ORDINANCE NO. 17-0491

AN ORDINANCE OF THE CITY OF EDGEWOOD, WASHINGTON, RELATING TO TRAFFIC IMPACT FEES, ESTABLISHING A NEWLY UPDATED, TRAFFIC IMPACT FEE SCHEDULE, BASED ON A REVISED TRAFFIC IMPACT FEE STUDY PUBLISHED IN OCTOBER 2016 BY TRANSPO ENGINEERS, INC.; AMENDING SECTIONS 4.30.030, 4.30.060, 4.30.080, 4.30.090, 4.30.100, 4.30.130, 4.30.135, 4.30.150, 4.30.160 AND ADDING A NEW SECTION 4.30.075 TO THE EDGEWOOD MUNICIPAL CODE, PROVIDING FOR SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, pursuant to Chapter 82.02 RCW, the City of Edgewood has adopted a traffic impact fee program and has codified regulations governing the calculation, assessment, collection, refund and administration of such fees at Chapter 4.30 EMC; and

WHEREAS, on April 28, 2015, the City Council adopted Ordinance No. 15-0438, which established changes to impact fee rates and EMC Chapter 4.30, which were both previously amended by Ordinance 14-0423 and 13-0391 accordingly; and

WHEREAS, the City Council in 2016 commissioned a new Traffic Impact Fee Study underlying Chapter 4.30 EMC in order to more closely align the impact fee and EMC 4.30 with the City’s adopted Capital Improvement Plan and the associated Transportation Improvement Plan as supported within the Capital Facilities element of the Comprehensive Plan; and

WHEREAS, Public Works Staff submitted a completed a complete SEPA Environmental Checklist and supporting documents to the City of Edgewood on January 12, 2017 and the City of Edgewood’s SEPA Official Issued a DNS on February 8, 2017; and

WHEREAS, on January 17, 2017, the City Council reviewed the updated DRAFT Traffic Impact Fee Study and proposed impact fee rate and asked that City Staff bring the Ordinance forward for Public Hearing with the Planning Commission; and

WHEREAS, on February 13, 2017, the Planning Commission held a public hearing to receive public comments on the proposed changes to the Traffic Impact Fee code and associated fee; and

WHEREAS, one public comment was received via email from the Master Builders Association prior to the public hearing, presented and explained to the Planning Commission and the City of Edgewood Planning Commission voted unanimously to forward the Traffic Impact Fee Study and proposed revisions to Chapter 4.30, Traffic Impact Fees to the City Council for review and adoption; and

WHEREAS, on February 28, 2017, the City Council held a public hearing to receive public comments on the proposed changes to the Traffic Impact Fee code and associated fee; and
NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF EDGECWOOD, WASHINGTON, DO ORDAIN AS FOLLOWS:

**Section 1.** Findings. The recitals above are hereby adopted as legislative findings in support of this ordinance. The City Council further adopts by reference previously held study session staff reports of January 17, 2017, Planning Commission recommendations of February 13, 2017 and the included agenda bill as additional findings.

**Section 2.** EMC 4.30.030 of the Edgewood Municipal Code is hereby amended to provide in its entirety as follows:

**4.30.030 Definitions.**

A. “Dwelling unit” means one or more rooms designed for or occupied by one family for living or sleeping purposes and containing kitchen, sleeping, and sanitary facilities for use solely by one family.

B. “Encumber” means to transfer impact fee dollars from the traffic mitigation impact fee fund to a fund for a particular system improvement that is fully in the current year’s budget. Funds may only be encumbered by an action of the city council.

C. “Project improvements” means site improvements and facilities that are planned and designed to provide service for a particular development project and that are necessary for the use and convenience of the occupants or users of the project, and are not system improvements. No improvement or facility included in the city’s capital improvement plan or transportation improvement program approved by the city council shall be considered a project improvement.

D. “System improvements” means transportation facilities that are included in the city’s six-year capital improvement plan and are designed to provide service to the community at large, in contrast to project improvements.

E. “Applicant” means a person, individual, or organization seeking permission to develop land within the city of Edgewood by applying for a building permit.

