

**ORDINANCE NO. 07-0282**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF EDGEWOOD, WASHINGTON, ADDING A NEW CHAPTER 4.30 ENTITLED “TRAFFIC IMPACT FEES” TO THE EDGEWOOD MUNICIPAL CODE (EMC), ESTABLISHING AND IMPOSING TRAFFIC IMPACT FEES UPON CERTAIN NEW DEVELOPMENT AND ESTABLISHING STANDARDS AND PROCEDURES FOR CREDITS, REFUNDS AND APPEALS FROM IMPOSITION OF SUCH FEES.**

**WHEREAS**, the City of Edgewood adopted a Comprehensive Plan establishing the intent of the citizens to ensure that new developments pay a proportionate share of the cost of new facilities needed to serve such growth; and

**WHEREAS**, the Comprehensive Plan contains a complete description of the existing level of service for transportation facilities and the impacts of future growth on that level of service; and

**WHEREAS**, the City Council wishes to ensure that those transportation facilities necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use, or shortly thereafter, without decreasing current service levels below established minimum standards for the City; and

**WHEREAS**, the adopted Comprehensive Plan directs staff to impose impact fees as one of several methods of funding transportation facilities in a manner that fairly distributes costs and benefits.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF EDGEWOOD, WASHINGTON, DOES ORDAIN AS FOLLOWS:**

**Section 1. Traffic Impact Fees.** A new Chapter 4.30 entitled “Traffic Impact Fees” is hereby added to the Edgewood Municipal Code (EMC) to read as follows:

**Chapter 4.30  
TRAFFIC IMPACT FEES**

**Sections**

- 4.30.010. Purpose.
- 4.30.020. Authority.
- 4.30.030. Definitions.
- 4.30.040. Applicability.
- 4.30.050. Exemptions.
- 4.30.060. Service Area.
- 4.30.070. Use of Funds.
- 4.30.080. Impact Fee Determination and Collection.
- 4.30.090. Impact Fee Adjustments, Independent Calculations.
- 4.30.100. Impact Fee Credits
- 4.30.110. Impact Fee Refunds.
- 4.30.120. Appeals and Payments under Protest.
- 4.30.130. Council Review of Impact Fees.
- 4.30.140. Administrative Fees.
- 4.30.150. Impact Fee Calculations.
- 4.30.160. Schedule of Fees.
- 4.30.170. Existing Authority Unimpaired.
- 4.30.180. Severability.

4.30.190. Effective Date.

**4.30.010. Purpose.**

This chapter is intended to:

- A. Assist in the implementation of the Comprehensive Plan for the City of Edgewood.
- B. Ensure that those 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, or shortly thereafter, without decreasing current service levels below established minimum standards for the City.
- C. Establish standards and procedures so that new development pays a proportionate share of costs for new facilities and services and does not pay arbitrary or duplicative fees for the same impact.

**4.30.020. Authority.**

- A. This chapter is enacted pursuant to the Washington State Growth Management Act codified at RCW 36.70A and RCW 82.02.050 to 82.02.100.
- B. The City has conducted studies documenting cost and demand for new facilities and services.

**4.30.030. Definitions.**

- A. Dwelling Unit: One or more rooms designed for or occupied by one family for living or sleeping purposes and containing kitchen sleeping, and sanitary facilities for use solely by one family.
- B. Encumber: To transfer impact fee dollars from the Traffic Mitigation Impact Fee Fund to a fund for a particular system improvement that is fully in the current year's budget. Funds may only be encumbered by an action of the City Council.
- C. Project Improvements: Site improvements and facilities that are planned and designed to provide service for a particular development project and that 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 the City's Capital Improvement Plan or Transportation Improvement Program approved by the City Council shall be considered a project improvement.
- D. System Improvements: Transportation facilities that are included in the City's Six-Year Capital Improvement Plan and are designed to provide service to the community at large, in contrast to project improvements.
- E. Applicant: A person, individual, or organization seeking permission to develop land within the City of Edgewood by applying for a building permit.
- F. Interest: The interest earned by the account during the period the fees were retained.
- G. Traffic Mitigation Impact Fee: Payment of money imposed by the City of Edgewood upon development activity pursuant to this chapter as a condition of granting development approval and/or a building permit in order to pay for the public facilities needed to serve new growth and development. Traffic Mitigation Impact Fees do not include permit fees, an application fee, the administrative fee for collecting and handling impact fees, the cost of reviewing independent fee calculations or the administrative fee required for an appeal.
- H. Peak Hour: The consecutive sixty minute period during the 4:00 PM and 6:00 PM peak period during which the highest volume occurs.
- I. Traffic Mitigation Impact Fee Fund: The Fund established by the adoption of Ordinance 05-0253 on August 23, 2005, for the public facilities for which traffic impact fees are collected, in compliance with the requirements of RCW 82.02.060.
- J. Traffic Impact Fee Study: The study which determined the Traffic Mitigation Impact Fee dated February 2007.

