

CITY OF SHORELINE TRANSPORTATION IMPACT FEE RATE STUDY

September 2023





Introduction

Since 1990, Washington State law (RCW 82.02.050) has allowed jurisdictions to establish transportation impact fee (TIF) programs to fund capacity projects needed to support growth. The City of Shoreline adopted a TIF program in 2014. The current program includes six projects with an estimated capital value of \$38.1 million (2014 dollars). Projects on the list include intersection improvements and roadway widenings to add vehicular capacity. Based on the capital value of the projects, the current TIF list could support a maximum rate of \$6,124.77 (2014 dollars) per PM peak hour vehicle trip. The rate has been adjusted over time to keep pace with construction cost increases and inflation and was most recently increased to \$9,271.05 in 2023.

As part of the new Transportation Element and Transportation Master Plan (TMP), the City is updating its TIF program. The adopted 2022 Transportation Element includes a wide variety of projects offering multimodal capacity, including intersection enhancements, complete streets projects, and a non-motorized bridge connecting to the 148th Street Station. This TIF program makes significant updates to Shoreline's existing TIF program: the most significant change is the shift from vehicle trips to person trips as a measure of impacts, which helps link trip generation from new development to the need to expand the multimodal transportation network. The new, multimodal TIF also introduces a rate reduction in certain areas of the City where trips are expected to be less impactful; these subareas are called High Activity Areas and shown in **Exhibit 1**. High Activity Areas include the King County Candidate Countywide Growth Centers as well as other areas zoned for higher density than single family residential with educational, civic, recreational, cultural and/or commercial activity.

State law requires jurisdictions to allow independent fee calculations. This enables any development to submit justification for a decreased fee based on trip data specific to a development proposal. The remaining sections of the report describe the impact fee program methodology, the analyses performed, and the resulting recommendations.

The map displays the proposed SR 99 corridor in orange, extending from N 145th St to N 205th St. Key features include:

- Streets:** N 205th St, N 200th St, N 185th St, N 175th St, N 165th St, N 160th St, N 155th St, N 150th St, N 145th St, NW 196th St, 20th Ave NW, 8th Ave NW, 3rd Ave NW, Fremont Ave N, NW Richmond Beach Rd, 15th Ave NW, 10th Ave NW, 10th Ave NE, 15th Ave NE, 20th Ave NE, 25th Ave NE, 30th Ave NE, 35th Ave NE, 40th Pl NE, SR 104, SR 5, SR 322, SR 523, SR 99, Meridian Ave N, Dayton Ave N, Greenwood Ave N, Westminster Way N, NE Perkins Way, NE 180th St, NE 178th St, NE 160th St, NE 150th St, NE 155th St, NE 175th St, NE 185th St.
- Parks and Reserves:** Richmond Beach Saltwater Park, Innis Arden Reserve, Boeving Creek Park, Shoreview Park, Hamlin Park, Twin Ponds Park.
- Infrastructure:** SR 99 (proposed), SR 104, SR 5 (Interstate 5), SR 322, SR 523.
- Scale and Orientation:** Scale bar shows 0 to 1/2 miles. North arrow points towards the top right.

Shoreline High Activity Areas

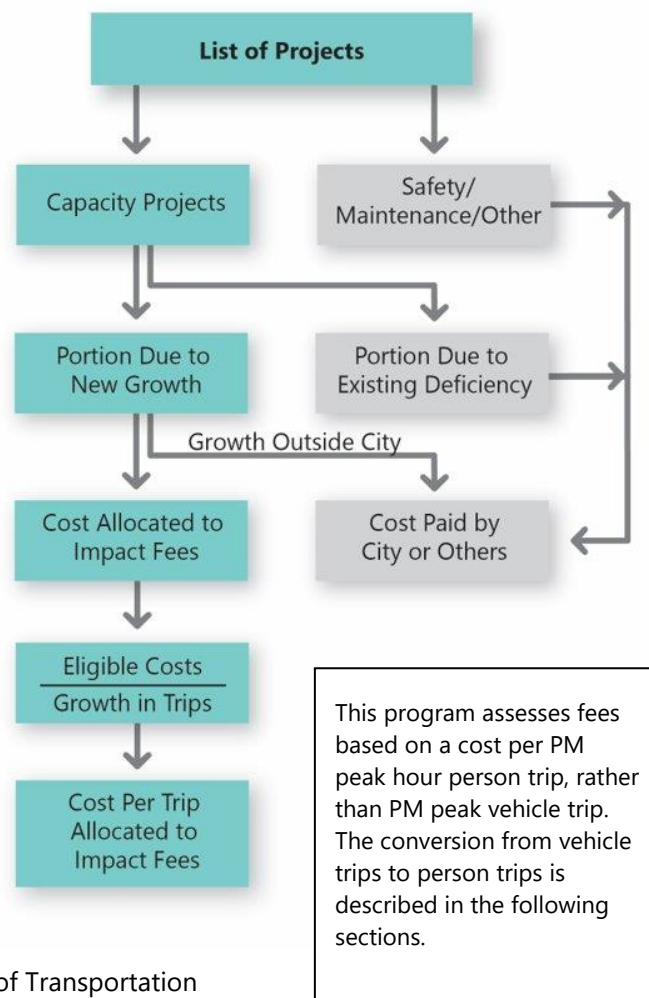


Methodology

The multimodal impact fee structure for the City of Shoreline was designed to determine the fair share of multimodal transportation improvement costs that may be charged to new development. The following key points summarize the impact fee structure (see **Exhibit 2**):