F. “Interest” means the interest earned by the account during the period the fees were retained.

G. “Traffic mitigation impact fee” means payment of money imposed by the city of Edgewood upon development activity pursuant to this chapter as a condition of granting development approval and/or a building permit in order to pay for the public facilities needed to serve new growth and development. Traffic mitigation impact fees do not include permit fees, an application fee, the administrative fee for collecting and handling impact fees, the cost of reviewing independent fee calculations or the administrative fee required for an appeal.

H. “Peak hour” means the consecutive 60-minute period during the 4:00 p.m. to 6:00 p.m. peak period during which the highest volume occurs.
I. “Traffic mitigation impact fee fund” means the fund established by the adoption of Ordinance 05-253 on August 23, 2005, for the public facilities for which traffic impact fees are collected, in compliance with the requirements of RCW 82.02.060.

J. “Traffic impact fee study” means the study which determined the traffic mitigation impact fee dated October 2016.

K. “Transportation Improvement Plan” means a schedule of intended transportation improvements.”

Section 3, EMC 4.30.060 of the Edgewood Municipal Code is hereby amended to provide in its entirety as follows:

4.30.60 Service area.
This section establishes one service area which shall be consistent with the city limits of the city of Edgewood, in accordance with RCW 82.02.060 (7).

Section 4, EMC 4.30.075 of the Edgewood Municipal Code is hereby added as follows:

4.30.075 Project list.

A. The director shall annually review the city’s six-year road plan and shall:

1. Identify each project in the comprehensive plan that is growth-related and the proportion of each such project that is growth-related;
2. Forecast the total money available from taxes and other public sources for transportation improvements for the next six years;
3. Update the population, building activity and demand and supply data for transportation facilities and the impact fee schedule for the next six-year period;
4. Calculate the amount of impact fees already paid;
5. Identify those comprehensive plan projects that have been or are being built but whose performance capacity has not been fully utilized.

B. The director shall use this information to prepare an annual draft amendment to the project list and to the fee schedule in Exhibit A, which shall comprise:
1 The projects in the comprehensive plan that are growth-related and that should be funded with forecast public monies and the impact fees already paid; and

2 The projects in the comprehensive plan that are growth-related and that should be funded with forecast public monies and the impact fees already paid; and

3 The projects already built or funded pursuant to this chapter whose performance capacity has not been fully utilized.

C. The city council, at the same time that it adopts the annual budget and appropriates funds for capital improvement projects, shall, by separate ordinance, establish the annual project list by adopting, with or without modification, the director’s draft amendment.

D. Once a project is integrated into the project list and Fee Schedule in Exhibit A, a fee shall be imposed on every development until the project is removed from the project list by one of the following means:

1 The city council by ordinance removes the project from the project list, in which case the fees already collected will be refunded if necessary to ensure that impact fees remain reasonably related to transportation impacts of development that have paid an impact fee; provided, that a refund shall not be necessary if the council transfers the fees to the budget of another project that the council determines will mitigate essentially the same transportation impacts; or

2 The capacity created by the project has been fully utilized, in which case the director shall remove the project from the project list.

Section 5. EMC 4.30.080 of the Edgewood Municipal Code is hereby amended to provide in its entirety as follows:

4.30.080 Impact fee determination and Collection.

A. At the time of building permit issuance, city staff shall determine the total impact fee owed based on the fee schedule in effect at the time of such issuance, in accordance with EMC 4.30.160.

B. Factors Used in Impact Fee Calculations. The calculation of impact fees shall include the factors identified in RCW 82.02.040 through 82.02.070 and shall:

1 Determine the standard fee for similar types of development, which shall be reasonably related to each development’s
proportionate share of the cost of projects described in the project list for each type of impact fee.

