



INFORMATIONAL MEMORANDUM

TO: Planning & Community Development
FROM: Laurel Humphrey, Legislative Analyst
DATE: November 9, 2021
SUBJECT: Traffic Impact Fees

ISSUE

Due to a recent email stating that the traffic impact fee assessed on a tenant improvement project were too high, the City Council referred discussion on the issue to Committee.

BACKGROUND

Traffic impact fees are assessed on development activity as a condition of approval and intended to pay for the transportation facilities needed to serve new growth and development. Per the Code, traffic impact fees can only be used for system improvements that are reasonably related to the new development and shall not exceed the proportionate fair share of the costs of improvements reasonably related to the new development. Impact fees are placed in a dedicated account in the Arterial Street Fund for use only on projects identified within the fee calculations. The Code also includes provisions for deferrals, exemptions and appeals.

The Traffic Impact Fee Schedule (TIF) was last updated for 2020 to include updated project costs from the Capital Improvement Program, final costs from project closeouts, and current roadway capacity maintenance needs. A further amendment in 2021 exempted early learning facilities from paying 80% of traffic impact fees. Prior to that, impact fees had not been adjusted since 2007. More information about the 2020 update can be found in the [11/25/19](#) and [1/13/20](#) Committee of the Whole packets.

RECOMMENDATION

This information is presented for discussion.

ATTACHMENTS

Tukwila Municipal Code Chapter 9.48
Tukwila Municipal Code Figure 9-1 Traffic Impact Fee Schedule 2020
Map of Impact Fee Zones

CHAPTER 9.48
CONCURRENCY STANDARDS AND
TRANSPORTATION IMPACT FEES

Sections:

9.48.010 Authority and Purpose
 9.48.020 Definitions
 9.48.030 Imposition of Transportation Impact Fees
 9.48.040 Calculation of Impact Fees
 9.48.050 Credit
 9.48.060 Time of Payment of Impact Fees
 9.48.070 Adjustments
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 9.48.090 Use of Impact Fees
 9.48.095 Transportation Impact Fee Deferral
 9.48.100 Plan and Fee Update
 9.48.110 Refunds
 9.48.120 Appeals
 9.48.125 Exemptions
 9.48.130 Residential Impact Fee Deferral
 9.48.150 Authority Unimpaired
 9.48.160 Relationship to SEPA

9.48.010 Authority and Purpose

A. **Authority.** The City of Tukwila’s impact fee financing program has been developed pursuant to the City of Tukwila’s police powers, the Growth Management Act as codified in Chapter 36.70A of the Revised Code of Washington (RCW), the enabling authority in RCW Chapter 82.02, RCW Chapter 58.17 relating to platting and subdivisions and the State Environmental Policy Act (SEPA), and RCW Chapter 42.12C.

B. **Purpose.** The purpose of the financing plan is to:

1. Develop a program consistent with Tukwila’s Comprehensive Plan, the Six- Year Transportation Program and the Capital Improvement Program, for joint public and private financing of transportation improvements necessitated in whole or in part by development within the City of Tukwila;
2. Ensure adequate levels of transportation and traffic service consistent with the level of service identified in the Comprehensive Plan;
3. Create a mechanism to charge and collect fees to ensure that new development bears its proportionate share of the capital costs of transportation facilities necessitated by new development; and
4. Ensure fair collection and administration of such transportation impact fees.

C. The provisions of the City of Tukwila’s impact fee ordinance shall be liberally construed to effectively carry out its purpose in the interests of the public health, safety and welfare.

(Ord. 2111 §1 (part), 2005)

9.48.020 Definitions

The words and terms contained in this chapter shall have the following meanings for the purposes of this chapter, unless the context clearly requires otherwise. Terms or words not defined herein shall be defined pursuant to RCW 82.02.090 when given their usual and customary meaning.

1. The “Act” means the Growth Management Act, Chapter 17, Laws of 1990, First Extraordinary Session, Chapter 36.70A RCW et seq., and Chapter 32, Laws of 1991, First Special Session, as now in existence or hereinafter amended.

2. “Building permit” means an official document or certification of the City of Tukwila issued by the City’s building official which authorizes the construction, alteration, enlargement, conversion, reconstruction, remodeling, rehabilitation, erection, placement, demolition, moving, or repair of a building or structure.

