

ORDINANCE NO. 1078

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF GIG HARBOR, WASHINGTON, RELATING TO TRANSPORTATION IMPACT FEES, AMENDING THE FORMULA USED BY THE CITY TO CALCULATE TRANSPORTATION IMPACT FEES, ADOPTING A NEW PROJECT LIST AS REQUIRED BY GHMC SECTION 19.12.120 FOR THE CALCULATION OF TRANSPORTATION IMPACT FEES AND ESTABLISHING A NEW SCHEDULE OF TRANSPORTATION IMPACT FEES FOR USE BEGINNING ON JUNE 1, 2007; AMENDING APPENDICES A AND B TO ORDINANCES No. 828 AND 962.

WHEREAS, the City has adopted a transportation impact fee program (chapter 19.12 of the Gig Harbor Municipal Code); and

WHEREAS, the City's code requires that the project list for transportation projects be updated on a regular basis (GHMC Section 19.12.120); and

WHEREAS, as a result of recent court decisions, the City has also decided to update its transportation impact fee formula (*Drebick v. Olympia*); and

WHEREAS, an update to the City's impact fee formula and project list results in the calculation of a new transportation impact fee schedule (which is attached as an appendix to the previous City ordinance); and

WHEREAS, the City's SEPA Responsible Official issued a threshold determination of non significance for this Ordinance on November 8, 2006; and

WHEREAS, the City Council held a public hearing and first reading on this Ordinance during its regular City Council meeting of April 9, 2007, and a second reading during its regular City Council meeting of April 23, 2007; Now, Therefore,

THE CITY COUNCIL OF THE CITY OF GIG HARBOR, WASHINGTON, ORDAINS AS FOLLOWS:

Section 1. The Project List attached hereto as Appendix A-1 is hereby adopted as the City Transportation Impact Fee Project List, which is a list of projects on the City's 6-year Road Plan and the City's Comprehensive Plan, Transportation Element, which are growth-related and that should be funded with forecast public moneys and the impact fees already paid. This Project List shall supersede the previous transportation Project List, and all such previously-adopted transportation Project Lists are repealed.

Section 2. The formula attached hereto as Appendix A-2 is hereby adopted as the City's Transportation Impact Fee Formula, which incorporates the requirements of RCW 82.02.050 through 82.02.090 and all other applicable provisions of chapter 19.12 GHMC. All previously-adopted transportation impact fee formulas are hereby repealed.

Section 3. The schedule of transportation impact fees attached hereto as Appendix A-3 is hereby adopted as the City's Transportation Impact Fee Schedule, which has been calculated according to the City's Transportation Impact Fee Formula and incorporating the City's Transportation Impact Fee Project List. This Transportation Impact Fee Schedule shall supersede the previous transportation impact fee schedule, and all such previously-adopted transportation impact fee schedules are repealed.

Section 4. Severability. If any section, sentence, clause or phrase of this Ordinance is 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, clause or phrase of this Ordinance.

Section 5. Effective Date. This Ordinance shall take effect and be in full force five (5) days after passage and publication of an approved summary consisting of the title. The City shall collect transportation impact fees according to the schedule set forth in Appendix A-3 beginning on June 1, 2007.

PASSED by the City Council and approved by the Mayor of the City of Gig Harbor this 23rd day of April, 2007.

CITY OF GIG HARBOR

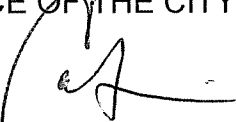


CHARLES L. HUNTER, MAYOR

ATTEST/AUTHENTICATED:

By: 
MOLLY TOWSLEE, City Clerk

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY

By: 
CAROL A. MORRIS

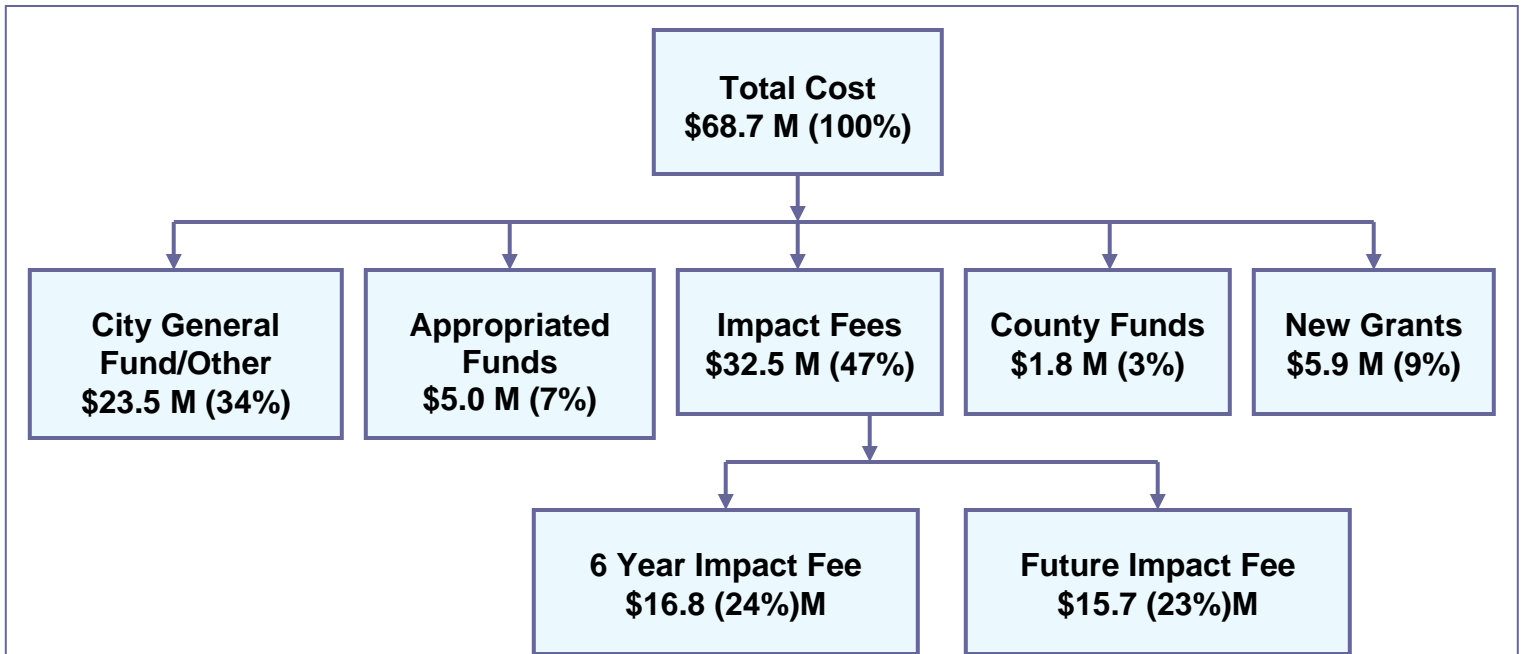
FILED WITH THE CITY CLERK: 04/04/07
PASSED BY THE CITY COUNCIL: 04/23/07
PUBLISHED: 05/02/07
EFFECTIVE DATE: 05/07/07
ORDINANCE NO: 1078

EXHIBIT A-1

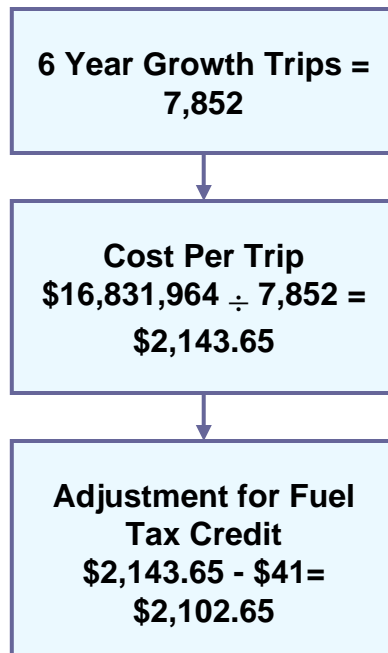
Impact Fee Cost (2007 – 2012)

