

CITY OF DUPONT WASHINGTON

ORDINANCE NO. 26-_____

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY
OF DUPONT, PIERCE COUNTY, WASHINGTON,
RELATING TO TRANSPORTATION RELATED CAPITAL
FACILITIES PROJECTS; ADOPTING A
TRANSPORTATION IMPACT FEE; PROVIDING FOR
SEVERABILITY; AND ESTABLISHING AN EFFECTIVE
DATE**

WHEREAS, the City plans under RCW Chapter 36.70A, the Growth Management Act (“GMA”), which requires the City to identify Capital Facility Projects for multiple elements, including a Transportation Element set out in the City’s Comprehensive Plan at Chapter 9, *Transportation*; and

WHEREAS, pursuant to DMC 1.04.023, at the direction of the Mayor, the Public Services Department and the Planning Commission began a review of the Transportation Element to identify Capital Facilities Projects necessary to support the City Government and its existing institutions, and to incorporate them into Chapter 9, *Transportation* in the City’s Comprehensive Plan, to be consistent with the GMA and for the health, welfare and benefit of the community; and

WHEREAS, the Council adopted an updated Comprehensive Plan on February 24, 2026 which included an updated Transportation Project List, identifying and describing necessary transportation related Capital Facility Projects; and

WHEREAS, pursuant to Chapter 82.02 RCW, the council is authorized to adopt an ordinance to assess transportation impact fees for the City’s multimodal transportation system; and

WHEREAS, the Public Services Department has conducted research documenting the procedures for measuring the impact of new developments on public facilities, has prepared the “Rate Study for Transportation Impact Fees,” city of DuPont, dated April 2025 (“rate study”), utilizing a methodology for calculating transportation impact fees that incorporates, among other things, all of the requirements of RCW 82.02.060(1); and

WHEREAS, having considered among other things, the recommendation of staff, the City Council has determined that adoption of traffic impact fee, consistent with the updated Comprehensive Plan, would serve to further implement the planning goals of the adopted Comprehensive Plan and the Growth Management Act, and are

in the public interest and protect and provide for the public health, safety, and welfare;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF DUPONT, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. Incorporation of Recitals. The recitals set forth above, including the staff recommendation, are adopted as findings of fact and incorporated as if set forth fully herein.

Section 2. Adopts the “Rate Study for Transportation Impact Fees”, dated April 5 attached hereto and incorporated herein by reference.

Section 3. Adopts DMC Chapter 26.06 Transportation Impact Fees attached hereto and incorporated herein by reference, are enacted and shall be published in the DuPont Municipal Code.

Section 4. Severability. Should any section, paragraph, sentence, clause or phrase of this Ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this Ordinance be pre-empted by state or federal law or regulation, such decision or pre-emption shall not affect the validity of the remaining portions of this Ordinance or its application to other persons or circumstances.

Section 5. Effective Date. This Ordinance shall be published in the official newspaper of the City and shall take effect and be in full force five (5) days after the date of publication.

PASSED by the City Council of the City of DuPont Washington and approved by the Mayor on this_ day of _____, 2026.

Ronald J. Frederick, Mayor

Attest:

Karri Muir, CMC
Community Relations Director/City Clerk

Approved as to Form:

Gordon P. Karg, City Attorney

Ordinance No.:

Published Date:_____

Effective Date:_____

Chapter 26.06

TRANSPORTATION IMPACT FEES

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26.06.010 Findings and authority.

The city council of the city of DuPont hereby finds and determines that development activities, including but not limited to new residential, commercial, retail, office, and industrial

development in the city of DuPont, will create additional demand and need for system improvements in the city, and the council finds that such new growth and development should pay a proportionate share of the cost of system improvements needed to serve the new growth and development. The city of DuPont has conducted extensive research documenting the procedures for measuring the impact of new developments on public facilities, has prepared the “Rate Study for Transportation Impact Fees,” city of DuPont, dated March 2025 (“rate study”), attached to the ordinance codified in this chapter as Exhibit 1, and incorporates that rate study into this chapter by this reference. The rate study utilizes a methodology for calculating transportation impact fees that incorporates, among other things, all of the requirements of RCW 82.02.060(1). Copies of the most current versions of the rate study shall be kept on file with the city clerk and are available to the public for review. Therefore, pursuant to Chapter 82.02 RCW, the council adopts this chapter to assess transportation impact fees for streets and roads. The provisions of this chapter shall be liberally construed in order to carry out the purposes of the council in providing for the assessment of transportation impact fees.

26.06.020 Definitions.

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

A. *Building permit* means an official document or certification which is issued by the city and which authorizes the construction, alteration, enlargement, conversion, reconstruction, remodeling, rehabilitation, erection, demolition, moving, or repair of a building or structure or any portions thereof.

B. *Capital facilities plan* means the capital facilities element of the city’s Comprehensive Plan adopted pursuant to Chapter 36.70A RCW and such plan as amended.

C. *City* means the city of DuPont.

D. *Council* means the city council of the city of DuPont.

E. *Department* means the city's department of public services or successor department or agency.

F. *Development activity* means any construction or expansion of a building, structure, or use, any change in use of a building or structure, or any changes in the use of land, that creates additional demand and need for public facilities. "Development activity" does not include:

1. Building or structures constructed by a regional transit authority; or
2. Building or structures constructed as shelters that provide emergency housing for people experiencing homelessness, or emergency shelters for victims of domestic violence, as defined in RCW 70.263.020.

G. *Development approval* means any written authorization from the city of DuPont which authorizes the commencement of a development activity.

H. *Director* means the public works director or the director's designee.

I. *Encumber* means to reserve, set aside, or otherwise earmark the transportation impact fees in order to pay for commitments, contractual obligations, or other liabilities incurred for system improvements.

J. *Feepayer* means a person, corporation, partnership, an incorporated association, or any other similar entity, or department or bureau of any governmental entity or municipal corporation commencing a development activity which creates the demand for additional system improvements, and which requires the issuance of a building permit or a permit for a change of use. Feepayer includes an applicant for a transportation impact fee credit.

K. *Hearing examiner* means that person or persons appointed by the mayor pursuant to Chapter 1.11 DMC.

L. *Independent fee calculation* means the transportation impact fee calculation prepared by a feepayer, to support the assessment of a transportation impact fee other than by the use of the rates published pursuant to DMC 26.06.180, or the calculations prepared by the director where none of the fee categories or fee amounts published pursuant to DMC 26.06.180 accurately describe or capture the impacts of the development activity on public facilities.

M. *DMC* means the DuPont Municipal Code or, when followed by a numerical designation, a provision of the DuPont Municipal Code.

N. *Old Fort Lake* means the area addressed in the Old Fort Lake Subarea Plan. This area is shown in Figure X of the rate study.

O. *Owner* means the owner of record of real property, although when real property is being purchased under a real estate contract, the purchaser shall be considered the owner of the real property if the contract is recorded.