3. “City” means the City of Tukwila, Washington.

4. “Development” means the construction, reconstruction, conversion, structural alteration, relocation or enlargement of any structure that requires a building permit.

5. “Development activity” means any construction of a building or structure that creates additional demand and need for transportation facilities.

6. “Development approval” means any written authorization from the City, which authorizes the commencement of the “development activity.”

7. “Early Learning Facility” is defined consistent with RCW 43.31.565(3) as now enacted or hereafter amended.

8. “Fee payer” is a person, corporation, partnership, an incorporated association or governmental agency, municipality, or similar entity commencing a land development activity, which requires a building permit and creates a demand for additional facilities.

9. “Impact fee” means the payment of money imposed by the City on development activity pursuant to this chapter as a condition of granting development approval, in order to pay for the transportation facilities needed to serve new growth and development that is a proportionate share of the cost of the capital facilities that is used for facilities that reasonably benefit new development. Impact fees are independent of a permit fee, an application fee, a concurrency test fee, and the administrative fee for collecting and handling impact fees or cost of reviewing independent fee calculations.

10. “Letter encumbered” means to reserve, set aside, or earmark the impact fees in order to pay for commitments, contractual obligations, or other liabilities incurred for the provision of transportation facilities.

11. “Low-income housing” means housing where monthly costs, including utilities other than telephone, do not exceed 30% of the resident’s household monthly income and where household monthly income must be 80 percent or less of the King County Median family income adjusted for family size as reported by the U.S. Department of Housing and Urban Development.

12. “Owner” means the owner of record of real property, as found in the records of King County, Washington, or a person with an unrestricted written option to purchase property; provided, that if the real property is being purchased under a recorded real estate contract, the purchaser shall be considered the owner of the property.

13. “Proportionate fair share” means that portion of the cost for transportation facility improvements that are reasonably related to the service demands and needs of new development.

(Ord. 2657 §1, 2021; Ord. 2521 §1, 2016; Ord. 2305 §1, 2010; Ord. 2111 §1 (part), 2005)

9.48.030 Imposition of Transportation Impact Fees

A. The City hereby authorizes the assessment and collection of impact fees on development activity at the rates set forth in Figure 9-1.

B. Transportation impact fees imposed by this chapter:

1. Shall only be imposed for system improvements that are reasonably related to the new development;

2. Shall not exceed the proportionate fair share of the costs of system improvements that are reasonably related to the new development;

3. Shall be used for the system improvements that will reasonably benefit new development;

4. May be collected and spent only for system improvements, which are provided for in the transportation element of the Capital Improvement Plan and Comprehensive Land Use Plan;

5. Shall not be used to correct existing transportation system deficiencies as of the date of adoption of this chapter; and

6. Shall be collected only once for each development, unless changes or modifications to the development are proposed which result in greater direct impacts on transportation facilities than were considered when the development was first approved.

(Ord. 2156 §1, 2007; Ord. 2111 §1 (part), 2005)

9.48.040 Calculation of Impact Fees

A. The method of calculating the transportation impact fees in this chapter incorporate, among other things, the following:

1. The cost of public streets and roads necessitated by new development;

2. An adjustment to the costs of the public streets and roadways for past or future mitigation payments made by previous development to pay for a particular system improvement that was prorated to the particular street improvement;

3. The availability of other means of funding public street and roadway improvements; and

4. The methods by which public street and roadway improvements were financed.

B. Fees for development shall be calculated based on their net new “p.m. peak hour” trip generation rates as determined by the Public Works Director, or designee, applying the ITE Trip Generation Manual. If the proposed development activity concerns an existing use, the fee shall be based on net new trips generated by the redevelopment. If an existing building has not been used for its intended purpose or has been vacant for twelve months or more preceding application, no credit for existing trips shall be given.

(Ord. 2622 §2, 2019; Ord. 2305 §2, 2010; Ord. 2111 §1 (part), 2005)

9.48.050 Credit

A credit, not to exceed the impact fee otherwise payable, shall be provided for the fair market value of any dedication of land for, improvement to, or new construction of any system improvements provided by the developer, to facilities that are identified in the Capital Improvement Program and that are required as a condition of approving the development activity. The determination of “value” shall be consistent with the assumptions and methodology used by the City in estimating the capital improvement costs.

