



TRANSPORTATION IMPACT FEE RATE STUDY

PREPARED BY:



TRANSPORTATION SOLUTIONS, INC.
8250 165TH AVENUE NE SUITE 100
REDMOND, WA 98052
CONTACT: VICTOR SALEMANN, PE
425.883.4134

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1. Impact Fee Rate Study Overview

1.1 Introduction

This rate study summarizes the policy and technical development of a Transportation Impact Fee program for the City of Port Orchard, Washington. The following technical segments will describe the impact fees, basis for fees, rate methodology, proposed projects, analyses performed to determine impact fees, and rate schedules.

1.2 Definition of Impact Fees

Impact fees are a comprehensive grouping of charges based on new development within a local municipality. These fees are assessed to pay for capital facility improvement projects necessitated by new development growth (including but not limited to parks, schools, streets/roads, etc.).

Transportation Impact Fees are collected to fund improvements that add capacity to the transportation system, accommodating the travel demand created by new development in Port Orchard. The Revised Code of Washington (RCW) Section 82.02.050 identifies the intent of impact fees as the following:

- To ensure that adequate facilities are available to serve new growth and development;
- To promote orderly growth and development by establishing standards by which counties, cities, and towns may require, by ordinance, that new growth and development pay a proportionate share of the cost of new facilities needed to serve new growth and development; and
- To ensure that impact fees are imposed through established procedures and criteria so that specific developments do not pay arbitrary fees or duplicative fees for the same impact.

1.3 Statutory Basis for Impact Fees

The purpose of this study is to establish the rates for impact fees for streets in the City of Port Orchard, Washington.

Transportation Impact Fees are a financing mechanism authorized by the Growth Management Act (GMA) of Washington State (see RCW 36.70A.070 and 82.02.050 et seq.). However, impact fees are not mandatory; they are simply authorized by the GMA as a local option. State law imposes strict limitations on impact fees. These limitations are intended to assure property owners that the fees collected are reasonably related to their actual impacts and will not be used for unrelated purposes.

If impact fees are imposed, the funds collected from developments can be expended only on transportation system improvements, which are: (a) identified in the comprehensive plan as needed for growth, and (b) reasonably related to the impacts of the new development from which fees are collected.

Specifically, condition (a) requires that impact fees are not used on improvements needed to remedy existing deficiencies. Those needs must be entirely funded from public sector resources. Condition (b) is satisfied if the local government defines a reasonable service area, identifies the public facilities within the service area that require improvement during the designated planning period, and prepares a fee schedule taking into account the type and size of the development as well as the type of public facility being funded.

To achieve the goal of simplicity, impact fee calculations are applied on an average basis for the entire transportation system, rather than project-by-project. This is a key difference between impact fees and State

Environmental Policy Act (SEPA) mitigation, whereby pro-rata shares of specific project improvements are collected.

Pre-calculated impact fees are easier to administer than traditional SEPA development mitigation, at the point of development review. However, more complex administrative procedures are necessary to track the funds collected from each development. This is necessary to assure that the funds are expended only on eligible transportation system improvements, and also to assure that impact fee revenues are used within six years. Fees not expended within six years must be refunded with interest to the current owner of the property.

The methodology and results described next are consistent with the requirements of the GMA. All calculations are based on the adopted transportation facilities list described in the City of Port Orchard Comprehensive Plan. The procedures described herein can be formally enacted by an impact fee ordinance incorporating this report by reference.

2. Impact Fee Analysis

2.1 Methodology

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

2.2 Current Impact Fee Methodology in Port Orchard

The City of Port Orchard does not currently have a Transportation Impact Fee. This study will be the basis of a program that implements Transportation Impact Fees for the City.

2.3 Other Impact Fee Methodologies

Other cities and counties employ various methodologies to compute impact fees. Some cities charge the full cost of every project attributable to growth in their fee. This method assumes that existing residents get no benefit from the projects, and growth creates 100% of the need for the projects. This is seldom true and is not consistent with GMA requirements, but happens nevertheless.

Other agencies go through rigorous analyses to compute the growth share of every capital project to more accurately capture the growth share of each project. The City of Sammamish chose this approach. This approach requires significant analysis in traffic forecasting tools and proportionate share calculation. The Sammamish example is interesting in that the resulting impact fee, the highest in the state, represented about 35% of the City's Capital Program cost. The recovery of expended costs on capital projects that serve growth is rare, but was used in the City of Sammamish to recover the cost of the 228th Avenue Project. The City of Newcastle adopted a similar approach to recover costs for the Coal Creek Parkway improvements.

Other agencies choose to set the impact fee by what they consider to be a rate acceptable to the market and comparable to their neighbors so as not to discourage development. This method typically results in an underfunded Capital Program that lags behind the impacts of growth and ultimately results in concurrency failures.

Other cities use zone-based fee structures to capture the differences between commercial and residential zones. This can create challenges when the impact fee on the north side of the street is 10 times higher than the fee on the south side. This is why many cities use a single-zone structure.

Each method comes with advantages and risks. In general, the higher the fee, the more supporting documentation is required.

Cities also allow various levels of adjustment for special conditions within their impact fee ordinances. Deductions for trip length associated with certain land uses, reductions to trip generation in mixed-use areas, and credits for provision for alternative modes or TDM programs are all utilized.

