

## **ORDINANCE NO. 1960-20**

### **AN ORDINANCE AMENDING SWMC SECTIONS 15.60.050 AND 15.60.060 TO INCREASE THE AMOUNT OF THE TRANSPORTATION IMPACT FEES AND TO UPDATE THE METHODOLOGY UTILIZED TO CALCULATE TRANSPORTATION IMPACT FEES.**

WHEREAS, the City Council engaged qualified consultants to establish transportation impact fees in 2006 adopted under Ordinance 1555-06; and

WHEREAS, certain projects were included in the TIF project list with estimated costs; and

WHEREAS, the City Council adopted a methodology that divided the city into fifteen zones with resulting impact fees for each zone; and

WHEREAS, the City Council updated the TIF Project List and reduced transportation impact fees in 2013 on Staff's recommendation under Ordinance 1773-13, and

WHEREAS, the City Council updated the TIF Methodology and impact fees in 2016 to update the project list based on actual project costs and revised estimates, and revised the methodology that divided the city into fifteen zones with resulting impact fees for each zone to a methodology that divided the city into two zones with resulting impact fees for each zone on Staff's recommendation under Ordinance 1852-16, and,

WHEREAS, the City Council has engaged qualified consultants to review the TIF project list, update the list based upon actual project costs and revised estimates, and add new Land Use Categories for Accessory Dwelling Units; and

WHEREAS, this update results in increased transportation impact fees; and

WHEREAS, the City Council finds that it is in the interests of the public health, safety and welfare to adopt the revised transportation impact fees set forth below, now therefore,

### **THE CITY COUNCIL OF THE CITY OF SEDRO-WOOLLEY DO HEREBY ORDAIN AS FOLLOWS:**

**Section 1.** SWMC Section 15.60.050 is amended as follows, including a new Attachment A as attached to this ordinance:

#### **15.60.050 Transportation fee schedules and establishment of service area.**

A. Subject to the provisions of SWMC Section [15.60.060](#), the transportation impact fee shall be as set forth on Attachment A, attached hereto, and on file with the city clerk. Attachment A shall provide:

1. The schedule of projects established by the city council for which impact fees may be collected, which shall be a subset of the Sedro-Woolley transportation capital facilities plan of

the Sedro-Woolley Comprehensive Plan and 2016 Transportation Plan, as updated on May 18, 2018;

2. The cost of the projects on the schedule;
3. A map dividing the city into zones based upon probable impact on planned transportation capital facility projects of development within the zones;
4. The amount of the transportation impact fees to be paid on a “per peak PM trip basis” to be paid by a development with a particular zone.

Attachment A shall not be codified, but shall be on file with the ordinance codified in this chapter.

B. The impact fee schedule of costs, as set out in Attachment A, shall be updated annually at a rate adjusted in accordance with the Federal Highway Administration’s National Highway Construction Cost Index (NHCCI), using an annual measure to establish revised fee schedules effective January 1st of each year.

C. For the purpose of this chapter, the entire city shall be considered one service area.

**Section 2.** SWMC Section 15.60.060 is amended as follows, including a new Attachment A as attached to this ordinance:

**15.60.060 Calculation of transportation impact fees.**

A. The director shall calculate the transportation impact fees as set forth in SWMC Section 15.60.050, subject to the provisions of this chapter.

B. In determining the proportionate share, the method of calculating impact fees shall incorporate, among other things, the following:

1. The cost of public streets and roads necessitated by new development;
2. An adjustment to the cost of the public streets and roadways for past or future payments made 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;
3. The availability of other means of funding public street and roadway improvements;
4. The cost of existing public street and roadway improvements;
5. The methods by which public street and roadway improvements were financed; and
6. The most recent ITE Trip Generation Manual and a report titled “Traffic Impact Fee Methodology,” dated November 2005, as updated by a report titled “Sedro-Woolley Transportation Impact Fee Rate Update” prepared by Transportation Solutions, Inc. dated June 15, 2016, and as updated by a report titled “Transportation Impact Fee Rate Study 2020 Update Final Report” prepared by Transportation Solutions, Inc. dated April 2020, on file with the city clerk.

C. A credit, not to exceed the impact fee otherwise payable, shall be provided for the value of any dedication of land for, improvement to, or new construction of any system improvements provided by the developer, to facilities that are identified in the capital facilities plan and on the TIF project list (Attachment A, referenced herein and on file with the City Clerk and that are required by the city as a condition of approving the development activity. The determination of “value” shall be consistent with the assumptions and methodology used by the city in estimating the capital improvement costs.

