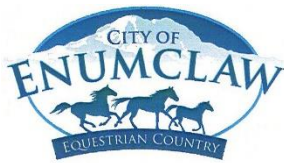


**Community
Development
Department**



**City of Enumclaw
Transportation
Impact Fee Update**

March 1, 2025

Introduction

The Growth Management Act (GMA) allows impact fees, which are charges paid by new development to reimburse local governments for the capital cost of constructing public facilities needed to serve new development. Impact fees are only used to fund facilities directly associated with the impacts that new growth creates in a community, such as transportation (streets, sidewalks, bikeways), schools, and parks.

RCW 82.02.090 defines impact fees as a "payment of money imposed upon development as a condition of development approval to pay for public facilities needed to serve new growth and development, and that is reasonably related to the new development that creates additional demand and need for public facilities, that is a proportionate share of the cost of the public facilities, and that is used for facilities that reasonably benefit the new development."

Under WAC 365-195-850, counties and cities are authorized to impose impact fees on development activity that are related to constructing system improvements. Impact fees may include: Public streets and roads; publicly owned parks, open space, and recreation facilities; school facilities; and fire protection facilities. In 2023, the Washington state legislature approved Senate Bill 5452, which amended RCWs and WACs to explicitly allow "bicycle and pedestrian facilities that were designed with multimodal commuting as an intended use."

The impact fees that are described in this study do not include any other forms of developer contributions or exactions, such as mitigation or voluntary payments authorized by SEPA (the State Environmental Policy Act, RCW 43.21C), system development charges for water and sewer authorized for utilities (RCW 35.92 for municipalities), local improvement districts or other special assessment districts, linkage fees, or land donations or fees in lieu of land.

This report provides an update to the Transportation Impact Fee Program (TIF) for the City of Enumclaw. The update was prepared for the following reasons:

- The Enumclaw TIF program was adopted in 1998 and updated subsequent to Comprehensive Plan updates in 2008 and 2016.
- New projects have been added to the City's 2024 Comprehensive Plan while other projects on the original impact fee project list have been completed or are no longer planned for or eligible to be included in the TIF.
- Changing project scopes and high inflation rates, as well as permit review delays and WSDOT requirements have increased the costs of projects on the impact fee project list.

- Regional traffic growth, an emphasis on infill land use and redevelopment, and development patterns have changed, and/or forecast years have been extended.
- The GMA and RCW's were amended in 2023 by House Bill 1181 to require Multimodal Level of Service (MMLOS) standards for active transportation facilities and Senate Bill 5452 to explicitly allow bicycle and pedestrian facilities that were designed with multimodal commuting as an intended use as TIF-eligible public facilities.
- In an effort to reduce vehicle miles traveled and greenhouse gas emissions from vehicle travel, multiple House and Senate Bills amended the GMA and RCW's to significantly increase residential densities in cities by allowing ADUs, allow multifamily forms of housing in single family zoned areas, and allow multiple homes on individual lots. More people living closer to work, shopping, services, education, medical facilities, entertainment, and recreation will create more demand and need for sidewalks, bikeways, and multiuse pathways in Enumclaw, as reflected in the Transportation Element long-term project list.

The remaining sections of the report describe the impact fee program methodology, the analyses performed, and the resulting recommendations.

2024-2044 Transportation Impact Fee (TIF) Analysis

The City of Enumclaw's TIF structure was designed to determine the fair share of improvement costs that may be charged for a new development. Passed in 1990, the GMA allows impact fees for system improvements relating to the impacts of new development and specifies that fees are not to exceed a proportionate share of the costs of improvements. The following key points summarize the TIF program structure:

- The Comprehensive Plan Transportation Element contains a 20-year (2024-2044) multimodal transportation system improvement project list (Table 1) focused on accommodating the amount of planned growth in the Land Use Element (Figure 1).
- Not all projects are TIF-eligible, and projects specifically needed to serve new growth were identified and prioritized accordingly. The expectations are that the City will program these projects into the Six-year Transportation Improvement Program (TIP), as needed, or as grant funding opportunities arise.
- Growth and development create transportation impacts (Table 2) and is expected to contribute a proportionate share of the cost to construct the projects needed to serve growth. The amount that development must contribute to the funding for TIF-eligible projects varies according to land use type, scope, scale, and intensity of

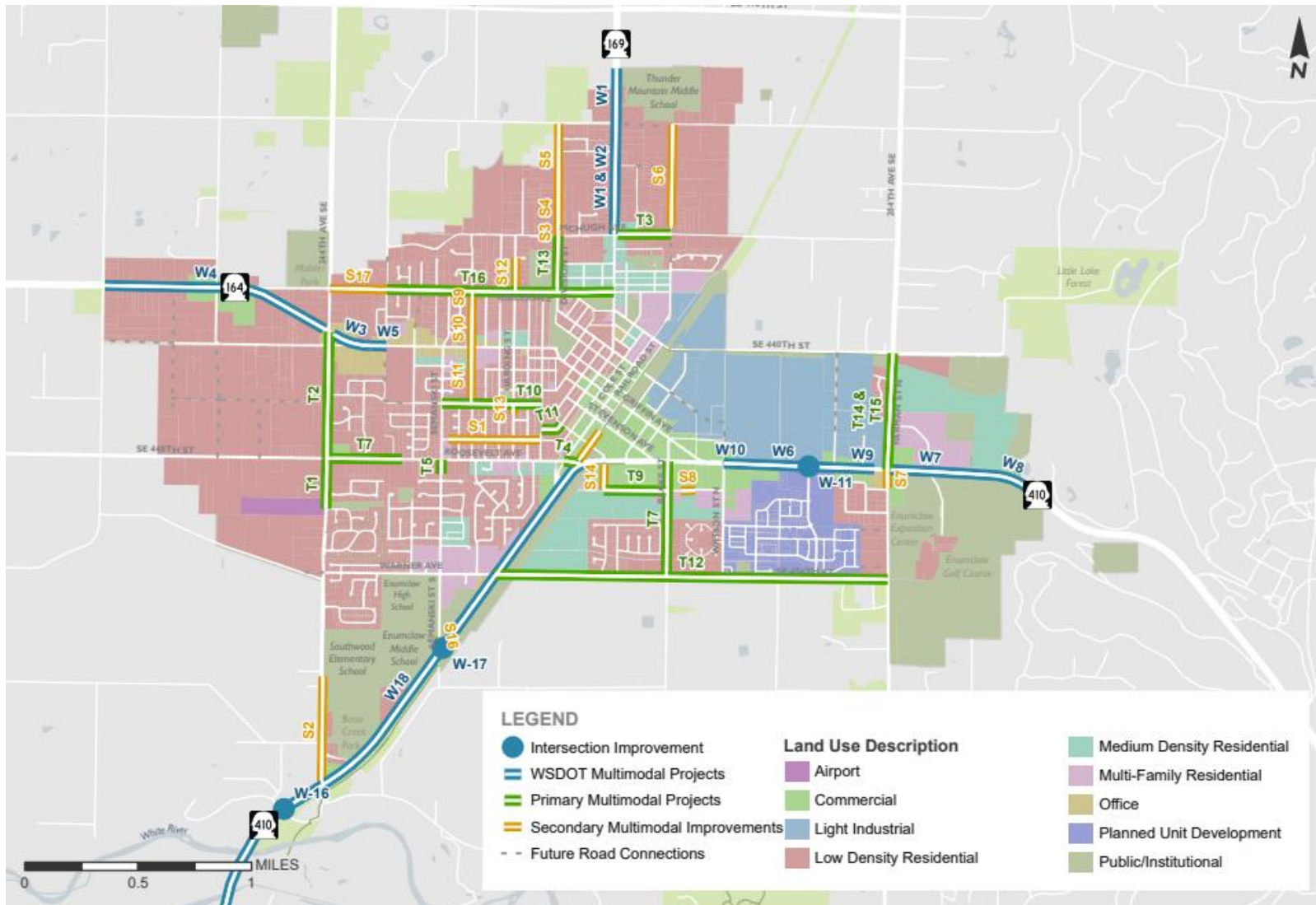
development, location within the City, and the demand for walking, biking, and driving facilities created by these factors.

