

CITY OF BUCKLEY, WASHINGTON

ORDINANCE NO. 11-22

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF BUCKLEY, PIERCE COUNTY, WASHINGTON, AMENDING THE COMPREHENSIVE PLAN ELEMENT 5 TRANSPORTATION, PROVIDING FOR SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, pursuant to the Growth Management Act (RCW 36.70A) the City is required to adopt a Comprehensive Plan that provides for goals, coordination and planned uses of land within the community to protect the environment and public interest; and

WHEREAS, in order to comply with RCW 36.70A the City of Buckley adopted its first Comprehensive Plan in May 1995; and

WHEREAS, RCW 36.70A.130 provides that cities shall take action to continuously review and, if needed, to revise their comprehensive plans and development regulations to ensure the plan and regulations comply with the requirements of that chapter; and

WHEREAS, the present Traffic Impact Fees are tied to Appendix E of the Comprehensive Plan; and

WHEREAS, the City Council adopted a new Traffic Impact Fee Rate Study on September 14, 2022; and

WHEREAS, in order to amend the Traffic Impact Fee Rates, the Transportation Element of the Comprehensive Plan must be updated; and

WHEREAS, in order to implement the updated Traffic Impact Fee rates, section 3.50.060 Impact Fee for Street Facilities must be updated; and

WHEREAS, the SEPA Responsible Official published a SEPA Determination of Nonsignificant Impact on March 7, 2022 which has not been appealed; and

WHEREAS, the City applied for an Annual Comprehensive Plan Amendment for the Transportation Element Update on February 1, 2022; and

WHEREAS, the City Council added the above amendment to the Planning Commission docket on April 26, 2022; and

WHEREAS, the Buckley Planning Commission held an open public hearing on the amendment on June 20, 2022 and recommended approval of the amendment to Council; and

**NOW THEREFORE THE CITY COUNCIL OF THE CITY OF BUCKLEY, PIERCE COUNTY,
WASHINGTON DO ORDAIN AS FOLLOWS:**

Section 1. Comprehensive Plan Element 5 Transportation is hereby amended as shown in Exhibit A.

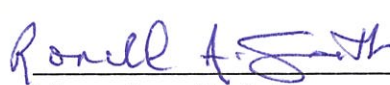
Section 2. BMC 3.50.060 Impact fee for street facilities is amended to read as follows:

Street impact fees shall be deposited in the street construction fund. The fees shall be assessed and collected pursuant to BMC 3.50.035. The assessments shall be made in accordance with ~~Appendix E of the 2016 City of Buckley Comprehensive Plan Transportation Element~~ the most recently adopted Traffic Impact Fee Rate Study, a copy of which is attached to the ordinance codified in this section as Exhibit A.

Section 3. If any provisions of this Ordinance is held invalid, such invalidity shall not effect any other provisions, or the application thereof, which can be given effect without the invalid provision or application, and to this end the provisions of this Ordinance are declared to be severable.

Section 4. This Ordinance shall be in full force and effective June 29, 2022. A summary of this Ordinance may be published in lieu of publishing the Ordinance in its entirety.


Introduced, passed, and approved this 28th day of June 2022.


Mayor Beau Burkett

Attest:


Treva Percival, City Clerk

APPROVED AS TO FORM:


Phil Olbrechts, City Attorney

Published: 7-6-2022
Effective: 7-11-2022

TRAFFIC IMPACT FEE RATE STUDY
2021 UPDATE

FINAL REPORT

August 2021

Prepared for:
City of Buckley

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INTRODUCTION

This document summarizes the development of an updated transportation impact fee rate for the City of Buckley. The report describes the existing impact fee rate, the basis for the fee, the rate methodology, the impact fee project list, and the recommended impact fee rate.

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, and streets/roads).

Transportation impact fees are collected to fund improvements that add capacity to the transportation system, accommodating the travel demand created by new development. 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.

STATUTORY BASIS FOR IMPACT FEES

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). 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 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 below are consistent with the requirements of the GMA. The procedures and recommendations described herein can be formally enacted by an impact fee ordinance incorporating this memo by reference.

IMPACT FEE ANALYSIS

METHODOLOGY

The conceptual basis for the transportation impact fee is that growth (i.e., new development) should pay a proportionate share of the cost to provide future transportation capacity. This proportionate share is calculated based on the estimated cost of growth-related transportation improvement projects identified in the Comprehensive Plan and on an estimate of growth's share of capacity utilization for each project. The analysis 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, are not eligible to be fully funded 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 motorized and nonmotorized capacity enhancements.

CURRENT IMPACT FEE METHODOLOGY

The Buckley transportation impact fee program was developed and adopted in 2016 as ordinance number 02-16. The impact fee methodology is based on proportionate growth share of impact fee eligible project costs.