P. *Permit for change of use or change of use permit* means an official document which is issued by the city which authorizes a change of use of an existing building or structure or land.

Q. *P.M. peak hour* means the 60-minute period between 4:00 p.m. and 6:00 p.m. which experiences the highest volume of traffic on a road or street or passing through a road or street intersection.

R. *P.M. peak hour person trips* means the total trips by all modes (walking, biking, transit, and driving) entering and leaving a place of new development activity during the p.m. peak hour.

S. *Project improvements* means site improvements and facilities that are planned and designed to provide service for a particular development project, are necessary for the use and convenience of the occupants or users of the project, and are not system improvements. No improvement or facility included in a capital facilities plan adopted by the council shall be considered a project improvement.

T. *Public facilities*, for purposes of this chapter, means the following capital facilities owned or operated by the city of DuPont or other governmental entities: public streets and roads.

U. *Rate study* means the Exhibit 1 “Rate Study for Transportation Impact Fees,” city of DuPont, dated March 2025, or as hereinafter amended.

V. *Street or road* means a public right-of-way and all related appurtenances, including lawfully required off-site mitigation, which enables motor vehicles, transit vehicles, bicycles, and pedestrians to travel between destinations, and affords the principal means of access to abutting property. For purposes of this chapter, public streets and roads are collectively referred to as “transportation.”

W. *System improvements*, for purposes of this chapter, means public transportation facilities that are included in the city of DuPont’s capital facilities plan, and such plan as amended, and are designed to provide service to the community at large, in contrast to project improvements.

X. *Transportation* means public streets and roads and related appurtenances.

Y. *Transportation impact fee* means a payment of money imposed by the city of DuPont on development activity pursuant to this chapter as a condition of granting development approval. Transportation impact fee does not include a reasonable permit fee, an application fee, the administrative fee for collecting and handling impact fees, or the cost of reviewing independent fee calculations.

Z. *Transportation impact fee account(s)* means the separate accounting structure(s) within the city’s established accounts, which structure(s) shall identify separately earmarked funds, and which shall be established for the transportation impact fees that are collected. The account(s) shall be established pursuant to DMC 26.06.110 and shall comply with the requirements of RCW 82.02.070.

AA. *Low-Income Housing* means residential housing with monthly costs, including utilities other than telephone, that do not exceed 30 percent of the monthly income of a low-income household.

AB. *Low-Income Household* means a single person, family, or unrelated persons living together whose adjusted income is at or below 80 percent of the median family income adjusted for family size, for the county where the project is located, as reported by the United States department of housing and urban development.

26.06.030 Establishment of service area.

The city hereby establishes, as the service area for transportation impact fees, the city of DuPont, including all property located within the corporate city limits and shall include all unincorporated areas annexed to the city on and after the effective date of the ordinance codified in this chapter.

26.06.040 Transportation impact fees methodology and applicability.

The transportation impact fees published pursuant to DMC 26.06.180 are generated from the formulae for calculating transportation impact fees set forth in the rate study. Except as otherwise provided for independent fee calculations in DMC 26.06.060, exemptions in DMC 26.06.070, and credits in DMC 26.06.080, all development activity in the city will be charged the transportation impact fee applicable to the type of development listed in the fee schedule published pursuant to DMC 26.06.180.

26.06.050 Transportation impact fee assessment.

A. The city shall assess transportation impact fees, based on the rates published pursuant to DMC 26.06.180, from any applicant seeking development approval from the city for any development activity within the city, when such development activity requires the issuance of a building permit or a permit for a change in use, and creates a demand for additional public facilities.

B. Maximum transportation impact fees are established by the rate study. The rate shall be 55 percent of the maximum amount.

C. On January 1st of each calendar year, the director shall increase or decrease the fees by an amount equal to the percentage increase or decrease in the Construction Price Index for Seattle-Tacoma-Bremerton for the previous 26-month period beginning on October 1st and extending through September 30th.

D. When a transportation impact fee, pursuant to subsection (A) of this section, applies to a permitted change of use, the transportation impact fee shall be assessed for the land use category of the new use, less any transportation impact fee that would have been assessed for the prior use. For purposes of this provision, a change of use should be reviewed based on the land use category provided in the rate study that best captures the broader use of the property under development. Changes in use or tenancy, if consistent with the general character of the building or building aggregations (i.e., “commercial business,” or “retail establishment”) should not be considered a change in use that is subject to a transportation impact fee. Further, minor changes in tenancies that are consistent with the general character of the included structure, building, or previous use should not be considered changes in use subject to a transportation impact fee. Vacant buildings shall be assessed as the most recent legally established use as shown on a DuPont business license, development permit, building permit or other reliable and verifiable evidence acceptable to the director.

E. For mixed use developments, transportation impact fees shall be assessed for the proportionate share of each land use, based on the applicable measurement in the transportation impact fee rates published pursuant to DMC 26.06.180.

F. Transportation impact fees shall be determined at the time the complete application for a building permit or a permit for a change in use is submitted using the transportation impact fees then

in effect. Transportation impact fees shall be due and payable before the building permit or permit for a change of use is issued by the city.

G. The director may adjust the transportation impact fees at the time the fee is due and payable to consider any unusual circumstances to help ensure that impact fees are assessed fairly.

26.06.060 Independent fee calculations.

A. If, in the judgment of the director, none of the fee categories or fee amounts set forth in DMC 26.06.050 accurately describes or captures the impacts of development activity on streets, the department may conduct independent fee calculations and the director may impose alternative fees on a specific development based on those calculations. The alternative fees and the calculations shall be set forth in writing and shall be mailed to the feepayer.

B. A feepayer may opt not to have the transportation impact fees determined according to the fee schedule published pursuant to DMC 26.06.180, in which case the feepayer shall prepare and submit to the director an independent fee calculation for the development activity for which a building permit is being sought. The documentation submitted shall show the basis upon which the independent fee calculation was made. An independent fee calculation shall use the same methodology used to establish transportation impact fees adopted pursuant to DMC 26.06.180, shall be prepared by a professional engineer, and shall show the basis upon which the independent fee calculation was made using procedures consistent with those established in the current edition of the Institute of Transportation Engineers Trip Generation Manual or the rate study.

C. Any feepayer submitting an independent fee calculation will be required to pay the city a fee to cover the cost of reviewing the independent fee calculation. The fee required by the city for conducting the review of the independent fee calculation shall be set by council resolution and recorded in the City Fee Schedule and shall be paid by the feepayer prior to issuance of the director's determination.

D. There is a rebuttable presumption that the calculations set forth in the rate study are valid. The director shall consider the documentation submitted by the feepayer, but is not required to accept such documentation or analysis which the director reasonably deems to be inapplicable, inaccurate, incomplete, or unreliable. The director may require the feepayer to submit additional or different documentation for consideration. The director is authorized to adjust the transportation impact fees on a case-by-case basis based on the independent fee calculation, the specific characteristics of the development, and/or principles of fairness. The fees or alternative fees and the calculations therefor shall be set forth in writing and shall be mailed to the feepayer.