- A TIF project list was developed from eligible projects identified in the Transportation Element
- These projects were evaluated for impact fee eligibility. Non-capacity investments, primarily maintenance and safety improvement projects, were eliminated.
- Of the remaining eligible projects, the portion of those projects addressing existing deficiencies or carrying non-city growth were subtracted from eligible costs.
- The remaining list of eligible program costs were divided by Shoreline's expected growth in PM peak hour person trips over the next 20 years.

After determining the eligible cost per PM peak hour person trip, a reduction for development in High Activity Areas was calculated to account for the fact that these areas generate fewer vehicle trips and therefore have a lower impact on the transportation system. Then, a land use-based fee schedule was developed for the entire City, including the reductions in High Activity Areas, using the calculated cost per PM peak hour person trip. Person trip rates for multiple land use categories were estimated using vehicle trip generation rates from the most recent version of the Institute of Transportation Engineers Trip Generation Manual and the ratio of person trips to vehicle trips from household travel surveys conducted in Western Washington.





Project List

Washington State law (RCW 82.02.050) allows jurisdictions to establish TIF programs to fund “transportation system improvements” that are on the capital facilities element of a jurisdiction’s comprehensive plan. TIF funds must be spent or encumbered within 10 years of collection and are assessed based on a development’s proportionate share of transportation system improvements on the TIF project list.

Transportation system improvements can include physical or operational changes to existing transportation facilities, as well as new transportation connections that are built in one location to benefit projected needs at another location. Projects funded by a TIF program must add new multimodal capacity for future growth in the city. The funds cannot be spent on non-capacity activities, like maintenance, and must be related to growth in the city – they cannot be spent on addressing existing deficiencies or addressing capacity needs driven by growth outside of the city.

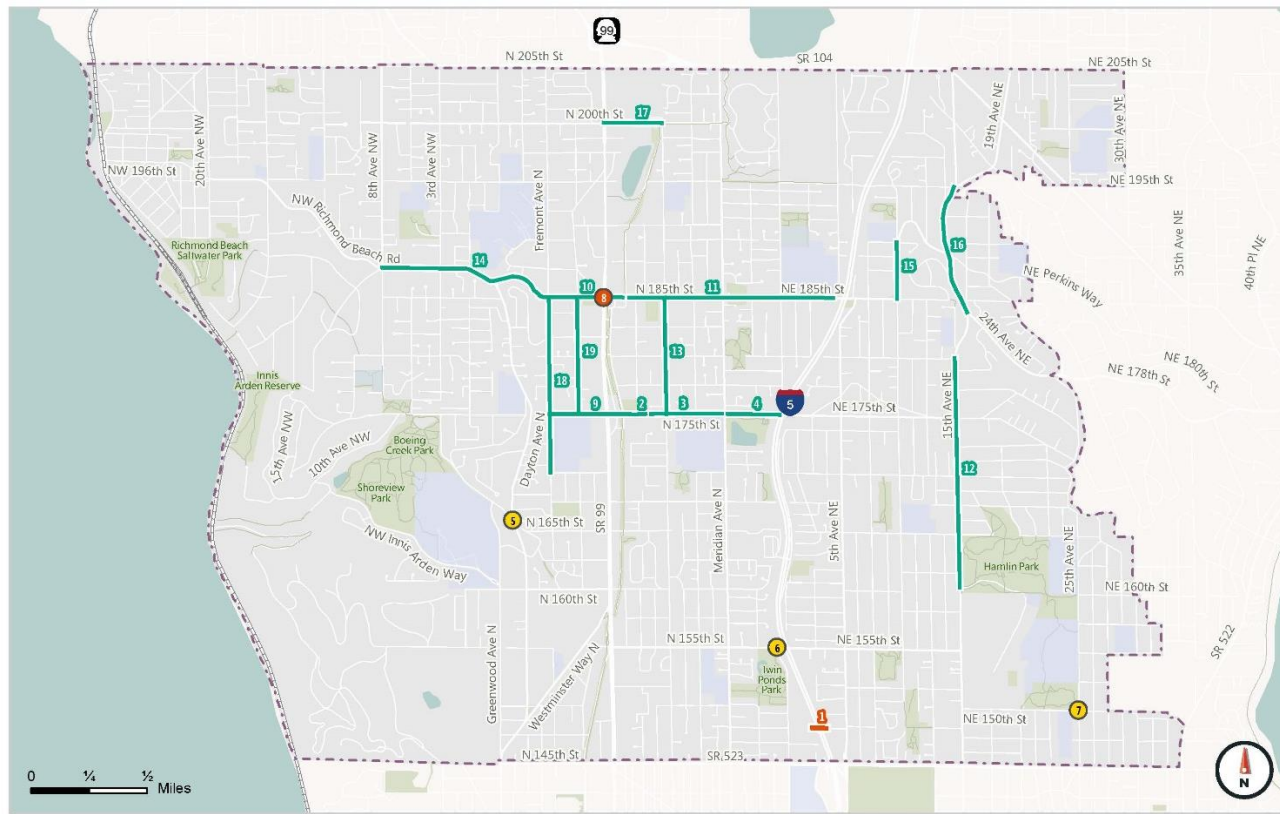
Until this year, state law limited expenditures to projects that are within the right-of-way of “streets and roads.” Most jurisdictions in Washington have interpreted ‘streets and roads’ as including “complete streets” facilities that are typically included in the roadway right-of-way and/or documented on roadway standard plans, including travel lanes, bike lanes, planting strips, sidewalks, crosswalks, midblock crossings, traffic signals, roundabouts, overhead signage, lighting, etc. However, trails and pathways that are not within the public transportation right-of-way were ineligible for TIF funds. This year, the Washington State Legislature passed Senate Bill 5452, which broadens the type of infrastructure that can be funded by TIF fees to include “bicycle and pedestrian facilities that were designed with multimodal commuting as an intended use.” With this bill now signed into law by Governor Inslee, transportation-oriented trails projects outside of the right of way have been added alongside streets and roads as public facilities on which impact fees can be spent.

