

Transportation Impact Fee Rate Study

Prepared for:
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by
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INTRODUCTION

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

- The Growth Management Act requires regular updates to impact fee programs. The original program was adopted in 1996. The most recent update to the City's Transportation Impact Fee program was adopted by the City Council in 2011.
- New projects have been added to the City's Transportation Improvement Program, while projects currently on the impact fee project list have been completed.
- The construction costs for projects on the impact fee project list have increased due to inflation and project scope changes over the past 3 years.
- The patterns of traffic growth, land use, and redevelopment have changed.

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

IMPACT FEE ANALYSIS

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

- A 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 travel demand model.
- A citywide fee system is established.
- A land use-based fee schedule is developed.

In calculating impact fees, the following components are to be included:

- Cost of public facilities necessitated by development;
- Adjustment to the cost for past or future payments by developer (user fees, debt service payments, taxes, other);
- Availability of other funds;
- Cost of existing facilities improvements;
- Methods by which existing facilities were financed;



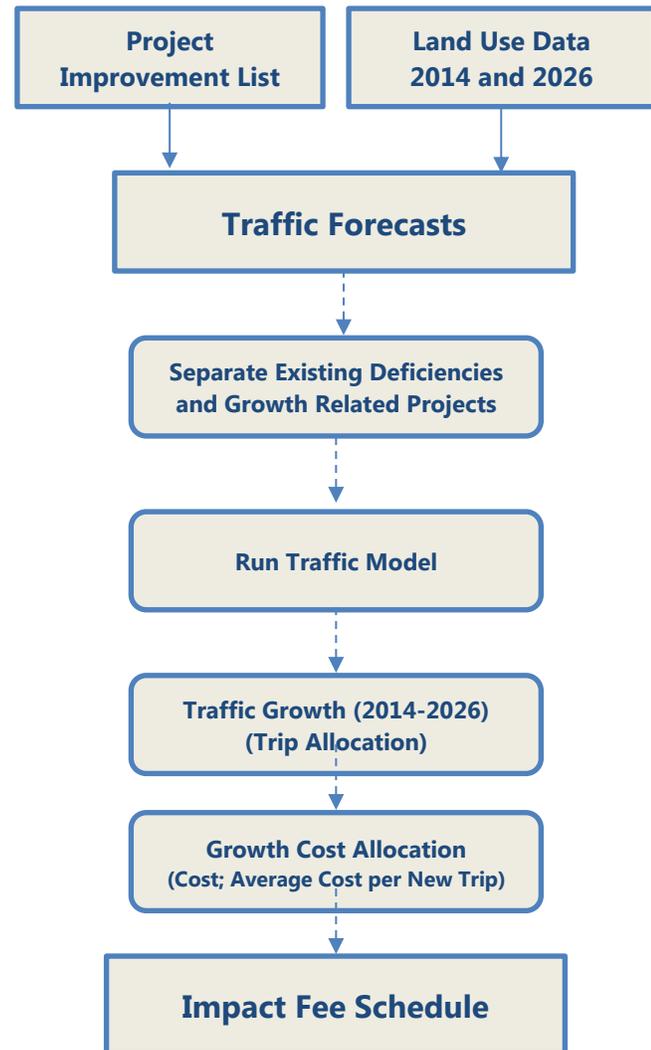
- Credit for the value of any dedication of land to facilities identified in the CIP and required as a condition of approval;
- Adjustment for unusual circumstances; and,
- Consideration of studies and data submitted by the developer.

A sound accounting system is therefore important to ensure that the impact fees collected are assigned to the appropriate improvement projects and the developer is not charged twice for the same improvements.

METHODOLOGY

The flow of steps involved in the Bothell impact fee process is shown to the right. The key steps included establishing traffic forecasts and trip patterns (based on land use data and project groups), identifying growth-related projects, allocating growth-related costs using the traffic model, and preparing the fee schedule. The starting point in the impact fee structure was the impact fee project list, composed of selected traffic capacity projects from the City's TIP.

Cost allocation was the next step in the process. Eligible project costs were distributed either within the City or to external areas. Traffic modeling and land use data were provided by the City's travel demand model.



The next component calculated the “cost per trip” by dividing the total cost of growth projects by the number of new trips forecast in the study area. The final component adjusted the “cost per trip” information to prepare a detailed impact fee schedule for Bothell. The fee schedule shows fees as dollars per unit of development for different land use categories. The Institute of Transportation Engineers (ITE) publishes trip generation rates (*Trip Generation, 9th Edition, ITE*), which are used to compute the magnitude of impact for each land use category with adjustments made for pass-by trips and trip lengths. Alternatively, land use types not published in the ITE Trip Generation Manual may be assessed a fee based on the total new trips generated, as demonstrated by a City-approved methodology.

IMPACT FEE PROJECT LIST

Washington State law (RCW 82.02.050) specifies that Transportation Impact Fees are to be spent on “system improvements.” System improvements can include physical or operational changes to existing roadways, as well as new roadway connections that are built in one location to benefit projected needs at another location.

