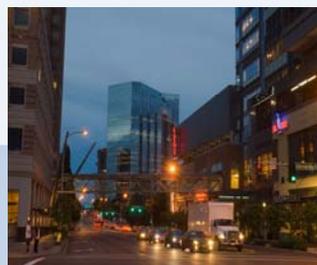




City of Bellevue

TRANSPORTATION IMPACT FEE PROGRAM REPORT 2015 UPDATE



Prepared by:

City of Bellevue Transportation Department

Transportation Implementation Planning,
Modeling & Forecasting, and
Development Review Divisions

Ordinance 6266

Transportation Impact Fee Program For Bellevue, Washington 2015 Update



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December 14, 2015

Ordinance 6266

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CHAPTER 1. INTRODUCTION

The report provides an update to the Transportation Impact Fee Program for the City of Bellevue. The update was prepared for the following reasons:

- The Growth Management Act requires regular updates to impact fee programs. The original program was adopted in 1989. The most recent review and update to the City's Transportation Impact Fee Program was conducted in 2013.
- New projects have been added to the City's Transportation Impact Fee Program in 2015 and other projects included in the 2013 Program have been completed and are being removed.
- Implementation costs for projects on the impact fee project list have changed substantially due to inflation and scope changes since the previous program review and update.
- Traffic patterns, land use development and future growth projects have evolved.

The following sections describe the impact fee program methodology, the analyses performed, and the resulting recommendations.

DEFINITION OF IMPACT FEES

Impact fees are a broad category of charges on new development assessed to pay for capital improvements (e.g., parks, schools, roads, etc.) necessitated by new development. Cities collect transportation impact fees to fund improvements that add capacity to the transportation system accommodating the travel demand added by new development.

The City developed the program based on the following findings:

- Development activity in the City, including residential, commercial, retail, office, and industrial development, will create additional demand and need for public road facilities.
- Bellevue is authorized under the state's Growth Management Act (Chapter 82.02.050 RCW) to require new growth and development within the City to pay a proportionate share of the cost of new road facilities needed to serve that new growth and development through the imposition of impact fees.
- Impact fees may be collected and spent for public road facilities needed for system improvements that are included within the capital facilities plan in the City's comprehensive plan.

LEGAL BASIS

The primary enabling mechanism for imposing impact fees in Washington State is the Growth Management Act (GMA). Prior to the passage of the GMA, local agencies primarily relied on the State Environmental Policy Act (SEPA) process to require developers to fund mitigation projects necessitated by new development.

The GMA, passed in 1990, modified the portion of RCW 82.02.050 regarding impact fees and specifically authorized the use of impact fees for jurisdictions planning under the Growth Management Act. The GMA allows impact fees for system improvements that reasonably relate to

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and reasonably benefit new development, and specifies that fees are not to exceed a proportionate share of the costs of improvements.

For a city to impose GMA impact fees, the following specific provisions are required:

- The city must have an ordinance authorizing impact fees;
- Fees may apply only to improvements identified in a Capital Facilities Plan;
- The agency must establish one or more service areas for fees;
- A formula or other method for calculating impact fees must be established;
- The fees cannot be used to finance the portion of improvements needed to pay for existing capacity deficiencies. (Note: the fees can be used to recoup the cost of improvements already made to address the needs of future development);
- The fees may not be arbitrary or duplicative;
- The fees must be earmarked specifically and be retained in special interest-bearing accounts;
- Fees may be paid under protest; and,
- Fees not expended within ten years must be refunded with interest (Bellevue City Code currently requires refund of fees not expended within six years).

An accounting system is important to ensure that the impact fees collected are assigned to the appropriate improvement projects and the developer is not charged twice for the same improvement. Appendix B provides further discussion as to the legal basis and “Determining the Benefit to Development” of the City’s Transportation Impact Fee Program.

GUIDING PRINCIPLES

A set of guiding principles provides consistent direction for development of the transportation impact fee program. The program should:

- Be legally and technically defensible;
- Be financially constrained;
- Be fair, consistent and predictable in its development and application;
- Have reasonable rates based on improvements necessary to accommodate new growth and development under the Comprehensive Plan; and,
- Be simple to administer and not preclude other requirements of SEPA such as safety issues, access improvements, etc.

These guiding principles were used to test alternative ideas and select an appropriate method of

calculating impact fees for the City.

IMPACT FEE STRUCTURE

The key steps involved in the impact fee process are shown in **Figure 1**. Steps include developing a list of road improvements and costs, allocating growth-related costs within the City, and identifying available funding. The remaining costs can be charged as impact fees, which are displayed in the form of a fee schedule. Each step is described in more detail in subsequent sections of this report.

ORGANIZATION OF REPORT

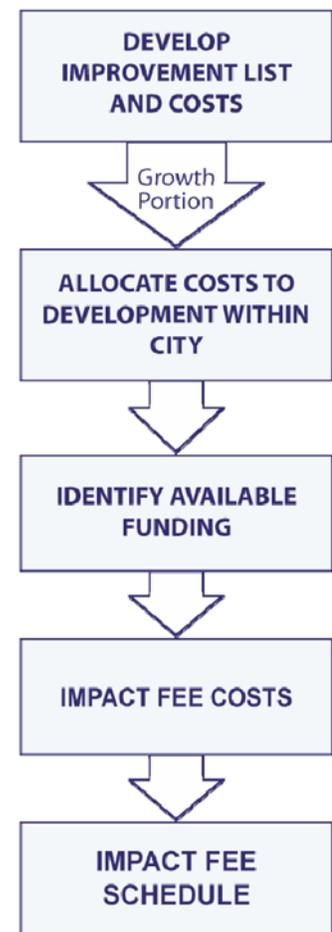
This report includes the following sections:

- Introduction
- Impact Fee Project List
- Cost Allocation
- Impact Fee Schedule

DATA ROUNDING

The data in this study were prepared using computer spreadsheet software. In some tables in this study, there will be very small variations from the results that would be obtained using a calculator to compute the same data. The reasons for these insignificant differences is that the spreadsheet software calculated the results to more places after the decimal than is reported in the tables in the report.

Figure 1. Traffic Impact Fee Program Development Steps



CHAPTER 2. IMPACT FEE PROJECT LIST

Washington State law RCW 82.02.050 specifies that Transportation Impact Fees are to be spent on ‘system improvements.’ System improvements can include physical or operational changes to existing roadways, as well as new roadway connections that are built in one location to benefit projected needs at another location. These are generally projects that add capacity (new streets, additional lanes, widening, signalization, etc.).

The impact fee structure for the City of Bellevue was designed to determine the fair share of road improvement costs that may be charged to new developments. During the City’s transportation planning process, the City identified projects needed by 2027 to meet the transportation needs of the adopted land use in the Comprehensive Plan. The task was accomplished by examining existing roadway deficiencies (if any) and forecasting future needs. The City of Bellevue used a city cost model to estimate the costs for these capacity improvements. These capital projects form the basis for the impact fee project list, which will be funded by a mix public and private sources.

The impact fee project list was composed of selected capacity projects from the City’s 2016-2027 Transportation Facilities Plan (TFP). The project list, shown in **Table 1** and illustrated in **Figure 2** includes 16 projects, totaling \$223.1 million. The total project costs will be reduced during the analysis to account for previously collected impact fees, projected revenues from new Local Improvement Districts (LIDs) or similar assessment mechanisms, and costs to address existing system deficiencies.