| Impact Fee List ID | TIP No. | Route | From / To | Capacity Improvements | Project Cost | Existing Road Capacity | Existing Traffic Volume | Existing Deficiency if < 0 | Future Street Capacity | Future Traffic Volume | Traffic Volume Increase | Capacity Increase Provided by Project | % Increased Capacity Used | Share of Increased Capacity Cost |
|--------------------|---------|----------------------------------|------------------------------------|-----------------------------------------------------------------------------------|-------------------|------------------------|-------------------------|----------------------------|------------------------|-----------------------|-------------------------|---------------------------------------|---------------------------|----------------------------------|
| 1 | 1 | Borgen / SR16 / Canterwood | Interim Improvements | Increase intersection capacity at Borgen Roundabout, minor widening on Canterwood | 8,000,000 | NA | 2,530 | NA | NA | 5,226 | 2,696 | NA | NA | NA |
| 2 | 3 | Olympic Drive / 56th Street | 38th Avenue to Point Fosdick Drive | Major widening, 5 lanes, bike lanes, sidewalks | 6,042,000 | 1,800 | 1,721 | | 3,600 | 1,781 | 60 | 1,800 | 3% | \$201,400 |
| 3 | 4 | 56th Street / Pt. Fosdick Drive. | Olympic Drive to Olympic Drive | Minor widening, 3 lanes, bike lanes, sidewalks | 2,640,000 | 1,200 | 264 | | 1,800 | 371 | 107 | 600 | 18% | \$470,800 |
| 4 | 5 | 38th Avenue Phase 1 | City Limits to 56th Street | Minor widening, 3 lanes, bike lanes, sidewalk 1 side | 11,215,200 | 1,200 | 309 | | 1,800 | 346 | 37 | 600 | 6% | \$691,604 |
| 5 | 10 | Grandview Street Phase 2 | Pioneer Avenue to Stinson Avenue | Minor widening, bike lanes, sidewalk 1 side | 518,400 | 1,200 | 222 | | 1,600 | 256 | 34 | 400 | 9% | \$44,064 |
| 6 | 11 | Grandview Street Phase 3 | McDonald Avenue to Soundview Drive | Minor widening, bike lanes, sidewalks | 880,800 | 1,200 | 120 | | 1,600 | 113 | -7 | 400 | -2% | -\$15,414 |
| 7 | 12 | 38th Avenue Phase 2 | 56th Street to Hunt Street | Minor widening, bike lanes, sidewalk 1 side | 7,488,000 | 1,200 | 632 | | 1,600 | 767 | 135 | 400 | 34% | \$2,527,200 |
| 8 | 13 | 50th Court | Olympic Drive to 38th Street | New roadway | 960,000 | 0 | 0 | | 1,600 | 344 | 344 | 1,600 | 22% | \$206,400 |
| 9 | 14 | Olympic / Hollycroft | Intersection | Increase intersection capacity - single lane roundabout | 540,000 | 1,200 | 1,272 | -72 | 1,800 | 1,413 | 141 | 600 | 24% | \$126,900 |
| 10 | 19 | Rosedale Street Phase 2 | City Limits to SR 16 | Minor widening, left-turn pockets, bike lanes | 1,022,400 | 1,200 | 620 | | 1,800 | 639 | 19 | 600 | 3% | \$32,376 |
| 11 | 20 | Rosedale Street Phase 3 | SR 16 to Shirley Avenue | Minor widening, LT pockets, 1 bike lane, 1 sidewalk | 801,600 | 1,200 | 569 | | 1,800 | 937 | 368 | 600 | 61% | \$491,648 |
| 12 | 21 | Hunt Street Phase 1 | Skansie Avenue to 38th | Minor widening, 3 lanes, bike lanes, sidewalks | 6,912,000 | 1,200 | 709 | | 1,800 | 1,306 | 597 | 600 | 100% | \$6,877,440 |
| 13 | 22 | Wollochet Drive | Hunt Street to SR 16 | Major widening | 8,670,000 | 1,200 | 1,339 | -139 | 3,600 | 1,787 | 448 | 2,400 | 19% | \$1,618,400 |
| 14 | 25 | Hunt / Skansie | Intersection | Intersection capacity signal or roundabout | 1,728,000 | 1,200 | 678 | | 3,600 | 1,051 | 373 | 600 | 62% | \$1,074,240 |
| 15 | 26 | Burnham Drive Phase 1 | Harborview Drive to Franklin Drive | Major widening, sidewalks | 716,400 | 1,200 | 495 | | 1,800 | 657 | 162 | 600 | 27% | \$193,428 |
| 16 | 27 | Burnham Drive Phase 2 | Franklin Avenue to N-S Connector | Major widening, sidewalks | 4,075,200 | 1,200 | 522 | | 1,800 | 678 | 156 | 600 | 26% | \$1,059,552 |
| 17 | 28 | Burnham Drive Phase 3 | N-S Connector to Borgen Blvd | Major widening, sidewalks | 6,541,200 | 1,200 | 551 | | 1,800 | 664 | 113 | 600 | 19% | \$1,231,926 |
| TOTAL COSTS | | | | | 68,751,200 | | | | | | | | | \$16,831,964 |

Exhibit A-2
Impact Fee Cost Allocation (2007 - 2012)
Formula



Cost Per Trip



New PM Peak Hour Trips = 7,852
Cost / Trip = \$2,102.65

EXHIBIT A-3

Table 4. Proposed Transportation Impact Fee Schedule (1 of 2)

| City of Gig Harbor | | | Base Impact Fee Per Trip: \$ 2,102.65 | | | | | |
|---------------------|-----------------------|------------------------------------|---------------------------------------|------------------------------|------------------------------------|----------------------------------------------|-----|---------|
| Land Use Group | ITE Code ¹ | ITE Land Use Category ¹ | ITE Trip Rate ² | % Pass by trips ³ | Net New Trips per Development Unit | Impact Fee per Development Unit ⁴ | | |
| Dwelling | 210 | Single Family House | 1.01 | 0% | 1.010 | \$ 2,124 | per | DU |
| Dwelling | 220 | Apartment | 0.62 | 0% | 0.620 | \$ 1,304 | per | DU |
| Dwelling | 231 | Low-Rise Condo / Townhouse | 0.78 | 0% | 0.780 | \$ 1,640 | per | DU |
| Dwelling | 240 | Mobile Home | 0.59 | 0% | 0.590 | \$ 1,241 | per | DU |
| Dwelling - Group | 251 | Sr. Housing Detached | 0.26 | 0% | 0.260 | \$ 547 | per | DU |
| Dwelling - Group | 252 | Sr. Housing Attached | 0.11 | 0% | 0.110 | \$ 231 | per | DU |
| Dwelling - Group | 253 | Congregate Care Facility | 0.17 | 0% | 0.170 | \$ 357 | per | DU |
| Dwelling - Group | 254 | Assisted Living (limited data) | 0.22 | 0% | 0.220 | \$ 463 | per | Bed |
| Dwelling - Group | 620 | Nursing Home | 0.22 | 0% | 0.220 | \$ 463 | per | Bed |
| Education | 520 | Public Elementary School | 1.19 ⁵ | 0% | 1.190 | \$ 2.50 | per | Sq. Ft. |
| Education | 522 | Public Middle School | 1.19 | 0% | 1.190 | \$ 2.50 | per | Sq. Ft. |
| Education | 530 | Public High School | 0.97 | 0% | 0.970 | \$ 2.04 | per | Sq. Ft. |
| Education | 534 | Private School K-8 (limited data) | 3.40 ⁵ | 0% | 3.400 | \$ 7.15 | per | Sq. Ft. |
| Education | 536 | Private School K-12 (limited data) | 2.75 ⁵ | 0% | 2.750 | \$ 5.78 | per | Sq. Ft. |
| Industrial | 110 | Light Industrial | 0.98 | 0% | 0.980 | \$ 2.06 | per | Sq. Ft. |
| Industrial | 130 | Industrial Park | 0.86 | 0% | 0.860 | \$ 1.81 | per | Sq. Ft. |
| Industrial | 140 | Manufacturing | 0.74 | 0% | 0.740 | \$ 1.56 | per | Sq. Ft. |
| Medical | 610 | Hospital | 1.18 | 0% | 1.180 | \$ 2.48 | per | Sq. Ft. |
| Medical | 630 | Clinic (limited data) | 5.18 | 0% | 5.180 | \$ 10.89 | per | Sq. Ft. |
| Medical | 720 | Medical/Dental Office | 3.72 | 0% | 3.720 | \$ 7.82 | per | Sq. Ft. |
| Office | 710 | General Office | 1.49 | 0% | 1.490 | \$ 3.13 | per | Sq. Ft. |
| Office | 715 | Single Tenant Office | 1.73 | 0% | 1.730 | \$ 3.64 | per | Sq. Ft. |
| Office | 750 | Office Park | 1.50 | 0% | 1.500 | \$ 3.15 | per | Sq. Ft. |
| Park and Ride | 090 | Park and Ride with Bus Service | 0.62 | 0% | 0.620 | \$ 1,304 | per | Space |
| Recreation | 420 | Marina (limited data) | 0.19 | 25% | 0.143 | \$ 300 | per | Slip |
| Recreation | 430 | Golf Course | 0.30 | 25% | 0.225 | \$ 473 | per | Acre |
| Recreation | 441 | Live Theater (limited data) | 0.02 | 25% | 0.015 | \$ 31.54 | per | Seat |
| Recreation | 491 | Racquet Club | 0.64 ⁵ | 25% | 0.482 | \$ 1.01 | per | Sq. Ft. |
| Recreation | 492 | Health Fitness Club | 4.05 | 25% | 3.038 | \$ 6.39 | per | Sq. Ft. |
| Recreation | 495 | Recreational Community Center | 1.64 | 25% | 1.230 | \$ 2.59 | per | Sq. Ft. |
| Retail - Automotive | 853 | Convenience Market w/Gas Pumps | 19.22 | 66% | 6.535 | \$ 13,740 | per | VSP |
| Retail - Automotive | 941 | Quick Lube | 5.19 | 42% | 3.010 | \$ 6,329 | per | VSP |
| Retail - Automotive | 944 | Gas Station | 13.86 | 42% | 8.039 | \$ 16,903 | per | VSP |
| Retail - Automotive | 945 | Gas Station w/Convenience Market | 13.38 | 56% | 5.887 | \$ 12,379 | per | VSP |