As of February 2021, the transportation impact fee rate is \$638 per new weekday daily trip, or approximately \$6,074 per single family home.

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 to arrive at a list of qualifying improvements that will form the basis for impact fees calculated for the City of Buckley:

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

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.

Planned Transportation Projects

The roadway projects identified in the Buckley 2021-2040 Transportation Improvement Program (TIP) are anticipated to be needed to serve motorized traffic growth for the next twenty years. Roadway capacity may be added 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.

Maintenance Projects

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. If the overlay or reconstruction provides increased lane width, intersection improvements, or shoulder widening the cost of the expansion could be considered eligible.

ELIGIBLE PROJECT COSTS

Estimated project costs are summarized in **Table 1**. Project costs include various elements which are 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 programmed transportation improvement projects have been excluded from the impact fee project list because they are not capacity projects or are considered maintenance projects/programs. A map of impact fee eligible projects is provided in Appendix A.

IMPACT FEE CALCULATION

The impact fee rate was computed based upon trip generation (the increase in traffic) resulting from growth, the cost of improvements related to growth, and the City's transportation financing strategy.

The impact fee project list includes the following:

- SR 410/SR 165 realignment and improvement (recently completed)
- Growth-related improvement projects identified in the City of Buckley Six-Year Transportation Improvement Plan (TIP)
- Growth-related improvement projects identified in the 2016 Transportation Element of the Comprehensive Plan.
- A new traffic signal at the intersection of SR 165 (River Ave) & 112th St E/Ryan Rd. This intersection will reach LOS-deficient status (LOS E) by the 2040 PM peak hour.

Local Cost Responsibility

Roadway projects are generally eligible for state and federal grant funds. These funds are not predictable and vary in amount by grantor. Additionally, future cost-sharing agreements with Washington State Department of Transportation (WSDOT) and Pierce County could reduce the City's funding responsibility.

This analysis assumes the City will be responsible for 100 percent of total impact fee-eligible project costs over the 20-year planning horizon, with the exception of the completed SR 410/SR 165 improvement project.

Table 1. Impact Fee-Eligible Transportation Improvement Projects

ID	Project Name	Project Description	Cost Estimate (\$)
1	Mundy Loss & 112th St E	Signal, turn lanes, sidewalks	1,546,700
2	SR 410 & SR 165	Realign & rechannelize SR 165	5,973,778
3	Park/A St & River Rd	All-way stop, sidewalks	75,000
4	Main St & A St	TWSC to AWSC conversion	150,000
5	SR 410 & Mundy Loss Rd	Rechannelize NB approach	75,000
6	Mundy Loss from 112 th to SR 410	Curb, gutter, sidewalk one side	482,000
7	Ryan Rd Phase 1 (Spiketon-Sergeant)	Curb, gutter, sidewalk one side	3,422,600
8	Ryan Rd Phase 2 (Sergeant-Sheets)	Curb, gutter, sidewalk one side	1,696,000
9	Ryan Rd Phase 3 (Sheets-Levesque)	Curb, gutter, sidewalk one side	2,466,300
10	Spiketon Rd south of Mt. View Ave	Curb, gutter, sidewalk one side	1,400,700
11	SR 165 & 112 th St E/ Ryan Rd	New roundabout	1,000,000
12	Spruce St (Mason Ave to Main St)	Widening, curb, gutter, sidewalk	355,000
13	Collins Rd Ped. Impr. Phase 1	Sidewalk or paved path	357,450
14	Collins Rd Ped. Impr. Phase 2	Sidewalk or paved path	462,000
15	Mason Ave Ped. Impr. Phase 1	Sidewalk or paved path	504,000
16	Mason Ave Ped. Impr. Phase 2	Sidewalk or paved path	243,100
17	Hinkleman Rd Reconstruction	Reconstruct and widen	178,300
Total Cost Estimate			20,387,928

Growth Share of Project Costs

A traffic growth forecast was calculated using 2020-2040 residential and employment growth allocations published in the Puget Sound Regional Council (PSRC) Land Use Vision 2040 dataset. Citywide PM peak hour trip growth was calculated by multiplying PSRC housing and employment growth allocations by PM peak hour trip rates for each land use type, as published in the Institute of Transportation Engineers *Trip Generation Manual 10th Edition*. The trip forecast was compared to the 2020 citywide trip generation calculation to calculate a citywide 20-year growth forecast. The total anticipated 2020-2040 PM peak hour trip growth forecast for the City of Buckley is 28 percent, or a rate of 1.4 percent per year assuming a linear growth trend.

The growth share of project cost is defined as the proportion of new vehicle trips in 2040 relative to total 2020 traffic volume, or 28 percent based on the growth forecast. **Table 2** summarizes the estimated cost and growth share for each TIF-eligible transportation improvement project.

