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- **Fee Calculation**
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Draft Rate Study Overview

Seattle Impact Fee Study | March 13, 2023



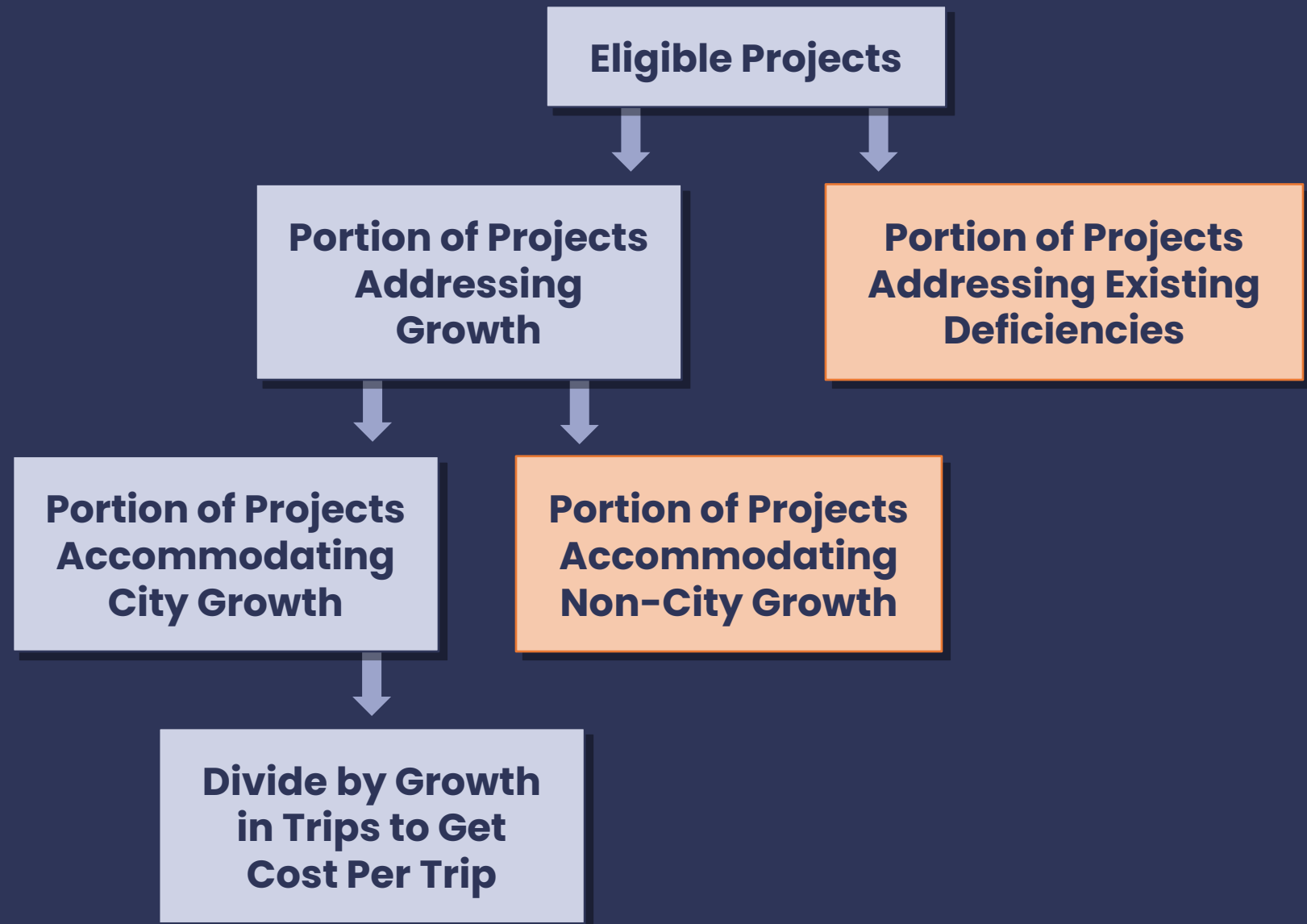
FEHR PEERS

Statutory Guidance

- **One-time charges** paid by new development authorized by the **1990 GMA**
- Funds improvements that **add capacity** to the transportation network, **but not for existing deficiencies**
- Must be used **within 10 years** on **public right of way**
- Projects must be in the **capital facilities element** of a comprehensive plan