The City of Shoreline is looking to update its transportation impact fee program to help fund high priority transportation projects identified in its 2022 Transportation Element and take advantage of the new provisions allowed under state law. The projects proposed for inclusion in the program include projects needed to meet concurrency, projects with federal funding, and projects that would most strongly advance the multimodal goals stated in the 2022 Transportation Element.

Exhibit 3 shows the projects that are proposed for inclusion in the impact fee program. These projects are further described in **Exhibit 4**.



Exhibit 3: Proposed Projects for Inclusion in TIF Program



- TIF Project Type
- Complete Streets
 - Multimodal
 - Intersection
 - Multimodal
 - Trail
 - Park
 - City Boundary

Shoreline
TIF Projects



Exhibit 4: Proposed Projects for Inclusion in TIF Program

ID	Location	Project Description	Cost Estimate
1	148th Street Non-motorized Bridge	TE Fiscally constrained list: non-motorized bridge crossing of Interstate 5 (based on Council's selection of a preferred alignment during the feasibility study phase) to the Shoreline South/148th Station.	\$37,800,000
2	175th Corridor: Stone Avenue N to Wallingford	TE Fiscally constrained list: Planned improvements include reconstruction of the existing street to provide two traffic lanes in each direction, median and turn pockets, bicycle lanes (some integrated into the sidewalk), curb, gutter, and sidewalk with planter strip where feasible, illumination, landscaping, retaining walls, and various intersection improvements.	\$30,497,000
3	175th Corridor: Wallingford to Meridian		\$10,637,000
4	175th Corridor: Meridian to I-5		\$21,914,000
5	Dayton Ave N & Carlyle Hall Rd	TE Fiscally constrained list: Realign intersection geometry and signalize.	\$4,648,391
6	1st Ave NE & N 155th St	TE Fiscally constrained list: Redesign as urban compact roundabout.	\$1,292,528
7	25th Ave NE & NE 150th St	TE Fiscally constrained list: Redesign as urban compact roundabout.	\$1,257,192
8	Shared-use mobility hub: Aurora Ave N & N 185th St	TE Fiscally constrained list: Construction of a shared use mobility hub	\$1,250,000
9	N 175th St from Fremont Ave N to Stone	TE Fiscally constrained list: Extend multimodal improvements from Fremont Ave N to Stone Ave; improve to bike LTS 1 and fill sidewalk gaps and accommodate frequent bus service.	\$9,994,582
10	NE 185th Street (between Fremont Avenue N and Midvale Avenue NE)	TE Fiscally constrained list: The City developed a 185th Street corridor improvement strategy that includes N/NE 185th St from Fremont Ave N to 10th Ave NE; 10th Ave NE from NE 185th St to NE 180th St; and NE 180th St from 10th Ave NE to 15th Ave NE. Improvements for this corridor include bike improvements to LTS1; pedestrian improvements; and accommodations for frequent bus service.	\$12,163,666
11	N/NE 185th Street (between Midvale Avenue N and 5th Avenue NE west of I-5)		\$87,611,805