Table 2. TIF Eligible Project Cost and Growth Share

ID	Project Name	Project Description	Cost Estimate (\$)	Growth Share (\$)
1	Mundy Loss & 112th St E	Signal, turn lanes, sidewalks	1,546,700	433,076
2	SR 410 & SR 165	Realign & rechannelize SR 165	5,973,778	286,210
3	Park/A St & River Rd	All-way stop, sidewalks	75,000	21,000
4	Main St & A St	TWSC to AWSC conversion	150,000	42,000
5	SR 410 & Mundy Loss Rd	Rechannelize NB approach	75,000	21,000
6	Mundy Loss from 112 th to SR 410	Curb, gutter, sidewalk one side	482,000	134,960
7	Ryan Rd Ph. 1 (Spiketon-Sergeant)	Curb, gutter, sidewalk one side	3,422,600	958,328
8	Ryan Rd Phase 2 (Sergeant-Sheets)	Curb, gutter, sidewalk one side	1,696,000	474,880
9	Ryan Rd Phase 3 (Sheets-Levesque)	Curb, gutter, sidewalk one side	2,466,300	690,564
10	Spiketon Rd south of Mt. View Ave	Curb, gutter, sidewalk one side	1,400,700	392,196
11	SR 165 & 112 th St E/ Ryan Rd	New roundabout	1,000,000	280,000
12	Spruce St (Mason Ave to Main St)	Widening, curb, gutter, sidewalk	355,000	99,400
13	Collins Rd Ped. Impr. Phase 1	Sidewalk or paved path	357,450	100,086
14	Collins Rd Ped. Impr. Phase 2	Sidewalk or paved path	462,000	129,360
15	Mason Ave Ped. Impr. Phase 1	Sidewalk or paved path	504,000	141,120
16	Mason Ave Ped. Impr. Phase 2	Sidewalk or paved path	243,100	68,068
17	Hinkleman Rd Reconstruction	Reconstruct and widen	178,300	49,924
Total Cost			20,387,928	4,322,172

Impact Fee Rate

The citywide transportation impact fee rate was calculated by dividing the growth share of project cost by the citywide 20-year PM peak hour trip growth. The resulting impact fee rate charges new development proportionately to their transportation capacity usage, as shown below:

$$\frac{\text{Sum of growth shares of project costs}}{\text{Citywide PM trip growth}} = \frac{\$4,322,172}{1,032 \text{ trips}} = \$4,188/\text{trip}$$

SAMPLE 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 complete impact fee rate schedule is included in Appendix B.

Table 3. Transportation Impact Fee Comparison for Typical Land Uses

Land Use Type	ITE LUC	Trip Rate	Per Unit	2016 TIF Rate (\$/unit)	2021 TIF Rate (\$/unit)
Single-Family Home	210	0.99	DU	\$6,013	\$4,146
Low-Rise Multifamily	220	0.56	DU	\$3,401	\$2,345
Assisted Living	254	0.26	bed	\$1,579	\$1,089
General Office	710	1.15	1,000 ft ²	\$6,985	\$4,816
Shopping Center	820	3.81	1,000 ft ²	\$15,274	\$15,956
Light Industrial	110	0.63	1,000 ft ²	\$3,827	\$2,638

ADDITIONAL ISSUES FOR CONSIDERATION

ANTICIPATED ANNUAL REVENUES FROM IMPACT FEES

The anticipated annual revenue from impact fee rate, based on the methods and assumptions described above, is calculated as shown:

$$\frac{\$4,322,172 \text{ impact fee revenue}}{20 \text{ years}} = \$216,109/\text{year}$$

The updated impact fee is anticipated to generate average annual revenue of \$216,109. This reflects the best estimate given the traffic forecasts, project lists, and costs identified above. Actual revenue may be greater or less than the average in any given year.

ANTICIPATED GRANT REVENUE

Transportation improvement projects are generally eligible for state and federal grant funds. These funds are not predictable and vary in amount by grantor. Grant and intergovernmental funding totaling \$4,951,600 were secured to support the two-phase SR 410/SR 165 realignment and improvement project. This revenue was subtracted from the total project cost used in the impact fee rate calculation.

ANTICIPATED NEED FOR OTHER PUBLIC FUNDS

The anticipated impact fee revenue does not fully fund the non-grant share of TIF-eligible transportation improvement project costs. The anticipated need for non-impact fee public funding is summarized below:

Total Transportation Improvement Project Cost	\$20,387,928
Secure Grant & Intergovernmental Revenue	\$4,951,600
Growth Share of Project Cost	\$4,322,172
Remaining Unfunded Commitment (2021-2040)	\$11,114,156
Annual Unfunded Commitment	\$555,708

TRANSPORTATION IMPACT FEE RATE COMPARISON

The City of Bellingham Public Works Department has compiled a list of transportation impact fee rates for 79 public agencies in western Washington. The full comparison chart is included in Appendix B. Provided below are current transportation impact fee rates for several agencies which are located near Buckley. The proposed fee rate is below the western Washington average rate, but far from the lowest in western Washington.