(Ord. 2111 §1 (part), 2005)

9.48.060 Time of Payment of Impact Fees

A. The impact fees imposed pursuant to this chapter shall be assessed by the City at the time of the application for the development permit, and shall be due and payable in full at the time of issuance of such permit, unless a fee deferral agreement is executed pursuant to TMC 9.48.095. The fee paid shall be the amount in effect as of the date of the permit issuance.

B. Impact fees may be paid under protest in order to obtain a permit or other approval of development activity.

(Ord. 2484 §1, 2015; Ord. 2305 §3, 2010; Ord. 2111 §1 (part), 2005)

9.48.070 Adjustments

A. The amount of fee to be imposed on a particular development may be adjusted by the Public Works Director, giving consideration to studies and other data submitted by the developer demonstrating by clear and convincing evidence that an adjustment should be made in order to carry out the purposes of this chapter.

B. The Public Works Director shall review the study to determine if the adjustment request:

1. Is based on accepted impact fee assessment practices and methodologies;

2. Uses acceptable data sources and if the data used is comparable with the uses and intensities planned for the proposed development activity;

3. Complies with the applicable State laws governing impact fees;

4. Is prepared and documented by professionals who are mutually agreeable to the City and the developer and are qualified in their respective fields; and

5. Shows the basis upon which the independent fee calculation was made.

C. In reviewing the study, the Public Works Director may require the developer to submit additional or different documentation. If the Public Works Director agrees with the study's findings, an adjustment to the impact fee will be made. If a compelling case has not been made, the developer shall pay the full impact fee amount.

D. A developer requesting an adjustment or independent fee calculation may pay the impact fees imposed by this chapter to obtain a building permit while the City determines whether to partially reimburse the developer by making an adjustment or accepting the independent fee calculation.

(Ord. 2111 §1 (part), 2005)

9.48.080 Establishment of Impact Fee Account

Impact fees received pursuant to this chapter shall be earmarked and retained in special interest-bearing accounts. All interest shall be retained in the account and expended for the purpose or purposes for which the impact fees were collected.

(Ord. 2111 §1 (part), 2005)

9.48.090 Use of Impact Fees

A. Pursuant to this chapter, impact fees shall be used for facilities that will reasonably benefit the City and its residents.

B. Fees shall not be used to make up deficiencies in City facilities serving an existing development.

C. Fees shall not be used for maintenance and operations, including personnel.

D. Traffic impact fees shall be used for but not limited to land acquisition, site improvements, engineering and architectural services, permitting, financing, administrative expenses and applicable mitigation costs, and capital equipment pertaining to transportation systems and facilities.

E. Traffic impact fees may also be used to recoup public improvement costs incurred by the City to the extent that new growth and development will be served by the previously constructed improvement.

F. In the event bonds or similar debt instruments are or have been issued for system improvements, impact fees may be used to pay the principal on such bonds.

G. Transportation impact fees shall be expended or letter encumbered for a permissible use within ten years of receipt, unless there exists an extraordinary or compelling reason for fees to be held longer than ten years. The Public Works Director may recommend to the Council that the City hold fees beyond ten years in cases where extraordinary or compelling reasons exist. Such reasons shall be identified in written findings by the Council.

H. The Finance Director shall prepare an annual report on the transportation impact fee account showing the source and amount of all moneys collected, earned or received and projects that were financed in whole or in part by transportation impact fees.

(Ord. 2622 §3, 2019; Ord. 2111 §1 (part), 2005)

9.48.095 Transportation Impact Fee Deferral

A. In order to encourage residential and mixed-use development within the Tukwila Urban Center Transit-Oriented Development (TUC-TOD) zoning district, fee deferrals of all or a portion of the required transportation impact fees for a project may be granted provided the following criteria are met:

1. The property owner must submit a technically-complete building permit application clearly depicting the project for which the fee deferral agreement would apply.

2. Before issuance of the building permit, the property owner must submit a written letter requesting that the transportation impact fee be deferred. The City will not consider any fee deferral requests from a tenant, contractor, or other third party. The request must be submitted to the City no later than December 31, 2016.

3. The project must be located west of the Green River and be within the TUC-TOD zoning district per Figure 18-16, District Map, in Title 18 of the Tukwila Municipal Code.

