

Description	Authority	Effective Date
TRAFFIC IMPACT FEE CITYWIDE BY DISTRICT	Resolution 10-14 Resolution 22-84 Resolution 22-130 Resolution 24-20 Inflationary Adjustment	Apr. 1, 2011 Sept. 19, 2022 Oct. 19, 2022 July 1, 2024 Jan. 1, 2025

Traffic Impact Fees are supported by a study entitled *2005 Traffic Impact Fee Study Update*, prepared by DKS Associates. Fees in this study reflect 2005 costs. Fees have been updated to July 2009 using the ARTBA Index. Beginning on January 1, 2011, the July Engineering News-Record's 20 Cities Index (ENRCCI) will be used to update the traffic fees each year. The fees below have been indexed to July 2024 ENRCCI (13556).

Fee Schedule

A. FEES

Land Use Category Notes:

Outdoor bulk storage uses shall pay a traffic impact fee based on an assumed 40% floor area. It shall be calculated on a per acre basis (acreage of use X 4 X 43.650 X the applicable HI or WRI fee rate). The fee shall be collected with the business license for outdoor bulk storage use. The fee shall not be collected more than one time on a given area for outdoor bulk storage use.

Heavy industrial category applies to uses that deal with large cargo handling or raw material transfer, storage, manufacture, refining or processing.

Light industrial category applies to uses such as semiconductor manufacturing, machine shops, bottling plant, printing plants, inert material manufacture, laboratory (i.e., research, materials testing), cabinetmakers, etc.

Heavy commercial category applies to establishments such as building material supply, lumber supply, hardware, home improvement stores and nurseries.

General Notes:

Credit against traffic impact fees shall be provided when a building permit for demolition of a previous structure of similar use on the same lot has been obtained within the five years previous to building permit issuance for a new structure.

Traffic impact fees for land uses which do not fit into the above listed categories shall be evaluated by the City Engineer on a case-by-case basis by establishing a ratio of relative impacts, as identified within the ITE Codes, between the proposed land use and a similar land use listed above. Traffic impact fees will not be collected at the time of building permit issuance for a shell building, but will be collected at the time of the building permit for tenant improvements and will be charged at the rate in effect at the time of that permit.

On March 3, 2010, the City Council approved interim traffic fees that reduced the fees by 20%. These reductions were not extended by the City Council at its March 16, 2011 meeting; therefore, these Interim Traffic Fees have been automatically adjusted to their previous level effective April 1, 2011, including all applicable adjustments for inflation.

Fee Schedule

A. (continued)

Table 1

Land Use Category	UNIT	Southport – District 1 Fee	Stone Lock Southport District 1 Fee	Port Industrial - District 2 WC/CBD – District 3 Lighthouse – District 5 Reed/Harbor – District 6 Fee	Riverfront – District 4 Fee
Industrial					
Light Industrial	1,000 s.f.	\$20,909	\$11,708	\$8,696	\$5,055
Heavy Industrial	1,000 s.f.	\$4,054	\$2,271	\$1,686	\$979
Warehousing	1,000 s.f.	\$10,028	\$5,616	\$4,170	\$2,423
Residential					
700 s.f. or less	du	\$4,502	\$1,801	\$1,337	\$778
701 to 1,100 s.f.	du	\$14,096	\$5,639	\$4,186	\$2,434
1,101 to 2,500 s.f.	du	\$17,735	\$7,095	\$5,268	\$3,062
Greater than 2,500 s.f.	du	\$22,964	\$9,185	\$6,821	\$3,964
Lodging					
Hotel/Motel	Room	\$12,191	\$6,826	\$5,070	\$2,946
Recreational					
Movie Theater	1,000 s.f.	\$33,783	\$18,918	\$14,049	\$8,166
Health Club	1,000 s.f.	\$19,061	\$10,673	\$7,927	\$4,608
Institutional					
Schools/Day Care	student	\$1,094	\$613	\$455	\$265
Church	1,000 s.f.	\$10,533	\$5,899	\$4,381	\$2,547
Medical					
Hospital	1,000 s.f.	\$26,443	\$14,808	\$10,998	\$6,392
Nursing Home/ Continuing Care	1,000 s.f.	\$4,010	\$2,246	\$1,667	\$969
Office					
150,000 or less	1,000 s.f.	\$19,976	\$11,187	\$8,308	\$4,829
150,001 to 300,000	1,000 s.f.	\$24,600	\$13,775	\$10,230	\$5,946
Greater than 300,000 s.f.	1,000 s.f.	\$27,310	\$15,293	\$11,357	\$6,601
Retail					
100,000 s.f. or less	1,000 s.f.	\$19,215	\$10,760	\$7,991	\$4,645
Greater than 100,000 s.f.	1,000 s.f.	\$28,774	\$16,114	\$11,967	\$6,955
Heavy Commercial	1,000 s.f.	\$12,495	\$6,997	\$5,198	\$3,020
Furniture Store	1,000 s.f.	\$5,874	\$3,289	\$2,443	\$1,419
Restaurant	1,000 s.f.	\$20,435	\$11,444	\$8,498	\$4,941
Restaurant w/Drive Thru	1,000 s.f.	\$82,696	\$46,310	\$ 34,394	\$ 19,990

