

**ORDINANCE NO. 356**

**AN ORDINANCE OF THE CITY OF WOODINVILLE, WASHINGTON,  
ESTABLISHING AND IMPOSING TRANSPORTATION IMPACT FEES UPON  
CERTAIN NEW DEVELOPMENT AND ESTABLISHING STANDARDS AND  
PROCEDURES FOR EXEMPTIONS, CREDITS, REFUNDS AND APPEALS FROM  
IMPOSITION OF SUCH FEES.**

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WHEREAS, the City of Woodinville adopted a Comprehensive Plan establishing the intent of the citizens to ensure that new developments pay a proportionate share of the cost of new facilities needed to serve such growth; and

WHEREAS, the Comprehensive Plan contains a complete description of the existing level of service for transportation facilities and the impacts of future growth on that level of service; and

WHEREAS, the City Council wishes to ensure that those transportation facilities necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use, or shortly thereafter, without decreasing current service levels below established minimum standards for the City; and

WHEREAS, the adopted Comprehensive Plan directs staff to impose impact fees as one of several methods of funding transportation facilities in a manner that fairly distributes costs and benefits NOW, THEREFORE,

THE CITY COUNCIL OF THE CITY OF WOODINVILLE, WASHINGTON, DO ORDAIN AS FOLLOWS:

A new Chapter 3.39 is hereby added to the Woodinville Municipal Code to read as follows:

<b>Chapter 3.39</b>	<b>Transportation Impact Fees</b>
<b>3.39.010.</b>	<b>Purpose.</b>
<b>3.39.020.</b>	<b>Authority.</b>
<b>3.39.030.</b>	<b>Definitions.</b>
<b>3.39.040.</b>	<b>Applicability.</b>
<b>3.39.050.</b>	<b>Exemptions.</b>
<b>3.39.060.</b>	<b>Service Area.</b>
<b>3.39.070.</b>	<b>Impact Fee Account Funds Established.</b>
<b>3.39.080.</b>	<b>Use of Funds.</b>
<b>3.39.090.</b>	<b>Impact Fee Assessment and Collection.</b>
<b>3.39.100.</b>	<b>Impact Fee Adjustments, Independent Calculations.</b>
<b>3.39.110.</b>	<b>Impact Fee Credits.</b>
<b>3.39.120.</b>	<b>Impact Fee Refunds.</b>
<b>3.39.130.</b>	<b>Appeals and Payments Under Protest.</b>
<b>3.39.140.</b>	<b>Council Review of Impact Fees.</b>
<b>3.39.150.</b>	<b>[reserved]</b>
<b>3.39.160.</b>	<b>Impact Fee Calculations.</b>

### 3.39.170. Schedule of Fees.

#### 3.39.010. Purpose.

This chapter is intended to:

- a) Assist in the implementation of the Comprehensive Plan for the City of Woodinville.
- b) Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use, or shortly thereafter, without decreasing current service levels below established minimum standards for the City.
- c) Establish standards and procedures so that new development pays a proportionate share of costs for new facilities and services and does not pay arbitrary or duplicative fees for the same impact.

#### 3.39.020. Authority.

- a) This chapter is enacted pursuant to the Washington State Growth Management Act codified at chapter 36.70A RCW and at RCW 82.02.050 to 82.02.100.
- b) The City has conducted studies documenting costs and demand for new facilities and services. These studies are attached hereto as **Attachment A**, and are hereby incorporated into this ordinance by reference as if set forth in full. The City of Woodinville Comprehensive Plan is also incorporated into this Chapter by reference.

#### 3.39.030. Definitions

- a) Dwelling Unit: See definition in WMC 21.06.180.
- b) Encumber: To transfer impact fee dollars from the transportation impact fee fund to a fund for a particular System Improvement that is fully funded in the six-year Capital Improvement Program adopted within the current year's budget. Funds may only be encumbered by an action of the City Council. The fund encumbering the impact fee dollars shall bear the name of the System Improvement financed with such money.
- c) Project Improvements: Site improvements and facilities that are planned and designed to provide service for a particular development project and that are necessary for the use and convenience of the occupants or users of the project, and are not System Improvements. No improvement or facility included in the City's Transportation Facilities Plan or Transportation Improvement Plan approved by the City Council shall be considered a Project Improvement.
- d) System Improvements: Transportation facilities that are included in the City's twenty-year Transportation Facilities Plan and are designed to provide service to the community at large, in contrast to Project Improvements.

#### 3.39.040. Applicability.

All persons receiving building permits for new commercial buildings, industrial buildings, and/or residential buildings within the City of Woodinville after the effective date of this ordinance shall be required to pay impact fees in an amount and manner set forth in this Chapter.

**3.39.050. Exemptions.**

The following development activities are exempt from paying transportation impact fees because they do not have a measurable impact on the City's transportation facilities, or because the City has chosen to exempt them pursuant to RCW 82.02.060(2), as development with broad public purposes.

a. Existing dwelling unit. Any alteration, expansion, reconstruction, remodeling or replacement of existing single family or multifamily dwelling units that does not result in the creation of additional dwelling units.

b. Existing non-residential building. Any alteration, reconstruction, remodeling or replacement of an existing non-residential building that does not result in the generation of any new peak hour trips.

**3.39.055 Affordable Housing / Accessory Housing Exemption.**

a. In addition to the exemptions in WMC 3.39.050, the following shall be exempt from the requirement to pay all impact fees:

i. Any accessory dwelling unit as that term is defined in WMC 21.06.183.

ii. Low- or moderate-income housing projects developed or owned by public housing agencies or private non-profit housing developers.

iii. Residential housing units dedicated for occupancy by low- or moderate-income households and whose rents or purchase price is affordable to low- or moderate-income persons under the regulations of the U.S. Department of Housing and Urban Development or its successor.

iv. Individual low- or moderate-income dwelling units (as defined in the current King County Comprehensive Housing Affordability Strategy (CHAS)) to be purchased by households with prices within their eligibility limits based on standard lending criteria.

b. As a condition of receiving an exemption under this section, the owner shall execute and record in King County's real property title records a City-drafted lien, covenant or other contractual provision against the property that provides that the proposed housing unit or development will continue to be used for low- or moderate-income housing and remain affordable to those households under the regulations of the U.S. Department of Housing and Urban Development. The term of this provision shall be 10 years for individual owners and 15 years for private and private non-profit developers/builders. The lien, covenant, or other contractual provision shall run with the land and apply to subsequent owners and assigns. In the event that the housing unit(s) is no longer used for low- or moderate-income housing during the term of the provision, then the owner shall pay the amount of impact fees from which the

housing unit(s) was exempted into the City's account for paying low- and moderate-income impact fees.

c. Any claim or request for an exemption under this section shall be made no later than the time of issuance of a building permit. Any claim not made when required by this section shall be deemed waived.

d. The impact fees not collected from low- and moderate-income housing shall be paid from public funds from sources other than impact fees or interest on impact fees and budgeted for this purpose by the Woodinville City Council.

e. If claims or requests for exemptions under this section exceed the funds the Woodinville City Council has budgeted for the payment of impact fees for low- and moderate-income housing and accessory housing, then no exemption will be available under this section until additional funds are budgeted for that purpose.