In calculating site-specific TIF assessments, the following components are included:

- Cost of transportation system improvements necessitated by development
- Consideration of past or future payments by development (user fees, debt service payments, taxes, other)
- Trip credits awarded for documented previous uses on site; and
- TIF credit for the value of any dedication of right-of-way needed for improvements on the TIF-eligible project list

Table 1. Enumclaw Transportation System Improvements (2024-2044)

Map ID	State Highway - Active Transportation	Project	Total Cost	Eligible	TIF Cost
W1	SR 169 - McHugh Avenue to Thunder Mountain Middle School	Construct 10-foot Shared Use Pathway East side	\$ 1,500,000	35%	\$525,000
W2	SR 169 - SE 432nd Street to SE 424th St	Sidewalks	\$ 1,500,000	35%	\$525,000
W3	SR 164 - 244th Avenue SE to 24631 SR 164	Sidewalks	\$ 850,000	45%	\$382,500
W4	SR 164 - 228th Avenue SE to 244th Avenue SE	Sidewalks	\$ 1,000,000	35%	\$350,000
W5	SR 164 - 24631 SR 164 to Highpoint Street	Sidewalks	\$ 175,000	45%	\$78,750
W6	SR 410 - 202 Roosevelt Ave E to 964 Roosevelt Ave E	Sidewalks	\$ 2,000,000	65%	\$1,300,000
W7	SR 410 - 284th Avenue SE to 1860 Roosevelt Ave E	Sidewalks	\$ 1,700,000	65%	\$1,105,000
W8	SR 410 - 1861 Roosevelt Ave E to City boundary	Sidewalks	\$ 400,000	65%	\$260,000
W9	SR 410 - 964 Roosevelt Ave E to Brown Bear Car Wash	Sidewalks	\$ 300,000	65%	\$195,000
W10	SR 410 - Watson Street N to 202 Roosevelt Ave E	Sidewalks	\$ 125,000	65%	\$81,250
State Hwy Active Transportation Improvements Subtotal			\$9,550,000		\$4,802,500
Map ID	State Highway - Intersection and Roadway Improvements	Project	Total Cost	Eligible	TIF Cost
W11	SR 410/Suntop	Roundabout constructed as private mitigation	\$ -	0%	\$0
W12	SR 410/Monroe	Signal or Roundabout when warranted	\$ 2,500,000	15%	\$375,000
W13	SR 169/McHugh	Signal or Roundabout when warranted	\$ 2,500,000	15%	\$375,000
W14	SR 169/Kibler	Signal or Roundabout when warranted	\$ 2,500,000	15%	\$375,000
W15	SR 169/Battersby	Signal or Roundabout when warranted	\$ 2,500,000	15%	\$375,000
W16	SR 410/241st Avenue SE	Reconstruct intersection to restrict access for SR 410 safety	\$ 500,000	15%	\$75,000
W17	SR 410/Semanski St	Roundabout & intersection realignment recommended	\$ 3,000,000	15%	\$450,000
W18	SR 410 from 244th to Roosevelt in downtown Enumclaw	Roadway widening to add vehicle capacity recommended	\$ 35,000,000	0%	\$0
State Hwy Intersection/Roadway Improvements Subtotal			\$48,500,000		\$2,025,000
Map ID	City Street Active Transportation - Primary	Project	Total Cost	Eligible	TIF Cost
T1	244th Avenue SE - Hamilton Place to SE448th Street	Construct Major arterial standard; Trail per Parks Plan	\$ 1,650,000	35%	\$577,500
T2	244th Avenue SE - SE 448th Street to SR 164	Construct Major arterial standard; Trail per Parks Plan	\$ 9,000,000	35%	\$3,150,000
T3	McHugh Avenue - SE 432nd Street - SR 169 to 268th Avenue SE	Improve to Collector arterial standard - sidewalk both sides	\$ 3,300,000	55%	\$1,815,000
T4	Roosevelt Avenue - SR 410 to Cole Street	Complete Sidewalk Gaps - one side	\$ 100,000	45%	\$45,000
T5	Semanski Street - Roosevelt Avenue to Terry Lane	Complete Sidewalk Gaps - one side	\$ 125,000	35%	\$43,750
T6	Blake Street - SR 164 to SR 410	Complete Sidewalk Gaps	\$ 250,000	65%	\$162,500
T7	Blake Street - SR 410 to SE 456th Street	Complete Sidewalk Gaps	\$ 2,250,000	55%	\$1,237,500
T8	SE 448th Street - 3005 Roosevelt Avenue to City boundary	Complete Sidewalk Gaps	\$ 1,500,000	45%	\$675,000
T9	Dickson Avenue - Mountain Villa Drive to Blake Street	Improve to Collector arterial standard - sidewalk both sides	\$ 1,200,000	65%	\$780,000
T10	Elmont Avenue - Semanski Street to Laframboise Street	Reconstruct to Local Street Std	\$ 4,000,000	35%	\$1,400,000
T11	Nielsen Avenue - Laframboise Street to Monroe Avenue	Reconstruct to Local Street Std	\$ 1,375,000	35%	\$481,250
T12	Warner Avenue - SE 456th Street - SR 410 to 284th Avenue SE (N side)	Construct Collector arterial std; Trail per Parks Plan	\$ 2,000,000	35%	\$700,000
T13	Division Street - Kibler Avenue to McHugh Avenue	Improve to Collector arterial standard - sidewalk both sides	\$ 1,500,000	55%	\$825,000
T14	Farman Street North - SR 410 to Battersby Avenue	Construct shared use path (West Side) per Parks Plan	\$ 1,500,000	65%	\$975,000
T15	Farman Street North - SR 410 to Battersby Avenue	Complete Sidewalk Gaps	\$ 1,325,000	65%	\$861,250
T16	Kibler Avenue - Highpoint Street to SR 169	Complete Sidewalk Gaps	\$ 2,750,000	55%	\$1,512,500
City Primary Active Transportation Improvements Subtotal			\$33,825,000		\$15,241,250
Map ID	City Street Active Transportation - Secondary	Project	Total Cost	Eligible	TIF Cost
S1	Lincoln Avenue - Semanski Street to Laframboise Street	Sidewalks	\$ 1,450,000	35%	\$507,500
S2	244th Avenue SE UGA - SR 164 to SE 436th Street	Sidewalks	\$ 730,000	65%	\$474,500
S3	260th Avenue SE - McHugh Avenue to 3355 260th Ave SE	Sidewalks	\$ 110,000	35%	\$38,500
S4	260th Avenue SE - 3355 260th Ave SE to 42905 260th Ave SE	Sidewalk - one side only	\$ 300,000	65%	\$195,000
S5	260th Avenue SE - 42905 260th Ave SE to SE 424th Street	Sidewalks	\$ 1,560,000	65%	\$1,014,000
S6	268th Avenue SE - 43110 268th Ave SE to SE 424th Street	Sidewalks	\$ 2,040,000	65%	\$1,326,000
S7	284th Avenue SE - Roosevelt Avenue to SE 449th Street	Sidewalk - one side only	\$ 90,000	45%	\$40,500
S8	Dickson Avenue - Dudley Avenue to Aspen Glade Apartments	Sidewalk - one side only	\$ 270,000	65%	\$175,500
S9	Florence Street - 1945 Florence Street to Kibler Avenue	Sidewalks	\$ 320,000	65%	\$208,000
S10	Florence Street - SR 164 to 1945 Florence Street	Sidewalk - one side only	\$ 300,000	65%	\$195,000
S11	Florence Street - Elmont Avenue to SR 164	Sidewalk - one side only	\$ 340,000	65%	\$221,000
S12	Harding Street - Kibler Avenue to Lowell Place	Sidewalk - one side only	\$ 750,000	45%	\$337,500
S13	Harding Street - Elmont Street to 1217 Harding Street	Sidewalk - one side only	\$ 90,000	45%	\$40,500
S14	Mountain Villa Drive - Foothills Trail to Dickson Avenue	Sidewalk - one side only	\$ 260,000	65%	\$169,000
S15	Railroad Street - Roosevelt Avenue to 1297 Railroad Street	Sidewalk - one side only	\$ 150,000	65%	\$97,500
S16	Semanski Street S - McDougall Avenue to SR 410	Sidewalk - one side only	\$ 110,000	20%	\$22,000
S17	SE 436th Street (UGA) - Highpoint Street to 244th Avenue SE	Complete Sidewalk Gaps	\$ 1,125,000	35%	\$393,750
City Secondary Active Transportation Improvements Subtotal			\$9,995,000		\$5,455,750
Cumulative Total			\$101,870,000		\$27,524,500



City Multimodal Improvements and Future Land Use

City of Enumclaw Transportation Element Update



FIGURE



Table 2. PM Peak Trips Forecast in City of Enumclaw (2024-2044)
 [28,867 trips in 2044 minus 22,406 trips in 2024 = 6,461 net new trips]

Region		PM Peak Hour Trips							Total Trips
		Single Family	Multi-Family	Manufacturing	Retail	FIRE	Government / Higher Ed	Education (K-12)	
2020	Downtown/Center	545	37	232	5,826	2,294	469	390	9,793
	East Side	372	8	60	721	33	247	-	1,441
	North Side	850	16	-	183	120	16	718	1,903
	South Side	648	20	32	2,538	190	-	-	3,428
	Southwest Side	1,001	70	33	274	443	-	1,207	3,028
	West Side	1,031	26	-	548	969	29	210	2,813
	Sum	4,447	177	357	10,090	4,049	761	2,525	22,406
2044	Downtown/Center	555	97	330	13,418	107	458	312	15,277
	East Side	441	104	124	690	33	352	-	1,744
	North Side	1,137	13	-	51	-	59	832	2,092
	South Side	740	29	-	2,801	-	110	-	3,680
	Southwest Side	1,052	93	-	325	37	131	1,469	3,107
	West Side	1,402	26	-	244	969	138	188	2,967
	Sum	5,327	362	454	17,529	1,146	1,248	2,801	28,867
Annual Rate of Change		0.76%	3.03%	1.01%	2.33%	-5.12%	2.08%	0.43%	1.06%

Methodology

The process of preparing the TIF schedule began by reviewing the Transportation Element project list and identifying projects that:

- 1) Provide vehicular capacity to accommodate growth on roadways through widening, intersection improvements, new corridors, or other treatments that enhance the vehicle capacity of the transportation system. This will be important to help the City in partnerships with WSDOT and King County to address regional roadways.
- 2) Provide bicycle and pedestrian (active transportation) facilities that were designed with multimodal commuting as an intended use. This will be important to accommodate infill growth, to promote people walking, biking, and rolling, and to improve safety for the City's most vulnerable users and to reduce vehicle miles traveled.