TABLE 1. Transportation Impact Fee Projects

#	TFP # (Map ID)	Project Location	Project Group	Project Description	Total Cost
1	TFP-110	110th Avenue NE/NE 6th Street to NE 8th Street	C	Complete a five-lane roadway section with sidewalks where missing.	\$1,532,000
2	TFP-207	NE 4th Street Extension / 116th Avenue NE to 120th Avenue NE	D	Construct a new five lane arterial with two travel lanes in each direction and a center turn lane where necessary between 116th and 120th Avenues NE; include bike lanes, curb, gutter and sidewalk on both sides, other standard roadway improvements*, a new signalized intersection at NE 4th Street/120th Avenue NE and signal modifications at NE 4th Street/116th Avenue NE.	\$36,210,000
3	TFP-208	120th Avenue NE (stage 2)/ south of NE 8th Street to NE 12th Street	B	Stage 2 will extend, realign and widen 120th Ave NE from south of NE 8th St to NE 12th St. Includes all intersection improvements at NE 8th St, Lake Bellevue Drive/Old Bel-Red Rd. The roadway cross section will consist of five lanes, with two travel lanes in each direction and center turn lane or turn pockets; bike lanes, curb, gutter and sidewalk both sides and other standard roadway improvements*.	\$36,336,000
4	TFP-209	NE Spring Blvd/116th Avenue NE to 120th Avenue NE (Zone 1)	B	Construct a new multi-modal arterial street connection between NE 12th Street/116th Avenue NE and 120th Avenue NE. The planned roadway cross-section for the new arterial street between NE 12th Street and 120th Avenue NE will include two travel lanes in each direction with turn pockets, along with new traffic signals at the NE 12th Street and 120th Avenue NE intersections, a separated multi-purpose path along the north side and a sidewalk on the south side and other standard roadway improvements*.	\$43,827,000

TABLE 1. Transportation Impact Fee Projects (continued)

#	TFP # (Map ID)	Project Location	Project Group	Project Description	Total Cost
5	TFP-210	124th Avenue NE/NE Spring Boulevard to NE 18th Street	B	Widen 124th Avenue NE from NE Spring Boulevard to NE 18th Street and reprofile the roadway in conjunction with Sound Transit East Link. The roadway cross section will consist of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane, install curb, gutter, and sidewalk or multi-use trail on both sides, other standard roadway improvements* and a new signal at NE 16th Street.	\$13,113,000
6	TFP-213	124th Avenue NE/NE 8th Street to NE Spring Boulevard	B	Widen roadway to five lanes with a separated multi-use path on both sides from Bel-Red Rd to NE Spring Boulevard and other standard roadway improvements*.	\$15,487,000
7	TFP-215	NE Spring Blvd/130th to 132nd Avenues NE	B	Construct a single westbound lane, buffered bike lane and other standard roadway improvements* on the north side of the planned East Link light rail line between 130th Avenue NE and 132nd Avenue NE. New traffic signals at the 130th Avenue NE and 132nd Avenue NE that will integrate traffic, pedestrian, and bicycle movements with the Sound Transit East Link Light Rail Transit (LRT) project. improvements.	\$3,397,000
8	TFP-216	112th Avenue NE/NE 2nd Street	C	Construct dual southbound to eastbound left-turn lanes, and a northbound to eastbound right-turn lane.	\$2,966,000
9	TFP-219	NE 8th Street/106th Avenue NE	C	Realign NE 8th Street to the south to allow three through lanes westbound from 106th Ave NE to Bellevue Way.	\$2,746,000
10	TFP-222	Bellevue Way/NE 4th Street	C	Add a southbound right turn lane and a westbound right turn lane and convert one northbound thru lane into a second left turn lane.	\$2,666,000
11	TFP-223	Bellevue Way/NE 8th Street	C	Add southbound right turn lane.	\$1,988,000
12	TFP-225	Bellevue Way/NE 2nd Street	C	Add a northbound right turn lane and a second southbound left turn lane.	\$1,404,000

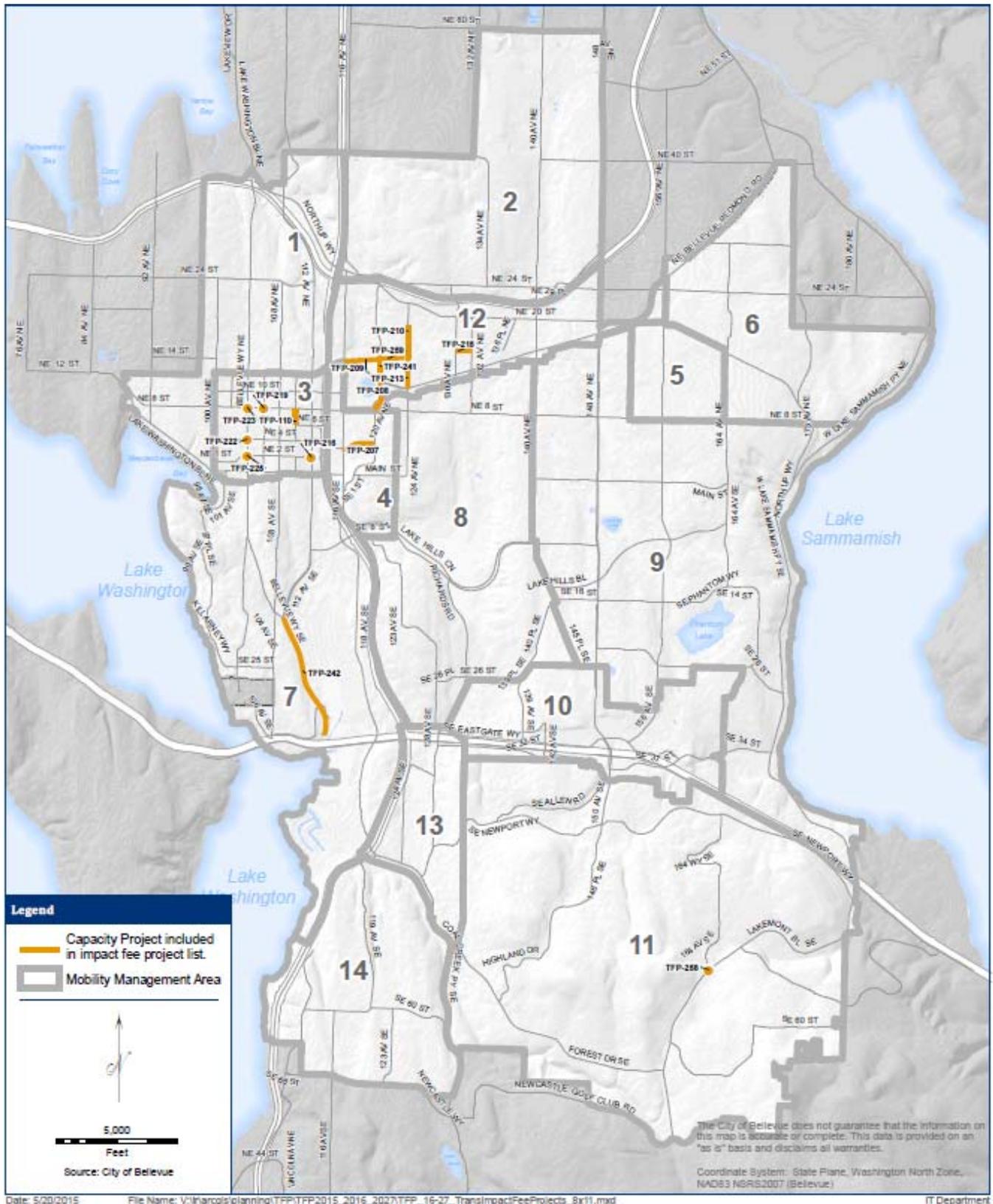
TABLE 1. Transportation Impact Fee Projects (continued)

#	TFP # (Map ID)	Project Location	Project Group	Project Description	Total Cost
13	TFP-241	120th Avenue NE (Stage 3)/NE 12th to NE 16th Streets	B	Stage 3 will widen 120th Avenue NE from NE 12th Street to NE 16th Street, including all intersection improvements at NE 12th Street and reprofile the roadway in conjunction with Sound Transit East Link. The roadway cross-section will consist of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane, improvement to, or installation where missing, bike lanes, curb, gutter and sidewalk on both sides, and other standard roadway improvements*.	\$16,546,000
14	TFP-242	Bellevue Way HOV lane/107th Ave SE to I-90	H	Widen Bellevue Way SE to add a southbound inside HOV lane and an outside sidewalk or shoulder between the main entrance to the South Bellevue Park and Ride and north of the "Y" intersection with 112th Avenue SE.	\$23,752,000
15	TFP-258	164th Avenue SE/ Lakemont Blvd signalized intersection	G	Replace the existing all way stop with a new traffic signal.	\$200,000
16	TFP-259	NE Spring Blvd/120th Avenue NE to 124th Avenue NE (Zone 2)	B	Construct a new arterial street connection between 120th and 124th Avenues NE, including signalized intersections at 120th, 121st, 123rd, and 124th Avenues NE. The planned roadway cross-section will include two travel lanes in each direction with widened outside lanes for shared bicycle use, turn pockets or center medians, curb, gutter, and wide sidewalks on both sides, and other standard roadway improvements*. An on-street parking and transit vehicle layover space will be provided along the north side of the roadway alignment.	\$20,903,000

Total \$223,073,000

*Other standard roadway improvements include but are not limited to landscaping, irrigation, illumination, storm drainage, water quality treatment, and other underground utilities.