**4.30.040. Applicability.**

All persons receiving building permits for remodels or expansion within the City of Edgewood after the effective date of this ordinance shall be required to pay Traffic Mitigation Impact Fees in an amount and manner set forth in this chapter.

**4.30.050. Exemptions.**

The following development activities are exempt from paying Traffic Mitigation Impact Fees because they do not have a measurable impact on the City's transportation facilities, or because the City has chosen to exempt them pursuant to RCW 82.02.060(2), as development with broad public purposes.

- A. Existing Dwelling Unit: Any alteration, expansion, reconstruction, remodeling, replacement, or demolition/removal of an existing single family or multifamily dwelling unit that does not result in the generation of additional peak hour trips with the exception that any building permit for replacement must be approved within twelve months of removal of the previous structure.
- B. Existing Non-Residential Building: Any alteration, reconstruction, remodeling, replacement, or demolition/removal of an existing non-residential building that does not result in the generation of any new peak hour trips with the exception that any building permit for replacement must be approved within twelve months of removal of the previous structure.

~~C. City of Edgewood projects that provide substantial system improvements shall be exempt from payment of Traffic Mitigation Impact Fees.~~

CD. The City Manager or designee shall be authorized to determine whether a particular development activity falls within an exemption from Traffic Mitigation Impact Fees identified in this section or under other applicable law. Determinations of the City Manager or designee shall be in writing and shall be subject to appeal to the Hearing Examiner as provided in EMC Chapter 2.40.

**4.30.055. Additional Exemptions. [reserved]**

**4.30.060. Service Area.**

- A. This section establishes one service area which shall be consistent with the city limits of the City of Edgewood.

**4.30.070. Use of Funds.**

- A. Impact Fees shall:
  - 1. Be used for system improvements; and
  - 2. Not be imposed to make up for deficiencies in the facilities serving existing development; and
  - 3. Not be used for maintenance or operation.
- B. Impact fees may be spent for improvements listed in the Six-Year Transportation Improvement Program and identified as being funded in part by impact fees. Expenditures may include but are not limited to, facility planning, land acquisition, site improvements, necessary off-site improvements, construction, engineering, permitting, financing, grant match funds and administrative expenses, applicable impact fees or mitigation costs, capital equipment pertaining to public facilities, and any other capital cost related to a particular system improvement.
- C. Impact fees may also be used to recoup transportation facility improvement costs previously incurred by the City to the extent that new growth and development will be served by the previously acquired or constructed improvements resulting in such costs.
- D. In the event that bonds or similar debt instruments are or have been issued for the construction of a public facility or system improvement for which impact fees may be expended, 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 chapter and are used to serve new development. The Transportation Improvement Program should distinguish between facilities and funds needed to serve new development and those facilities and funds needed to correct existing deficiencies.

#### **4.30.080. Impact Fee Determination and Collection.**

- A. At the time of building permit issuance, City staff shall determine the total impact fee owed based on the fee schedule in effect at the time of such issuance.
- B. Impact fee collection shall also occur at the time of building permit issuance.
- C. An applicant may request that the impact fee be calculated in advance of building permit issuance, but any such advance calculation shall not be binding upon the City and should only be used as guidance by the applicant. If the City Council revises the impact fee formula or the impact fees prior to the time that a building permit is issued for a particular development, the formula or fee amount in effect at the time of building permit issuance shall apply to the development.