2.4 Projects Eligible for Impact Fees

Not all planned transportation projects and programs are eligible for impact fees. The complete list of projects is divided below into the following categories, in order to arrive at a list of qualifying improvements that will form the basis for impact fees calculated for the City of Port Orchard:

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

2.4.1 Project Improvements

Project improvements are transportation improvements necessary for a specific development that do not provide significant system benefits. These are typically low-volume local streets that serve driveways and parking areas. They may provide connections to other developments, but not for the purpose of significant system capacity. Other project improvements include safety improvements and new access connections to existing arterials that serve only one development. Project improvements are typically required by other development regulations or as SEPA mitigation for specific development impacts not anticipated in the Comprehensive Plan. Project improvements are not eligible for impact fees. For the purpose of this rate analysis, roadway extensions that connected existing developments, but were not significant arterials, were considered project improvements that could be required under other City codes and regulations, but would not be included in the impact fee calculation.

2.4.2 Planned Transportation Projects

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

2.4.3 Maintenance Projects and Programs

Maintenance programs, general studies, and non-capital activities are generally not eligible for impact fees. A component of ongoing pavement preservation could be eligible for impact fees if it is demonstrated that growth increases the magnitude of pavement reconstruction requirements. For instance, if existing conditions require a two-inch asphalt overlay, but added traffic from growth requires a three-inch asphalt overlay to achieve the same pavement life, the cost of the additional inch of asphalt could be attributed to growth. Also, if the overlay or reconstruction provides increased lane widths, intersection improvements, or shoulder widening the cost of the expansion could be considered eligible.

The projects below are not included in the impact fee calculation list, because of their classification as primarily maintenance projects. These projects will be each be more thoroughly evaluated to determine if any portion of the project may be eligible for inclusion in the impact fee program.

Project Title	TIP Priority Number	Project Description	Cost Budgeted
Arnold Creek Crossing	1.7	Replace wooden span under Bay Street for Arnold Creek culvert	\$400,000
Annual Residential Paving Program	1.9	May include repairing or replacing existing pavement in residential areas	\$2,050,000
Annual Sidewalk Improvement Program	1.10	Repair and replace concrete sidewalks and curb ramps as needed	\$60,000
Pavement Management System/ADA Transition Plan	1.11	Prepare a Pavement Management System and Transition Plan to inventory and rate all streets	\$250,000
Sidney Avenue (north of SR 16) Overlay	2.9	Overlay Sidney Avenue and construct a shoulder	\$500,000
Cline Avenue Repairs	2.10	Replace sidewalk and parking strip on the west side of the road. The east side has been replaced	\$250,000
Total			\$3,510,000

2.5 Eligible Project Costs

Project costs for each eligible group of impact fee projects in the City of Port Orchard are summarized below. These costs include various elements, all necessary for the construction of transportation improvements including design, permitting, right-of-way, construction, and construction management. Ongoing or future maintenance is not an eligible impact fee cost. Some projects have been removed from the project list because they are not capacity projects or are considered maintenance projects/programs.

2.5.1 Planned Roadway Projects

The cost of planned impact fee-eligible roadway projects identified in the City's Capital Improvement Plan totals \$51,199,090 and is summarized below.

Project Title	TIP Priority Number	Project Description	Cost Budgeted
Tremont Street Widening	1.1	Widen Tremont from two travel lanes to four travel lanes with sidewalks and stormwater improvements.	\$17,500,00
SR 160 Corridor Pre-Design*	1.3	The pre-design phase for this widening project with 3 lanes (incl. TWLTL), bike lanes, sidewalks.	\$100,000
Bethel Corridor Re-Engineering	1.4	City sponsored re-engineering of previous County Corridor Plan design	\$750,000
Anderson Hill/Clifton Intersection	1.5	Intersection improvements at Anderson Hill & Old Clifton Road.	\$1,000,000
Old Clifton/Campus Parkway Intersection	1.6	Construct roundabout at the intersection of Old Clifton Road and Campus Parkway.	\$1,000,000
Sedgwick West Design/ROW	2.1	Design/ROW phase for City-sponsored Corridor Plan between SR16 and Bethel Rd	\$1,156,070
Sedgwick West Construction	2.2	Construction phase of City-sponsored Corridor Plan between SR16 and Bethel Rd	\$3,468,208
Bethel Corridor ROW/Construction	2.3	ROW/construction phase of City-sponsored Corridor Plan	\$24,000,000
SR160 Roundabout #1	2.4	Construction of a new roundabout located between Bravo Terrace and Geiger Rd on SR160	\$1,481,481
SR160 Roundabout #2	2.5	Construction of a new roundabout located between Geiger Rd and Ramsey Rd on SR160.	\$1,481,481

Project Title	TIP Priority Number	Project Description	Cost Budgeted
Sidney Avenue South Widening	2.8	Widen to three lanes (incl. TWLTL), with bike lanes, sidewalks, traffic calming, and stormwater improvements.	\$6,261,850
Old Clifton Shoulder & Pedestrian	2.10	Road is currently two-lanes without sidewalks. This project would widen the road to four lanes and add street lighting, sidewalks, and storm drainage.	\$2,000,000
Old Clifton/ McCormick Woods Dr Intersection	2.11	Signal improvements at the intersection of Old Clifton Road and McCormick Woods Drive.	\$1,000,000
Total			\$61,199,090

*Estimated cost based on similar projects

2.5.2 McCormick Urban Village Development

The above table includes four (4) projects that are at least partially funded by the impact fees associated with the McCormick Urban Village Development Agreement. Refer to the table below for the four (4) projects covered within the McCormick Development impact fee. The mitigation fees for the McCormick Woods share of these projects are collected through pre-existing agreements and are, in some cases, subject to credits for improvements already made to support the McCormick Urban Village Development.