Cost Allocation Methodology



Projects



Eligible Projects

Sources:

- Bicycle Master Plan
- Transit Master Plan
- Freight Master Plan
- Pedestrian Master Plan
- Move Seattle Plan
- Capital Improvement Program

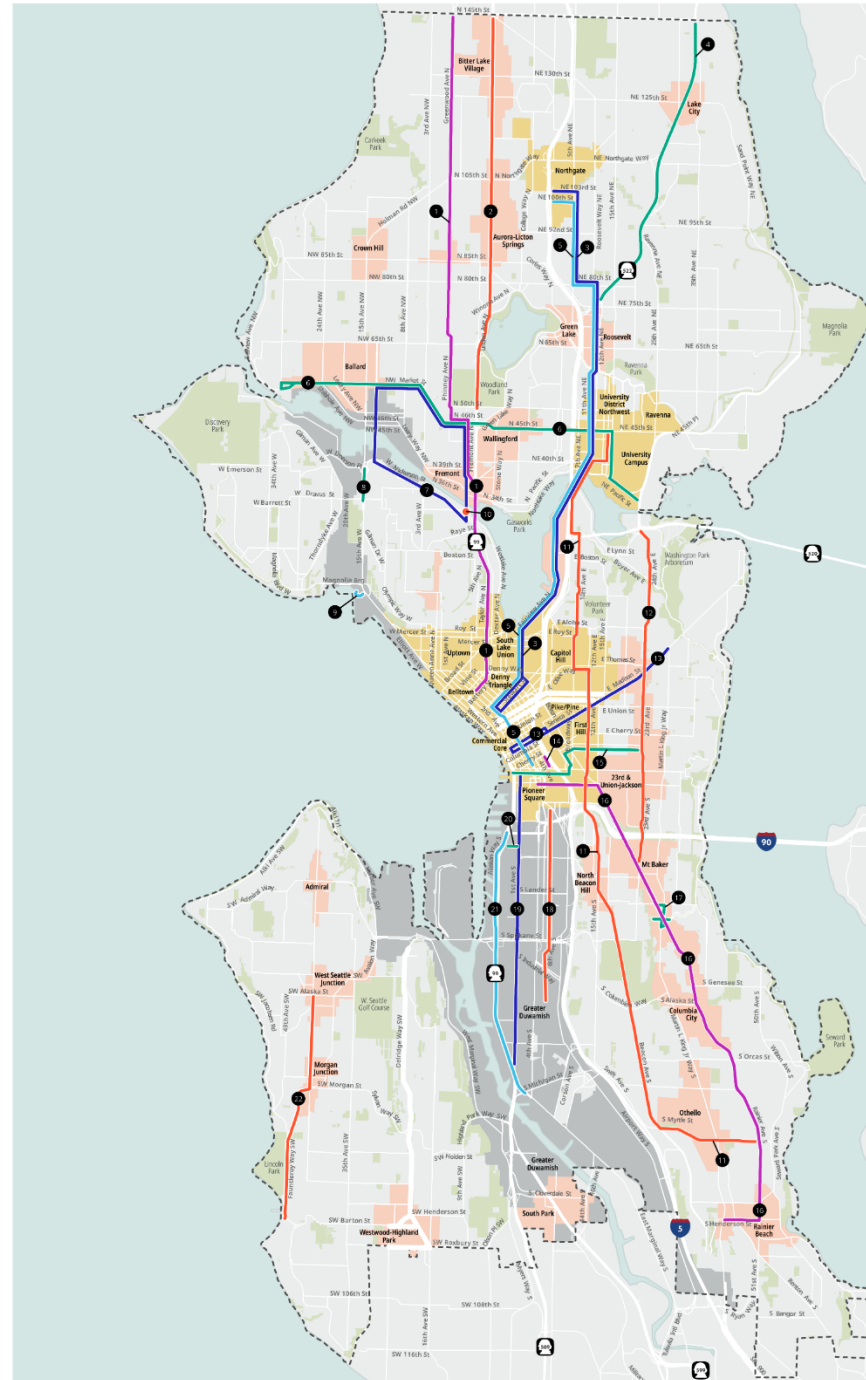
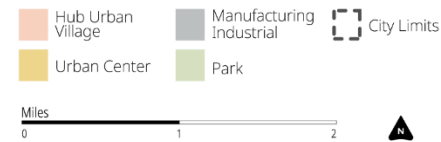
Figure 2. Proposed Projects