The updated impact fee project list was composed of selected capacity projects from the City's 2015-2021 Capital Facilities Plan and other projects from the previous Capital Facilities Plan. The project list, shown in **Table 1**, includes 12 projects. These projects are also shown in **Figure 1**.



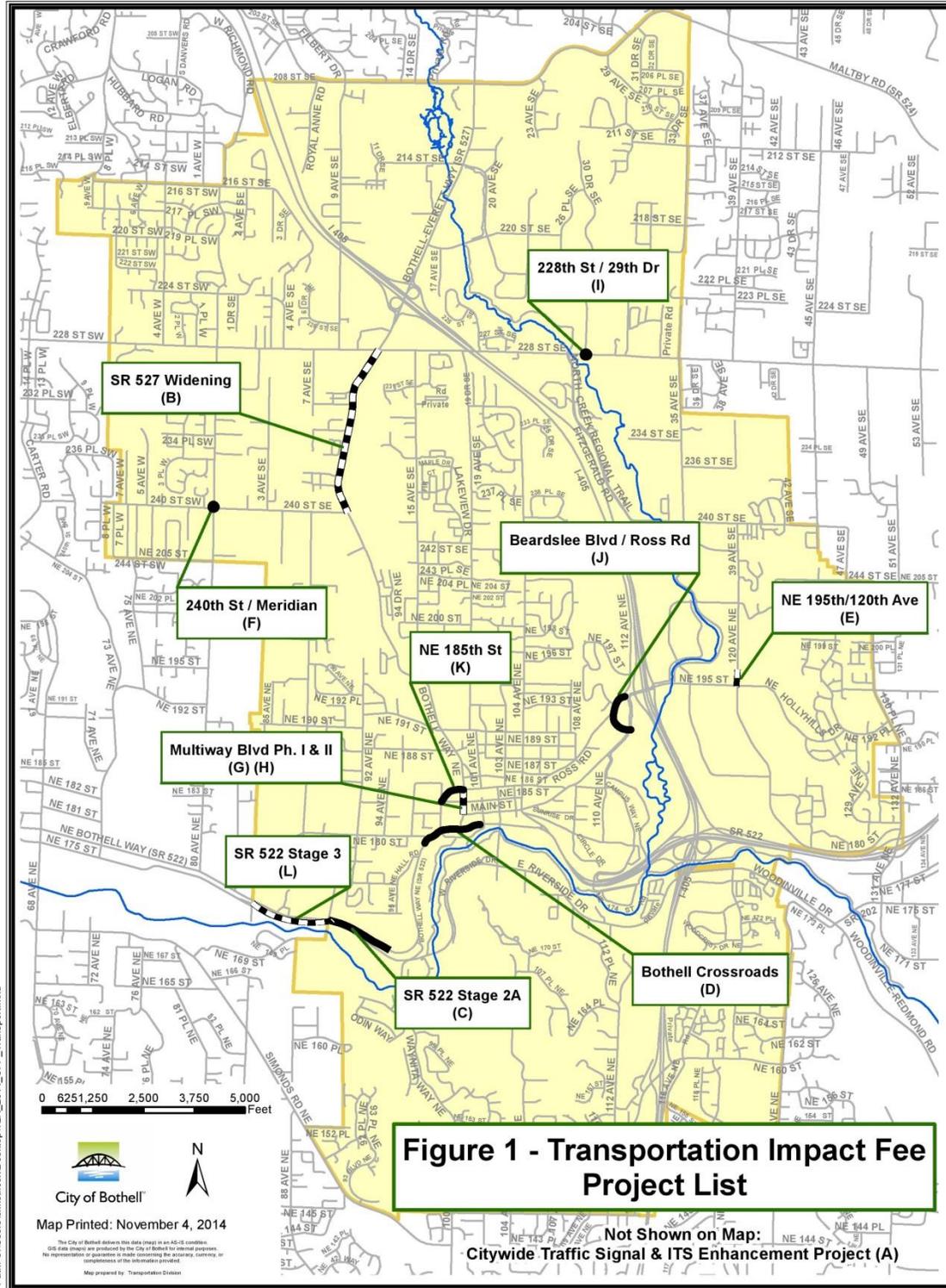
TABLE 1: LIST OF TRANSPORTATION CAPACITY ENHANCING PROJECTS

Project ID	Impact Fee Group ¹	Project Name	Total Project Cost (\$1,000s)
A	Citywide	Traffic Signal and Intelligent Transportation System (ITS) Enhancements	\$1,740
B	D	SR 527 Widening: 240th Street SE to 228th Street SE	\$10,187
C	A	SR 522 Corridor Stage 2A: 91st to 180th (excluding Wayne Curve)	\$6,326
D	G	Bothell Crossroads: SR 522 Realignment	\$53,203
E	C	NE 195th Street / 120th Avenue NE Intersection Improvements	\$421
F	D	240th Street SE / Meridian Avenue SE Intersection Improvements – Roundabout	\$620
G	G	Multiway Blvd Phase 1: West Side from NE 183rd St to NE 188 th St	\$10,292
H	G	Multiway Blvd Phase 2: SR 522 to NE 188 th St (excluding West Side)	\$22,093
I	C	228th Street SE / 29th Dr Traffic & Intersection Improvements	\$618
J	B	Beardslee Blvd / Ross Road Interconnect	\$1,120
K	H	NE 185 th Street SE Improvements Between SR 527 and 183 rd St	\$2,700
L	A	SR 522 Stage 3 Improvements: 83 rd PI NE to Wayne Curve	\$52,440
TOTAL (\$1,000s)			\$161,760