2 Reduce the proportionate share by applying the benefit factors described in EMC 4.30.100.

C. Proportionate Share. In calculating proportionate share, the following factors shall be considered:

1 Identification of all transportation facilities that will be impacted by users from development;
2 Identification of the point at which the capacity of a transportation facility has been fully utilized;
3 Updating of the data as often as practicable, but at least annually;
4 Estimation of the cost of construction of the projects in the Transportation Improvement Program (TIP) for roads at the time they are placed on the list and to then update the cost estimates at least annually, considering the:
   (i) Availability of other means of funding transportation facilities;
   (ii) Cost of existing transportation facility improvements;
   (iii) Methods by which transportation facility improvements were financed; and
   (iv) An adjustment to the cost of the transportation facilities for past or future payments or reasonably anticipated to be made by new development to pay for particular system improvements in the form of user fees, debt service payments, taxes or other payments earmarked for or proratable to the particular system improvement.

D. Impact fee collection shall also occur at the time of building permit issuance unless payment has been properly deferred in accordance with Chapter 4.05 EMC.

E An applicant may request that the impact fee be calculated in advance of building permit issuance, but any such advance calculation shall not be binding upon the city and should only be used as guidance by the applicant. If the city council revises the impact fee formula or the impact fees prior to the time that a building permit is issued for a particular development, the formula or fee amount in effect at the time of building permit issuance shall apply to the development.
Section 6. EMC 4.30.090 of the Edgewood Municipal Code is hereby amended to provide in its entirety as follows:

4.30.090 Impact fee adjustments, independent calculations.
An applicant may request an adjustment to the impact fees determined, in accordance with RCW 82.02.060 (6), according to the fee schedule adopted by the ordinance codified in this chapter by preparing and submitting to the mayor or designee an independent fee calculation for the development activity for which a building permit is sought. The documentation submitted shall show the basis upon which the independent fee calculation was made. Independent fee calculations for traffic impact fees shall use the same formulas and methodology used to establish the impact fees in this chapter and shall be limited to adjustments in trip generation rates used in the traffic impact fee study, and shall not include travel demand forecasts, trip distribution, traffic assignment, transportation service areas, costs of road projects, or cost allocation procedures.

A. If the mayor or designee agrees with the independent fee calculation, a written agreement to accept such amount shall be transmitted to the applicant who shall, in turn, present it to the city upon impact fee collection.

B. If the mayor or designee does not agree with the independent fee calculation, the fee payer may appeal this decision to the hearing examiner through procedures outlined in Chapter 2.40 EMC.

Section 7. EMC 4.30.100 of the Edgewood Municipal Code is hereby amended to provide in its entirety as follows:

4.30.100 Impact fee credits.
A. An applicant shall be entitled to a credit against the applicable traffic impact fee collected, in accordance with RCW 82.02.060 (4), under the fee schedule adopted by the ordinance codified in this chapter for the value of any dedication of land for, improvement to, or new construction of, any system improvements provided by the applicant, to facilities that are:

1. Included within the six-year transportation improvement program and identified as system improvements that are to be funded in part by traffic impact fees; and

2. At suitable sites and constructed at an acceptable quality as determined by the city; and
3. Completed, dedicated, or otherwise transferred to the city prior to the determination and award of a credit as set forth in this section.

B. No credit shall be given for project improvements.

C. The value of a credit for improvements shall be established by original receipts provided by the applicant for one or more of the same system improvements for which the impact fee is charged.

D. The value of a credit for land shall be established on a case-by-case basis by an appraiser selected by, or acceptable to, the city. The appraiser must be licensed and in good standing with the state of Washington for the category of the property appraised. The appraisal shall be in accordance with the most recent version of the Uniform Standards of Professional Appraisal Practice and shall be subject to review and acceptance by the city. The appraisal and review shall be at the expense of the applicant.

E. Whenever a development is granted approval subject to a condition the system improvements that are identified in the six-year transportation improvement program be constructed or provided, or whenever the applicant has agreed, pursuant to the terms of a voluntary agreement with the city of Edgewood, to donate or dedicate land for road facilities that are identified in the six-year transportation improvement program, and which are included in the list of road projects that are used to determine the traffic impact fee, as listed in the traffic impact fee study, the applicant shall be entitled to a credit for the value of the land or actual costs of capital facility construction against the fee that would be chargeable under the formula provided. The land value or costs of construction shall be determined pursuant to this section.