Project List

- 1 Greenwood Phinney, 67th to Fremont Complete Street
- 2 Aurora Ave Complete Street
- 3 Northgate-Ballard-Downtown Transit Improvements
- 4 Lake City Way Complete Street
- 5 Roosevelt to Downtown Complete Street
- 6 Market/45th Transit Improvement Project
- 7 BINMIC Truck Route Improvement
- 8 15th Ave W Spot Improvements
- 9 W Galer Interchange Ramp
- 10 4th Ave N/Westlake Ave N Intersection Improvements
- 11 Beacon/12th/Broadway Complete Streets
- 12 23rd Ave Corridor Improvements
- 13 Madison St Bus Rapid Transit
- 14 6th Ave at I-5 Capacity Project
- 15 Yesler/Jefferson Complete Streets
- 16 Rainier/Jackson Complete Streets
- 17 Accessible Mt Baker
- 18 6th Ave S Improvements
- 19 1st Ave/1st Ave S Corridor Improvements
- 20 S Massachusetts St Improvements
- 21 E Marginal Way Heavy Haul Network Improvements
- 22 Fauntleroy Way/California Transit Corridor

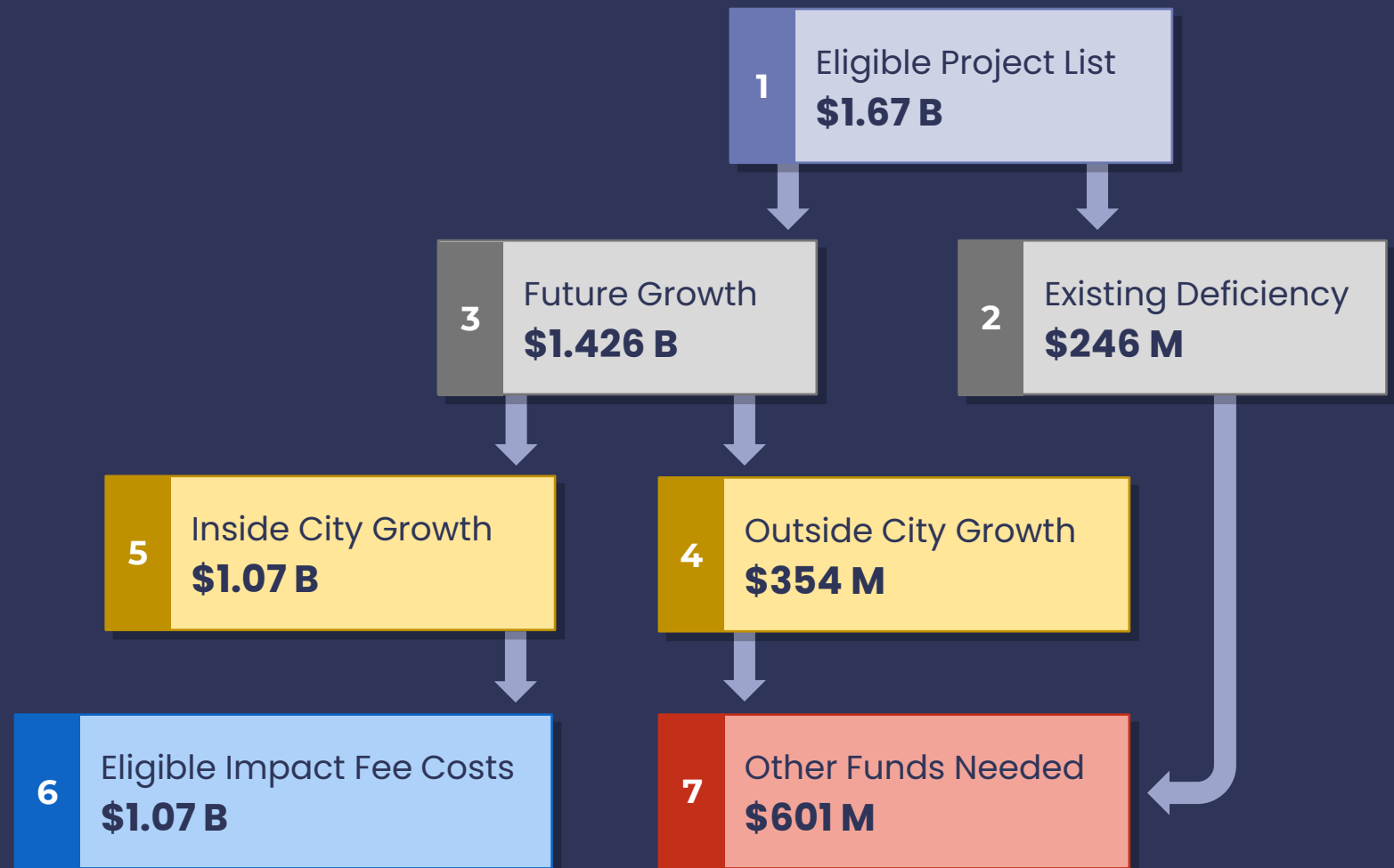
The following projects are not mapped:

- Bike Master Plan Implementation
- Pedestrian Master Plan Implementation
- Freight Master Plan Implementation



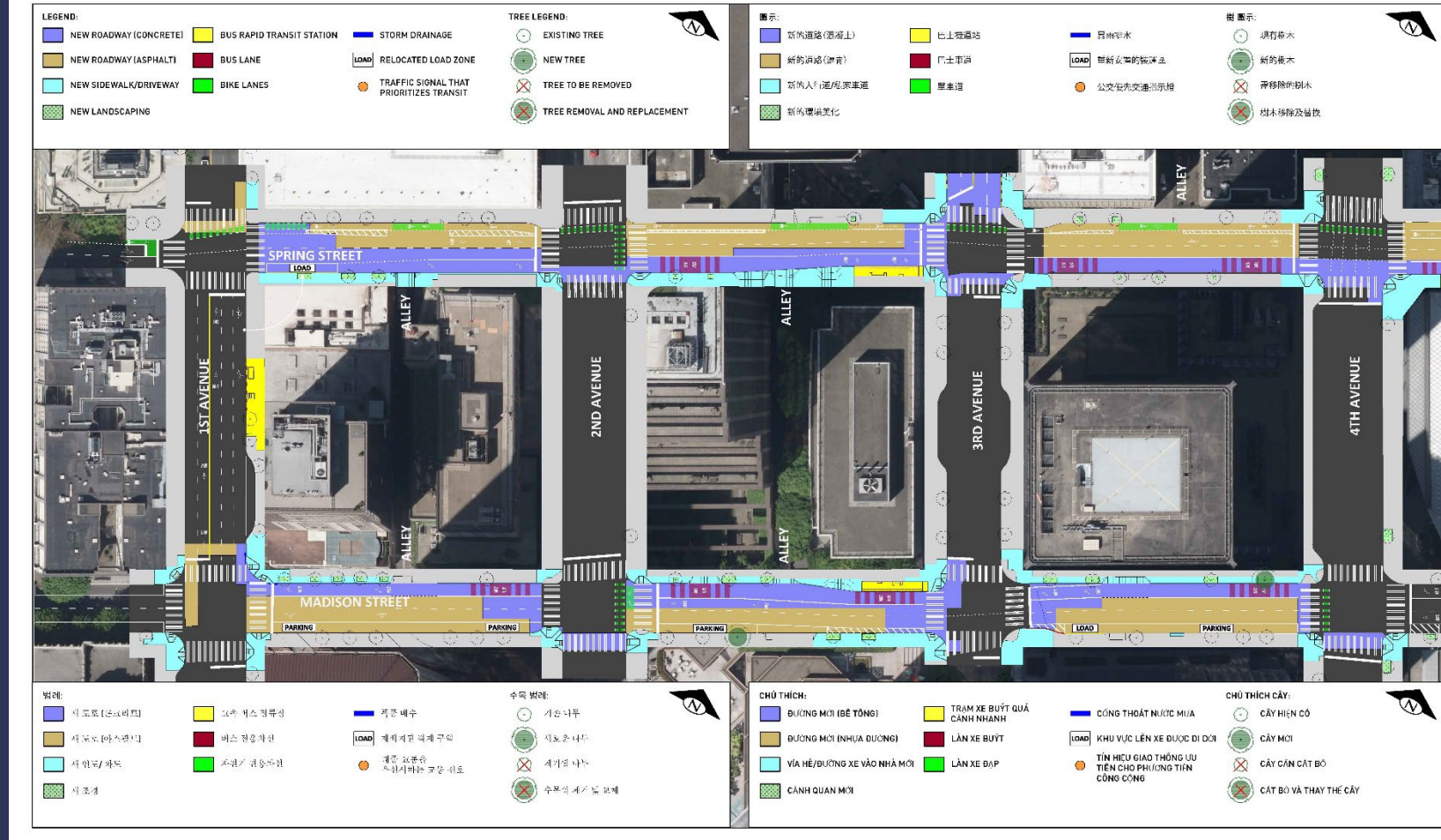
Maximum Defensible Fee Calculation

Results in a maximum defensible fee of **\$12,598/PM** peak hour trip



Madison BRT

- \$144M estimated project cost
- \$102M in eligible costs recognizing benefits to capacity (bus lanes, signal improvements, ped & bike facilities)
- Ineligible components include non-capacity elements, such as pavement rehabilitation



Accessible Mount Baker

- \$3.9M estimated project cost
- \$2.9M in eligible costs recognizing benefits to capacity (wider sidewalks, improved crossings)
- Ineligible components include rebuilding sidewalks, project elements that are safety or aesthetic only

ACCESSIBLE MT BAKER POTENTIAL WALKING/BIKING IMPROVEMENTS

These potential improvements are under review to be built by 2024

November 2019

	<p>1 Extend sidewalk corners (i.e. "add curb bulbs") \$\$\$</p>		<p>2 Widen the sidewalks and repair the sidewalk in sections \$\$\$\$</p>
	<p>3 EXAMPLE Widen crosswalks \$\$</p>		<p>4 Change north lane of Mt Baker Blvd to walk/bike only *Cost could range based on design \$\$\$\$*</p>
