.100 as LOS D. The standard applies to all City of Sultan arterials and to SR 2, which is a Washington State Department of Transportation (WSDOT) Highway of Statewide Significance (HSS).

Intersection LOS is calculated for the weekday PM peak hour of travel using the Highway Capacity Manual 6<sup>th</sup> Edition methodology.

#### 2.1.3 Concurrency

Concurrency is deemed achieved for a development proposal if transportation improvements, strategies, and actions required to meet the City's LOS standard are in place at the time new development occurs or a financial strategy is in place for completion within six years.

### 2.2 Current Impact Fee Rate

The City of Sultan currently charges a transportation impact fee of \$4,350 per PM peak hour trip based upon a 2008 rate analysis. The 2008 study relied on a higher residential and employment growth forecast than is currently anticipated for Sultan. The 2008 forecast resulted in an estimated 3,757 PM trips in 20 years. The current 2019-2040 travel demand forecast, which incorporates current residential and

employment growth targets, estimates 2,750 new PM trips in 20 years.

### **2.3 Projects Eligible for Impact Fees**

The roadway projects identified in **Table 1** are considered needed to serve anticipated motorized traffic growth for the next 20 years. The resulting expanded roadway capacity is accomplished by providing new or extended roadways, adding turn lanes to increase through lane capacity, adding signals for intersection capacity, and other improvements to increase the capacity of the roadway system for motorized vehicles. The proportional share of these projects reasonably related to growth is eligible for impact fees.

### **2.4 Projects Not Eligible for Impact Fees**

#### **2.4.1 Project Improvements**

Project improvements are transportation improvements necessary for a specific development that do not provide significant system benefits. These are typically low volume local streets that serve driveways and parking areas. They may provide connections to other developments, but not for the purpose of significant system capacity. Other project improvements include safety improvements and new access connections to existing arterials that serve only one development. Project improvements are typically required by other development regulations or as SEPA mitigation for specific development impacts not anticipated in the Comprehensive Plan. Project improvements are not eligible for impact fees. There are some cases in which a proportion of a project improvement may be eligible for impact fees. For this rate analysis, roadway extensions that connect existing developments but provide limited system-wide impact were considered project improvements that could be required under other city codes and regulations.

#### **2.4.2 Maintenance Projects and Programs**

Maintenance programs, general studies, and non-capital activities are not eligible for impact fees. A component of ongoing pavement preservation could be eligible for impact fees if it is demonstrated that growth increases the magnitude of pavement reconstruction requirements. For instance, if existing conditions require a two-inch asphalt overlay, but added traffic from growth requires a three-inch asphalt overlay to achieve the same pavement life, the cost of the additional inch of asphalt could be attributed to growth.

### **2.5 Project Costs**

Transportation improvement projects which are reasonably related to growth are identified in **Table 1**. Project cost estimates include various elements which are necessary for the construction of transportation improvements including design, permitting, right-of-way, construction, and construction management. Ongoing or future maintenance is not an eligible impact fee cost.

The total 2020 cost estimate for the transportation impact fee project list is \$53,723,000.

**Table 1. City of Sultan Transportation Impact Fee Project List**

Project #	Project Name	Project Description	Project Cost (\$)	Growth Share (%)	Grant Share (%)	City Share (%)
T-25	Foundry Road Reconstruction	Reconstruct road to Collector arterial standards to serve industrial employment and residential areas.	1,430,000	70%	0%	30%
T-34A	SR 2 Intersection Improvements	SR2 - Old Owen/ Fern Bluff Rd - Sultan - WB Peak Shoulder Use (build-up shoulder 500-ft on the approach and 500-ft on the exit)	7,000,000	21%	79%	0%
T-34B	SR 2 Intersection Improvements	SR2 - 5th St/Mann Rd - Sultan - WB Peak Shoulder Use (build-up shoulder 500-ft on the approach and 500-ft on the exit)	3,500,000	19%	81%	0%
T-34C	SR 2 Intersection Improvements	SR2 - 5th St/Mann Rd - Sultan - EB Peak Shoulder Use (build-up shoulder 500-ft on the approach and 500-ft on the exit)	3,500,000	19%	81%	0%
T-34D	SR 2 Intersection Improvements	SR2 - Sultan - Controlled ped crossing at Main Street (MP 22.77)	300,000	22%	78%	0%
T-34E	SR 2 Intersection Improvements	SR2 - Main St - Install Roundabout intersection	2,010,000	22%	78%	0%
T-34F	SR 2 Improvements	Replace Bridge at Wagley Creek	4,080,000	26%	74%	0%
T-35	Cascade View Drive Reconstruction	Reconstruct Cascade View Dr to Collector arterial standard and provide intersection improvements at US-2	616,000	97%	9%	3%
T-41	Rice (339 <sup>th</sup> Ave SE) Reconstruction	Reconstruct 339th Ave from Sultan Startup Rd. north to 132nd St. SE to arterial standard with curbs gutter and sidewalks.	9,185,000	66%	0%	44%
T-42A	Sultan Basin Road Reconstruction Phase IV	Continue Sultan Basin Rd. improvements north to UGA Boundary.	6,702,000	74%	0%	36%
T-72	Old Owen Road Reconstruction	Reconstruct Old Owen Road from SR 2 to north City limits. Add curb, gutter and sidewalk, water main and drainage improvements.	360,000	41%	15%	44%
T-73	East-West Arterial Connector #2	311th Ave SE to 130th St SE/Sultan Basin Rd.	9,520,000	83%	0%	17%
T-75	East-West Arterial Connector #3	8th St to 135th St SE/Bryant Rd	5,520,000	92%	0%	8%
<b>TOTAL</b>			<b>53,723,000</b>			

