



PERMIT CENTER

HANDOUT ON TRUCK IMPACT FEES

Informational Brochure

January 2007

Prepared By

City of Auburn

Customer Service Center

(253) 931-3010

FAX (253) 931-3053

Truck Impact Fees are authorized by Auburn City Code Chapter 19.04. It is the intent of this handout to provide an informative summary of selected parts of the Impact Fee Code. This document is not intended to replace or supercede any portion of the Impact Fee code.

What are Impact Fees?

- Impact Fees are fees on development used to pay for its proportionate share of the impacts to the City due to growth. The City of Auburn collects impact fees for transportation, truck traffic and school facilities. Attachment A on page three of this handout contains the fee schedule for truck impact fees.
- Truck impact fees are charged only for new construction or changes in land use that create a need for truck capacity improvements

When Are Transportation Impact Fees paid?

- The City collects Truck Impact fees at the time a building permit is issued. If a change in land use does not require a building permit, Truck Impact Fees may then be collected at the issuance of the business license.

Exceptions:

Fee payers may request credits, refunds, or exemptions. These are defined as follows:

- Credits can be granted for the value of dedicated land, improvements, or construction provided by the fee payer if the land, improvements, and/or facility are within the City's adopted transportation element of the Capital Facilities Plan. To receive credit the improvements must not be essential to make the development site access comply with City design and construction standards.
- Refunds are available if the impact fees paid are not spent or encumbered within six years of when the fees were paid. Requests for refunds should be addressed to the Director of Public Works.
- Exemptions are listed in Auburn City Code Chapter 19.04. Fee payers may request the Director of Public Works to determine whether a particular development falls within an exemption defined in the ordinance.
- All requests for credits, refunds, or exemptions must be in writing and filed with the Director of Public Works at the address listed on the cover of this handout.

Answers to Common Questions About Truck Impact Fees

Q: Do I have to pay the impact fee if I am going to appeal the amount or ask for a refund?

A: Yes. Impact fees must be paid prior to filing an appeal. If an appeal or refund is granted, your money will be refunded.

Q: How can I reduce my truck impact fee amount?

A: Submit an independent fee calculation prepared by a licensed traffic engineer that justifies a lesser impact to the Director of Public Works (contact the City's Public Works Department for the process).

Q: If I change the use of the building from residential to nonresidential, or vice versa, do I pay an impact fee?

A: When a residence is converted to a specific commercial use, truck impact fees may be assessed. When a commercial use is converted to a residence impact fees are not assessed.

Q: Are impact fees a substitute for State Environmental Policy Act (SEPA) mitigation?

A: To some extent, yes. In the past, developers and builders may have been asked to provide mitigation for truck impacts. The mitigation is now collected through impact fees. However, SEPA mitigation may still be required for other necessary improvements specific to the development or site or for transportation projects that are not part of the list of projects for which impact fees are being collected.

Q: How can I estimate the amount of my impact fee?

A: Impact fees can be estimated based on the use of the property and associated structures using Attachment A on the following page. Commercial and industrial truck impact fees can be estimated by multiplying the total square footage (sf) of the gross floor area (GFA) of the structure(s) by the correct impact fee rate from Attachment A. An exception to this is a shopping center where the square footage (sf) of the gross leasable area (GLA) is multiplied by the impact fee rate. The gross leasable area (GLA) is the total floor area design for occupancy and exclusive use. Truck Impact Fee Rate Schedule

As of January 1, 2007

Land Use	ITE Land Use Code	Unit of Measure	Truck Trip Rate	Impact Fee Rate (per sf)
Industrial				
Light Industrial/Manufacturing	110,130,140	Sf/GFA	0.06	0.10
Heavy Industrial	120	SF/GFA	0.04	0.08
Commercial-Retail				
Shopping Center	820	SF/GLA	0.01	0.01
Supermarket	850	SF/GFA	0.33	0.60
Free Standing Discount Store	813,815,861,863,864	SF/GFA	0.10	0.18
Home Improvement Superstore	862	SF/GFA	0.37	0.66
Car Sales - New	841	SF/GFA	0.09	0.15
Commercial-Restaurant				
Restaurant	931	SF/GFA	0.63	1.13
Fast Food Restaurant	934	SF/GFA	2.87	5.17

Notes:

ITE Land Use Code based on ITE Trip Generation, 7th Edition.

Impact Fee rate calculation is based upon the following methodology:

- Truck Trip Rate = Daily Truck Trip Generation (per unit of measure)
- Truck Trip Rate x Per Trip Fee = Impact Fee Rate (per unit of measure)

For land uses not specifically identified in the table, trip generation rates could be derived from a special study by the applicant.

SF/GFA = square feet of gross floor area; SF/GLA = square feet of gross leasable area