¹ Group = travel model select link group



Figure 1: Transportation Impact Fee Project List



During the City's transportation planning process, the City identified the projects in Table 1 as those needed to meet the adopted Level of Service (LOS) standards. These capital projects form the basis for the City's transportation funding program. The list retains some current impact fee projects since they are not complete and have remaining capacity available for new growth. Some projects have been completed or removed.

The proposed 2015 transportation impact fee rates represent a combination of the factors summarized in **Table 2.**

- Projects have higher costs due to inflation and updated design concepts.
- One new project was added to the list from the City's 2015-2021 Capital Facilities Plan
- The total project list now equals \$162 million, compared with the current transportation impact fee program with a total project cost of \$134 million.

TABLE 1: SUMMARY OF IMPACT FEE CHANGES

	Number of Projects	Cost	Year of Estimate
2011 Project List	14	\$134 million	2011
Projects Removed	- 3	-\$32 million	2011
Projects Continuing on List	= 11	= \$102 million	2011
Cost Escalation of Projects still to be Completed		+\$7 million	2014
New Project Added	+ 1	+\$53 million	2014
Total Cost	12	\$162 million	2014



TRAVEL GROWTH

The City selected a 12-year land use growth estimate for the impact fee analysis. Twelve years was considered to be a realistic time horizon to spread the cost of the impact fee projects among future development. Other growth will continue through the 2035 horizon year of the transportation plan, along with the addition of projects to the impact fee list in subsequent updates to the impact fee program. The land use growth was input to a spreadsheet with national trip rates based on land use type. The model converted the land use data into estimates of PM peak hour vehicle trips. Using this methodology, the growth estimates resulted in an increase of 6,000 PM peak hour vehicle trip ends² within the City.

COST ALLOCATION

The City's impact fee analysis is based on a methodology that distinguishes between roadway infrastructure improvements that address existing deficiencies and those that are needed to serve new growth. For growth-related projects, this method assumes that traffic generated by future development (inside and outside of the City) is the reason for the improvement project(s). In order to make this determination, the City provided data on existing level of service (LOS) for each project, as shown in **Table 3**. The LOS standard in the City's Comprehensive Plan is based on average traffic conditions within a roadway corridor. The analysis showed that the LOS of each proposed project is currently within the City's adopted corridor standard. Therefore, up to 100 percent of the project costs can potentially be allocated to new growth.

Not all growth-related costs can be attributed to growth within the City of Bothell. The cost allocation process distributes the growth costs for each project based upon the travel patterns between the different geographic areas within and outside the City limits. Trips that pass through Bothell, but do not have any origins or destinations internal to Bothell, were not allocated to Bothell zones. That is, development in Bothell is not being charged for growth trips passing "through" the City.

How Traffic Forecasts Were Used

The City's travel demand model was used in this study to prepare traffic forecasts. The model generates "PM peak hour" vehicle trip-ends based on housing and employment data. Then the model distributes the trip-ends between different zones within the region. Finally, the model assigns the trips to the roadway network to predict traffic volumes. A "select link" assignment procedure provided the origin and destination information for each vehicle trip traveling through a particular improvement project group.

² A vehicle trip travels between an origin and a destination. Each vehicle trip has two trip ends, one each at the origin and destination. Trip ends represent the traffic coming to and from any given land use, consistent with trip generation formulas used by the *Institute of Transportation Engineers*.



TABLE 3: LEVEL OF SERVICE DEFICIENCY ANALYSIS

Impact Fee Group ³	Project Name	LOS Corridor # ⁴	Existing LOS	LOS Standard	Existing Deficiency Percent
Citywide	Traffic Signal and Intelligent Transportation System (ITS) Enhancements	All	All ⁵	E	0%
A	SR 522 Corridor Stage 1: Wayne Curve Improvements	3	C	E	0%
D	SR 527 Widening: 240th Street SE to 228th Street SE	5	D	E	0%
A	SR 522 Corridor Stage 2: 91st to 180th (excluding Wayne Curve)	3	C	E	0%
F	Bothell Crossroads: SR 522 Realignment	3	C	E	0%
C	NE 195th Street/120th Avenue NE Intersection Improvements	4,6	C	E	0%
B	NE 195th Street Widening: North Creek Parkway to I-405	4	C	E	0%
D	240th Street SE/Meridian Avenue SE Intersection Improvements	5	D	E	0%
F	SR 527 Widening: Multiway Blvd (Main Street to NE 185th St)	5	D	E	0%
C	228th Street SE/29th Dr. and 31st Ave. Intersection Improvements	2	C	E	0%
B	Beardslee/Ross Road Interconnect	4	C	E	0%
E	SR 524: SR 527 to W City Limits	1	D	E	0%
E	228th Street SE/Locust to 9th Ave SE Widen to 3 lanes	2	C	E	0%