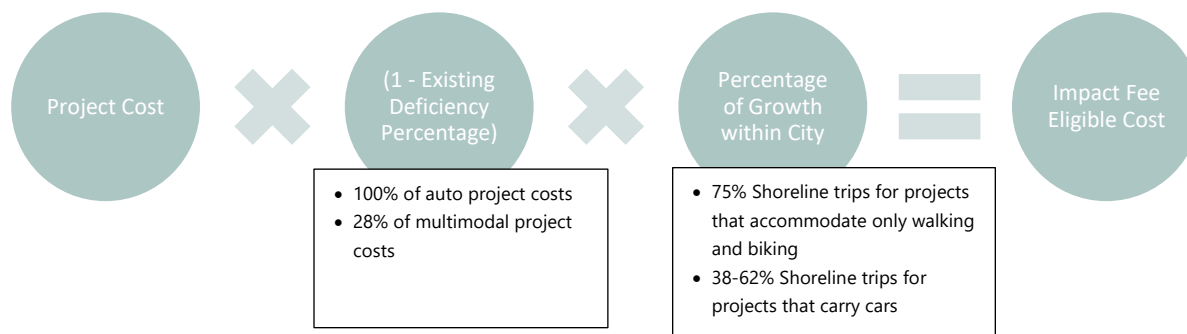
ID	Location	Project Description	Cost Estimate
12	15th Ave NE from NE 180th St to Hamlin Park	Transportation Element Project List: Improve to bike LTS 2 and accommodate frequent bus service	\$40,226,805
13	Ashworth Ave N from N 175th St to N 185th St	Transportation Element Project List: Improve to bike LTS 2 and fill sidewalk gaps	\$17,115,575
14	NW Richmond Beach Rd from 8th Ave NW to Dayton Ave N	Transportation Element Project List: Improve to bike LTS 2 and accommodate frequent bus service	\$10,940,389
15	10th Ave NE from NE 185th St to NE 190th St	Transportation Element Project List: Improve to bike LTS 2 and fill sidewalk gaps	\$17,024,934
16	15th Ave NE from NE 195th St to 24th Ave NE	Transportation Element Project List: Improve to bike LTS 1, fill sidewalk gaps, and accommodate frequent bus service	\$64,036,849
17	N 200th St from SR 99 to Ashworth Ave N	Transportation Element Project List: Improve to bike LTS 2 and accommodate local bus service	\$8,542,174
18	Fremont Ave N from N 170th St to N 185th St	Transportation Element Project List: Improve to bike LTS 2 and fill sidewalk gaps	\$10,008,119
19	Linden Ave N from N 185th St to N 175th St	Transportation Element Project List: Improve to bike LTS 2 and fill sidewalk gaps	\$6,673,976
Total Capital Cost			\$393,634,986



Impact Fee Eligible Costs

Exhibit 5 shows the calculation steps for determining the total impact fee eligible cost.

Exhibit 5: Equation for Calculating the Eligible Impact Fee Cost



After determining which projects increase capacity and are impact fee eligible, the existing deficiency was calculated, since impact fees cannot be used to pay the costs of existing level of service deficiencies. Projects were split into two groups, motorized and non-motorized depending if the capacity improvements were primarily auto oriented or multimodal. For auto-oriented projects, there was no existing deficiency, as all of the intersections identified for improvement on the impact fee project list currently meet the LOS standards documented in the Transportation Element. For complete streets and non-motorized projects, the existing deficiency is calculated by dividing the number of person trip ends in 2019 by the person trips ends in 2044 as calculated in the Shoreline travel demand model. This calculation approximates the percentage of person trips that would use the facility today if it were constructed and resulted in 72% existing deficiency being applied primarily to complete streets and non-motorized projects. Therefore, 100% of auto project costs and 28% of multimodal project costs are not due to existing deficiencies and can be included in calculation for the total impact fee eligible cost.

With deficiencies accounted for, all the remaining project costs are related to supporting new growth in trips. However, not all the forecast trip growth comes from Shoreline development – there is a portion of growth that comes from surrounding jurisdictions. Shoreline does not have the authority to charge growth in neighboring jurisdictions for their share of building new transportation infrastructure. To account for this statutory limitation, adjustments were made for trips that pass-through Shoreline or only have one end of the trip starting or ending in Shoreline. For complete streets and projects accommodating non-motorized modes, such as trails and shared use mobility hubs, 75% of trips are assumed to be related to use in Shoreline. This percentage is consistent with assumptions applied by other communities in the Puget Sound region, including Kirkland, Kent, and Federal Way.

For projects that are being built to support auto capacity, Fehr & Peers analyzed traffic forecasts generated by Shoreline's travel model in the areas of the City where TIF projects are located to find the portion of trips relating to land uses outside of Shoreline. For each project, the portion of growth within the City, including half



of all trips that begin or end outside of Shoreline, was calculated to range from 38-62% based on the project.

The proposed TIF project list has a capital cost estimate of \$393.6 million and includes 19 projects. After applying the existing deficiency calculation and multiplying by the percentage of growth within the City, the total eligible impact fee cost comes to \$83.6 million. This final cost is then divided by the growth in person trips from 2019 to 2044 to calculate the maximum allowable cost per PM peak hour person trip.

$$\text{Maximum Allowable Cost per PM Peak Hour Person Trip} = \frac{\text{Impact Fee Eligible Costs}}{\text{Growth in Person Trips 2019 to 2044}}$$

Person Trip Growth

Determining the growth in travel demand caused by new development is a key requirement for a TIF program. To associate growth with travel demand, the total eligible costs of projects on the TIF project list (\$83.6M) are divided by the total growth in person trips in Shoreline based on development expected over the next 20 years to determine a cost per person trip. As part of the update to Shoreline's Transportation Element, Fehr & Peers developed a travel model that estimates person trip growth through 2044. Based on that model, it is assumed that land use growth in Shoreline will result in an increase of 11,087 PM peak hour person trips by 2044.