Project Title	TIP Priority Number	Project Description	Cost Budgeted	GEM's Proportionate Share
Anderson Hill/Clifton Intersection	1.5	Intersection improvements at Anderson Hill & Old Clifton Road.	\$1,000,000	\$173,000
Old Clifton/Campus Parkway Intersection	1.6	Construct roundabout at the intersection of Old Clifton Road and Campus Parkway.	\$1,000,000	\$371,000
Old Clifton Shoulder & Pedestrian	2.10	Road is currently two-lanes without sidewalks. This project would widen the road to four lanes and add street lighting, sidewalks, and storm drainage.	\$2,000,000	\$2,000,000
Old Clifton/ McCormick Woods Dr Intersection	2.11	Signal improvements at the intersection of Old Clifton Road and McCormick Woods Drive.	\$1,000,000	\$110,000
Total			\$5,000,000	\$2,654,000

2.6 Impact Fee Calculation

The impact fee for the City of Port Orchard has been computed based upon trip generation (the increase in traffic) resulting from growth, and the cost of improvements related to growth.

2.6.1 Growth Share of Project Costs

The growth share of project costs for the City of Port Orchard has been computed based upon proportional trip generation (the increase in traffic compared to current traffic) resulting from growth.

Growth share of the eligible project cost is defined as the proportion of the impacted roadway capacity which will be consumed by twenty-year traffic growth, as forecasted by the calibrated citywide travel demand model.

The citywide travel demand model was developed in TransCAD software using existing land use and roadway information provided by the City of Port Orchard, Kitsap County, and Puget Sound Regional Council (PSRC). Trip generation was based upon rates established by the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition* and calibrated based on 2015 traffic counts and knowledge of local conditions. The trip distribution and traffic assignment sub-models were calibrated based on local knowledge and regional and national guidance, including the Kitsap County travel demand model and FHWA calibration best practices. A model calibration plot and base year traffic flow graphic are presented in Appendix C.

Future traffic conditions were forecasted by incorporating 20-year land use growth allocations provided by Kitsap County and spatially distributing City and UGA growth totals based on zoning. A network plot displaying twenty-year growth is presented in Appendix C.

The proportionate growth share of budgeted project cost was calculated by dividing 20-year average daily traffic (ADT) growth by the total available capacity of each impacted road or intersection after improvement. ADT was calculated by applying a reasonably estimated K-factor to the PM peak hour traffic volume which was generated by the citywide planning model.

A citywide transportation impact fee rate was calculated by dividing the capacity-based growth share of budgeted project cost by forecasted twenty-year PM peak hour trip growth citywide. The result is an impact fee which charges added transportation demand proportionately to their capacity usage and which can be revised as growth forecasts and planned projects change. The methodology can be described as follows:

$$[\text{Growth Share of Project Cost}] = [\text{20-year ADT Growth}] / [\text{Total Available Capacity}]$$

$$[\text{Impact Fee Rate (\$/PM trip)}] = [\text{Growth Share of Project Cost}] / [\text{Net new PM peak hour trips}]$$

The following tables summarize the budgeted cost, eligible cost, growth share, and forecasted daily trip growth for each of the roadway and multimodal projects identified in the City's Capital Improvement Plan.

Project Title	TIP Priority Number	Cost Budgeted	Growth Share (%)	Growth Share (\$)
Tremont Street Widening	1.1	\$17,500,000	7.4%	\$1,289,439
SR 160 Corridor Pre-Design*	1.3	\$100,000	69.2%	\$69,173
Bethel Corridor Re-Engineering	1.4	\$750,000	38.9%	\$291,509
Anderson Hill/Clifton Intersection	1.5	\$1,000,000	44.5%	\$445,420
Old Clifton/Campus Parkway Intersection	1.6	\$1,000,000	13.9%	\$138,575
Sedgwick West Design/ROW	2.1	\$1,156,070	46.1%	\$533,072
Sedgwick West Construction	2.2	\$3,468,208	46.1%	\$1,599,214
Bethel Corridor ROW/Construction	2.3	\$24,000,000	38.9%	\$9,328,302
SR160 Roundabout #1	2.4	\$1,481,481	72.8%	\$1,078,882
SR160 Roundabout #2	2.5	\$1,481,481	72.8%	\$1,078,882
Sidney Avenue South Widening	2.8	\$6,261,850	37.0%	\$2,316,608
Old Clifton Shoulder & Pedestrian	2.10	\$2,000,000	51.0%	\$1,020,234
Old Clifton/ McCormick Woods Dr Intersection	2.11	\$1,000,000	49.9%	\$498,698
TOTAL		\$61,199,090	32.2%	\$19,688,007