District 7 is not reflected on table above since these areas have their own negotiated impact fee package and those fees are located [here](#).

B. CREDITS

The percentage of the above fee is to be constructed and reimbursed at 12.8%. This is based on the assumption that the following projects will be developer financed and constructed:

- 5th Street
- Southport/Village Parkway
- South River Road in Triangle Area
- Lake Washington
- 40% of remaining traffic signals

C. TRAFFIC IMPACT FEE ADJUSTMENT FOR TRANSIT

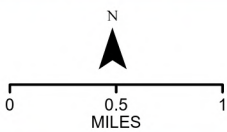
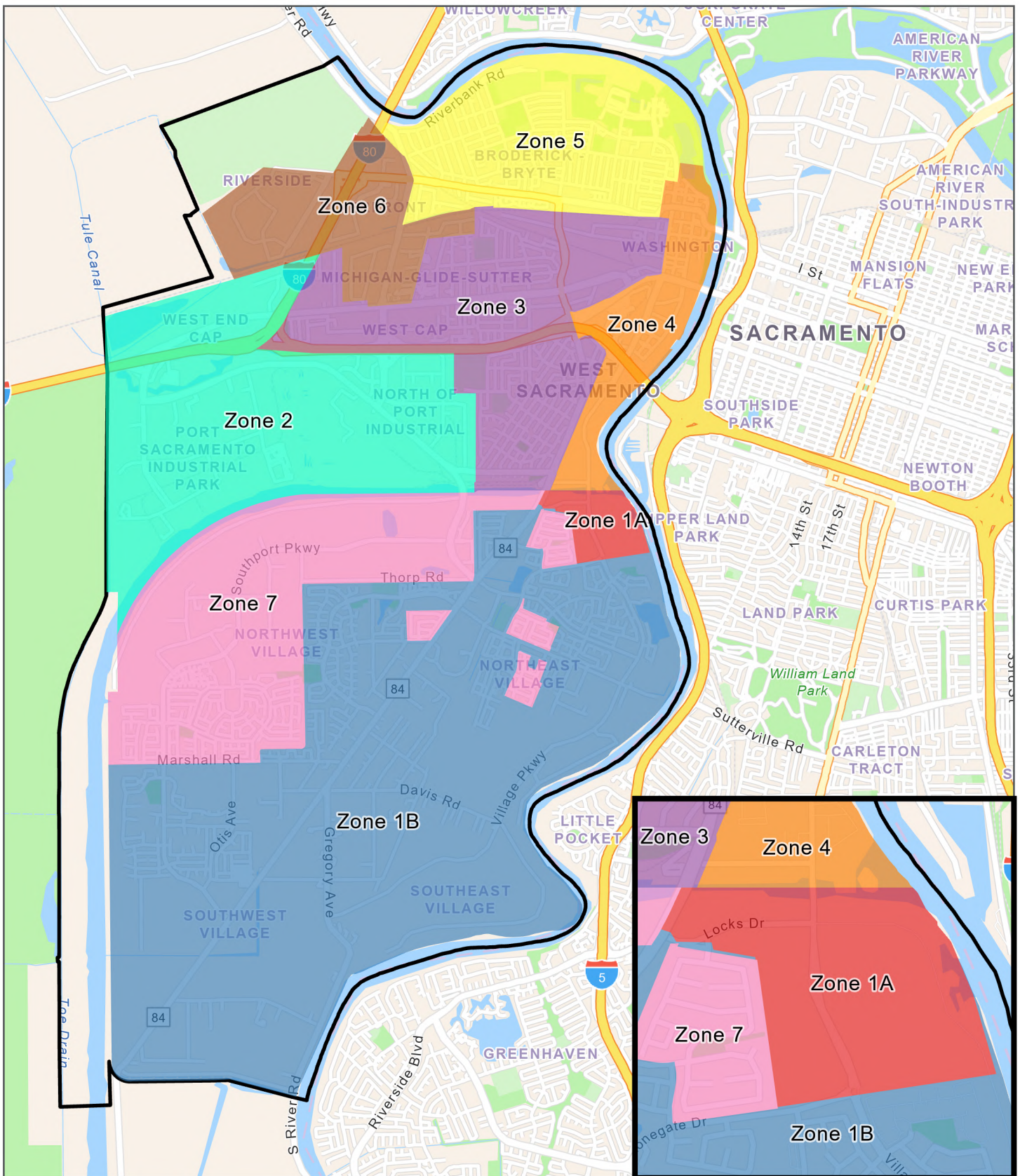
The City anticipates establishing a transit funding program. Should such a program be implemented, adjustments to the traffic impact fee may be negotiated with project applicants who participate in a financing district for transit improvements that reduce traffic generation. Participation may include advance funding, formation of a financing district, or annexation to an existing financing district.

D. URBAN INFILL FEE REDUCTION PROGRAM EXPANSION

The City adopted resolution 24-20 to have a temporary fee reduction in all districts in the Northern part of the City plus Stonelock area. The fee schedule above reflects this reduction program in all districts except for District 1.