### **3.39.060. Service Area.**

a. Transportation Service Areas Established. There are hereby established four transportation service areas for purposes of this Chapter: (1) Leota, (2) The Wedge, (3) West Ridge Valley Industrial Tourist District, and (4) North Central Town Center, as delineated and further explained in Appendix A.

b. Impact fees collected from a project in one transportation service area must be expended or encumbered on a transportation System Improvement within that same service area PROVIDED that, in recognition of the fact that all traffic generated in the City has an impact upon the City's Town Center/North Industrial transportation service area (TSA 4), **no more than** 25 percent of all impact fees collected within the Leota (TSA 1), Wedge (TSA 2), and West Ridge/Valley Industrial/Tourist District (TSA 3) transportation service areas **may** be expended or encumbered on transportation facilities within the Town Center/North Industrial transportation service area (TSA 4).

### **3.39.070. Transportation Impact Fee Fund Established.**

a. This section establishes a special purpose transportation impact fee fund with an account for each transportation service area to receive transportation impact fees. Each account shall bear the name of the transportation service area from which the impact fees were collected. All transportation impact fees and any investment income generated by such fees shall be maintained and monitored in the appropriate account PROVIDED that **no more than** 25 percent of the impact fees collected from the Leota (TSA 1), Wedge (TSA 2), and West Ridge/Valley Industrial/Tourist District (TSA 3) transportation service areas **may** be transferred into the Town Center/North Industrial transportation service area (TSA 4) account pursuant to WMC 3.39.060.

b. Procedures for administration of the fund and accounts shall be established by the Finance Director. These accounts shall be expended in accordance with the City's normal budget procedures subject to the limitations set forth in WMC 3.39.080 and RCW 82.02.070. Annually, the City shall prepare a report on the impact fee fund showing the source and amount of all moneys collected, interest earned, and System Improvements that were financed in whole or in part by these impact fees.

### **3.39.080. Use of Funds.**

a. Transportation impact fees shall be used for development of transportation facilities that constitute System Improvements.

b. Impact fees may be spent on the following items to the extent that they directly relate to a particular System Improvement: facility planning, land acquisition, site improvements, necessary off-site improvements, facility construction, facility engineering and design work, facility permit fees, facility financing, grant matching funds, applicable mitigation costs, capital equipment pertaining to a particular System Improvement, and any other capital costs related to a particular System Improvement, **including but not limited to signalization, traffic safety, and non-motorized transportation improvements.**

c. Impact fees may also be used to recoup transportation facility improvement costs previously incurred by the City to the extent that new growth and development will be served by the previously acquired or constructed improvements resulting in such costs.

d. In the event that bonds or similar debt instruments are or have been issued for the construction of public facility or system improvements for which impact fees may be expended, impact fees may be used to pay debt service on such bonds or similar debt instruments to the extent that the facilities or improvements provided are consistent with the requirements of this Chapter and are used to serve new development. The Transportation Improvement Plan and Transportation Facilities Plan should distinguish between facilities and funds needed to serve new development and those facilities and funds needed to correct existing deficiencies.

### **3.39.090. Impact Fee Determination and Collection.**

a. At the time of building permit issuance, City staff shall determine the total impact fee owed based on the fee schedule in effect at the time of such issuance.

b. Impact fee collection shall also occur at the time of building permit issuance.

c. An applicant may request that the impact fee be calculated in advance of building permit issuance, but any such advance calculation shall not be binding upon the City and should only be used as guidance by the applicant. Applicants should note that it is not possible to have a vested right to pay a particular impact fee in advance of building permit issuance. If the City Council revises the impact fee formula or the impact fees themselves prior to the time that a building permit is issued for a particular development, the formula or fee amount in effect at the time of building permit issuance shall apply to the development.

### **3.39.100. Impact Fee Adjustments, Independent Calculations.**

a. A fee payer may request an adjustment to the impact fees determined according to the fee schedule adopted by this ordinance by preparing and submitting to the Public Works Director an independent fee calculation for the development activity for which a building permit is sought. Said independent fee calculation must be supported by studies and data. The documentation submitted shall show the basis upon which the independent fee

calculation was made. The City may, in its sole and exclusive discretion, also adjust the applicable fee at the time of imposition where unusual circumstances exist.

i. If the Public Works Director agrees with the independent fee calculation, a written agreement to accept such amount shall be transmitted to the fee payer who shall, in turn, present it to the Permit Center upon impact fee collection.

ii. If the Public Works Director does not agree with the independent fee calculation, the fee payer may appeal this decision to the Hearing Examiner through procedures outlined in Section 2.30.060 of the Woodinville Municipal Code.

### **3.39.110. Impact Fee Credits.**

a. A developer shall be entitled to a credit against the transportation impact fee collected under the fee schedule adopted by this ordinance in any of the following situations:

i. whenever a project is approved subject to a condition that the developer actually provide a particular System Improvement, or

ii. whenever a developer has agreed, pursuant to the terms of a voluntary agreement with the City, to provide a particular System Improvement, or

iii. whenever a developer has paid a transportation mitigation fee which is allocated toward providing System Improvements.

b. If, in any of the cases in subsection (a), the land dedicated, facility constructed, or fee paid is allocated partly toward System Improvements and partly toward Project Improvements, the credit shall be limited to that portion allocated to System Improvements.

c. For the purposes of calculating the credit, the land value or costs of construction shall be determined as follows:

i. The amount of credit for land dedicated shall be the higher of either the value of the land established in the Comprehensive Plan, if such value is identified, or by an appraisal conducted by an independent professional appraiser chosen by the fee payer from a list of at least three such appraisers provided by the City. The cost of the appraisal shall be borne by the fee payer. For the purposes of this Section, the date of value shall be the date the land was dedicated to the City. The appraisal shall only value the land dedicated and not any alleged damages to any abutting property.