³ Group = travel model select link group

⁴ LOS Corridors are defined in the Transportation Element of the Comprehensive Plan

⁵ Includes portions of all corridors

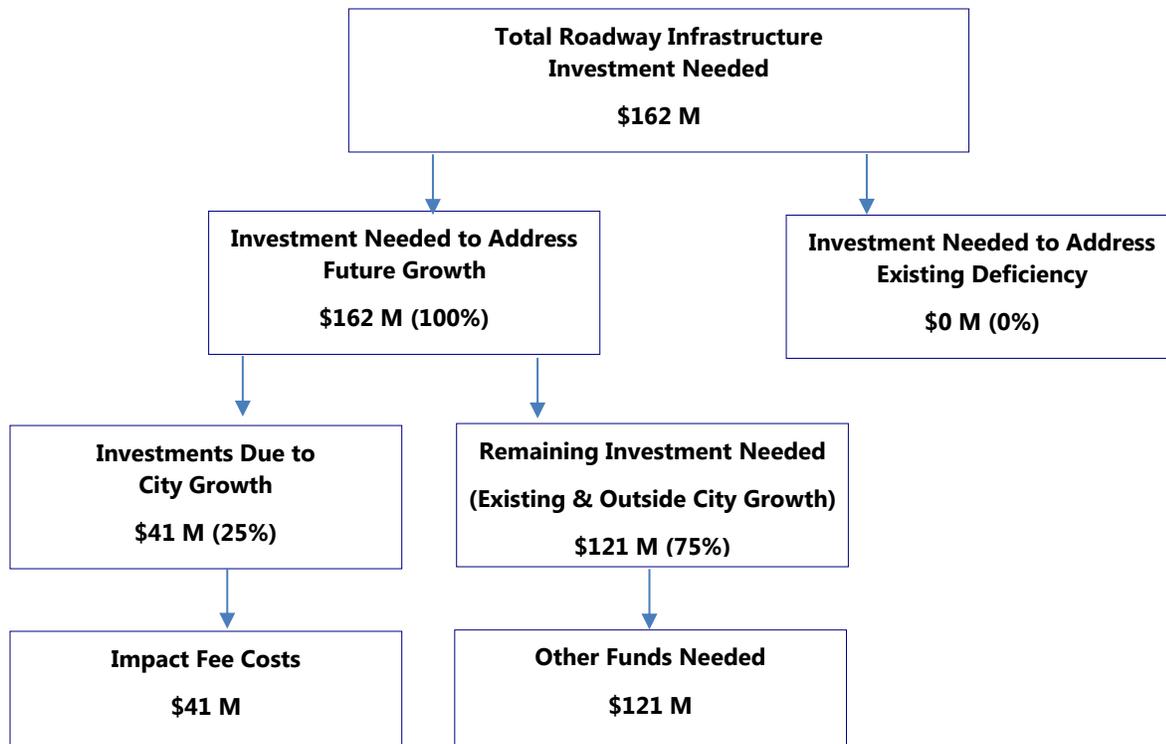


This “through traffic” amount will have to be covered by other revenues. A portion of these revenues will come from development occurring in Snohomish County, which has an interagency agreement with the City to pay reciprocal impact fees.

For discussion purposes, the dollar amounts shown in the following figures and text descriptions are approximate values expressed in million dollars. The actual amounts used in the calculations are accurate to a single dollar. **Figure 2** summarizes the cost allocation results.

The total cost of the projects on the impact fee list is \$162 million. The \$162 million was then split into ‘city growth’ and ‘outside city growth’ components using the City’s traffic model data. The details of this calculation are shown in **Appendix A**. Using these data, the average percent of city growth responsibility equaled 25 percent. The city growth percentage, applied to the \$162 million needed funds, yielded an amount equal to \$41 million. This amount could be charged to new development using impact fees. The remaining \$121 million would be expected to be obtained from local, federal, state, or other grant resources.

Figure 2: Impact Fee Cost Allocation





Impact fees could contribute up to 25 percent of the total \$162 million cost of the improvement projects. City funds, new grants and other agencies are anticipated to contribute the remainder of the costs. Note that the impact fees are expected to be collected over a 12-year period.

The final step in the cost allocation process dealt with calculating the "cost per new trip" within Bothell, derived by dividing the total project cost by the total number of new PM peak hour trip ends.

The analysis produced the following results.

Impact Fee Costs	\$ 41,189,000
Divide by:	
New PM Peak Hour Trips	<u>÷ 6,000</u>
Equals:	
Cost-per-New-Trip	\$6,865

The \$6,865 per trip rate reflects the updated impact fee project list and cost estimates.