D. The director may adjust the standard impact fee at the time the fee is imposed to consider unusual circumstances in specific cases to ensure that impact fees are imposed fairly.



E. The amount of fee to be imposed on a particular development may be adjusted by the director giving consideration to studies and other data available to the director or submitted by the developer demonstrating to the satisfaction of the director that an adjustment should be made in order to carry out the purposes of this chapter.

F. The impact fee shall provide for system improvement costs previously incurred by the city to the extent that new growth and development will be served by the previously constructed improvements; provided, that such fees shall not be imposed to make up for any system improvement deficiencies.

**Section 3.** This ordinance shall be effective five (5) days after passage and publication as provided by law.

**Section 4.** The provisions of this ordinance are declared to be severable, and if any section, sentence, clause or phrase of this ordinance shall for any reason be held invalid or unconstitutional or if the application of this ordinance to any person or circumstances shall be held invalid or unconstitutional, such decisions shall not affect the validity of the remaining sections, sentences, clause or phrases of this ordinance.

**PASSED** by majority vote of the members of the Sedro-Woolley City Council this 12th day of August, 2020, and signed in authentication of its passage this 13th day of August, 2020.

  
\_\_\_\_\_  
Julia Johnson, Mayor

Attest:

  
\_\_\_\_\_  
Jill Scott, Finance Manager

Approved as to form:

  
\_\_\_\_\_  
Nikki Thompson, City Attorney

First Reading by City Council:	July 22, 2020
Second Reading by City Council:	August 12, 2020
Approval by City Council:	August 12, 2020
Signed by the Mayor:	August 13, 2020
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**ATTACHMENT A  
ORDINANCE 1960-20**

**TRANSPORTATION IMPACT FEE RATE STUDY  
2020 UPDATE  
FINAL REPORT**

**July 2020**

Prepared for:  
City of Sedro-Woolley

Prepared by:  
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## 1. Introduction

This report documents the development of an updated transportation impact fee program for the City of Sedro-Woolley. It summarizes the existing impact fees, the basis for the fees, the rate methodology, the proposed project list, and the analyses performed to determine updated impact fees.

### ***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 growth (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 Sedro-Woolley. 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.

### ***Statutory Basis for Impact Fees***

The purpose of this study is to update the rates for transportation impact fees in the City of Sedro-Woolley. 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.). 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 are not used on improvements needed to remedy existing deficiencies. Those needs must be entirely funded from public sector 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 average basis for the entire transportation system, rather than project-by-project. This is a key difference between impact fees and State Environmental Policy Act (SEPA) mitigation, 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 six years. Fees not expended within six 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 Sedro-Woolley Comprehensive Plan. The procedures described herein can be formally enacted by an impact fee ordinance incorporating this memo by reference.

## **2. Impact Fee Analysis**

### ***Methodology***

The primary basis for the impact fee is that growth should pay a proportionate share of the cost to provide the future transportation capacity. This is developed by comparing the improvement costs for growth in the Comprehensive Plan's adopted transportation facilities list to an estimate of capacity of the facilities used by growth. The analysis strictly focuses on those projects that provide capacity improvements needed for growth. The improvements for maintenance such as pavement overlays and physical obsolescence, as well as improvements necessary to mitigate existing level of service deficiencies and not eligible for funding with impact fees. However, agencies have been encouraged by the Department of Commerce to consider multimodal transportation improvements and, to that end, shoulder widening, sidewalks, bike lanes and parallel trails are reasonable to include as both vehicle and non-motorized capacity enhancements.

### ***Current Impact Fee Methodology***

The City's transportation impact fee program was developed and adopted in 2005 (ord. 1526-050) and was most recently updated in 2016 (ord. 1852-16). The impact fee methodology is based on proportionate growth share of eligible project costs and is assessed for two designated impact fee zones. The Central Business District (CBD) zone includes an impact fee rate of \$1,341 per new PM peak hour trip, while the Non-CBD zone includes a rate of \$2,407 per trip.

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

The transportation impact fee rate calculation is based on transportation improvement projects identified in the Sedro-Woolley 2021-2036 Transportation Improvement Program (TIP). Not all planned transportation projects and programs are eligible for impact fees. The complete list of projects is divided below into the following categories, in order to arrive at a list of qualifying improvements for transportation impact fees:

- Project Improvements
- Planned Transportation Projects needed within 20 years
- Maintenance Projects



### 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. For the purpose of this rate analysis, roadway extensions that connected existing developments, but were not significant arterials, were considered project improvements that could be required under other City codes and regulations but would not be included in the impact fee calculation.