ii. The amount of credit for facilities constructed shall be based upon the actual cost of construction at the time of construction.

d. This subsection (d) applies only to residential developments and the residential portion of a mixed use development. In cases where a developer would be entitled to a credit under this section, but the amount of the credit has yet to be determined on a per dwelling unit basis, the City shall take the Total Credit Amount available to the entire plat or project, calculated by applying subsections (a) through (c), above, and divide that amount by the number of dwelling units approved for that plat or project. The impact fee and credit may then be calculated and collected on a per dwelling unit basis as building permits are issued for those

dwelling units. Where building permits for some, but not all, of the dwelling units within a plat or project have already been obtained at the time this ordinance becomes effective, the credit for the unpermitted dwelling units will be calculated to arrive at a per dwelling unit amount in the same manner. For example, if a plat has been approved for twenty dwelling units, and building permits have only been issued for ten of those units, the per dwelling unit credit for the remaining ten units will equal the Total Credit Amount divided by twenty dwelling units.

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

f. The fee payer shall be entitled to such credit against the impact fee regardless of whether the System Improvement was provided before or after the effective date of this ordinance.

g. Determinations made pursuant to this Section may be appealed to the Examiner under section 2.30.060 of the Woodinville Municipal Code.

h. A credit must be requested within 30 days of building permit issuance or it is deemed waived.

i. No refund will be allowed in the event that the impact fee credit calculation exceeds the amount of the impact fee itself.

### **3.39.120. Impact Fee Refunds.**

a. The current owner of property on which impact fees have been paid may receive a refund of such fees if the impact fees have not been expended or encumbered within six years of their receipt by the City. In determining whether impact fees have been expended or encumbered, impact fees shall be considered expended or encumbered on a first in, first out basis.

b. The City shall provide for the refund of fees according to the requirements of this Section and RCW 82.02.080.

c. The City shall notify potential claimants of the refund availability by first-class mail deposited with the United States Postal Service addressed to the owner of the property at the owner's last known address.

d. An owner's request for a refund must be submitted to the City Council in writing within one year of the date the right to claim the refund arises or the date that notice is given, whichever date is later.

i. Any impact fees that are not expended or encumbered within six years of their receipt by the City, and for which no application for a refund has been made within this one-year period, shall be retained by the City and expended consistent with the provisions of this Chapter.

ii. Refunds of impact fees shall include any interest earned on the impact fees.

e. Should the City seek to terminate all impact fee requirements, all unexpended or unencumbered funds, including interest earned, shall be refunded to the current owner of the property for which an impact fee was paid. Upon the finding that all fee requirements are to be terminated, the City shall place notice of such termination and the availability of refunds in a newspaper of general circulation at least two times and shall notify all potential claimants by first-class mail addressed to the owner of the property at the owner's last known address. All funds available for refund shall be retained for a period of one year. At the end of one year, any remaining funds shall be retained by the City, but must be expended for the original purposes, consistent with the provisions of this Section. The notice requirement set forth above shall not apply if there are no unexpended or unencumbered balances within the account or accounts being terminated.

f. A developer may request and shall receive a refund, including interest earned on the impact fees, when:

i. The developer does not proceed to finalize the development activity as required by statute or City Code or the Uniform Building Code; and

g. The amount to be refunded shall include the interest earned by this portion of the account from the date that it was deposited into the Impact Fee Fund.

### **3.39.130. Appeals and Payments Under Protest.**

a. This subsection (a) applies when an applicant seeks a building permit to construct a portion of a development that has already been reviewed and approved, in other respects, pursuant to procedures that comply with chapter 36.70B RCW. An example of this circumstance would be an application for a permit to build one house in a large subdivision that was previously approved. In this case, any appeal of the decision of the City with regard to the imposition of an impact fee or the amount of any impact fees, impact fee credit, or impact fee refund must be taken before the Hearing Examiner pursuant to Section 2.30.060 of the Woodinville Municipal Code in conjunction with an appeal of the underlying building permit.

b. This subsection (b) applies when an applicant seeks a building permit in conjunction with other development approvals that may be subject to an open record hearing and closed record appeal pursuant to procedures that comply with chapter 36.70B RCW. An example of this circumstance would be an application for a short plat and building permit to build a new office park. In this case, any appeal of the decision of the City with regard to the imposition of an impact fee or the amount of any impact fees, impact fee credit, or impact fee

refund must be made according to the process outlines for and in conjunction with the underlying development approval.

c. Any applicant may pay the impact fees imposed by this Chapter under protest in order to obtain a building permit.

d. Only the applicant has standing to appeal impact fee matters.

### **3.39.140. Council Review of Impact Fees.**

The impact fee schedule adopted by this ordinance shall be reviewed by the City Council, as it deems necessary and appropriate in conjunction with the update of the City's Transportation Facilities Plan and Transportation Improvement Plan.

### **3.39.160. Impact Fee Calculations.**

a. The transportation impact fee shall be calculated using a schedule that identifies a particular fee amount for a particular type of development in a particular service area. The impact fee for one type of development may differ from service area to service area when development in one service area would have a greater impact on the City's transportation facilities than the same development in another service area. Similarly, within the same service area, impact fees may differ among different types of development when one type of development would have a greater impact on the City's transportation facilities than another type of development in the same service area.

b. The transportation impact fee schedule and transportation service area boundaries adopted in this chapter has been calculated using the data shown in **Attachment A**, which is attached hereto and incorporated herein by this reference as if set forth in full.

### **3.39.170. Schedule of Fees.**

Section 1 - A transportation impact fee shall be assessed against all new development in an amount to be found in the fee schedule in **Attachment A**, which is attached hereto and incorporated herein by this reference as if set forth in full. This fee schedule represents the City's determination of the appropriate share of System Improvement costs to be paid by new growth and development.

Section 2 - Severability. If any section, sentence, clause or phrase of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this ordinance.

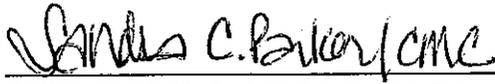
Section 3 - Effective Date. This ordinance or a summary thereof consisting of the title shall be published in the official newspaper of the City, and shall take effect January 1, 2005.

PASSED by the City Council of the City of Woodinville this \_\_\_\_ day of \_\_\_\_\_, 2004.