E. Determinations made by the director pursuant to this section may be appealed to the hearing examiner under the procedures set forth in DMC 26.06.100.

26.06.070 Exemptions.

A. The following shall be exempted from the payment of all transportation impact fees:

1. Alteration or replacement of an existing nonresidential structure that does not expand the usable space or change the existing land use.

2. Miscellaneous improvements which do not generate increased p.m. peak hour person trips, including, but not limited to, fences, walls, residential swimming pools, and signs.

3. Demolition or moving of a structure when additional p.m. peak hour person trips are not generated.

4. A change of use that has less impact than the existing use shall not be assessed a transportation impact fee.

5. Construction of an accessory residential structure, including the first accessory dwelling unit (ADU) under DMC 15.08.350, as it is considered part of the single-family use associated with this fee. Subsequent ADU permits shall be charged 50 percent of the single-family unit impact fee.

6. An applicant for the construction or creation of low-income housing may request an exemption of eighty percent of the required impact fee subject to the criteria in this section. The application for exemption shall be made to the Director on forms provided by the City and shall be accompanied by all information and data the Director deems necessary to process the application.

a. To be eligible for the impact fee exemption established in section (A)(6) the applicant shall demonstrate meeting each of the following criteria:

i. The applicant must propose a greater number of low-incoming housing units or greater level of affordability for those units than is required by any portion of the DMC now or as amended. The allowed exemptions shall only apply to those low-income housing units in excess of the minimum required by the DMC unless the development or construction will be using public assistance targeted at low-income housing.

ii. The proposed low-income housing must meet the goals and policies set forth in the City of DuPont's comprehensive plan.

iii. The proposed low-income housing construction of development must meet the definition of *low-income housing* as provided at DMC 26.06.020.

b. The Director shall review applications for low-income housing exemptions under the criteria provided in this subsection and shall inform the applicant in writing of the granting or denial or the exemption.

c. Any claim of the low-income housing exemption must be made before payment of the impact fee. Any claim not so made shall be deemed waived. The application for exemption must be accompanied by a draft lien and covenant against the property guaranteeing the low-income housing use shall continue. Before approval of the exemption, the Director shall approve the form of lien and covenant, which shall, at a minimum, meet the requirements of RCW 82.02.060. Prior to issuance of a certificate of occupancy for any portion of the development, the applicant shall execute

and record the approved lien and covenant with the Pierce County recorder's office. The lien and covenant shall run with the land. In the event the property is no longer used for low-income housing, the current owner shall pay the current impact fee plus interest to the date of the payment.

B. The director shall be authorized to determine whether a particular development activity falls within an exemption identified in this chapter, in any other DMC provision, or under other applicable law. Determinations of the director shall be in writing and shall be subject to the appeals procedures set forth in DMC 26.06.100.

26.06.080 Credits for dedications, construction of improvements, and past tax payments.

A. A feepayer may request that a credit or credits for impact fees be awarded to the feepayer for the total value of system improvements, including dedications of land and improvements, and/or construction provided by the feepayer. The application for credits shall be presented by the feepayer on forms to be provided by the department and shall include the content designated in such forms. Credits will be given only if the land, improvements, and/or the facility constructed:

1. Are included within the capital facilities plan or would serve the goals and objectives of the capital facilities plan;
2. Are at suitable sites and constructed at acceptable quality as determined by the city;
3. Serve to offset impacts of the feepayer's development activity; and
4. Are for one or more of the transportation projects listed in the rate study as the basis for calculating the transportation impact fee.

B. For credits for dedications:

1. The director shall determine if requests for credits meet the criteria in subsection (A) of this section or other applicable law. Determinations of the director shall be in writing and shall be subject to the appeals procedure set forth in DMC 26.06.100.

2. For each request for credit or credits, the director shall select an appraiser or, in the alternative, the feepayer may select an independent appraiser acceptable to the director.

3. Unless approved otherwise by the director, the appraiser must be an MAI (member of the American Institute of Appraisers) and be licensed in good standing pursuant to Chapter 18.40 RCW et seq. in the category for the property to be appraised and shall not have a fiduciary or personal interest in the property being appraised.

4. The appraisal will be accepted or rejected by the director and may be subject to independent review.

5. The feepayer shall pay the actual costs for the appraisal and an independent review, if required, unless the director determines that payment for independent review should not be at the feepayer's expense.

6. After considering the appraisal and the review, the director shall provide the applicant with a determination setting forth the dollar amount of any credit, the reason for the credit, the legal description of the real property dedicated where applicable, and the legal description or other adequate description of the project or development to which the credit may be applied. The feepayer must sign and date a duplicate copy of such determination indicating his/her agreement to the terms of the letter or certificate and return such signed document to the director before the transportation impact fee credit will be awarded. The failure of the feepayer to sign, date, and return such document within 60 calendar days of the date of the determination shall nullify the credit. If credit is denied, the feepayer shall be notified in a letter that includes the reasons for denial.

7. No credit shall be given for project improvements.

C. A feepayer may request that a credit or credits for transportation impact fees be awarded to him/her for past tax payments. For each request for a credit or credits for past tax payments for transportation impact fees, the feepayer shall submit receipts and a calculation of past tax payments

earmarked for or pro-ratable to the particular system improvement. The director shall determine the amount of credits, if any, for past tax payments for system improvements.

D. Any claim for credit must be received by the city no later than 30 calendar days after the submission of an application for a building permit or an application for a permit for a change in use. The failure to timely file such a claim shall constitute a final bar to later request any such credit and the claim shall be deemed waived.

E. Determinations made by the director pursuant to this section shall be subject to the appeals procedures set forth in DMC 26.06.100.

26.06.090 Adjustments for future tax payments and other revenue sources.

Pursuant to and consistent with the requirements of RCW 82.02.060, the rate study has provided adjustments for future taxes to be paid by the development activity which are earmarked for or pro-ratable to the same new public facilities which will serve the new development. The transportation impact fees published pursuant to DMC 26.06.180 have been reasonably adjusted for taxes and other revenue sources which are anticipated to be available to fund public improvements.

26.06.100 Appeals.

A. Determinations of the director with respect to the applicability of the transportation impact fees to a given development activity, the availability or value of a credit, the director's decision concerning any independent fee calculation which is authorized in DMC 26.06.060, or any other determination which the director is authorized to make pursuant to this chapter may be appealed by the feepayer to the hearing examiner. No building or change of use permits will be issued until the transportation impact fee is paid; provided, however, that the feepayer may pay the fee under protest pending appeal to avoid delays in the issuance of building permits or change of use permits.

B. Administrative Appeals to the hearing examiner shall be taken in accord with the processes set forth in Chapter 25.175 DMC for open record appeals; provided, however, that appeals are to be delivered to the city's permit center.