Error! Reference source not found. shows the final growth in person trip ends for the City of Shoreline.

Exhibit 6: PM Peak Hour Person Trip Ends	
2019 Trip Ends	29,127
2044 Trip Ends	40,214
Growth in Trip Ends	11,087

Exhibit 7 summarizes the impact fee eligible costs, and maximum allowable cost per person trip.

Exhibit 7: Impact Fee Costs	
<i>Total Impact Fee Project Cost</i>	\$ 393,634,986
<i>Total Eligible Impact Fee Cost</i>	\$ 83,650,759
<i>Growth in Person Trip Ends</i>	11,087
Maximum Allowable Cost per Person Trip	\$ 7,545



TIF Reductions

The City of Shoreline's current TIF program charges the same fee per land use, regardless of a project's location. The new multimodal TIF proposes to provide a fee reduction for development in High Activity Areas.

Person Trip Impacts

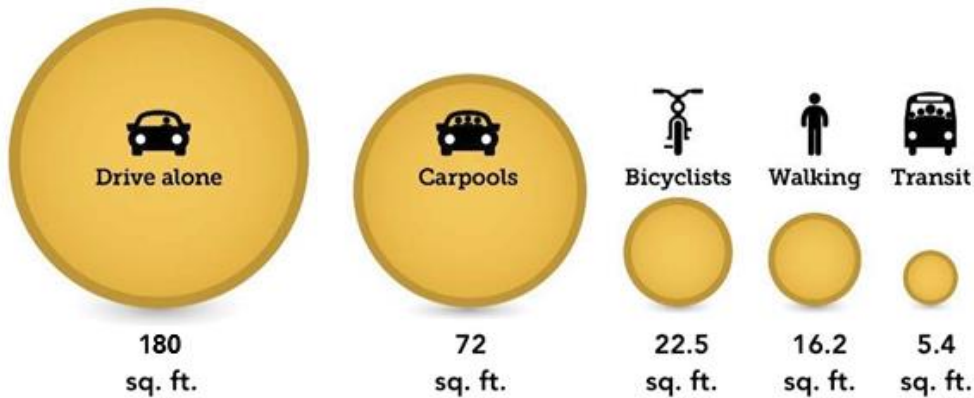
Not all person trips have the same impact - different modes have varying footprints on the City's transportation system, as described below and illustrated in **Exhibit 8**.

Drive Alone trips take up 180 square feet on average, based on the size of a typical passenger vehicle. Compared to a drive alone trip:

- **Carpools** take up 60% less space than driving alone per person trip. This was estimated using the PSRC regional travel model estimate that the average carpool carries 2.2 people.
- **Bicyclists** use 87.5% less space per person trip. This estimate was developed using a conservative assumption that bicycles are roughly a quarter the size of a car and no more than half of cyclists (and more likely fewer than 20 percent) are using arterial travel lanes (the remaining cyclists are using existing exclusive facilities, which include trails, cycle tracks, and bike lanes).
- **Walking** takes virtually no space from vehicles in built-out areas with sidewalks (which is one major reason that filling sidewalk gaps on major streets is an important focus in Shoreline's TMP). However, for the purposes of this program, it is assumed that pedestrians consume 91% less of the roadway space than drive alone travel. This percentage was based on the fact that pedestrians crossing the street reduce vehicle capacity slightly and that bulb-outs, crossing islands, and other pedestrian crossing treatments can consume roadway space.
- **Transit** requires roughly 97% less space per person trip than driving alone. This was based on each full bus requiring 5 square feet of space per passenger.



Exhibit 8: Physical Space by Modes



This TIF program considers how mode split differs throughout the City and provides reductions for those areas where more space efficient modes, like walking, biking, and transit are more prevalent. This approach is modeled after a similar approach developed and adopted by Portland, Oregon and Bellingham, Washington.

Using the above data, a TIF reduction in High Activity Areas is justifiable given that new growth in these areas will generate a smaller portion of drive alone trips compared to the rest of the City.

Person Trip Discounts

Using the 2021 PSRC Household Travel Survey, the split of SOV, HOV, walk, bike, and transit trips was calculated for regional growth centers that have an existing¹ light rail station or frequent transit service and compared to areas outside of the regional growth centers. The survey data from regional growth centers across the region were used to create a statistically valid sample size.

The mode shares from the Household Travel Survey were used to calculate the average space used per person trip in High Activity Areas compared to the rest of the City as is shown in **Exhibit 9** below.

¹ Existing service as of 2021 when the Household Travel Survey was performed.



Exhibit 9: Mode Share & Physical Space Calculations

	SOV	HOV	Bike	Walk	Transit	Total	Avg. Weighted Space Usage / Person Trip in Square Feet	Basic Rate Discount
Square Feet Per Person Trip Location	180	72	22.5	16.2	5.4	--		
Rest of Shoreline¹	50%	32%	1%	15%	2%	100%	115.2	--
High Activity Areas²	40%	25%	1.4%	24%	10%	100%	94.7	-17.8%

1 Used the mode splits from 2021 PSRC household travel survey info from areas outside of regional growth centers.

2 Used the mode splits for Regional Growth Centers that have a light rail or transit service with frequencies of 30 minutes or less.