Transportation Impact Fee Agency	Fee Rate (\$/PM trip)	Note
Western WA Maximum	\$14,064	City of Sammamish
City of Buckley (Existing)	\$6,074	
City of Puyallup	\$4,500	
Western WA Average	\$4,392	
Pierce County	\$4,479	
City of Buckley (Proposed)	\$4,188	69% of existing rate
City of Bonney Lake	\$3,995	
City of Enumclaw	\$3,239	
City of Sumner	\$2,779	
Western WA Minimum	\$589	City of Oak Harbor

CREDITS AND ADJUSTMENTS

IMPACT FEE CREDITS

An applicant may request a credit for impact fees in the amount of 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.

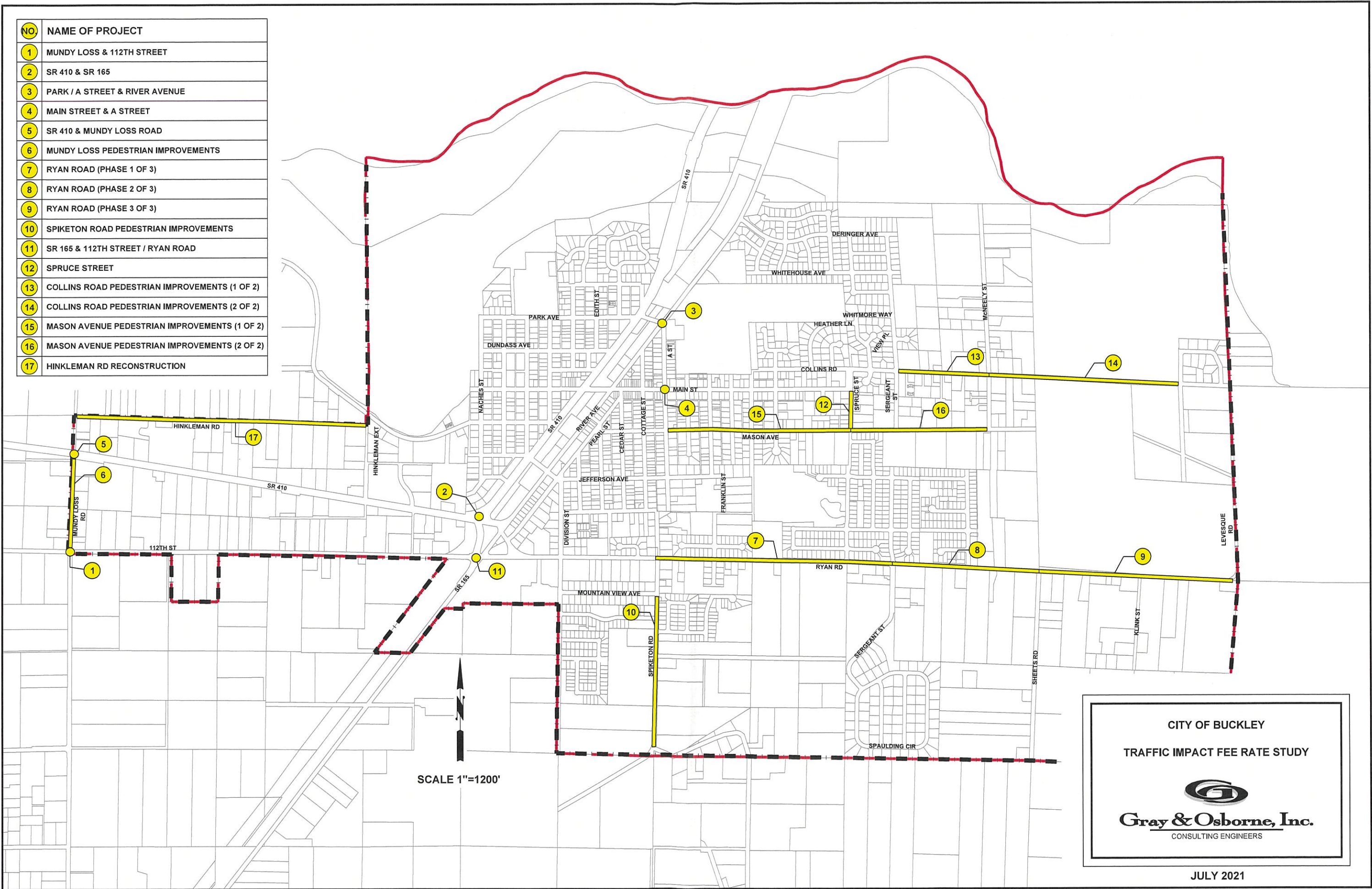
IMPACT FEE ADJUSTMENTS

An applicant may submit an independent fee calculation for a 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.