¹ Institute of Transportation Engineers, Trip Generation (7th Edition)

² Trip generation rate per development unit, for PM Peak Hour of the adjacent street traffic (4-6 pm). Note: Sq. Ft. rate expressed per 1000 SF.

³ Average Pass-by Rates, per Trip Generation Handbook: an ITE Recommended Practice, March, 2001

⁴ DU = dwelling unit, Sq. Ft. = Square Feet, VSP = vehicle servicing position

⁵ Scaled to pm Peak Hour of Adjacent Street Traffic from pm Peak Hour of Generator

EXHIBIT A-3

Table 4. Proposed Transportation Impact Fee Schedule (2 of 2)

| Land Use Group | ITE Code ¹ | ITE Land Use Category ¹ | ITE Trip Rate ² | % Pass by trips ³ | Net New Trips per Development Unit | Impact Fee per Development Unit ⁴ | | |
|---------------------|-----------------------|-----------------------------------------------|----------------------------|------------------------------|------------------------------------|----------------------------------------------|-----|---------|
| | | | | | | | | |
| Retail - Automotive | 946 | Gas Station w/Convenience Market and Car Wash | 13.33 | 42% | 7.731 | \$ 16,256 | per | VSP |
| Retail - Automotive | 947 | Self Serve Car Wash | 5.54 | 42% | 3.213 | \$ 6,756 | per | VSP |
| Retail - Large | 445 | Multiplex Movie Theater | 5.22 | 34% | 3.445 | \$ 7.24 | per | Sq. Ft. |
| Retail - Large | 814 | Specialty Retail Center | 2.71 | 34% | 1.789 | \$ 3.76 | per | Sq. Ft. |
| Retail - Large | 815 | Free Standing Discount Store | 5.06 | 17% | 4.200 | \$ 8.83 | per | Sq. Ft. |
| Retail - Large | 850 | Supermarket | 10.45 | 36% | 6.688 | \$ 14.06 | per | Sq. Ft. |
| Retail - Large | 854 | Discount Supermarket | 8.90 | 9% | 8.099 | \$ 17.03 | per | Sq. Ft. |
| Retail - Large | 862 | Home Improvement Super Store | 2.45 | 48% | 1.274 | \$ 2.68 | per | Sq. Ft. |
| Retail - Large | 863 | Electronics Super Store | 4.50 | 40% | 2.700 | \$ 5.68 | per | Sq. Ft. |
| Retail - Large | 867 | Office Supply Superstore | 3.40 | 48% | 1.768 | \$ 3.72 | per | Sq. Ft. |
| Retail - Regional | 813 | Free Standing Discount Superstore | 3.87 | 34% | 2.554 | \$ 5.37 | per | Sq. Ft. |
| Retail - Regional | 820 | Shopping Center < 1 million Sq Ft | 3.75 | 34% | 2.475 | \$ 5.20 | per | Sq. Ft. |
| Retail - Regional | 861 | Discount Club | 4.24 | 34% | 2.798 | \$ 5.88 | per | Sq. Ft. |
| Retail - Small | 590 | Library | 7.09 | 0% | 7.090 | \$ 14.91 | per | Sq. Ft. |
| Retail - Small | 816 | Hardware/Paint Store | 4.84 | 43% | 2.759 | \$ 5.80 | per | Sq. Ft. |
| Retail - Small | 848 | Tire Store | 4.15 | 28% | 2.988 | \$ 6.28 | per | Sq. Ft. |
| Retail - Small | 849 | Tire Superstore | 2.11 | 28% | 1.519 | \$ 3.19 | per | Sq. Ft. |
| Retail - Small | 851 | Convenience Market | 52.41 | 24% | 39.832 | \$ 83.75 | per | Sq. Ft. |
| Retail - Small | 880 | Pharmacy/Drug Store | 8.42 | 49% | 4.294 | \$ 9.03 | per | Sq. Ft. |
| Retail - Small | 881 | Pharmacy/Drug Store w/Drive-up | 8.62 | 49% | 4.396 | \$ 9.24 | per | Sq. Ft. |
| Retail - Small | 896 | Video Rental Store | 13.60 | 49% | 6.936 | \$ 14.58 | per | Sq. Ft. |
| Retail - Small | 911 | Walk in Bank (limited data) | 33.15 | 47% | 17.570 | \$ 36.94 | per | Sq. Ft. |
| Retail - Small | 912 | Drive-in Bank | 45.74 | 47% | 24.242 | \$ 50.97 | per | Sq. Ft. |
| Retail - Small | 931 | Quality Restaurant | 7.49 | 44% | 4.194 | \$ 8.82 | per | Sq. Ft. |
| Retail - Small | 932 | High Turnover Restaurant | 10.92 | 43% | 6.224 | \$ 13.09 | per | Sq. Ft. |
| Retail - Small | 933 | Fast Food | 26.15 | 49% | 13.337 | \$ 28.04 | per | Sq. Ft. |
| Retail - Small | 934 | Fast Food w/Drive up | 34.64 | 49% | 17.666 | \$ 37.15 | per | Sq. Ft. |
| Retail - Small | 936 | Drinking Place | 11.34 | 44% | 6.350 | \$ 13.35 | per | Sq. Ft. |
| Retail - Small | 942 | AutoCare | 3.38 | 28% | 2.434 | \$ 5.12 | per | Sq. Ft. |
| Services | 151 | Mini Warehouse | 0.26 | 0% | 0.260 | \$ 0.55 | per | Sq. Ft. |
| Services | 310 | Hotel | 0.59 | 0% | 0.590 | \$ 1241 | per | Room |
| Services | 320 | Motel | 0.47 | 0% | 0.470 | \$ 988 | per | Room |
| Services | 560 | Church over 20,000 Sq. Ft. | 0.66 | 0% | 0.660 | \$ 1.39 | per | Sq. Ft. |
| Services | 560 | Church under 20,000 Sq. Ft. | 0.66 | 0% | 0.660 | \$ 1.39 | per | Sq. Ft. |
| Services | 565 | Day Care Center | 13.18 | 75% | 3.295 | \$ 1.00 | per | Sq. Ft. |
| Services | 732 | US Post Office | 10.89 | 47% | 5.772 | \$ 12.14 | per | Sq. Ft. |

¹ Institute of Transportation Engineers, Trip Generation (7th Edition)

² Trip generation rate per development unit, for PM Peak Hour of the adjacent street traffic (4-6 pm). Note: Sq. Ft. rate expressed per 1000 SF.

³ Average Pass-by Rates, per Trip Generation Handbook: an ITE Recommended Practice, March, 2001

⁴ DU = dwelling unit, Sq. Ft. = Square Feet, VSP = vehicle servicing position

ATTACHMENT 2

City of Gig Harbor

Community Development Department



Transportation Impact
Fee Program
Update

March 2007



**DAVID EVANS
AND ASSOCIATES INC.**

415 - 118th Avenue SE
Bellevue Washington 98005-3518
Phone: 425.519.6500



3510 Grandview St. Gig Harbor Washington 98335

INTRODUCTION

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

- The Growth Management Act requires regular updates to impact fee programs. The original Transportation Impact Fee program was adopted by the City Council in 1999.
- New projects have been added to the City's Capital Facilities Program (CFP), while projects currently on the impact fee project list have been completed.

The remaining sections of the report describe the impact fee program methodology, the analyses performed, and the resulting recommendations.