From these calculations a 17.8 percent reduction in TIF could be applied to development in Shoreline's High Activity Areas for eligible land uses. As this mode split data is generalized for the whole Puget Sound region, the reduction was rounded to a slightly more conservative 15 percent for the High Activity Areas. All land uses proposed within High Activity Areas would be eligible for the TIF reduction with the exception of auto-oriented land uses, such as commercial uses with drive thru aisles, service stations, car sales, and industrial uses, that would likely not have higher non-auto mode shares.

Exemptions

In addition to the reductions listed above, the City can choose to exempt certain land uses, such as non-residential ground floor uses and low-income housing, from paying impact fees. In most cases, the City must repay exempted fees from non-impact fee accounts. However, there are a few land uses where the State allows the City to exempt fees without a payback provision – these include up to 80 percent of fees from low-income housing and early learning centers specified in RCW 82.02.060. Exemptions are a policy decision that can be included in an impact fee ordinance.



Fee Schedule

Exhibit 10 shows the proposed impact fee schedule based on the **maximum fee**. This rate schedule includes components such as: vehicle trip generation rates, person trip rates, and new trip percentages. To develop the proposed impact fee schedule, Fehr & Peers started with Shoreline's current fee schedule, and made the following adjustments:

- Based rates on the maximum fee of \$7,545 per PM peak hour person trip.
- Removed land use categories that are no longer in the ITE Trip Generation Handbook, 11th Edition.
- Updated PM peak hour vehicle trip rates to be consistent with the ITE Trip Generation Handbook, 11th Edition.
- Converted vehicle trips to person trips based on PSRC household travel survey data.
- Added new land use categories based on feedback on typical land use proposals from City staff, one example is accessory dwelling units (ADUs).
- Consolidated select retail categories, such as drive-in bank, to the shopping center land use.
- Updated the non-pass by trip percentages to reflect best practices.

Exhibit 11 shows the fee schedule for uses in High Activity Areas, that are eligible to receive the calculated 15 percent reduction.



Exhibit 10: City of Shoreline Maximum Impact Fee Schedule
Citywide (Outside of High Activity Areas)

ITE Land Use Code	Land Use Code	Units ¹	Vehicle PM Peak Trips/Unit ²	Non-Pass by Percentage	New Trip Vehicle Rate	Vehicle-to-Person Trip Ratio ³	PM Peak Person Trip Rate	Proposed Impact Fee Rate	
Single Family	210	dwelling	0.99	100%	0.99	1.45	1.44	\$10,830	per dwelling unit
1-2 Story Multi/Townhome/ADU	220	dwelling	0.56	100%	0.56		0.81	\$5,415	per dwelling unit
Midrise Story Multi/Townhome/Condo	221	dwelling	0.44	100%	0.44		0.64	\$4,813	per dwelling unit
Highrise Story Multi/Townhome/Condo	222	dwelling	0.36	100%	0.36		0.52	\$3,938	per dwelling unit
Senior Housing	251	dwelling	0.30	100%	0.30		0.44	\$3,282	per dwelling unit
Assisted Living, Nursing Home	254	bed	0.24	100%	0.24	1.45	0.35	\$2,626	per bed
Continuing Care Retirement Community	255	dwelling	0.19	100%	0.19		0.28	\$2,079	per dwelling unit
Mobile Home in MH Park	240	dwelling	0.46	100%	0.46		0.67	\$5,032	per dwelling unit
Hotel	310	room	0.60	100%	0.60		0.87	\$6,564	per room
Motel	320	room	0.38	100%	0.38		0.55	\$4,157	per room
Service Station	944	VFP	14.03	38%	5.33	1.25	6.66	\$50,280	per VFP
Service Station w/ Mini-mart	945	VFP	13.99	38%	5.32		6.65	\$50,136	per VFP
Car Sales New/Used	841	sf/GFA	3.75	80%	3.00		3.75	\$28,293	per 1,000 sq ft
Quick lube shop	941	service bay	4.85	38%	1.84		2.30	\$17,381	per service bay
Auto Care Center	942	sf/GLA	3.11	70%	2.18		2.72	\$20,531	per 1,000 sq ft
Health Club	492, 493	sf/GFA	3.45	75%	2.59	1.25	3.23	\$24,402	per 1,000 sq ft
Elementary School	520	sf/GFA	1.37	80%	1.10	1.26	1.38	\$10,419	per 1,000 sq ft
Middle/JR High School	522	sf/GFA	1.19	80%	0.95		1.20	\$9,050	per 1,000 sq ft
High School	530	sf/GFA	0.97	80%	0.78		0.98	\$7,377	per 1,000 sq ft