2.7 Proportionate Growth Share and Impact Fee Calculation for Planned Roadway Projects

Impact fees were calculated based upon the growth share's costs identified in Section 2.6 above. The proportionate growth share impact fee for planned roadway projects is based upon a conservative and defensible fee established from the total project costs and estimated 20-year traffic growth is shown below:

$$\text{Growth Share of Eligible Project Costs of } \$19,688,007 \text{ divided by } 7,714 \text{ new PM trips} = \\ \$2,552.24 \text{ /PM trip}$$

2.8 Growth Share and Impact Fee Calculation for McCormick Woods Development

As part of the McCormick Woods Development Agreement, developer GEM 1 has agreed to pay a fee of \$1,992.36 per PM peak hour trip for mitigation of transportation network needs associated with the McCormick Woods development. The citywide impact fee of \$2,456.73 considers the proportionate share of all growth trips equally based on the traffic forecast generated by the calibrated citywide travel demand model. This citywide fee should be reduced for trips in the McCormick Woods development in order to credit GEM 1 for the fee required by the existing development agreement. In this way, growth trips associated with McCormick Woods will pay only the difference between the citywide impact fee of \$2,456.73 per PM peak hour trip and the existing fee of \$1,992.36 per PM peak hour trip. This yields:

$$\text{Citywide Impact Fee of } \$2,552.24 \text{ /PM trip less McCormick Woods Development Impact Fee of } \$1,992.36 \text{ /PM trip} = \\ \$559.88 \text{ /PM trip}$$

2.9 Resulting Transportation Impact Fees

If the above calculated rates were adopted in an impact fee ordinance, the fees paid by several typical developments are summarized below. The McCormick Woods fee reflects the amount due in addition to the existing fee of \$1,992.36 per PM peak hour trip per the Development Agreement.

Single-family home	\$2,552.24	per unit
Apartment	\$1,582.39	per unit
Assisted living	\$561.49	per bed
General office	\$3,802.84	per 1,000 square feet
Specialty retail center	\$4,565.96	per 1,000 square feet
Light industrial	\$2,475.67	per 1,000 square feet

3. Additional Issues for Consideration

3.1 Anticipated Annual Revenues from Impact Fees

Based on anticipated residential and employment projections for the City of Port Orchard, below is the anticipated annual revenue from the proposed Transportation Impact Fees:

Estimated growth trips per year: 386 trips/year x \$2,552.24 /PM trip = \$985,165/year

3.2 Anticipated Grant Revenue

Roadway projects are generally eligible for state and federal grant funds. These funds are not predictable and vary in amount by grantor. Fifty percent of the total project cost is a reasonable estimate for grants on roadway projects.

3.3 Anticipated Need for Other Public Funds

Based on a growth share of 32.2% of total project cost and a 50% assumption for grants, the City will still need to identify other revenue sources to cover approximately 17.8% of the cost of planned roadway projects.

4. Impact Fee Rate Schedule

The table in **Attachment A** establishes the effective Transportation Impact Fee for various land uses both residential and non-residential in Port Orchard. It includes adjustments for pass-by trips.

5. Future Impact Fee Updates

5.1 Future Impact Fee Updates

The Port Orchard impact fee rate analysis generated in this report should be reviewed and approved or updated in the following manner:

- A. *The schedule in **Attachment A** should be reviewed by the Council no later than three years after the effective date of the approved ordinance, and every three years thereafter.*

and

- B. *The schedule in **Attachment A** should be reviewed by the Council in conjunction with the update of the Transportation Improvement Program.*

6. Transportation Impact Fee Comparison

6.1 Comparison of 2013 TIF Base Rates in Western Washington

To provide a relative comparison of the City of Port Orchard Transportation Impact Fees to those within the State of Washington and on a national level, below are some road impact fee metrics from the *Comparison of 2013 TIF Base Rates in 60 Cities and 5 Counties in Western Washington*¹. The Port Orchard rate of \$2,552.24 per trip would be below the average impact fee, but far from the lowest in Washington.

Washington Average Transportation Impact Fee:	\$2,880
Washington Maximum Transportation Impact Fee:	\$14,707 (City of Sammamish)
Washington Minimum Transportation Impact Fee:	\$515 (Kitsap County)
City of Poulsbo Transportation Impact Fee:	\$2,835
City of Gig Harbor Transportation Impact Fee:	\$2,102
Pierce County Transportation Impact Fee:	\$1,742
Kitsap County Transportation Impact Fee:	\$515
Proposed Bainbridge Island Transportation Impact Fee:	\$1,632.47

Attachment B provides the *Comparison of 2013 TIF Base Rates in 60 Cities and 5 Counties in Western Washington* documentation identified above.

¹City of Bellingham, WA Public Works. “*Comparison of 2013 TIF Base Rates in 60 Cities and 5 Counties in Western Washington*” (Chris Comeau, AICP, 2012)

7. Credits and Adjustments

7.1 Impact Fee Credits

An applicant may request that credit for impact fees be awarded to him/her for the total value of system improvements, including dedications of land, improvements, and/or construction provided by the applicant. Credits should be considered on a case-by-case basis and should not exceed the impact fee payable.