### Planned Transportation Projects

The roadway projects identified in Sedro-Woolley Transportation Improvement Plan (TIP) are anticipated to be needed to serve motorized traffic growth through 2036. The roadway capacity provided is accomplished by adding turn lanes to increase through lane capacity, by lane widening or separating non-motorized modes, adding signals or roundabouts for intersection capacity, and other improvements to increase the capacity of the roadway system for all modes. The proportional share of these projects reasonably related to growth are eligible for impact fees.

### Maintenance Projects

Maintenance programs, general studies, and non-capital activities are generally 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. Also, if the overlay or reconstruction provides increased lane widths, intersection improvements, or shoulder widening the cost of the expansion could be considered eligible.

### ***Impact Fee-Eligible Projects and Cost Estimates***

Projects reasonably related to growth are identified in **Table 1**. Cost estimates were calculated by City of Sedro-Woolley staff and represent an update from the 2016 TIF rate study. Cost estimates include various elements which are necessary for the construction of improvements, including design, permitting, right-of-way, construction, and construction management. Some projects have been removed from the TIP project list because they are not capacity projects or are considered maintenance projects/programs.

### ***Impact Fee Rate Calculation***

The impact fee rate was calculated based upon trip generation (the increase in traffic) resulting from growth, the cost of improvements related to growth, and the City's transportation financing strategy, as defined in the 2016 Comprehensive Plan.



Table 1. Transportation Impact Fee Project List

ID	Project Name	Project Limits	Description	Cost (\$)
S16	SR20 & SR9 (Township) Intersection Impr.		Channelization and signal impr.	828,000
S2	SR20 & Reed St Intersection Impr.		RIRO access restriction	50,000
S17	Township St & John Liner/McGarigle Rd Intersection Impr.		Intersection improvements	2,494,000
S14C	SR20/Cascade Trail West Extension Ph.2A	Holtcamp Rd/Hodgin Rd	Shared use path	841,000
C1C	John Liner Bike/Ped Impr	Reed St / SR 9	Complete Streets completion	579,000
C19	Patrick St Extension	Michael St/E Jones St	New major collector w/sidewalks (excludes ROW costs)	2,920,000
C1B	Jones/John Liner RR Undecrossing	Sapp Rd / Reed St	New BNSF undercrossing and new arterial street	8,535,000
C1D	John Liner Rd Impr.	Reed St / Township St	Reconstruct to arterial section	1,900,000
C3	Cook Rd / Trail Rd Intersection Improvements		Intersection improvements	4,313,000
C9A	Trail Rd Arterial Extension	Cook Rd / F&S Grade	Construct new minor arterial	5,446,000
C9B	Garden of Eden Rd Extension	F&S Grade / Jones Rd	Construct new minor arterial	1,430,000
C1A	Jones Rd Improvements	F&S Grade / Sapp Rd	Reconstruct to arterial section	4,995,000
C18	Portobello Arterial Extension	Township / Cascadia	New major collector (excludes ROW)	1,700,000 <sup>1</sup>
S18	SR 9 / W State St Intersection Improvements		Add eastbound RT lane	250,000
S13C	SR9N Ped/Bike Safety Impr.	Park Cott./city limit	Bike lane & sidewalk improvements	434,000
C7A	Jameson St Arterial Improvements	600' e/o Batey to Railroad St	Widen to arterial standards w/3 lanes, bike lane, sidewalk	3,600,000
C7B	Jameson / 11 <sup>th</sup> St Intersection Improvements		Change access to RIRO	70,000
C7C	Railroad St / Jameson Intersection Improvements		Intersection improvements to include new roundabout	750,000
C7D	Railroad St Arterial Improvements	Jameson St / Fruitdale	Reconstruct to arterial standards incl. 3 lanes, bike lanes, sidewalks	2,880,000
S15A	SR20 West Widening & Safety Improvements Project 2A	Hospital Dr/Holtcamp	Improve and widen to 3 lanes	325,000
C38	Cook Rd Arterial Ext.	SR20 to Metcalf St	New major collector	825,000
S20	SR 20 / Central Ave Intersection Improvements		Intersection improvements or RIRO	150,000
C2	F&S Grade Rd Arterial Impr.	SR20 MP65.16 / Jones	Reconstruct to arterial standards	2,960,000
S14D	SR20/Cascade Trail West Extension Ph.2B	Collins Rd/Holtcamp Rd	Shared use path	620,000
C13	Rhodes Rd Arterial Impr	SR 9 / SR 20	Reconstruct to arterial standards incl. bike lanes, sidewalks	500,000
C15	Hodgin Rd Arterial Ext.	SR 20 / Cook	New collector arterial	2,225,000
S9	SR9/N Township St Arterial Impr.	SR 20 / City limits	Planning phase – reconstruct to arterial standards	100,000
S13D	SR9 / Centennial Trail Ped/Bike Safety Improvements	Summer Meadows Pl / North City Limits	Construct bicycle lane and sidewalk improvements incl. ped crossing bridge at Brickyard Crk	1,700,000