Transportation impact fees should be adjusted yearly to account for inflation. The Federal Highway Administration's National Highway Construction Cost Index (NHCCI) may be used.

Appendix A. Impact Fee Project Map

NO.	NAME OF PROJECT
1	MUNDY LOSS & 112TH STREET
2	SR 410 & SR 165
3	PARK / A STREET & RIVER AVENUE
4	MAIN STREET & A STREET
5	SR 410 & MUNDY LOSS ROAD
6	MUNDY LOSS PEDESTRIAN IMPROVEMENTS
7	RYAN ROAD (PHASE 1 OF 3)
8	RYAN ROAD (PHASE 2 OF 3)
9	RYAN ROAD (PHASE 3 OF 3)
10	SPIKETON ROAD PEDESTRIAN IMPROVEMENTS
11	SR 165 & 112TH STREET / RYAN ROAD
12	SPRUCE STREET
13	COLLINS ROAD PEDESTRIAN IMPROVEMENTS (1 OF 2)
14	COLLINS ROAD PEDESTRIAN IMPROVEMENTS (2 OF 2)
15	MASON AVENUE PEDESTRIAN IMPROVEMENTS (1 OF 2)
16	MASON AVENUE PEDESTRIAN IMPROVEMENTS (2 OF 2)
17	HINKLEMAN RD RECONSTRUCTION