Figure 2. Transportation Impact Fee Projects

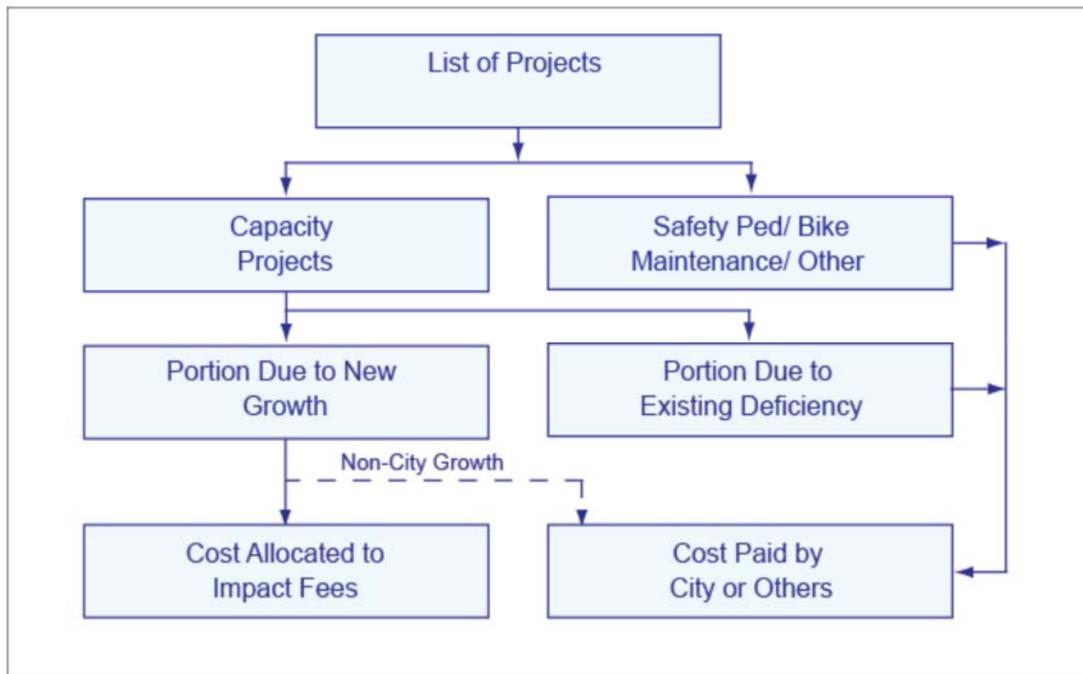


CHAPTER 3. COST ALLOCATION

METHODOLOGY

The cost allocation methodology is called a ‘marginal cost’ approach. The approach calculates the marginal growth cost of the project by determining, up front, the proportion of the project associated with growth. The impact fee methodology distinguishes between facility improvements that address existing deficiencies and those that are needed to serve new growth. For growth-related projects, this method assumes that traffic generated by future development is the reason for the improvement project(s). **Figure 3** diagrams the process.

FIGURE 3: Impact Fee Cost Allocation Concept



The following sections describe each step in the process.

TRANSPORTATION DEFICIENCIES

RCW 82.02.050(4) (a) requires that the Capital Facilities Element of a jurisdiction’s comprehensive plan identify ‘deficiencies in public facilities serving existing development.’ Under the GMA, future development cannot be held responsible for the portion of added roadway capacity needed to serve existing development.

To adequately assess both the extent of the existing roadway deficiencies and the magnitude of the future needs on arterial roadways, the City developed a standard evaluation criterion as part of its concurrency management program. The criterion selected is defined by the Highway Capacity Manual (HCM) as the average volume/capacity (v/c) ratio for intersections during the PM peak 2-hour period. The methodology calculates the v/c ratios for 97 ‘system intersections’ within 14 Mobility Management Areas (MMAs). System intersections are arterial street intersections

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controlled by traffic signals, and MMAs are geographic sub-areas of the city, designated for traffic analysis purposes.

The Transportation Element of the City’s adopted Comprehensive Plan includes two separate but related measures that must be met for its concurrency test. Both measures are based upon a maximum v/c ratio established, or ‘standard’, for each MMA. The first measure is that the average v/c ratio of all system intersections within each MMA cannot exceed that MMA’s standard. The second measure is that each MMA has a limit for the number of individual intersections that may exceed the standard. This is called the ‘Congestion Allowance’. Using the methodology described above, intersection v/c ratios are calculated for each system intersection in each MMA.

According to the annual concurrency update (April, 2015), the number of intersections citywide failing their MMA level of service standards was five, with no more than two failing in any one MMA. This quantity of failing intersections across the entire city does not approach the maximum number of failing intersections allowed in any one MMA. All MMAs were also within the average v/c ratio allowed and thus met both of the City’s adopted standards. Therefore, up to 100 percent of the project costs can potentially be allocated to new growth. **Table 2** is from the City of Bellevue Concurrency Update and summarized the analysis findings.

Table 2. Comparison of 2-Hour Average LOS in Annual Concurrency through December, 2014

MMA		Concurrency Standard		2014 Existing Condition			
		V/C Ratio	Congestion Allowance	V/C Ratio Test		Congestion Allowance Test	
				V/C Ratio	Standard Met?	No. of Intersections Below the Standard	Standard Met?
1	North Bellevue	0.85	3	0.476	Yes	0	Yes
2	Bridle Trails	0.80	4	0.647	Yes	1	Yes
3	Downtown	0.95	9	0.645	Yes	1	Yes
4	Wilburton	0.90	3	0.677	Yes	0	Yes
5	Crossroads	0.90	2	0.620	Yes	0	Yes
6	Northeast	0.80	2	0.627	Yes	0	Yes
7	South Bellevue	0.85	4	0.653	Yes	0	Yes
8	Richards Valley	0.85	5	0.608	Yes	0	Yes
9	East Bellevue	0.85	5	0.743	Yes	2	Yes
10	Eastgate	0.90	4	0.648	Yes	0	Yes
11	Newcastle	0.80	3	0.743	Yes	0	Yes
12	Bel-Red/	0.95	7	0.670	Yes	0	Yes
13	Factoria	0.95	5	0.803	Yes	1	Yes

Notes: 2000 Highway Capacity Manual (HCM) 209/Two-Hour Method. MMA 14, Newport Hills has no signalized intersections, and so is not considered.

TRAVEL GROWTH

To match the 2016-2027 Transportation Facilities Plan, the City used a 13-year land use growth estimate (includes projected growth through 2015). **Table 3** shows Bellevue land use forecasts in the categories of single family housing, multi-family housing, office, retail, industrial, institutional and lodging units for the years 2015 and 2027.

The housing and employment growth estimates were converted to PM peak hour vehicle trip ends¹ using trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation* (9th Edition, 2012). These growth estimates result in an increase of 17,606 PM peak hour vehicle trip ends within the City during the 12-year plan period. This growth in vehicle trip ends was used to calculate the impact fee rates, described further below.

Table 3. Bellevue Land Use Growth

Land Use Category	Unit of Measure	2015	2027	Annual Average	Growth
Single Family Housing	Dwelling Units	30,677	30,721	4	44
Multi-Family Housing	Dwelling Units	28,729	38,383	804	9,654
Office (incl. Institutional)	Square Feet	29,463,826	39,015,329	795,959	9,551,503
Retail	Square Feet	10,350,894	12,535,527	182,053	2,184,633
Industrial	Square Feet	5,124,558	3,050,395	(172,847)	(2,074,163)
Lodging	Rooms	4,802	7,222	202	2,420

COST ALLOCATION RESULTS

The cost allocation process distributes the growth costs for each project based upon the travel patterns within and outside the City limits. A ‘select link’ assignment procedure using the City’s travel demand forecasting model provided the origin and destination information for each vehicle trip traveling through a particular improvement project group. The grouping of projects for the select link assignments is shown in the fourth column of Table 1. Trips that pass through Bellevue, but do not have any origins or destinations internal to Bellevue, were not allocated to Bellevue growth. Trips that have one end in Bellevue and the other end outside of Bellevue were allocated 50 percent to Bellevue growth.