C. At the time of filing of the appeal, the feepayer shall pay the fee set by any relevant City of DuPont planning and land use fees, "appeal of administrative interpretation/decision."

D. The hearing examiner is authorized to make findings of fact regarding the applicability of the transportation impact fees to a given development activity, the availability or amount of the credit, or the accuracy or applicability of an independent fee calculation. There is a presumption of validity of the director's determination; feepayer has the burden of proof. The decision of the hearing examiner shall be the final determination of the city unless remanded to the department as provided in subsection (E) of this section.

E. The hearing examiner may, so long as such action is in conformance with the provisions of this chapter, reverse, affirm, modify or remand, in whole or in part, the determinations of the director with respect to the amount of transportation impact fees imposed or the credit awarded.

26.06.110 Establishment of transportation impact fee accounts.

A. Transportation impact fee receipts shall be earmarked specifically and deposited in one or more special, interest-bearing accounts.

B. The city shall establish one or more separate transportation impact fee accounts for the fees collected pursuant to this chapter. Funds withdrawn from the account or accounts must be used in accordance with the provisions of this chapter and applicable state law. Interest earned on the fees shall be retained in the account(s) and expended for the purposes for which the transportation impact fees were collected.

C. On an annual basis, the finance director shall provide a report to the council on the transportation impact fee account showing the source and amount of all moneys collected, earned,

or received, and the public improvements that were financed in whole or in part by transportation impact fees.

D. Transportation impact fees shall be expended or encumbered within 10 years of receipt, unless the council identifies in written findings extraordinary and compelling reason or reasons for the delay.

26.06.120 Administrative guidelines.

The director is hereby authorized to adopt internal guidelines and policies for the administration of transportation impact fees, which may include the adoption of procedural rules.

26.06.130 Refunds and offsets.

A. If the city fails to expend or encumber the transportation impact fees within 10 years of the date the fees were paid, unless extraordinary or compelling reasons are established pursuant to DMC 26.06.110, the current owner of the property on which transportation impact fees have been paid may receive a refund of such fees. In determining whether transportation impact fees have been expended or encumbered, transportation impact fees shall be considered expended or encumbered on a first in, first out basis.

B. The city shall notify potential claimants by first class mail deposited with the United States Postal Service at the last known address of such claimants. A potential claimant must be the current owner of record of the real property against which the transportation impact fee was assessed.

C. Owners seeking a refund of transportation impact fees must submit a written request for a refund of the fees to the director within one year of the date the right to claim the refund arises or the date that notice is given, whichever is later.

D. Any transportation impact fees for which no application for a refund has been made within this one-year period shall be retained by the city and expended on the system improvements for which they were collected.

E. Refunds of transportation impact fees or offsets against subsequent transportation impact fees under this section shall include any interest earned on the transportation impact fees by the city.

F. When the city seeks to terminate any or all components of the transportation impact fee program, all unexpended or unencumbered funds from any terminated component or components, including interest earned, shall be refunded pursuant to this section. Upon a finding that any or all fee requirements are to be terminated, the city shall place notice of such termination and the availability of refunds in a newspaper of general circulation at least two times and shall notify all potential claimants by first class mail at the last known address of the claimants. All funds available for refund shall be retained for a period of one year. At the end of one year, any remaining funds shall be retained by the city but must be expended for the public facilities for which the transportation impact fees were collected. This notice requirement shall not apply if there are no unexpended or unencumbered balances within the account or accounts being terminated.

G. The city shall also refund to the current owner of property for which transportation impact fees have been paid all transportation impact fees paid, including interest earned on the transportation impact fees, if the development activity for which the transportation impact fees were imposed did not occur; provided, however, that, if the city has expended or encumbered the transportation impact fees in good faith prior to the application for a refund, the director may decline to provide the refund. If, within a period of three years, the same or subsequent owner of the property proceeds with the same or substantially similar development activity, the owner can petition the director for an offset in the amount of the fee originally paid and not refunded. The petitioner must provide receipts of transportation impact fees previously paid for a development activity of the same or substantially similar nature on the same real property or some portion thereof. Determinations of

the director shall be in writing and shall be subject to the appeals procedures set forth in DMC 26.06.100.

26.06.140 Use of funds.

A. Pursuant to this title, transportation impact fees:

1. Shall be used for one or more of the transportation projects listed in the rate study as the basis for calculating the impact fee, which are for system improvements that will reasonably benefit the new development activity;

2. Shall not be imposed to make up for deficiencies in public facilities; and

3. Shall not be used for maintenance or operation.

B. Transportation impact fees may be spent on system improvements to streets and roads as herein defined and including, but not limited to, planning, land acquisition, right-of-way acquisition, site improvements, necessary off-site improvements, construction, engineering, architectural, permitting, financing, and administrative expenses, applicable impact fees or mitigation costs, and any other expenses which can be capitalized.

C. In the event that bonds or similar debt instruments are or have been issued for the advanced provision of system improvements for which transportation impact fees may be expended, such transportation impact fees may be used to pay debt service on such bonds or similar debt instruments to the extent that the facilities or improvements provided are consistent with the requirements of this section.

26.06.150 Review and adjustment of rates.

The fees and rates set forth in the rate study may be reviewed and adjusted by the council as it deems necessary and appropriate in conjunction with the annual budget process so that adjustments, if any, will be effective at the first of the calendar year.

26.06.160 Administrative fees.

A. For each transportation impact fee imposed, there shall be an administrative fee, the amount of which shall be established by council resolution and set forth in the City fee schedule. The administrative fee shall be deposited into an administrative fee account within the transportation impact fee account(s). Administrative fees shall be used to defray the city's actual costs associated with the assessment and collection and update of the transportation impact fees. An administrative fee is not refundable or creditable.

B. The administrative fee shall be paid by the feepayer at the same time as the transportation impact fee is collected; provided, however, that the administrative fee shall be due at the time of building permit issuance when the director has deferred payment of fees.

26.06.170 Existing authority unimpaired.

Nothing in this chapter shall preclude the city from requiring the feepayer or the proponent of a development activity to mitigate adverse environmental impacts of a specific development pursuant to the State Environmental Policy Act, Chapter 43.21C RCW, based on the environmental documents accompanying the underlying development approval process, and/or Chapter 58.17 RCW, governing plats and subdivisions. Compliance with this chapter and/or payment of fees under this chapter shall not constitute evidence of a determination of transportation concurrency.

26.06.180 City of DuPont transportation impact fee schedule.

Annually, on or about January 1st of each year, the director shall publish transportation impact fee schedules consistent with the rate study and this chapter.

City of DuPont Transportation Impact Fee Assessment

Prepared for:
City of DuPont

April 2025

TC24-0119

FEHR  PEERS

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 DuPont currently does not have a TIF program. The proposed TIF program includes 33 projects with an estimated capital value of \$81 million (2024 dollars). Projects on the list include intersection improvements, new streets, and bicycle and pedestrian projects.