	<p>5 No right on red heading north from Rainier to MLK \$</p>		<p>6 EXAMPLE Artistic enhancements to pedestrian bridge \$\$</p>
	<p>7 New crosswalks (includes relocating traffic signal) \$\$\$\$\$</p>		<p>8 Improve pedestrian crossings \$\$</p>

East Marginal Way Heavy Haul

- \$64M estimated project cost
- \$28.6M in eligible costs recognizing benefits to capacity (bike lanes, new roadway to heavy haul standards, transit stop amenities)
- Ineligible components include rebuild of facilities, safety treatments,



FACT SHEET

EAST MARGINAL WAY CORRIDOR IMPROVEMENT PROJECT

Fall 2021 | PROJECT UPDATE

PROJECT OVERVIEW

As Seattle grows, improvements to freight mobility are essential to promote regional and international economic competitiveness. East Marginal Way is a major freight corridor that provides access to the Port of Seattle terminals, rail yards, industrial businesses and the regional highway system, and between local Manufacturing and Industrial Centers (MIC's). It is also a designated Heavy Haul Route, critical last-mile connector and vital route for over-sized trucks or those carrying flammable cargo. In addition, the corridor provides a major connection for people who bike between the West Seattle Bridge Trail, downtown, and the SODO neighborhood.