Some projects in the Transportation Element are not TIF-eligible because they are either maintenance-related (resurfacing or rechannelization) or are addressing existing deficiencies, such as insufficient right-of-way or regionally generated traffic or needs rather than locally generated traffic or needs. However, most of the projects in the Transportation Element, including sidewalks, bikeways, and multiuse pathways, are considered needed to accommodate new infill growth, redevelopment, and higher residential densities, which is expected to create higher demand for walking, biking, and rolling throughout the community.

Projects identified as being TIF-eligible were then evaluated to determine how much of the total project cost could be supported by the TIF. Capital projects listed in Table 1 were overlain on the Land Use Element map (Figure 1) and evaluated for growth trips generated in different parts of the City (Table 2) to determine a proportionate share of the total project cost that new development will be responsible for. This evaluation found that all the TIF-eligible projects were partially eligible with proportionate shares ranging from 15 percent to 65 percent of total project cost.

Cost Allocation Results

The total cost of all capital costs identified in the Transportation Element are estimated at \$101,870,000. The proposed widening of SR 410 in Enumclaw is more related to regional traffic impacts than the impacts of local growth so the \$35 million estimated cost has been removed from eligibility. This results in TIF-eligible projects totaling about \$66,870,000.

Option 1. Legal Maximum

TIF assessments set at the legal maximum (Table 3) would be expected to contribute approximately \$31,550,500 or 47 percent of the total costs of the \$66,870,000 TIF-eligible improvements but only represent about 30 percent of the total capital costs. City funds, new grants, agency partnerships, and other sources will need to contribute the remaining 53 percent of the total TIF-eligible project costs, and the remaining \$71,694,500 cost of the other capital improvements that are not constructed by developers as street frontage improvements or mitigating measures.

The “cost per new trip end” was determined by dividing the total eligible project cost by the total number of new PM peak hour trip ends¹ based in Enumclaw. A total of **6,461** new PM peak hour vehicle trip ends are estimated to occur on the City of Enumclaw multimodal transportation system between 2024 and 2044. It should be noted that education trips associated with new schools are not included because that particular land use type is not eligible for inclusion in growth trips, as contained in Enumclaw Ordinance 2399.

TIF Option 1 - Legal Maximum	
\$30,868,000	Total TIF costs for all projects
6,461	Growth Trips 2020-2044
\$4,778	2025 Impact Fee per Growth Trip
\$3,239	Existing (2024) Impact Fee per Trip
\$1,539	Net Increase Per Trip = 47.5%
-\$939	(16%) below average TIF rate in western WA

The analysis produced the following results.

Impact fee costs: \$ 30,868,000
Divided by:
 New PM peak hour trip ends ÷ 6,461
Equals:
 Cost per new trip ends **\$ 4,778**

The new cost per trip end represents a \$1,645 (51%) increase over the previous 2016 trip cost. The TIF for a single-family detached house would increase from \$3,239 to \$4,884. In 2024, the average TIF rate charged in in western Washington is \$5,717 as documented in this [TIF comparison chart of 74 cities and 5 counties](#).

The Community and Economic Development (CED) Committee evaluated cost options and a 5% reduction from the legal maximum TIF was recommended as Option 2 (below).

Option 2. TIF-Eligible Project Costs Reduced by 5%

TIF assessments set 5% below the legal maximum (Table 4) would be expected to contribute approximately \$27,524,500 or 41 percent of the total costs of the \$66,870,000 TIF-eligible improvements but only represent 27 percent of the total capital costs. City funds, new grants, agency partnerships, and other sources will need to contribute the remaining 63 percent of the total TIF-eligible project costs, and the remaining \$74,345,500 cost of the other capital improvements that are not constructed by developers as street frontage improvements or mitigating measures.

TIF Option 2 - 5% Reduction	
\$27,524,500	Total TIF costs with 5% reduction
6,461	Growth Trips 2020-2044
\$4,260	2025 Impact Fee per Growth Trip
\$3,239	Existing (2024) Impact Fee per Trip
\$1,021	Net Increase Per Trip = 31.5%
-\$1,457	(25.4%) below average TIF rate in western WA

The analysis produced the following results.

Impact fee costs: \$ 27,524,500
Divided by:
 New PM peak hour trip ends ÷ 6,461
Equals:
 Cost per new trip ends **\$ 4,260**

The 2025 cost per trip end is a \$1,021 (31.5%)* increase over the previous 2016 trip cost. The TIF for a single-family detached house has increased from \$3,239 to \$4,004 (23.6%).

**It should be noted that transportation construction costs are estimated to have risen by approximately 70% from 2016 to the present.*

Trip Generation

Trip generation rates for each land use type are derived from the Institute of Transportation Engineers (ITE) Trip Generation (11th Edition). Land use totals for 2024 and 2044 from the City’s 2024 Comprehensive Plan were used to develop the number of trips generated for both periods. The difference, or growth, in trips generated by the land uses are shown in Table 2. The “new” trip percentages are derived partially from ITE data and from available surveys conducted around the country. For land use types that use building square feet instead of employees, those land uses were adjusted to reflect trips per employee. This was necessary given land use in the travel demand model uses number of employees as input. The total trip ends accounts for internal trips.

Schedule of TIF Rates

The impact fee schedule of rates is shown in the last column in Table 4. In the fee schedule, fees are shown as dollars per unit of development for various land use categories. Table 4 provides two examples (single-family residential and general office) of the calculation.

ITE Land Use Definitions

The definitions for all land uses listed in Table 4. (below) are derived from the ITE Trip Generation Manual (11th Edition), available for purchase in hard copy or web version at www.itetripgen.org

Conclusions

The City of Enumclaw TIF Program was last updated in 2016 and impact fees were imposed under EMC Chapter 19.24 on all new development activity in the city. The proposed TIF rates have been updated to be consistent with the adopted long-term project list in the Comprehensive Plan, and to account for updated construction and regulatory costs, as well as amendments to the GMA and RCWs regarding transportation, land use, and housing. The TIF rate schedule (Table 4) lists the TIF base rate to be assessed to a variety of land use types listed in the ITE Trip Generation Manual (11th Ed.). The proposed City TIF rates are anticipated to generate \$1,376,193 per year over the next 20 years (2024 – 2044), representing approximately 30 percent of total funding needs of the capital projects identified in the Transportation Element of the Comprehensive Plan and Table 1 of this report.

Table 4. Impact Fee Schedule (City staff use an interactive spreadsheet to calculate TIF by units or square feet)

**City of Enumclaw
Schedule of Transportation Impact Fees**

Cost per PM peak hour trip end = \$4260

Land Use Category - ITE 11th Edition	Land Use Subcategory	Notes (see below)	ITE Land Use Code	ITE Average PM Peak Hour Trip Rate (1)	Unit*	Pass-By Trip Reduction Factor ** (2)	Net New Trip Rate (3)	Impact Fee Per Unit (4)
RESIDENTIAL								
Single-Family Detached Housing		2	210	0.94	Dwelling Unit	1.00	0.94	\$4,004
Single-Family Attached Housing		2	215	0.57	Dwelling Unit	1.00	0.57	\$2,428
Multifamily housing (low-rise)		2	220	0.51	Dwelling Unit	1.00	0.51	\$2,173
Multifamily housing (mid-rise)	Not Close to Rail Transit	2	221	0.39	Dwelling Unit	1.00	0.39	\$1,661
Multifamily housing (mid-rise)	Close to Rail Transit	2	221	0.29	Dwelling Unit	1.00	0.29	\$1,235
Multifamily housing (high-rise)	Not Close to Rail Transit	2	222	0.32	Dwelling Unit	1.00	0.32	\$1,363
Multifamily housing (high-rise)	Close to Rail Transit	1	222	0.26	Dwelling Unit	1.00	0.26	\$1,108
Affordable Housing	Income Limits		223	0.46	Dwelling Unit	1.00	0.46	\$1,960
Affordable Housing	Senior	1	223	0.09	Dwelling Unit	1.00	0.09	\$383
Off-Campus Student Apartment (low-rise)		2	225	0.24	Bedrooms	1.00	0.24	\$1,022
Off-Campus Student Apartment (mid-rise)		1	226	0.21	Bedrooms	1.00	0.21	\$895
Off-Campus Student Apartment (high-rise)		1	227	0.04	Bedrooms	1.00	0.04	\$170
Low-Rise Residential with Ground Floor Commercial		1	230	0.36	Dwelling Unit	1.00	0.36	\$1,534
Mid-Rise Residential with Ground-Floor Commercial		1, 5	231	0.28	Dwelling Unit	1.00	0.28	\$1,193
High-Rise Residential with Ground-Floor Commercial		1	232	0.21	Dwelling Unit	1.00	0.21	\$895
Mobile Home Park		2	240	0.58	Dwelling Unit	1.00	0.58	\$2,471
Senior Adult Housing - Single-Family		2	251	0.30	Dwelling Unit	1.00	0.30	\$1,278
Senior Adult Housing - Multifamily		2	252	0.25	Dwelling Unit	1.00	0.25	\$1,065
Congregate Care Facility		2	253	0.18	Dwelling Unit	1.00	0.18	\$767
Assisted Living			254	0.24	Beds	1.00	0.24	\$1,022
Continuing Care Retirement Community		2	255	0.19	Units	1.00	0.19	\$809
Recreational Homes		2	260	0.29	Dwelling Unit	1.00	0.29	\$1,235
Timeshare		2	265	0.63	Dwelling Unit	1.00	0.63	\$2,684
Residential Planned Unit Development (PUD)		2	270	0.69	Dwelling Unit	1.00	0.69	\$2,939