### 2.5.1 Growth Share of Project Costs

The growth share of project costs was calculated based upon the proportion of new vehicle trips (i.e. growth) on each facility in the 2040 PM peak hour relative to 2019 PM vehicle trips.

Proportionate share growth forecasts were calculated using the Sultan travel demand model, which was the technical basis for the Transportation Element update. The travel demand model was calibrated to local traffic counts and driving behavior and includes housing and employment growth forecasts consistent with Sultan land use goals and policies. Development forecasts include a total of 1,632 new households and 2,108 new employees in Sultan between 2019 and 2040. The total PM peak hour trip forecast indicates 2,750 new trips internal to the City of Sultan by 2040.

The weighted average of proportionate growth share for all impact fee projects is 56 percent.

### 2.5.2 Anticipated Grant Revenue

Transportation projects are generally eligible for state and federal grant funds. These funds are not predictable and vary in match by grantor. Anticipated grant share for each impact fee project was determined through engineering judgment and discussion with City of Sultan staff.

The weighted average grant share of impact fee projects is 30 percent.

### 2.5.3 Anticipated Local Responsibility

The City of Sultan proportionate share for each impact fee project was calculated as the remaining cost which is not anticipated to be recovered from impact fee (growth) or grant revenue.

The remaining local cost responsibility for impact fee projects is 14 percent.

Anticipated project costs are summarized in **Table 2**.

	<b>Share (\$)</b>	<b>Share (%)</b>
Growth Share	\$30,147,182	56%
Anticipated Grant Revenue	\$16,063,260	30%
Remaining City of Sultan Responsibility	\$7,512,558	14%
<b>Total</b>	<b>\$53,723,000</b>	<b>100%</b>

## 2.6 Growth Share and Impact Fee Calculation

The impact fee rate based upon total project costs and proportional growth share is shown below:

$$[\text{Growth Share of Total Project Costs}] / [\text{New Trips}] = [\text{Impact Fee Rate}]$$

$$\$30,147,182 / 2,750 \text{ trips} = \$10,963 \text{ impact fee rate per trip}$$

### 3 - Additional Issues for Consideration

#### 3.1 Anticipated Annual Revenues from Impact Fees

The anticipated annual revenues from impact fees in the next twenty years is \$1,507,413 per year. See below formula and calculation:

$$[\text{\# of Trips}] / [\text{\# of Years}] \times [\text{Impact Fee Rate}] = [\text{Annual Impact Fee Revenue}]$$

$$2,750 \text{ trips} / 20 \text{ years} \times \$10,963 \text{ impact fee} = \$1,507,413 \text{ per year}$$

#### 3.2 Anticipated Need for Other Public Funds

Based on the anticipated growth share of 56 percent and 30 percent grant assumption, the City will still need to identify other revenue sources to cover approximately 14 percent of the cost of planned transportation projects.

### 4 - Impact Fee Rate Table

If the calculated rate were adopted via impact fee ordinance, the fees paid by several typical developments are summarized in **Table 3**. A complete traffic impact fee rate schedule is included in **Appendix A**.

**Table 3. Transportation Impact Fee Comparison for Typical Land Uses**

Land Use Type	Per Unit	Existing Rate (\$/unit)	Proposed Rate (\$/unit)
Single-Family Home	DU	\$4,307	\$10,853
Low-Rise Multifamily	DU	\$2,436	\$6,139
Assisted Living	bed	\$1,131	\$2,850
General Office	ksf	\$5,003	\$12,607
Shopping Center	ksf	\$10,940	\$27,572
Light Industrial	ksf	\$2,741	\$6,907



## 5 - Future Impact Fee Updates

### 5.1 Sultan Municipal Code

The City of Sultan Municipal Code (SMC) Chapter 16.72 covers transportation impact fee policy. The following amendments are recommended:

#### Section 16.72.140 Review of Schedule

“A. The schedule in Attachment A should be reviewed by the council no later than five years after the effective date of this chapter, and every five years thereafter.