<sup>1</sup>Portobello arterial extension cost is not applied toward TIF rate calculation

In addition to the TIP projects identified in **Table 1**, the five recently completed improvement projects identified in **Table 2** were also included in the transportation impact fee rate calculation. The costs identified in **Table 2** represent actual costs for each completed project.

**Table 2. Recently Completed Transportation Impact Fee Projects**

ID	Project Name	Project Limits	Description	Final Cost (\$)	Local Cost (\$)
C14	Jameson Arterial Extension	SR 9 / Batey Rd	New arterial segment	3,108,013	29,479
S14A	Cascade Trail West Ext. Ph. 1A	Trail Rd / SR 9 South	Shared use path	747,333	55,811
S14B	Cascade Trail West Ext. Ph. 1B	Hodgin Rd / Trail Rd	Shared use path	433,669	184,549
C22	Fruitdale Rd Arterial Impr.	Portobello/N city limit	Reconstruct to arterial standards	2,730,668	226,846
S6A-B	SR 20 East Widening	SR 9 / Fruitdale Rd	Widen to 3 lanes	778,776	275,228

The local share of the recently completed projects represents 9.9 percent of total cost for those projects.

#### Local Cost Responsibility

Roadway projects are generally eligible for state and federal grant funds. These funds are not predictable and vary in amount by grantor. Additionally, cost-sharing agreements with Washington State Department of Transportation (WSDOT) and Skagit County are anticipated to reduce some of the City's project cost responsibility.

This analysis assumed that the City will be responsible for 25 percent of total impact fee-eligible project costs over the 20-year planning horizon, with the other 75 percent anticipated to be funded by grant and intergovernmental revenue roadway projects. Actual costs were applied to recently completed projects, as described above and in **Table 1**. The Patrick Street Extension project (C19) was assumed to be fully development-driven (i.e. 100 percent growth share), with the exception of right-of-way acquisition costs. The Portobello St Extension project (C18) was assumed to be fully developer-funded and was not included in the TIF rate calculation.

#### Growth Share of Project Costs

The growth share of project costs is defined as the proportion of vehicles using an improved facility in the 2036 PM peak hour which are attributable to growth (i.e. new vehicle trips). Growth forecasts were calculated using the Sedro-Woolley travel demand model.

The Sedro-Woolley travel demand model is maintained in Visum software and was developed as part of the 2016 Transportation Element update. The model incorporates existing land use and roadway information provided by the City of Sedro-Woolley, Skagit Council of Governments (SCOG), and Skagit County. Modeled trip generation was calibrated to fit 2015 PM peak hour turning movement counts collected in and around Sedro-Woolley. The trip distribution and traffic assignment sub-models were calibrated based on local knowledge and regional and national guidance, including the SCOG regional travel demand model and FHWA calibration best practices.

Future traffic conditions were forecasted by incorporating SCOG housing and employment growth allocations for Sedro-Woolley and the UGA, with growth distributed to modeled Transportation Analysis



Zones (TAZs) based on the City's zoning and buildable land analysis report. The travel demand model formed the technical basis for the adopted 2016 Transportation Element.

The citywide planning model was used to calculate 2036 PM peak hour traffic volume forecasts. Growth's proportionate share of project costs were calculated by dividing new trips (i.e. trips generated by new development) by total 2036 travel demand on each facility, as shown:

$$[\text{Growth Share of Project Cost}] = [\text{Growth-Related Trips}] / [\text{Total Future Trips}]$$

#### Transportation Impact Fee Districts

The transportation impact fee calculation maintained the existing two-zone structure, including a Central Business District (CBD) zone and a citywide Non-CBD zone. The CBD zone boundary is consistent with current Sedro-Woolley zoning. The two-zone approach allows consideration for reduced travel demand created by redevelopment in the City's urban core. A map of the two-zone impact fee structure is included in **Appendix A**.