Claims for credit should be made before the payment of the impact fee. Credits for the construction should be provided only if the land, improvements, and/or the facility constructed are listed as planned transportation projects in the Rate Analysis and Impact Fee Ordinance. No credit should be given for code-based frontage improvements or right-of-way dedications, or direct access improvements to and/or within the subject development (project improvements) unless the improvement is part of a project listed in the Rate Analysis and Impact Fee Ordinance.

7.2 Impact Fee Adjustments

An applicant may submit an independent fee calculation for the proposed development activity. The documentation submitted should be prepared by a traffic engineer licensed in Washington State and should be limited to adjustments in the trip generation rates used in the fee calculation. The impact fee per trip should not be adjusted.

Attachment A - IMPACT FEE RATE SCHEDULE

Transportation Impact Fee Rate Schedule – Residential

			Impact Fee Per Trip Rate:		\$2,552.24		
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 Detached Housing	1.00	0%	1.000	\$2,552.24	per DU
Dwelling	220	Apartment	0.62	0%	0.620	\$1,582.39	per DU
Dwelling	231	Low-Rise Condo / Townhouse	0.78	0%	0.780	\$1,990.75	per DU
Dwelling	240	Mobile Home Park	0.59	0%	0.590	\$1,505.82	per DU
Dwelling - Group	251	Sr. Housing Detached	0.27	0%	0.270	\$689.10	per DU
Dwelling - Group	252	Sr. Housing Attached	0.25	0%	0.250	\$638.06	per DU
Dwelling - Group	253	Congregate Care Facility	0.17	0%	0.170	\$433.88	per DU
Dwelling - Group	2546	Assisted Living (limited data)	0.22	0%	0.220	\$561.49	per Bed
Dwelling - Group	6206	Nursing Home	0.22	0%	0.220	\$561.49	per Bed

¹ Institute of Transportation Engineers, [Trip Generation Manual \(9th Edition\)](#)

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 (KSF).

³ Average Pass-by Rates, per Trip Generation Manual (9th Edition) User's Guide and Handbook: an ITE Recommended Practice, 2012. Additional pass-by rate adjusted based on local conditions and engineering judgment.