4. The project must include at least 100 residential units and at least 50 percent of the gross building square footage must be used for residential purposes. For purposes of this section, the term "residential" does not include hotels, motels, bed and breakfasts or other similar transient lodging accommodations.

5. A fee deferral agreement between the City and the property owner must be executed prior to issuance of the building permit. The Mayor is authorized to execute such agreements on behalf of the City. Provisions must be included in the agreement to secure payment of the deferred impact fees, plus accrued interest, in the case of default by the property owner. Provisions may include, but are not limited to, a lien against subject property, letter of credit and/or surety bond.

6. As part of the agreement, the property owner must agree to waive any appeals under TMC Section 9.48.120.

B. The Mayor may consider other relevant information in approving fee deferral requests including, but not limited to, the ability of the property owner to satisfy the obligations of the agreement and pay the deferred impact fees. The Mayor is authorized to include any other provisions or requirements in the deferral agreement that he/she deems necessary to meet the intent of this chapter, to protect the financial interest of the City, and/or to protect the public welfare.

C. Transportation impact fees may be deferred up to 10 years from the date of building permit issuance. The property owner shall make 8 equal, annual installment payments to the City, with the first payment due to the City no later than 36 months after issuance of the building permit, with the final payment being due no later than 120 months from issuance of the building permit. The property owner may pay off the entire balance any time prior to the end of the 10-year deferral term.

D. Interest shall be charged on deferred transportation impact fees. The interest rate shall be the same as the stated interest rate on the Ten Year US Treasury Note on the date the building permit is issued (or closest date thereof). Interest shall be compounded annually and shall begin to accrue upon issuance of the building permit.

E. The transportation impact fee deferral agreement may be consolidated with any agreements to defer fire, parks, or building permit fees as outlined in TMC Chapters 16.26 and 16.28, and the consolidated permit fee resolution adopted by the City Council.

(Ord. 2484 §2, 2015)

9.48.100 Plan and Fee Update

The impact fee may be updated annually to evaluate the consistency of development density assumptions, estimated project costs and adjusted for awarded grant funding, if any. Updates that result in a change in impact fees will be reviewed by the City Council. Impact fee changes will only occur through an ordinance requiring Council action.

(Ord. 2111 §1 (part), 2005)

9.48.110 Refunds

A. A developer may request and shall receive a refund when the developer does not proceed with the development activity for which transportation impact fees were paid, and the developer shows that no impact has resulted.

B. The developer must submit a request for a refund to the City in writing within one year of the date the right to claim the refund arises. Any transportation impact fees that are not expended or encumbered within the time limitations established, and for which no application for a refund has been made within this one-year period, shall be retained and expended on any project identified in the Capital Improvement Plan.

C. In the event that transportation impact fees must be refunded for any reason, they shall be refunded with interest earned to the applicant.

(Ord. 2111 §1 (part), 2005)

9.48.120 Appeals

A. Any fee payer may pay the impact fees imposed by this chapter under protest in order to obtain a building permit.

B. Appeals regarding traffic impact fees imposed on any development activity may only be taken by the fee payer of the property where such development activity will occur. No appeal shall be permitted unless and until the impact fee at issue has been paid.

C. Determinations of the Public Works Director or his designee, with respect to the applicability of traffic impact fees to a given development activity, or the availability of a credit, can be appealed to the City's Hearing Examiner. Such appeal shall be a closed record appeal.

D. An appeal shall be taken within 10 working days of payment of the impact fees under protest or within 10 working days of the City's issuance of a written determination of a credit or exemption decision by filing with the City Clerk a notice of appeal with an accompanying appeal fee, as set forth in the existing fee schedule for land use decisions.

E. Notices of appeal shall contain the following information:

1. The name of the appealing party;
2. The address and phone number of the appealing party; and

3. A statement identifying the decision being appealed and the alleged errors in that decision. The notice of appeal shall state specific errors of fact or errors in the application of the law to the facts presented and shall also state the relief sought. The scope of the appeal shall be limited to issues raised in the notice of appeal.

(Ord 2305 §4, 2010; Ord. 2111 §1 (part), 2005)

9.48.125 Exemptions

A. The impact fees are generated from the formula for calculating the fees as set forth in this chapter. The amount of the impact fees is determined by the information depicted on Figure 9-1 herein. All development activity located within the City shall be charged a transportation impact fee, provided that the following exemptions shall apply.