#### **4.30.090. Impact Fee Adjustments, Independent Calculations.**

- A. An applicant may request an adjustment to the impact fees determined according to the fee schedule adopted by this ordinance by preparing and submitting to the City Manager or designee an independent fee calculation for the development activity for which a building permit is sought. The documentation submitted shall show the basis upon which the independent fee calculation was made. Independent fee calculations for traffic impact fees shall use the same formulas and methodology used to establish the impact fees in this chapter and shall be limited to adjustments in trip generation rates used in the Traffic Impact Fee Study, and shall not include travel demand forecasts, trip distribution, traffic assignment, transportation service areas, costs of road projects, or cost allocation procedures.
  1. If the City Manager or designee agrees with the independent fee calculation, a written agreement to accept such amount shall be transmitted to the applicant who shall, in turn, present it to the City upon impact fee collection.
  2. If the City Manager or designee does not agree with the independent fee calculation, the fee payer may appeal this decision to the Hearing Examiner through procedures outlined in EMC Chapter 2.40.

#### **4.30.100. Impact Fee Credits.**

- A. An applicant shall be entitled to a credit against the applicable traffic impact fee collected under the fee schedule adopted by this ordinance for the value of any dedication of land for, improvement to, or new construction of any system improvements provided by the applicant, to facilities that are:
  1. Included within the Six-Year Transportation Improvement Program and identified as system improvements that are to be funded in part by traffic impact fees; and
  2. At suitable sites and constructed at an acceptable quality as determined by the City; and
  3. Are completed, dedicated, or otherwise transferred to the City prior to the determination and award of a credit as set forth in this section.
- B. No credit shall be given for project improvements.

- C. The value of a credit for improvements shall be established by original receipts provided by the applicant for one or more of the same system improvements for which the impact fee is charged.
- D. The value of a credit for land shall be established on a case-by-case basis by an appraiser selected by, or acceptable to, the City. The appraiser must be licensed and in good standing with the State of Washington for the category of the property appraised. The appraisal shall be in accordance with the most recent version of the Uniform Standards of Professional Appraisal Practice and shall be subject to review and acceptance by the City. The appraisal and review shall be at the expense of the applicant.
- E. Whenever a development is granted approval subject to a condition the system improvements that are identified in the Six-Year Transportation Improvement Program be constructed or provided, or whenever the applicant has agreed, pursuant to the terms of a voluntary agreement with the City of Edgewood to donate or dedicate land for road facilities that are identified in the Six-Year Transportation Improvement Program, and which are included in the list of road projects that are used to determine the traffic impact fee, as listed in the Traffic Impact Fee Study, the applicant shall be entitled to a credit for the value of the land or actual costs of capital facility construction against the fee that would be chargeable under the formula provided. The land value or costs of construction shall be determined pursuant to this section.
- F. This subsection applies only to residential developments and the residential portion of a mixed use development. In cases where a developer would be entitled to a credit under this section, but the amount of the credit has yet to be determined on a per dwelling unit basis, the City shall take the Total Credit Amount available to the entire plat or project, calculated by applying subsections (A) through (E) above, and divide that amount by the number of dwelling units approved for that plat or project. The impact fee and credit may then be calculated and collected on a per dwelling unit basis as building permits are issued for those dwelling units. Where building permits for some, but not all, of the dwelling units within a plat or project have already been obtained at the time this ordinance becomes effective, the credit for the unpermitted dwelling units will be calculated to arrive at a per dwelling unit amount in the same manner. For example, if a plat has been approved for twenty dwelling units, and building permits have only been issued for ten of those units, the per dwelling unit credit for the remaining ten units will equal the Total Credit Amount divided by twenty dwelling units.
- G. This subsection applies to non-residential developments, or the non-residential portion of a mixed use development. In cases where a developer would be entitled to a credit under this section, but the amount of the credit has yet to be determined on a per square foot basis, the City shall take the Total Credit Amount available to the entire plat or project, calculated by applying subsections (A) through (C) above, and divide that amount by the number of square feet approved for that plat or project. The impact fee and credit may then be calculated and collected on a per square foot basis as building permits are issued for that square footage. Where building permits for some, but not all, of the dwelling units within a plat or project have already been obtained at the time this ordinance becomes effective, the credit for the unpermitted square footage will be calculated to arrive at a per square footage amount in the same manner. For example, if a twenty thousand square foot commercial project has been approved, and building permits have only been issued for ten thousand square feet of the project, the per square foot credit for the remaining ten thousand square feet will equal the Total Credit Amount divided by twenty thousand square feet.
- H. Pursuant to and consistent with the requirements of RCW 82.02.060, impact fee schedules have been adjusted for future taxes and other revenue sources to be paid by the new development which are earmarked or pro-ratable to the same new public facilities which will serve the new development.
- I. After receiving the receipts for improvements, the appraisal of land value, the receipts and calculations of prior payments earmarked or pro-ratable to the same system improvements for which the impact fee is imposed, the City Manager or designee shall provide the applicant with a letter setting forth the dollar amount of the credit, the reason for the credit, the legal description of the site donated where applicable, and the legal description or other adequate description of the