⁴ DU = Dwelling Unit

Transportation Impact Fee Rate Schedule – Non-Residential

Impact Fee per Trip Rate: \$2,552.24

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
Education	520	Public Elementary School	1.21	0%	1.210	\$3,088.21 per KSF
Education	522	Public Middle/Junior High School	1.19	0%	1.190	\$3,037.17 per KSF
Education	530	Public High School	0.97	0%	0.970	\$2,475.67 per KSF
Education	534	Private School K-8 (limited data)	3.27	0%	3.270	\$8,345.82 per KSF
Education	536	Private School K-12 (limited data)	2.75	0%	2.750	\$7,018.66 per KSF
Industrial	110	General Light Industrial	0.97	0%	0.970	\$2,475.67 per KSF
Industrial	130	Industrial Park	0.85	0%	0.850	\$2,169.40 per KSF
Industrial	140	Manufacturing	0.73	0%	0.730	\$1,863.14 per KSF
Institutional	566	Cemetery	0.84	0%	0.840	\$2,143.88 Per acre
Medical	610	Hospital	0.93	0%	0.930	\$2,373.58 per KSF
Medical	630	Clinic (limited data)	5.18	0%	5.180	\$13,220.60 per KSF
Medical	720	Medical/Dental Office	3.57	0%	3.570	\$9,111.50 per KSF
Office	710	General Office	1.49	0%	1.490	\$3,802.84 per KSF
Office	715	Single Tenant Office	1.74	0%	1.740	\$4,440.90 per KSF
Park and Ride	090	Park and Ride with Bus Service	0.62	0%	0.620	\$1,582.39 per Space
Port and Terminal	030	Intermodal Truck Terminal	0.83	0%	0.830	\$2,118.36 per KSF
Recreation	411	City Park	3.50	25%	2.625	\$6,699.63 per Acre
Recreation	420	Marina (limited data)	0.19	25%	0.143	\$364.97 per Slip
Recreation	430	Golf Course	0.30	25%	0.225	\$574.25 per Acre
Recreation	437	Bowling Alley	1.51	25%	1.133	\$2,891.69 per KSF
Recreation	441	Live Theater (limited data)	0.02	25%	0.015	\$38.28 per KSF
Recreation	444	Movie Theater	3.80	25%	2.850	\$7,273.88 per KSF
Recreation	491	Racquet/Tennis Club	0.84	25%	0.630	\$1,607.91 per KSF
Recreation	492	Health Fitness Club	3.53	25%	2.648	\$6,758.33 per KSF
Recreation	493	Athletic Club	5.96	25%	4.470	\$11,408.51 per KSF
Recreation	495	Recreational Community Center	2.74	25%	2.055	\$5,244.85 per KSF
Retail – Automotive	853	Convenience Market w/Gas Pumps	19.07	66%	6.484	\$16,548.72 per VSP
Retail – Automotive	941	Quick Lubrication Vehicle Stop	5.19	42%	3.010	\$7,682.24 per VSP
Retail – Automotive	944	Gasoline/Service Station	13.87	42%	8.045	\$20,532.77 per VSP
Retail – Automotive	945	Gas Station w/Convenience Market	13.51	56%	5.944	\$15,170.51 per VSP
Retail – Automotive	946	Gas Station w/Convenience Market and Car Wash	13.86	56%	6.098	\$15,563.56 per VSP
Retail – Automotive	947	Self-Serve Car Wash	5.54	42%	3.213	\$8,200.35 per VSP
Retail - Large	814	Variety Store	6.82	34%	4.501	\$11,487.63 per KSF
Retail - Large	815	Free Standing Discount Store	4.98	17%	4.133	\$10,548.41 per KSF
Retail - Large	850	Supermarket	9.48	36%	6.067	\$15,484.44 per KSF
Retail - Large	854	Discount Supermarket	8.34	23%	6.422	\$16,390.49 per KSF
Retail - Small	590	Library	7.30	0%	7.300	\$18,631.35 per KSF
Retail - Small	816	Hardware/Paint Store	4.84	26%	3.582	\$9,142.12 per KSF
Retail - Small	826	Specialty Retail Center	2.71	34%	1.789	\$4,565.96 per KSF
Retail - Small	841	Automobile Sales	2.62	0%	2.620	\$6,686.87 per KSF
Retail - Small	843	Automobile Parts Sales	5.98	43%	3.409	\$8,700.59 per KSF
Retail - Small	848	Tire Store	4.15	28%	2.988	\$7,626.09 per KSF
Retail - Small	851	Convenience Market	52.41	61%	20.440	\$52,167.79 per KSF
Retail - Small	876	Apparel Store	3.83	34%	2.528	\$6,452.06 per KSF
Retail - Small	879	Arts and Crafts Store	6.21	34%	4.099	\$10,461.63 per KSF
Retail - Small	880	Pharmacy/Drug Store w/o Drive-Thru	8.40	53%	3.948	\$10,076.24 per KSF
Retail - Small	881	Pharmacy/Drug Store w/Drive-Thru	9.91	49%	5.054	\$12,899.02 per KSF
Retail - Small	890	Furniture Store	0.45	53%	0.212	\$541.07 per KSF
Retail - Small	896	DVD/Video Rental Store	13.60	49%	6.936	\$17,702.34 per KSF
Retail - Small	911	Walk-in Bank (limited data)	12.13	47%	6.429	\$16,408.35 per KSF
Retail - Small	912	Drive-in Bank	24.30	47%	12.879	\$32,870.30 per KSF
Retail - Small	925	Drinking Place	11.34	0%	11.340	\$28,942.40 per KSF
Retail - Small	931	Quality Restaurant	7.49	44%	4.194	\$10,704.09 per KSF
Retail - Small	932	High Turnover Restaurant	9.85	43%	5.615	\$14,330.83 per KSF
Retail - Small	933	Fast Food w/o Drive-Thru	26.15	49%	13.337	\$34,039.22 per KSF
Retail - Small	934	Fast Food w/Drive-Thru	32.65	50%	16.325	\$41,665.32 per KSF
Retail - Small	936	Coffee/Donut Shop w/o Drive-Thru	40.75	49%	20.783	\$53,043.20 per KSF
Retail - Small	942	Automobile Care Center	3.11	28%	2.239	\$5,714.47 per KSF
Services	151	Mini Warehouse	0.26	0%	0.260	\$663.58 per KSF
Services	310	Hotel	0.60	0%	0.600	\$1,531.34 per KSF
Services	320	Motel	0.47	0%	0.470	\$1,199.55 per KSF
Services	560	Church	0.55	0%	0.550	\$1,403.73 per KSF
Services	565	Day Care Center	12.34	75%	3.085	\$7,873.66 per KSF
Services	732	US Post Office	11.22	47%	5.947	\$15,178.17 per KSF