¹ A vehicle trip travels between an origin and a destination. Each vehicle trip has two trip ends, one each at the origin and destination. Trip ends represent the traffic coming to and from a given land use. The trip ends were calculated with trip generation formulas used by the *Institute of Transportation Engineers*.

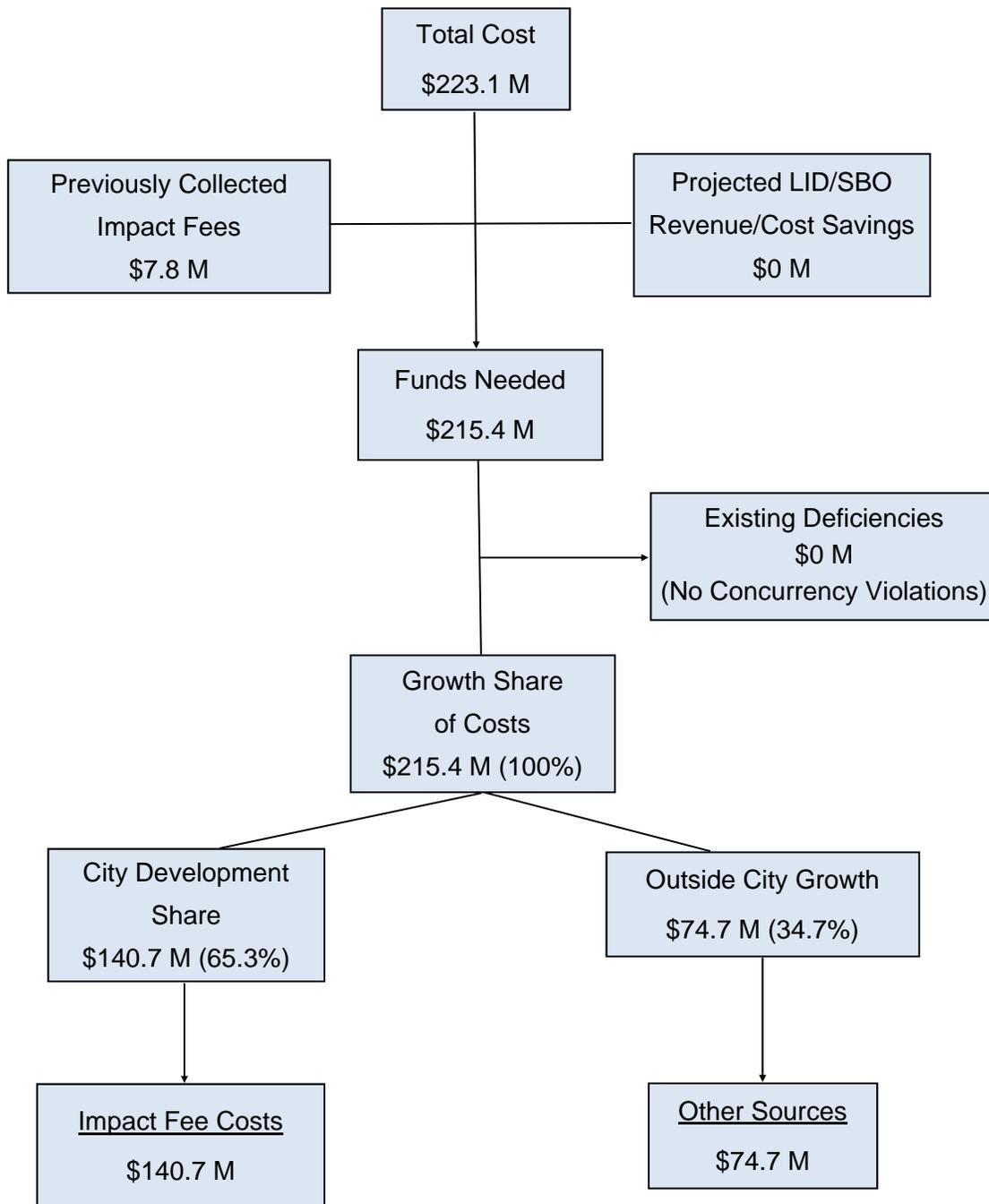
Figure 4 summarizes the cost allocation results. For discussion purposes, the dollar amounts shown in this figure and the following text descriptions are approximate values expressed in millions of dollars. The actual amounts used in the calculations are accurate to a single dollar.

The total cost of the capacity projects on the Impact Fee Project list is \$223.1 million as shown in Table 1. The City has previously collected impact fee funds equaling \$7.8 million. Removing that revenue source from the total cost leaves approximately \$215.4 million remaining to be funded. As previously mentioned, there are currently no system deficiencies requiring funding within the city's network, nor is there currently any funds projected from Local Improvement Districts or other similar assessment mechanisms to help fund any impact fee project. Funding for or from either of these purposes would also be deducted from the total impact fee project cost. This \$215.4 million net cost is referred to as the 'growth share of costs'.

The \$215.4 million was split into 'city growth' and 'outside city growth' components using the City's travel demand model data. **Appendix A – Table A-1** shows the details of this calculation. Using this data, the average percent of 'city growth' equaled 65.3 percent. This percentage is referred to as the 'City development share of cost'. The City development share, applied to the \$215.4 million of needed funds, yields an amount equal to \$140.7 million. This is the maximum allowable amount that can be charged to new development using impact fees.

The City of Bellevue's 2016-2027 Transportation Facilities Plan (TFP) documents sufficient funds available from non-impact fee sources to cover the remaining \$74.7 million needed for growth occurring outside the City.

Figure 4. Impact Fee Cost Allocation Results

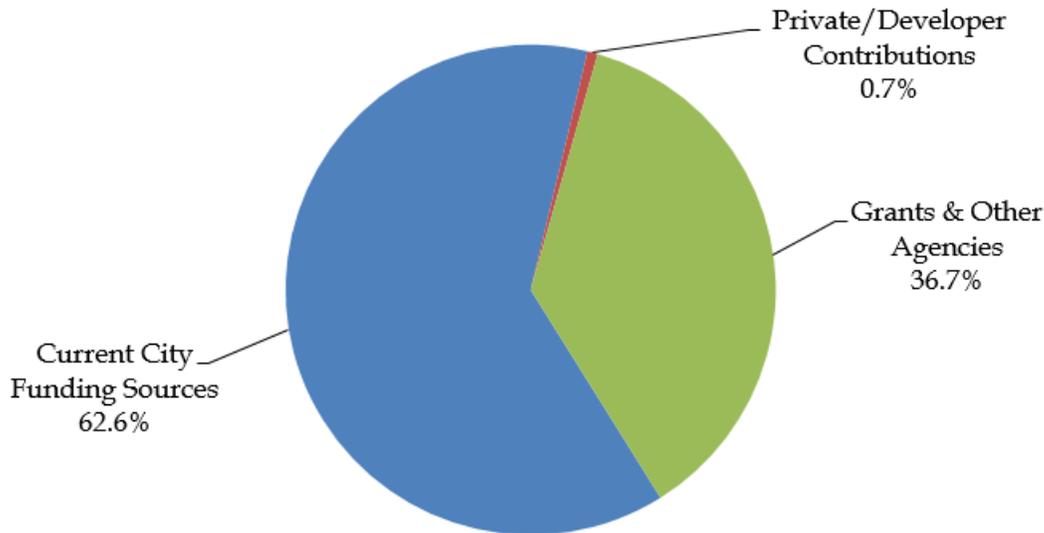


New PM Peak Hour Trip Ends = 17,606

Cost/Trip End = \$7,992

Figure 5 shows the approximate percent of funds by source. Current City funds, grants and other agency contributions, and non-impact fee developer contributions would comprise the funding package.

Figure 5. Estimated Funding Sources (\$74.7 million)



The final step in the cost allocation process dealt with calculating the ‘cost per new trip end’ within Bellevue, derived by dividing the total eligible project cost by the total number of new PM peak hour trip ends based in Bellevue. A total of 17,606 new PM peak hour vehicle trip ends are estimated to occur within the City between 2016 and 2027.

The analysis produced the following results.

Impact fee costs	\$140,700,845
Divided by:	
PM peak hour trip ends	\div <u>17,606</u>
Equals:	
Impact fee per PM Peak Hour trip end ²	\$ 7,992

The \$7,992 value represents the maximum allowable impact fee rate to meet the GMA requirements. The Bellevue City Council may set the actual impact fee rate to be charged to new development at any amount up to this value. Any lowering of the actual impact fee rate charged necessitates that additional non-impact fee funds be identified to fully fund the City development share of projects costs.