CITY OF GIG HARBOR REQUIREMENTS

City of Gig Harbor Traffic Impact Fee Update

This update to the City of Gig Harbor Traffic Impact Fee was prepared consistent with Ordinance No. 828, "Gig Harbor Impact Fee Ordinance", effective 12/15/99 as codified in Chapter 19.12 in Title 19 of the Gig Harbor Municipal Code and as amended by Ordinance No. 963 effective 7/26/04 and Ordinance No. 1017 effective 10/24/05.

The City's Traffic Impact Fee Ordinance No. 828, Section 2.B.1 requires that the Traffic Impact Fee is consistent with the Six-Year Road Plan and Transportation Element of the Comprehensive Plan.

This update to the impact fee is based upon the City's current 2007-2012 Six Year Transportation Improvement Plan (TIP) adopted by Resolution 685 on 8/28/06. The TIP in turn is based upon the latest update to the Transportation Element of the Comprehensive Plan. The long-range improvements to the SR 16 Burnham interchange are not included in this Impact Fee update. The interchange improvements are anticipated to be funded through a voluntary SEPA mitigation fee applicable to both city and county traffic, to be determined through ongoing planning and design of the interchange or equivalent improvements.

The City's Traffic Impact Fee Ordinance Section 2.B.2 requires that adequate levels of service are provided within the City.

The TIP projects that improve level of service through the provision of additional through lanes, additional turn lanes, expansion of intersections, or control of intersections by traffic signals or roundabouts, and/or provision of new roads to relieve congestion, are included in the impact fee update. Projects that are required for the maintenance of existing facilities, parking facilities, and non-motorized projects are not included.

The City's Traffic Impact Fee Ordinance Section 2.B.3 requires that new development bears its proportionate share of the capital costs of transportation facilities reasonably related to new development.

The update to the Traffic Impact Fee is based upon the City's new City Wide Traffic Model. The model was developed using VISUM, an internationally recognized traffic forecasting software package. The City's traffic model includes the city limits, the Urban Growth Area (UGA) adjacent to the City and external zones that replicate Pierce and Kitsap counties. The model includes 132 internal (City of Gig Harbor and UGA's) Traffic Analysis Zones (TAZ's), 75 adjacent Pierce County zones, 2 Kitsap County zones and 3 external zones.

The traffic model forecasts PM peak hour traffic volumes based upon land use consistent with existing and proposed development. An estimate of 7,852 PM peak hour trips was used to develop a six-year traffic growth forecast. This estimate was developed utilizing the following information:

- Current approved capacity reservation certificates consisting of 5,467 PM peak hour trips located primarily in the North Gig Harbor area.
- Anticipated growth within the next six years beyond approved capacity reservation certificates as of August 2006 consisting of 584 PM peak trips tied to specific planned development located in the Gig Harbor North area and 1,802 PM peak trips assumed in the Gig Harbor Westside area to account for future development outside the Gig Harbor North area.

The six-year traffic growth forecast was used to determine the proportionate share of the capital costs summarized in **Table 1**, "Project List", below, that are reasonably related to new growth.

Pierce County growth was not included in the six-year traffic forecast used for the impact fee calculation. It is assumed that county through trips will result in an additional 11 percent increase in traffic Citywide (665 trips) and that separate SEPA mitigation will be required to mitigate the impacts created by County generated traffic.

The City's Traffic Impact Fee Ordinance Section 2.B.4 requires that the City Pay its Fair Share of the Capital Cost of Transportation Projects.

The impact fee update excludes non-growth related transportation projects such as drainage and roadway rehabilitation projects. The impact fee is based upon growth's proportionate share of the capacity added by the impact fee projects. See **Table 3** for the calculation of the growth share of capacity used and see **Figure 2** for a summary of the funding sources used for the impact fee projects.

IMPACT FEE ANALYSIS

The impact fee structure for the City of Gig Harbor was designed to determine the proportionate share of improvement costs that may be charged to new development. The following key points summarize the impact fee structure:

- A six-year roadway facility list oriented to future growth is developed.

- Existing deficiencies are identified and separated from future trips on the roadway system.
- Future trips are allocated to geographic areas inside and outside the City using a traffic-forecasting model.
- A citywide fee system is established.
- A land use-based fee schedule is developed.

Each of the above elements is described in the following sections.

Impact Fee Project List

The updated impact fee project list was composed of selected capacity projects from the City's CFP, which covers a six-year period. The project list, shown in Table 1, includes 17 projects. These 17 projects are also shown in **Figure 1**.

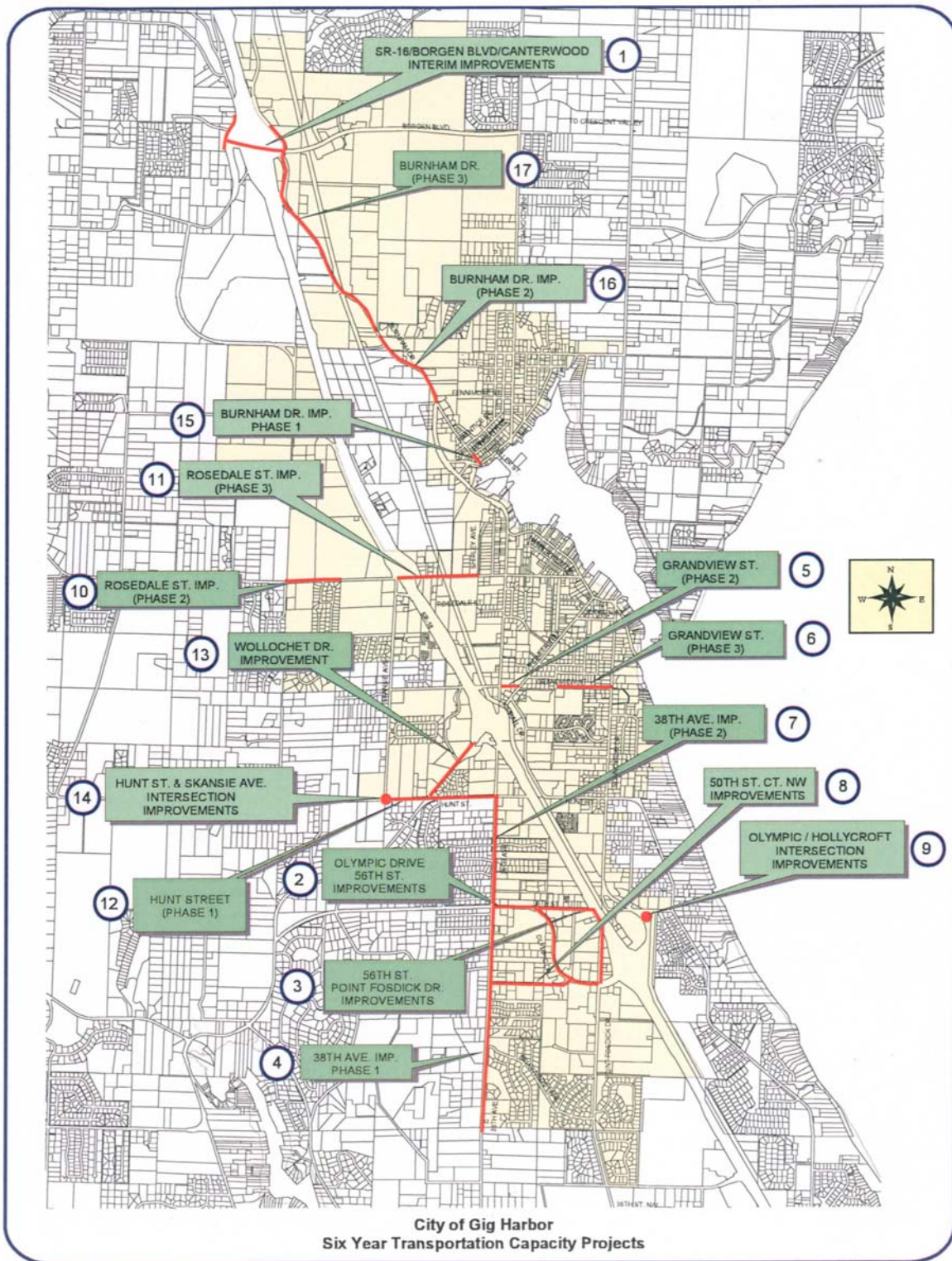
Project costs are based upon the TIP cost estimates and a construction cost inflation estimate of 20 percent to account for ongoing construction cost increases since the TIP was adopted in August 2006.