- project or development to which the credit may be applied. The applicant must sign and date a duplicate copy of such letter indicating their agreement to the terms of the letter and return such signed document to the City before the impact fee credit will be awarded. The failures of the applicant to sign, date, and return such document within sixty calendar days shall nullify the credit.
- J. If the amount of the credit is less than the calculated fee amount, the difference remaining shall be chargeable as an impact fee and paid at the time of application for the building permit. In the event the amount of the credit is calculated to be greater than the amount of the impact fee due, no further sums shall be due from the applicant.
  - K. A claim for credit will be processed by the City using whichever of the following options is selected by the applicant:
    - 1. Claims for credits that are submitted prior to, or with an application for a building permit for which an impact fee will be due will be processed by the City before payment of the impact fee is due in order to allow any credit authorized by the City to reduce the amount of the impact fee; or
    - 2. Claims for credits that are submitted no later than thirty days after the issuance of a building permit for which an impact fee is due shall be processed by the City after the impact fee is paid in full, and any credit authorized by the City will be refunded to the applicant within ninety days of receipt of the claim for credit.
  - L. Claims for credits that are submitted more than six months after the issuance of a building permit for which an impact fee is due are deemed to be waived and shall be denied.
  - M. Determinations made by the City Manager or designee pursuant to this section shall be subject to appeal to the Examiner subject to the procedures set forth in EMC Chapter 2.40.

#### **4.30.110. Impact Fee Refunds.**

- A. The current owner of property on which impact fees have been paid may receive a refund of such fees if the impact fees have not been expended or encumbered within six years of their receipt by the City. In determining whether impact fees have been expended or encumbered, impact fees shall be considered expended or encumbered on a first in, first out basis.
- B. The City shall provide for the refund of fees according to the requirements of this section and RCW 82.02.080. An owner's request for a refund must be submitted to the City Manager or designee in writing within one year of the date the right to claim the refund arises or the date that notice is given, whichever date is later.
- C. Any impact fees that are not expended or encumbered within six years of their receipt by the City, and for which no application for a refund has been made within this one-year period, shall be retained by the City and expended consistent with the provisions of this chapter.
- D. Refunds of impact fees shall include any interest earned on the impact fees.
- E. Should the City seek to terminate all impact fee requirements, all unexpended or unencumbered funds, including interest earned, shall be refunded to the current owner of the property for which an impact fee was paid. Upon the finding that 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 addressed to the owner of the property as shown in the Pierce County tax records. All funds available for refund shall be retained for a period of one year. At the end of one-year period, any remaining funds shall be retained by the City, but must be expended for the original purposes, consistent with the provisions of this section. The notice requirement set forth above shall not apply if there are no unexpended or unencumbered balances within the account or accounts being terminated.
- F. An applicant may request and receive a refund, including interest earned on the impact fee, when:
  - 1. The applicant does not proceed to finalize the development activity as required by statute or City Code or the International Building Code; and
  - 2. The City has not expended or encumbered the impact fees prior to the application for a refund. In the event that the City has expended or encumbered the fees in good faith, no

refund shall be forthcoming. However, 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 shall be eligible for a credit against any then-existing traffic impact fee requirement. The owner must petition the City in writing and provide receipts of impact fees paid by the owner for a development of the same or substantially similar nature on the same property or some portion thereof. The City shall determine whether to grant a credit and such determinations may be appealed by following the procedures set forth in this chapter.