APPROVED:

  
\_\_\_\_\_  
MAYOR, DON BROCHA

ATTEST/AUTHENTICATED:

  
\_\_\_\_\_  
CITY CLERK, SANDRA PARKER

APPROVED AS TO FORM:  
OFFICE OF THE CITY ATTORNEY:

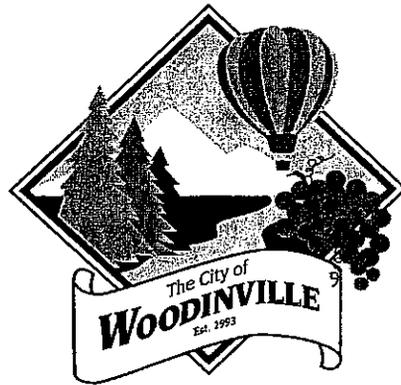
BY  \_\_\_\_\_

PASSED BY THE CITY COUNCIL: 9-20-2004  
PUBLISHED: 9-27-2004  
EFFECTIVE DATE: 10-2-2004  
ORDINANCE NO. 356

Per Ordinance #356  
Attachment A

# Transportation Impact Fee Workbook

*City of Woodinville, WA*



# TRANSPORTATION IMPACT FEE CALCULATION WORKSHEET

City of Woodinville, WA

Pursuant to Transportation Impact Fee Ordinance # 356

**Development Name:**

**Permit Number:**

**Street Location:**

**Size of Development:**

Residential : Enter number of dwelling units

Non-residential: Enter building square feet / 1000, or specify other applicable unit

 (a)

**ITE Trip Generation Rate:**

Enter ITE Land Use Code

Enter Offsite Trips

 (b)

**Vehicle Miles Traveled (VMT) Impact Per Trip Generated:**

Select applicable Transportation Service Area (TSA) and Land Use Category

Enter VMT value from the applicable column and row below:

 (c)

TRANSPORTATION SERVICE AREA (TSA)	RESIDENTIAL DEVELOPMENT	RETAIL ACTIVITY	NONRETAIL NONRESIDENTIAL ACTIVITY
<b>1</b> Leota	1.56	1.46	1.44
<b>2</b> The Wedge	0.75	1.02	0.76
<b>3</b> West Ridge Valley Industrial Tourist District	0.80	1.25	1.11
<b>4</b> Town Center North Industrial	0.90	1.02	0.85

**VMT Impact for this Development:**

Multiply factors together:

(a)x(b)x(c) =

 (d)

**Adopted Fee per VMT:**

From Traffic Mitigation Ordinance, as updated:

**\$1,966**

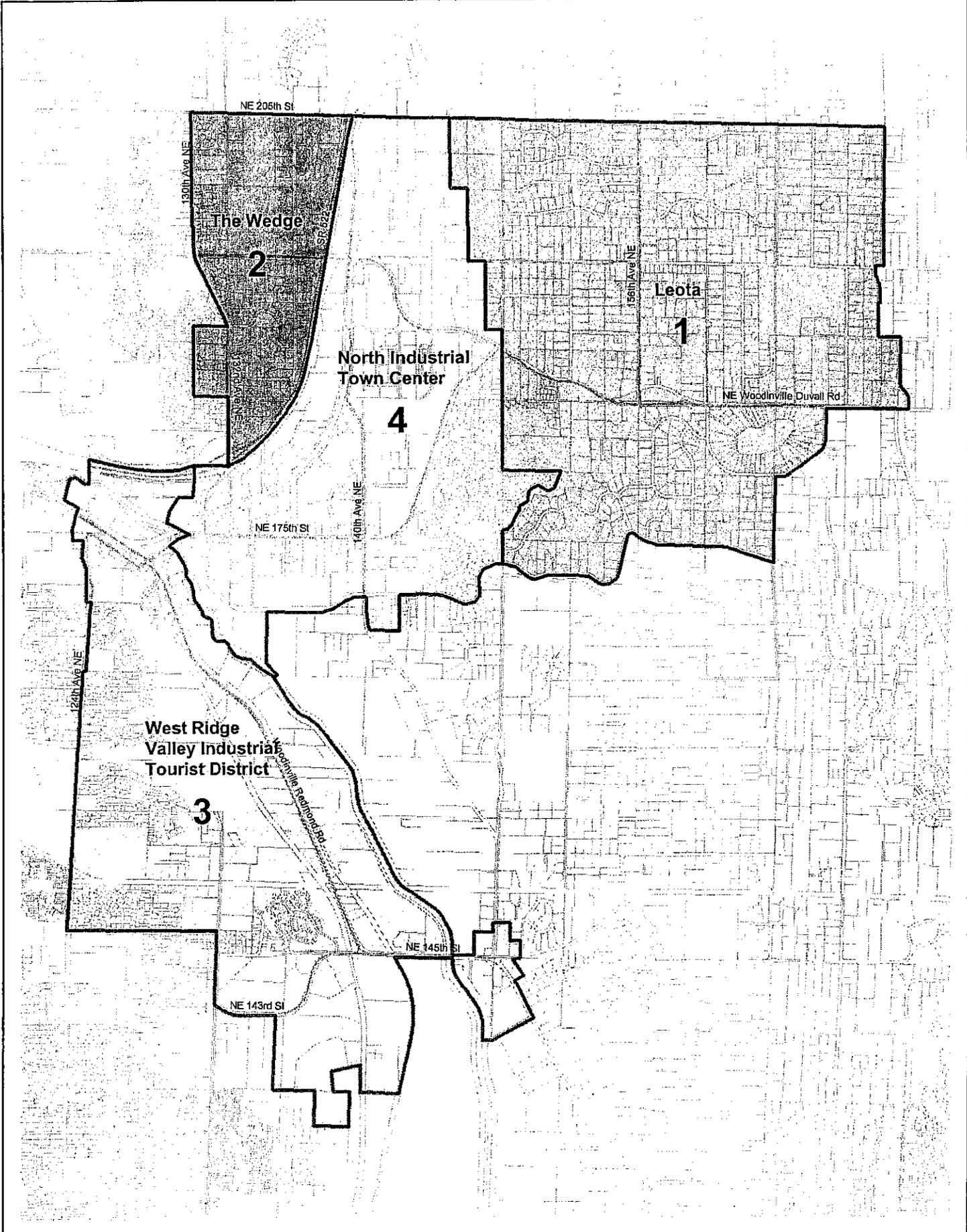
 (e)

**Impact Fee Due for this Development:**

Multiply factors together:

(d)x(e) =

 (f)