B. The schedule in Attachment A may be reviewed by the council as it deems appropriate in conjunction with the update of the capital facilities plan. (Ord. 2000-232 § 1).”

### 5.2 Future Impact Fee Program Update

Per the Review of Schedule 16.72.140 identified in Section 5.1 above, the Sultan impact fee rate analysis generated in this report should be reviewed and approved or updated and approved every five years.

### 5.3 Annual Rate Adjustment Due to Inflation

Effective from the adoption of this 2020 ordinance, transportation impact fees are to be adjusted annually based on the Seattle Construction Cost Index at the time when the City of Sultan’s fee schedule is updated-typically at the first of the new year. For more information, visit <https://www.mortenson.com/cost-index/seattle>.

## 6 - Transportation Impact Fee Comparison

### 6.1 Comparison of 2019-2020 TIF Base Rates in Western Washington

Provided below are a sample of transportation impact fees for selected other cities in western Washington. These rates were obtained from the Comparison of 2019-2020 TIF Base Rates in 72 Cities and 4 Counties in Western Washington.<sup>1</sup> The 2020 Sultan rate of \$10,963 per trip would be above the average impact fee, but far from the highest in Washington.

Western Washington Average Impact Fee:	\$4,363	
Western Washington Maximum Impact Fee:	\$14,064	(City of Sammamish)
Western Washington Minimum Impact Fee:	\$589	(City of Oak Harbor)
2020 Sultan Impact Fee:	\$10,963	

**Appendix B** provides the Comparison of 2019-2020 TIF Base Rates in 72 Cities and 4 Counties in Western Washington documentation.

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<sup>1</sup> Comeau, Chris. “Comparison of 2019-2020 TIF Base Rates in 60 Cities and 5 Counties in Western Washington.” City of Bellingham, WA Public Works. (November 2019).

## 7 - Credits and Adjustments

### 7.1 Impact Fee Credits

An applicant may request that a credit or credits for impact fees be awarded to him/her for the total value of system improvements, including dedications of land, improvements, and/or construction provided by the applicant. Credits should be considered on a case-by-case basis and should not exceed the impact fee payable.

Claims for credit should be made before the payment of the impact fee. Credits for the construction should be provided only if the land, improvements, and/or the facility constructed are listed as planned transportation projects in the Rate Analysis and Impact Fee Ordinance. No credit should be given for code-based frontage improvements or right-of-way dedications, or direct access improvements to and/or within the subject development (project improvements) unless the improvement is part of a project listed in the Rate Analysis and Impact Fee Ordinance.

The procedure for application, calculation, and approval of impact fee credits is described in SMC 16.72.080.

### 7.2. Impact Fee Adjustments

An applicant may submit an independent fee calculation for the proposed development activity. The documentation submitted should be prepared by a traffic engineer licensed in Washington State and should be limited to adjustments in the trip generation rates used in the fee calculation. The impact fee per trip shall not be adjusted. The impact fee adjustment process is described in SMC 16.72.090.

## Appendix A

### IMPACT FEE RATE TABLES

#### City of Sultan Traffic Impact Fee Rate Schedule – Residential (2020 Update)

Impact Fee Rate per PM Peak Hour Trip: \$10,963				
ITE Code <sup>1</sup>	ITE Land Use Category <sup>1</sup>	ITE Trip Rate <sup>2</sup>	Rate per Unit <sup>3</sup>	Impact Fee per Unit
210	Single-Family Detached Housing	0.99	DU	\$10,853
220	Multifamily Housing (1-2 floors)	0.56	DU	\$6,139
221	Multifamily Housing (3-10 floors)	0.44	DU	\$4,824
230	Mid-Rise Residential w/ 1st Floor Commercial	0.36	DU	\$3,947
240	Mobile Home Park	0.46	DU	\$5,043
251	Senior Housing Detached	0.30	DU	\$3,289
252	Senior Housing Attached	0.26	DU	\$2,850
253	Congregate Care Facility	0.18	DU	\$1,973
254	Assisted Living	0.26	bed	\$2,850
260	Recreational Home	0.28	DU	\$3,070
270	Residential PUD	0.69	DU	\$7,564
-	Accessory Dwelling Unit (≤ 450 sf)	0.56	DU	\$6,139
-	Accessory Dwelling Unit (> 450 sf)	0.28	DU	\$3,070

<sup>1</sup> Institute of Transportation Engineers, [Trip Generation Manual \(10th Edition\)](#)

<sup>2</sup> Trip generation rate per development unit for PM peak hour of the adjacent street traffic (4-6 PM)