A two-zone impact fee rate was calculated by dividing each impact fee zone's proportionate share of the total local improvement cost obligation anticipated trip growth by zone. This results in a two-zone impact fee which charges added transportation demand proportionately to their capacity usage and which can be revised as growth forecasts and planned projects change.

This results in impact fee rates of \$1,562 per PM peak hour trip for the CBD zone and \$2,809 per trip for the non-CBD zone, with a weighted average of \$2,785 per new PM peak hour trip, as shown in **Table 3**.

**Table 3. Transportation Impact Fee Calculation**

Impact Fee Zone	Growth Share of Cost	Growth Trips	Impact Fee Rate (\$/trip)
Central Business District (CBD)	\$101,000	65	<b>\$1,562</b>
Non-Central Business District	\$9,454,500	3,366	<b>\$2,809</b>
		<b>Average</b>	<b>\$2,785</b>

#### **Sample Transportation Impact Fees**

If the above calculated rates were adopted in an impact fee ordinance, the fees paid by several typical developments are summarized in **Table 4**. A comprehensive transportation impact fee rate schedule is included in **Appendix B**.

**Table 4. Transportation Impact Fee Comparison for Typical Land Uses**

Land Use Type	Per Unit	CBD Zone		Non-CBD Zone	
		Existing Rate (\$/unit)	Proposed Rate (\$/unit)	Existing Rate (\$/unit)	Proposed Rate (\$/unit)
Single-Family Home	DU	1,328	1,546	2,383	2,781
Low-Rise Multifamily	DU	751	875	1,348	1,573
Assisted Living	bed	349	406	626	730
General Office	ksf	1,542	1,796	2,768	3,230
Shopping Center	ksf	3,372	3,928	6,053	7,064
Light Industrial	ksf	845	984	1,516	1,770

### **3. Additional Issues for Consideration**

#### ***Anticipated Annual Revenues from Impact Fees***

The total impact fee revenue from the proposed Transportation Impact Fees, based on the growth forecasting methodology described above, is \$9,555,500. The annualized revenue forecast is summarized below. Impact fee revenue will be adjusted slightly by impact fee credits on developer-funding projects.

**Impact fee revenue: (\$101,000 CBD share + \$9,454,500 Non-CBD Share) / 20 years = \$477,775 /yr**

#### ***Anticipated Need for Other Public Funds***

Based on estimated impact fee revenue of \$9,555,500 and other anticipated revenue sources (including grants) totaling \$43,591,459, per the grant share and local cost assumptions described above, the City will still need to identify other revenue sources to cover approximately 13 percent (\$8,024,500) of the cost of impact fee eligible transportation improvement projects. This unfunded share represents an annual obligation of approximately \$401,225 per year.

### **4. Transportation Impact Fee Rate Comparison**

The City of Bellingham Public Works Department has compiled a list of transportation impact fee rates for 79 public agencies in western Washington. The full comparison chart is included in Appendix C. Provided below are current transportation impact fee rates for several agencies which are located near Sedro-Woolley. The updated impact fee rate of \$2,785 (average) would be below the western Washington average rate, but far from the lowest in western Washington.

Western Washington Average (2020):	\$4,363	
Western Washington Maximum:	\$14,064	(City of Sammamish)
Western Washington Minimum:	\$589	(Oak Harbor)
City of Burlington:	\$2,665	
City of Mount Vernon:	\$5,100	
City of Bellingham:	\$2,025	
City of Stanwood:	\$3,523	
City of Arlington:	\$3,355	
City of Anacortes:	\$2,731	



## **5. Credits and Adjustments**

### ***Impact Fee Credits***

An applicant may request that credit for impact fees be awarded 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.

### ***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.

Transportation impact fees should be adjusted yearly to account for inflation. The Federal Highway Administration's National Highway Construction Cost Index (NHCCI) may be used.