² BCC 22.16 uses the term ‘trip’ rather than ‘trip end’. This is done for ease of understanding by the public. For purposes of the code, the term trip and trip end are the same.

CHAPTER 4. IMPACT FEE SCHEDULE

The impact fee schedule was developed by adjusting the ‘cost per trip end’ information to reflect differences in trip-making characteristics for a variety of land use types within the study area. The rates in the fee schedule represent dollars per unit for each land use category. **Table 4** shows the various components of the fee schedule (trip generation rates, new trip percentages, trip lengths, and trip length adjustment for each land use).

TRIP GENERATION COMPONENTS

Trip generation rates for each land use type are derived from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (9th Edition, 2012). These “Basic Trip Rates” are expressed as vehicle trips entering and leaving a property during the PM peak hour. This 2015 Transportation Impact Fee Program Update is the first to use the ITE Trip Generation Manual, 9th Edition. Prior reports used the previous 8th Edition.

Pass-By Trip Adjustment

Basic trip generation rates, described above, represent the total traffic entering and leaving a property at the driveway points. For certain land uses (e.g., retail), a substantial amount of this traffic is already passing by the property and merely turns into and out of the driveway. These pass-by trips do not significantly impact the surrounding street system and therefore are subtracted out prior to calculating the impact fee. The resulting trips are considered ‘new’ to the street system and are therefore subject to the impact fee calculation. The ‘new’ trip percentages are derived partially from ITE data and from available surveys conducted around the country.³ The latest ITE data (in this case from the ITE Trip Generation Handbook, 3rd Edition, August 2014) was used to update the City’s Impact Fee Schedule.

Trip Length Adjustment

Another variable that affects traffic impacts is the length of the trip generated by a particular land use. The ‘cost per trip’ calculated in the impact fee program represents an average for all new trips generated within Bellevue. Being an average, there will be certain land uses that generate trips of different lengths. If a given trip length is shorter than the average, then its relative traffic impacts on the street system will be lower than average. Conversely, longer trips will impact a larger proportion of the transportation network. To account for these differences, an adjustment factor is

³ Trip Generation Sources: ITE *Trip Generation* (9th Edition, 2012); ITE *Trip Generation Handbook*, (3rd Edition, Aug. 2014); Pinellas County (FL) *Impact Fee Study* (1991), Osceola County (FL), *Alternative Traffic Generation Rate Study* (2004), Polk County (FL) *Transportation Impact Fee Study* (2005).

used, calculated as the ratio between the trip length for a particular land use type and the 'average' trip length for the city.

For many years, trip length data were estimated using limited national survey results.³ In 2014, the Puget Sound Regional Council (PSRC) conducted the "Puget Sound Regional Travel Study". The PSRC data includes the average trip length for various categories of trips that start and end in Bellevue. The overall average trip length for all trips within the City was determined to be 2.9 miles. This locally based data has been applied to the specific land uses listed in the City's Impact Fee Schedule, in Tables 4 and 5, adjusting the relative impact fee charged.

DOWNTOWN BELLEVUE TRIP GENERATION ADJUSTMENTS

Also for many years, localized survey results from National Highway Cooperative Research Program (NCHRP) Report 323, *Travel Characteristics at Large-Scale Suburban Activity Centers* were used to document lower trip generation rates (25 percent lower) in city centers for several land use types including office, hotel/motel, and multifamily residential. The lower trip generation rates are due to the higher density of buildings, a diverse mixture of land uses, and the proximity to substantial transit service and facilities.

In 2015, the City's travel demand model was used to evaluate whether the 25 percent reduction factor in Downtown Bellevue remains appropriate and whether a reduction factor may be warranted in other areas of the City due to changing land use development patterns or emerging travel options. Traffic modeling data for the future year 2027 was evaluated for mode share estimates in the City's 14 MMAs. It was projected that Downtown Bellevue will continue to see trips by personal vehicle at rates 25 percent lower than the citywide average. This is primarily due to the high estimates of transit and walking trips within the compact Downtown area. It was also found that no other MMA is projected to personal vehicle trips rates at even 5 percent below the citywide average. The reduced trip generation rates for downtown Bellevue are shown at the bottom of Tables 4 and 5. It is suggested that this trip reduction factor evaluation be conducted with each review and update of the Transportation Impact Fee Program Report.

³ Ibid. 5

TABLE 4. Impact Fee Schedule Components

Land Use	ITE Land Use Code	Unit of Measure	Basic Trip Rate	New Trip %	New Trip Rate	Avg. Trip Length (miles)	Trip Length Adjustment
Residential							
Single Family	210	dwelling	1.00	100%	1.00	2.9	1.00
Multi-Family	220-232	dwelling	0.55	100%	0.55	2.9	1.00
Senior Citizen Dwelling	252	dwelling	0.25	100%	0.25	2.9	1.00
Commercial - Services							
Bank/ S&L without Window	911	sf/GFA	12.13	60%	7.28	2.3	0.79
Bank/ S&L with Window	912	sf/GFA	24.30	65%	15.80	2.3	0.79
Hotel/Motel	310, 320	room	0.54	100%	0.54	2.9	1.00
Day Care Center	565	sf/GFA	12.34	100%	12.34	2.3	0.79
Service Station w or wo Convenience Mkt	944, 945	VFP	13.51	38%	5.13	2.3	0.79
Quick Lubrication Vehicle Shop	941	serv pos	5.19	70%	3.63	2.3	0.79
Car Wash - Self Service	947	stall	5.54	65%	3.60	2.3	0.79
Movie Theater w/ Matinee	444	screen	20.22	85%	17.19	2.9	1.00
Commercial - Institutional							
Elementary/ Middle School	520, 522	student	0.15	80%	0.12	2.9	1.00
High School	530	student	0.13	80%	0.10	2.9	1.00
Junior College	540	student	0.12	90%	0.11	2.9	1.00
Religious Institution	560	sf/GFA	0.55	100%	0.55	2.9	1.00
Nursing Home	620	bed	0.22	100%	0.22	2.9	1.00
Congregate Care/Assisted Living	253	dwelling	0.17	100%	0.17	2.9	1.00
Medical Clinic	630	sf/GFA	5.18	75%	3.89	3.3	1.14
Hospital	610	sf/GFA	0.93	80%	0.74	3.3	1.14
Commercial - Restaurant							
Quality Restaurant	931	sf/GFA	7.49	56%	4.19	2.7	0.93
High Turnover Restaurant	932	sf/GFA	9.85	57%	5.61	2.3	0.79
Fast Food Restaurant without Window	933	sf/GFA	26.15	50%	13.08	2.3	0.79
Fast Food Restaurant with Window	934	sf/GFA	32.65	50%	16.33	2.3	0.79
Commercial - Retail Shopping							
Shopping Center	820	sf/GLA	3.71	66%	2.45	2.7	0.93
Supermarket	850	sf/GFA	9.48	64%	6.07	2.7	0.93
Convenience Market	851	sf/GFA	52.41	49%	25.68	2.3	0.79
Convenience Market with Gas Pumps	853	sf/GFA	50.92	34%	17.31	2.3	0.79
Discount Supermarket	854	sf/GFA	8.34	79%	6.59	2.3	0.79
Discount Store	815	sf/GFA	4.98	83%	4.13	2.3	0.79
Discount Superstore	813	sf/GFA	4.35	73%	3.18	2.3	0.79
Miscellaneous Retail	814, 820	sf/GFA	3.71	66%	2.45	2.3	0.79
Retail Warehouse (Hardware)	862	sf/GFA	2.33	58%	1.35	2.7	0.93
Retail Warehouse (General Merchandise)	857	sf/GFA	4.18	63%	2.63	2.7	0.93

See next page for notes

TABLE 4. Impact Fee Schedule Components (Continued)