Junior/community college	540	student	0.11	80%	0.09		0.11	\$837	per student
Early Learning Facility	565	sf/GFA	11.12	10%	1.11		1.40	\$10,571	per 1,000 sq ft
Assisted Living, Nursing Home	254, 620	bed	0.48	100%	0.48		0.60	\$4,563	per bed
Church	560	sf/GFA	0.49	100%	0.49		0.62	\$4,658	per 1,000 sq ft
Hospital	610	sf/GFA	0.97	80%	0.78		0.98	\$7,377	per 1,000 sq ft
Quality Restaurant	931	sf/GFA	7.80	56%	4.37	1.25	5.46	\$41,194	per 1,000 sq ft
High Turnover Restaurant	932	sf/GFA	9.77	57%	5.57		6.96	\$52,519	per 1,000 sq ft
Fast Food Restaurant without Drive Thru	933	sf/GFA	33.21	50%	16.61		20.76	\$156,599	per 1,000 sq ft
Fast Food Restaurant with Drive Thru⁴	933	sf/GFA	33.21	50%	16.61		20.76	\$156,599	per 1,000 sq ft
Coffee/Donut Shop without Drive-Thru	936	sf/GFA	32.29	20%	6.46		8.07	\$60,904	per 1,000 sq ft
Coffee/Donut Shop with Drive Thru	937	sf/GFA	38.99	20%	7.80		9.75	\$73,542	per 1,000 sq ft
Library	590	sf/GFA	8.16	75%	6.12		7.65	\$57,717	per 1,000 sq ft
State motor vehicles dept	731	sf/GFA	5.20	75%	3.90		4.88	\$36,780	per 1,000 sq ft
Post Office	732	sf/GFA	11.21	75%	8.41		10.51	\$79,290	per 1,000 sq ft
Movie Theater	445	seat	0.09	85%	0.08		0.10	\$721	per seat
Movie Theater	445	screen	13.96	85%	11.87		14.83	\$111,906	per screen
Shopping Center	820	sf/GLA	3.81	66%	2.51		3.14	\$23,715	per 1,000 sq ft
Supermarket	850	sf/GFA	9.24	62%	5.73		7.16	\$54,027	per 1,000 sq ft
Convenience Market	851	sf/GFA	49.11	49%	24.06		30.08	\$226,943	per 1,000 sq ft
Free Standing Discount Store	813, 815, 857, 863, 864	sf/GFA	4.52	73%	3.30		4.12	\$31,118	per 1,000 sq ft
Hardware/Paint Store	816	sf/GFA	2.68	40%	1.07		1.34	\$10,110	per 1,000 sq ft
Furniture Store	890	sf/GFA	0.52	60%	0.31		0.39	\$2,942	per 1,000 sq ft
Home Improvement Superstore	862	sf/GFA	2.33	58%	1.35		1.69	\$12,745	per 1,000 sq ft
Pharmacy w/o Drive-Thru	880	sf/GFA	8.51	51%	4.34		5.43	\$40,931	per 1,000 sq ft
Pharmacy w/ Drive-Thru	881	sf/GFA	10.29	51%	5.25		6.56	\$49,492	per 1,000 sq ft
Bank w/o Drive Thru	911	sf/GFA	12.13	51%	6.19		7.73	\$58,342	per 1,000 sq ft
Bank w/ Drive Thru	912	sf/GFA	21.01	51%	10.72		13.39	\$101,052	per 1,000 sq ft
General Office	710, 715, 750	sf/GFA	1.44	90%	1.30	1.22	1.58	\$11,929	per 1,000 sq ft



Medical Office	720	sf/GFA	3.93	75%	2.95	1.08	3.60	\$27,130	per 1,000 sq ft
Light Industrial/Manufacturing	110, 140	sf/GFA	0.74	100%	0.74		0.80	\$6,030	per 1,000 sq ft
Industrial Park	130	sf/GFA	0.40	100%	0.40		0.43	\$3,259	per 1,000 sq ft
Mini-Warehouse/Storage	151	sf/GFA	0.17	100%	0.17		0.18	\$1,385	per 1,000 sq ft
Warehousing	150	sf/GFA	0.19	100%	0.19		0.21	\$1,548	per 1,000 sq ft

Notes: This worksheet represents only the most common uses in Shoreline and is NOT all-inclusive.

1. Dwelling = dwelling unit, room = hotel/motel room available, VFP = vehicle fueling position/pump
2. ITE Trip Generation Handbook, 11th Edition: 4-6 PM Peak Hour Vehicle Trip Generation Rates for the Adjacent Street Traffic (Weekday, 4-6PM)
3. The ratio of vehicle trips to person trips as extracted from the PSRC Household Travel Survey
4. Trip generation for this land use is based on ITE code 933.