#### **4.30.120. Appeals and Payments under Protest.**

- A. This subsection applies when an applicant seeks a building permit to construct a portion of a development that has already been reviewed and approved, in other respects, pursuant to procedures that comply with EMC Chapter 2.40. An example of this circumstance would be an application for a permit to build one house in a large subdivision that was previously approved. In this case, any appeal of the decision of the City with regard to the imposition of an impact fee or the amount of any impact fees, impact fee credit, or impact fee refund may be taken before the Hearing Examiner pursuant to EMC Chapter 2.40 in conjunction with an appeal of the underlying building permit.
- B. This subsection applies when an applicant seeks a building permit in conjunction with other development approvals that may be subject to an open record hearing and closed record appeal pursuant to procedures that comply with EMC Chapter 2.40. An example of this circumstance would be an application for a short plat and building permit to build a new office park. In this case, any appeal of the decision of the City with regard to the imposition of an impact fee or the amount of any impact fees, impact fee credit, or impact fee refund must be made according to the process outlined for and in conjunction with the underlying development approval.
- C. Any applicant may pay the impact fees imposed by this chapter under protest in order to obtain a building permit.
- D. Only the applicant has standing to appeal impact fee matters.

#### **4.30.130. Council Review of Impact Fees.**

The impact fee schedule adopted by this ordinance shall be reviewed by the City Council, as it deems necessary and appropriate in conjunction with the update of the City's Transportation Improvement Program.

#### **4.30.140. Administrative Fees.**

- A. The cost of administering the traffic impact fee program shall also include an amount equal to five percent of the amount of the total traffic impact fee determined from the fee schedules. The administrative fee shall be deposited into an administrative fee account within the Traffic Mitigation Impact Fee Fund. Administrative fees shall be used to defray the cost incurred by the City in the administration and update of the traffic impact fee program, including, but not limited to, review of independent fee calculations and the value of credits. The administrative fee is not creditable or refundable.
- B. The administrative fee, in addition to the actual impact fees, shall be paid by the applicant to the City at the same time as the impact fee.

#### **4.30.150. Impact Fee Calculations.**

The traffic impact fee shall be calculated using a schedule that identifies a particular fee amount for a particular type of development.

**4.30.160. Schedule of Fees.**

A traffic impact fee shall be assessed against all new development as set forth in Exhibit A – Fee Schedule, attached hereto and incorporated herein by reference as if set forth in full. This fee schedule represents the City's determination of the appropriate share of system improvement costs to be paid by new growth and development.

**4.30.170. Existing Authority Unimpaired.**

Nothing in this chapter shall preclude the City from requiring the applicant to mitigate adverse environmental impacts of a specific development pursuant to the State Environmental Policy Act, RCW 43.21C, based on the environmental documents accompanying the underlying development approval process, and/or RCW 58.17 governing plats and subdivisions; provided, that, the exercise of this authority is consistent with the provisions of RCW 43.21C and RCW 82.02.

**4.30.180. Severability.**

If any section, sentence, clause or phrase of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other Section, sentence, clause or phrase of this ordinance.

**4.30.190. Effective Date.**

This ordinance or a summary thereof consisting of the title shall be published in the official newspaper of the City, and shall take effect and be in full force five (5) days after publication.

**Presented to Council for First Reading on March 13, 2007.** *(pending business)*  
**Presented to Council for First Reading on March 27, 2007.**  
**Presented to Council for First Reading on April 10, 2007.**

**ADOPTED BY THE CITY COUNCIL ON THE 10<sup>th</sup> DAY OF APRIL, 2007.**

\_\_\_\_\_  
Mayor Jeffery Hogan

**ATTEST/AUTHENTICATED:**

**APPROVED AS TO FORM:**

\_\_\_\_\_  
City Clerk Terri Berry

\_\_\_\_\_  
City Attorney Wayne Tanaka

*Date of Publication: April 19, 2007*  
*Effective Date: April 24, 2007*

**LEGAL NOTICE**

April 11, 2007

**NOTICE OF ORDINANCE PASSED BY EDGEWOOD CITY COUNCIL**

The following is a summary of an Ordinance passed by the City of Edgewood City Council on the 10<sup>th</sup> day of April, and shall take effect and be in full force on the 24<sup>th</sup> day of April.