Land Use	ITE Land Use Code	Unit of Measure	Basic Trip Rate	New Trip %	New Trip Rate	Avg. Trip Length (miles)	Trip Length Adjust-ment
Commercial - Retail Shopping (Continued)							
Furniture Store	890	sf/GFA	0.45	47%	0.21	2.7	0.93
Pharmacy with or without Drive-Through	880, 881	sf/GFA	8.40	50%	4.20	2.3	0.79
Auto Parts Store	943	sf/GFA	4.46	57%	2.54	2.7	0.93
Car Sales -New/ Used	841	sf/GFA	2.62	80%	2.10	3.3	1.14
Commercial - Office							
Office	710	sf/GFA	1.49	90%	1.34	3.3	1.14
Medical/ Dental Office	720	sf/GFA	3.57	75%	2.68	3.3	1.14
Industrial							
Light Industry/Manufacturing	110, 140	sf/GFA	0.97	100%	0.97	3.3	1.14
Industrial Park	130	sf/GFA	0.85	100%	0.85	3.3	1.14
Warehousing	150	sf/GFA	0.32	100%	0.32	3.3	1.14
Mini-Warehouse	151	sf/GFA	0.26	100%	0.26	3.3	1.14
Downtown Land Uses							
Multi-Family (D)	220-232	dwelling	0.41	100%	0.41	2.9	1.00
Hotel/Motel (D)	310, 320	room	0.41	80%	0.33	2.9	1.00
Office (D)	710	sf/GFA	1.12	90%	1.01	3.3	1.14

Notes:

sf/GFA = square feet Gross Floor Area

sf/GLA = square feet Gross Leasable Area

For uses with Unit of Measure given in sf, trip rate is given as trips per 1,000 sf

VFP = Vehicle Fueling Station (Maximum number of vehicles that can be fueled simultaneously)

serv pos = Service Position

SCHEDULE OF RATES

The impact fee schedule using maximum allowable rates is shown in **Table 5**. Separate fees for downtown Bellevue are listed for Multi-Family, Hotel/Motel and Office land uses at the bottom of Table 5. In the fee schedule, fees are shown as dollars per unit of development for various land use categories, as defined in **Appendix C**. The impact fee program is flexible in that if a use does not fit into one of the categories, the City may calculate an impact fee based on the development's projected trip generation.

TABLE 5. Impact Fee Schedule (Maximum Allowable Rates)

Land Use	ITE Land Use Code	Unit of Measure	Impact Fee Rate
Residential			
Single Family	210	dwelling	\$7,992
Multi-Family	220-232	dwelling	\$4,396
Senior Citizen Dwelling	252	dwelling	\$1,998
Commercial - Services			
Bank/ S&L without Window	911	sf/GFA	\$46.13
Bank/ S&L with Window	912	sf/GFA	\$100.12
Hotel/Motel	310, 320	room	\$4,316
Day Care Center	565	sf/GFA	\$78.22
Service Station w or wo Convenience Mkt	944, 945	VFP	\$32,541
Quick Lubrication Vehicle Shop	941	serv pos	\$23,028
Car Wash - Self Service	947	stall	\$22,825
Movie Theater w/ Matinee	444	screen	\$137,359
Commercial - Institutional			
Elementary/ Middle School	520, 522	student	\$959
High School	530	student	\$831
Junior College	540	student	\$863
Religious Institution	560	sf/GFA	\$4
Nursing Home	620	bed	\$1,758
Congregate Care/Assisted Living	253	dwelling	\$1,359
Medical Clinic	630	sf/GFA	\$35.33
Hospital	610	sf/GFA	\$6.77
Commercial - Restaurant			
Quality Restaurant	931	sf/GFA	\$31.21
High Turnover Restaurant	932	sf/GFA	\$35.59
Fast Food Restaurant without Window	933	sf/GFA	\$82.88
Fast Food Restaurant with Window	934	sf/GFA	\$103.48
Commercial - Retail Shopping			
Shopping Center	820	sf/GLA	\$18.22
Supermarket	850	sf/GFA	\$45.14
Convenience Market	851	sf/GFA	\$162.78
Convenience Market with Gas Pumps	853	sf/GFA	\$109.74
Discount Supermarket	854	sf/GFA	\$41.76
Discount Store	815	sf/GFA	\$26.20
Discount Superstore	813	sf/GFA	\$20.13
Miscellaneous Retail	814, 820	sf/GFA	\$15.52
Retail Warehouse (Hardware)	862	sf/GFA	\$10.06
Retail Warehouse (General Merchandise)	857	sf/GFA	\$19.59

see next page for notes

TABLE 5. Impact Fee Schedule (Maximum Allowable Rates) Continued

Land Use	ITE Land Use Code	Unit of Measure	Impact Fee Rate
Commercial - Retail Shopping (Continued)			
Furniture Store	890	sf/GFA	\$1.57
Pharmacy with or without Drive-Through	880, 881	sf/GFA	\$26.62
Auto Parts Store	943	sf/GFA	\$18.92
Car Sales -New/ Used	841	sf/GFA	\$19.06
Commercial - Office			
Office	710	sf/GFA	\$12.20
Medical/ Dental Office	720	sf/GFA	\$24.35
Industrial			
Light Industry/Manufacturing	110	sf/GFA	\$8.82
Industrial Park	130	sf/GFA	\$7.73
Warehousing	150	sf/GFA	\$2.91
Mini-Warehouse	151	sf/GFA	\$2.36
Downtown Land Uses			
Multi-Family	220-232	dwelling	\$3,277
Hotel/Motel	310, 320	room	\$2,621
Office	710	sf/GFA	\$9.17

Notes:

sf/GFA = square feet Gross Floor Area

sf/GLA = square feet Gross Leasable Area

For uses with Unit of Measure given in sf, trip rate is given as trips per 1,000 sf

VFP = Vehicle Fueling Station (Maximum number of vehicles that can be fueled simultaneously)

serv pos = Service Position

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Table 6 provides two examples (residential and office) of the calculation.

Table 6. Example Calculations of Impact Fee Rate (Maximum Allowable Rate)

	Calculations	Residential: Single Family	Commercial Office
	PM Peak Hour Trip Generation (per unit) ¹	1.00/ dwelling	1.49/ 1,000 sq ft.
x	Percent New Trips	100%	90%
x	New Trip Rate	= 1.00/ dwelling	= 1.34/ 1,000 sq ft.
	Trip Length (miles)	2.9	3.3
÷	÷	÷	÷
	Average Trip Length (miles)	2.9	2.9
x	Trip Length Adjustment	= 1.00	= 1.14
x	Average Cost per Trip End	\$7,992	\$7,992
÷	Divide by 1,000 for rate per square foot	NA	1,000
=	Impact Fee Rate (per unit)	\$7,992/ dwelling	\$12.20/ sq ft.

¹ ITE Trip Generation, 9th Edition, 2012

APPENDIX A – COST ALLOCATION RESULTS

The cost allocation results are summarized in this Appendix. **Table A-1** illustrates how the impact fee project costs (shown in Table 1) were divided into growth-related costs attributable to the City. In order to determine this proportion, the City’s travel demand model was used to identify the portion of trip-making associated with existing and growth-related traffic. A technique called ‘select-link’ analysis was used to isolate the vehicle trips using each of the impact fee projects. The first column of Table A-1 shows several ‘project groups’, which represent the grouping of impact fee projects used in the select link traffic forecasts. Each project group includes impact fee projects that are located within close proximity to each other, representing similar traffic patterns. The grouping of projects is shown at the bottom of Table A-1.

Table A-1. Cost Allocation by Project Group

Project Group #	Project Costs (Total)	Previously Collected Impact Fees	Project Costs minus Deficiencies and Previously Collected Impact Fees,	Percent of New Project Traffic due to Growth within City	Project Costs Allowable for Impact fees
A	\$ -	\$ -	\$ -	0.0%	\$ -
B	\$ 149,609,000	\$ 6,113,456	\$ 143,495,544	69.9%	\$ 100,271,051
C	\$ 13,302,000	\$ -	\$ 13,302,000	73.4%	\$ 9,757,664
D	\$ 36,210,000	\$ 1,253,555	\$ 34,956,445	75.2%	\$ 26,277,689
E	\$ -	\$ -	\$ -	0.0%	\$ -
F	\$ -	\$ -	\$ -	0.0%	\$ -
G	\$ 200,000	\$ 100,000	\$ 100,000	23.4%	\$ 23,355
H	\$ 23,752,000	\$ 300,000	\$ 23,452,000	18.6%	\$ 4,371,086
Total	\$ 223,073,000	\$ 7,767,011	\$ 215,305,989		\$ 140,700,845
Total			\$ 215,305,989	65.3%	\$ 140,700,845

Project Group Definitions (used for grouping capacity projects for travel modeling)

A	NE Northup Way
B	Bel-Red Area
C	Downtown Bellevue
D	Area East of Downtown and South of Bel-Red
E	Northeast Bellevue
F	I-90/148th Ave SE & 145th Ave SE Area
G	Factoria/South Bellevue
H	SW Bellevue

APPENDIX B – DETERMINING THE BENEFIT TO DEVELOPMENT

The Growth Management Act and more specifically RCW 82.02.050 outlines that the benefit provided to development by impact fees shall be determined by three provisions, or tests. The impact fees, a) shall only be imposed, and expended, for system improvements that are reasonably related to the new development; b) shall not exceed a proportionate share of the costs of system improvements that are reasonably related to the new development; and c) shall be used for system improvements that will reasonably benefit new development.

a) Reasonably Related:

Two provisions of the law reinforce the requirement that expenditures be “reasonably related” to the development that paid the impact fee.