The Transportation Element update and the Transportation Impact Fee assessment are being conducted concurrently, with projects from the Transportation Element's Capital Improvement Plan (CIP) selected for inclusion in the Transportation Impact Fee program. The ongoing 2024 Transportation Plan includes a wide variety of projects offering multimodal capacity, including intersection enhancements, signal coordination, roundabout and existing corridor improvements. This TIF program will use person trips as a measure of impact, which helps link trip generation from new development to the need to expand the multimodal transportation network.

State law requires jurisdiction 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.

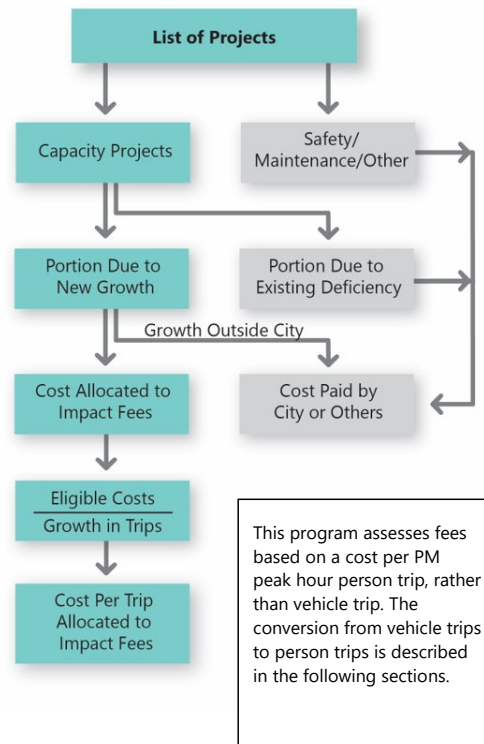
Methodology

The multimodal impact fee structure for the City of DuPont 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 **Figure 1**):

- A TIF project list was developed from eligible projects identified in the adopted 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 was divided by DuPont'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 land use-based fee schedule was developed for the entire City, 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.

Figure 1. Impact Fee Structure



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.

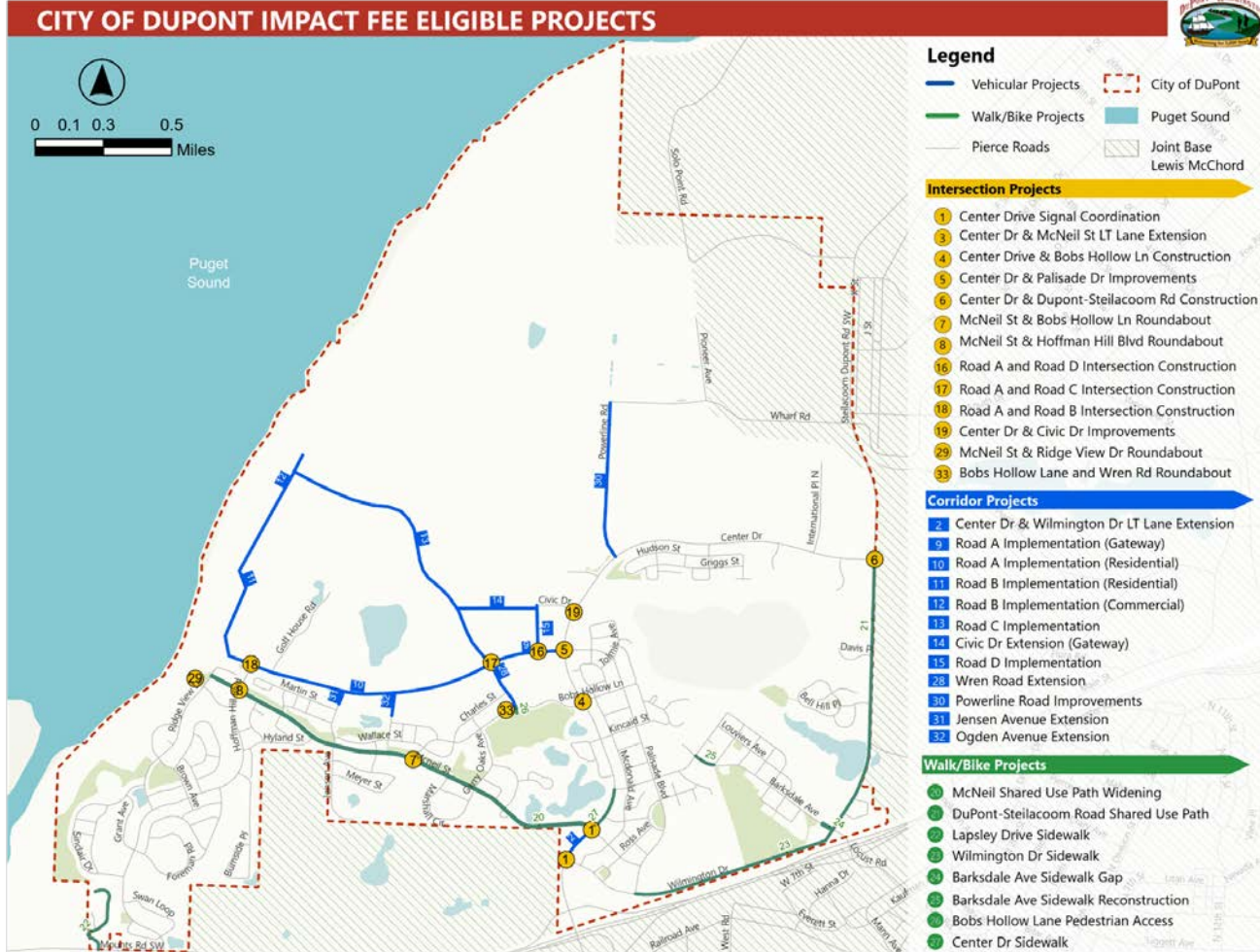
Transportation system improvements can include physical or operational changes to existing transportation facilities, as well as new transportation connections that are built in one location to benefit projected needs at another location. Projects funded by a TIF program must add new multimodal capacity 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 2023, 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. In 2023, 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 Jay 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 DuPont is proposing its transportation impact fee program to help fund high priority transportation projects identified in its 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 Transportation Element.