Table 1. Project List

| Impact Fee List ID | TIP No. | Route | From / To | Capacity Improvements | Project Cost |
|---------------------------|----------------|-------------------------------|---------------------------------|-----------------------------------------------------------------------------------|---------------------|
| 1 | 1 | Borgen / SR 16 / Canterwood | Interim Improvements | increase intersection capacity at Borgen Roundabout, minor widening on Canterwood | 8,000,000 |
| 2 | 3 | Olympic Drive / 56th Street | 38th Ave to Point Fosdick Drive | Major widening, 5 lanes, bike lanes, sidewalks | 6,042,000 |
| 3 | 4 | 56th Street / Pt. Fosdick Dr. | Olympic Drive to Olympic Drive | Minor widening, 3 lanes, bike lanes, sidewalks | 2,640,000 |
| 4 | 5 | 38th Avenue Phase 1 | City Limits to 56th Street | Minor widening, 3 lanes, bike lanes, sidewalk 1 side | 11,215,200 |
| 5 | 10 | Grandview Street Phase 2 | Pioneer Ave to Stinson Ave | Minor widening, bike lanes, sidewalk 1 side | 518,400 |
| 6 | 11 | Grandview Street Phase 3 | McDonald Ave to Soundview Drive | Minor widening, bike lanes, sidewalks | 880,800 |
| 7 | 12 | 38th Avenue Phase 2 | 56th St to Hunt St | Minor widening, bike lanes, sidewalk 1 side | 7,488,000 |
| 8 | 13 | 50th Court | Olympic Drive to 38th Street | New roadway | 960,000 |
| 9 | 14 | Olympic / Hollycroft | Intersection | Increase intersection capacity - single lane roundabout | 540,000 |
| 10 | 19 | Rosedale Street Phase 2 | City Limits to SR 16 | Minor widening, left-turn pockets, bike lanes | 1,022,400 |
| 11 | 20 | Rosedale Street Phase 3 | SR 16 to Shirley Ave | Minor widening, LT pockets, 1 bike lane, 1 sidewalk | 801,600 |
| 12 | 21 | Hunt St Phase 1 | Skansie Ave to Olympic | Minor widening, 3 lanes, bike lanes, sidewalks | 6,912,000 |
| 13 | 22 | Wollochet Drive | Hunt St to SR 16 | Major widening | 8,670,000 |
| 14 | 25 | Hunt / Skansie | Intersection | Intersection capacity signal or roundabout | 1,728,000 |
| 15 | 26 | Burnham Drive Phase 1 | Harborview Dr to Franklin Dr | Major widening, sidewalks | 716,400 |
| 16 | 27 | Burnham Drive Phase 2 | Franklin Ave to N-S Connector | Major widening, sidewalks | 4,075,200 |
| 17 | 28 | Burnham Drive Phase 3 | N-S Connector to Borgen Blvd | Major widening, sidewalks | 6,541,200 |
| TOTAL COSTS | | | | | 68,751,200 |

Note: Refer to **Figure 1** for the Project Map.

Figure 1. City of Gig Harbor Impact Fee Projects



During the City's transportation planning process, the City identified the projects in Table 1 as those to be constructed in the next six-years to support the six-year growth forecast and provide additional capacity to support future growth to meet the City's adopted Level of Service (LOS) standards. These capital projects form the basis for the City's transportation program which includes public and private sources. The list retains some current impact fee projects since they are not complete and have remaining capacity available for new growth. Other projects were removed or added to the list, as itemized below.

Projects that were constructed and were removed:

- East/West (Borgen) Road Construction (Phase 1)
- Point Fosdick Drive Improvements (Phase 1)
- East/West (Borgen) Road Construction (Phase 2)

Projects that were not constructed and were removed:

- Point Fosdick Drive Improvements (Phase 2)
- Crescent Valley Connector
- North-South Connector
- Hunt Street crossing

Projects that have been added:

- SR 16/Borgen/Canterwood Interim Improvements
- 38th Avenue, Phase 1
- 38th Avenue, Phase 2
- Grandview Street, Phase 2
- Grandview Street, Phase 3
- 50th Street Improvements
- Hunt Street Phase 1
- Wollochet Drive
- Rosedale Street, Phase 2
- Rosedale Street, Phase 3
- Hunt/Skansie Intersection Improvements

System Improvements

Washington State law (RCW 82.02.050) specifies that Transportation Impact Fees are to be expensed 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. Each project in Table 1 meets this requirement. One new street connection 50th Street Extension in the proposed impact fee project list will provide needed capacity and will help shift traffic away from other locations within the City.

Existing Conditions and Existing Deficiencies

Current traffic volume data was collected for each of the impact fee projects. Existing road capacity was compared to existing traffic volumes to determine the city share of capacity added by the street improvements needed to correct existing deficiencies. Two projects were shown with existing deficiencies. **Table 2** provides a summary of existing capacity, existing volume and existing deficiency in PM peak hour trips.

Table 2. Level of Service Deficiency Analysis

| Impact Fee List ID | TIP No. | Route | From / To | Existing Road Capacity | Existing Traffic Volume | Existing Deficiency in Trips Over Capacity |
|--------------------|---------|----------------------------------|------------------------------------|------------------------|-------------------------|--------------------------------------------|
| 1 | 1 | Borgen / SR 16 / Canterwood | Interim Improvements | na | 2,530 | na |
| 2 | 3 | Olympic Drive / 56th Street | 38th Ave to Point Fosdick Drive | 1,800 | 1,721 | 0 |
| 3 | 4 | 56th Street / Pt. Fosdick Drive. | Olympic Drive to Olympic Drive | 1,200 | 264 | 0 |
| 4 | 5 | 38th Avenue Phase 1 | City Limits to 56th Street | 1,200 | 309 | 0 |
| 5 | 10 | Grandview Street Phase 2 | Pioneer Avenue to Stinson Avenue | 1,200 | 222 | 0 |
| 6 | 11 | Grandview Street Phase 3 | McDonald Avenue to Soundview Drive | 1,200 | 120 | 0 |
| 7 | 12 | 38th Avenue Phase 2 | 56th St to Hunt Street | 1,200 | 632 | 0 |
| 8 | 13 | 50th Court | Olympic Drive to 38th Street | 0 | 0 | 0 |
| 9 | 14 | Olympic / Hollycroft | Intersection | 1,200 | 1,272 | -72 |
| 10 | 19 | Rosedale Street Phase 2 | City Limits to SR 16 | 1,200 | 620 | 0 |
| 11 | 20 | Rosedale Street Phase 3 | SR 16 to Shirley Avenue | 1,200 | 569 | 0 |
| 12 | 21 | Hunt St Phase 1 | Skansie Avenue to Olympic | 1,200 | 709 | 0 |
| 13 | 22 | Wollochet Drive | Hunt Street to SR 16 | 1,200 | 1,339 | -139 |
| 14 | 25 | Hunt / Skansie | Intersection | 1,200 | 678 | 0 |
| 15 | 26 | Burnham Drive Phase 1 | Harborview Drive to Franklin Drive | 1,200 | 495 | 0 |
| 16 | 27 | Burnham Drive Phase 2 | Franklin Avenue to N-S Connector | 1,200 | 522 | 0 |
| 17 | 28 | Burnham Drive Phase 3 | N-S Connector to Borgen Blvd | 1,200 | 551 | 0 |

Existing deficiency costs are shown for informational purposes, but do not affect the growth share of the project list.

Travel Growth

The six-year travel growth used for the impact fee calculation was based upon the anticipated trip generation of un-built developments holding capacity reservation certificates and an estimate of additional development that would likely occur in the next six years. This estimate totaled 7,852 new trips citywide in the next six years.

The citywide traffic model was used to assign these trips to all city streets. The net increase in traffic volume on each street was used to determine the growth share for each street improvement.

Cost Allocation

The City uses an impact fee analysis based on a methodology that distinguishes between the cost of facility improvements that address existing deficiencies and those that are needed to serve new growth. The methodology used to determine the growth share is based upon the capacity added by the street improvement project and the proportion of that capacity used by the six-year traffic growth

forecast. Many of the projects have surplus capacity beyond the six year traffic growth forecast. Calculating the six-year growth share on the basis of the capacity used by the six year traffic forecast results in a proportional share calculation consistent with GMA requirements. This method uses only the traffic increase forecast for city growth related trips. Table 3 summarizes the proportionate share calculations.

Funding Sources

The City uses a variety of funding sources to create a balanced financial plan for the impact fee projects. Figure 2 provides a summary of the various sources identified in this section:

“Appropriated Funds” accounts for funds already on hand and available or designated to the impact fee projects. This includes money collected from previous impact fees and SEPA mitigation settlements and previous appropriations of City CIP funds for impact fee projects.

“City General Fund/Other” refers chiefly to future city funds which would come from the unrestricted general fund, by future budget decisions of the City. Other currently unknown or unspecified funding sources are accounted for here as well.