## **Appendix A. Transportation Impact Fee District Map**



# City of Sedro-Woolley Transportation Impact Fee Districts



©2013 CALIPER

## **Appendix B. Transportation Impact Fee Rate Schedule**



**City of Sedro-Woolley Traffic Impact Fee Rate Schedule – Residential (2020 Update)**

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 by District	
				Non-CBD	CBD
210	Single-Family Detached Housing and Duplexes <sup>4</sup>	0.99	DU	\$2,781	\$1,546
220	Multifamily Housing (1-2 floors)	0.56	DU	\$1,573	\$875
221	Multifamily Housing (3-10 floors)	0.44	DU	\$1,236	\$687
230	Mid-Rise Residential w/ 1st Floor Commercial	0.36	DU	\$1,011	\$562
240	Mobile Home Park	0.46	DU	\$1,292	\$719
251	Senior Housing Detached	0.30	DU	\$843	\$469
252	Senior Housing Attached	0.26	DU	\$730	\$406
253	Congregate Care Facility	0.18	DU	\$506	\$281
254	Assisted Living	0.26	bed	\$730	\$406
260	Recreational Home	0.28	DU	\$787	\$437
-	Accessory Dwelling Unit ( $\geq 450$ sf) <sup>5</sup>	0.61	DU	\$1,713	\$953
-	Accessory Dwelling Unit ( $< 450$ sf) <sup>5</sup>	0.30	DU	\$843	\$469

<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

<sup>4</sup> Trip Generation Manual does not include duplex trip rates. Duplex rate modeled consistent with ITE LUC 210

<sup>5</sup> No ITE rate exists for ADUs. ADU trip rates modeled consistent with "Clackamas County Residential TSDC Analysis" (2019)

\*Traffic impact fees for PRDs will be based on the type of dwellings



**City of Sedro-Woolley 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	Net Trip Rate	Rate per Unit <sup>3</sup>	Impact Fee per Unit by District	
						Non-CBD	CBD
PORT AND TERMINAL							
30	Intermodal Truck Terminal	1.87	*	1.870	ksf	\$5,253	\$2,921
90	Park and Ride with Bus Service	0.43	*	0.430	space	\$1,208	\$672
INDUSTRIAL							
110	General Light Industrial	0.63	*	0.630	KSF	\$1,770	\$984
130	Industrial Park	0.40	*	0.400	KSF	\$1,124	\$625
140	Manufacturing	0.67	*	0.670	KSF	\$1,882	\$1,047
150	Warehousing	0.19	*	0.190	KSF	\$534	\$297
151	Mini Warehouse	0.17	*	0.170	KSF	\$478	\$266
170	Utilities	2.27	*	2.270	KSF	\$6,376	\$3,546
180	Speciality Trade Contractor	1.97	*	1.970	KSF	\$5,534	\$3,077
LODGING							
310	Hotel	0.60	*	0.600	room	\$1,685	\$937
311	All Suites Hotel	0.36	*	0.360	room	\$1,011	\$562
312	Business Hotel	0.32	*	0.320	room	\$899	\$500
320	Motel	0.38	*	0.380	room	\$1,067	\$594
RECREATIONAL							
411	Public Park	0.11	*	0.110	acre	\$309	\$172