Figure 2 shows the projects that are proposed for inclusion in the impact fee program. These projects are further described in **Table 1**

Figure 2. Proposed Projects for Inclusion in TIF Program



Commented [KB1]: Map needs to be updated. Project 33 is Bobs Hollow Lane & Wren Roundabout

Table 1. Proposed Projects for Inclusion in TIF Program

ID	Project Name	Project Description	Cost Estimate (2024 \$)
1	Center Drive Signal Coordination	Implement signal coordination along Center Drive between McNeil Street and Wilmington Drive, including appropriate adjustments to cycle length at these two intersections.	\$240,000
2	Center Dr & Wilmington Dr LT Lane Extension	Add additional left-turn capacity at Center Drive and Wilmington Drive by extending the SB left-turn storage lane to be approximately 250 ft. This would require re-doing the center median island.	\$293,000
3	Center Dr & McNeil St LT Lane Extension	Add additional left-turn capacity at Center Drive and McNeil Street by extending the NB left-turn storage lane to be approximately 400 ft. This would require re-doing the center median island.	\$458,000
4	Center Drive & Bobs Hollow Ln	Construct EB right-turn storage lane at Center Drive and Bobs Hollow	\$740,000
5	Center Dr & Palisade Dr Improvements	Implement the following improvements: -Implement NB dual LT with protected phasing, including offsetting SB approach as needed to properly align with NB -Construct dedicated EB dual left-turns, single right-turn lane and single through-right lane. As part of this, implement EB right-turn overlap. Offset the westbound approach as needed to align with EB approach. -Construct dedicated right- and left-turn storage lanes on the SB approach	\$1,550,000
6	Center Dr & Dupont-Steilacoom Rd	Construct a dual left-turn for the northbound left-turn movement of the DuPont-Steilacoom Road and Center Drive intersection.	\$809,000
7	McNeil St & Bobs Hollow Ln	Change intersection from SSSC to single-lane roundabout	\$2,988,000
8	McNeil St & Hoffman Hill Blvd	Either: Implement a signal lane roundabout; or Implement the following improvements: -Change intersection control to all-way stop control -Construct storage lanes for NB RT, SB LT, WB LT, and WB RT	\$2,988,000
9	Road A Implementation (Gateway)	This segment of Road A will be a Gateway Arterial, featuring two travel lanes in each direction, a center median island, and shared use path on both sides of the street. See the OFL Design standards for the exact cross section to assume.	\$4,463,000
10	Road A Implementation (Residential)	This segment of Road A will be a Non-Commercial Arterial, featuring one travel lane in each direction with a shared-use path on the internal Subarea side and a sidewalk on the other. See the OFL Design standards for the exact cross section to assume	\$9,789,000
11	Road B Implementation (Residential)	This segment of Road B will be a Non-Commercial Arterial, featuring one travel lane in each direction with a shared-use path on the internal Subarea side and a sidewalk on the other. See the OFL Design standards for the exact cross section to assume	\$8,792,000

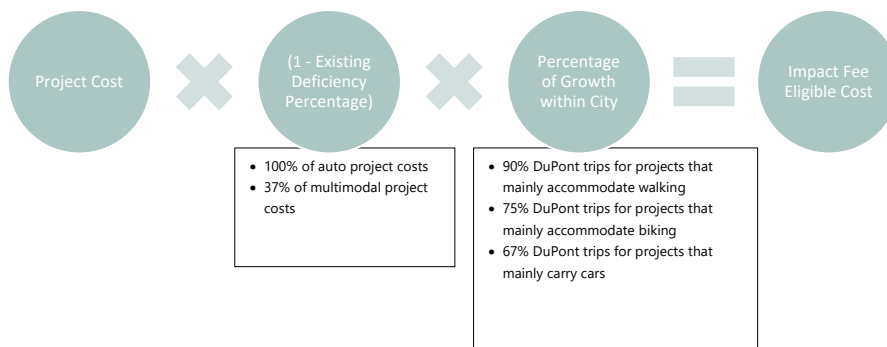
ID	Project Name	Project Description	Cost Estimate (2024 \$)
12	Road B Implementation (Commercial)	This segment of Road B will be a Commercial Arterial, featuring one travel lane in each direction, a Sharrow bike lane, parking on each side, bulbouts, and wide sidewalks on both sides. See the OFL Design standards for the exact cross section to assume.	\$1,233,000
13	Road C Implementation	Road C will be a Commercial Arterial, featuring one travel lane in each direction, a Sharrow bike lane, parking on each side, bulbouts, and wide sidewalks on both sides. See the OFL Design standards for the exact cross section to assume.	\$13,076,000
14	Civic Dr Extension (Gateway)	This segment of Civic Drive will be a Gateway Arterial, featuring two travel lanes in each direction, a center median island, and shared use path on both sides of the street. See the OFL Design standards for the exact cross section to assume.	\$5,203,000
15	Road D Implementation	Road D will be a Non-Commercial Arterial, featuring one travel lane in each direction with a shared-use path on the internal Subarea side and a sidewalk on the other. See the OFL Design standards for the exact cross section to assume	\$2,059,000
16	Road A and Road D Intersection	Implement the following improvements: -Signalize this intersection -Construct separated SB LT and RT lanes -Construct three through lanes in each direction for the eastbound and westbound approaches -Construct EB LT Lane	\$673,000
17	Road A and Road C Intersection	Construct a multi-lane roundabout with two circulating lanes from the westbound to eastbound approach and one circulating lane from the eastbound to the westbound.	\$4,439,000
18	Road A and Road B Intersection	Construct single-lane roundabout	\$2,959,000
19	Center Dr & Civic Dr Improvements	Implement the following improvements: -NB LT: --Convert NB LT to protected phasing --Increase storage length of northbound left-turn to align with the southbound left-turn storage lane at Palisade Dr & Center Dr. -EB: --One additional receiving lane on the south leg of the intersection to receive eastbound traffic. This receiving lane should extend to and encompass the Center Dr and Palisade Dr SB RT storage lane. --Convert the EB RT to yield control, including channelization for the right-turn lane --Increase the striped eastbound left-turn storage within the existing two-way left-turn lane	\$984,000
20	McNeil Shared Use Path Widening	Widen the shared use path of the north side of McNeil Street from 8 feet to 12 feet between Center Drive and Ridge View Drive. Will require ROW acquisition from Garry Oaks Ave to Fisher Ave.	\$2,320,000
21	DuPont-Steilacoom Road Shared Use Path	Add a 12-foot shared use path on the west side of DuPont-Steilacoom Road from Center Dr to Barksdale Ave. Replace sidewalk/separated shoulder where existing on this road.	\$2,553,000