IMPACT FEE SCHEDULE

The impact fee schedule was developed by adjusting the "cost per trip" information to reflect differences in trip making characteristics for a variety of land use types within the study area. The fee schedule is a table in which fees are represented as dollars per unit for each land use category. **Table 4** shows the various components of the fee schedule. 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 2: COMPONENTS OF IMPACT FEE SCHEDULE

Land Uses	Land Use Code	Unit of Measure	New Basic Rate PM Peak Trips/Unit	New Trips %	New Trip Rate	Trip Length (miles)	Trip Length Adj. Factor
Residential							
Single Family (Detached)	210	dwelling	1.00	100%	1.00	3.5	0.95
Multifamily	220, 221, 230, 233	dwelling	0.57	100%	0.57	3.7	1.00
Senior Housing & Accessory Dwelling		dwelling	0.28	100%	0.28	2.8	0.76
					0.00		
Commercial - Services							
					0.00		
Bank	912	SF GFA	24.30	50%	12.15	1.5	0.41
Day Care	565	SF GFA	12.34	75%	9.26	2.0	0.54
Hotel/Motel	310, 320	room	0.70	100%	0.70	4.0	1.08
Service Station with or without minimart and/or carwash.	944, 945, 946	Fueling Position	13.51	30%	4.05	1.7	0.46
Quick Lubrication Vehicle Shop		Servicing Positions	5.19	70%	3.63	1.7	0.46
Automobile Care Center	942	SF GLA	3.11	75%	2.33	2.2	0.59
Movie Theater	444, 445	seat	0.07	85%	0.06	2.3	0.62
Health Club	492, 493	SF GFA	3.53	75%	2.65	3.1	0.84
Marina	420	Berth	0.19	90%	0.17	3.1	0.84
					0.00		
Institutional							
Elementary /Junior High School	520, 522	student	0.15	80%	0.12	2.0	0.54
High School	530	student	0.13	90%	0.12	2.0	0.54
University/College	540, 550	student	0.17	90%	0.15	3.0	0.81
Church	560	SF GFA	0.55	100%	0.55	3.7	1.00
Hospital	610	SF GFA	0.93	80%	0.74	5.0	1.35
Assisted Living, Nursing Home, Group Home	620, 254	bed	0.22	100%	0.22	2.8	0.76
					0.00		
Industrial							
					0.00		
Light Industry/Manufacturing Industrial Park	110, 140, 130	SF GFA	0.85	100%	0.85	5.1	1.38
Warehousing/Storage		SF GFA	0.32	100%	0.32	5.1	1.38
Mini Warehouse		SF GFA	0.26	100%	0.26	5.1	1.38
					0.00		
Restaurant							
Restaurant	931	SF GFA	7.49	80%	5.99	3.4	0.92
Fast Food Restaurant	934	SF GFA	32.65	50%	16.33	2.0	0.54
					0.00		
Commercial - Retail							
					0.00		
Retail Shopping Center	820	SF GLA	3.71	75%	2.78	2.4	0.65
Supermarket > 5,000 SF	850	SF GFA	9.48	75%	7.11	2.1	0.57
Convenience Market < 5,000 SF	851	SF GFA	52.41	45%	23.58	1.3	0.35
Furniture Store	890	SF GFA	0.45	60%	0.27	1.7	0.46
Car Sales - New/Used	841	SF GFA	2.62	80%	2.10	4.6	1.24
Nursery/Garden Center	817	SF GFA	6.94	70%	4.86	2.1	0.57
Pharmacy/Drugstore	880, 881	SF GFA	8.40	50%	4.20	1.7	0.46
Hardware/Building Materials Store < 25,000 SF	812	SF GFA	4.49	60%	2.69	2.1	0.57
Discount Merchandise Store (Free Standing)		813, 815, 861, 863, 864	SF GFA	4.25	70%	2.98	2.1
Video Rental	896	SF GFA	13.60	45%	6.12	1.7	0.46
Home Improvement Superstore > 25,000 SF	862	SF GFA	2.33	55%	1.28	2.1	0.57
Miscellaneous Retail		SF GLA	3.71	75%	2.78	2.4	0.65
					0.00		
Commercial - Office							
Administrative Office	710, 715, 750	SF GFA	1.57	90%	1.41	5.1	1.38
Medical Office/Clinic	720	SF GFA	3.57	75%	2.68	4.8	1.30

Notes:

For uses with unit of measure in "SF GFA" or "SF GLA" the trip rates are given as rates per 1000 square feet. The impact fee schedule (Table 5) converts these values into cost persquare foot (not per 1000 square feet).



TRIP GENERATION

Trip generation rates for each land use type are derived from the Institute of Transportation Engineers (ITE) *Trip Generation* (9th Edition)⁶. The rates are expressed as vehicle trips entering and leaving a property during the PM peak hour.

PASS-BY TRIP ADJUSTMENT

The trip generation rates represent total traffic entering and leaving a property at the driveway points. For certain land uses (e.g. retail), a substantial amount of this traffic is already passing by the property and merely turns into and out of the driveway. These pass-by trips do not significantly impact the surrounding street system and therefore are subtracted out prior to calculating the impact fee. The resulting trips are considered "new" to the street system and are therefore subject to the impact fee calculation. The "new" trip percentages are derived partially from ITE data and from available surveys conducted around the country.