416	Campground/RV Park	0.27	*	0.270	site	\$758	\$422
430	Golf Course	0.28	*	0.280	acre	\$787	\$437
432	Golf Driving Range	1.25	*	1.250	tee	\$3,511	\$1,953
433	Batting Cages	2.22	*	2.220	cage	\$6,236	\$3,468
434	Rock Climbing Gym	1.64	*	1.640	KSF	\$4,607	\$2,562
435	Multi-Purpose Recreational Facility	3.58	*	3.580	KSF	\$10,056	\$5,592
437	Bowling Alley	1.16	*	1.160	KSF	\$3,258	\$1,812
444	Movie Theater	14.60	*	14.600	screen	\$41,011	\$22,805
445	Multiplex Movie Theater	13.73	*	13.730	screen	\$38,568	\$21,446
488	Soccer Complex	16.43	*	16.430	field	\$46,152	\$25,664
490	Tennis Courts	4.21	*	4.210	court	\$11,826	\$6,576
491	Racquet/Tennis Club	3.82	*	3.820	court	\$10,730	\$5,967
492	Health Fitness Club	3.45	*	3.450	KSF	\$9,691	\$5,389
493	Athletic Club	6.29	*	6.290	KSF	\$17,669	\$9,825
495	Recreational Community Center	2.31	*	2.310	KSF	\$6,489	\$3,608
INSTITUTIONAL							
520	Public Elementary School	1.37	*	1.370	KSF	\$3,848	\$2,140
522	Public Middle/Junior High School	1.19	*	1.190	KSF	\$3,343	\$1,859
530	Public High School	0.97	*	0.970	KSF	\$2,725	\$1,515
537	Charter Elementary School	0.14	*	0.140	student	\$393	\$219
538	School District Office	2.04	*	2.040	KSF	\$5,730	\$3,186
540	Junior / Community College	1.86	*	1.860	KSF	\$5,225	\$2,905
560	Church	0.49	*	0.490	KSF	\$1,376	\$765
565	Day Care Center	11.12	44%	4.893	KSF	\$13,744	\$7,643
566	Cemetery	0.46	*	0.460	acre	\$1,292	\$719
571	Prison	0.05	*	0.050	bed	\$140	\$78
575	Fire & Rescue Station	0.48	*	0.480	KSF	\$1,348	\$750
590	Library	8.16	*	8.160	KSF	\$22,921	\$12,746
MEDICAL							
610	Hospital	0.97	*	0.970	KSF	\$2,725	\$1,515
620	Nursing Home	0.59	*	0.590	KSF	\$1,657	\$922
630	Clinic	3.28	*	3.280	KSF	\$9,214	\$5,123
640	Animal Hospital / Veterinary Clinic	3.53	*	3.530	KSF	\$9,916	\$5,514
650	Freestanding Emergency Room	1.52	*	1.520	KSF	\$4,270	\$2,374
OFFICE							
710	General Office	1.15	*	1.150	KSF	\$3,230	\$1,796
712	Single-Tenant Office (<5,000 sf)	2.45	*	2.450	KSF	\$6,882	\$3,827
715	Single Tenant Office (>5,000 sf)	1.71	*	1.710	KSF	\$4,803	\$2,671
720	Medical/Dental Office	3.46	*	3.460	KSF	\$9,719	\$5,405
730	Government Office Building	1.71	*	1.710	KSF	\$4,803	\$2,671
732	US Post Office	11.21	*	11.210	KSF	\$31,489	\$17,510
733	Government Office Complex	2.82	*	2.820	KSF	\$7,921	\$4,405
750	Office Park	1.07	*	1.070	KSF	\$3,006	\$1,671
760	Research and Development Center	0.49	*	0.490	KSF	\$1,376	\$765
770	Business Park	0.42	*	0.420	KSF	\$1,180	\$656