“New Grants” refers to future grants from regional, state, or federal agencies that the City expects to obtain for impact fee projects.

“County Share” refers to an anticipated amount of funds to be received from Pierce County through voluntary SEPA mitigation payments, including the future possibility of payments from developers in the County via interlocal agreement with Pierce County, as mitigation of the impacts of trips through the City that are generated outside the City. Future County generated increases in such travel were not modeled in the current six-year forecast. A special analysis of the existing citywide traffic model indicated that as a broad average, external through traffic accounted for 11 percent of the total travel on the city arterial street system. These trips are assumed to be in addition to the 6-year trip forecast used in the impact fee calculation. It is estimated that revenue equal to 11 percent of the city impact fee may be collected through SEPA mitigation agreements related to development in Pierce County. Figure 2 shows estimated receipts from this source equal to 11 percent of the \$16.8 million growth-related share from Table 3 from future county reimbursements. This corresponds to 3 percent of the total project costs in Figure 2.

“6-Year Impact Fees” shows the total amount of impact fees that would be received from the estimated six-year growth total, at the calculated cost per new trip of \$2,102.65 per peak hour trip.

“Future Impact Fees” accounts for the proportion of capacity provided by impact fee projects that would be available for use by additional future growth occurring after six years.

Figure 2. Impact Fee Project List Funding Sources

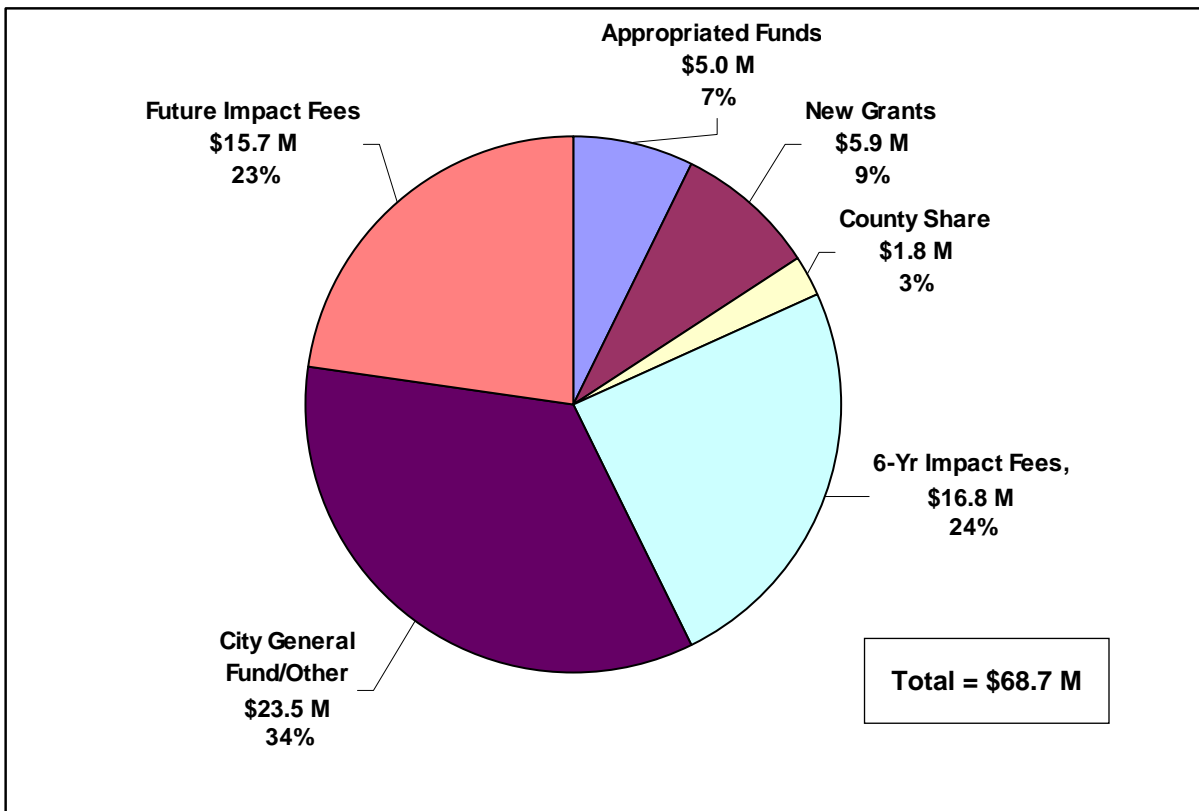


Table 3. Impact Fee Cost (2007 – 2012)

| Impact Fee List ID | TIP No. | Route | From / To | Capacity Improvements | Project Cost | Existing Road Capacity | Existing Traffic Volume | Existing Deficiency if < 0 | Future Street Capacity | Future Traffic Volume | Traffic Volume Increase | Capacity Increase Provided by Project | % Increased Capacity Used | Share of Increased Capacity Cost |
|--------------------|---------|----------------------------------|------------------------------------|-----------------------------------------------------------------------------------|-------------------|------------------------|-------------------------|----------------------------|------------------------|-----------------------|-------------------------|---------------------------------------|---------------------------|----------------------------------|
| 1 | 1 | Borgen / SR16 / Canterwood | Interim Improvements | Increase intersection capacity at Borgen Roundabout, minor widening on Canterwood | 8,000,000 | NA | 2,530 | NA | NA | 5,226 | 2,696 | NA | NA | NA |
| 2 | 3 | Olympic Drive / 56th Street | 38th Avenue to Point Fosdick Drive | Major widening, 5 lanes, bike lanes, sidewalks | 6,042,000 | 1,800 | 1,721 | | 3,600 | 1,781 | 60 | 1,800 | 3% | \$201,400 |
| 3 | 4 | 56th Street / Pt. Fosdick Drive. | Olympic Drive to Olympic Drive | Minor widening, 3 lanes, bike lanes, sidewalks | 2,640,000 | 1,200 | 264 | | 1,800 | 371 | 107 | 600 | 18% | \$470,800 |
| 4 | 5 | 38th Avenue Phase 1 | City Limits to 56th Street | Minor widening, 3 lanes, bike lanes, sidewalk 1 side | 11,215,200 | 1,200 | 309 | | 1,800 | 346 | 37 | 600 | 6% | \$691,604 |
| 5 | 10 | Grandview Street Phase 2 | Pioneer Avenue to Stinson Avenue | Minor widening, bike lanes, sidewalk 1 side | 518,400 | 1,200 | 222 | | 1,600 | 256 | 34 | 400 | 9% | \$44,064 |
| 6 | 11 | Grandview Street Phase 3 | McDonald Avenue to Soundview Drive | Minor widening, bike lanes, sidewalks | 880,800 | 1,200 | 120 | | 1,600 | 113 | -7 | 400 | -2% | -\$15,414 |
| 7 | 12 | 38th Avenue Phase 2 | 56th Street to Hunt Street | Minor widening, bike lanes, sidewalk 1 side | 7,488,000 | 1,200 | 632 | | 1,600 | 767 | 135 | 400 | 34% | \$2,527,200 |
| 8 | 13 | 50th Court | Olympic Drive to 38th Street | New roadway | 960,000 | 0 | 0 | | 1,600 | 344 | 344 | 1,600 | 22% | \$206,400 |
| 9 | 14 | Olympic / Hollycroft | Intersection | Increase intersection capacity - single lane roundabout | 540,000 | 1,200 | 1,272 | -72 | 1,800 | 1,413 | 141 | 600 | 24% | \$126,900 |
| 10 | 19 | Rosedale Street Phase 2 | City Limits to SR 16 | Minor widening, left-turn pockets, bike lanes | 1,022,400 | 1,200 | 620 | | 1,800 | 639 | 19 | 600 | 3% | \$32,376 |
| 11 | 20 | Rosedale Street Phase 3 | SR 16 to Shirley Avenue | Minor widening, LT pockets, 1 bike lane, 1 sidewalk | 801,600 | 1,200 | 569 | | 1,800 | 937 | 368 | 600 | 61% | \$491,648 |
| 12 | 21 | Hunt Street Phase 1 | Skansie Avenue to 38th | Minor widening, 3 lanes, bike lanes, sidewalks | 6,912,000 | 1,200 | 709 | | 1,800 | 1,306 | 597 | 600 | 100% | \$6,877,440 |
| 13 | 22 | Wollochet Drive | Hunt Street to SR 16 | Major widening | 8,670,000 | 1,200 | 1,339 | -139 | 3,600 | 1,787 | 448 | 2,400 | 19% | \$1,618,400 |
| 14 | 25 | Hunt / Skansie | Intersection | Intersection capacity signal or roundabout | 1,728,000 | 1,200 | 678 | | 3,600 | 1,051 | 373 | 600 | 62% | \$1,074,240 |
| 15 | 26 | Burnham Drive Phase 1 | Harborview Drive to Franklin Drive | Major widening, sidewalks | 716,400 | 1,200 | 495 | | 1,800 | 657 | 162 | 600 | 27% | \$193,428 |
| 16 | 27 | Burnham Drive Phase 2 | Franklin Avenue to N-S Connector | Major widening, sidewalks | 4,075,200 | 1,200 | 522 | | 1,800 | 678 | 156 | 600 | 26% | \$1,059,552 |
| 17 | 28 | Burnham Drive Phase 3 | N-S Connector to Borgen Blvd | Major widening, sidewalks | 6,541,200 | 1,200 | 551 | | 1,800 | 664 | 113 | 600 | 19% | \$1,231,926 |
| TOTAL COSTS | | | | | 68,751,200 | | | | | | | | | \$16,831,964 |