TRIP LENGTH ADJUSTMENT

Another variable that affects traffic impacts is the length of the trip generated by a particular land use. The "cost per trip" calculated in the impact fee program represents an average for all new trips generated within Bothell. Being an average, there will be certain land uses that generate trips of different lengths. If a given trip length is shorter than the average, then its relative traffic impacts on the street system will be lower than average. Conversely, longer trips will impact a larger proportion of the transportation network. In order to reflect these differences, the method includes an adjustment factor, which is calculated as the ratio between the trip length for a particular land use type and the "average" trip length for the City. Trip length data were estimated using limited national survey results. Since the adjustment uses a ratio, the relative trip lengths are more important than the actual trip length in miles. The average new trip length estimated for Bothell was 3.7 miles⁷ based upon the current mix land use types within the City.

SCHEDULE OF RATES

The impact fee schedule of rates is shown as the last two columns in **Table 5**. This table compares the existing impact fee rates to the proposed 2015 impact fee rates developed in this study.

⁶ The existing fee schedule is based upon ITE's *Trip Generation* (9th Edition) rates.

⁷ Derived from 2002 Impact Fee Study



The proposed rate changes are the result of a higher cost-per-trip and modifications to trip generation rates using the newer version of the ITE trip generation report. In the fee schedule, fees are shown as dollars per unit of development for various land use categories, as defined in **Appendix B**. The impact fee program is flexible in that if a land use does not fit into one of the categories, an impact fee can be calculated based on the development's projected trip generation. Applicants may also submit independent fee calculations for consideration and approval by the Public Works Director.



TABLE 3: PROPOSED TRANSPORTATION IMPACT FEE SCHEDULE

Land Uses	Land Use Code	Unit of Measure	Existing Impact Fee Rate	Proposed Full Impact Fee Rate
Cost per New Trip Generated:			\$5,740	\$6,865
Residential				
Single Family (Detached)	210	dwelling	\$5,481	\$6,494
Multifamily	220, 221, 230,	dwelling	\$3,156	\$3,913
Senior Housing & Accessory Dwelling	233	dwelling	\$1,194	\$1,455
Commercial - Services				
Bank	912	SF GFA	\$53.20	\$33.81
Day Care	565	SF GFA	\$30.66	\$34.34
Hotel/Motel	310, 320	room	\$3,660	\$5,195
Service Station with or without minimart and/or carwash.	944, 945, 946	Fueling Position	\$10,581	\$12,784
Quick Lubrication Vehicle Shop	941	Servicing Positions	\$9,577	\$11,459
Automobile Care Center	942	SF GLA	\$8.64	\$9.52
Movie Theater	444, 445	seat	\$213	\$254
Health Club	492, 493	SF GFA	\$14.60	\$15.23
Marina	420	Berth	\$822	\$984
Institutional				
Elementary /Junior High School	520, 522	student	\$695	\$445
High School	530	student	\$390	\$434
University/College	540, 550	student	\$879	\$852
Church	560	SF GFA	\$3.79	\$3.78
Hospital	610	SF GFA	\$7.32	\$6.90
Assisted Living, Nursing Home, Group Home	620, 254	bed	\$955	\$1,143
Industrial				
Light Industry/Manufacturing Industrial Park	110, 140, 130	SF GFA	\$6.80	\$8.04
Warehousing/Storage	150	SF GFA	\$3.80	\$3.03
Mini Warehouse	151	SF GFA	\$1.66	\$2.46
Restaurant				
Restaurant	931	SF GFA	\$31.59	\$37.80
Fast Food Restaurant	934	SF GFA	\$53.71	\$60.58
Commercial - Retail				
Retail Shopping Center	820	SF GLA	\$10.46	\$12.39
Supermarket > 5,000 SF	850	SF GFA	\$25.52	\$27.70
Convenience Market < 5,000 SF	851	SF GFA	\$47.55	\$56.89
Furniture Store	890	SF GFA	\$0.73	\$0.85
Car Sales - New/Used	841	SF GFA	\$15.07	\$17.89
Nursery/Garden Center	817	SF GFA	\$8.67	\$18.93
Pharmacy/Drugstore	880, 881	SF GFA	\$11.10	\$13.25
Hardware/Building Materials Store < 25,000 SF	812	SF GFA	\$4.39	\$10.50
Discount Merchandise Store (Free Standing)	813, 815, 861, 863, 864	SF GFA	\$10.33	\$11.59
Video Rental	896	SF GFA	\$16.13	\$19.30
Home Improvement Superstore > 25,000 SF	862	SF GFA	\$4.39	\$4.99
Miscellaneous Retail	820	SF GLA	\$10.46	\$12.39
Commercial - Office				
Administrative Office	710, 715, 750	SF GFA	\$10.60	\$13.37
Medical Office/Clinic	720	SF GFA	\$20.77	\$23.85

Notes:

For uses with unit of measure in "SF GFA" or "SF GLA" the impact fee is shown as cost per square foot.
NA = no previous land use



COMPARISON WITH OTHER IMPACT FEE PROGRAMS

The Bothell impact fee rates were compared with selected other jurisdictions, as listed below. Comparative rates are shown for single family residences, but similar relationships apply for other land use types.