1 Institute of Transportation Engineers, Trip Generation Manual (9th Edition)

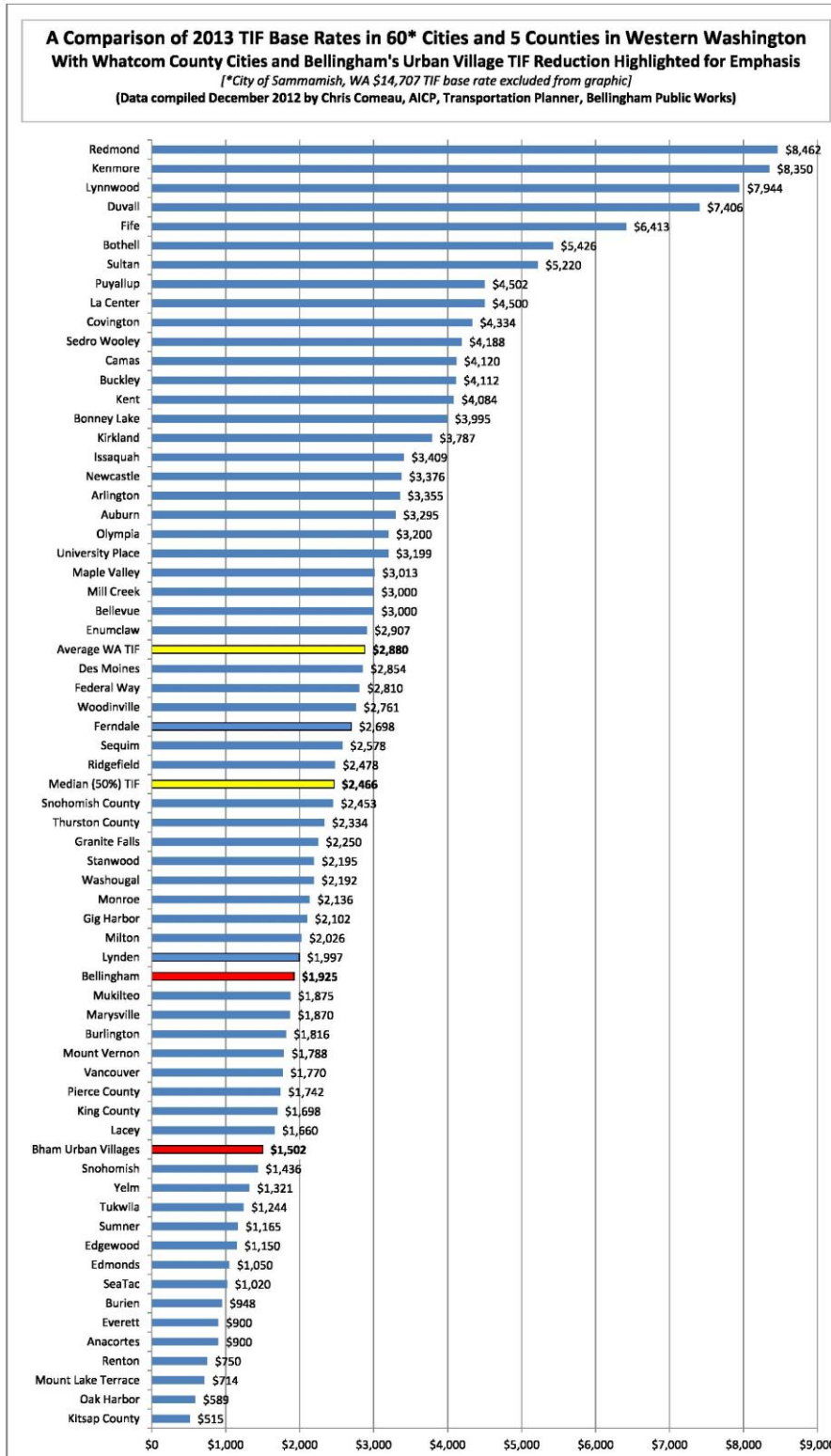
2 Trip generation rate per development unit, for PM Peak Hour of the adjacent street traffic (4-6 pm). Note: Sq. Ft. rate expressed per 1000 SF.

3 Average Pass-by Rates, per Trip Generation Manual (9th edition) User's Guide and Handbook: an ITE Recommended Practice, 2012. Additional pass-by rate adjusted based on local conditions and engineering judgment.