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The full text of the Ordinance is available at the City Clerk's office, Edgewood City Hall, 2221 Meridian Avenue East, Edgewood, WA 98371 (253) 952-3299.

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Terri Berry, City Clerk

Published in the Pierce County Herald on April 19, 2007.

Total Impact Fee \$ 4,615 per P-HT

ITE Code	Customer Type	Land Use Description	Peak-Hour Trips	Pass-By Factor	Adjusted P-H Ts	Impact Fee	Units
110	General Light Industrial	Typically less than 500 employees, free standing and single use. Examples: Printing plants, material testing laboratories, data processing equipment assembly, power stations.	0.98	1	0.98	\$ 4,523	KSF
130	Industrial Park	Industrial Park areas that contain a number of industrial and/or related facilities (mix of manufacturing, service, and warehouse).	0.86	1	0.86	\$ 3,969	KSF
140	Manufacturing	Facilities that convert raw materials into finished products. Typically have related office, warehouse, research, and associated functions.	0.74	1	0.74	\$ 3,415	KSF
151	Mini-Warehouse	Storage Units or Vaults rented for storage of goods. Units are physically separate and access through an overhead door or other common access point. Example: U-Store-It	0.26	1	0.26	\$ 1,200	KSF
210	SF Detached	Single family detached housing.	1.01	1	1.01	\$ 4,661	DU
220	Apartment	Rental Dwelling Units within the same building. At least 4 units in the same building. Examples: Quadplexes and all types of apartment buildings.	0.62	1	0.62	\$ 2,861	DU
230	Condo/Townhouse	Residential Condominium/Townhouses under single-family ownership. Minimum of two single family units in the same building structure.	0.52	1	0.52	\$ 2,400	DU
240	Mobile Home	Trailers or Manufactured homes that are sited on permanent foundations. Typically the parks have community facilities (laundry, recreation rooms, pools).	0.59	1	0.59	\$ 2,723	Occupied DU
253	Elderly Housing	Restricted to senior citizens. Contains residential units similar to apartments or condos. Sometimes in self-contained villages. May also contain medical facilities, dining, and some limited, supporting retail.	0.17	1	0.17	\$ 785	Occupied DU
310	Hotel	Lodging facility that may include restaurants, lounges, meeting rooms, and/or convention facilities. Can include a large motel with these facilities.	0.59	1	0.59	\$ 2,723	Room
320	Motel	Sleeping accommodations and often a restaurant. Free on-site parking and little or no meeting space.	0.47	1	0.47	\$ 2,169	Room
411	Local Park	City-owned parks, varying widely as to location, type, and number of facilities, including boating / swimming facilities, ball fields, and picnic facilities.	0.09	1	0.09	\$ 415	Acres
417	Regional Park	Regional park authority-owned parks, varying widely as to location, type, and number of facilities, including trails, lakes, pools, ball fields, camp / picnic facilities, and general office space.	0.2	1	0.2	\$ 923	Acres
430	Golf Course	Includes 9, 18, 27, and 36 hole municipal and private country clubs. Some have driving ranges and clubhouses with pro shops, restaurants, lounges. Many of the mini courses do not include such facilities	0.3	1	0.3	\$ 1,385	Holes
435	Multipurpose Recreation Facility	Multi-purpose recreational facilities contain two or more of the following land uses at one site: mini-golf, batting cages, video arcade, bumper boats, go-carts, and driving ranges.	3.35	1	3.35	\$ 15,460	Acres
444	Movie Theater w/ Matinee	Theaters with one or more screens, and which show daily matinees	0.07	1	0.07	\$ 323	KSF
493	Health Club	Privately owned with weightlifting and other facilities often including swimming pools, hot tubs, saunas, racquet ball, squash, and handball courts.	5.76	1	5.76	\$ 26,582	KSF
494	Bowling Alley	Recreational facilities with bowling lanes which may include a small lounge, restaurant or snack bar	3.54	1	3.54	\$ 16,337	Lanes