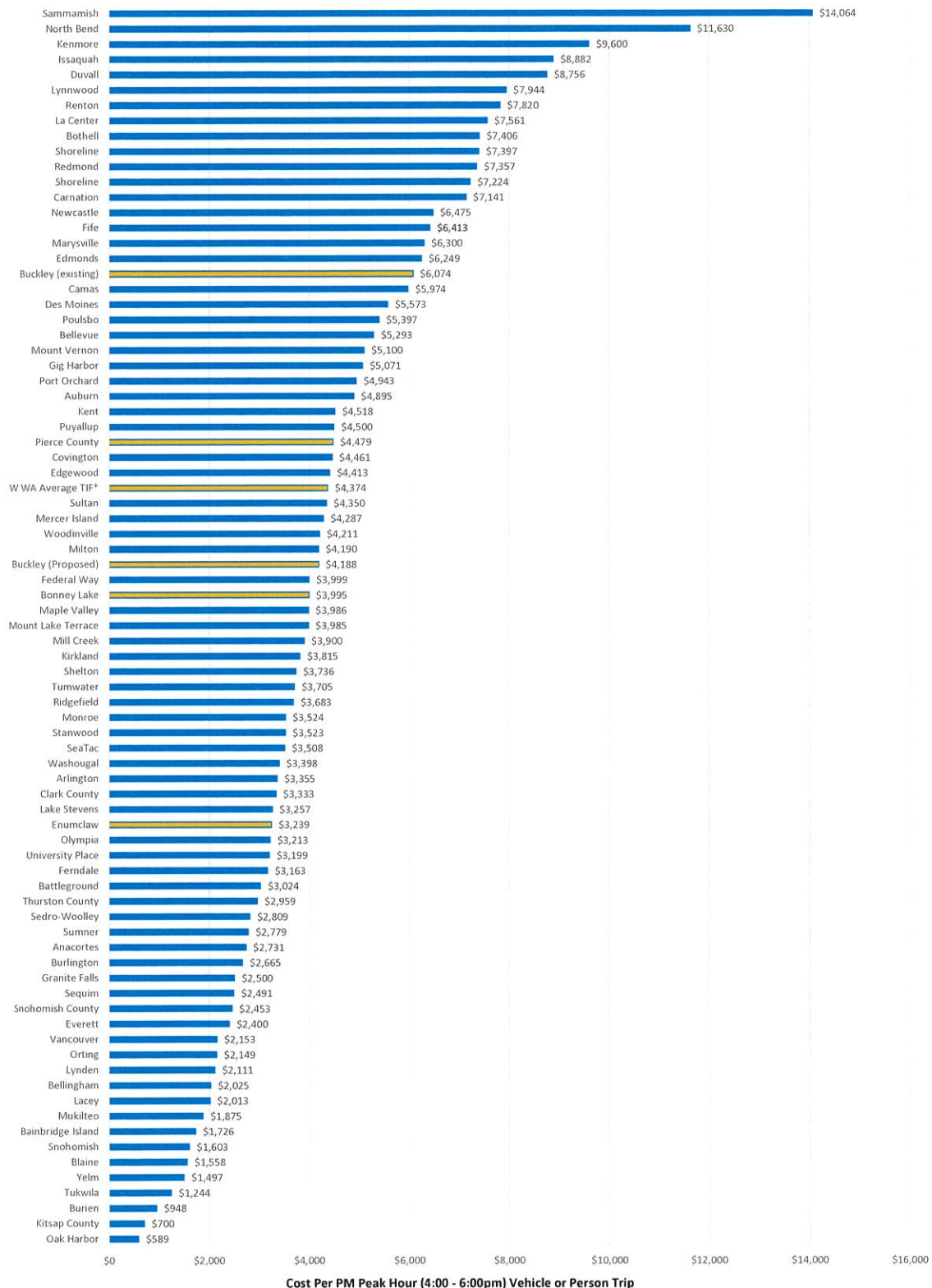
Appendix B. Impact Fee Rate Comparison

Comparison of 2020-2021 TIF Base Rates in 74 Cities and 5 Counties in Western Washington

With Select Cities Highlighted for Emphasis

Based on public information. Average includes both Cities and Counties.

Data compiled Nov. 2019 by Chris Comeau, AICP-CTP, Transportation Planner, Bellingham Public Works, ccomeau@cob.org
 Updated Feb. 2021 by Andrew L. Bratlien, PE, Senior Transportation Engineer, Transportation Solutions Inc., andrewb@tsinw.com
 *Western WA State Average TIF



Appendix C. Impact Fee Rate Schedule

City of Buckley Traffic Impact Fee Rate Schedule – Residential (2021 Update)

ITE Code ¹	ITE Land Use Category ¹	ITE Trip Rate ²	Rate per Unit ³	Impact Fee per Unit
210	Single-Family Detached Housing	0.99	DU	\$4,146
220	Low-Rise Multifamily Housing (1-2 floors)	0.56	DU	\$2,345
221	Mid-Rise Multifamily Housing (3-10 floors)	0.44	DU	\$1,843
231	Mid-Rise Residential w/ 1st Floor Commercial	0.36	DU	\$1,508
240	Mobile Home Park	0.46	DU	\$1,926
251	Senior Housing Detached	0.30	DU	\$1,256
252	Senior Housing Attached	0.26	DU	\$1,089
253	Congregate Care Facility	0.18	DU	\$754
254	Assisted Living	0.26	bed	\$1,089
260	Recreational Home	0.28	DU	\$1,173
270	Residential PUD	0.69	DU	\$2,890
-	Accessory Dwelling Unit (≤ 450 sf)	0.56	DU	\$2,345
-	Accessory Dwelling Unit (> 450 sf)	0.28	DU	\$1,173

¹ Institute of Transportation Engineers, Trip Generation Manual (10th Edition)

² Trip generation rate per development unit for PM peak hour of the adjacent street traffic (4-6 PM)

³ DU = Dwelling Unit



Transportation Solutions

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City of Buckley Traffic Impact Fee Rate Schedule – Non-Residential LUC 1-799 (2021 Update)