B. The following shall be exempt from transportation impact fees:

1. Replacement of a structure with a new structure having the same use, at the same site, and with the same gross floor area, when such replacement is within 12 months of demolition or destruction of the previous structure.

2. Alteration, expansion, or remodeling of an existing dwelling or structure where no new units are created and the use is not changed.

3. Construction of an accessory residential structure.

4. Miscellaneous improvements including, but not limited to, fences, walls, swimming pools and signs that do not impact the transportation system.

5. Demolition of or moving an existing structure within the City from one site to another.

6. Transportation impact fees for the construction of low-income housing may be reduced at the discretion of the Public Works Director when requested by the property owner in writing prior to permit submittal and subject to the following criteria:

a. Submittal of a fiscal impact analysis of how a reduction in impact fees for the project would contribute to the creation of low-income housing;

b. Fee reduction table.

Unit Size	Affordability Target ¹	Fee Reduction
2 or more bedrooms	80% ²	40%
2 or more bedrooms	60% ²	60%
Any size	50% ²	80%

¹ – Units to be sold or rented to a person or household whose monthly housing costs, including utilities other than telephone, do not exceed 30% of the household’s monthly income.
² – Percentage of King County Median family income adjusted for family size as reported by the U.S. Department of Housing and Urban Development.

c. The developer must record a covenant per RCW 82.02.060 (3) that prohibits using the property for any purpose other than for low-income housing at the original income limits for a period of at least 10 years. At a minimum, the covenant must address price restrictions and household income limits for the low-income housing, and that if the property is converted to a use other than low-income housing within 10 years, the property owner must pay the City the applicable impact fees in effect at the time of conversion.

7. *Change of Use.* A development permit for a change of use that has less impact than the existing use shall not be assessed a transportation impact fee.

8. A fee payer required to pay for system improvements pursuant to RCW 43.21C.060 shall not be required to pay an impact fee for the same improvements under this ordinance.

9. An Early Learning Facility is exempt from paying 80 percent of the required Transportation Impact Fee.

(Ord. 2657 §2, 2021; Ord. 2622 §4, 2019; Ord. 2521 §2, 2016)

9.48.130 Residential Impact Fee Deferral

A. **Purpose.** The purpose of this chapter is to comply with the requirements of RCW 82.02.050, as amended by ESB5923, Chapter 241, Laws of 2015, to provide an impact fee deferral process for single-family residential construction in order to promote economic recovery in the construction industry.

B. Applicability.

1. The provisions of this chapter shall apply to all impact fees established and adopted by the City pursuant to Chapter 82.02 RCW, including transportation system impact fees assessed under Tukwila Municipal Code Chapter 9.48.

2. Subject to the limitations imposed in the Tukwila Municipal Code, the provisions of this chapter shall apply to all building permit applications for single-family detached and single-family attached residential construction. For the purposes of this chapter, an "applicant" includes an entity that controls the named applicant, is controlled by the named applicant, or is under common control with the named applicant.

C. Impact Fee Deferral.

1. *Deferral Request Authorized.* Applicants for single-family attached or single-family detached residential building permits may request to defer payment of required impact fees until the sooner of:

a. final inspection; or

b. the closing of the first sale of the property occurring after the issuance of the applicable building permit;

which request shall be granted so long as the requirements of this chapter are satisfied.

2. *Method of Request.* A request for impact fee deferral shall be declared at the time of preliminary plat application (for platted development) or building permit application (for non-platted development) in writing on a form or forms provided by the City, along with applicable application fees.

3. *Calculation of Impact Fees.* The amount of impact fees to be deferred under this chapter shall be determined as of the date the request for deferral is submitted.

D. **Deferral Term.** The term of an impact fee deferral granted under this chapter may not exceed 18 months from the date the building permit is issued ("Deferral Term"). If the condition triggering payment of the deferred impact fees does not occur prior to the expiration of the Deferral Term, then full payment of the impact fees shall be due on the last date of the Deferral Term.

E. Deferred Impact Fee Lien.

1. *Applicant's Duty to Record Lien.* An applicant requesting a deferral under this chapter must grant and record a deferred impact fee lien, in an amount equal to the deferred impact fees, against the property in favor of the City in accordance with the requirements of RCW 82.02.050(3)(c).