F. This subsection applies only to residential developments and the residential portion of a mixed use development. In cases where a developer would be entitled to a credit under this section, but the amount of the credit has yet to be determined on a per dwelling unit basis, the city shall take the total credit amount available to the entire plat or project, calculated by applying subsections (A) through (E) of this section, and divide that amount by the number of dwelling units approved for that plat or project. The impact fee and credit may then be calculated and collected on a per dwelling unit basis as building permits are issued for those dwelling units. Where building permits for some, but not all, of the dwelling units within a plat or project have already been obtained at the time the ordinance codified in this chapter becomes effective, the credit for the unpermitted
dwelling units will be calculated to arrive at a per dwelling unit amount in the same manner. For example, if a plat has been approved for 20 dwelling units, and building permits have only been issued for 10 of those units, the per dwelling unit credit for the remaining 10 units will equal the total credit amount divided by 20 dwelling units.

G. This subsection applies to nonresidential developments, or the nonresidential portion of a mixed use development. In cases where a developer would be entitled to a credit under this section, but the amount of the credit has yet to be determined on a per square foot basis, the city shall take the total credit amount available to the entire plat or project, calculated by applying subsections (A) through (C) of this section, and divide that amount by the number of square feet approved for that plat or project. The impact fee and credit may then be calculated and collected on a per square foot basis as building permits are issued for that square footage. Where building permits for some, but not all, of the dwelling units within a plat or project have already been obtained at the time the ordinance codified in this chapter becomes effective, the credit for the unpermitted square footage will be calculated to arrive at a per square footage amount in the same manner. For example, if a 20,000 square foot commercial project has been approved, and building permits have only been issued for 10,000 square feet of the project, the per square foot credit for the remaining 10,000 square feet will equal the total credit amount divided by 20,000 square feet.

H. Pursuant to and consistent with the requirements of RCW 82.02.060 (1) (b), impact fee schedules have been adjusted for future taxes and other revenue sources to be paid by the new development which are earmarked or pro-ratable to the same new public facilities which will serve the new development.

I. After receiving the receipts for improvements, the appraisal of land value, the receipts and calculations of prior payments earmarked or pro-ratable to the same system improvements for which the impact fee is imposed, the mayor or designee shall provide the applicant with a letter setting forth the dollar amount of the credit, the reason for the credit, the legal description of the site donated where applicable, and the legal description or other adequate description of the project or development to which the credit may be applied. The applicant must sign and date a duplicate copy of such letter indicating their agreement to the terms of the letter and return such signed document to the city before the impact fee credit will be awarded. The failures of the applicant to sign, date, and return such document within 60-calendar days shall nullify the credit.
J. If the amount of the credit is less than the calculated fee amount, the difference remaining shall be chargeable as an impact fee and paid at the time of application for the building permit. In the event the amount of the credit is calculated to be greater than the amount of the impact fee due, no further sums shall be due from the applicant.

K. A claim for credit will be processed by the city using whichever of the following options is selected by the applicant:

1. Claims for credits that are submitted prior to, or with, an application for a building permit for which an impact fee will be due will be processed by the city before payment of the impact fee is due in order to allow any credit authorized by the city to reduce the amount of the impact fee; or

2. Claims for credits that are submitted no later than 30 days after the issuance of a building permit for which an impact fee is due shall be processed by the city after the impact fee is paid in full, and any credit authorized by the city will be refunded to the applicant within 90 days of receipt of the claim for credit.

L. Claims for credits that are submitted more than six months after the issuance of a building permit for which an impact fee is due are deemed to be waived and shall be denied.

M. Determinations made by the mayor or designee pursuant to this section shall be subject to appeal to the examiner subject to the procedures set forth in Chapter 2.40 EMC.

Section 8. EMC 4.30.130 of the Edgewood Municipal Code is hereby amended to provide in its entirety as follows:

4.30.130 Council review of impact fees.
The impact fee schedule adopted by the ordinance codified in this chapter shall be reviewed by the city council, as it deems necessary and appropriate in conjunction with the update of the city’s transportation improvement program.

