



Agenda Bill No. 18-007

**TO:** Mayor Guier and City Council Members

**FROM:** Public Works

**MEETING DATE:** January 8 & 22, 2018

**SUBJECT:** Impact Fee Ordinance

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**ATTACHMENTS:** Ordinance No. 2018-1976

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**Previous Council Review Date:** N/A

**Summary:** The City desires to adopt a new impact fee ordinance to be consistent with State Law. The City SEPA Responsible Official made a threshold determination that this ordinance was exempt under WAC 197-11-800(19).

**Recommended Action:** Staff recommends Council approve Ordinance No. 2018-1976.

**Motion for Consideration:** "I move to" approve Ordinance No. 2018-1976, AN ORDINANCE OF THE CITY COUNCIL OF PACIFIC, WASHINGTON, RELATING TO IMPACT FEES FOR NEW DEVELOPMENT, REPEALING THE CURRENT IMPACT FEE CHAPTER 22.05 PMC, ADOPTING A NEW CHAPTER 22.05 PMC WITH DEFINITIONS, IDENTIFICATION OF THE SERVICE AREA, DESCRIBING THE CALCULATION OF IMPACT FEES, CREDITS, AND VARIATIONS FROM THE IMPACT FEE SCHEDULES, EXPLAINING THE PURPOSE OF THE PROJECT LIST, ALLOWING FOR EXEMPTIONS OR REDUCTION OF FEES FOR LOW-INCOME HOUSING, ESTABLISHING AN APPEAL PROCESS, AND ADOPTING THE TRANSPORTATION AND PARKS IMPACT FEE SCHEDULES.

**Budget Impact:** The cost of advertising the Ordinance - \$300.00±.

**Alternatives:** Postponing the Ordinance and forgo collecting potential traffic impact fees until a later date.

# CITY OF PACIFIC TRANSPORTATION IMPACT FEE PROGRAM REPORT

Prepared for:  
City of Pacific

December 2017

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## Introduction

The City of Pacific is considering the implementation transportation impact fees (TIF) to help fund capital improvements to its transportation system. The Growth Management Act (GMA) allows agencies to develop and implement a TIF program to help fund some of the costs of transportation facilities needed to accommodate and support growth. Many local communities throughout Washington State have established TIF programs, and these programs are a relatively common practice for local cities, especially in the Puget Sound region. State law (Chapter 82.02 RCW) requires that TIFs are:

- Related to improvements serving new developments and not existing deficiencies;
- Assessed proportional to the impacts of new developments;
- Allocated for improvements that reasonably benefit new development; and
- Spent on facilities identified in the Capital Facilities Plan

The TIF program builds from the long-term transportation project list contained in the Transportation and Capital Facilities Elements of the Comprehensive Plan. The project list was prepared by evaluating future land use demands to identify transportation system needs. The traffic volume forecasts prepared in the Transportation Element are based on the projected growth in housing and employment identified in the Land Use Element. The data and information utilized in preparing the Transportation Element was utilized to provide the technical basis for the TIF program.

This report documents the development of the City of Pacific's TIF program. The report also highlights what transportation impact fees are and how they relate to other development regulations. An overview of the TIF program is provided to summarize how the program was set-up and how the fees were established. It also highlights how the program will be implemented by the City of Pacific.

### What are Transportation Impact Fees?

Transportation impact fees are allowed under the GMA to help fund growth-related capital facility improvements to public streets and roads. Impact fees are also allowed under GMA to fund other public capital facilities such as parks, open space, recreation facilities, schools, and fire protection. The following summarizes the GMA definition of an impact fee:

*“Impact fee” means a payment of money imposed upon development as a condition of development approval to pay for public facilities needed to serve new growth and development, and that is reasonably related to the new development that creates additional demand and need for public facilities, that is a proportionate share of the cost of the public facilities, and that is used for facilities that reasonably benefit the new development. (source: RCW 82.02.090[3])*

Impact fees are an optional element under GMA; agencies are not required to implement them. They are used to help mitigate some of the transportation impacts due to new development or redevelopment, consistent with the Land Use Element.

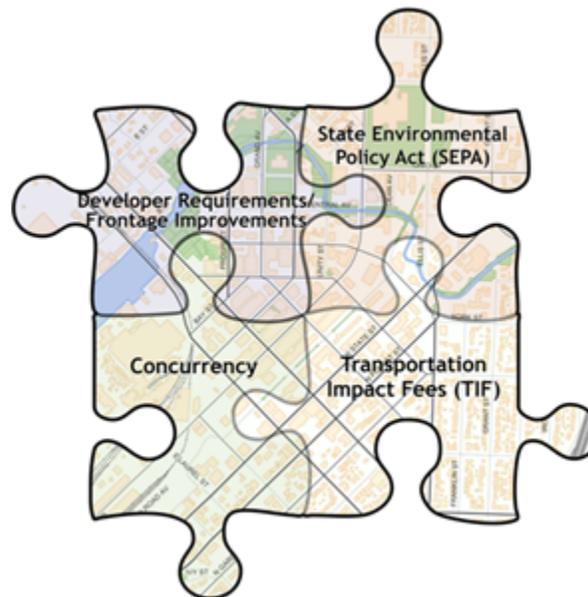
TIFs cannot be the only funding for the growth-related transportation improvement projects. The project cost allocations must account for other public funding which would be generated by development in forms of taxes or user fees. TIFs help mitigate development impacts for system wide traffic impacts. The following summarizes the key points:

- Supports “growth pays for growth” principal
- Funds must be spent on roadway improvement projects that are designed to serve new growth and not fix existing deficiencies
- Funds must be spent on improvements that generally benefit the developments paying the fee
- Impact fee projects are to address “system” improvements, not “project” improvements
- Must be generally proportional to impacts of development
- Helps provide funding for the agency’s six-year Transportation Improvement Program
- Funds assessed for several improvement needs can be “pooled” to address agency’s priority projects

## How do Transportation Impact Fees Relate to Other Development Regulations?

As noted above, TIFs are an optional element allowed under GMA. They are used to help mitigate some of a development’s potential transportation impacts. TIFs are used in conjunction with three other development review regulations as shown in Figure 1:

- Frontage Improvements/Development Regulations
- State Environmental Policy Act (SEPA)
- Transportation Concurrency



**Figure 1.** Elements of the Development Review Process

These other requirements basically cover transportation impacts directly resulting from development. They do not specifically address the long-term transportation system needs resulting from forecast growth. While transportation impact fees can change how agencies apply some of these other regulations, the other requirements do not go away with adoption of a TIF. The following summarizes the basic roles of the other transportation review and mitigation programs.

### *Development Regulations/Frontage Improvements*

When properties are subdivided or otherwise developed, the permitting agency can require transportation and other improvements needed to promote the public health, safety, and general welfare (RCW 58.17). Frontage improvements and site development regulations help ensure that new development is served by transportation facilities in a safe and efficient manner. Frontage improvements apply to both vehicular and non-motorized facilities. Key elements related to addressing impacts to the transportation system include:

- Addresses on-site impacts and access onto public rights-of-way
- Helps to ensure that new development is served by adequate roadways
- Developer can be responsible for frontage along public and private roads
- Can be used to address potential vehicular, transit, and non-motorized transportation needs directly serving the development

### *State Environmental Policy Act (SEPA)*

Washington's State Environmental Policy Act (SEPA), adopted in 1971 (RCW 43.21C), directs State and local decision-makers to consider the environmental consequences of their actions. "SEPA gives agencies the tools to both consider and mitigate for environmental impacts of proposals." (*Washington State Department of Ecology, SEPA Handbook, 2003*) Implementing regulations, in the form of the SEPA Rules (WAC 197-11), establish uniform requirements for agencies to use in evaluating the potential environmental impacts of a proposal. The process also allows review of possible project alternatives or mitigation measures that will reduce the environmental impacts of a project. For transportation, SEPA is typically used to review impacts within the immediate and nearby vicinity, such as vehicular access points, and operations and safety at nearby intersections or roadways. Depending on the potential for impacts, SEPA review can extend beyond the immediate vicinity of the development based on an assessment of the impacts of the proposed development. SEPA uses the "significant adverse environmental impact" standard as the threshold for triggering mitigation. The intention of SEPA, as applied for transportation, is to mitigate a development's significant adverse impact on the transportation system in terms of capacity, operations, and safety, including access, circulation, pedestrian connections and safety, bicycle system needs, and transit facilities and services.

The following summarizes key items of SEPA in the review of specific development projects:

- Uses "significant adverse impact" standard (not just level of service)
- Broad scope can be used to address impacts on capacity, safety, operations, non-motorized travel, and transit
- Typically reviewed on a development by development basis, or as part of a Planned Action Ordinance
- Can be used to mitigate both on- and off-site impacts
- Mitigation can be in the form of constructing improvements or payment of proportionate share of improvement costs
- Pooling of mitigation funds from one impact location to another location is generally not allowed
- Does not require denial of developments if standards are not met

### *Concurrency*

The GMA requires that infrastructure improvements or strategies to accommodate development be available when the impacts of development occur. For transportation facilities, concurrency is defined in the GMA and the Washington Administrative Code (WAC) to mean that any needed transportation improvements or programs be in place at the time of development or that a financial commitment exists to complete the improvements or strategies within six years. Local governments have flexibility regarding how to set level of

service standards and how to apply transportation concurrency within their plans, regulations, and permit systems.