495	Recreational Community Center	Recreational community centers are facilities similar to and including YMCAs, often including classes, day care, meeting rooms, swimming pools, tennis racquetball, handball, weightlifting equipment, locker rooms, & food service.	1.64	1	1.64	\$ 7,569	KSF
520	Elementary School	Public. Typically serves K-6 grades.	0.28	1	0.28	\$ 1,292	Student
522	Middle School	Public. Serves students that completed elementary and have not yet entered high school.	0.15	1	0.15	\$ 692	Student
530	High School	Public. Serves students that completed middle or junior high school.	0.14	1	0.14	\$ 646	Student
540	Junior/Community College	Two-year junior colleges or community colleges.	0.12	1	0.12	\$ 554	Student
560	Church	Contains worship area and may include meeting rooms, classrooms, dining area and facilities.	0.66	1	0.66	\$ 3,046	KSF
565	Day Care	Facility for pre-school children care primarily during daytime hours. May include classrooms, offices, eating areas, and playgrounds.	13.18 0.86	0.33 0.33	4.35 0.28	\$ 20,075 \$ 1,292	KSF Student
590	Library	Public or Private. Contains shelved books, reading rooms or areas, sometimes meeting rooms.	7.09	1	7.09	\$ 32,720	KSF
591	Lodge/Fraternal Organization	Includes a club house with dining and drinking facilities, recreational and entertainment areas, and meeting rooms	0.03	1	0.03	\$ 138	Members
710	General Office	Office building with multiple tenants. Mixture of tenants can include professional services, bank and loan institutions, restaurants, snack bars, and service retail facilities.	1.49	1	1.49	\$ 6,876	KSF
715	Single Tenant Office Building	Single tenant office building. Usually contains offices, meeting rooms, file storage areas, data processing, restaurant or cafeteria, and other service functions.	1.73	1	1.73	\$ 7,984	KSF
720	Medical-Dental Office	Provides diagnosis and outpatient care on a routine basis. Typically operated by one or more private physicians or dentists.	3.72	1	3.72	\$ 17,168	KSF
730	Government Office Building	Individual building containing entire function or one agency of a city or other governmental unit.	11.03	1	11.03	\$ 50,903	KSF
750	Office Park	Park or campus-like planned unit development that contains office buildings and support services such as banks & loan institutions, restaurants, service stations.	1.5	1	1.5	\$ 6,923	KSF
760	Research & Development Center	Single building or complex of buildings devoted to research & development. May contain offices and light fabrication facilities.	1.08	1	1.08	\$ 4,984	KSF
770	Business Park	Group of flex-type or incubator 1 - 2 story buildings served by a common roadway system. Tenant space is flexible to accommodate a variety of uses. Rear of building usually served by a garage door. Typically includes a mix of offices, retail & wholesale	1.29	1	1.29	\$ 5,953	KSF
812	Building Materials & Lumber	Small, free standing building that sells hardware, building materials, and lumber. May include yard storage and shed storage areas. The storage areas are not included in the GLA needed for trip generation estimates.	4.49	1	4.49	\$ 20,721	KSF
813	Discount Super Store	A free-standing discount store that also contains a full service grocery dept. under one roof.	3.87	0.68	2.63	\$ 12,137	KSF
814	Specialty Retail	Small strip shopping centers containing a variety of retail shops that typically specialize in apparel, hard goods, serves such as real estate, investment, dance studios, florists, and small restaurants.	2.71	1	2.71	\$ 12,507	KSF
815	Discount Store	A free-standing discount store that offers a variety of customer services, centralized cashiering, and a wide range of products under one roof. Does not include a full service grocery dept. like Land Use 813, Free-standing Discount Superstore.	5.06	0.83	4.2	\$ 19,383	KSF