- First, the requirement that fee revenue must be allocated to and expended on specific public facilities identified in a capital facilities plan (defined as the 12-year Transportation Facilities Plan (TFP) in Bellevue City Code) that the City has determined will benefit new development. The specific growth-related facility improvements in the current Transportation Impact Fee Program are identified in Chapter 2 of this report, Impact Fee Project List.
- Second, impact fee revenue must be expended on the identified projects within 10 years (City Code currently requires expenditure within six years). This provision ensures timeliness of the benefit to the fee payer.

b) Proportionate Share of Costs

There are essentially three elements to the proportional share requirement.

- First, the proportionate share requirement means that impact fees can only be charged for the portion of the cost of public facilities that is “reasonably related” to new development. Impact fees cannot be charged to pay for the cost of reducing or eliminating deficiencies in existing facilities. The current status of existing transportation system deficiencies in Bellevue is provided in Chapter 3 of this report. Other non-growth related facility improvements included within the City’s 12-year TFP are excluded from the Impact Fee Project List used to develop the maximum impact fee rates.
- Second, the costs of facilities that will benefit new development and existing users must be apportioned between the two groups in determining the amount of the fee. The City’s impact fee program accomplishes this by calculating the cost per trip but only applying the cost to new development when calculating a maximum impact fee rate. This follows the rationale that growth benefiting facility improvements would not be necessary if not

for growth. The analysis of this test for the current Transportation Impact Fee Program is also included in Chapter 3 of this report, Cost Allocation.

- Third, the proportionate share requirement incorporates a requirement to provide adjustments to and/or credits against impact fees where appropriate. The ‘adjustments’ requirement reduces the impact fee due to account for separate past or known future payments of other revenue which will fully or in part fund the same facilities to serve growth that are the basis for the impact fee rates (These payments may include, but are not limited to Local Improvement District (LID) assessments and monetary payments required by the State Environmental Policy Act (SEPA)). The ‘credits’ requirement reduces impact fees due by the value of dedicated land or facility improvement construction (deemed acceptable by the City) provided by the fee payer if for any of the facility improvements for which impact fees are collected.

c) Reasonably Benefit:

There are a many ways to fulfill the requirement that impact fees be “reasonably related” to a development’s need for roadway improvements. These include personal use of the facility by occupants, tenants or customers of the development (direct benefit), use by persons or organizations who provide goods or services to the fee-paying development (indirect benefit), and geographic proximity (presumed benefit). These measures of benefit are implemented by the following techniques:

- Impact fees for roads are charged to developments which benefit from new roads. The City’s Bellevue-Kirkland-Redmond (BKR) travel demand model was used to evaluate the vehicular trip origins and destinations of all 2027 PM peak hour trips with at least one trip end within one of the City’s 14 Mobility Management Areas (MMAs). The findings suggest that vehicles coming from or going to each MMA impact the transportation system within each of the other 13 MMAs – and that drivers will reasonably benefit from transportation system improvements made in other MMAs.

To help illustrate this, **Table B-1** shows the modeling data reflecting the total in-city trips (both trip ends within Bellevue) that are traveling between a “Focus MMA” and all other MMAs and the percentage of the total in-city trips that are traveling between the Focus MMA and one of the five (5) MMAs in which one or more facility improvement (impact fee) projects are located.

Table B-1: PM Peak Hour Vehicle Trips between City of Bellevue MMAs

Focus MMA	Total In-City Trips between Focus MMA and All Other MMAs	Percent of Total In-City Trips between Focus MMA and Any of the Five MMAs with Impact Fee Projects (Downtown, Wilburton, S. Bellevue, SE Bellevue, Bel-Red/Northup)
1-North Bellevue	1,959	73%
2-Bridle Trails	1,523	59%
3-Downtown	14,891	72%
4-Wilburton	1,836	62%
5-Crossroads	1,867	50%
6-NE Bellevue	1,180	51%
7-South Bellevue	2,403	71%
8-Richards Valley	2,145	61%
9-East Bellevue	3,580	49%
10-Eastgate	4,187	43%
11-SE Bellevue	3,092	50%
12-Bel-Red/ Northup	7,103	55%
13-Factoria	2,070	48%
14-Newport Hills	935	57%

Notes: -Table data does not represent trips to destinations or from origins outside the City of Bellevue.
 -Table data does not represent the MMAs that trips must traverse – and impact – to reach their destination MMA.

- The City of Bellevue provides its transportation network to all users of property within the City, regardless of type of use. The relative needs, and impacts, of different types of land use growth are considered in establishing the trip generation rates, and thus the fee amounts, by use in the Impact Fee Schedule. The Impact Fee Schedule, listing the current maximum allowable impact fee rates for each identified land use is included in Chapter 4 of this report, Impact Fee Schedule.
- Specific developments can pay a lesser impact fee than indicated by the adopted impact fee schedule if they demonstrate that their development will have a lower trip generation rate or otherwise lower impact than is indicated by the impact fee schedule calculation for the proposed use. This provision is included within the Bellevue City Code (Sections 22.16.080.D and F).

APPENDIX C – LAND USE DEFINITIONS

The following land use definitions are derived from the ITE *Trip Generation* (9th Edition). They have been modified as appropriate for the City of Bellevue. Where multiple land use codes are listed, the code marked with an asterisk (*) was selected for use in the Impact Fee Schedule. Rates for other land uses were selected as indicated in the definitions.

RESIDENTIAL

Single Family: One or more detached housing units located on an individual lot. Also includes accessory dwelling units. (ITE # 210)

Multi-Family: A building or buildings designed to house two or more families living independently of each other. Includes apartments, condos, attached duplexes and attached townhouses. Includes accessory dwelling units (separate structure) and single room occupancy, if additional parking provided. (ITE #'s 220-232. Uses weighted average of rates)

Senior Citizen Dwelling: Residential units similar to apartments or condominiums restricted to senior citizens. Separate from congregate care/assisted living and nursing home facilities. (ITE # 252)

COMMERCIAL SERVICES

Bank/Savings and Loan without Drive-in Window: A financial institution without a drive-up window. Includes banks, savings and loans, and credit unions. May or may not be a free-standing building. (ITE # 911)

Bank/Savings and Loan with Drive-In Window: A financial institution with a drive-up window. Includes banks, savings and loans, and credit unions. May or may not be a free-standing building. (ITE # 912)

Hotel/Motel: A place of lodging providing sleeping accommodations. May include restaurants, cocktail lounges, meeting and banquet rooms or convention facilities. (ITE #'s 310, 320. Uses weighted average of rates.)