As part of the requirement to develop a comprehensive plan, jurisdictions are required to establish level-of-service standards for arterials, transit service, and other facilities, such as water and sewer. Once a jurisdiction adopts a standard, it is used to determine whether the impacts of a proposed development can be accommodated with the existing transportation system. If a “development causes the level of service on a locally owned transportation facility to decline below the standards adopted in its transportation element”, jurisdictions are required to prohibit development approval unless transportation improvements or strategies to accommodate the impacts of development are made **concurrent** with the development. Transportation is the only area of concurrency that specifies denial of development if the standards are not met within six years. The Growth Management Hearings Boards reiterated the role of a concurrency program, finding that “the concept of concurrency is not an end in of itself but a foundation for local governments to achieve the coordinated, consistent, sustainable growth called for by the Act” (*source: Puget Sound Regional Council, Assessing the Effectiveness of Concurrency, 2002*).

Concurrency provides a link between land use, transportation, and public investments. The following identifies key requirements for concurrency programs.

- Compliance with the GMA
- Local governments have flexibility in applying concurrency
- Measured with level of service standards as defined by the City's Comprehensive Plan
- Addresses system wide impacts
- Developments shall not be approved if development causes the level of service to decline below identified standards and the standards cannot be met within six years.

# Development of the City of Pacific's Transportation Impact Fee Program

The Transportation Impact Fee (TIF) program for the City of Pacific is based on technical analyses and policy direction. Key elements of the program are presented in this section, including:

- What improvement projects and costs are included?
- What share of the TIF Costs are allocated to growth in Pacific?
- What is the service area for the TIF Program?
- What are the resulting impact fee rates and schedules?
- How are TIF rates determined for uses not specifically included in the rate schedule?
- How are the transportation impact fees collected and spent?
- Are any developments exempt from the fees?
- How will the impact fees be kept up to date?

## What Improvement Projects and Costs are Included?

As noted above, the GMA specifies that Transportation Impact Fees shall only be used for system improvements that are reasonably related to new development. As defined by GMA (RCW 82.02.090), "*system improvements mean public facilities that are included in the capital facilities plan and are designed to provide service to service areas within the community at large, in contrast to project improvements.*"

The initial task of developing the TIF program was a review of the improvement projects included in the Transportation Element (TE) to identify those projects that could be included in the TIF.

### *Review of Transportation Element Projects and Costs*

The Transportation Element included three primary groups of projects and associated costs that contain TIF eligible projects:

- Intersection/Operations
- Widening/Reconstruction
- Non-Motorized Network

The review addressed existing and forecast traffic volumes and levels of service. The primary focus of the technical analysis was to determine if the improvement was needed to serve growth. The evaluation also assessed each improvement in resolving existing deficiencies - which cannot be covered by impact fees. These analyses were based on traffic forecasting and operations analysis. In addition, project descriptions were used to determine TIF eligibility.

The following summarizes the review and results of the three project groups identified in the Transportation Element project list. The full list of TIF eligible projects can be found in Table 1 and Figure 2.

### *Intersection/Operations*

The City's TE project list identifies 4 projects to improve intersections/operations with a total project cost of \$4.2 million. All four projects are TIF eligible, or approximately \$2,538,000 of the total project costs, as the projects were identified to address future LOS deficiencies.

Improvements include roundabouts, added intersection through-lanes, added left-turn lanes, and optimized signals, adding to the overall safety, mobility, and capacity of the intersections.

Projects I-1, I-2, and I-3 add roundabouts or new signals when warranted by future capacity. At Stewart Road and West Valley Highway (I-4), an eastbound through lane provides access to the southbound SR 167 ramp, and north/south bound left turn lanes will decrease future travel delay, and optimized cycle lengths and signal timing will improve capacity with two adjacent intersections.

### **Widening/Reconstruction**

The City's TE project list identifies 7 widening/reconstruction projects with a total cost of \$17.6 million. Of these 7 projects, 5 are TIF eligible as they provide for some level of capacity enhancement to serve new growth and results in approximately \$3,858,000 included in the TIF. Improvements include added travel lanes, widened travel lanes to accommodate trucks, new or improved bicycle and pedestrian facilities, and improved ramps to accommodate ADA access. All of the improvements help enhance future access and mobility.

Projects R-2 and R-3, R-5, and R-6 widen existing lanes, add sidewalks, and provide a number of mobility improvements to enhance connectivity and capacity. Project R-7 widens the remaining segments of Stewart Road to five-lanes, including complete street improvements.

### **Non-Motorized Network**

The project list includes 5 non-motorized projects with a total cost of \$3,020,000. Two of these 5 projects are TIF eligible, or approximately \$390,000 included in the TIF. Improvements include the development of multi-use trail connections, and bicycle and pedestrian facilities to complete missing gaps.

The extension of the Interurban Trail from 3rd Avenue SW to Roy Road (NM-1) and the addition of bicycle lanes and sidewalks along County Line Road (NM-2) will complete missing gaps to improve connectivity for future non-motorized users and redirect bicycles from nearby congested facilities, which results in overall capacity benefits.