816	Hardware/Paint Store	Typically free-standing buildings with off-street parking that sell paints and hardware.	4.84	0.74	3.58	\$ 16,522	KSF
817	Nursery/Garden Center	Free-standing building with yard containing planting or landscape stock. May have large green houses and offer landscape services. Typically have office, storage, and shipping facilities. GLA is Building GLA, not yard and storage GLA.	3.8	1	3.8	\$ 17,537	KSF
820	Shopping Center	Integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Provides enough on-site parking to serve its own parking demand. May include non-merchandising facilities such as office buildings, movie theatres, restaurants, post offices, health clubs, and recreation like skating rinks and amusements.	8.57 6.92 5.82 5.19 4.77	0.66 0.66 0.66 0.66 0.66	5.66 4.57 3.84 3.43 3.15	\$ 26,121 \$ 21,091 \$ 17,722 \$ 15,829 \$ 14,537	KSF KSF KSF KSF KSF
931	Quality Restaurant	High quality eating establishment with slower turnover rates (more than one hour).	7.49	0.56	4.19	\$ 19,337	KSF
933	High Turnover Sit-Down Rest.	Sit-Down eating establishment with turnover rates of less than one hour.	10.92	0.57	6.22	\$ 28,705	KSF
934	Fast Food w/o Drive-Thru	Fast Food but no drive-through window	26.15	0.5	13.08	\$ 60,364	KSF
935	Fast Food With Drive-Thru	Fast Food with drive-through window.	34.64	0.5	17.32	\$ 79,932	KSF
936	Drinking Place	Contains a bar where alcoholic beverages and snacks are serviced and possibly some type of entertainment such as music, games, or pool tables	11.34	1	11.34	\$ 52,334	KSF
841	New Car Sales	New Car dealership with sales, service, parts, and used vehicles	2.64	1	2.64	\$ 12,184	KSF
944	Gas Station	Sell gasoline and may also provide vehicle service and repair. Does not have Convenience Market and/or Car Wash.	13.86	0.58	8.04	\$ 37,105	Fueling Positions
945	Gas/Service Station with Convenience Market	Selling gas and Convenience Market are the primary business. May also contain facilities for service and repair. Does not include Car Wash.	13.38	0.44	5.89	\$ 27,182	Fueling Positions
946	Gas/Service Station with Convenience Market, Car Wash	Selling gas, Convenience Market, and Car Wash are the primary business. May also contain facilities for service and repair.	13.33	1	13.33	\$ 61,518	Fueling Positions
947	Self-Service Car Wash	Allows manual cleaning of vehicles by providing stalls for the driver to park and wash.	5.54	1	5.54	\$ 25,567	Wash Stalls
848	Tire Store	Primary business is tire sales and repair. Generally does not have a large storage or warehouse area.	4.15	0.72	2.99	\$ 13,799	KSF
850	Supermarket	Free-standing grocery store. May also contain ATMs, photo centers, pharmacies, video rental areas.	10.45	0.64	6.69	\$ 30,874	KSF
851	Convenience Market	Sells convenience foods, newspapers, magazines, and often Beer & Wine. Does not have gas pumps.	52.41	0.39	20.44	\$ 94,331	KSF
880	Pharmacy w/o drive through	Facilities that fulfill medical Prescriptions	8.42	0.47	3.96	\$ 18,275	KSF
881	Pharmacy w/ drive through	Facilities that fulfill medical Prescriptions	8.62	0.51	4.4	\$ 20,306	KSF
890	Furniture Store	Sells furniture, accessories, and often carpet/floor coverings.	0.46	0.47	0.22	\$ 1,015	KSF
911	Walk-In Bank	Usually a Free-standing building with a parking lot. Does not have drive-up windows. May have ATMs	33.15	1	33.15	\$ 152,987	KSF
912	Drive-In Bank	Provides Drive-up and walk-in bank services. May have ATMs.	45.74	0.53	24.24	\$ 111,868	KSF

**NOTES:**

Source: Institute of Transportation Engineers, *Trip Generation*, Seventh Edition.

**Land Use Units:**

- KSF = 1,000 gross square feet building area
- DU = dwelling unit
- Room = number of rooms for rent
- Fueling Positions = maximum number of vehicles that can be served simultaneously.
- Student = number of full-time equivalent students enrolled