The final step in the cost allocation process calculates the "cost per new PM peak hour trip" within Gig Harbor, derived by dividing the total share of increased capacity cost by the number of six-year growth PM peak hour trips. This rate presumed that grants would cover only 9 percent of the City share of the project. Grants received in excess of 9 percent can go to reducing the City general fund contributions to the impact fee projects.

The analysis produced the following results.

| | |
|----------------------------------------|-----------------------|
| Six-year TIP Fee Costs | \$ 16,831,964 |
| <u>Divided by new PM trips:</u> | <u>÷ 7,852</u> |
| Equals: | |
| Cost-per-New PM-Trip | \$ 2,143.65 |
| <u>Minus Fuel Tax Credit</u> | <u>41.00</u> |
| Final Cost per New PM Trip | \$ 2,102.65 |

The \$2,102.65 per PM peak hour trip fee is four times higher than the current rate of approximately \$517 per net new PM peak hour trip. The new trip cost reflects an updated impact fee project list with old projects removed, new projects added, and updated cost estimates. The new fee schedule is anticipated to pay for a higher proportion of project costs, resulting in a six-year fee collection of \$16.5 million, compared with the current program goal of around \$7.9 million. A summary of impact fees for other Washington jurisdictions is included as **Appendix A**.

IMPACT FEE SCHEDULE

The impact fee schedule was developed by adjusting the "cost per trip" information to reflect differences in trip generating characteristics for a variety of land use types within the study area. The Institute of Transportation Engineers Trip Generation Manual, 7th ed. was used to determine trip generation rates for the land use types. The fee schedule is a table where fees are represented as dollars per unit for each land use category. Certain land uses were modified, added, or removed from the current fee schedule to reflect recent development trends within the City and changes to the national trip generation database. **Table 4** shows the proposed transportation impact fee schedule.

Table 4. Proposed Transportation Impact Fee Schedule (1 of 2)

| City of Gig Harbor | | | Base Impact Fee Per Trip: \$ 2,102.65 | | | | | |
|---------------------|-----------------------|------------------------------------|---------------------------------------|------------------------------|------------------------------------|----------------------------------------------|-----|---------|
| Land Use Group | ITE Code ¹ | ITE Land Use Category ¹ | ITE Trip Rate ² | % Pass by trips ³ | Net New Trips per Development Unit | Impact Fee per Development Unit ⁴ | | |
| Dwelling | 210 | Single Family House | 1.01 | 0% | 1.010 | \$ 2,124 | per | DU |
| Dwelling | 220 | Apartment | 0.62 | 0% | 0.620 | \$ 1,304 | per | DU |
| Dwelling | 231 | Low-Rise Condo / Townhouse | 0.78 | 0% | 0.780 | \$ 1,640 | per | DU |
| Dwelling | 240 | Mobile Home | 0.59 | 0% | 0.590 | \$ 1,241 | per | DU |
| Dwelling - Group | 251 | Sr. Housing Detached | 0.26 | 0% | 0.260 | \$ 547 | per | DU |
| Dwelling - Group | 252 | Sr. Housing Attached | 0.11 | 0% | 0.110 | \$ 231 | per | DU |
| Dwelling - Group | 253 | Congregate Care Facility | 0.17 | 0% | 0.170 | \$ 357 | per | DU |
| Dwelling - Group | 254 | Assisted Living (limited data) | 0.22 | 0% | 0.220 | \$ 463 | per | Bed |
| Dwelling - Group | 620 | Nursing Home | 0.22 | 0% | 0.220 | \$ 463 | per | Bed |
| Education | 520 | Public Elementary School | 1.19 ⁵ | 0% | 1.190 | \$ 2.50 | per | Sq. Ft. |
| Education | 522 | Public Middle School | 1.19 | 0% | 1.190 | \$ 2.50 | per | Sq. Ft. |
| Education | 530 | Public High School | 0.97 | 0% | 0.970 | \$ 2.04 | per | Sq. Ft. |
| Education | 534 | Private School K-8 (limited data) | 3.40 ⁵ | 0% | 3.400 | \$ 7.15 | per | Sq. Ft. |
| Education | 536 | Private School K-12 (limited data) | 2.75 ⁵ | 0% | 2.750 | \$ 5.78 | per | Sq. Ft. |
| Industrial | 110 | Light Industrial | 0.98 | 0% | 0.980 | \$ 2.06 | per | Sq. Ft. |
| Industrial | 130 | Industrial Park | 0.86 | 0% | 0.860 | \$ 1.81 | per | Sq. Ft. |
| Industrial | 140 | Manufacturing | 0.74 | 0% | 0.740 | \$ 1.56 | per | Sq. Ft. |
| Medical | 610 | Hospital | 1.18 | 0% | 1.180 | \$ 2.48 | per | Sq. Ft. |
| Medical | 630 | Clinic (limited data) | 5.18 | 0% | 5.180 | \$ 10.89 | per | Sq. Ft. |
| Medical | 720 | Medical/Dental Office | 3.72 | 0% | 3.720 | \$ 7.82 | per | Sq. Ft. |
| Office | 710 | General Office | 1.49 | 0% | 1.490 | \$ 3.13 | per | Sq. Ft. |
| Office | 715 | Single Tenant Office | 1.73 | 0% | 1.730 | \$ 3.64 | per | Sq. Ft. |
| Office | 750 | Office Park | 1.50 | 0% | 1.500 | \$ 3.15 | per | Sq. Ft. |
| Park and Ride | 090 | Park and Ride with Bus Service | 0.62 | 0% | 0.620 | \$ 1,304 | per | Space |
| Recreation | 420 | Marina (limited data) | 0.19 | 25% | 0.143 | \$ 300 | per | Slip |
| Recreation | 430 | Golf Course | 0.30 | 25% | 0.225 | \$ 473 | per | Acre |
| Recreation | 441 | Live Theater (limited data) | 0.02 | 25% | 0.015 | \$ 31.54 | per | Seat |
| Recreation | 491 | Racquet Club | 0.64 ⁵ | 25% | 0.482 | \$ 1.01 | per | Sq. Ft. |
| Recreation | 492 | Health Fitness Club | 4.05 | 25% | 3.038 | \$ 6.39 | per | Sq. Ft. |
| Recreation | 495 | Recreational Community Center | 1.64 | 25% | 1.230 | \$ 2.59 | per | Sq. Ft. |
| Retail - Automotive | 853 | Convenience Market w/Gas Pumps | 19.22 | 66% | 6.535 | \$ 13,740 | per | VSP |
| Retail - Automotive | 941 | Quick Lube | 5.19 | 42% | 3.010 | \$ 6,329 | per | VSP |
| Retail - Automotive | 944 | Gas Station | 13.86 | 42% | 8.039 | \$ 16,903 | per | VSP |
| Retail - Automotive | 945 | Gas Station w/Convenience Market | 13.38 | 56% | 5.887 | \$ 12,379 | per | VSP |

¹ Institute of Transportation Engineers, Trip Generation (7th Edition)

² Trip generation rate per development unit, for PM Peak Hour of the adjacent street traffic (4-6 pm). Note: Sq. Ft. rate expressed per 1000 SF.