- Redmond 2014: \$5,159 outside Downtown / Overlake
- Woodinville 2015: \$3,550
- Kenmore 2012: \$8,086
- Kirkland 2013: \$3,942 (being updated. Likely to increase in 2015)
- Issaquah 2014: \$1,760
- Sammamish 2014: \$14,204
- Bellevue 2013: \$2,651, up to \$4,419 in 2016
- Snohomish County: \$2,475
- Lynnwood: \$8,023 (\$5,158 in city center)

Bothell's proposed rate of \$6,494 is within the range of these nearby agencies. The regional trend has been to start increasing impact fee rates over the past two to three years as growth has accelerated along with project costs.

CONCLUSIONS

The City of Bothell Transportation Impact Fee Program was adopted in 1996 and most recently updated in 2011. The proposed impact fees have 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 5) 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 the Institute of Transportation Engineers. The proposed 2015 City impact fee rates are anticipated to generate \$41 million over the next 12 years, representing around approximately 25 percent of total funding needs for the projects on the impact fee list.



Appendix A: Cost Allocation Results

The cost allocation results are summarized in **Exhibit A**.

Exhibit A illustrates how the impact fee project costs (shown in Table 1) were divided into growth-related costs attributable to the City. In order to determine this proportion, the City's traffic model was used to identify the portion of trip-making associated with existing and growth-related traffic. A technique called "select-link" analysis was used to isolate the vehicle trips using each of the impact fee projects. The first column of Exhibit A shows several "Project Groups", which represent the grouping of impact fee projects used in the select link traffic forecasts. Each project group includes one or more impact fee projects that are located within close proximity to each other, representing similar traffic patterns. The grouping of projects is shown at the bottom of Exhibit A. The analysis shows that about 25 percent of the total project costs could be attributable to new growth within the City.



Exhibit A: Cost Allocation by Project Group (in \$000)

Project Group #	Project Costs (Total)	Existing Deficiency Portion	Growth Cost	Percent of New Project Traffic due to Growth within City	Project Costs Allowable for Impact Fees
A	\$58,766	\$0	\$58,766	19.1%	\$11,238
B	\$1,120	\$0	\$1,120	35.6%	\$399
C	\$1,039	\$0	\$1,039	15.4%	\$160
D	\$10,807	\$0	\$10,807	35.3%	\$3,817
E	\$0	\$0	\$0	23.1%	\$0
F	\$0	\$0	\$0	19.0%	\$0
G	\$85,588	\$0	\$85,588	27.2%	\$23,300
H	\$2,700	\$0	\$2,700	70.0%	\$1,890
Citywide	\$1,740	\$0	\$1,740	22.1%	\$384
TOTAL	\$161,760	\$0	\$161,760		\$41,189
Total			\$161,760	25.5%	\$41,189
Project Group Definitions (Used for Grouping Projects for Traffic Modeling)				Trip Growth 2012-2035	6000
				Cost per New Trip	\$6,865

A	SR 522
B	Beardslee/Main
C	120th Ave/228th Ave
D	SR 527 (South)
E	SR 527 (North)
F	SR 524
G	Downtown Bothell (SR 522, 527)
H	Downtown Bothell (Local Streets)



APPENDIX B: LAND USE DEFINITIONS

The following land use definitions are derived from the *ITE Trip Generation* (9th Edition). The asterisk indicates ITE category trip rate used in Impact Fee Schedule.

RESIDENTIAL

Single Family: Single-family detached unit. Includes all single-family detached homes on individual lots. (ITE # 210)

Multi Family: A building or buildings designed to house two or more families living independently of each other. Includes apartments, condos, attached duplexes, PUDs, and attached townhouses. (ITE #s 220, 221, 230, and 233*)

Senior Housing and Accessory Dwelling: Residential units restricted to adults or senior citizens. Includes accessory dwelling units (separate structure) and single room occupancy, if additional parking provided. (ITE #s 220, 221, and 230, and 233*)

COMMERCIAL-SERVICES

Bank: A free-standing building, with or without a drive-up window, for the custody or exchange of money, and for facilitating the transmission of funds. (ITE # 912)

Day Care: A facility for the care of infant and preschool age children during the daytime hours. Generally includes classrooms, offices, eating areas, and a playground. (ITE # 565)

Hotel/Motel: A place of lodging providing sleeping accommodations. Hotels typically include restaurants, cocktail lounges, meeting and banquet rooms, or convention facilities. Motels generally offer free on-site parking, little or no meeting space, and may have exterior corridors. (ITE #s 310 and 320)

Service Station with and without minimart: A facility used for the sale of gasoline, oil, and lubricants. May include areas for servicing, repairing, and washing vehicles. May combine elements of a convenience store and a gas station, where gas pumps are primarily or completely self-service. (ITE #s 944, 945*, and 946).