Section 9. EMC 4.30.135 of the Edgewood Municipal Code is hereby added as follows:

4.30.135 Funding of projects.

A. An impact fee fund is hereby created for transportation impact fees. Separate accounts shall be established for each fee type. The City’s Finance director shall be the manager of
the city’s fund. The city shall place transportation impact fees in appropriate deposit accounts within the impact fee fund.

B. The transportation impact fees paid to the city shall be held and disbursed as follows:

1 The fees collected for each project shall be placed in a deposit account within the impact fee fund, with the exception of school impact fees, which shall be collected by the school district;

2 When the council appropriates TIP funds for a transportation project on the project list, the transportation fees held in the impact fee fund shall be transferred to the TIP fund. The nonimpact fee monies appropriated for the project shall comprise both the public share of the project cost and an advancement of that portion of the private share that has not yet been collected in transportation impact fees;

3 The first money spent by the director on a project after a council appropriation shall be deemed to be the fees from the impact fee fund;

4 Fees collected after a project has been fully funded by means of one or more council appropriations shall constitute reimbursement to the city of the funds advanced for the private share of the project. The public monies made available by such reimbursement shall be used to pay the public share of other projects;

5 All interest earned on impact fees paid shall be retained in the account and expended for the purpose or purposes for which the impact fees were imposed.

C. Projects shall be funded by a balance between impact fees and public funds, and shall not be funded solely by impact fees.

D. Impact fees shall be expended or encumbered for a permissible use for 10 years after receipt, unless there exists an extraordinary or compelling reason for fees to be held longer than 10 years. The director may recommend to the council that the city hold transportation fees beyond 10 years in cases where extraordinary or compelling reasons exist. Such reasons shall be identified in written findings by the council.
Section 10. EMC 4.30.150 of the Edgewood Municipal Code is hereby amended to provide in its entirety as follows:

4.30.150 Impact fee calculations.
The traffic impact fee shall be calculated using a schedule that identifies a particular fee amount for a particular type of development, as supported by and consistent with the City of Edgewood Transportation Impact Fee Program Report dated October 2016, attached hereto as Exhibit A, and incorporated herein by this reference as if set forth in full. Accessory dwelling units shall be calculated using ITE number 220, Apartment customer type.

Section 11. EMC 4.30.160 of the Edgewood Municipal Code is hereby amended to provide in its entirety as follows:

4.30.160 Schedule of fees.
A traffic impact fee shall be assessed against all new development as set forth in Exhibit A – Transportation Impact Fee Schedule, attached to the ordinance codified in this chapter and incorporated herein by reference as if set forth in full. This fee schedule represents the city’s determination of the appropriate share of system improvement costs to be paid by new growth and development.

Section 12. Severability. If any section, sentence, clause or phrase of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this ordinance.

Section 13. Effective Date. A summary of this Ordinance consisting of its title shall be published in the official newspaper of the City, and shall take effect and be in full force five (5) days after the date of publication.

Presented to Council for first reading on February 14, 2017

ADOPTED BY THE CITY COUNCIL ON February 28, 2017

Daryl Eidinger, Mayor

ATTEST/AUTHENTICATED:

Rachel Pitzel, City Clerk
APPROVED AS TO FORM:

Carol Morris, City Attorney

Date of Publication:  March 2, 2017
Effective Date:      March 7, 2017
## City of Edgewood

### Schedule of Transportation Impact Fees

Cost per PM peak hour trip end = $4,413

<table>
<thead>
<tr>
<th>Land Use Category - ITE 9th Edition</th>
<th>Notes</th>
<th>ITE Land Use Code</th>
<th>ITE Average PM Peak Hour Trip Rate (1)</th>
<th>Unit*</th>
<th>Pass-by Trip Reduction Factor **</th>
<th>Net New Trip Rate (3)</th>
<th>Impact Fee Per Unit (4)</th>
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### BUSINESS & COMMERCIAL