ITE Code ¹	ITE Land Use Category ¹	Base Trip Rate ²	% Primary Trips	Net Trip Rate	Rate per Unit ³	Impact Fee per Unit
PORT AND TERMINAL						
30	Intermodal Truck Terminal	1.87	*	1.870	ksf	\$7,832
90	Park and Ride with Bus Service	0.43	*	0.430	space	\$1,801
INDUSTRIAL						
110	General Light Industrial	0.63	*	0.630	KSF	\$2,638
130	Industrial Park	0.40	*	0.400	KSF	\$1,675
140	Manufacturing	0.67	*	0.670	KSF	\$2,806
150	Warehousing	0.19	*	0.190	KSF	\$796
151	Mini Warehouse	0.17	*	0.170	KSF	\$712
170	Utilities	2.27	*	2.270	KSF	\$9,507
180	Specialty Trade Contractor	1.97	*	1.970	KSF	\$8,250
LODGING						
310	Hotel	0.60	*	0.600	room	\$2,513
311	All Suites Hotel	0.36	*	0.360	room	\$1,508
312	Business Hotel	0.32	*	0.320	room	\$1,340
320	Motel	0.38	*	0.380	room	\$1,591
RECREATIONAL						
411	Public Park	0.11	*	0.110	acre	\$461
416	Campground/RV Park	0.27	*	0.270	site	\$1,131
430	Golf Course	0.28	*	0.280	acre	\$1,173
432	Golf Driving Range	1.25	*	1.250	tee	\$5,235
433	Batting Cages	2.22	*	2.220	cage	\$9,297
434	Rock Climbing Gym	1.64	*	1.640	KSF	\$6,868
435	Multi-Purpose Recreational Facility	3.58	*	3.580	KSF	\$14,993
437	Bowling Alley	1.16	*	1.160	KSF	\$4,858
444	Movie Theater	14.60	*	14.600	screen	\$61,145
445	Multiplex Movie Theater	13.73	*	13.730	screen	\$57,501
488	Soccer Complex	16.43	*	16.430	field	\$68,809
490	Tennis Courts	4.21	*	4.210	court	\$17,631
491	Racquet/Tennis Club	3.82	*	3.820	court	\$15,998
492	Health Fitness Club	3.45	*	3.450	KSF	\$14,449
493	Athletic Club	6.29	*	6.290	KSF	\$26,343
495	Recreational Community Center	2.31	*	2.310	KSF	\$9,674
INSTITUTIONAL						
520	Public Elementary School	1.37	*	1.370	KSF	\$5,738
522	Public Middle/Junior High School	1.19	*	1.190	KSF	\$4,984
530	Public High School	0.97	*	0.970	KSF	\$4,062
537	Charter Elementary School	0.14	*	0.140	student	\$586
538	School District Office	2.04	*	2.040	KSF	\$8,544
540	Junior / Community College	1.86	*	1.860	KSF	\$7,790
560	Church	0.49	*	0.490	KSF	\$2,052
565	Day Care Center	11.12	44%	4.893	KSF	\$20,491
566	Cemetery	0.46	*	0.460	acre	\$1,926
571	Prison	0.05	*	0.050	bed	\$209
575	Fire & Rescue Station	0.48	*	0.480	KSF	\$2,010
590	Library	8.16	*	8.160	KSF	\$34,174
MEDICAL						
610	Hospital	0.97	*	0.970	KSF	\$4,062
620	Nursing Home	0.59	*	0.590	KSF	\$2,471
630	Clinic	3.28	*	3.280	KSF	\$13,737
640	Animal Hospital / Veterinary Clinic	3.53	*	3.530	KSF	\$14,784
650	Freestanding Emergency Room	1.52	*	1.520	KSF	\$6,366
OFFICE						
710	General Office	1.15	*	1.150	KSF	\$4,816
712	Single-Tenant Office (<5,000 sf)	2.45	*	2.450	KSF	\$10,261
715	Single Tenant Office (>5,000 sf)	1.71	*	1.710	KSF	\$7,161
720	Medical/Dental Office	3.46	*	3.460	KSF	\$14,490
730	Government Office Building	1.71	*	1.710	KSF	\$7,161
732	US Post Office	11.21	*	11.210	KSF	\$46,947
733	Government Office Complex	2.82	*	2.820	KSF	\$11,810
750	Office Park	1.07	*	1.070	KSF	\$4,481
760	Research and Development Center	0.49	*	0.490	KSF	\$2,052
770	Business Park	0.42	*	0.420	KSF	\$1,759

¹ Institute of Transportation Engineers, Trip Generation Manual (10th Edition)

² Trip generation rate per development unit, for PM Peak Hour of the adjacent street traffic (4-6 pm).

³ DU = Dwelling Unit; KSF = 1,000 square feet; VSP = Vehicle servicing position

* Pass-by and diverted trip rate data not available. Primary trip rates may be applied based on local data, development context, and engineering judgment

City of Buckley Traffic Impact Fee Rate Schedule – Non-Residential LUC 800-999 (2021 Update)