Land Use Category - ITE 11th Edition	Land Use Subcategory	Notes (see below)	ITE Land Use Code	ITE Average PM Peak Hour Trip Rate (1)	Unit*	Pass-By Trip Reduction Factor ** (2)	Net New Trip Rate (3)	Impact Fee Per Unit (4)
RECREATIONAL								
Public Park			411	0.11	Acres	1.00	0.11	\$469
Campground/Recreational Vehicle Park		1	416	0.98	Acres	1.00	0.98	\$4,175
Marina		1	420	0.21	Berths	1.00	0.21	\$895
Golf Course		1	430	0.28	Acre	1.00	0.28	\$1,193
Miniature Golf Course		1	431	0.33	Holes	1.00	0.33	\$1,406
Golf Driving Range			432	1.25	Tees/Driving Positions	1.00	1.25	\$5,325
Batting Cages		1	433	2.22	Cages	1.00	2.22	\$9,457
Rock Climbing Gym		1	434	1.64	1,000 sf GFA	1.00	1.64	\$6,986
Multipurpose Recreational Facility		1	435	3.58	1,000 sf GFA	1.00	3.58	\$15,251
Trampoline Park		1	436	1.5	1,000 sf GFA	1.00	1.50	\$6,390
Bowling Alley		1	437	1.16	1,000 sf GFA	1.00	1.16	\$4,942
Adult Cabaret		1	440	2.93	1,000 sf GFA	1.00	2.93	\$12,482
Movie Theatre		1	445	0.08	Seats	1.00	0.08	\$341
Horse Racetrack		1	452	0.06	Seats	1.00	0.06	\$256
Automobile Racetrack		1, 4 (b)	453	0.28	Attendees	1.00	0.28	\$1,193
Dog Racetrack		1	454	0.15	Attendees	1.00	0.15	\$639
Professional Baseball Stadium		1	462	0.15	Attendees	1.00	0.15	\$639
Ice Skating Rink		1	465	1.33	1,000 sf GFA	1.00	1.33	\$5,666
Snow Ski Area		1, 4 (a)	466	33.77	Lifts	1.00	33.77	\$143,860
Bingo Hall		1, 4 (a)	470	0.82	Attendees	1.00	0.82	\$3,493
Casino		2	473	22.61	1,000 sf GFA	1.00	22.61	\$96,319
Amusement Park		1	480	3.95	Acres	1.00	3.95	\$16,827
Water Slide Park		1	482	0.28	Parking Spaces	1.00	0.28	\$1,193
Soccer Complex		1	488	16.43	Fields	1.00	16.43	\$69,992
Tennis Courts		1	490	4.21	Tennis Court	1.00	4.21	\$17,935
Racquet/Tennis Club		1	491	3.82	Tennis Court	1.00	3.82	\$16,273
Health/Fitness Club			492	3.45	1,000 sf GFA	1.00	3.45	\$14,697
Athletic Club		1	493	6.29	1,000 sf GFA	1.00	6.29	\$26,795
Recreational Community Center			495	2.50	1,000 sf GFA	1.00	2.50	\$10,650



Land Use Category - ITE 11th Edition	Land Use Subcategory	Notes (see below)	ITE Land Use Code	ITE Average PM Peak Hour Trip Rate (1)	Unit*	Pass-By Trip Reduction Factor ** (2)	Net New Trip Rate (3)	Impact Fee Per Unit (4)
INSTITUTIONAL								
Military Base		2	501	0.39	Employee	1.00	0.39	\$1,661
Elementary School			520	0.16	Students	1.00	0.16	\$682
Middle School/Junior High School			522	0.15	Students	1.00	0.15	\$639
High School			525	0.14	Students	1.00	0.14	\$596
School District Office		2	528	0.72	Employee	1.00	0.72	\$3,067
Private School (K-8)		1	530	0.26	Students	1.00	0.26	\$1,108
Private School (K-12)		1	532	0.17	Students	1.00	0.17	\$724
Private High School		1	534	0.19	Students	1.00	0.19	\$809
Charter Elementary School		1	536	0.16	Students	1.00	0.16	\$682
Charter School (K-12)		1, 4 (a)	538	0.73	Students	1.00	0.73	\$3,110
Junior/Community College			540	0.11	Students	1.00	0.11	\$469
University/College		2	550	0.15	Students	1.00	0.15	\$639
Church			560	0.49	1,000 sf GFA	1.00	0.49	\$2,087
Synagogue		1, 4 (c)	561	2.92	1,000 sf GFA	1.00	2.92	\$12,439
Mosque		1, 4 (c)	562	4.22	1,000 sf GFA	1.00	4.22	\$17,977
Day Care Center		2	565	0.79	Students	0.56	0.44	\$1,885
Cemetery		1	566	3.81	Employee	1.00	3.81	\$16,231
Adult Detention Center			571	0.25	Employee	1.00	0.25	\$1,065
Fire and Rescue Station		1	575	0.44	Employee	1.00	0.44	\$1,874
Museum		1	580	0.58	Employee	1.00	0.58	\$2,471
Library			590	8.16	1,000 sf GFA	1.00	8.16	\$34,762
BUSINESS & COMMERCIAL								
Hotel		2	310	0.59	Room	1.00	0.59	\$2,513
All Suites Hotel		2	311	0.36	Room	1.00	0.36	\$1,534
Business Hotel		2	312	0.31	Room	1.00	0.31	\$1,321
Motel		2	320	0.36	Room	1.00	0.36	\$1,534
Resort Hotel		2	330	0.41	Room	1.00	0.41	\$1,747
Tractor Supply Store			810	1.40	1,000 sf GFA	1.00	1.40	\$5,964
Construction Equipment Rental Store		1, 3 (a)	811	0.99	1,000 sf GFA	0.75	0.74	\$3,163
Building Materials and Lumber Store		3 (a)	812	2.25	1,000 sf GFA	0.75	1.69	\$7,189
Free-Standing Discount Superstore			813	4.33	1,000 sf GFA	0.71	3.07	\$13,097
Variety Store			814	6.70	1,000 sf GLA	0.66	4.42	\$18,838
Free-Standing Discount Store		2	815	4.86	1,000 sf GFA	0.80	3.89	\$16,563
Hardware/Paint Store			816	2.98	1,000 sf GFA	0.74	2.21	\$9,394
Nursery (Garden Center)		3 (a)	817	6.94	1,000 sf GFA	0.75	5.21	\$22,173
Nursery (Wholesale)		1, 3 (a)	818	5.24	1,000 sf GFA	0.75	3.93	\$16,742
Shopping Center (>150k)	GLA (150k-300k)	2	820	3.40	1,000 sf GLA	0.71	2.41	\$10,284
Shopping Center (>150k)	GLA (300k-900k)	2	820	3.40	1,000 sf GLA	0.81	2.75	\$11,732
Shopping Plaza (40-150k)	Supermarket - Yes	2	821	9.03	1,000 sf GLA	0.60	5.42	\$23,081
Shopping Plaza (40-150k)	Supermarket - No		821	5.19	1,000 sf GLA	0.60	3.11	\$13,266
Strip Retail Plaza (<40k)		2, 3 (b)	822	6.59	1,000 sf GLA	0.60	3.95	\$16,844
Factory Outlet Center		2 (b)	823	2.29	1,000 sf GLA	0.60	1.37	\$5,853



Land Use Category - ITE 11th Edition	Land Use Subcategory	Notes (see below)	ITE Land Use Code	ITE Average PM Peak Hour Trip Rate (1)	Unit*	Pass-By Trip Reduction Factor ** (2)	Net New Trip Rate (3)	Impact Fee Per Unit (4)
BUSINESS & COMMERCIAL								
Automobile Sales (News)		2, 3 (a)	840	2.42	1,000 sf GLA	0.75	1.82	\$7,732
Automobile Sales (Used)		3 (a)	841	3.75	1,000 sf GFA	0.75	2.81	\$11,981
Recreational Vehicle Sales		3 (a)	842	0.77	1,000 sf GFA	0.75	0.58	\$2,460
Automobile Parts Sales			843	4.90	1,000 sf GFA	0.57	2.79	\$11,898
Tire Store			848	3.75	1,000 sf GFA	0.75	2.81	\$11,981
Tire Superstore		3 (c)	849	2.11	1,000 sf GFA	0.75	1.58	\$6,741
Supermarket		2	850	8.95	1,000 sf GFA	0.76	6.80	\$28,977
Convenience Store		3 (d)	851	49.11	1,000 sf GFA	0.76	37.32	\$158,999
Discount Club			857	4.19	1,000 sf GFA	0.66	2.77	\$11,781
Farmers Market		1, 3 (d), 4 (a)	858	179.84	Acres	0.76	136.68	\$582,250
Wholesale Market		1, 3 (d)	860	1.76	1,000 sf GFA	0.76	1.34	\$5,698
Sporting Goods Store		2, 3 (b)	861	2.14	1,000 sf GFA	0.60	1.28	\$5,470
Home Improvement Superstore			862	2.29	1,000 sf GFA	0.58	1.33	\$5,658
Electronic Superstore		2	863	4.25	1,000 sf GFA	0.60	2.55	\$10,863
Toy/Children's Superstore		1, 3 (b)	864	5.00	1,000 sf GFA	0.60	3.00	\$12,780
Baby Superstore		1, 3 (b)	865	1.82	1,000 sf GFA	0.60	1.09	\$4,652
Pet Supply Superstore		1, 3 (b)	866	3.55	1,000 sf GFA	0.60	2.13	\$9,074
Office Supply Superstore		1, 3 (b)	867	2.77	1,000 sf GFA	0.60	1.66	\$7,080
Book Superstore		1, 3 (b)	868	15.83	1,000 sf GFA	0.60	9.50	\$40,461
Discount Home Furnishing Superstore		3 (b)	869	1.57	1,000 sf GFA	0.60	0.94	\$4,013
Bed and Linen Superstore		1, 3 (b)	872	2.22	1,000 sf GFA	0.60	1.33	\$5,674
Department Store		3 (b)	875	1.95	1,000 sf GFA	0.60	1.17	\$4,984
Apparel Store		3 (b)	876	4.12	1,000 sf GFA	0.60	2.47	\$10,531
Arts and Crafts Store		1, 3 (b)	879	6.21	1,000 sf GFA	0.60	3.73	\$15,873
Pharmacy/Drug Store without Drive-Through			880	8.51	1,000 sf GFA	0.47	4.00	\$17,039
Pharmacy/Drug Store with Drive-Through			881	10.25	1,000 sf GFA	0.51	5.23	\$22,269
Marijuana Dispensary		3 (a)	882	18.92	1,000 sf GFA	0.75	14.19	\$60,449
Furniture Store		2	890	0.52	1,000 sf GFA	0.47	0.24	\$1,041
Beverage Container Recycling Depot		1, 3 (a), 4 (a)	895	10.10	1,000 sf GFA	0.75	7.58	\$32,270
Medical Equipment Store		1, 3 (a)	897	1.24	1,000 sf GFA	0.75	0.93	\$3,962
Liquor Store		3 (a)	899	16.62	1,000 sf GFA	0.75	12.47	\$53,101