# Transportation Service Areas (TSA)

Per City of Woodinville Ordinance 356



**Table 1 Trip Generation Rates for Off-Site Impact**

ITE <sup>(1)</sup> LAND USE DESCRIPTION & DRIVEWAY TRIP RATE				PASS-BY	DIVERTED	COMBINED	OFFSITE
NAME	CODE	UNIT OF MEASURE	TRIPS / UNIT <sup>(2)</sup>	TRIPS <sup>(3)</sup>	LINKED TRIPS <sup>(4)</sup>	TRIP REDUCTION	TRIPS / UNIT <sup>(4)</sup>
<b>RETAIL Class of Non-Residential Land Use</b>				<i>Signature elements: non-residential activity where peak hour traffic is nearly equal in and out, and generated predominantly by customers or patrons, rather than by employees. Includes some public facilities.</i>			
Auto Care Center (multiple stores)	942	1000 sq. ft.	3.38	40%	0%	40%	2.03
Auto Parts Sales	843	1000 sq. ft.	5.98	43%	13%	56%	2.83
Bank, drive-in	912	1000 sq. ft.	45.74	47%	26%	73%	12.50
Bank, walk-in	911	1000 sq. ft.	42.02	0%	0%	0%	42.02
Bowling Alley	437	1000 sq. ft.	3.54	10%	0%	10%	3.19
Building Materials & Lumber Store	812	1000 sq. ft.	4.49	40%	0%	40%	2.69
Car Sales, New and Used	841	1000 sq. ft.	2.64	20%	0%	20%	2.11
Clinic	630	1000 sq. ft.	5.18	0%	0%	0%	5.18
Convenience Market (Open 24 Hours)	851	1000 sq. ft.	52.41	61%	22%	83%	8.91
Convenience Market (Open 15 - 16 Hours)	852	1000 sq. ft.	34.57	0%	0%	0%	34.57
Convenience Market (With Gasoline Pumps)	853	1000 sq. ft.	60.61	66%	18%	84%	9.82
Day Care	565	1000 sq. ft.	13.18	80%	0%	80%	2.64
Discount Club (membership warehouse store)	861	1000 sq. ft.	4.24	30%	0%	30%	2.97
Drinking Place	936	1000 sq. ft.	11.34	40%	0%	40%	6.80
Electronics Superstore	863	1000 sq. ft.	4.50	40%	33%	73%	1.22
Factory Outlet Center	823	1000 sq. ft.	2.29	20%	0%	20%	1.83
Freestanding Discount Store	815	1000 sq. ft.	5.06	17%	35%	52%	2.41
Free-standing Discount Superstore	813	1000 sq. ft.	3.87	20%	0%	20%	3.10
Furniture Store	890	1000 sq. ft.	0.46	53%	31%	84%	0.07
Hardware, paint store	816	1000 sq. ft.	4.84	49%	0%	49%	2.90
Health Club	492	1000 sq. ft.	4.05	10%	0%	10%	3.65
Home improvement superstore	862	1000 sq. ft.	2.45	48%	0%	48%	1.27
Hospital	610	1000 sq. ft.	1.18	10%	0%	10%	1.06
Library	590	1000 sq. ft.	7.08	10%	0%	10%	6.36
Lodge, Fraternal Organization, with dining facilities	591	1000 sq. ft.	4.05	10%	0%	10%	3.65
Medical/Dental Office	720	1000 sq. ft.	3.72	10%	0%	10%	3.35
Nursery (Garden Center)	817	1000 sq. ft.	3.80	30%	0%	30%	2.66
Nursery (Wholesale)	818	1000 sq. ft.	5.17	10%	0%	10%	4.65
Pharmacy/Drug Store with drive-through window	881	1000 sq. ft.	8.62	49%	13%	62%	3.28
Pharmacy/Drug Store without drive-through window	880	1000 sq. ft.	8.42	53%	14%	67%	2.76
Racquet Club	491	1000 sq. ft.	1.06	10%	0%	10%	0.95
Recreational Community Center	495	1000 sq. ft.	1.64	10%	0%	10%	1.48
Restaurant, Quality	931	1000 sq. ft.	7.49	44%	27%	71%	2.17
Restaurant, High-Turnover (Sit Down)	932	1000 sq. ft.	10.92	43%	26%	69%	3.40
Restaurant, Fast-Food (without drive-through)	933	1000 sq. ft.	26.15	0%	0%	0%	26.15
Restaurant, Fast-Food (with drive-through)	934	1000 sq. ft.	34.64	50%	17%	67%	11.43
Restaurant, Fast-Food (with drive-through & no indoor seating)	935	1000 sq. ft.	153.85	44%	0%	44%	86.16
Shopping Ctr, over 65,000 sq. ft. + Add 195 trips <sup>(5)</sup>	820	1000 sq. ft.	3.75	34%	26%	60%	1.48
Shopping Ctr, under 65,000 sq. ft. + Add 0 trips <sup>(5)</sup>	820	1000 sq. ft.	3.75	34%	26%	60%	1.48
Specialty Retail Center	814	1000 sq. ft.	2.71	70%	0%	70%	0.81
State Motor Vehicles / Licensing Agency	731	1000 sq. ft.	17.09	30%	0%	30%	11.98
Supermarket	850	1000 sq. ft.	10.45	36%	38%	74%	2.73
Supermarket, discount supermarket	854	1000 sq. ft.	8.90	9%	21%	30%	6.23
Toy / Children's Superstore	864	1000 sq. ft.	4.99	30%	0%	30%	3.49
US Post Office	732	1000 sq. ft.	10.89	25%	0%	25%	8.17
Video Rental Store	896	1000 sq. ft.	13.60	70%	0%	70%	4.08
<i>Note alternative units of measure below:</i>							
Movie Theater, without Matinee	443	100 seats	7.00	20%	0%	20%	5.60
Movie Theater, with Matinee	444	100 seats	7.00	10%	0%	10%	6.30
Hotel	310	Per Room <sup>(7)</sup>	0.59	0%	0%	0%	0.59
All Suites Hotel	311	Per Room <sup>(7)</sup>	0.40	0%	0%	0%	0.40
Business Hotel	312	Per Occupied Rooms <sup>(7)</sup>	0.62	0%	0%	0%	0.62
Motel	320	Per Room <sup>(7)</sup>	0.47	10%	0%	10%	0.42
Carwash, Self-Service	947	Vehicle Servicing Position <sup>(8)</sup>	5.54	0%	0%	0%	5.54
Carwash, Automated	948	1000 sq. ft.	14.12	50%	0%	50%	7.06
Quick-Lube Vehicle Servicing	941	Vehicle Servicing Position <sup>(8)</sup>	5.19	60%	0%	60%	2.08
Gasoline/Service Station	944	Vehicle Servicing Position <sup>(8)</sup>	13.86	42%	35%	77%	3.26
Gasoline/Service Station (w/ convenience market)	945	Vehicle Servicing Position <sup>(8)</sup>	13.38	56%	31%	87%	1.71
Gasoline/Service Station (w/ convenience market & car wash)	946	Vehicle Servicing Position <sup>(8)</sup>	13.33	90%	0%	90%	1.33
Tire Store	848	Vehicle Servicing Position <sup>(8)</sup>	3.79	28%	10%	38%	2.35
Tire Superstore	849	Vehicle Servicing Position <sup>(8)</sup>	3.17	0%	0%	0%	3.17
<b>NON-RETAIL Class of Non-Residential Land Use</b>				<i>Signature elements: non-residential activity where most afternoon peak hour traffic is generated by employees, rather than customers or patrons, and is predominantly outbound. Includes some public facilities.</i>			
Church	560	1000 sq. ft.	0.65	20%	0%	20%	0.53
School, Elementary	520	1000 sq. ft.	3.13	20%	0%	20%	2.50
School, Middle/Junior High	522	1000 sq. ft.	1.19	0%	0%	0%	1.19
School, High	530	1000 sq. ft.	0.97	10%	0%	10%	0.87
General Light Industrial	110	1000 sq. ft.	0.98	0%	0%	0%	0.98
Manufacturing	140	1000 sq. ft.	0.74	0%	0%	0%	0.74
Industrial Park	130	1000 sq. ft.	0.85	0%	0%	0%	0.86
Research & Development Center	760	1000 sq. ft.	1.08	0%	0%	0%	1.08
Business Park (multiple buildings)	770	1000 sq. ft.	1.29	0%	0%	0%	1.29
General Office Building	710	1000 sq. ft.	1.49	0%	0%	0%	1.49
Corporate Headquarters Building	714	1000 sq. ft.	1.40	0%	0%	0%	1.40
Single Tenant Office Building	715	1000 sq. ft.	1.73	0%	0%	0%	1.73
Office Park (multiple buildings)	750	1000 sq. ft.	1.50	0%	0%	0%	1.50
Minwarehouse (self-service storage)	151	1000 sq. ft.	0.26	0%	0%	0%	0.26
Warehousing (industrial)	150	1000 sq. ft.	0.47	0%	0%	0%	0.47