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



Automobile Care Center: A facility that provides automobile-related services, such as repair and servicing, stereo installation, and tire installation and repair. (ITE # 942)

Movie Theater: Consists of audience seating, one or more screens and auditoriums, a lobby, and refreshment stand. Typically includes matinee showings. (ITE #s 444 and 445)

Health Club: Privately owned facilities that may include swimming pools and whirl pools, saunas, weight lifting and gymnastics equipment, exercise classes, tennis, racquetball, and handball courts. Features exercise sports, and other active physical conditioning, as well as a broader range of services such as juice bars and meeting rooms. (ITE #s 492* and 493)

Marina: A facility providing moorage for boats. (ITE # 420)

INSTITUTIONAL

Elementary and Junior High School: These are facilities of education serving students attending kindergarten through students who have not yet entered high school. These include public and private schools. Schools often provide bus services of varying length, depending upon the type of school and grade level. Elementary school and junior high school are grouped together with common trip-making characteristics during the PM peak period. (ITE # 520)

High School: High schools serve students who have completed middle or junior high school. Both public and private high schools are included in this land use. (ITE # 530)

University/College: Facilities of higher education including two-year, four-year and graduate-level institutions. (ITE # 550)

Church: A building providing public worship facilities. Generally houses an assembly hall or sanctuary, meeting rooms, classrooms, and occasionally dining facilities. (ITE # 560)

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

Assisted Living, Nursing Home, Group Home A facility whose primary function is to provide chronic or convalescent care for persons who by reason of illness or infirmity are unable to care for themselves. Applies to rest homes, chronic care, and convalescent centers. (ITE # 620*, 254)



INDUSTRIAL

Light Industry/Manufacturing/Industrial Park: A facility where the primary activity is the conversion of raw materials or parts into finished products. Generally also have offices and associated functions. Industrial parks include research centers facilities or groups of facilities that are devoted nearly exclusively to research and development activities. Typical uses are printing plants, material testing laboratories, biotechnology, medical instrumentation or supplies, communications and information technology, and computer hardware and software. (ITE #s 110, 130* and 140)

Warehousing/Storage: Facilities that are primarily devoted to the storage of materials, including vehicles. They may also include office and maintenance areas. (ITE # 150)

Mini-Warehouse: Buildings in which a number of storage units or vaults are rented for the storage of goods. Each unit is physically separated from other units, and access is usually provided through an overhead door or other common access point. (ITE # 151)

RESTAURANT

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

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

COMMERCIAL-RETAIL

General Retail: A retail establishment that provides a variety of goods. Applies to shopping centers that are planned, developed, owned or managed as a unit. Could include peripheral buildings located on the perimeter of a shopping center adjacent to the streets and major access points. (ITE # 820)

Supermarket: Retail store that sells a complete assortment of food, food preparation and wrapping materials, and household cleaning and servicing items. (ITE # 850)

Convenience Market: A use that combines retail food sales with fast foods or take-out food service; generally open long hours or 24 hours a day. (ITE # 851)



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

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

Nursery/Garden Center: A free-standing building with a yard of planting or landscape stock offered to the general public (i.e. not wholesale). May have greenhouses and offer landscaping services. Most have office, storage, and shipping facilities. (ITE # 817)

Pharmacy/Drugstore: A pharmacy which sells prescriptions and non-prescription drugs, cosmetics, toiletries, medications, stationery, personal care products, limited food products, and general merchandise. Contain drive-through windows. (ITE # 880* and 881)

Video Rental: A business specializing in the rental of home movies and video games. Typically maintain long store hours and are usually open seven days a week. (ITE # 896)

Hardware/Building Materials: A free-standing or attached store (less than 25,000 gsf) with off-street parking. Stores sell hardware, paint, lumber, and other building materials. The storage area is not included in the total gross floor area. (ITE # 812)

Home Improvement Superstore: A free-standing warehouse type facility (25,000-150,000 gsf) with off-street parking. Generally offers a variety of customer services (home improvements; lumber, tools, paint, lighting, wallpaper, kitchen and bathroom fixtures, lawn equipment, and garden equipment) and centralized cashiering. (ITE # 862)

Discount Merchandise Store: A free-standing store or warehouse with off-street parking. Usually offers centralized cashiering and a wide range of merchandise and/or food products. May include items sold in large quantities or bulk. Often is the only store on a site, but can be found in mutual operation with its own or other supermarkets, garden centers and service stations, or as part of community-sized shopping centers. Fred Meyer stores, Costco, and big box consumer electronic/computer/toy stores are examples of this land use. (ITE #s 813, 815, 861, 863, and 864 – average of rates used)

COMMERCIAL-OFFICE

Administrative Office: An administrative office building houses one or more tenants and is the location where affairs of a business, commercial or industrial organization, government, professional person or



firm are conducted. The building or buildings may be limited to one tenant, either the owner or lessee, or contain a mixture of tenants including professional services, insurance companies, investment brokers, and company headquarters. Services such as a bank or savings and loan, a restaurant or cafeteria, miscellaneous retail facilities, and fitness facilities for building tenants may also be included. (ITE #s 710, 715, and 750)

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