### **Other Projects**

All other projects identified in the Transportation Element were determined not to be TIF eligible as they either did not add system capacity or were needed to support growth within the City.

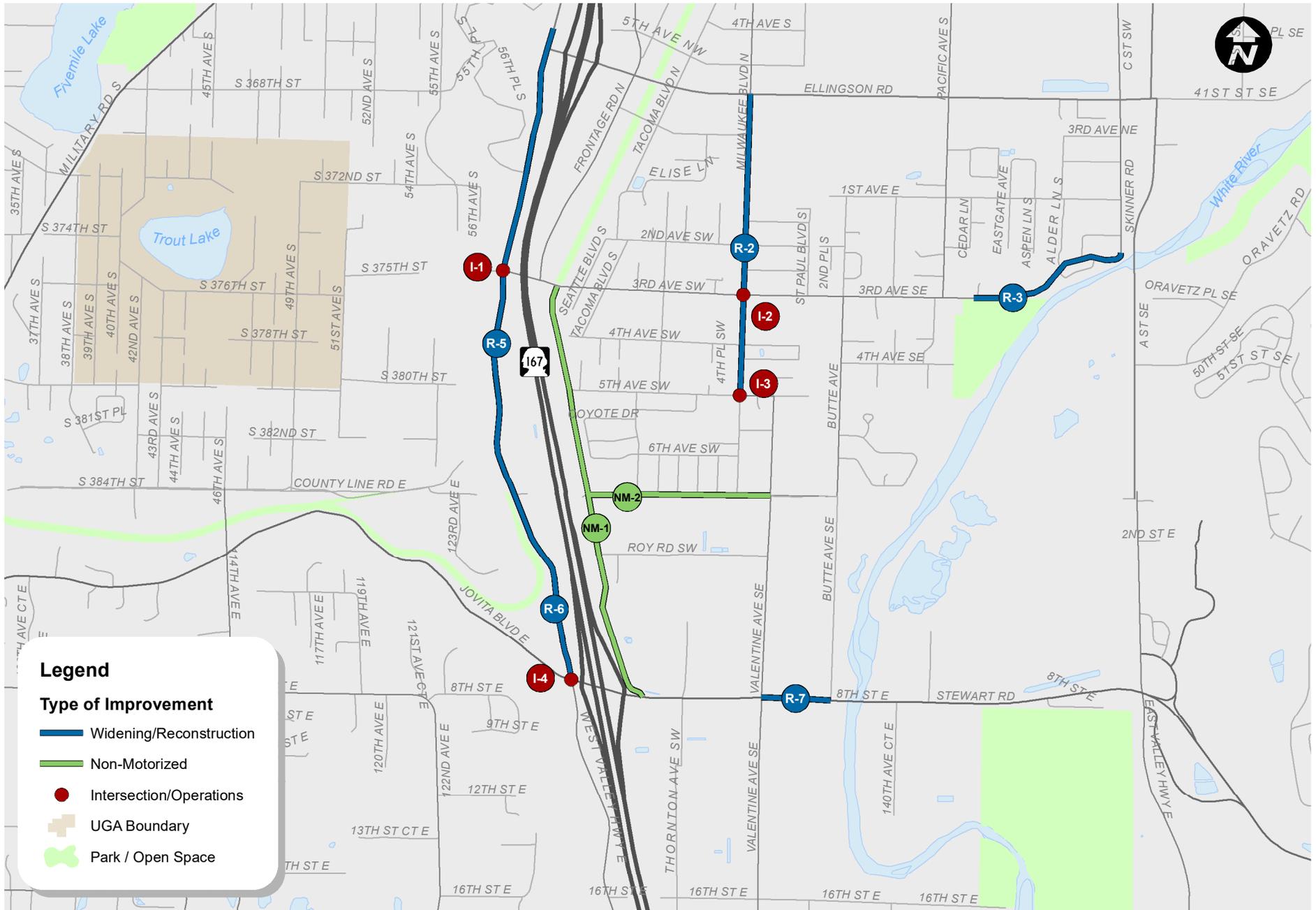
## ***Summary of TIF Program Project Costs***

Table 1 summarizes the improvement projects and costs included in the TIF program. The project locations are shown on Figure 2. A project identification number was assigned to support discussion of the TIF program. The project identifiers do not represent the City's priorities or project references used in the Transportation Improvement Program.

As shown on Table 1, the total cost of projects included in the TIF program is approximately \$22.3 million (2017 dollars). After applying the adjustments for existing deficiencies and capacity to serve external growth, the TIF related portion of the costs is reduced to \$6.8 million. This represents approximately 30 percent of the total project costs.