2. *Satisfaction of Lien.* Upon receipt of final payment of all deferred impact fees for the property, the City shall execute a release of deferred impact fee lien for the property. The property owner at the time of the release is responsible, at his or her own expense, for recording the lien release.

F. **Limitation on Deferrals.** The deferral entitlements allowed under this chapter shall be limited to the first 20 single-family residential construction building permits per applicant, as identified by contractor registration number or other unique identification number, per year.

(Ord. 2521 §3, 2016)

9.48.150 Authority Unimpaired

Nothing in this chapter shall preclude the City from requiring the fee payer to mitigate adverse and environmental effects of a specific development pursuant to the State Environmental Policy Act, Chapters 43.21C RCW and/or Chapter 58.17 RCW, governing plats and subdivisions; provided, that the exercise of this authority is consistent with Chapters 43.21C and 82.02 RCW.

(Ord 2305 §7, 2010; Ord. 2111 §1 (part), 2005)

9.48.160 Relationship to SEPA

A. All development shall be subject to environmental review pursuant to SEPA and other applicable City ordinances and regulations.

B. Payment of the impact fee pursuant to this chapter shall constitute satisfactory mitigation of those traffic impacts related to the specific improvements identified on the project list.

C. Further mitigation in addition to the impact fee shall be required for identified adverse impacts, appropriate for mitigation pursuant to SEPA, that are not mitigated by an impact fee.

D. Nothing in this chapter shall be construed to limit the City's authority to deny development permits when a proposal would result in significant adverse traffic impacts identified in an environmental impact statement and reasonable mitigation measures are insufficient to mitigate the identified impact.

(Ord 2305 §8, 2010; Ord. 2111 §1 (part), 2005)

CHAPTER 9.50

CONCURRENCY MANAGEMENT

Sections:

- 9.50.010 Purpose
- 9.50.020 Definitions
- 9.50.030 Concurrency Test
- 9.50.040 Test Criteria
- 9.50.050 Concurrency for Phased Development
- 9.50.060 Exemptions
- 9.50.070 Vesting
- 9.50.080 Improvements to Concurrency Facilities
- 9.50.090 Capital Facilities Plan and Capital Improvement Program
- 9.50.100 Intergovernmental Coordination
- 9.50.110 Administrative Rules and Procedures
- 9.50.120 Appeals
- 9.50.130 SEPA Exemption

9.50.010 Purpose

A. Pursuant to the State Growth Management Act, RCW 36.70A, after the adoption of its Comprehensive Plan, the City of Tukwila is required by RCW 36.70A.070(6)(b) to ensure that transportation improvements or strategies to accommodate the impacts of development are provided concurrent with the development. Further, the City is bound by the planning goals of RCW 36.70A.020 to ensure that public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards, hereinafter "concurrency."

B. The intent of this chapter is to establish a concurrency management system to ensure that concurrency facilities and services needed to maintain minimum level of service standards can be provided simultaneous to, or within a reasonable time after, development occupancy or use. Concurrency facilities adopted by the City's Comprehensive Plan are roads, potable water, sanitary sewer, and storm water management. This chapter furthers the goals, policies and implementation strategies and objectives of the Comprehensive Plan.

C. The concurrency management system provides the necessary regulatory mechanism for evaluating requests for development to ensure that adequate concurrency facilities can be provided within a reasonable time of the development impact. The concurrency management system also provides a framework for determining facilities and services needs and provides a basis for meeting those needs through capital facilities planning.