Exhibit 11: City of Shoreline Maximum Impact Fee Schedule
Within High Activity Areas (15% Reduction from Citywide Rate for Eligible Uses)

ITE Land Use Code	Land Use Code	Units ¹	Vehicle PM Peak Trips/Unit ²	Non-Pass by Percentage	New Trip Vehicle Rate	Vehicle-to-Person Trip Ratio ³	PM Peak Person Trip Rate	Proposed Impact Fee Rate	
Single Family	210	dwelling	0.99	100%	0.99	1.45	1.44	\$9,206	per dwelling unit
1-2 Story Multi/Townhome/ADU	220	dwelling	0.56	100%	0.56		0.81	\$4,603	per dwelling unit
Midrise Story Multi/Townhome/Condo	221	dwelling	0.44	100%	0.44		0.64	\$4,091	per dwelling unit
Highrise Story Multi/Townhome/Condo	222	dwelling	0.36	100%	0.36		0.52	\$3,348	per dwelling unit
Senior Housing	251	dwelling	0.30	100%	0.30	1.45	0.44	\$2,790	per dwelling unit
Assisted Living, Nursing Home	254	bed	0.24	100%	0.24		0.35	\$2,232	per bed
Continuing Care Retirement Community	255	dwelling	0.19	100%	0.19		0.28	\$1,767	per dwelling unit
Mobile Home in MH Park	240	dwelling	0.46	100%	0.46		0.67	\$4,277	per dwelling unit
Hotel	310	room	0.60	100%	0.60	1.26	0.87	\$5,579	per room
Health Club	492, 493	sf/GFA	3.45	75%	2.59		3.23	\$20,742	per 1,000 sq ft
Elementary School	520	sf/GFA	1.37	80%	1.10		1.38	\$8,856	per 1,000 sq ft
Middle/JR High School	522	sf/GFA	1.19	80%	0.95		1.20	\$7,692	per 1,000 sq ft
High School	530	sf/GFA	0.97	80%	0.78	1.25	0.98	\$6,270	per 1,000 sq ft
Junior/community college	540	student	0.11	80%	0.09		0.11	\$711	per student
Early Learning Facility	565	sf/GFA	11.12	10%	1.11		1.40	\$8,985	per 1,000 sq ft
Assisted Living, Nursing Home	254, 620	bed	0.48	100%	0.48		0.60	\$3,879	per bed
Church	560	sf/GFA	0.49	100%	0.49	1.25	0.62	\$3,959	per 1,000 sq ft
Hospital	610	sf/GFA	0.97	80%	0.78		0.98	\$6,270	per 1,000 sq ft
Quality Restaurant	931	sf/GFA	7.80	56%	4.37		5.46	\$35,015	per 1,000 sq ft
High Turnover Restaurant	932	sf/GFA	9.77	57%	5.57		6.96	\$44,641	per 1,000 sq ft
Fast Food Restaurant without Drive Thru	933	sf/GFA	33.21	50%	16.61	1.25	20.76	\$133,109	per 1,000 sq ft
Coffee/Donut Shop without Drive-Thru	936	sf/GFA	32.29	20%	6.46		8.07	\$51,769	per 1,000 sq ft



Library	590	sf/GFA	8.16	75%	6.12		7.65	\$49,059	per 1,000 sq ft
State motor vehicles dept	731	sf/GFA	5.20	75%	3.90		4.88	\$31,263	per 1,000 sq ft
Post Office	732	sf/GFA	11.21	75%	8.41		10.51	\$67,396	per 1,000 sq ft
Movie Theater	445	seat	0.09	85%	0.08		0.10	\$613	per seat
Movie Theater	445	screen	13.96	85%	11.87		14.83	\$95,120	per screen
Shopping Center	820	sf/GLA	3.81	66%	2.51		3.14	\$20,158	per 1,000 sq ft
Supermarket	850	sf/GFA	9.24	62%	5.73		7.16	\$45,923	per 1,000 sq ft
Convenience Market	851	sf/GFA	49.11	49%	24.06		30.08	\$192,901	per 1,000 sq ft
Free Standing Discount Store	813, 815, 857, 863, 864	sf/GFA	4.52	73%	3.30		4.12	\$26,450	per 1,000 sq ft
Hardware/Paint Store	816	sf/GFA	2.68	40%	1.07		1.34	\$8,593	per 1,000 sq ft
Furniture Store	890	sf/GFA	0.52	60%	0.31		0.39	\$2,501	per 1,000 sq ft
Home Improvement Superstore	862	sf/GFA	2.33	58%	1.35		1.69	\$10,833	per 1,000 sq ft
Pharmacy w/o Drive-Thru	880	sf/GFA	8.51	51%	4.34		5.43	\$34,791	per 1,000 sq ft
Bank w/o Drive Thru	911	sf/GFA	12.13	51%	6.19		7.73	\$49,591	per 1,000 sq ft
General Office	710, 715, 750	sf/GFA	1.44	90%	1.30	1.22	1.58	\$10,140	per 1,000 sq ft
Medical Office	720	sf/GFA	3.93	75%	2.95		3.60	\$23,061	per 1,000 sq ft

Notes: This worksheet represents only the most common uses in Shoreline is NOT all-inclusive.

1. Dwelling = dwelling unit, room = hotel/motel room available, VFP = vehicle fueling position/pump
2. ITE Trip Generation Handbook, 11th Edition: 4-6 PM Peak Hour Vehicle Trip Generation Rates for the Adjacent Street Traffic (Weekday, 4-6PM)
3. The ratio of vehicle trips to person trips as extracted from the PSRC Household Travel Survey
4. Trip generation for this land use is based on ITE code 933.