**Table 1 Trip Generation Rates for Off-Site Impact**

ITE <sup>(1)</sup> LAND USE DESCRIPTION & DRIVEWAY TRIP RATE				PASS-BY TRIPS <sup>(2)</sup>	DIVERTED LINKED TRIPS <sup>(4)</sup>	COMBINED TRIP REDUCTION	OFFSITE TRIPS / UNIT <sup>(4)</sup>
NAME	CODE	UNIT OF MEASURE	TRIPS / UNIT <sup>(3)</sup>				
<b>RESIDENTIAL Class of Land Use</b>		<i>Signature elements: places where people live, regardless of life circumstances.</i>					
Single-family (detached) dwelling	210	Dwelling Unit	1.01	0%	0%	0%	1.01
Duplex (detached) dwelling	210	Dwelling Unit	1.01	0%	0%	0%	1.01
Low-Rise Residential Condominium/Townhouse	231	Dwelling Unit	0.78	0%	0%	0%	0.78
Apartment	220	Dwelling Unit	0.62	0%	0%	0%	0.62
Low-Rise Apartment	221	Occupied Dwelling Unit	0.58	0%	0%	0%	0.58
High-Rise Apartment	222	Dwelling Unit	0.35	0%	0%	0%	0.35
Mid-Rise Apartment	223	Dwelling Unit	0.39	0%	0%	0%	0.39
Residential Condominium/Townhouse	230	Dwelling Unit	0.52	0%	0%	0%	0.52
Mobile Home Park	240	Occupied Dwelling Unit	0.59	0%	0%	0%	0.59
Retirement complex for active seniors <sup>(7)</sup>	n/a	Dwelling Unit	0.45	0%	0%	0%	0.45
<i>Note alternative units of measure below:</i>							
Senior Adult Housing (Detached)	251	Dwelling Unit	0.26	0%	0%	0%	0.26
Senior Adult Housing (Attached)	252	Occupied Dwelling Unit	0.11	0%	0%	0%	0.11
Congregate Care Facility, Elderly Housing (Attached)	253	Dwelling Unit	0.17	10%	0%	10%	0.15
Nursing Home	620	Beds	0.22	10%	0%	10%	0.20

**Notes:**

- (1) Institution of Transportation Engineers, *Trip Generation*, 7th edition. This is the most complete trip generation reference source available. Refer to document for definitions of land use categories and additional trip generation information. For unusual land use cases not covered by this table, additional analysis may be necessary. The appropriate trip rate for any land use not covered by this table shall be determined by the Director of Public Works.
- (2) ITE trip rates describe Total Driveway Trips (in + out) at observed sites. For off-site impact mitigation, reductions are sometimes needed. Some ITE rates have been smoothed and averaged, to eliminate statistically insignificant differences and to provide constant trip rates.
- (3) Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination with out a route diversion.
- (4) Offsite Trip Rate = ITE Driveway Trip Rate \* (1 - % Pass-by + % Diverted linked). All rates apply to PM peak hour of adjacent traffic.
- (5) For shopping centers, ITE gives a logarithmic formula for trip rates. In this table, a simplified method of equal accuracy is provided. The method uses a flat fixed trip rate plus a base amount of trips, which closely matches the logarithmic formula over specified ranges. Under 65,000 sq. ft. the base amount is zero. From 65,000 to 350,000 sq. ft. the base amount is 195 trips, which includes pass-by reduction of 35%. Above 350,000 sq. ft., use the ITE log formula instead, and apply a 35% pass-by reduction.
- (6) Vehicle Servicing Position = space provided for one vehicle to be fueled or washed; not necessarily "pumps" or "hoses"
- (7) Use total rooms for hotel/motel; 15% vacancy factor is incorporated in gross trip rate. Does not account for restaurants, meeting rooms.
- (8) A retirement complex is a development oriented to active senior citizens who drive automobiles, but which offers few on-site services. A self-contained retirement community provides a full range of services and facilities similar to a small city. Facilities and services provided should include at least restaurants and retail shopping area, recreational facilities, medical clinic(s) and personal business services. A congregate care or "assisted living" facility has some caregivers employed on-site. Elderly residents may be mobile but do not drive cars. A nursing home has more health-care professionals than a congregate care facility, and the elderly residents are not self-sustaining.
- (9) Diverted linked trips are trips that are attracted from the traffic volume on roadways within the vicinity of the generator but that require a diversion from that roadway to another roadway to gain access to the site.