<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; 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, development context, and engineering judgment



**City of Sedro-Woolley 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 by District	
						Non-CBD	CBD
RETAIL							
810	Tractor Supply Store	1.40	66%	0.924	KSF	\$2,596	\$1,443
811	Construction Equipment Rental Store	0.99	74%	0.733	KSF	\$2,058	\$1,144
812	Building Materials and Lumber Store	2.06	74%	1.524	KSF	\$4,282	\$2,381
813	Free-Standing Discount Superstore (w/ Grocery)	4.33	71%	3.074	KSF	\$8,636	\$4,802
814	Variety Store	6.84	66%	4.514	KSF	\$12,681	\$7,051
815	Free Standing Discount Store (w/o Grocery)	4.83	83%	4.009	KSF	\$11,261	\$6,262
816	Hardware/Paint Store	2.68	74%	1.983	KSF	\$5,571	\$3,098
817	Nursery (Garden Center)	6.94	74%	5.136	KSF	\$14,426	\$8,022
818	Nursery (Wholesale)	5.18	74%	3.833	KSF	\$10,767	\$5,987
820	Shopping Center	3.81	66%	2.515	KSF	\$7,064	\$3,928
823	Factory Outlet Center	2.29	66%	1.511	KSF	\$4,246	\$2,361
840	Automobile Sales (New)	2.43	100%	2.430	KSF	\$6,826	\$3,796
841	Automobile Sales (Used)	3.75	100%	3.750	KSF	\$10,534	\$5,858
842	Recreational Vehicle Sales	0.77	100%	0.770	KSF	\$2,163	\$1,203
843	Automobile Parts Sales	4.91	44%	2.160	KSF	\$6,069	\$3,375
848	Tire Store	3.98	72%	2.866	KSF	\$8,049	\$4,476
849	Tire Superstore	2.11	72%	1.519	KSF	\$4,267	\$2,373
850	Supermarket	9.24	64%	5.914	KSF	\$16,611	\$9,237
851	Convenience Market	49.11	49%	24.064	KSF	\$67,595	\$37,588
853	Convenience Market w/Gas Pumps	49.23	17%	8.369	VFP	\$23,509	\$13,073
854	Discount Supermarket	8.38	51%	4.274	KSF	\$12,005	\$6,676
857	Discount Club	4.18	63%	2.633	KSF	\$7,397	\$4,113
861	Sporting Goods Superstore	2.02	66%	1.333	KSF	\$3,745	\$2,082
862	Home Improvement Superstore	2.33	58%	1.351	KSF	\$3,796	\$2,111
863	Electronics Superstore	4.26	60%	2.556	KSF	\$7,180	\$3,992
866	Pet Supply Superstore	3.55	66%	2.343	KSF	\$6,581	\$3,660
867	Office Supply Superstore	2.77	66%	1.828	KSF	\$5,135	\$2,856
875	Department Store	1.95	66%	1.287	KSF	\$3,615	\$2,010
876	Apparel Store	4.12	66%	2.719	KSF	\$7,638	\$4,247
879	Arts and Crafts Store	6.21	66%	4.099	KSF	\$11,513	\$6,402
880	Pharmacy/Drug Store w/o Drive-Thru	8.51	47%	4.000	KSF	\$11,235	\$6,248
881	Pharmacy/Drug Store w/ Drive-Thru	10.29	38%	3.910	KSF	\$10,984	\$6,108
882	Marijuana Dispensary	21.83	100%	21.830	KSF	\$61,320	\$34,098
890	Furniture Store	0.52	47%	0.244	KSF	\$687	\$382
899	Liquor Store	16.37	64%	10.477	KSF	\$29,429	\$16,365
SERVICES							
911	Walk-in Bank	12.13	65%	7.885	KSF	\$22,148	\$12,316
912	Drive-in Bank	20.45	65%	13.293	KSF	\$37,339	\$20,763
918	Hair Salon	1.45	65%	0.943	KSF	\$2,647	\$1,472
920	Copy, Print, and Express Ship Store	7.42	66%	4.897	KSF	\$13,756	\$7,649
925	Drinking Place	11.36	100%	11.360	KSF	\$31,910	\$17,744
930	Fast Casual Restaurant	14.13	57%	8.054	KSF	\$22,624	\$12,581
931	Quality Restaurant	7.80	56%	4.368	KSF	\$12,270	\$6,823
932	High Turnover (Sit-Down) Restaurant	9.77	57%	5.569	KSF	\$15,643	\$8,699
933	Fast Food w/o Drive-Thru	28.34	57%	16.154	KSF	\$45,376	\$25,232
934	Fast Food w/ Drive-Thru	32.67	50%	16.335	KSF	\$45,885	\$25,515
935	Fast Food Restaurant w/ Drive-Thru w/o Indoor Seating	42.65	50%	21.325	KSF	\$59,902	\$33,310
936	Coffee/Donut Shop w/o Drive-Thru	36.31	57%	20.697	KSF	\$58,137	\$32,328
937	Coffee/Donut Shop w/ Drive-Thru	43.38	50%	21.690	KSF	\$60,927	\$33,880
938	Coffee/Donut Shop w/ Drive-Thru w/o Indoor Seating (Espresso Stand)	83.33	11%	9.166	KSF	\$25,748	\$14,318
939	Bread/Donut/Bagel Shop w/o Drive-Thru	28.00	57%	15.960	KSF	\$44,832	\$24,930
940	Bread/Donut/Bagel Shop w/ Drive-Thru	19.02	50%	9.510	KSF	\$26,714	\$14,855
941	Quick Lubrication Vehicle Stop	4.85	72%	3.492	VSP	\$9,809	\$5,455
942	Automobile Care Center	3.11	72%	2.239	KSF	\$6,290	\$3,498
943	Automobile Parts and Service Center	2.26	72%	1.627	KSF	\$4,571	\$2,542
944	Gasoline/Service Station	14.03	58%	8.137	VFP	\$22,858	\$12,711
945	Gas Station w/Convenience Market	13.99	12%	1.679	VFP	\$4,716	\$2,622
947	Self-Serve Car Wash	5.54	58%	3.213	stall	\$9,026	\$5,019
948	Automated Car Wash	77.50	58%	44.950	stall	\$126,265	\$70,212
950	Truck Stop	22.73	58%	13.183	KSF	\$37,032	\$20,592
960	Super Convenience Market/ Gas Station	22.96	35%	8.036	VFP	\$22,573	\$12,552
970	Winery	7.31	100%	7.310	KSF	\$20,534	\$11,418

<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 square feet; VSP = Vehicle servicing position



## **Appendix C. Comparison of 2019-2020 TIF Rates in Western Washington**

## Comparison of 2019-2020 TIF Base Rates in 74 Cities and 5 Counties in Western Washington With Bellingham and Whatcom County Cities Highlighted for Emphasis

[Based on information available. Average includes both Cities and Counties. See TIF rate table on next page for additional details.]

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\*Western WA State Average TIF