Day Care Center: A facility for the care of infant and preschool age children during the daytime hours. Generally includes classrooms, offices, eating areas, and a playground. (ITE # 565) **Exempt from impact fees per BCC 22.16.070 B1.**

Service Station with or without Convenience Market: A facility used for the sale of gasoline, oil, and lubricants. May sell convenience food items along with gasoline and other car products; gas pumps are primarily or completely self-service. May include areas for servicing, repairing, and washing vehicles. (ITE #'s 944, 945*)

Quick Lubrication Vehicle Shop: A facility where the primary activity is to perform oil change services for vehicles. Automobile repair service is generally not provided. (ITE # 941)

Car Wash – Self Service: A facility where a driver parks and washes the vehicle in a stall. Automated car washes will need to be analyzed on a case by case basis. (ITE # 947)

Movie Theatre with Matinee: Consists of audience seating, one or more screens and auditoriums, and a lobby and refreshment stand. (ITE # 444)

COMMERCIAL-INSTITUTIONAL

Elementary/Middle School: These are facilities of education serving students attending kindergarten through students who have not yet entered high school. Elementary School and Middle School are grouped together with common trip-making characteristics during the PM peak period. (ITE # 520*, 522). **Publicly funded educational facilities are exempt from impact fees.**

High School: High Schools serve students who have completed middle or junior high school. (ITE # 530) **Publicly funded educational facilities are exempt from impact fees.**

Junior College: Two-year facilities of higher education. (ITE # 540) **Publicly funded educational facilities are exempt from impact fees.**

Religious Institution: A building providing public worship facilities. May house an assembly hall or sanctuary, meeting rooms, classrooms, and occasionally dining facilities. Religious institutions which hold major activities or services on weekdays or which provide day care may need to be analyzed on a case by case basis. (ITE # 560)

Nursing Home: A facility whose primary function is to care for persons unable to care for themselves. Applies to rest homes, chronic care, and convalescent centers. Residents do little or no driving. Traffic is generated primarily by employees, visitors, and deliveries. (ITE # 620)

Congregate Care/Assisted Living: One or more multi-unit buildings designed for the elderly or those who are unable to be completely independent due to physical or mental handicap. The level of care provided is generally less than in a nursing home. May contain dining rooms, medical facilities, and recreational facilities. (ITE # 253)

Medical Clinic: A facility which provides diagnoses and outpatient care on a routine basis but which is unable to provide prolonged in-house medical/surgical care. Differs from medical/dental office in that a medical clinic is generally affiliated with a large group or hospital. (ITE # 630)

Hospital: A building or buildings designed for the medical, surgical diagnosis, treatment and housing of persons under the care of doctors and nurses. Rest homes, nursing homes, convalescent homes and clinics are not included. (ITE # 610). **Non-profit hospitals are exempt from impact fees.**

COMMERCIAL-RESTAURANT

Quality Restaurant: A high-quality eating establishment, which sells prepared food or beverages and generally offers accommodations for consuming the food or beverage on the premises. Usually serves breakfast, lunch, and/or dinner; generally does not have a drive-up window. Includes bars/taverns. (ITE # 931)

High Turnover Restaurant: A sit-down, full-service eating establishment with a turnover rate of approximately one hour or less. This type of restaurant is usually moderately priced and frequently belongs to a restaurant chain. Generally, these restaurants serve lunch and dinner; they may also be open for breakfast and are sometimes open 24 hours per day. (ITE # 932)

Fast Food Restaurant without Window: An eating establishment that offers quick food service and a limited menu of items. Food is generally served in disposable wrappings or containers, and may be consumed inside or outside the restaurant building. Restaurants in this category do not have a drive-up window. (ITE # 933)

Fast Food Restaurant with Window: An eating establishment that offers quick food service and a limited menu of items. Food is generally served in disposable wrappings or containers, and may be consumed inside or outside the restaurant building. Restaurants in this category have a drive-up window. (ITE # 934)

COMMERCIAL-RETAIL SHOPPING

Shopping Center: An integrated group of commercial establishments that is planned, developed, owned, or managed as a unit. On-site parking facilities are provided, and administrative office areas are usually included. In addition to the integrated unit of shops in one building or enclosed around a mall, include peripheral buildings located on the perimeter of the center adjacent to the streets and major access points. Supermarkets should typically be separated for calculation purposes from the rest of the shopping center. Small malls with fewer than four different businesses may be analyzed as miscellaneous retail. (ITE # 820)

Supermarket: Retail store (greater than 5,000 gsf) that sells a complete assortment of food, food preparation and wrapping materials, and household cleaning and servicing items. May also contain money machines or small bank, photo center, pharmacy and video rental. (ITE # 850)

Convenience Market: A use (less than 5,000 gsf) that combines retail food sales with fast foods or take-out food service; generally open long hours or 24 hours a day. Does not include fuel pumps. (ITE # 851)

Convenience Market with Gas Pumps: A use (less than 5,000 gsf) that combines retail food sales with fast foods or take-out food service; generally open long hours or 24 hours a day. Includes fuel pumps, but fuel is not the primary purpose. (ITE # 853)

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Discount Supermarket: Retail store, typically free-standing, which sells a complete assortment of food, food preparation and wrapping materials, and household cleaning and servicing items. May also contain money machines or small bank, photo center, pharmacy, and video rental. Typically larger than a supermarket. Items often sold in bulk at discounted prices. (ITE # 854)

Discount Store: Typically a free-standing store with off-street parking. Usually offers centralized cashiering and a wide range of products (may include groceries). Often the only store on a site, but can be found in mutual operation with its own or other garden center or service station. (ITE # 815)

Discount Superstore: Same as Discount Store, but includes a full service grocery department under the same roof, which shares entrances and exits with the discount store area. Fred Meyer stores are an example of this land use. (ITE # 813)

Miscellaneous Retail: Establishments primarily engaged in selling goods or merchandise to the general public for personal or household consumption and rendering services incidental to the sales of such goods. Included in this category are florists, liquor stores, and other small shops specializing in apparel or hard goods. Miscellaneous retail is intended for retail land uses that cannot be readily related to another retail category. The closest comparative land use is a shopping center. (ITE # 820. Uses average rate for shopping center.)

Retail Warehouse (Hardware): A free-standing warehouse type facility (typically 25,000-150,000 gsf) with off-street parking. Generally offers a variety of customer services, centralized cashiering, and sales of home improvement merchandise including lumber, tools, paint, lighting, wallpaper, kitchen and bathroom fixtures, lawn equipment, and garden equipment. Home Depot and Lowe's are examples of this land use. (ITE # 862)

Retail Warehouse (General Merchandise): A warehouse-type facility, typically free-standing, with off-street parking. Generally offers a variety of customer services and centralized cashiering. May include electronics, computers, toys, food, and general merchandise. Stores typically have long hours seven days a week. Costco and Toys R Us are examples of this land use. (ITE #'s 857*, 863 and 864)

Furniture Store: Furniture stores specialize in the sale of furniture, and often, carpeting. The stores are generally large and include storage areas. (ITE # 890)

Pharmacy with or without Drive-Through: A pharmacy which sells prescriptions and non-prescription drugs, cosmetics, toiletries, medications, stationery, personal care products, limited food products, and general merchandize. The drug stores may contain drive-through windows. (ITE # 880*, 881)

Auto Parts Store: A facility that specializes in the sale of automobile parts for do-it-yourself maintenance and repair. These facilities are not equipped for on-site vehicle repair. (ITE # 943)

Car Sales – New and Used: Facilities are generally located as strip development along major arterial streets that already have a preponderance of commercial development. Generally included are auto services and parts sales along with a sometimes substantial used-car operation. Some dealerships also include leasing activities and truck sales and servicing. (ITE # 841)

COMMERCIAL-OFFICE

Office: An office building houses one or more tenants and is the location where affairs of a business, commercial or industrial organization, professional person or firm are conducted. The building or buildings may be limited to one tenant, either the owner or lessee, or contain a mixture of tenants including professional services, insurance companies, investment brokers, and company headquarters. Services such as a bank or savings and loan, a restaurant or cafeteria, miscellaneous retail facilities, and fitness facilities for building tenants may also be included. (ITE #s 710*, 714, 715, 733 and 750)

Medical Office/Dental Clinic: A facility which provides diagnoses and outpatient care on a routine basis but which is unable to provide prolonged in-house medical/surgical care. A medical office is generally operated by either a single private physician/dentist or a group of doctors and/or dentists. (ITE # 720)

INDUSTRIAL

Light Industry/Manufacturing: A facility where the primary activity is the conversion of raw materials or parts into finished products. Generally also have offices and associated functions. Typical uses are printing plants, material testing laboratories, bio-technology, medical instrumentation or supplies, communications and information technology, and computer hardware and software. (ITE #'s 110*, 140)

Industrial Park: Areas containing a number of industrial or related facilities. They are characterized by a mix of manufacturing, service and warehouse facilities with a wide variation in the proportion of each type of use from one location to another. Industrial parks include research centers, facilities or groups of facilities that are devoted nearly exclusively to research and development activities. They may also contain offices and some light fabrication areas; the primary function is that of research and development. (ITE # 130)

Warehousing: Facilities primarily devoted to the storage of materials, manufactured goods and vehicles. They may also include office and maintenance areas. (ITE # 150)

Mini-Warehouse: Buildings in which a number of storage units or vaults are rented for the storage of goods. Such facilities typically contain a large number of relatively small units. (ITE # 151)