**Table 2 City of Woodinville Transportation Impact Fees - Quick Reference Fee Schedule**

ITE LAND USE DESCRIPTION		OFFSITE	TSA 1	TSA 2	TSA 3	TSA 4
NAME	UNIT OF MEASURE		Leota	The Wedge	West Ridge Valley Industrial Tourist District	North Industrial Town Center
<b>RETAIL Class of Non-Residential Land Use</b>						
Auto Care Center (multiple stores)	1000 sq. ft.	<b>2.03</b>	\$5,827	\$4,071	\$4,989	\$4,071
Auto Parts Sales	1000 sq. ft.	<b>2.63</b>	\$7,549	\$5,274	\$6,463	\$5,274
Bank, drive-in	1000 sq. ft.	<b>12.50</b>	\$35,881	\$25,067	\$30,720	\$25,067
Bank, walk-in	1000 sq. ft.	<b>42.02</b>	\$120,616	\$84,266	\$103,267	\$84,266
Bowling Alley	1000 sq. ft.	<b>3.19</b>	\$9,157	\$6,397	\$7,840	\$6,397
Building Materials & Lumber Store	1000 sq. ft.	<b>2.69</b>	\$7,722	\$5,394	\$6,611	\$5,394
Car Sales, New and Used	1000 sq. ft.	<b>2.11</b>	\$6,057	\$4,231	\$5,185	\$4,231
Clinic	1000 sq. ft.	<b>5.18</b>	\$14,869	\$10,388	\$12,730	\$10,388
Convenience Market (Open 24 Hours)	1000 sq. ft.	<b>8.91</b>	\$25,576	\$17,868	\$21,897	\$17,868
Convenience Market (Open 15 - 16 Hours)	1000 sq. ft.	<b>34.57</b>	\$99,231	\$69,326	\$84,958	\$69,326
Convenience Market (With Gasoline Pumps)	1000 sq. ft.	<b>9.82</b>	\$28,188	\$19,693	\$24,133	\$19,693
Day Care	1000 sq. ft.	<b>2.64</b>	\$7,578	\$5,294	\$6,488	\$5,294
Discount Club (membership warehouse store)	1000 sq. ft.	<b>2.97</b>	\$8,525	\$5,956	\$7,299	\$5,956
Drinking Place	1000 sq. ft.	<b>6.80</b>	\$19,519	\$13,637	\$16,712	\$13,637
Electronics Superstore	1000 sq. ft.	<b>1.22</b>	\$3,502	\$2,447	\$2,998	\$2,447
Factory Outlet Center	1000 sq. ft.	<b>1.83</b>	\$5,253	\$3,670	\$4,497	\$3,670
Freestanding Discount Store	1000 sq. ft.	<b>2.41</b>	\$6,918	\$4,833	\$5,923	\$4,833
Free-standing Discount Superstore	1000 sq. ft.	<b>3.10</b>	\$8,898	\$6,217	\$7,618	\$6,217
Furniture Store	1000 sq. ft.	<b>0.07</b>	\$201	\$140	\$172	\$140
Hardware, paint store	1000 sq. ft.	<b>2.90</b>	\$8,324	\$5,816	\$7,127	\$5,816
Health Club	1000 sq. ft.	<b>3.65</b>	\$10,477	\$7,320	\$8,970	\$7,320
Home improvement superstore	1000 sq. ft.	<b>1.27</b>	\$3,645	\$2,547	\$3,121	\$2,547
Hospital	1000 sq. ft.	<b>1.06</b>	\$3,043	\$2,126	\$2,605	\$2,126
Library	1000 sq. ft.	<b>6.38</b>	\$18,313	\$12,794	\$15,679	\$12,794
Lodge, Fraternal Organization, with dining facilities	1000 sq. ft.	<b>3.65</b>	\$10,477	\$7,320	\$8,970	\$7,320
Medical/Dental Office or Clinic	1000 sq. ft.	<b>3.35</b>	\$9,616	\$6,718	\$8,233	\$6,718
Nursery (Garden Center)	1000 sq. ft.	<b>2.66</b>	\$7,635	\$5,334	\$6,537	\$5,334
Nursery (Wholesale)	1000 sq. ft.	<b>4.65</b>	\$13,348	\$9,325	\$11,428	\$9,325
Pharmacy/Drug Store with drive-through window	1000 sq. ft.	<b>3.28</b>	\$9,415	\$6,578	\$8,061	\$6,578
Pharmacy/Drug Store without drive-through window	1000 sq. ft.	<b>2.78</b>	\$7,980	\$5,575	\$6,832	\$5,575
Racquet Club	1000 sq. ft.	<b>0.95</b>	\$2,727	\$1,905	\$2,335	\$1,905
Recreational Community Center	1000 sq. ft.	<b>1.48</b>	\$4,248	\$2,968	\$3,637	\$2,968
Restaurant, Quality	1000 sq. ft.	<b>2.17</b>	\$6,229	\$4,352	\$5,333	\$4,352