<sup>3</sup> DU = Dwelling Unit

**City of Sultan Traffic Impact Fee Rate Schedule – Non-Residential LUC 1-799 (2020 Update)**

ITE Code <sup>1</sup>	ITE Land Use Category <sup>1</sup>	Base Trip Rate <sup>2</sup>	% Primary Trips <sup>3</sup>	Net Trip Rate	Rate per Unit <sup>4</sup>	Impact Fee per Unit
<b>PORT AND TERMINAL</b>						
30	Intermodal Truck Terminal	1.87	*	1.870	KSF	\$20,501
90	Park and Ride with Bus Service	0.43	*	0.430	space	\$4,714
<b>INDUSTRIAL</b>						
110	General Light Industrial	0.63	*	0.630	KSF	\$6,907
130	Industrial Park	0.40	*	0.400	KSF	\$4,385
140	Manufacturing	0.67	*	0.670	KSF	\$7,345
150	Warehousing	0.19	*	0.190	KSF	\$2,083
151	Mini Warehouse	0.17	*	0.170	KSF	\$1,864
170	Utilities	2.27	*	2.270	KSF	\$24,886
180	Speciality Trade Contractor	1.97	*	1.970	KSF	\$21,597
<b>LODGING</b>						
310	Hotel	0.60	*	0.600	room	\$6,578
311	All Suites Hotel	0.36	*	0.360	room	\$3,947
312	Business Hotel	0.32	*	0.320	room	\$3,508
320	Motel	0.38	*	0.380	room	\$4,166
<b>RECREATIONAL</b>						
411	Public Park	0.11	*	0.110	acre	\$1,206
416	Campground/RV Park	0.27	*	0.270	site	\$2,960
430	Golf Course	0.28	*	0.280	acre	\$3,070
432	Golf Driving Range	1.25	*	1.250	tee	\$13,704
433	Batting Cages	2.22	*	2.220	cage	\$24,338
434	Rock Climbing Gym	1.64	*	1.640	KSF	\$17,979
435	Multi-Purpose Recreational Facility	3.58	*	3.580	KSF	\$39,248
437	Bowling Alley	1.16	*	1.160	KSF	\$12,717
444	Movie Theater	14.60	*	14.600	screen	\$160,060
445	Multiplex Movie Theater	13.73	*	13.730	screen	\$150,522
488	Soccer Complex	16.43	*	16.430	field	\$180,122
490	Tennis Courts	4.21	*	4.210	court	\$46,154
491	Racquet/Tennis Club	3.82	*	3.820	court	\$41,879
492	Health Fitness Club	3.45	*	3.450	KSF	\$37,822
493	Athletic Club	6.29	*	6.290	KSF	\$68,957
495	Recreational Community Center	2.31	*	2.310	KSF	\$25,325
<b>INSTITUTIONAL</b>						
520	Public Elementary School	1.37	*	1.370	KSF	\$15,019
522	Public Middle/Junior High School	1.19	*	1.190	KSF	\$13,046
530	Public High School	0.97	*	0.970	KSF	\$10,634
537	Charter Elementary School	0.14	*	0.140	student	\$1,535
538	School District Office	2.04	*	2.040	KSF	\$22,365
540	Junior / Community College	1.86	*	1.860	KSF	\$20,391
560	Church	0.49	*	0.490	KSF	\$5,372
565	Day Care Center	11.12	44%	4.893	KSF	\$53,640
566	Cemetery	0.46	*	0.460	acre	\$5,043
571	Prison	0.05	*	0.050	bed	\$548
575	Fire & Rescue Station	0.48	*	0.480	KSF	\$5,262
590	Library	8.16	*	8.160	KSF	\$89,458
<b>MEDICAL</b>						
610	Hospital	0.97	*	0.970	KSF	\$10,634
620	Nursing Home	0.59	*	0.590	KSF	\$6,468
630	Clinic	3.28	*	3.280	KSF	\$35,959
640	Animal Hospital / Veterinary Clinic	3.53	*	3.530	KSF	\$38,699
650	Freestanding Emergency Room	1.52	*	1.520	KSF	\$16,664
<b>OFFICE</b>						
710	General Office	1.15	*	1.150	KSF	\$12,607
712	Single-Tenant Office (<5,000 sf)	2.45	*	2.450	KSF	\$26,859
715	Single Tenant Office (>5,000 sf)	1.71	*	1.710	KSF	\$18,747
720	Medical/Dental Office	3.46	*	3.460	KSF	\$37,932
730	Government Office Building	1.71	*	1.710	KSF	\$18,747
732	US Post Office	11.21	*	11.210	KSF	\$122,895
733	Government Office Complex	2.82	*	2.820	KSF	\$30,916
750	Office Park	1.07	*	1.070	KSF	\$11,730
760	Research and Development Center	0.49	*	0.490	KSF	\$5,372
770	Business Park	0.42	*	0.420	KSF	\$4,604

<sup>1</sup> Institute of Transportation Engineers, *Trip Generation Manual (10th Edition)*

<sup>2</sup> Trip generation rate per development unit, for PM Peak Hour of the adjacent street traffic (4-6 pm).

