

PERMIT CENTER

HANDOUT ON TRANSPORTATION IMPACT FEES

Informational Brochure

August 2013

Prepared by:

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Customer Service Center

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Transportation 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 supersede 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 and school facilities. Attachment A on page three of this handout contains the fee schedule for transportation impact fees.
- Transportation impact fees are charged only for new construction or changes in land use that create a need for transportation capacity improvements.

When Are Transportation Impact Fees paid?

- The City collects Transportation Impact fees at the time a building permit is issued. If a change in land use does not require a building permit, Transportation Impact Fees will 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 Transportation 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 transportation 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 commercial use, transportation impact fees are often assessed. When a commercial use is converted to a residence impact fees are typically 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 transportation 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: Where does the money go?

A: Transportation impact fees fund transportation system improvements from a select list of projects contained in the Transportation element of the Capital Facilities Plan (CFP).

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. Impact fees for residential uses, including hotels and motels, can be estimated by multiplying the number of dwellings/units by the appropriate impact fee rate on Attachment A. Most commercial and industrial 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 retail shopping 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 area that produces income and for which tenants pay rent.

Attachment A

Transportation Impact Fee Rate Schedule

Effective August 1, 2013

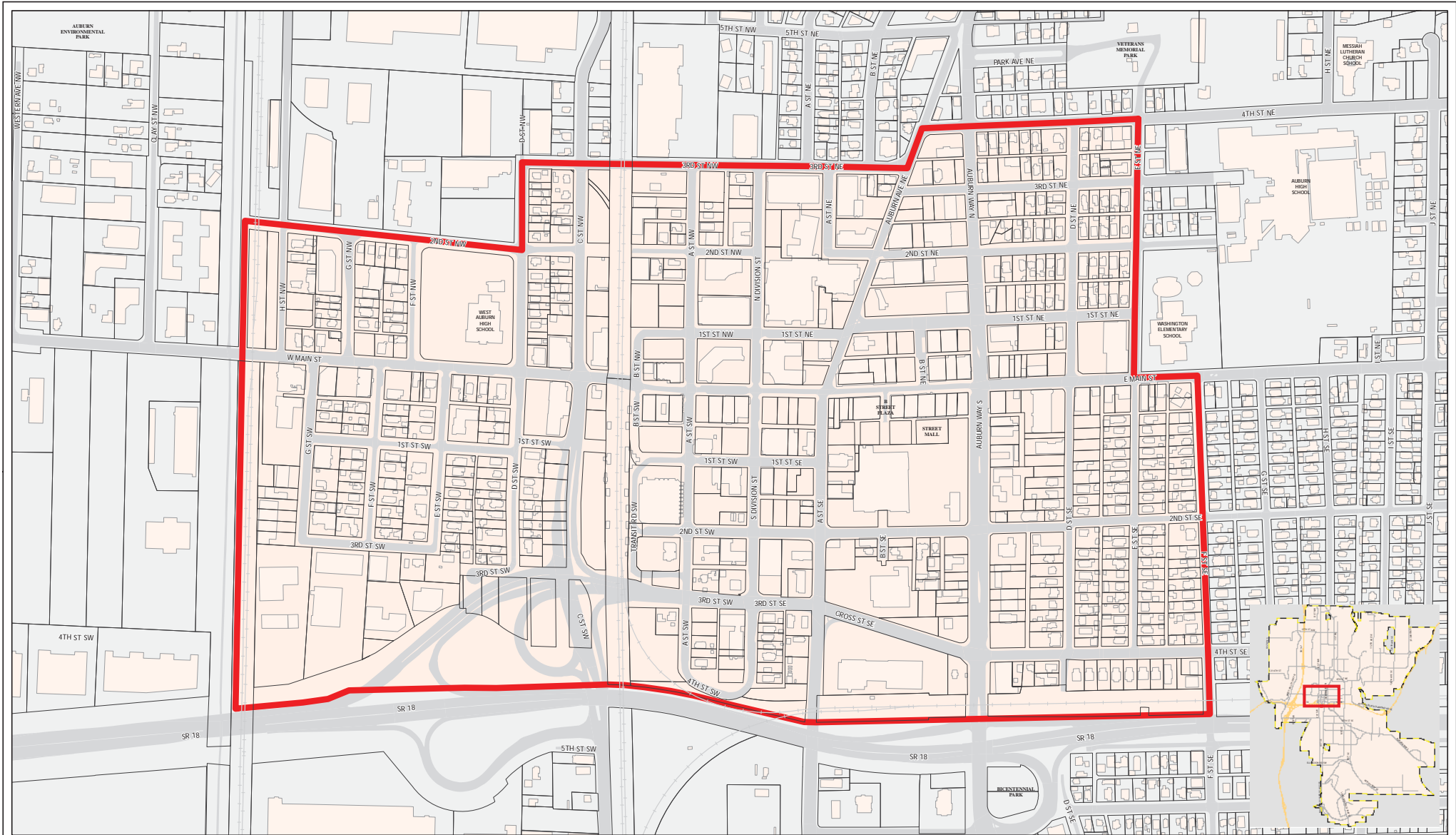
Land Use	Independent Variable	Basic Trip Rate	Non-Downtown Impact Fee Rate	Downtown Impact Fee Rate	Land Use	Independent Variable	Basic Trip Rate	Non-Downtown Impact Fee Rate	Downtown Impact Fee Rate
Industrial					Retail				
General Light Industrial	sf/GFA	0.97	\$6.43	-	Free Standing Discount Superstore	sf/GFA	4.35	\$6.84	\$5.06
General Heavy Industrial	sf/GFA	0.68	\$5.05	-	Free Standing Discount Store	sf/GFA	4.98	\$9.03	\$6.68
Industrial Park	sf/GFA	0.85	\$5.64	-	Hardware/Paint Store	sf/GFA	4.84	\$6.34	\$4.69
Manufacturing	sf/GFA	0.73	\$4.84	-	Shopping Center	sf/GLA	3.71	\$5.35	\$3.96
Mini-Warehouse/Storage	sf/GFA	0.26	\$1.59	-	Car Sales - New	sf/GFA	2.59	\$9.92	\$7.34