Land Use Category - ITE 11th Edition	Land Use Subcategory	Notes (see below)	ITE Land Use Code	ITE Average PM Peak Hour Trip Rate (1)	Unit*	Pass-By Trip Reduction Factor ** (2)	Net New Trip Rate (3)	Impact Fee Per Unit (4)
BUSINESS & COMMERCIAL								
Walk-in Bank		1, 3 (e)	911	12.13	1,000 sf GFA	0.65	7.88	\$33,588
Drive-in Bank			912	21.01	1,000 sf GFA	0.65	13.66	\$58,177
Hair Salon		1, 3 (a)	918	1.45	1,000 sf GFA	0.75	1.09	\$4,633
Copy, Print, and Express Ship Store		1, 3 (a)	920	7.42	1,000 sf GFA	0.75	5.57	\$23,707
Food Cart Pod		1, 3 (a)	926	6.16	Food Carts	0.75	4.62	\$19,681
Fast Casual Restaurant		3 (f)	930	12.55	1,000 sf GFA	0.57	7.15	\$30,474
Fine Dining Restaurant			931	7.80	1,000 sf GFA	0.56	4.37	\$18,608
High Turnover (Sit-Down) Restaurant			932	9.05	1,000 sf GFA	0.57	5.16	\$21,975
Fast Food Restaurant without Drive-Through Window		3 (g)	933	33.21	1,000 sf GFA	0.45	14.94	\$63,664
Fast Food Restaurant with Drive-Through Window			934	33.03	1,000 sf GFA	0.45	14.86	\$63,319
Fast Food Restaurant with Drive-Through and No Indoor Seating			935	59.50	Drive-Through Lanes	0.69	41.06	\$174,894
Coffee/Donut Shop without Drive-Through Window		3 (h)	936	32.29	1,000 sf GFA	0.35	11.30	\$48,144
Coffee/Donut Shop with Drive-Through Window		3 (h)	937	38.99	1,000 sf GFA	0.35	13.65	\$58,134
Coffee/Donut Shop with Drive-Through Window and No Indoor Seating			938	15.08	Drive-Through Lanes	0.02	0.30	\$1,285
Quick Lubrication Vehicle Shop		3 (i)	941	4.85	Servicing Position	0.57	2.76	\$11,777
Automobile Care Center		2, 3 (i)	942	3.11	1,000 sf GLA	0.57	1.77	\$7,552
Automobile Parts and Service Center		3 (i)	943	2.06	1,000 sf GLA	0.57	1.17	\$5,002
Gasoline/Service Station			944	13.91	Vehicle Fueling Position	0.43	5.98	\$25,480
Convenience Store/Gas Station	GFA (2-4k) - VFP (2-8)		945	18.42	Vehicle Fueling Position	0.44	8.10	\$34,526
Convenience Store/Gas Station	GFA (2-4k) - VFP (9-20)		945	18.42	Vehicle Fueling Position	0.25	4.61	\$19,617
Convenience Store/Gas Station	GFA (4-5.5k) - VFP (2-8)		945	22.76	Vehicle Fueling Position	0.44	10.01	\$42,661
Convenience Store/Gas Station	GFA (4-5.5k) - VFP (9-20)		945	22.76	Vehicle Fueling Position	0.25	5.69	\$24,239
Convenience Store/Gas Station	GFA (5.5-10k) - VFP (2-8)		945	26.90	Vehicle Fueling Position	0.44	11.84	\$50,421
Convenience Store/Gas Station	GFA (5.5-10k) - VFP (9-20)		945	26.90	Vehicle Fueling Position	0.25	6.73	\$28,649
Self-Service Car Wash		3 (j)	947	5.54	Wash Stall	0.43	2.38	\$10,148
Automated Car Wash		1, 3 (j)	948	77.50	Car Wash Tunnels	0.43	33.33	\$141,965
Car Wash and Detail Center		1, 3 (j)	949	13.60	Wash Stall	0.43	5.85	\$24,912
Truck Stop		3 (j)	950	15.42	Vehicle Fueling Position	0.43	6.63	\$28,246
Wine Tasting Room		1, 3 (f)	970	7.31	1,000 sf GFA	0.57	4.17	\$17,750
Brewery Tap Room		1, 3 (f)	971	9.83	1,000 sf GFA	0.57	5.60	\$23,869
Drinking Place		3 (f)	975	11.36	1,000 sf GFA	0.57	6.48	\$27,584



Land Use Category - ITE 11th Edition	Land Use Subcategory	Notes (see below)	ITE Land Use Code	ITE Average PM Peak Hour Trip Rate (1)	Unit	Pass-By Trip Reduction Factor ** (2)	Net New Trip Rate (3)	Impact Fee Per Unit (4)
OFFICE								
Hospital			610	0.86	1,000 sf GFA	1.00	0.86	\$3,664
Nursing Home			620	0.59	1,000 sf GFA	1.00	0.59	\$2,513
Clinic			630	3.69	1,000 sf GFA	1.00	3.69	\$15,719
Animal Hospital/Veterinary Clinic		2	640	3.53	1,000 sf GFA	1.00	3.53	\$15,038
Free-Standing Emergency Room		1	650	1.52	1,000 sf GFA	1.00	1.52	\$6,475
General Office Building		2	710	1.44	1,000 sf GFA	1.00	1.44	\$6,134
Small Office Building			712	2.16	1,000 sf GFA	1.00	2.16	\$9,202
Corporate Headquarters Building		2	714	1.30	1,000 sf GFA	1.00	1.30	\$5,538
Single Tenant Office Building		2	715	1.76	1,000 sf GFA	1.00	1.76	\$7,498
Medical-Dental Office Building	Stand-Alone	2	720	3.93	1,000 sf GFA	1.00	3.93	\$16,742
Medical-Dental Office Building	Within/Near Hospital Campus	2	720	2.84	1,000 sf GFA	1.00	2.84	\$12,098
Government Office Building			730	1.71	1,000 sf GFA	1.00	1.71	\$7,285
State Motor Vehicles Department		1	731	5.20	1,000 sf GFA	1.00	5.20	\$22,152
United States Post Office			732	11.21	1,000 sf GFA	1.00	11.21	\$47,755
Office Park		2	750	1.30	1,000 sf GFA	1.00	1.30	\$5,538
Research and Development Center		2	760	0.98	1,000 sf GFA	1.00	0.98	\$4,175
Business Park		2	770	1.22	1,000 sf GFA	1.00	1.22	\$5,197
INDUSTRIAL								
General Light Industrial		2	110	0.65	1,000 sf GFA	1.00	0.65	\$2,769
Industrial Park			130	0.34	1,000 sf GFA	1.00	0.34	\$1,448
Manufacturing		2	140	0.74	1,000 sf GFA	1.00	0.74	\$3,152
Warehousing		2	150	0.18	1,000 sf GFA	1.00	0.18	\$767
Mini-Warehouse			151	0.15	1,000 sf GFA	1.00	0.15	\$639
High-Cube Transload and Short-Term Storage Warehouse			154	0.10	1,000 sf GFA	1.00	0.10	\$426
High-Cube Fulfillment Center Warehouse	Non-Sort		155	0.16	1,000 sf GFA	1.00	0.16	\$682
High-Cube Fulfillment Center Warehouse	Sort	1	155	1.20	1,000 sf GFA	1.00	1.20	\$5,112
High-Cube Parcel Hub Warehouse		1	156	0.64	1,000 sf GFA	1.00	0.64	\$2,726
High-Cube Cold Storage Warehouse		1	157	0.12	1,000 sf GFA	1.00	0.12	\$511
Data Center		1	160	0.09	1,000 sf GFA	1.00	0.09	\$383
Utility		2	170	2.27	1,000 sf GFA	1.00	2.27	\$9,670
Specialty Trade Contractor			180	1.93	1,000 sf GFA	1.00	1.93	\$8,222
Marijuana Cultivation and Processing Facility		1	190	0.64	1,000 sf GFA	1.00	0.64	\$2,726
PORT and TERMINAL								
Commercial Airport		1, 4 (d)	21	1.03	Employee	1.00	1.03	\$4,388
General Aviation Airport		1, 4 (a)	22	1.57	Employee	1.00	1.57	\$6,688
Intermodal Truck Terminal		1	30	0.69	1,000 sf GFA	1.00	0.69	\$2,939
Park-and-Ride Lot with Bus Service		2	90	0.55	Occupied Parking Space	1.00	0.55	\$2,343



* Abbreviations include: GFA = Gross Floor Area, sf = square feet, and GLA = Gross Leasable Area.