<sup>4</sup> Average primary trip rate; <sup>3</sup> DU = Dwelling Unit; KSF = 1,000 square feet; VSP = Vehicle servicing position

\* Pass-by and diverted trip rate data not available. Primary trip rates may be applied based on local data, context, and engineering judgment

**City of Sultan Traffic Impact Fee Rate Schedule – Non-Residential LUC 800-999 (2020 Update)**

ITE Code <sup>1</sup>	ITE Land Use Category <sup>1</sup>	Base Trip Rate <sup>2</sup>	% Primary Trips <sup>3</sup>	Net Trip Rate	Rate per Unit <sup>4</sup>	Impact Fee per Unit
<b>RETAIL</b>						
810	Tractor Supply Store	1.40	66%	0.924	KSF	\$10,130
811	Construction Equipment Rental Store	0.99	74%	0.733	KSF	\$8,031
812	Building Materials and Lumber Store	2.06	74%	1.524	KSF	\$16,712
813	Free-Standing Discount Superstore (w/ Grocery)	4.33	71%	3.074	KSF	\$33,704
814	Variety Store	6.84	66%	4.514	KSF	\$49,491
815	Free Standing Discount Store (w/o Grocery)	4.83	83%	4.009	KSF	\$43,950
816	Hardware/Paint Store	2.68	74%	1.983	KSF	\$21,742
817	Nursery (Garden Center)	6.94	74%	5.136	KSF	\$56,302
818	Nursery (Wholesale)	5.18	74%	3.833	KSF	\$42,023
820	Shopping Center	3.81	66%	2.515	KSF	\$27,568
823	Factory Outlet Center	2.29	66%	1.511	KSF	\$16,569
840	Automobile Sales (New)	2.43	100%	2.430	KSF	\$26,640
841	Automobile Sales (Used)	3.75	100%	3.750	KSF	\$41,111
842	Recreational Vehicle Sales	0.77	100%	0.770	KSF	\$8,442
843	Automobile Parts Sales	4.91	44%	2.160	KSF	\$23,684
848	Tire Store	3.98	72%	2.866	KSF	\$31,416
849	Tire Superstore	2.11	72%	1.519	KSF	\$16,655
850	Supermarket	9.24	64%	5.914	KSF	\$64,831
851	Convenience Market	49.11	49%	24.064	KSF	\$263,813
853	Convenience Market w/Gas Pumps	49.23	17%	8.369	VFP	\$91,750
854	Discount Supermarket	8.38	51%	4.274	KSF	\$46,854
857	Discount Club	4.18	63%	2.633	KSF	\$28,870
861	Sporting Goods Superstore	2.02	66%	1.333	KSF	\$14,616
862	Home Improvement Superstore	2.33	58%	1.351	KSF	\$14,815
863	Electronics Superstore	4.26	60%	2.556	KSF	\$28,021
866	Pet Supply Superstore	3.55	66%	2.343	KSF	\$25,686
867	Office Supply Superstore	2.77	66%	1.828	KSF	\$20,043
875	Department Store	1.95	66%	1.287	KSF	\$14,109
876	Apparel Store	4.12	66%	2.719	KSF	\$29,811
879	Arts and Crafts Store	6.21	66%	4.099	KSF	\$44,933
880	Pharmacy/Drug Store w/o Drive-Thru	8.51	47%	4.000	KSF	\$43,849
881	Pharmacy/Drug Store w/ Drive-Thru	10.29	38%	3.910	KSF	\$42,868
882	Marijuana Dispensary	21.83	100%	21.830	KSF	\$239,322
890	Furniture Store	0.52	47%	0.244	KSF	\$2,679
899	Liquor Store	16.37	64%	10.477	KSF	\$114,857
<b>SERVICES</b>						
911	Walk-in Bank	12.13	65%	7.885	KSF	\$86,438
912	Drive-in Bank	20.45	65%	13.293	KSF	\$145,726
918	Hair Salon	1.45	65%	0.943	KSF	\$10,333
920	Copy, Print, and Express Ship Store	7.42	66%	4.897	KSF	\$53,688
925	Drinking Place	11.36	100%	11.360	KSF	\$124,540
930	Fast Casual Restaurant	14.13	57%	8.054	KSF	\$88,297
931	Quality Restaurant	7.80	56%	4.368	KSF	\$47,886
932	High Turnover (Sit-Down) Restaurant	9.77	57%	5.569	KSF	\$61,052
933	Fast Food w/o Drive-Thru	28.34	57%	16.154	KSF	\$177,094
934	Fast Food w/ Drive-Thru	32.67	50%	16.335	KSF	\$179,081
935	Fast Food Restaurant w/ Drive-Thru w/o Indoor Seating	42.65	50%	21.325	KSF	\$233,786
936	Coffee/Donut Shop w/o Drive-Thru	36.31	57%	20.697	KSF	\$226,898
937	Coffee/Donut Shop w/ Drive-Thru	43.38	50%	21.690	KSF	\$237,787
938	Coffee/Donut Shop w/ Drive-Thru w/o Indoor Seating (Espresso Stand)	83.33	11%	9.166	KSF	\$100,490
939	Bread/Donut/Bagel Shop w/o Drive-Thru	28.00	57%	15.960	KSF	\$174,969
940	Bread/Donut/Bagel Shop w/ Drive-Thru	19.02	50%	9.510	KSF	\$104,258
941	Quick Lubrication Vehicle Stop	4.85	72%	3.492	VSP	\$38,283
942	Automobile Care Center	3.11	72%	2.239	KSF	\$24,548
943	Automobile Parts and Service Center	2.26	72%	1.627	KSF	\$17,839
944	Gasoline/Service Station	14.03	58%	8.137	VFP	\$89,210
945	Gas Station w/Convenience Market	13.99	12%	1.679	VFP	\$18,405
947	Self-Serve Car Wash	5.54	58%	3.213	stall	\$35,226
948	Automated Car Wash	77.50	58%	44.950	stall	\$492,787
950	Truck Stop	22.73	58%	13.183	KSF	\$144,530
960	Super Convenience Market/ Gas Station	22.96	35%	8.036	VFP	\$88,099
970	Winery	7.31	100%	7.310	KSF	\$80,140