Residential					Car Sales - Used	space	0.28	\$1,072.02	\$793.29
Single-Family (detached)	du	1.00	\$3,641.36	\$2,949.50	Automobile Parts Sales	sf/GFA	5.98	\$6.03	\$4.46
Multi-Family	du	0.62	\$2,386.65	\$1,933.19	Tire Store	sf/GFA	4.15	\$6.84	\$5.06
Mobile Home	du	0.59	\$1,718.72	-	Supermarket	sf/GFA	9.48	\$13.26	\$9.81
Senior Housing	du	0.27	\$786.53	\$637.09	Convenience Market	sf/GFA	52.41	\$27.65	\$20.46
Lodging					Home Improvement Superstore	sf/GFA	2.33	\$2.65	\$1.96
Hotel	room	0.60	\$2,496.93	\$2,022.52	Drugstore without Drive-Through	sf/GFA	8.40	\$6.98	\$5.17
Motel	room	0.47	\$1,955.93	-	Drugstore with Drive-Through	sf/GFA	9.91	\$8.94	\$6.61
Recreational					Furniture Store	sf/GFA	0.45	\$0.38	\$0.28
Movie Theater	seat	0.08	\$162.72	\$120.41	Services				
Health Club	sf/GFA	3.53	\$8.54	\$6.32	Drive-in Bank	sf/GFA	24.3	\$20.10	\$14.87
Institutional					Quality Restaurant	sf/GFA	7.49	\$14.84	\$10.98
Elementary School	Student	0.15	\$212.24	\$157.06	High Turnover Restaurant	sf/GFA	9.85	\$13.44	\$9.94
Middle/Jr. School	Student	0.16	\$359.56	\$266.07	Fast Food Restaurant - without drive-through	sf/GFA	26.15	\$27.75	\$20.54
High School	Student	0.13	\$400.34	\$296.25	Fast Food Restaurant - with drive-through	sf/GFA	32.65	\$34.65	\$25.64
Church	sf/GFA	0.55	\$2.12	\$1.57	Espresso Stand drive thru	sf/GFA	75.00	\$26.53	\$19.63
Day Care Center	sf/GFA	12.34	\$19.26	\$14.25	Auto Care Center	sf/GLA	3.11	\$4.98	\$3.69
Library	sf/GFA	7.30	\$9.68	\$7.17	Service Station	VFP	13.87	\$14,228.16	\$10,528.84
Medical					Service Station w/minimart	VFP	13.51	\$10,513.62	\$7,780.08
Hospital	sf/GFA	0.93	\$3.87	\$3.14					
Assisted Living, Nursing Home	bed	0.22	\$640.88	-					
Office									
General Office	sf/GFA	1.49	\$7.12	\$4.84					
Medical Office	sf/GFA	3.57	\$13.37	\$9.09					
Post Office	sf/GFA	11.22	\$14.88	\$10.12					

Notes:



- A. Basic trip rates are based on the ITE Trip Generation Manual, 9th Edition.
- B. Impact fee rate calculation is based upon the following methodology:
 - Basic Trip Rate = PM Peak Hour Trip Generation (per unit of measure)
 - Basic Trip Rate x Percent of New Trips x Trip Length Adjustment x Per Trip Fee ÷ (divide by) 1,000 for rate per square foot (where applicable) = Impact Fee Rate (per unit of measure)
- C. For land uses not specifically identified here, trip generation rates could be by the applicant.
- D. Sf/GFA = Square feet gross floor area; sf/GLA = Square feet gross leasable area; du = dwelling unit, VFP = Vehicle Fueling Position.

Footnotes:

1 Space is individual vehicle sales space. 70 vehicles for sale = 70 vehicle spaces



Auburn Downtown Map
Figure 1

-  Urban Center Boundary (231.34 Acres)
-  Auburn City Limits

CITY OF AUBURN
WASHINGTON

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1 INCH = 400 FEET

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