HISTORY:

AUTHORITY	DATE	ACTION
Ord.93-18	10/10/94	Adoption of citywide traffic fee
Res. 94-90	12/7/94	Update traffic costs (new development)
Res. 95-72	12/6/95	Annual indexing policy
Res. 01-100	12/12/01	2001 Traffic Impact Fee Study
Res. 03-125	12/23/03	Update traffic cost
Res. 06-1	1/18/06	2005 Traffic Impact Fee Study
Res. 08-89	12/10/08	Add D.
Res. 10-14	3/3/10	Update for Interim Traffic and Park Fee Study
Res. 10-14	3/16/11	Council approved that interim fees sunset per resolution and adjusted to previous levels effective 4/1/11
Res. 22-84	9/19/22	Adoption of impact fee reform program in Central Business District and Washington District
Res. 22-130	10/19/22	Correction of Targeted Infill Fee Reform program in Central Business District and Washington District
Reso. 24-20	4/10/24	Adoption of Urban Infill Fee Reduction Program Expansion



- LEGEND**
- City Limits
 - Traffic Impact Fee Zone**
 - Zone 1A
 - Zone 1B
 - Zone 2
 - Zone 3
 - Zone 4
 - Zone 5
 - Zone 6
 - Zone 7

TRAFFIC IMPACT FEE ZONES MAP

CAPITAL PROJECTS DEPARTMENT
GIS & MAPPING SECTION