**Figure 9-1
Traffic Impact Fee Schedule 2020**

Land Uses	Unit of Measure	Zone 1	Zone 2	Zone 3	Zone 4
Cost per Trip All Other Uses		\$4,438.73	\$4,863.14	\$5,345.42	\$2,057.66
Residential					
Single Family	dwelling	\$4,394.34	\$4,814.51	\$5,291.97	\$2,037.08
Multi Family	dwelling	\$2,012.22	\$2,204.62	\$2,423.26	\$932.81
Retirement Community	dwelling	\$821.17	\$899.68	\$988.90	\$380.67
Nursing Home/Convalescent Center	bed	\$976.52	\$1,069.89	\$1,175.99	\$452.69
Assisted Living	dwelling	\$1,154.07	\$1,264.42	\$1,389.81	\$534.99
Residential Suites/Microunit apartments	dwelling	\$1,331.62	\$1,458.94	\$1,603.63	\$617.30
Commercial - Services					
Drive-in Bank	sq ft/GFA	\$59.00	\$64.64	\$71.05	\$27.35
Walk-in Bank	sq ft/GFA	\$43.07	\$47.19	\$51.87	\$19.97
Day Care Center	sq ft/GFA	\$49.36	\$54.08	\$59.44	\$22.88
Library	sq ft/GFA	\$27.17	\$29.76	\$32.71	\$12.59
Post Office	sq ft/GFA	\$37.32	\$40.89	\$44.94	\$17.30
Hotel/Motel	room	\$2,663.24	\$2,917.88	\$3,207.25	\$1,234.60
Service Station	VFP	\$36,119.72	\$39,573.32	\$43,497.82	\$16,744.00
Service Station/Minimart	VFP	\$27,323.05	\$29,935.54	\$32,904.27	\$12,666.13
Service Station/Minimart/Car Wash	VFP	\$17,750.48	\$19,447.70	\$21,376.33	\$8,228.58
Carwash (Self-Serve)	Stall	\$15,983.87	\$17,512.17	\$19,248.86	\$7,409.63
Movie Theater	screen	\$339.56	\$372.03	\$408.92	\$157.41
Health Club	sq ft/GFA	\$16.21	\$17.76	\$19.52	\$7.52
Racquet Club	sq ft/GFA	\$12.72	\$13.93	\$15.31	\$5.90
Public Park	acre	\$488.26	\$534.95	\$588.00	\$226.34
Golf Driving Range	tees	\$5,548.41	\$6,078.93	\$6,681.78	\$2,572.08
Batting Cages	cage	\$9,853.98	\$10,796.17	\$11,866.83	\$4,568.01
Multipurpose Recreational Facility	sq ft/GFA	\$15.89	\$17.41	\$19.14	\$7.37
Trampoline Park	sq ft/GFA	\$6.66	\$7.29	\$8.02	\$3.09
Bowling Alley	sq ft/GFA	\$5.15	\$5.64	\$6.20	\$2.39
Ice Skating Rink	sq ft/GFA	\$5.90	\$6.47	\$7.11	\$2.74
Casino/Video Lottery Estab. With Food	sq ft/GFA	\$59.88	\$65.60	\$72.11	\$27.76
Commercial - Institutional					
Elementary School/Jr. High School	student	\$754.58	\$826.73	\$908.72	\$349.80
High School	student	\$621.42	\$680.84	\$748.36	\$288.07
University/College	student	\$843.36	\$924.00	\$1,015.63	\$390.96
Religious Institutions	sq ft/GFA	\$2.17	\$2.38	\$2.62	\$1.01
Hospital	sq ft/GFA	\$3.44	\$3.77	\$4.15	\$1.60
Commercial - Restaurant					
Quality Restaurant	sq ft/GFA	\$19.39	\$21.24	\$23.35	\$8.99
High Turnover Restaurant	sq ft/GFA	\$24.72	\$27.08	\$29.77	\$11.46
Fast Food Restaurant w/o drive thru	sq ft/GFA	\$62.90	\$68.91	\$75.74	\$29.16
Fast Food Restaurant w/ drive thru	sq ft/GFA	\$72.51	\$79.44	\$87.32	\$33.61
Drinking Place	sq ft/GFA	\$37.85	\$41.47	\$45.58	\$17.55
Coffee/Donut Shot w/ drive thru	sq ft/GFA	\$19.26	\$21.10	\$23.19	\$8.93
Industrial					
Light Industry/High Technology	sq ft/GFA	\$2.80	\$3.06	\$3.37	\$1.30
Industrial Park	sq ft/GFA	\$1.78	\$1.95	\$2.14	\$0.82
Warehousing/Storage	sq ft/GFA	\$0.84	\$0.92	\$1.02	\$0.39
Mini Warehouse	sq ft/GFA	\$0.75	\$0.83	\$0.91	\$0.35

GLA= Gross Leasable Area

GFA= Gross Floor Area

VFP= Vehicle Fueling Positions (Maximum number of vehicles that can be fueled simultaneously)