** The "Pass-By Trip Reduction Factor" reduces the average trip rate based on average pass-by trip percentages published in the *ITE Trip Generation Handbook* (3rd Edition, 2021) and previously adopted factors.

NET NEW TRIP RATE CALCULATION:

ITE Trip Rate	X	Pass-By Reduction Factor	=	Net New Trip Rate
(1)		(2)		(3)

IMPACT FEE CALCULATION:

Net New Trip Rate	X	\$4,260 Per New PM Peak Hour Trip	=	Impact Fee per Unit of Development
(3)				(4)

NOTES:

- (1) *Trip Generation Manual* (11th Edition, 2021) has less than 6 studies supporting this average rate. Applicants are strongly encouraged to conduct, at their own expense, independent trip generation studies in support of their application.
- (2) Alternatively, the weekday PM peak hour trip regression equation in *Trip Generation Manual* can be used instead of the average trip rate identified in the table. However, the equation must be used according to the instructions in *Trip Generation Manual*.
- (3) No pass-by rates are available. Pass-by rates were estimated from other similar uses as described below.

<u>Code</u>	<u>Land Use</u>	<u>Pass-By Trip Reduction Factor</u>
3 (a)	No Data Available 25% Estimated Pass-by	0.75
3 (b)	Shopping Plaza (40-150k) (LU #821)	0.60
3 (c)	Tire Store (LU #848)	0.75
3 (d)	Supermarket (LU #850)	0.76
3 (e)	Drive-in Bank (LU #912)	0.65
3 (f)	High Turnover (Sit-Down) Restaurant (LU #932)	0.57
3 (g)	Fast Food Restaurant with Drive-Through (LU #934)	0.45
3 (h)	Average of Coffee/Donut Shop with Drive-Through Window and No Indoor Seating (LU #938) and Fast-Food Restaurant with Drive Through (LU #934)	0.35
3 (i)	Auto Parts Sales (LU #843)	0.57
3 (j)	Gasoline/Service Station (LU #944)	0.43

- (4) Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. time period not available. The following time period was used instead:

<u>Code</u>	<u>Time Period Used</u>
4 (a)	Weekday, PM Peak Hour of Generator
4 (b)	Saturday, Peak Hour of Generator
4 (c)	Friday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.
4 (d)	1/10th of the Weekday (daily) rate

- (5) Vehicle trip type not available under the General Urban/Suburban location setting. Dense Multi-Use Urban was used instead.

Current Transportation Impact Fee (Per PM Peak Hour Trip) = **\$4,260**

Land use context represents suburban / general urban based on ITE.