North Segment - Between S Atlantic St and S Spokane St:

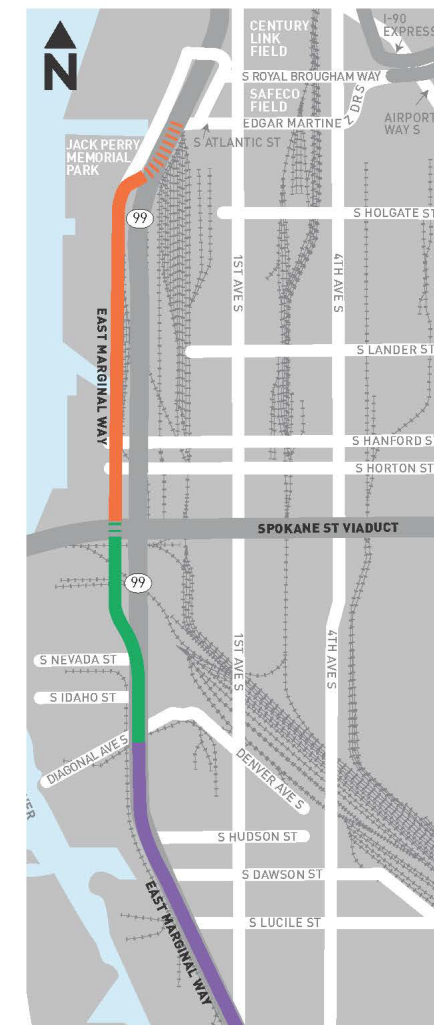
- 2-way protected bike lane on the east side of the street
- Rebuilt signal at S Hanford St and new signal at S Horton St
- New roadway built to Heavy Haul standards between Jack Perry Memorial Park and S Spokane St
- New water main north of S Horton St
- Rebuilt sidewalk on the west side of East Marginal Way S between Jack Perry Memorial Park and S Spokane St
- Potential relocation of railroad tracks at S Hanford St

Central Segment - Between S Spokane St and Diagonal Ave S:

- Shared use path extending south of S Spokane St
- Marked crosswalks with rapid flash beacons
- New roadway built to Heavy Haul standards between S Spokane St and Duwamish Ave S
- Improved signage and wayfinding, including a Dynamic Message sign at S Alaska St

South Segment - Between Diagonal Ave S and 1st Ave S:

- Pedestrian improvements at each existing traffic signal
- New sidewalks on the east side of SR 99 to connect existing sections
- Transit stop improvements

Design: funded
Construction: partially fundedDesign: funded
Construction: unfundedDesign: unfunded
Construction: unfunded

Dashed lines indicate path under viaduct

PROJECT INFORMATION & CONTACT

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For interpretation services, please call 206-257-2263

Si usted necesita esta información traducida al español, por favor llame al 206-257-2263.



Draft Fee Schedule

- Translates “cost per trip” to actual land uses
- Basis is PM peak hour person trip generation
- City Council can define land uses
- Adjustments recommend for Urban Centers, Urban Villages, and areas near light rail to account for lower drive alone percentages