<sup>1</sup> Institute of Transportation Engineers, Trip Generation Manual (10th Edition)

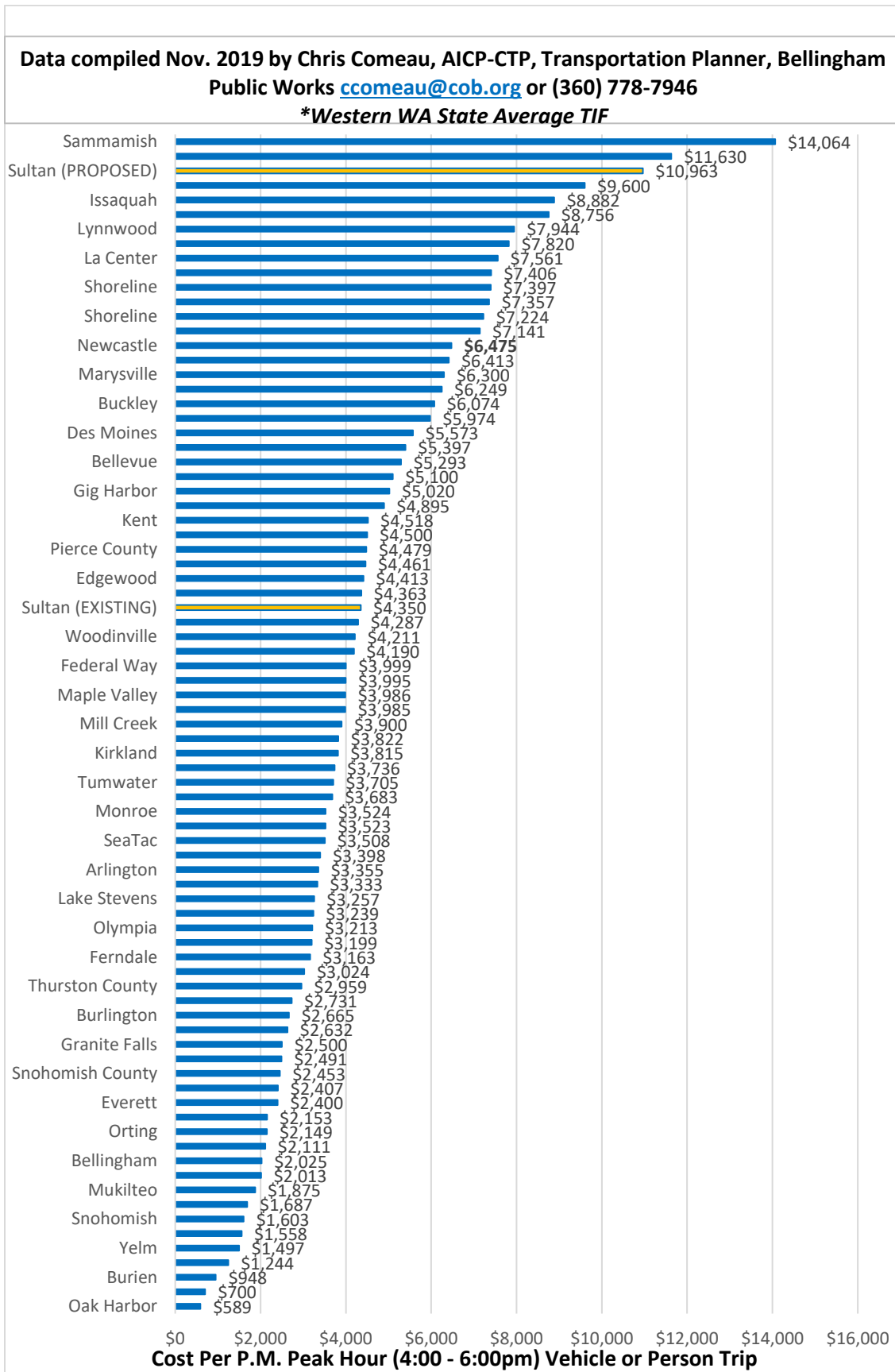
<sup>2</sup> Trip generation rate per development unit, for PM Peak Hour of the adjacent street traffic (4-6 pm).