**Table 1. Transportation Impact Fee Program Project Costs**

<b>Project ID</b>	<b>Project Name</b>	<b>Project Limits</b>	<b>Total Cost Estimate</b>	<b>Impact Fee Share Cost</b>
I-1	3rd Avenue SW / W Valley Hwy	Intersection	\$655,000	\$393,000
I-2	3rd Avenue SW / Milwaukee Blvd	Intersection	\$1,165,000	\$699,000
I-3	5th Ave SW / Milwaukee Blvd	Intersection	\$1,100,000	\$660,000
I-4	Stewart Rd / W Valley Hwy	Intersection	\$1,310,000	\$786,000
R-2	Milwaukee Blvd Minor Widening	Ellingson Rd to 5th Ave SW	\$1,360,000	\$340,000
R-3	3rd Avenue SE	Pacific City Park entrance to Skinner Rd	\$2,120,000	\$530,000
R-5	West Valley Highway Reconstruction	3rd Ave SW to 1st Ave W (City Limit)	\$2,850,000	\$712,500
R-6	West Valley Highway Reconstruction	3rd Ave SW to Stewart Rd	\$4,400,000	\$1,100,000
R-7	Stewart Road Improvements	Valentine Ave to Butte Ave	\$4,700,000	\$1,175,000
NM-1	Interurban Trail	3rd Ave SW to Stewart Rd	\$1,800,000	\$270,000
NM-2	County Line Road	Interurban Trail to Valentine Ave SE	\$800,000	\$120,000
<b>TOTAL Project Costs (only projects in the TIF)</b>			<b>\$22,260,000</b>	<b>\$6,785,500</b>



# Transportation Impact Fee Program Projects

Pacific Transportation Element

M:\16\16250.00 - City of Pacific Transportation Element Update\GIS\Maps\MXD\FIG2\_TIFProjects.mxd

FIGURE

## How were Growth Trips Allocated to the TIF Program?

Increases in traffic in Pacific will come from growth within the City as well as increased travel from outside of the City. Without specific Interlocal Agreements, the City can only apply its TIF to growth within its boundaries. The TIF share for growth in the City is based on the proportional share of the growth share of the forecast travel demands on the City roadways.

The travel forecasts were largely derived based on changes in households and employment within the City and region, consistent with the City's Land Use Element and PSRC's VISION 2040 regional plan. The forecast growth trips that had an origin or destination within the City, or which were fully within the City (internal trips) were allocated to the TIF. Based on the analysis completed as part of the Transportation Element, the City is expected to have an increase in 1,859 PM peak hour vehicle trips due to growth within its borders.

## What is the Service Area for the TIF Program?

GMA requires an agency implementing impact fees to establish one or more service areas (RCW 82.02.060) for assessing the fees. In developing the City's impact fee program, more than one service area was considered. However, given the size of the community and number of eligible projects, one citywide service area was found to be equitable and sufficient for the Transportation Impact Fee program.

## What are the Resulting Transportation Impact Fees and Rate Schedule?

The City share of the impact fee program project costs were converted to a base cost per new PM peak hour trip. The base cost per new PM peak hour trip was then used to develop the TIF rate schedule for a wide range of land uses. The rate schedule takes into account the relative net new trip generation of the various land uses.

### *Base Transportation Impact Fee Rate*

Based on the existing and forecast land uses, growth in the City will generate 1,859 additional PM peak hour trips ends (either origins or destinations). To calculate a base transportation impact fee rate, the City growth share of the TIF project costs for the citywide service area were divided by the increase in trip ends forecast within the City. As shown in Table 2, this results in a base TIF rate of \$3,650 per new PM peak hour trip end for the citywide service area.

**Table 2. Calculating the Citywide Base Transportation Impact Fee Rate**

A. Growth Share of TIF Cost <sup>1</sup>	<b>\$6,785,500</b>
B. Growth in Trip Ends <sup>1</sup>	1,859
C. Base TIF Rate for Service Area <sup>2</sup>	\$3,650

1. Based on model analysis of growth in travel based on land use assumptions.
2. Values in line A divided by values in line B, rounded to nearest dollar.

### *Development of the TIF Rate Schedules*

The base transportation impact fee rate per new PM peak hour trip end is converted to a schedule of fees by land use category. This makes it simpler for staff and applicants to calculate the TIF for a specific development project. *Trip Generation*, Institute of

Transportation Engineers (ITE), 9th Edition, 2012 provides data on the average PM peak hour trips generated for a wide range of land uses. The weekday PM peak hour trip rate is used because it is consistent with the modeling analysis of growth trips and was the basis for defining the improvement projects. The ITE rates are based on studies from around the United States using standardized sampling and reporting methods. The trip rates are defined based on units of development. Typically, trip rates for residential land uses are based on the number of dwelling units. Trip rates for employment land uses can be reported for several different variables, with the most typical being trips per 1,000 square feet of building area.

The base trip rates are adjusted to reflect the impacts of “new” trips, consistent with methodologies identified in *Trip Generation*.