**City of Enumclaw
Schedule of Transportation Impact Fees**

Cost per PM peak hour trip end = \$4260

Adjustable
Value

Calculated Values

Land Use Category - ITE 11th Edition	Land Use Subcategory	Notes (see below)	ITE Land Use Code	ITE Average PM Peak Hour Trip Rate (1)	Unit*	Pass-By Trip Reduction Factor **	Net New Trip Rate (3)	Impact Fee Per Unit (4)	# Units	Net New Trips	IMPACT FEE
RESIDENTIAL											
Single-Family Detached Housing		2	210	0.94	Dwelling Unit	1.00	0.94	\$4,004	0	0.00	\$0.00
Single-Family Attached Housing		2	215	0.57	Dwelling Unit	1.00	0.57	\$2,428	0	0.00	\$0.00
Multifamily housing (low-rise)		2	220	0.51	Dwelling Unit	1.00	0.51	\$2,173	0	0.00	\$0.00
Multifamily housing (mid-rise)	Not Close to Rail Transit	2	221	0.39	Dwelling Unit	1.00	0.39	\$1,661	0	0.00	\$0.00
Multifamily housing (mid-rise)	Close to Rail Transit	2	221	0.29	Dwelling Unit	1.00	0.29	\$1,235	0	0.00	\$0.00
Multifamily housing (high-rise)	Not Close to Rail Transit	2	222	0.32	Dwelling Unit	1.00	0.32	\$1,363	0	0.00	\$0.00
Multifamily housing (high-rise)	Close to Rail Transit	1	222	0.26	Dwelling Unit	1.00	0.26	\$1,108	0	0.00	\$0.00
Affordable Housing	Income Limits	2	223	0.46	Dwelling Unit	1.00	0.46	\$1,960	0	0.00	\$0.00
Affordable Housing	Senior	1	223	0.09	Dwelling Unit	1.00	0.09	\$383	0	0.00	\$0.00
Off-Campus Student Apartment (low-rise)		2	225	0.24	Bedrooms	1.00	0.24	\$1,022	0	0.00	\$0.00
Off-Campus Student Apartment (mid-rise)		1	226	0.21	Bedrooms	1.00	0.21	\$895	0	0.00	\$0.00
Off-Campus Student Apartment (high-rise)		1	227	0.04	Bedrooms	1.00	0.04	\$170	0	0.00	\$0.00
Low-Rise Residential with Ground-Floor Commercial		1	230	0.36	Dwelling Unit	1.00	0.36	\$1,534	0	0.00	\$0.00
Mid-Rise Residential with Ground-Floor Commercial		1, 5	231	0.28	Dwelling Unit	1.00	0.28	\$1,193	0	0.00	\$0.00
High-Rise Residential with Ground-Floor Commercial		1	232	0.21	Dwelling Unit	1.00	0.21	\$895	0	0.00	\$0.00
Mobile Home Park		2	240	0.58	Dwelling Unit	1.00	0.58	\$2,471	0	0.00	\$0.00
Senior Adult Housing - Single-Family		2	251	0.30	Dwelling Unit	1.00	0.30	\$1,278	0	0.00	\$0.00
Senior Adult Housing - Multifamily		2	252	0.25	Dwelling Unit	1.00	0.25	\$1,065	0	0.00	\$0.00
Congregate Care Facility		2	253	0.18	Dwelling Unit	1.00	0.18	\$767	0	0.00	\$0.00
Assisted Living		2	254	0.24	Beds	1.00	0.24	\$1,022	0	0.00	\$0.00
Continuing Care Retirement Community		2	255	0.19	Units	1.00	0.19	\$809	0	0.00	\$0.00
Recreational Homes		2	260	0.29	Dwelling Unit	1.00	0.29	\$1,235	0	0.00	\$0.00
Timeshare		2	265	0.63	Dwelling Unit	1.00	0.63	\$2,684	0	0.00	\$0.00
Residential Planned Unit Development (PUD)		2	270	0.69	Dwelling Unit	1.00	0.69	\$2,939	0	0.00	\$0.00
RECREATIONAL											
Public Park		1	411	0.11	Acres	1.00	0.11	\$469	0	0.00	\$0.00
Campground/Recreational Vehicle Park		1	416	0.98	Acres	1.00	0.98	\$4,175	0	0.00	\$0.00
Marina		1	420	0.21	Berths	1.00	0.21	\$895	0	0.00	\$0.00
Golf Course		1	430	0.28	Acres	1.00	0.28	\$1,193	0	0.00	\$0.00
Miniature Golf Course		1	431	0.33	Holes	1.00	0.33	\$1,406	0	0.00	\$0.00
Golf Driving Range		1	432	1.25	Tees/Driving Positions	1.00	1.25	\$5,325	0	0.00	\$0.00
Batting Cages		1	433	2.22	Cages	1.00	2.22	\$9,457	0	0.00	\$0.00
Rock Climbing Gym		1	434	1.64	1,000 sf GFA	1.00	1.64	\$6,986	0	0.00	\$0.00
Multipurpose Recreational Facility		1	435	3.58	1,000 sf GFA	1.00	3.58	\$15,251	0	0.00	\$0.00
Trampoline Park		1	436	1.5	1,000 sf GFA	1.00	1.50	\$6,300	0	0.00	\$0.00
Bowling Alley		1	437	1.16	1,000 sf GFA	1.00	1.16	\$4,942	0	0.00	\$0.00
Adult Cabaret		1	440	2.93	1,000 sf GFA	1.00	2.93	\$12,482	0	0.00	\$0.00
Movie Theatre		1	445	0.08	Seats	1.00	0.08	\$341	0	0.00	\$0.00
Horse Racetrack		1	452	0.06	Seats	1.00	0.06	\$256	0	0.00	\$0.00
Automobile Racetrack	1, 4 (b)	1	453	0.28	Attendees	1.00	0.28	\$1,193	0	0.00	\$0.00
Dog Racetrack		1	454	0.15	Attendees	1.00	0.15	\$639	0	0.00	\$0.00
Professional Baseball Stadium		1	462	0.15	Attendees	1.00	0.15	\$639	0	0.00	\$0.00
Ice Skating Rink		1	465	1.33	1,000 sf GFA	1.00	1.33	\$5,666	0	0.00	\$0.00
Snow Ski Area	1, 4 (a)	1	466	33.77	Lifts	1.00	33.77	\$143,860	0	0.00	\$0.00
Bingo Hall	1, 4 (a)	1	470	0.82	Attendees	1.00	0.82	\$3,493	0	0.00	\$0.00
Casino	2	1	473	22.61	1,000 sf GFA	1.00	22.61	\$96,319	0	0.00	\$0.00
Amusement Park		1	480	3.95	Acres	1.00	3.95	\$16,827	0	0.00	\$0.00
Water Slide Park		1	482	0.28	Parking Spaces	1.00	0.28	\$1,193	0	0.00	\$0.00
Soccer Complex		1	488	16.43	Fields	1.00	16.43	\$69,992	0	0.00	\$0.00
Tennis Courts		1	490	4.21	Tennis Court	1.00	4.21	\$17,935	0	0.00	\$0.00
Racquet/Tennis Club		1	491	3.82	Tennis Court	1.00	3.82	\$16,273	0	0.00	\$0.00
Health/Fitness Club		1	492	3.45	1,000 sf GFA	1.00	3.45	\$14,697	0	0.00	\$0.00
Athletic Club		1	493	6.29	1,000 sf GFA	1.00	6.29	\$26,795	0	0.00	\$0.00
Recreational Community Center		1	495	2.50	1,000 sf GFA	1.00	2.50	\$10,650	0	0.00	\$0.00
INSTITUTIONAL											
Military Base		2	501	0.39	Employee	1.00	0.39	\$1,661	0	0.00	\$0.00
Elementary School		1	520	0.16	Students	1.00	0.16	\$682	0	0.00	\$0.00
Middle School/Junior High School		1	522	0.15	Students	1.00	0.15	\$639	0	0.00	\$0.00
High School		1	525	0.14	Students	1.00	0.14	\$596	0	0.00	\$0.00
School District Office		2	528	0.72	Employee	1.00	0.72	\$3,067	0	0.00	\$0.00
Private School (K-8)		1	530	0.26	Students	1.00	0.26	\$1,108	0	0.00	\$0.00
Private School (K-12)		1	532	0.17	Students	1.00	0.17	\$724	0	0.00	\$0.00
Private High School		1	534	0.19	Students	1.00	0.19	\$809	0	0.00	\$0.00
Charter Elementary School		1	536	0.16	Students	1.00	0.16	\$682	0	0.00	\$0.00
Charter School (K-12)	1, 4 (a)	1	538	0.73	Students	1.00	0.73	\$3,110	0	0.00	\$0.00
Junior/Community College		1	540	0.11	Students	1.00	0.11	\$469	0	0.00	\$0.00
University/College		2	550	0.15	Students	1.00	0.15	\$639	0	0.00	\$0.00
Church		1	560	0.49	1,000 sf GFA	1.00	0.49	\$2,087	0	0.00	\$0.00
Synagogue	1, 4 (c)	1	561	2.92	1,000 sf GFA	1.00	2.92	\$12,439	0	0.00	\$0.00
Mosque	1, 4 (c)	1	562	4.22	1,000 sf GFA	1.00	4.22	\$17,977	0	0.00	\$0.00
Day Care Center		2	565	0.79	Students	0.56	0.44	\$1,885	0	0.00	\$0.00
Cemetery		1	566	3.81	Employee	1.00	3.81	\$16,231	0	0.00	\$0.00
Adult Detention Center		1	571	0.25	Employee	1.00	0.25	\$1,065	0	0.00	\$0.00
Fire and Rescue Station		1	575	0.44	Employee	1.00	0.44	\$1,874	0	0.00	\$0.00
Museum		1	580	0.58	Employee	1.00	0.58	\$2,471	0	0.00	\$0.00
Library		1	590	8.16	1,000 sf GFA	1.00	8.16	\$34,762	0	0.00	\$0.00
BUSINESS & COMMERCIAL											
Hotel		2	310	0.59	Room	1.00	0.59	\$2,513	0	0.00	\$0.00
All Suites Hotel		2	311	0.36	Room	1.00	0.36	\$1,534	0	0.00	\$0.00
Business Hotel		2	312	0.31	Room	1.00	0.31	\$1,321	0	0.00	\$0.00
Motel		2	320	0.36	Room	1.00	0.36	\$1,534	0	0.00	\$0.00
Resort Hotel		2	330	0.41	Room	1.00	0.41	\$1,747	0	0.00	\$0.00
Tractor Supply Store		2	810	1.40	1,000 sf GFA	1.00	1.40	\$5,964	0	0.00	\$0.00
Construction Equipment Rental Store	1, 3 (a)	1	811	0.99	1,000 sf GFA	0.75	0.74	\$3,163	0	0.00	\$0.00
Building Materials and Lumber Store	3 (a)	1	812	2.25	1,000 sf GFA	0.75	1.69	\$7,189	0	0.00	\$0.00
Free-Standing Discount Superstore		1	813	4.33	1,000 sf GFA	0.71	3.07	\$13,097	0	0.00	\$0.00
Variety Store		1	814	6.70	1,000 sf GFA	0.66	4.42	\$18,838	0	0.00	\$0.00
Free-Standing Discount Store		2	815	4.86	1,000 sf GFA	0.80	3.89	\$16,563	0	0.00	\$0.00
Hardware/Paint Store		2	816	2.98	1,000 sf GFA	0.74	2.21	\$9,394	0	0.00	\$0.00
Nursery (Garden Center)	3 (a)	1	817	6.94	1,000 sf GFA	0.75	5.21	\$22,173	0	0.00	\$0.00
Nursery (Wholesale)	1, 3 (a)	1	818	5.24	1,000 sf GFA	0.75	3.93	\$16,742	0	0.00	\$0.00
Shopping Center (>150k)	GLA (150k-300k)	2	820	3.40	1,000 sf GLA	0.71	2.41	\$10,284	0	0.00	\$0.00
Shopping Center (>150k)	GLA (300k-900k)	2	820	3.40	1,000 sf GLA	0.81	2.75	\$11,732	0	0.00	\$0.00
Shopping Plaza (40-150k)	Supermarket - Yes	2	821	9.03	1,000 sf GLA	0.60	5.42	\$23,081	0	0.00	\$0.00
Shopping Plaza (40-150k)	Supermarket - No	2	821	5.19	1,000 sf GLA	0.60	3.11	\$13,266	0	0.00	\$0.00
Strip Retail Plaza (<40k)		2, 3 (b)	822	6.59	1,000 sf GLA	0.60	3.95	\$16,844	0	0.00	\$0.00
Factory Outlet Center	2 (b)	1	823	2.29	1,000 sf GLA	0.60	1.37	\$5,853	0	0.00	\$0.00
Automobile Sales (News)	2, 3 (a)	1	840	2.42	1,000 sf GLA	0.75	1.82	\$7,732	0	0.00	\$0.00
Automobile Sales (Used)	3 (a)	1	841	3.75	1,000 sf GFA	0.75	2.81	\$11,981	0	0.00	\$0.00
Recreational Vehicle Sales	3 (a)	1	842	0.77	1,000 sf GFA	0.75	0.58	\$2,460	0	0.00	\$0.00
Automobile Parts Sales		1	843	4.90	1,000 sf GFA	0.57	2.79	\$11,898	0	0.00	\$0.00
Tire Store		1	848	3.75	1,000 sf GFA	0.75	2.81	\$11,981	0	0.00	\$0.00
Tire Superstore	3 (c)	1	849	2.11	1,000 sf GFA	0.75	1.58	\$6,741	0	0.00	\$0.00
Super											