ITE Code ¹	ITE Land Use Category ¹	Base Trip Rate ²	% Primary Trips ³	Net Trip Rate	Rate per Unit ⁴	Impact Fee per Unit
RETAIL						
810	Tractor Supply Store	1.40	66%	0.924	KSF	\$3,870
811	Construction Equipment Rental Store	0.99	74%	0.733	KSF	\$3,068
812	Building Materials and Lumber Store	2.06	74%	1.524	KSF	\$6,384
813	Free-Standing Discount Superstore (w/ Grocery)	4.33	71%	3.074	KSF	\$12,875
814	Variety Store	6.84	66%	4.514	KSF	\$18,906
815	Free Standing Discount Store (w/o Grocery)	4.83	83%	4.009	KSF	\$16,789
816	Hardware/Paint Store	2.68	74%	1.983	KSF	\$8,306
817	Nursery (Garden Center)	6.94	74%	5.136	KSF	\$21,508
818	Nursery (Wholesale)	5.18	74%	3.833	KSF	\$16,053
820	Shopping Center	3.81	66%	2.515	KSF	\$10,531
823	Factory Outlet Center	2.29	66%	1.511	KSF	\$6,330
840	Automobile Sales (New)	2.43	100%	2.430	KSF	\$10,177
841	Automobile Sales (Used)	3.75	100%	3.750	KSF	\$15,705
842	Recreational Vehicle Sales	0.77	100%	0.770	KSF	\$3,225
843	Automobile Parts Sales	4.91	44%	2.160	KSF	\$9,048
848	Tire Store	3.98	72%	2.866	KSF	\$12,001
849	Tire Superstore	2.11	72%	1.519	KSF	\$6,362
850	Supermarket	9.24	64%	5.914	KSF	\$24,766
851	Convenience Market	49.11	49%	24.064	KSF	\$100,780
853	Convenience Market w/Gas Pumps	49.23	17%	8.369	VFP	\$35,050
854	Discount Supermarket	8.38	51%	4.274	KSF	\$17,899
857	Discount Club	4.18	63%	2.633	KSF	\$11,029
861	Sporting Goods Superstore	2.02	66%	1.333	KSF	\$5,583
862	Home Improvement Superstore	2.33	58%	1.351	KSF	\$5,660
863	Electronics Superstore	4.26	60%	2.556	KSF	\$10,705
866	Pet Supply Superstore	3.55	66%	2.343	KSF	\$9,812
867	Office Supply Superstore	2.77	66%	1.828	KSF	\$7,657
875	Department Store	1.95	66%	1.287	KSF	\$5,390
876	Apparel Store	4.12	66%	2.719	KSF	\$11,388
879	Arts and Crafts Store	6.21	66%	4.099	KSF	\$17,165
880	Pharmacy/Drug Store w/o Drive-Thru	8.51	47%	4.000	KSF	\$16,751
881	Pharmacy/Drug Store w/ Drive-Thru	10.29	38%	3.910	KSF	\$16,376
882	Marijuana Dispensary	21.83	100%	21.830	KSF	\$91,424
890	Furniture Store	0.52	47%	0.244	KSF	\$1,024
899	Liquor Store	16.37	64%	10.477	KSF	\$43,877
SERVICES						
911	Walk-in Bank	12.13	65%	7.885	KSF	\$33,020
912	Drive-in Bank	20.45	65%	13.293	KSF	\$55,669
918	Hair Salon	1.45	65%	0.943	KSF	\$3,947
920	Copy, Print, and Express Ship Store	7.42	66%	4.897	KSF	\$20,509
925	Drinking Place	11.36	100%	11.360	KSF	\$47,576
930	Fast Casual Restaurant	14.13	57%	8.054	KSF	\$33,731
931	Quality Restaurant	7.80	56%	4.368	KSF	\$18,293
932	High Turnover (Sit-Down) Restaurant	9.77	57%	5.569	KSF	\$23,323
933	Fast Food w/o Drive-Thru	28.34	57%	16.154	KSF	\$67,652
934	Fast Food w/ Drive-Thru	32.67	50%	16.335	KSF	\$68,411
935	Fast Food Restaurant w/ Drive-Thru w/o Indoor Seating	42.65	50%	21.325	KSF	\$89,309
936	Coffee/Donut Shop w/o Drive-Thru	36.31	57%	20.697	KSF	\$86,678
937	Coffee/Donut Shop w/ Drive-Thru	43.38	50%	21.690	KSF	\$90,838
938	Coffee/Donut Shop w/ Drive-Thru w/o Indoor Seating (Espresso Stand)	83.33	11%	9.166	KSF	\$38,388
939	Bread/Donut/Bagel Shop w/o Drive-Thru	28.00	57%	15.960	KSF	\$66,840
940	Bread/Donut/Bagel Shop w/ Drive-Thru	19.02	50%	9.510	KSF	\$39,828
941	Quick Lubrication Vehicle Stop	4.85	72%	3.492	VSP	\$14,624
942	Automobile Care Center	3.11	72%	2.239	KSF	\$9,378
943	Automobile Parts and Service Center	2.26	72%	1.627	KSF	\$6,815
944	Gasoline/Service Station	14.03	58%	8.137	VFP	\$34,079
945	Gas Station w/Convenience Market	13.99	12%	1.679	VFP	\$7,031
947	Self-Serve Car Wash	5.54	58%	3.213	stall	\$13,457
948	Automated Car Wash	77.50	58%	44.950	stall	\$188,251
950	Truck Stop	22.73	58%	13.183	KSF	\$55,212
960	Super Convenience Market/ Gas Station	22.96	35%	8.036	VFP	\$33,655
970	Winery	7.31	100%	7.310	KSF	\$30,614

¹ Institute of Transportation Engineers, Trip Generation Manual (10th Edition)

² Trip generation rate per development unit, for PM Peak Hour of the adjacent street traffic (4-6 pm).

³ Average primary trip rates, per Trip Generation Handbook (3rd Edition), 2017. Additional primary rates based on similar land use and engineering judgment.

Pass-by rates should be used with caution and refined using local data whenever possible. ⁴ DU = Dwelling Unit; KSF = 1,000 square feet; VSP = Vehicle servicing position