<sup>3</sup> Average primary trip rates, per Trip Generation Handbook (3rd Edition), 2017. Additional primary rates based on similar land use and engineering judgment.

Pass-by rates should be used with caution and refined using local data whenever possible. <sup>4</sup> DU = Dwelling Unit; KSF = 1,000 sf; VSP = Vehicle servicing position

# Appendix B

## COMPARISON OF 2019-2020 TIF BASE RATES IN 72 CITIES AND 4 COUNTIES IN WESTERN WASHINGTON





**2020 Transportation Impact Fee Comparison: 74 Cities + 5 Counties in Western Washington**

Data compiled November 2019 from public web sites, telephone calls, and email inquiries by

Chris Comeau, AICP-CTP, Transportation Planner, Bellingham Public Works [ccomeau@cob.org](mailto:ccomeau@cob.org) or (360) 778-7946

City	2019 Population	2019-20 Base Rate	Urban Center Incentive	City	2019 Population	2019-20 Base Rate	Urban Center Incentive
				Mill Creek	20,590	\$3,900	
Anacortes <sup>1</sup>	17,610	\$2,731		Milton	7,930	\$4,190	
Arlington	19,740	\$3,355		Monroe	19,250	\$3,524	
Auburn <sup>2</sup>	81,720	\$4,895	Yes	Mount Vernon	35,740	\$5,100	
Bainbridge Island	24,520	\$1,687		Mount Lake Terrace	21,590	\$3,985	
Battleground <sup>3</sup>	21,520	\$3,024		Mukilteo	21,350	\$1,875	
Bellevue	145,300	\$5,293		Newcastle	12,450	\$6,475	
Bellingham <sup>4</sup>	90,110	\$2,025	Yes	North Bend <sup>20</sup>	6,965	\$11,630	
Blaine <sup>5</sup>	5,425	\$1,558		Oak Harbor <sup>21</sup>	22,970	\$589	
Bonney Lake	21,060	\$3,995		Olympia <sup>22</sup>	52,770	\$3,213	Yes
Bothell	46,750	\$7,406		Orting	8,380	\$2,149	
Buckley	4,885	\$6,074		Port Orchard	14,390	\$3,822	
Burien <sup>6</sup>	52,000	\$948		Poulsbo <sup>23</sup>	11,180	\$5,397	
Burlington	9,140	\$2,665		Puyallup	41,570	\$4,500	
Camas <sup>7</sup>	24,090	\$5,974		Redmond <sup>24</sup>	65,860	\$7,357	
Carnation	2,220	\$7,141		Renton	104,700	\$7,820	
Covington	20,280	\$4,461		Ridgefield <sup>25</sup>	8,895	\$3,683	
Des Moines	31,580	\$5,573		Sammamish <sup>26</sup>	64,410	\$14,064	
Duvall	7,840	\$8,756		SeaTac	29,180	\$3,508	
Edgewood	11,390	\$4,413		Sedro Wooley <sup>27</sup>	11,690	\$2,407	Yes
Edmonds	42,170	\$6,249		Sequim	7,695	\$2,491	Yes
Enumclaw	12,200	\$3,239		Shelton	10,220	\$3,736	
Everett	111,800	\$2,400		Shoreline	56,370	\$7,224	
Federal Way <sup>8</sup>	97,840	\$3,999		Snohomish	10,200	\$1,603	
Ferndale <sup>9</sup>	14,300	\$3,163	Yes	Stanwood	7,020	\$3,523	
Fife <sup>10</sup>	10,140	\$6,413		<b>Sultan</b>	<b>5,180</b>	<b>\$10,963</b>	
Gig Harbor	10,770	\$5,020		Sumner <sup>28</sup>	10,120	\$2,632	
Granite Falls	3,900	\$2,500		Tukwila <sup>29</sup>	20,930	\$1,244	
Issaquah <sup>11</sup>	37,590	\$8,882		Tumwater	24,060	\$3,705	
Kenmore <sup>12</sup>	23,320	\$9,600		University Place	33,060	\$3,199	
Kent <sup>13</sup>	129,800	\$4,518	Yes	Vancouver <sup>30</sup>	185,300	\$2,153	
Kirkland <sup>14</sup>	89,940	\$3,815		Washougal	16,500	\$3,398	
La Center <sup>15</sup>	3,405	\$7,561		Woodinville <sup>31</sup>	12,410	\$4,211	
Lacey	51,270	\$2,013		Yelm	9,135	\$1,497	
Lake Stevens <sup>16</sup>	33,080	\$3,257		<b>County</b>	<b>Population</b>	<b>Base Rate</b>	
Lynden <sup>17</sup>	14,470	\$2,111		Clark County <sup>32</sup>	488,500	\$3,333	
Lynnwood <sup>18</sup>	39,600	\$7,944	Yes	Kitsap County	270,100	\$700	
Maple Valley <sup>19</sup>	26,180	\$3,986		Pierce County <sup>33</sup>	888,300	\$4,479	
Marysville	67,820	\$6,300		Snohomish County	818,700	\$2,453	
Mercer Island	24,470	\$4,287		Thurston County <sup>34</sup>	285,800	\$2,959	