**Figure 9-1
Traffic Impact Fee Schedule 2020**

Land Uses	Unit of Measure	Zone 1	Zone 2	Zone 3	Zone 4
Cost per Trip All Other Uses		\$4,438.73	\$4,863.14	\$5,345.42	\$2,057.66
Commercial - Retail					
Shopping Center					
up to 9,999 sq ft	sq ft/GLA	\$26.28	\$28.79	\$31.64	\$12.18
10,000 sq ft-49,999 sq ft	sq ft/GLA	\$16.49	\$18.07	\$19.86	\$7.64
50,000 sq ft-99,999 sq ft	sq ft/GLA	\$14.31	\$15.67	\$17.23	\$6.63
100,000 sq ft-199,999 sq ft	sq ft/GLA	\$13.02	\$14.27	\$15.68	\$6.04
200,000 sq ft-299,999 sq ft	sq ft/GLA	\$12.35	\$13.53	\$14.87	\$5.72
300,000 sq ft-399,999 sq ft	sq ft/GLA	\$12.18	\$13.34	\$14.67	\$5.65
over 400,000 sq ft	sq ft/GLA	\$12.62	\$13.82	\$15.19	\$5.85
Miscellaneous Retail Sales	sq ft/GFA	\$12.48	\$13.68	\$15.03	\$5.79
Supermarket	sq ft/GFA	\$26.25	\$28.76	\$31.61	\$12.17
Convenience Market	sq ft/GFA	\$106.81	\$117.03	\$128.63	\$49.52
Nursery/Garden Center	sq ft/GFA	\$21.56	\$23.63	\$25.97	\$10.00
Furniture Store	sq ft/GFA	\$1.08	\$1.19	\$1.31	\$0.50
Car Sales - New/Used	sq ft/GFA	\$10.97	\$12.02	\$13.21	\$5.09
Auto Care Center	sq ft/GLA	\$13.80	\$15.12	\$16.62	\$6.40
Quick Lubrication Vehicle Shop	Service Bay	\$15,069.49	\$16,510.36	\$18,147.70	\$6,985.76
Auto Parts Sales	sq ft/GFA	\$15.26	\$16.71	\$18.37	\$7.07
Pharmacy (with Drive Through)	sq ft/GFA	\$23.29	\$25.52	\$28.05	\$10.80
Pharmacy (no Drive Through)	sq ft/GFA	\$17.75	\$19.45	\$21.38	\$8.23
Free Standing Discount Store	sq ft/GFA	\$17.79	\$19.50	\$21.43	\$8.25
Hardware/Paint Store	sq ft/GFA	\$7.78	\$8.53	\$9.37	\$3.61
Discount Club	sq ft/GFA	\$11.69	\$12.81	\$14.08	\$5.42
Video Rental	sq ft/GFA	\$27.17	\$29.76	\$32.71	\$12.59
Home Improvement Superstore	sq ft/GFA	\$6.00	\$6.57	\$7.22	\$2.78
Tire Store	Service Bay	\$10,929.93	\$11,975.00	\$13,162.56	\$5,066.78
Electronics Superstore	sq ft/GFA	\$13.24	\$14.50	\$15.94	\$6.14
Commercial - Office					
Administrative Office					
up to 9,999 sq ft	sq ft/GFA	\$5.27	\$5.78	\$6.35	\$2.44
10,000 sq ft-49,999 sq ft	sq ft/GFA	\$4.83	\$5.30	\$5.82	\$2.24
50,000 sq ft-99,999 sq ft	sq ft/GFA	\$4.63	\$5.08	\$5.58	\$2.15
100,000 sq ft-199,999 sq ft	sq ft/GFA	\$4.47	\$4.90	\$5.39	\$2.07
200,000 sq ft-299,999 sq ft	sq ft/GFA	\$4.35	\$4.77	\$5.24	\$2.02
over 300,000 sq ft	sq ft/GFA	\$4.31	\$4.73	\$5.20	\$2.00
Medical Office/Clinic	sq ft/GFA	\$10.92	\$11.96	\$13.15	\$5.06

GLA= Gross Leasible Area

GFA= Gross Floor Area

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City of Tukwila

Impact Fee Zones