- Hotel
- All Suites Hotel
- Motel
- Resort Hotel
- Building Material/Lumber
- Free-Standing Discount Superstore
- Variety Store
- Free-Standing Discount Store
- Hardware/Tool Store
- Nursery-Retailer/Seed
- Nursery-Wholesale
- Shopping Center
- Factory Outlet Center
- Quality Restaurant
- High Turnover SB-Down Restaurant
- Fast Food Restaurant w/out Drive-Through
- Fast Food Restaurant w/ Drive-Through
- Quick Lubrication Vehicle Shop
- Auto Care Center
- New Car Sales
- Auto Parts Sales
- Gasoline/Service Station
- Gasoline/Service Station w/ Convenience Market
- Gasoline/Service Station w/ Convenience Market & Car Wash
- Self-Serve Car Wash
- Tire Store
- The Superstore
- Supermarket
- Convenience Market (24 Hr)
- Convenience Market (10 Hr)
- Convenience Market w/ Gas Pump
- Discount Supermarket
- Discount Club
- Home Improvement Superstore
- Electronic/Supplie
- Top Children’s Supplie
- Apparel Store
- Pharmacy/Drop Store w/out Drive-Through
- Pharmacy/Drop Store w/ Drive-Through
- Furniture Store
- Video Rental
- Bars/Savings: Walk-in
- Bars/Savings: Drive-in

**Notes:**
- ITE Land Use Code
- ITE Average PM Peak Hour Trip Rate
- Unit
- Pass-by Trip Reduction Factor
- Net New Trip Rate
- Impact Fee Per Unit

**Business Group:**
- Transpo Group
## City of Edgewood
### Schedule of Transportation Impact Fees

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<tr>
<th>Land Use Category - ITE 9th Edition</th>
<th>Notes</th>
<th>ITE Land Use Code</th>
<th>ITE Average PM Peak Hour Trip Rate (1)</th>
<th>Unit*</th>
<th>Pass-By Trip Reduction Factor **</th>
<th>Net New Trip Rate (3)</th>
<th>Impact Fee Per Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Office</td>
<td>1</td>
<td>610</td>
<td>5.18</td>
<td>1,000 sf GFA</td>
<td>1.00</td>
<td>5.18</td>
<td>$22,559</td>
</tr>
<tr>
<td>General Office</td>
<td>3</td>
<td>710</td>
<td>1.49</td>
<td>1,000 sf GFA</td>
<td>1.00</td>
<td>1.40</td>
<td>$5,979</td>
</tr>
<tr>
<td>Corporate Headquarters</td>
<td>3</td>
<td>714</td>
<td>1.41</td>
<td>1,000 sf GFA</td>
<td>1.00</td>
<td>1.41</td>
<td>$5,922</td>
</tr>
<tr>
<td>Single Tenant Office</td>
<td>3</td>
<td>715</td>
<td>1.74</td>
<td>1,000 sf GFA</td>
<td>1.00</td>
<td>1.74</td>
<td>$7,679</td>
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<tr>
<td>Medical/Cental Office Building</td>
<td>3</td>
<td>720</td>
<td>3.07</td>
<td>1,000 sf GFA</td>
<td>1.00</td>
<td>3.07</td>
<td>$16,764</td>
</tr>
<tr>
<td>U.S. Postal Office</td>
<td>3</td>
<td>722</td>
<td>3.07</td>
<td>1,000 sf GFA</td>
<td>1.00</td>
<td>3.07</td>
<td>$16,764</td>
</tr>
<tr>
<td>Office Park</td>
<td>3</td>
<td>723</td>
<td>11.22</td>
<td>1,000 sf GFA</td>
<td>1.00</td>
<td>11.22</td>
<td>$49,514</td>
</tr>
<tr>
<td>Research and Development Center</td>
<td>3</td>
<td>760</td>
<td>1.07</td>
<td>1,000 sf GFA</td>
<td>1.00</td>
<td>1.07</td>
<td>$4,722</td>
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<tr>
<td>Business Park</td>
<td>3</td>
<td>770</td>
<td>1.26</td>
<td>1,000 sf GFA</td>
<td>1.00</td>
<td>1.26</td>
<td>$5,560</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Industrial</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>General Light Industrial</td>
<td>3</td>
<td>110</td>
<td>0.07</td>
<td>1,000 sf GFA</td>
<td>1.00</td>
<td>0.07</td>
<td>$4,261</td>
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<tr>
<td>General Heavy Industrial</td>
<td>1</td>
<td>120</td>
<td>0.19</td>
<td>1,000 sf GFA</td>
<td>1.00</td>
<td>0.19</td>
<td>$538</td>
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<tr>
<td>Industrial Park</td>
<td>3</td>
<td>120</td>
<td>0.85</td>
<td>1,000 sf GFA</td>
<td>1.00</td>
<td>0.85</td>
<td>$3,791</td>
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<tr>
<td>Manufacturing</td>
<td>3</td>
<td>140</td>
<td>0.72</td>
<td>1,000 sf GFA</td>
<td>1.00</td>
<td>0.72</td>
<td>$3,221</td>
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<tr>
<td>Warehouse</td>
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<td>150</td>
<td>0.32</td>
<td>1,000 sf GFA</td>
<td>1.00</td>
<td>0.32</td>
<td>$1,412</td>
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<tr>
<td>Mini-Warehouse</td>
<td>3</td>
<td>151</td>
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<td>1,000 sf GFA</td>
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<td>0.26</td>
<td>$1,147</td>
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<tr>
<td>Utilities</td>
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<td>170</td>
<td>0.76</td>
<td>1,000 sf GFA</td>
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<td>0.76</td>
<td>$3,354</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Port and Terminal</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Truck Terminal</td>
<td>3</td>
<td>30</td>
<td>0.83</td>
<td>1,000 sf GFA</td>
<td>1.00</td>
<td>0.83</td>
<td>$3,693</td>
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<tr>
<td>Park and Ride Lot with Bus Service</td>
<td>3</td>
<td>80</td>
<td>0.62</td>
<td>Parking Space</td>
<td>1.00</td>
<td>0.62</td>
<td>$2,735</td>
</tr>
</tbody>
</table>