**Notes: All data above and below obtained from public web sites, telephone calls, and emails**

1. Anacortes has a very old TIF system, which is being updated, and new TIF rates of \$3,000 anticipated in 2018.
2. Auburn adopted rates August 1, 2013.
3. Battle Ground uses an ADT-based TIF system; SFD = 9.57 trips x \$316
4. Bellingham TIF = Person trips; automatic 22% to 30% Urban Village TIF reduction with voluntary TDM measures up to 50% UV TIF reduction.
5. The City of Blaine future pm peak hour vehicle trip rate is currently being evaluated.
6. Burien limited improvement project costs to keep rates low. TIF was adopted in 2009.
7. Camas uses a 2-zone TIF system; North = \$8,653; South = \$3,294; Average = \$5,974.
8. Federal Way charges 3% non-refundable admin. fee + base rate + 3-yr WSDOT construction cost index. SF fee = City 2014 rate schedule summary
9. Ferndale uses 3-zone TIF system. \$3,059 citywide; \$3,826 for 443-acre "Main Street" Planned Action; \$2,604 downtown Ferndale.
10. Fife uses a VMT-based TIF system adjusted from ITE ADT rates.
11. Issaquah created development incentive in which the first 10,000 SF of commercial TIF paid from other public funding sources (per WA State law).
12. Kenmore TIF rates based on person trips similar to Bellingham and Kirkland.
13. Kent TIF rates are based on 30% of maximum TIF rate \$13,614 from Rate Study (May 2010) and downtown Kent rate memorandum.
14. Kirkland TIF rates are based on person trips; similar to Kenmore and Bellingham
15. La Center allows TIF to be deferred to occupancy by requiring lien on property.
16. Lake Stevens uses a 3-zone TIF system; average - \$3,257
17. Lynden TIF allows up to 50% reduction in industrial areas where there is a significant chance that grants can be obtained.
18. Lynnwood has two TIF zones and reduces TIF by 15% (per ITE) in portion of City Center.
19. Maple Valley fee per 2013 rate schedule (R-13-909 Jan 28, 2013)
20. North Bend is similar to Sammamish in that most development is residential with little to no pass-by, diverted link trips.
21. Oak Harbor uses a very old TIF system.
22. Olympia TIF allows up to 20% reduction in downtown for accepted TDM performance measures.
23. Poulsbo uses an ADT-based TIF system; SFD = 9.57 trips x \$564
24. Redmond uses "Person Trips/Mobility Units" for Concurrency and TIF
25. Ridgefield uses an ADT-based TIF system
26. Sammamish has highest TIF (\$14,707) in all of Washington due to primarily residential development with little to no pass-by, diverted link trips.
27. Sedro-Woolley uses a 2-zone TIF system; \$2,407 Non-CBD; \$1,341 in CBD
28. Sumner uses a 3-zone TIF system; District 1 \$1,814; District 2 \$2,891; District 3 \$3,191; Average = \$2,632
29. Tukwila = 4-zone TIF system: Average = \$1,244
30. Vancouver uses 3-zone ADT-based TIF system; Columbia \$163; Pacific \$290; Cascade \$223; Average = \$225 x 9.57 = \$2,153 / SFD
31. Woodinville uses an ADT-based TIF system SFD = 9.57 x \$440
32. Clark County has a four zone TIF system, similar to City of Vancouver, based on ADT; Average \$3,333
33. Pierce County uses a 4-zone TIF system; Average \$4,479
34. Thurston County uses a 6-zone TIF system; Average = \$2,959