Land Use Group	ITE Code	ITE Land Use Category	PM Peak Vehicle Trip Rate*	Vehicle-to-Person Trip Ratio*	PM Peak Trip Rate	% New Trips*	Net New Person Trips per 1,000 sq ft	Vehicle Trip Cost/Adjustment per person Trip =	1/2 PM Peak Light Rail Station Adjustment per person Trip =	Final Fee Location Adjustment per person Trip =	Unit of Measure
Industrial	110	Light Industrial	0.63	1.00	0.63	100%	0.63	\$7.05	\$7.17	\$7.17	1,000 sq ft
	140	Manufacturing	0.67	1.00	0.67	100%	0.67	\$7.37	\$7.49	\$7.49	1,000 sq ft
	150	Warehouse	0.19	1.00	0.19	100%	0.19	\$2.15	\$2.27	\$2.27	1,000 sq ft
Residential	210	Single-Family House	0.69	1.48	1.02	100%	1.02	\$11.53	\$11.53	\$11.53	dwelling
	220	Multifamily Housing (Low-Rise)	0.98	0.81	0.81	100%	0.81	\$9.04	\$9.04	\$9.04	dwelling
	221	Multifamily Housing (Mid-Rise)	0.64	0.64	0.64	100%	0.64	\$7.25	\$7.25	\$7.25	dwelling
	222	Multifamily Housing (High-Rise)	0.36	0.52	0.52	100%	0.52	\$6.24	\$6.24	\$6.24	dwelling
Mid-Use Commercial	310	Business Office	0.74	1.45	1.07	100%	1.07	\$12.82	\$12.82	\$12.82	1,000 sq ft
	320	1st Floor Code as actual; Mid-Rise Apts	0.36	0.52	0.52	100%	0.52	\$6.24	\$6.24	\$6.24	dwelling
Retail	410	Hotel	0.05	0.87	0.87	100%	0.87	\$10.35	\$10.35	\$10.35	room
	420	Motel	0.30	0.55	0.55	100%	0.55	\$6.55	\$6.55	\$6.55	room
Recreation	440	Marina	0.21	0.05	0.05	100%	0.05	\$0.57	\$0.57	\$0.57	boat
	444	Movie Theater	0.02	0.11	0.11	100%	0.11	\$1.32	\$1.32	\$1.32	seat
	450*	Health/Fitness Club	3.45	4.31	4.31	100%	4.31	\$51.72	\$51.72	\$51.72	1,000 sq ft
Public Education	520	Public Elementary School	0.37	1.25	0.37	100%	0.37	\$4.44	\$4.44	\$4.44	1,000 sq ft
	530	Public High School	0.97	1.22	1.18	100%	1.18	\$14.16	\$14.16	\$14.16	1,000 sq ft
Office	550	University/College	1.17	1.43	1.43	100%	1.43	\$17.16	\$17.16	\$17.16	1,000 sq ft
	710	General Office	1.15	1.4	1.4	100%	1.4	\$16.81	\$16.81	\$16.81	1,000 sq ft
Retail/Service	715	Tenant Office	1.71	2.09	2.09	100%	2.09	\$25.08	\$25.08	\$25.08	1,000 sq ft
	720	Medical/Dental Office	3.45	4.22	4.22	100%	4.22	\$50.64	\$50.64	\$50.64	1,000 sq ft
	820	Shopping Center	2.01	4.76	4.76	66%	3.14	\$37.68	\$37.68	\$37.68	1,000 sq ft
	890	Supermarket	9.24	11.55	11.55	64%	7.39	\$88.68	\$88.68	\$88.68	1,000 sq ft
Restaurant/Drinking	851	Convenience Market-24 hr	45.11	61.39	61.39	65%	39.90	\$478.80	\$478.80	\$478.80	1,000 sq ft
	912	Diner/Break	20.45	25.56	25.56	55%	16.62	\$200.04	\$200.04	\$200.04	1,000 sq ft
	920	Restaurants sit-down	9.77	12.21	12.21	57%	9.96	\$120.72	\$120.72	\$120.72	1,000 sq ft
	934	Fast food, walk-in	30.67	40.84	40.84	50%	20.42	\$245.04	\$245.04	\$245.04	1,000 sq ft
Auto Retail/Service	843	Auto Care Center	4.91	6.14	6.14	100%	6.14	\$73.68	\$73.68	\$73.68	1,000 sq ft
	944	Gas station	14.03	17.54	17.54	50%	10.17	\$122.04	\$122.04	\$122.04	1,000 sq ft
	945	Gas Station w/ convenience	13.09	17.49	17.49	48%	7.99	\$95.88	\$95.88	\$95.88	1,000 sq ft

*ITE Code 492 not in ITE 10th Ed. Daily Rate. The Daily Rate for ITE Code 495 for a Recreational Community Center, which is similar, was used instead.