### ***Pass-by Trip Adjustment***

The base PM peak hour trip rate reported by *Trip Generation* reflects the number of trips entering and exiting the site access driveways or roadways during the weekday afternoon time period. *Trip Generation* notes that for some retail and other commercial land uses, not all of the driveway trips are “new” to the road system, but are “pass-by” trips. Pass-by trips reflect traffic that would otherwise be traveling on the adjacent street system but makes an intermediate stop at the new development. A person making a trip between work and home but stops at a gas station along the route is an example of a pass-by trip. The inbound and outbound trips at the gas station would not be new trips to the system and should not be charged in the TIF. Therefore, the rate schedule applies an adjustment to account for the reduction of traffic impacts to account for pass-by trips.

*Trip Generation* provides guidance on adjustments for pass-by trips. In addition to using ITE data, data on pass-by trip rates applied in TIF programs by other agencies were reviewed in developing the proposed adjustment for Pacific. The base trip generation rate for residential and many other land use categories are not affected by pass-by trips and therefore, the full base trip rate is applied in the rate schedule.

### ***TIF Rate Schedules***

A revised transportation impact fee schedule was prepared for the citywide service area for a wide range of typical land uses. The rate schedule was calculated as follows:

***Transportation Impact Fee Rate per Unit = Base Cost per New PM Peak Hour Trip x Base Trip Generation Rate per Unit of Development x Pass-by Trip Adjustment Factor***

Appendix A includes the resulting rate schedule. The base trip rate and adjustments for pass-by trips are incorporated in the rate schedules. The impact fee assessed for a specific development would simply be calculated by multiplying the number of units by the rate per unit for the corresponding district.

***Total Transportation Impact Fee = Number of Units x Transportation Impact Fee per Unit***

## **How are TIF Rates Determined for Uses Not Specifically Included in the Rate Schedule?**

The impact fee rate schedule included in Appendix A includes impact fee rates for a wide range of typical land uses. There will, however, be development applications for land uses not included in the rate schedule. GMA requires that the TIF ordinance allow applicants to submit their own independent studies to reflect unique characteristics that may not be accurately reflected by the average trip rates reported in *Trip Generation*.

For applications where the land use category is not included in the rate schedule, the Public Works Director (or designee), would review the schedule and base the rate on the most comparable type of land use in the schedule. The Public Works Director could review definitions in *Trip Generation* or other available studies. The Public Works Director would consider the type of activity, size of development, and other information provided by the applicant in selecting the comparable land use for use in establishing the fee. Such additional information may include the hours of operations; number of employees, staff, or visitors; parking requirements; potential market area; and proximity to other land uses. The Public Works Director should document the rationale for selecting a comparable land use in order to provide background for the project file.

If the Public Works Director determines that none of the categories in the rate schedule provides a suitable comparable land use, the Public Works Director could then request the applicant provide an independent fee calculation. An applicant can also choose to submit their own independent fee study for their development if they believe that the characteristics of their project are not accurately reflected by the rate schedule for one or more land uses. The independent fee calculation would provide data and/or analyses on trip generation characteristics including trip rates, mode share, pass-by trips, or other similar types of data. After reviewing the independent calculation, the Public Works Director may accept the calculation and impose the fee based on the independent fee analysis. If the Public Works Director does not accept the independent fee calculation, the applicant can appeal the decision consistent with City code.

## **How are the Transportation Impact Fees Collected and Spent?**

The transportation impact fees are paid prior to the issuance a building permit. If a building permit is not required, the fees would be payable at the time of issuance of an applicable construction permit. The required fees would be those in effect at that time. Under GMA, the City is required to maintain a separate account in its accounting processes for the collected impact fees. The City will use the account to track collection of the TIF and where the funds are spent. The City would encumber the fees as part of its annual budgeting process to assure the funds are properly spent. Collected fees must be encumbered or spent within 10 years of receipt, unless an extraordinary reason is identified in written findings by the City Council. (The requirement to encumber or spend the fees within 10 years was adopted by the Washington State Legislative as part of ESHB 1478 in April 2011 and was signed by the Governor in May 2011.)

The City may only spend the collected fees on improvement projects identified in the TIF program (Figure 2). The fees may be spent on planning, engineering design, acquisition of right-of-way (for those projects where right-of way was included in the TIF cost), or construction of any of the TIF improvement projects.

GMA requires that the City provide a credit against the TIF for applicants that are required to construct all or a portion of a TIF project or for dedication of land that was *included in the costs of the TIF project*. This eliminates the potential for double charging a development applicant for the same improvement. Since the costs of rights-of-way and frontage improvements for the parallel road system projects were not included in the TIF cost share, credits would not be required for those project elements.

## **Are any Developments Exempt from the Fees?**

GMA allows jurisdictions to exempt low-income housing or other developments that serve broad public purposes. In addition to low-income housing, developments serving a broad

public purpose could include parks, schools, City facilities, fire stations, water or sewer district facilities, or other similar developments.