**City of Enumclaw
Schedule of Transportation Impact Fees**

Cost per PM peak hour trip end = \$4260

Land Use Category - ITE 11th Edition	Land Use Subcategory	Notes (see below)	ITE Land Use Code	ITE Average PM Peak Hour Trip Rate (1)	Unit*	Pass-By Trip Reduction Factor ** (2)	Net New Trip Rate (3)	Impact Fee Per Unit (4)	Adjustable Value	Calculated Values	
									# Units	Net New Trips	IMPACT FEE
Fast Food Restaurant with Drive-Through and No Indoor Seating			935	59.50	Drive-Through Lanes	0.69	41.06	\$174,894	0	0.00	\$0.00
Coffee/Donut Shop without Drive-Through Window		3 (h)	936	32.29	1,000 sf GFA	0.35	11.30	\$48,144	0	0.00	\$0.00
Coffee/Donut Shop with Drive-Through Window		3 (h)	937	38.99	1,000 sf GFA	0.35	13.65	\$58,134	0	0.00	\$0.00
Coffee/Donut Shop with Drive-Through Window and No Indoor Seating		3 (h)	938	15.08	Drive-Through Lanes	0.02	0.30	\$1,285	0	0.00	\$0.00
Quick Lubrication Vehicle Shop		3 (j)	941	4.85	Servicing Position	0.57	2.76	\$11,777	0	0.00	\$0.00
Automobile Care Center		2, 3 (j)	942	3.11	1,000 sf GLA	0.57	1.77	\$7,552	0	0.00	\$0.00
Automobile Parts and Service Center		3 (i)	943	2.06	1,000 sf GLA	0.57	1.17	\$5,002	0	0.00	\$0.00
Gasoline/Service Station			944	13.91	Vehicle Fueling Position	0.43	5.98	\$25,480	0	0.00	\$0.00
Convenience Store/Gas Station	GFA (2-4k) - VFP (2-8)		945	18.42	Vehicle Fueling Position	0.44	8.10	\$34,526	0	0.00	\$0.00
Convenience Store/Gas Station	GFA (2-4k) - VFP (9-20)		945	18.42	Vehicle Fueling Position	0.25	4.61	\$19,617	0	0.00	\$0.00
Convenience Store/Gas Station	GFA (4-5.5k) - VFP (2-8)		945	22.76	Vehicle Fueling Position	0.44	10.01	\$42,661	0	0.00	\$0.00
Convenience Store/Gas Station	GFA (4-5.5k) - VFP (9-20)		945	22.76	Vehicle Fueling Position	0.25	5.69	\$24,239	0	0.00	\$0.00
Convenience Store/Gas Station	GFA (5.5-10k) - VFP (2-8)		945	26.90	Vehicle Fueling Position	0.44	11.84	\$50,421	0	0.00	\$0.00
Convenience Store/Gas Station	GFA (5.5-10k) - VFP (9-20)		945	26.90	Vehicle Fueling Position	0.25	6.73	\$28,649	0	0.00	\$0.00
Self-Service Car Wash		3 (j)	947	5.54	Wash Stall	0.43	2.38	\$10,148	0	0.00	\$0.00
Automated Car Wash		1, 3 (j)	948	77.50	Car Wash Tunnels	0.43	33.33	\$141,965	0	0.00	\$0.00
Car Wash and Detail Center		1, 3 (j)	949	13.60	Wash Stall	0.43	5.85	\$24,912	0	0.00	\$0.00
Truck Stop		3 (j)	950	15.42	Vehicle Fueling Position	0.43	6.63	\$28,246	0	0.00	\$0.00
Wine Tasting Room		1, 3 (f)	970	7.31	1,000 sf GFA	0.57	4.17	\$17,750	0	0.00	\$0.00
Brewery Tap Room		1, 3 (f)	971	9.83	1,000 sf GFA	0.57	5.60	\$23,869	0	0.00	\$0.00
Drinking Place		3 (f)	975	11.36	1,000 sf GFA	0.57	6.48	\$27,584	0	0.00	\$0.00
OFFICE											
Hospital			610	0.86	1,000 sf GFA	1.00	0.86	\$3,664	0	0.00	\$0.00
Nursing Home			620	0.59	1,000 sf GFA	1.00	0.59	\$2,513	0	0.00	\$0.00
Clinic			630	3.69	1,000 sf GFA	1.00	3.69	\$15,719	0	0.00	\$0.00
Animal Hospital/Veterinary Clinic		2	640	3.53	1,000 sf GFA	1.00	3.53	\$15,038	0	0.00	\$0.00
Free-Standing Emergency Room		1	650	1.52	1,000 sf GFA	1.00	1.52	\$6,475	0	0.00	\$0.00
General Office Building		2	710	1.44	1,000 sf GFA	1.00	1.44	\$6,134	0	0.00	\$0.00
Small Office Building			712	2.16	1,000 sf GFA	1.00	2.16	\$9,202	0	0.00	\$0.00
Corporate Headquarters Building		2	714	1.30	1,000 sf GFA	1.00	1.30	\$5,538	0	0.00	\$0.00
Single Tenant Office Building		2	715	1.76	1,000 sf GFA	1.00	1.76	\$7,498	0	0.00	\$0.00
Medical-Dental Office Building	Stand-Alone	2	720	3.93	1,000 sf GFA	1.00	3.93	\$16,742	0	0.00	\$0.00
Medical-Dental Office Building	Within/Near Hospital Campus	2	720	2.84	1,000 sf GFA	1.00	2.84	\$12,098	0	0.00	\$0.00
Government Office Building		2	730	1.71	1,000 sf GFA	1.00	1.71	\$7,285	0	0.00	\$0.00
State Motor Vehicles Department		1	731	5.20	1,000 sf GFA	1.00	5.20	\$22,152	0	0.00	\$0.00
United States Post Office			732	11.21	1,000 sf GFA	1.00	11.21	\$47,755	0	0.00	\$0.00
Office Park		2	750	1.30	1,000 sf GFA	1.00	1.30	\$5,538	0	0.00	\$0.00
Research and Development Center		2	760	0.98	1,000 sf GFA	1.00	0.98	\$4,175	0	0.00	\$0.00
Business Park		2	770	1.22	1,000 sf GFA	1.00	1.22	\$5,197	0	0.00	\$0.00
INDUSTRIAL											
General Light Industrial		2	110	0.65	1,000 sf GFA	1.00	0.65	\$2,769	0	0.00	\$0.00
Industrial Park			130	0.34	1,000 sf GFA	1.00	0.34	\$1,448	0	0.00	\$0.00
Manufacturing		2	140	0.74	1,000 sf GFA	1.00	0.74	\$3,152	0	0.00	\$0.00
Warehousing		2	150	0.18	1,000 sf GFA	1.00	0.18	\$767	0	0.00	\$0.00
Mini-Warehouse			151	0.15	1,000 sf GFA	1.00	0.15	\$639	0	0.00	\$0.00
High-Cube Transit and Short-Term Storage Warehouse			154	0.10	1,000 sf GFA	1.00	0.10	\$426	0	0.00	\$0.00
High-Cube Fulfillment Center Warehouse	Non-Sort		155	0.16	1,000 sf GFA	1.00	0.16	\$682	0	0.00	\$0.00
High-Cube Fulfillment Center Warehouse	Sort	1	155	1.20	1,000 sf GFA	1.00	1.20	\$5,112	0	0.00	\$0.00
High-Cube Parcel Hub Warehouse		1	156	0.64	1,000 sf GFA	1.00	0.64	\$2,726	0	0.00	\$0.00
High-Cube Cold Storage Warehouse		1	157	0.12	1,000 sf GFA	1.00	0.12	\$511	0	0.00	\$0.00
Data Center		1	160	0.09	1,000 sf GFA	1.00	0.09	\$383	0	0.00	\$0.00
Utility		2	170	2.27	1,000 sf GFA	1.00	2.27	\$9,670	0	0.00	\$0.00
Specialty Trade Contractor			180	1.93	1,000 sf GFA	1.00	1.93	\$8,222	0	0.00	\$0.00
Marijuana Cultivation and Processing Facility		1	190	0.64	1,000 sf GFA	1.00	0.64	\$2,726	0	0.00	\$0.00
PORT and TERMINAL											
Commercial Airport		1, 4 (d)	21	1.03	Employee	1.00	1.03	\$4,388	0	0.00	\$0.00
General Aviation Airport		1, 4 (a)	22	1.57	Employee	1.00	1.57	\$6,688	0	0.00	\$0.00
Intermodal Truck Terminal		1	30	0.69	1,000 sf GFA	1.00	0.69	\$2,939	0	0.00	\$0.00
Park-and-Ride Lot with Bus Service		2	90	0.55	Occupied Parking Space	1.00	0.55	\$2,343	0	0.00	\$0.00

* Abbreviations include: GFA = Gross Floor Area, sf = square feet, and GLA = Gross Leasable Area.

** The "Pass-By Trip Reduction Factor" reduces the average trip rate based on average pass-by trip percentages published in the *ITE Trip Generation Handbook* (3rd Edition, 2021) and previously adopted factors.

NET NEW TRIP RATE CALCULATION:

ITE Trip Rate	X	Pass-By Reduction Factor	=	Net New Trip Rate
(1)		(2)		(3)

IMPACT FEE CALCULATION:

Net New Trip Rate	X	\$4,260 Per New PM Peak Hour Trip	=	Impact Fee per Unit of Development
(3)				(4)

NOTES:

- (1) *Trip Generation Manual* (11th Edition, 2021) has less than 6 studies supporting this average rate. Applicants are strongly encouraged to conduct, at their own expense, independent trip generation studies in support of their application.
- (2) Alternatively, the weekday PM peak hour trip regression equation in *Trip Generation Manual* can be used instead of the average trip rate identified in the table. However, the equation must be used according to the instructions in *Trip Generation Manual*.
- (3) No pass-by rates are available. Pass-by rates were estimated from other similar uses as described below.

Code	Land Use	Pass-By Trip Reduction Factor
3 (a)	No Data Available 25% Estimated Pass-by	0.75
3 (b)	Shopping Plaza (40-150k) (LU #821)	0.60
3 (c)	Tire Store (LU #848)	0.75
3 (d)	Supermarket (LU #850)	0.76
3 (e)	Drive-in Bank (LU #912)	0.65
3 (f)	High Turnover (Sit-Down) Restaurant (LU #932)	0.57
3 (g)	Fast Food Restaurant with Drive-Through (LU #934)	0.45
3 (h)	Average of Coffee/Donut Shop with Drive-Through Window and No Indoor Seating (LU #938) and Fast-Food Restaurant with Drive Through (LU #934)	0.35
3 (i)	Auto Parts Sales (LU #843)	0.57
3 (j)	Gasoline/Service Station (LU #944)	0.43
- (4) Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. time period not available. The following time period was used instead:

Code	Time Period Used
4 (a)	Weekday, PM Peak Hour of Generator
4 (b)	Saturday, Peak Hour of Generator
4 (c)	Friday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.
4 (d)	1/10th of the Weekday (daily) rate
- (5) Vehicle trip type not available under the General Urban/Suburban location setting. Dense Multi-Use Urban was used instead.