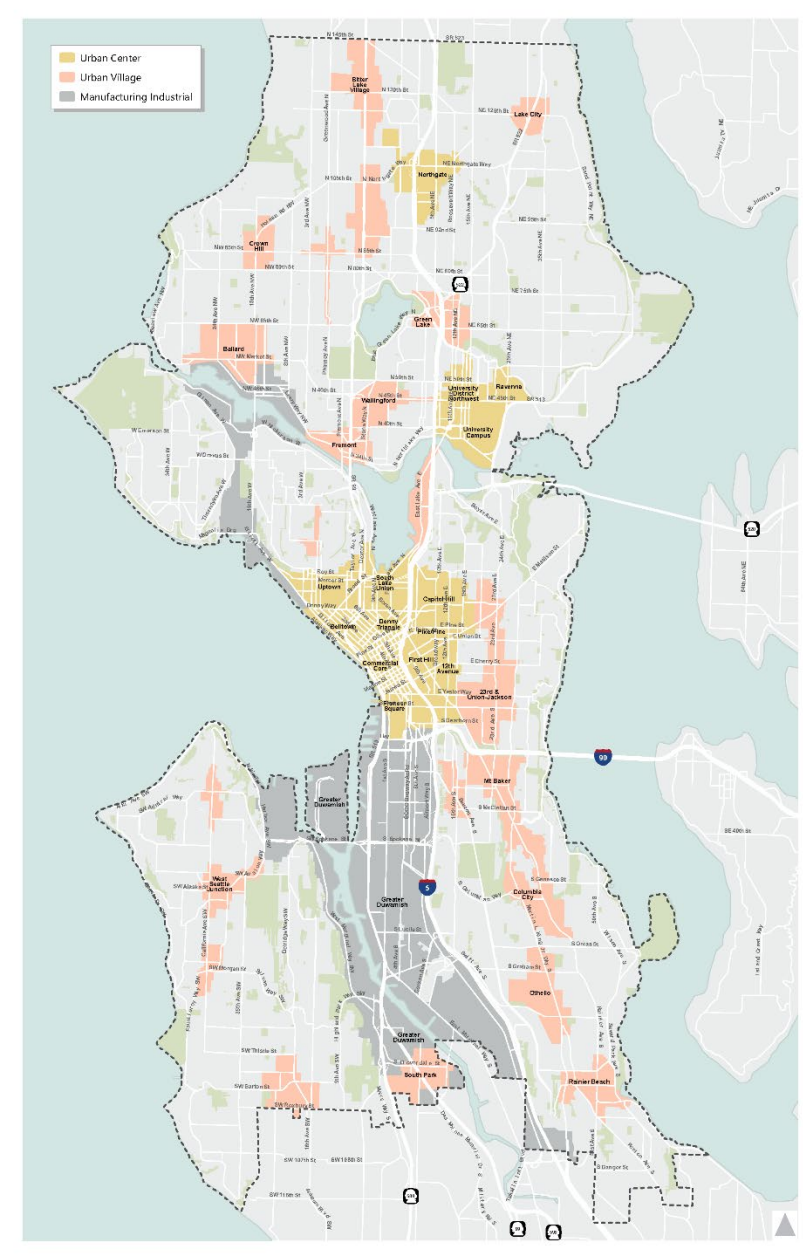
Notes:

1. City of Rainier trip rates.



Variations in Fees by Area

- Fees could vary by area of the city in recognition of how transportation impacts are different
- **Urban Centers, Urban Villages, and areas nearby rail** generate fewer auto trips, given greater densities and transit availability



Rates By Peer Cities