Fees that would otherwise be collected from exempt developments would be the responsibility of the City. These could be paid through property taxes, general funds, grants, or other applicable funding source but cannot be paid with other TIF fees. The total amount of the potential revenues generated by the program would be directly reduced by any exemptions.

## **How Will the Impact Fees be Kept Up to Date?**

Many communities with adopted impact fee programs incorporate an annual cost escalation to help keep fees more current. The cost escalator is based on an index that reflects changes in improvement costs for the area. If the City decides to incorporate a cost escalation factor, it could be based on the most recent Consumer Price Index (CPI) for the region, unless a more applicable industry standard construction cost index is available.

The City also should plan to update the base TIF rates as new growth-related transportation improvement projects are defined as part of the update of its Comprehensive Plan. Significant changes in forecast residential or employment growth from those in the current Land Use Element also would result in a need to update the TIF program and base rate schedule. Significant annexations to the City also could trigger a need to update the base TIF rates. Changes in land use and growth-related transportation improvement projects would likely be identified as part of the future updates of the City's Comprehensive Plan.

## Appendix A: TIF Schedule

Land Uses	Unit of Measure <sup>1</sup>	ITE Code	PM Peak Hour Trip Rate	New Trip Rate <sup>2</sup>	Fee Per Unit
<b>RESIDENTIAL</b>					
Detached Housing	Dwelling Unit	210	1	1	\$3,650
Attached and Stacked Housing	Dwelling Unit	220 221 230 233	0.62	0.62	\$2,263
Senior Housing	Dwelling Unit	251 252	0.27	0.27	\$986
Nursing Home	Bed	620	0.22	0.22	\$803
Congregate Care/Asst. Living	Dwelling Unit	253	0.17	0.17	\$621
<b>INSTITUTIONAL</b>					
County Park	Acre	412	0.09	0.09	\$329
Beach Park	Acre	415	1.3	1.3	\$4,745
Regional Park	Acre	417	0.2	0.2	\$730
Golf Course	Hole	430	2.92	2.92	\$10,658
Multi-Purpose Recreational Facility	1,000 sf GFA	435	3.58	3.58	\$13,067
Multiplex Movie Theater	Seat	445	0.08	0.08	\$292
Casino/Video Lottery Establishment	1,000 sf GFA	473	13.43	13.43	\$49,020
Tennis Courts	Court	490	3.88	3.88	\$14,162
Racquet / Tennis Club	Court	491	3.53	3.53	\$12,885
Elementary School	Student	520	0.15	0.15	\$548
Middle/Junior High School	Student	522	0.16	0.16	\$584
High School	Student	530	0.13	0.13	\$475
Church	1,000 sf GFA	560	0.55	0.55	\$2,008
Day Care Center	1,000 sf GFA	565	12.34	12.34	\$45,041
Library	1,000 sf GFA	590	7.3	7.3	\$26,645
Hospital	1,000 sf GFA	610	0.93	0.93	\$3,395
Nursing Home	1,000 sf GFA	620	0.74	0.74	\$2,701
<b>BUSINESS &amp; COMMERCIAL</b>					
Hotel	Room	310	0.60	0.60	\$2,190
All Suites Hotel	Room	311	0.40	0.40	\$1,460

Land Uses	Unit of Measure <sup>1</sup>	ITE Code	PM Peak Hour Trip Rate	New Trip Rate <sup>2</sup>	Fee Per Unit
Motel	Room	320	0.47	0.47	\$1,716
Resort Hotel	Room	330	0.42	0.42	\$1,533
Building Materials/Lumber	1,000 sf GFA	812	4.49	3.37	\$12,291
Free-Standing Discount Superstore	1,000 sf GFA	813	4.35	3.18	\$11,591
Variety Store	1,000 sf GLA	814	6.82	4.5	\$16,429
Free-Standing Discount Store	1,000 sf GFA	815	4.98	4.13	\$15,087
Hardware/Paint Store	1,000 sf GFA	816	4.84	3.58	\$13,073
Nursery-Retail (Garden Center)	1,000 sf GFA	817	6.94	5.21	\$18,998
Nursery-Wholesale	1,000 sf GFA	818	5.17	3.88	\$14,153
Shopping Center	1,000 sf GLA	820	n/a <sup>3</sup>	n/a <sup>3</sup>	n/a <sup>3</sup>
Factory Outlet Center	1,000 sf GFA	823	2.29	1.51	\$5,517
Quality Restaurant	1,000 sf GFA	931	7.49	4.19	\$15,310
High Turnover Sit-Down Restaurant	1,000 sf GFA	932	9.85	5.61	\$20,493
Fast Food Restaurant w/out Drive-Through	1,000 sf GFA	933	26.15	13.08	\$47,724
Fast Food Restaurant w/ Drive-Through	1,000 sf GFA	934	32.65	16.33	\$59,586
Quick Lubrication Vehicle Shop	Servicing Position	941	5.19	3.74	\$13,639
Auto Care Center	1,000 sf GLA	942	3.11	2.24	\$8,173
New Car Sales	1,000 sf GFA	841	2.62	1.97	\$7,172
Auto Parts Sales	1,000 sf GFA	843	5.98	4.31	\$15,715
Gasoline/Service Station	Vehicle Fueling Position	944	13.87	8.04	\$29,363
Gasoline/Service Station w/ Convenience Market	Vehicle Fueling Position	945	13.51	5.94	\$21,697
Gasoline/Service Station w/ Convenience Market & Car Wash	Vehicle Fueling Position	946	13.86	6.10	\$22,259
Self-Service Car Wash	Wash Stall	947	5.54	3.60	\$13,144
Tire Store	1,000 sf GFA	848	4.15	2.99	\$10,906