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

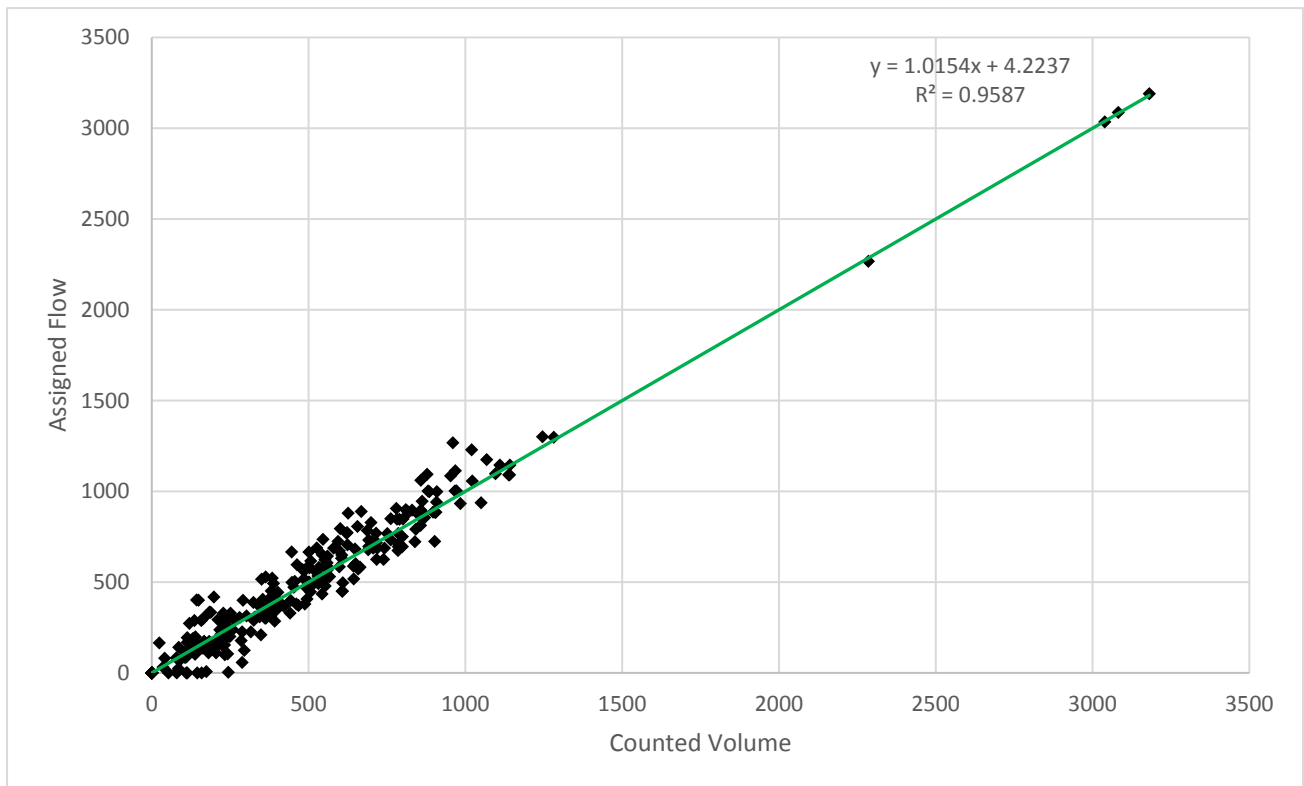
Attachment B

COMPARISON OF 2013 TIF BASE RATES IN 60 CITIES AND 5 COUNTIES IN WESTERN WASHINGTON

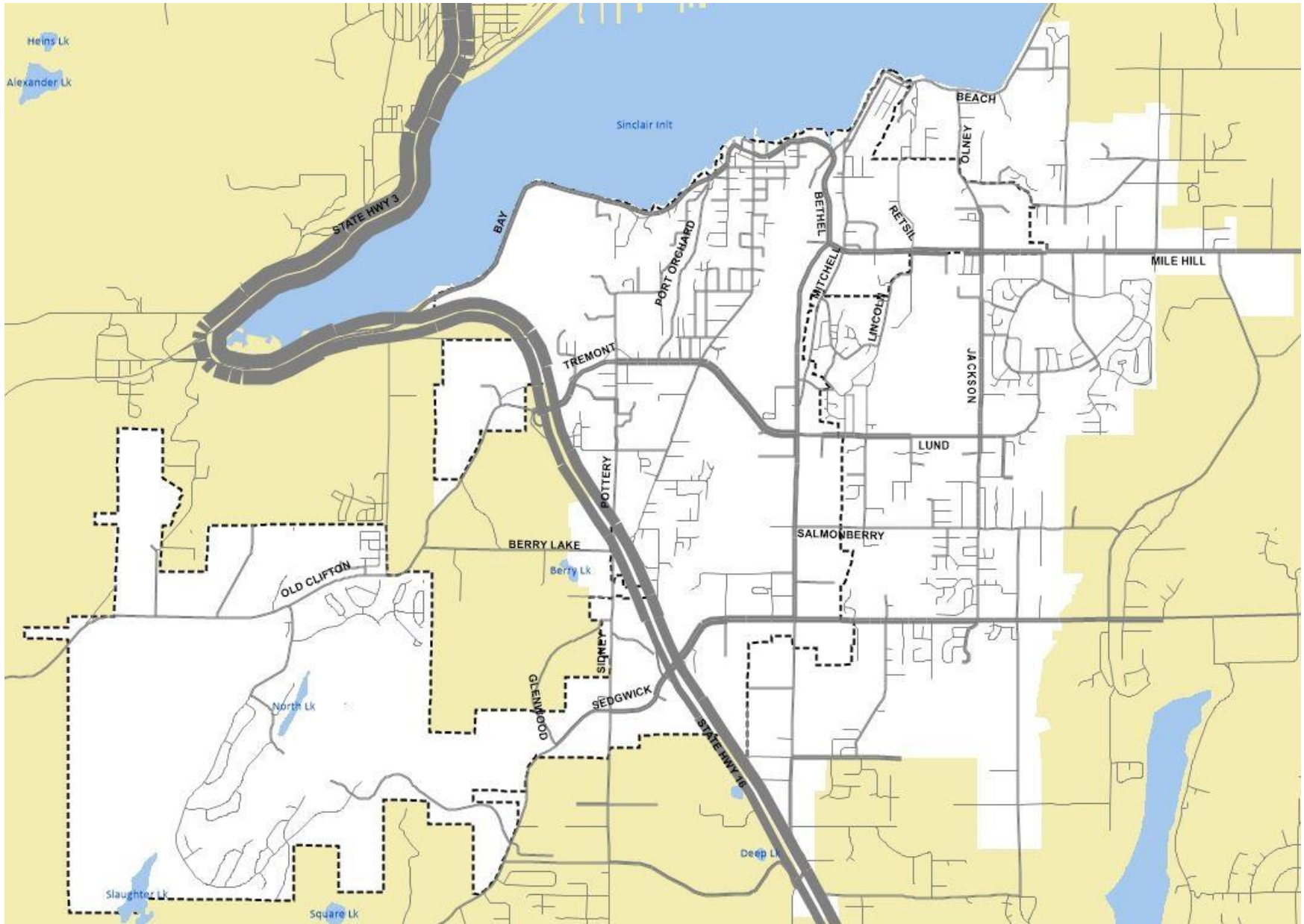


Attachment C - TRAVEL DEMAND MODEL GRAPHICS

2015 Port Orchard Model Calibration



2015 Port Orchard Network Flow Plot



2014-2035 Traffic Growth with TIF Project Overlay