ID	Project Name	Project Description	Cost Estimate (2024 \$)
22	Lapsley Drive Sidewalk	Add a sidewalk or separated path on one side of the road to facilitate safe pedestrian movements (this road has 1 pedestrian serious injury, of only 2 serious injuries citywide). Alternatively, add traffic calming measures and adequate street lighting along roadway.	\$638,000
23	Wilmington Dr Sidewalk	Sidewalk + buffer is <10 feet. Recommend reconstruction towards city standard (5' sidewalk/5' buffer) by adding a planter to converge with the rest of the sidewalk going East that meets standards.	\$203,000
24	Barksdale Ave Sidewalk	Fill sidewalk gap along the frontage of the gas station on both sides of the road, including implementing 5' sidewalks and 5' buffers on both sides of the road between Dupont-Steilacoom Rd and the edge of the gas station frontage, roughly 350-400 feet northwest of the intersection.	\$470,000
25	Barksdale Ave Sidewalk	Sidewalk + buffer is <10 feet. Recommend reconstruction towards city standards by adding a planter or extending to make it safer	\$578,000
26	Bobs Hollow Lane Pedestrian Access	New trail connection. This project would mirror the trail connection to the sidewalk on the west side of the Powderworks Park driveway, on the east side of the driveway, and also include high visibility crossing improvements at the east crossing with striping and signage improvements on the other three legs. This has also been identified as a crossing that stakeholders want to improve for students accessing the school. The current layout requires students to cross Bobs Hollow Ln and the park driveway.	\$99,000
27	Center Dr Sidewalk	No sidewalk existing on west side of the road; construct 5' sidewalk and 5' planter buffer.	\$706,000
28	Wren Road Extension	It was assumed that Wren Road would follow the Non-Commercial Arterial cross-section in areas where it does not exist, featuring one travel lane in each direction with a 6' sidewalk on the west side and 8' sidewalk on the east side of the road, and 6' planter buffer on each side. The 8' sidewalk on the east side is in compliance with City standards regarding sidewalks along school frontage. Also includes improvements on the existing road.	\$1,111,000
29	McNeil Street & Ridge View Drive Roundabout	Reconfigure Roundabout at McNeil ST and Ridge View DR with island and signage modifications.	\$72,000
30	Powerline Road Improvements	Design and construct new arterial roadway along Powerline Road	\$3,037,000
31	Jensen Avenue Extension	Connection to the Old Fort Lake subarea from the end of Jensen Avenue features one travel lane in each direction with 5' sidewalks and 5' planter buffers. Also includes improvements on the existing road.	\$610,000
32	Ogden Avenue Extension	Connection to the Old Fort Lake subarea from the end of Ogden Avenue featuring one travel lane in each direction with 5' sidewalks and 5' planter buffers. Also includes improvements on the existing road.	\$991,000
33	Bobs Hollow Lane & Wren Roundabout	Change intersection from TWSC to single-lane roundabout	\$3,734,000
Total Cost			\$80,858,000

Impact Fee Eligible Costs

Figure 3 shows the calculation steps for determining the total impact fee eligible cost.

Figure 3. 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 on if the capacity improvements were primarily auto oriented or multimodal. For auto-oriented projects, there was no existing deficiency, as all the intersections identified for improvement on the impact fee project list currently meet the City's LOS standards documented in the Transportation Element. The city currently has an LOS D standard with an exception where the intersection of DuPont-Steilacoom Road/Wilmington Drive and Barksdale Avenue, which is allowed to reach LOS E and the city can consider a variance to the public works standards at locations failing the city standard where the potential mitigation is not reasonable or desirable.

For complete streets and non-motorized projects, the existing deficiency is calculated by dividing the number of person trips today by the forecast number of person trips in the future as calculated in the DuPont travel demand model. This calculation approximates the percentage of person trips that would use the facility today if it were constructed and resulted in 63% existing deficiency being applied primarily to complete streets and non-motorized projects. Therefore, 100% of auto project costs and 37% 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 DuPont development – there is a portion of growth that comes from surrounding jurisdictions. DuPont 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 DuPont or only have one end of the trip starting or ending in DuPont. For projects serving pedestrians, such as sidewalks, 90% of trips are assumed to be related to uses in DuPont. For projects serving bicycles, such as bike lanes, trails, and shared-use paths, 75% of trips are assumed to be related to uses in DuPont. These percentages are consistent with assumptions applied by other communities in the Puget Sound region, including Steilacoom, Lakewood, Joint Base Lewis McChord, Lacey, Olympia and Tacoma.

For projects that are being built to support auto capacity, Fehr & Peers analyzed traffic forecasts generated by DuPont’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 DuPont. For each project, the portion of growth within the City, including half of all trips that begin or end outside of DuPont, was calculated to be 67% based on the project.

The proposed TIF project list has a capital cost estimate of \$81 million and includes 33 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 \$51.1 million. This final cost is then divided by the growth in person trips from 2020 to 2044 to calculate the maximum allowable cost per PM peak hour person trip.

$$\text{Maximum Allowable Cost per PM Peak Hour Person Trip} = \frac{\text{Impact Fee Eligible Costs}}{\text{Growth in Person Trips 2024 – 2044}}$$

Person Trip Growth

Determining the growth in travel demand caused by new developments 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 (\$51.1 M) are divided by the total growth in person trips in DuPont based on development expected over the next 20 years to determine the cost per person trip. As part of the update to DuPont’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 DuPont will result in an increase of 13,407 PM peak hour person trips by 2044. **Table 2** shows the final growth in person trip ends for the City of DuPont.

Table 2. PM Peak Hour Person Trip Ends

Year	Trip Ends
2020	8,432
2044	13,407
Growth in Trip Ends	4,975

person trip.

Table 3 summarizes the impact fee project costs, eligible costs, and maximum allowable TIF rate per

Table 3. Impact Fee Costs

	Impact Fee Cost
<i>Total Impact Fee Project Cost</i>	\$ 80,858,000
<i>Total Eligible Impact Fee Cost</i>	\$ 51,107,787
<i>Growth in Person Trip Ends</i>	4,975
Maximum Allowable Cost per Person Trip	\$ 10,273.58

Exemptions

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

Table 4 shows the proposed impact fee schedule based on the maximum fee rate. 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 DuPont’s CIP project cost estimate, and made the following adjustments:

- Based rates on the maximum fee of \$10,273.58 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.

Table 4. DuPont Multimodal TIF Program

ITE Land Use Category	ITE Code	Vehicle PM Peak Trip Rate ¹	Vehicle-to-Person Trip Ratio ²	PM Peak Person Trip Rate	Passby, Diverted Link % ³	Net New Person Trips per Unit ⁴	Maximum Defensible Rate	Unit of Measure
Single Family	210	0.94	1.45	1.36	0%	1.36	\$12,891	per dwelling unit
Single Family Attached	215	0.57		0.83	0%	0.83	\$7,817	per dwelling unit
1-2 Story Multi/Townhome/ADU	220	0.51		0.74	0%	0.74	\$6,446	per dwelling unit
Midrise Story Multi/Townhome/Condo	221	0.39		0.57	0%	0.57	\$5,348	per dwelling unit
Highrise Story Multi/Townhome/Condo	222	0.32		0.46	0%	0.46	\$4,388	per dwelling unit
Senior Housing (Single Family)	251	0.3		0.44	0%	0.44	\$4,114	per dwelling unit
Senior Housing (low)	251	0.17		0.25	0%	0.25	\$2,331	per dwelling unit
Senior Housing (MF)	252	0.25		0.36	0%	0.36	\$3,428	per dwelling unit
Senior Housing (MF) - low	252	0.16		0.23	0%	0.23	\$2,194	per dwelling unit
Congregate Care Facility	253	0.18		0.26	0%	0.26	\$2,468	per dwelling unit
Congregate Care Facility - low	253	0.08		0.12	0%	0.12	\$1,097	per dwelling unit
Assisted Living, Nursing Home (middle)	254	0.24		0.35	0%	0.35	\$3,291	per bed
Assisted Living, Nursing Home (low)	254	0.11		0.16	0%	0.16	\$1,509	per bed
Continuing Care Retirement Community	255	0.19		0.28	0%	0.28	\$2,606	per dwelling unit
Continuing Care Retirement Community Low	255	0.14		0.20	0%	0.20	\$1,920	per dwelling unit