**Table 2 City of Woodinville Transportation Impact Fees - Quick Reference Fee Schedule**

ITE LAND USE DESCRIPTION		OFFSITE	TSA 1	TSA 2	TSA 3	TSA 4
NAME	UNIT OF MEASURE		Leota	The Wedge	West Ridge Valley Industrial Tourist District	North Industrial Town Center
Restaurant, High-Turnover (Sit Down)	1000 sq. ft.	3.40	\$9,760	\$6,818	\$8,356	\$6,818
Restaurant, Fast-Food (without drive-through)	1000 sq. ft.	26.15	\$75,062	\$52,441	\$64,266	\$52,441
Restaurant, Fast-Food (with drive-through)	1000 sq. ft.	11.43	\$32,809	\$22,922	\$28,090	\$22,922
Restaurant, Fast-Food (with drive-through & no indoor seating)	1000 sq. ft.	86.16	\$247,318	\$172,784	\$211,745	\$172,784
Shopping Ctr, over 65,000 sq. ft. + Add 195 trips	1000 sq. ft.	1.48	\$4,248	\$2,968	\$3,637	\$2,968
Shopping Ctr, under 65,000 sq. ft. + Add 0 trips	1000 sq. ft.	1.48	\$4,248	\$2,968	\$3,637	\$2,968
Specialty Retail Center	1000 sq. ft.	0.81	\$2,325	\$1,624	\$1,991	\$1,624
State Motor Vehicles / Licensing Agency	1000 sq. ft.	11.96	\$34,331	\$23,984	\$29,393	\$23,984
Supermarket	1000 sq. ft.	2.73	\$7,836	\$5,475	\$6,709	\$5,475
Supermarket, discount supermarket	1000 sq. ft.	6.23	\$17,883	\$12,494	\$15,311	\$12,494
Toy / Children's Superstore	1000 sq. ft.	3.49	\$10,018	\$6,999	\$8,577	\$6,999
US Post Office	1000 sq. ft.	8.17	\$23,452	\$16,384	\$20,078	\$16,384
Video Rental Store	1000 sq. ft.	4.08	\$11,711	\$8,182	\$10,027	\$8,182
<i>Note alternative units of measure below:</i>						
Movie Theater, without Matinee	100 seats	5.60	\$16,075	\$11,230	\$13,762	\$11,230
Movie Theater, with Matinee	100 seats	6.30	\$18,084	\$12,634	\$15,483	\$12,634
Hotel	Per Room (7)	0.59	\$1,694	\$1,183	\$1,450	\$1,183
All Suite Hotel	Per Room (7)	0.40	\$1,148	\$802	\$983	\$802
Business Hotel	Per Occupied Rooms (7)	0.62	\$1,780	\$1,243	\$1,524	\$1,243
Motel	Per Room (7)	0.42	\$1,206	\$842	\$1,032	\$842
Carwash, Self-Service	Vehicle Servicing Position (6)	5.54	\$15,902	\$11,110	\$13,615	\$11,110
Carwash, Automated	1000 sq. ft.	7.06	\$20,265	\$14,158	\$17,350	\$14,158
Quick-Lube Vehicle Servicing	Vehicle Servicing Position (6)	2.08	\$5,971	\$4,171	\$5,112	\$4,171
Gasoline/Service Station	Vehicle Servicing Position (6)	3.26	\$9,358	\$6,538	\$8,012	\$6,538
Gasoline/Service Station (w/ convenience market)	Vehicle Servicing Position (6)	1.71	\$4,908	\$3,429	\$4,202	\$3,429
Gasoline/Service Station (w/ convenience market & car wash)	Vehicle Servicing Position (6)	1.33	\$3,818	\$2,667	\$3,269	\$2,667
Tire Store	Vehicle Servicing Position (6)	2.35	\$6,746	\$4,713	\$5,775	\$4,713
Tire Superstore	Vehicle Servicing Position (6)	3.17	\$9,099	\$6,357	\$7,791	\$6,357
<b>NON-RETAIL Class of Non-Residential Land Use</b>						
Church	1000 sq. ft.	0.53	\$1,500	\$792	\$1,157	\$886
School, Elementary	1000 sq. ft.	2.50	\$7,078	\$3,736	\$5,456	\$4,178
School, Middle/Junior High	1000 sq. ft.	1.19	\$3,369	\$1,778	\$2,597	\$1,989
School, high	1000 sq. ft.	0.87	\$2,463	\$1,300	\$1,899	\$1,454

**Table 2 City of Woodinville Transportation Impact Fees - Quick Reference Fee Schedule**

ITE LAND USE DESCRIPTION		OFFSITE	TSA 1	TSA 2	TSA 3	TSA 4
NAME	UNIT OF MEASURE		Leota	The Wedge	West Ridge Valley Industrial Tourist District	North Industrial Town Center
General Light Industrial	1000 sq. ft.	0.98	\$2,775	\$1,464	\$2,139	\$1,638
Manufacturing	1000 sq. ft.	0.74	\$2,095	\$1,106	\$1,615	\$1,237
Industrial Park	1000 sq. ft.	0.86	\$2,435	\$1,285	\$1,877	\$1,437
Research & Development Center	1000 sq. ft.	1.08	\$3,058	\$1,614	\$2,357	\$1,805
Business Park (multiple buildings)	1000 sq. ft.	1.29	\$3,652	\$1,928	\$2,815	\$2,156
General Office Building	1000 sq. ft.	1.49	\$4,218	\$2,226	\$3,252	\$2,490
Corporate Headquarters Building	1000 sq. ft.	1.40	\$3,964	\$2,092	\$3,055	\$2,340
Single Tenant Office Building	1000 sq. ft.	1.73	\$4,898	\$2,585	\$3,775	\$2,891
Office Park (multiple buildings)	1000 sq. ft.	1.50	\$4,247	\$2,241	\$3,273	\$2,507
Miniwarehouse (self-service storage)	1000 sq. ft.	0.26	\$736	\$388	\$567	\$434
Warehousing (industrial)	1000 sq. ft.	0.47	\$1,331	\$702	\$1,026	\$785
<b>RESIDENTIAL Class of Land Use</b>						
Single-family (detached) dwelling	Dwelling Unit	1.01	\$3,098	\$1,489	\$1,589	\$1,787
Duplex (detached) dwelling	Dwelling Unit	1.01	\$3,098	\$1,489	\$1,589	\$1,787
Low-Rise Residential Condominium/Townhouse	Dwelling Unit	0.78	\$2,392	\$1,150	\$1,227	\$1,380
Apartment	Dwelling Unit	0.62	\$1,902	\$914	\$975	\$1,097
Low-Rise Apartment	Occupied Dwelling Unit	0.58	\$1,779	\$855	\$912	\$1,026
High-Rise Apartment	Dwelling Unit	0.35	\$1,073	\$516	\$550	\$619
Mid-Rise Apartment	Dwelling Unit	0.39	\$1,196	\$575	\$613	\$690
Residential Condominium/Townhouse	Dwelling Unit	0.52	\$1,595	\$767	\$818	\$920
Mobile Home Park	Dwelling Unit	0.59	\$1,810	\$870	\$928	\$1,044
Retirement complex for active seniors	Dwelling Unit	0.45	\$1,380	\$664	\$708	\$796
<i>Note alternative units of measure below:</i>						
Senior Adult Housing (Detached)	Dwelling Unit	0.26	\$797	\$383	\$409	\$460
Senior Adult Housing (Attached)	Occupied Dwelling Unit	0.11	\$337	\$162	\$173	\$195
Congregate Care Facility, Elderly Housing (Attached)	Living Unit	0.15	\$460	\$221	\$236	\$265
Nursing Home	Beds	0.20	\$613	\$295	\$315	\$354



# Shopping Center Trip Generation