* Abbreviations include: GFA = Gross Floor Area, sf = square feet, and GLA = Gross Leasable Area.


### NET NEW TRIP RATE CALCULATION:

<table>
<thead>
<tr>
<th>NET NEW TRIP RATE CALCULATION:</th>
<th>ITE Trip Rate</th>
<th>Pass-By Reduction Factor</th>
<th>Net New Trip Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>X (1)</td>
<td>(2)</td>
<td>(3)</td>
<td></td>
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</tbody>
</table>

### IMPACT FEE CALCULATION:

<table>
<thead>
<tr>
<th>IMPACT FEE CALCULATION:</th>
<th>Net New Trip Rate (3) X $4.413 / Per PM Peak Hour Trip</th>
<th>Impact Fee per Unit of Development</th>
</tr>
</thead>
</table>

### NOTES:

1. Trip Generation (9th Edition, 2012) has less than 6 studies supporting this average rate. Applicants are strongly encouraged to conduct, at their own expense, independent trip generation studies in support of their application.

2. No pass-by rates are available. Pass-by rates were estimated from other similar uses.

3. Alternatively, the PM peak hour trip regression equation in Trip Generation can be used instead of the average trip rate identified in the table. However, the equation must be used according to the instructions in Trip Generation.

4. No Average PM peak hour trip rate available. Need to perform own PM peak hour traffic count for the identified land use to calculate impact fee.

5. No pass-by data available in Trip Generation Handbook; applicants can conduct and provide pass-by study data to support application.


7. The City of Edgewood has established Traffic Impact Fees (TIF) through Edgewood Municipal Code 4.35, as authorized by RCW 82.62 and RCW 36.70A. Unless otherwise noted, the City of Edgewood utilizes the weekday PM peak hour trip as the base measurement of trip generation. The City utilizes trip generation methodologies as identified in the most recent edition of the Institute of Traffic Engineers Trip Generation Manual.

8. No reduction in the City’s base cost per trip may be considered at any time, although the City may consider variations to trip reduction ratios for non-single family development when documented by the applicant utilizing methodologies accepted by the City.