ITE Land Use Category	ITE Code	Vehicle PM Peak Trip Rate ¹	Vehicle-to-Person Trip Ratio ²	PM Peak Person Trip Rate	Passby, Diverted Link % ³	Net New Person Trips per Unit ⁴	Maximum Defensible Rate	Unit of Measure
Mobile Home in MH Park	240	0.58		0.84	0%	0.84	\$7,954	per dwelling unit
Hotel	310	0.59	1.45	0.86	0%	0.86	\$8,091	per room
Motel	320	0.36		0.52	0%	0.52	\$4,937	per room
Service Station	944	13.91	1.25	17.39	62%	6.61	\$62,490	per VFP
Service Station w/ Mini-mart	945	18.42		23.03	62%	8.75	\$82,751	per VFP
Car Sales New/Used	841	3.75		4.69	20%	3.75	\$35,467	per 1,000 sq ft
Quick lube shop	941	4.85		6.06	62%	2.30	\$21,789	per service bay
Automated car wash	948	14.2		17.75	62%	6.75	\$63,793	per 1,000 sq ft
Auto Care Center	942	3.11		3.89	30%	2.72	\$25,737	per 1,000 sq ft
Health Club	492, 493	3.45	1.25	4.31	25%	3.23	\$30,590	per 1,000 sq ft
Elementary School	520	0.16	1.26	0.20	20%	0.16	\$1,525	per student
Middle/JR High School	522	0.15		0.19	20%	0.15	\$1,430	per student
High School	530	0.26		0.33	20%	0.26	\$2,479	per student
Junior/community college	540	0.11		0.14	20%	0.11	\$1,049	per student
Early Learning Facility	565	11.12		14.01	90%	1.40	\$13,252	per 1,000 sq ft
Assisted Living, Nursing Home	254,620	0.24		0.30	0%	0.30	\$2,860	per bed
Church	560	0.49		0.62	0%	0.62	\$5,839	per 1,000 sq ft
Hospital	610	0.86		1.08	20%	0.87	\$8,199	per 1,000 sq ft
Quality Restaurant	931	7.8	1.25	9.75	44%	5.46	\$51,640	per 1,000 sq ft
High Turnover Restaurant	932	9.05		11.31	43%	6.45	\$60,985	per 1,000 sq ft
Fast Food Restaurant	933, 934	33.21		41.51	50%	20.76	\$196,309	per 1,000 sq ft
Fast Food Restaurant with Drive Thru*	933	33.21		41.51	50%	20.76	\$196,309	per 1,000 sq ft
Coffee/Donut Shop without Drive Thru	936	32.29		40.36	80%	8.07	\$76,348	per 1,000 sq ft
Wine Tasting Room	970	7.31		9.14	0%	9.14	\$86,421	per 1,000 sq ft
Coffee/Donut Shop with Drive Thru	937	38.99		48.74	80%	9.75	\$92,190	per 1,000 sq ft

ITE Land Use Category	ITE Code	Vehicle PM Peak Trip Rate ¹	Vehicle-to-Person Trip Ratio ²	PM Peak Person Trip Rate	Passby, Diverted Link % ³	Net New Person Trips per Unit ⁴	Maximum Defensible Rate	Unit of Measure
Library	590	8.16	1.25	10.20	25%	7.65	\$72,352	per 1,000 sq ft
State motor vehicles dept	731	0.2		0.25	25%	0.19	\$1,773	per 1,000 sq ft
Post Office	732	11.21		14.01	25%	10.51	\$99,396	per 1,000 sq ft
Movie Theater	445	6.17		7.71	15%	6.56	\$62,002	per seat
Movie Theater	445	6.17		7.71	15%	6.56	\$62,002	per screen
Shopping Center	820	3.4		4.25	34%	2.81	\$26,529	per 1,000 sq ft
Strip Retail Plaza	822	6.59		8.24	34%	5.44	\$51,420	per 1,000 sq ft
Supermarket	850	8.95		11.19	38%	6.94	\$65,602	per 1,000 sq ft
Convenience Market	851	49.11		61.39	51%	30.08	\$284,491	per 1,000 sq ft
Free Standing Discount Store	813, 815, 857, 863, 864	4.33		5.41	27%	3.95	\$37,369	per 1,000 sq ft
Hardware/Paint Store	816	2.98		3.73	60%	1.49	\$14,092	per 1,000 sq ft
Furniture Store	890	0.52		0.65	40%	0.39	\$3,689	per 1,000 sq ft
Home Improvement Superstore	862	2.29		2.86	42%	1.66	\$15,702	per 1,000 sq ft
Pharmacy w/o Drive-Thru	880	8.51		10.64	49%	5.43	\$51,310	per 1,000 sq ft
Pharmacy w/ Drive-Thru	881	10.25		12.81	49%	6.53	\$61,801	per 1,000 sq ft
Bank w/o drive thru	911	12.13	1.22	15.16	49%	7.73	\$73,136	per 1,000 sq ft
Bank w/ drive thru	912	21.01		26.26	49%	13.39	\$126,677	per 1,000 sq ft
General Office	710, 715, 750	1.44	1.22	1.76	10%	1.58	\$14,954	per 1,000 sq ft
Medical Office	720	3.93		4.79	25%	3.60	\$34,010	per 1,000 sq ft
Light Industrial/Manufacturing	110, 140	0.65	1.08	0.70	0%	0.70	\$6,639	per 1,000 sq ft
Industrial Park	130	0.34		0.37	0%	0.37	\$3,473	per 1,000 sq ft
Mini-Warehouse/Storage	151	0.15		0.16	0%	0.16	\$1,532	per 1,000 sq ft
Warehousing	150	0.18		0.19	0%	0.19	\$1,839	per 1,000 sq ft

¹ ITE Trip Generation Handbook, 11th Edition: 4-6 PM Peak Hour Vehicle Trip Generation Rates for the Adjacent Street Traffic (Weekday, 4-6PM)

² The ratio of vehicle trips to person trips as extracted from the 2021 PSRC Household Travel Survey

³ Excludes pass-by trips: see "Trip Generation Handbook: An ITE Proposed Recommended Practice" (2014). For Restaurant: sit-down uses, percentage of new trips based on peer studies with higher pass-by trip levels to be more consistent with trends expected in Bellingham.

⁴ PM Peak Person Trip Rate multiplied by the Passby, Diverted Link percentage

⁵ dwelling = dwelling unit, sq ft = square feet, pump = vehicle servicing position/gas pump, room = available hotel/motel room, window = number of drive through teller windows/ATM drive through positions