³ Average Pass-by Rates, per Trip Generation Handbook: an ITE Recommended Practice, March, 2001

⁴ DU = dwelling unit, Sq. Ft. = Square Feet, VSP = vehicle servicing position

⁵ Scaled to pm Peak Hour of Adjacent Street Traffic from pm Peak Hour of Generator

Table 4. Proposed Transportation Impact Fee Schedule (2 of 2)

| Land Use Group | ITE Code ¹ | ITE Land Use Category ¹ | ITE Trip Rate ² | % Pass by trips ³ | Net New Trips per Development Unit | Impact Fee per Development Unit ⁴ | | |
|---------------------|-----------------------|-----------------------------------------------|----------------------------|------------------------------|------------------------------------|----------------------------------------------|-----|---------|
| Retail - Automotive | 946 | Gas Station w/Convenience Market and Car Wash | 13.33 | 42% | 7.731 | \$ 16,256 | per | VSP |
| Retail - Automotive | 947 | Self Serve Car Wash | 5.54 | 42% | 3.213 | \$ 6,756 | per | VSP |
| Retail - Large | 445 | Multiplex Movie Theater | 5.22 | 34% | 3.445 | \$ 7.24 | per | Sq. Ft. |
| Retail - Large | 814 | Specialty Retail Center | 2.71 | 34% | 1.789 | \$ 3.76 | per | Sq. Ft. |
| Retail - Large | 815 | Free Standing Discount Store | 5.06 | 17% | 4.200 | \$ 8.83 | per | Sq. Ft. |
| Retail - Large | 850 | Supermarket | 10.45 | 36% | 6.688 | \$ 14.06 | per | Sq. Ft. |
| Retail - Large | 854 | Discount Supermarket | 8.90 | 9% | 8.099 | \$ 17.03 | per | Sq. Ft. |
| Retail - Large | 862 | Home Improvement Super Store | 2.45 | 48% | 1.274 | \$ 2.68 | per | Sq. Ft. |
| Retail - Large | 863 | Electronics Super Store | 4.50 | 40% | 2.700 | \$ 5.68 | per | Sq. Ft. |
| Retail - Large | 867 | Office Supply Superstore | 3.40 | 48% | 1.768 | \$ 3.72 | per | Sq. Ft. |
| Retail - Regional | 813 | Free Standing Discount Superstore | 3.87 | 34% | 2.554 | \$ 5.37 | per | Sq. Ft. |
| Retail - Regional | 820 | Shopping Center < 1 million Sq Ft | 3.75 | 34% | 2.475 | \$ 5.20 | per | Sq. Ft. |
| Retail - Regional | 861 | Discount Club | 4.24 | 34% | 2.798 | \$ 5.88 | per | Sq. Ft. |
| Retail - Small | 590 | Library | 7.09 | 0% | 7.090 | \$ 14.91 | per | Sq. Ft. |
| Retail - Small | 816 | Hardware/Paint Store | 4.84 | 43% | 2.759 | \$ 5.80 | per | Sq. Ft. |
| Retail - Small | 848 | Tire Store | 4.15 | 28% | 2.988 | \$ 6.28 | per | Sq. Ft. |
| Retail - Small | 849 | Tire Superstore | 2.11 | 28% | 1.519 | \$ 3.19 | per | Sq. Ft. |
| Retail - Small | 851 | Convenience Market | 52.41 | 24% | 39.832 | \$ 83.75 | per | Sq. Ft. |
| Retail - Small | 880 | Pharmacy/Drug Store | 8.42 | 49% | 4.294 | \$ 9.03 | per | Sq. Ft. |
| Retail - Small | 881 | Pharmacy/Drug Store w/Drive-up | 8.62 | 49% | 4.396 | \$ 9.24 | per | Sq. Ft. |
| Retail - Small | 896 | Video Rental Store | 13.60 | 49% | 6.936 | \$ 14.58 | per | Sq. Ft. |
| Retail - Small | 911 | Walk in Bank (limited data) | 33.15 | 47% | 17.570 | \$ 36.94 | per | Sq. Ft. |
| Retail - Small | 912 | Drive-in Bank | 45.74 | 47% | 24.242 | \$ 50.97 | per | Sq. Ft. |
| Retail - Small | 931 | Quality Restaurant | 7.49 | 44% | 4.194 | \$ 8.82 | per | Sq. Ft. |
| Retail - Small | 932 | High Turnover Restaurant | 10.92 | 43% | 6.224 | \$ 13.09 | per | Sq. Ft. |
| Retail - Small | 933 | Fast Food | 26.15 | 49% | 13.337 | \$ 28.04 | per | Sq. Ft. |
| Retail - Small | 934 | Fast Food w/Drive up | 34.64 | 49% | 17.666 | \$ 37.15 | per | Sq. Ft. |
| Retail - Small | 936 | Drinking Place | 11.34 | 44% | 6.350 | \$ 13.35 | per | Sq. Ft. |
| Retail - Small | 942 | AutoCare | 3.38 | 28% | 2.434 | \$ 5.12 | per | Sq. Ft. |
| Services | 151 | Mini Warehouse | 0.26 | 0% | 0.260 | \$ 0.55 | per | Sq. Ft. |
| Services | 310 | Hotel | 0.59 | 0% | 0.590 | \$ 1241 | per | Room |
| Services | 320 | Motel | 0.47 | 0% | 0.470 | \$ 988 | per | Room |
| Services | 560 | Church over 20,000 Sq. Ft. | 0.66 | 0% | 0.660 | \$ 1.39 | per | Sq. Ft. |
| Services | 560 | Church under 20,000 Sq. Ft. | 0.66 | 0% | 0.660 | \$ 1.39 | per | Sq. Ft. |
| Services | 565 | Day Care Center | 13.18 | 75% | 3.295 | \$ 1.00 | per | Sq. Ft. |
| Services | 732 | US Post Office | 10.89 | 47% | 5.772 | \$ 12.14 | per | Sq. Ft. |

¹ Institute of Transportation Engineers, Trip Generation (7th Edition)

² Trip generation rate per development unit, for PM Peak Hour of the adjacent street traffic (4-6 pm). Note: Sq. Ft. rate expressed per 1000 SF.

³ Average Pass-by Rates, per Trip Generation Handbook: an ITE Recommended Practice, March, 2001

⁴ DU = dwelling unit, Sq. Ft. = Square Feet, VSP = vehicle servicing position

CONCLUSIONS

The City of Gig Harbor Transportation Impact Fee Program was adopted in 1999. The proposed impact fees have been increased to be consistent with current construction and regulatory costs and to account for the addition of new roadway projects to the impact fee list. The impact fee rate schedule (Table 4) lists the impact fees to be charged to a variety of land use types. The rates reflect changes in the average “cost per trip” as well as updates to trip generation rates and categories from ITE. The proposed City impact fee rates are anticipated to generate \$16.5 million over the next six years, representing around approximately 24 percent of total funding needs for the projects on the impact fee list.

Figure 2 identifies another \$15.7 million or 23 percent of the impact fee project costs that could be collected from development that occurs beyond the 7,852 PM peak trips assumed for this calculation. This could occur if growth occurs faster than anticipated in the next 6-years, (more than 7,852 new trips) or the city can continue to charge future development, beyond 6-years for the cost of the capacity provided by the current impact fee projects and used by future growth.

APPENDIX A

TRANSPORTATION IMPACT FEES FOR VARIOUS CITIES IN WESTERN WASHINGTON

| City | Single Family Residence Impact Fee | Estimated Population | Source (Date of Fee) |
|---------------|------------------------------------------|-------------------------|-------------------------------------|
| Anacortes | \$900 | 16,000 | MRSC GMA Impact Fees Summary (2004) |
| Bothell | \$2,090 | 31,000 | 2005 National Impact Fee Survey |
| Brier | \$3,000 | 6,300 | MRSC GMA Impact Fees Summary (2004) |
| Camas | \$2,830 | 14,000 | Clark Co. Impact Fee Survey (2006) |
| Ferndale | \$1,600 | 10,000 | MRSC GMA Impact Fees Summary (2004) |
| Gig Harbor | \$517 | 6,700 | City of Gig Harbor (1999) |
| Gold Bar | \$625 | 2,300 | MRSC GMA Impact Fees Summary (2004) |
| Granite Falls | \$2,500 | 2,900 | MRSC GMA Impact Fees Summary (2004) |
| Kenmore | \$2,275 | 19,500 | MRSC GMA Impact Fees Summary (2004) |
| Maple Valley | \$3,588 | 15,100 | MRSC GMA Impact Fees Summary (2004) |
| Marysville | \$1,542 | 29,900 | MRSC GMA Impact Fees Summary (2004) |
| Mount Vernon | \$2,989 | 29,300 | MRSC GMA Impact Fees Summary (2004) |
| Mt. Vista | \$3,040 | 6,000 | Clark Co. Impact Fee Survey (2006) |
| Pierce County | \$1,241 | 753,800 | Pierce County 2006 (TSA 2) |
| Sammamish | \$14,854 | 34,100 | City of Sammamish (2003) |
| Woodinville | \$3,175 | 9,900 | City of Woodinville (2006) |

Note: Highlighting is shown for readability purposes only.