Land Uses	Unit of Measure <sup>1</sup>	ITE Code	PM Peak Hour Trip Rate	New Trip Rate <sup>2</sup>	Fee Per Unit
Tire Superstore	1,000 sf GFA	849	2.11	1.52	\$5,545
Supermarket	1,000 sf GFA	850	9.48	6.07	\$22,145
Convenience Market (24 Hr)	1,000 sf GFA	851	52.41	25.68	\$93,735
Convenience Market (16 Hr)	1,000 sf GFA	852	34.57	13.48	\$49,210
Convenience Market w/ Gas Pump	Vehicle Fueling Position	853	19.07	6.48	\$23,666
Discount Supermarket	1,000 sf GFA	854	8.34	6.59	\$24,048
Discount Club	1,000 sf GFA	861	4.18	3.30	\$12,053
Home Improvement Superstore	1,000 sf GFA	862	2.33	1.35	\$4,933
Electronics Superstore	1,000 sf GFA	863	4.5	2.70	\$9,855
Toy/Children's Superstore	1,000 sf GFA	864	4.99	3.29	\$12,021
Apparel Store	1,000 sf GFA	876	3.83	2.53	\$9,226
Pharmacy/Drug Store w/out Drive-Through	1,000 sf GFA	880	8.4	3.95	\$14,410
Pharmacy/Drug Store w/ Drive-Through	1,000 sf GFA	881	9.91	5.05	\$18,447
Furniture Store	1,000 sf GFA	890	0.45	0.21	\$772
Video Rental	1,000 sf GFA	896	13.6	8.84	\$32,266
Bank/Savings: Walk-in	1,000 sf GFA	911	12.13	7.88	\$28,778
Bank/Savings: Drive-in	1,000 sf GFA	912	24.3	15.80	\$57,652
<b>OFFICE</b>					
Clinic	1,000 sf GFA	630	5.18	5.18	\$18,907
General Office	1,000 sf GFA	710	1.49	1.49	\$5,439
Corporate Headquarters	1,000 sf GFA	714	1.41	1.41	\$5,147
Single Tenant Office	1,000 sf GFA	715	1.74	1.74	\$6,351
Medical-Dental Office Building	1,000 sf GFA	720	3.57	3.57	\$13,031
U.S. Post Office	1,000 sf GFA	732	11.22	11.22	\$40,953
Office Park	1,000 sf GFA	750	1.48	1.48	\$5,402

Land Uses	Unit of Measure <sup>1</sup>	ITE Code	PM Peak Hour Trip Rate	New Trip Rate <sup>2</sup>	Fee Per Unit
Research and Development Center	1,000 sf GFA	760	1.07	1.07	\$3,906
Business Park	1,000 sf GFA	770	1.26	1.26	\$4,599
<b>INDUSTRIAL</b>					
General Light Industrial	1,000 sf GFA	110	0.97	0.97	\$3,541
General Heavy Industrial	1,000 sf GFA	120	0.19	0.19	\$694
Industrial Park	1,000 sf GFA	130	0.85	0.85	\$3,103
Manufacturing	1,000 sf GFA	140	0.73	0.73	\$2,665
Warehouse	1,000 sf GFA	150	0.32	0.32	\$1,168
Mini-Warehouse	1,000 sf GFA	151	0.26	0.26	\$949
Utilities	1,000 sf GFA	170	0.76	0.76	\$2,774
<b>PORT and TERMINAL</b>					
Truck Terminal	1,000 sf GFA	30	0.83	0.83	\$3,030
Park and Ride Lot with Bus Service	Parking Space	90	0.62	0.62	\$2,263

1. Abbreviations include: GFA = Gross Floor Area, sf = square feet, and GLA = Gross Leasable Area.
2. Reduces the Average Trip Rate based on average Pass-By trip percentages published in the ITE Trip Generation Handbook (3rd Edition, 2014).
3. ITE Trip Generation (9th Edition, 2012) equation used instead of trip rate.