

ORDINANCE NO. 499

AN ORDINANCE OF THE CITY OF UNIVERSITY PLACE, WASHINGTON,  
AMMENDING THE TRAFFIC IMPACT FEE SCHEDULE, PROJECT LIST AND  
SUPPORTING DOCUMENTS

WHEREAS, on April 16, 2007, the City Council adopted Ordinance 494 establishing and imposing traffic impact fees upon new development; and

WHEREAS, the adopted traffic impact fee schedule was based on a specific project list as well as predicted traffic growth estimates in the City; and

WHEREAS, the City estimates higher traffic growth than was originally accounted for in the traffic impact fee calculation, and the City has obtained more accurate cost estimates for the projects included on the traffic impact fee project list; and

WHEREAS, the City Council wishes to update the traffic impact fee based on the best available information; NOW, THEREFORE,

THE CITY COUNCIL OF THE CITY OF UNIVERSITY PLACE, WASHINGTON, DOES ORDAIN AS FOLLOWS:

**Section 1. Authority.** This ordinance is enacted pursuant to the Washington State Growth Management Act codified at chapter 36.70A RCW and at RCW 82.02.050 to 82.02.100.

**Section 2. Traffic Impact Fee Supporting Documents.** The Traffic Impact Fee Supporting Documents adopted in Section 2 of Ordinance 494 shall be supplemented with the calculations attached hereto as **Attachment A**. These calculations are hereby incorporated into this ordinance by reference as if set forth in full.

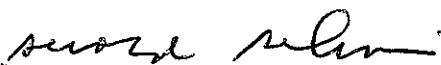
**Section 3. Traffic Impact Fee System Improvements List.** The Traffic Impact Fee System Improvements List adopted in Section 4 of Ordinance 494 is amended as attached hereto as **Attachment B** and incorporated into this ordinance by this reference as if set forth in full.

**Section 4. Traffic Impact Fee Schedule.** The Traffic Impact Fee Schedule adopted in Section 5 that sets forth the amount of the traffic impact fee on a per Peak-Hour Trip basis is revised as attached hereto as **Attachment C** and incorporated into this ordinance by this reference as if set forth in full.

**Section 5. 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.

**Section 6. 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.

PASSED BY THE CITY COUNCIL ON JUNE 4, 2007

  
\_\_\_\_\_  
Gerald Gehring, Mayor

ATTEST:

  
\_\_\_\_\_  
Sarah Ortiz, CMC, City Clerk

APPROVED AS TO FORM:

  
\_\_\_\_\_  
Jean Parker, City Attorney

Published: 06/06/07  
Effective Date: 06/11/07

UNOFFICIAL DOCUMENT

**ATTACHMENT A**  
**TRAFFIC IMPACT FEE SUPPORTING DOCUMENTS**  
**SUPPLEMENT**

# City of University Place

## Transportation Impact Fee Study

### Revised Fee Calculation (Including Town Center Projects)

#### I. Net Cost Basis

<b>A. Recoverable Existing System Costs</b>		<b>\$ 5,831,935</b>
<b>B. Transportation Improvement Project Costs</b>		
Roadway and Traffic Projects	\$ 3,186,094	
Town Center Projects	4,748,738	
less: Beginning Cash Balance	<u>(14,136)</u>	
<b>Net Project Costs</b>		<b>7,920,696</b>
<b>B. Credit for Outside Funding Sources</b>		
Grants [a]	\$ 1,742,553	
Other	<u>                    </u>	
less: Total Outside Funding Sources		<b>(1,742,553)</b>
<b>C. Credit for Other Future Funding Sources</b>		
General Fund	\$ 49,000	
Arterial Street Fuel Tax Fund	875,595	
2nd 1/4% Real Estate Excise Tax (REET)	1,391,139	
New Gas Tax Proceeds	750,000	
Interest Earnings	<u>67,500</u>	
<b>Total</b>	<b>\$ 3,133,234</b>	
Estimated Cumulative Growth	12.61%	
less: Proportionate Share of Other Sources		<b><u>(395,075)</u></b>

**Net Cost Basis** **\$ 11,615,002**

#### II. Charge Basis

Projected increase in Number of Peak-hour Trips **2,408**

#### III. Traffic Impact Fee

Impact Fee per Peak-hour Trip **\$ 4,824**

[a] Based on the historical experience, 22% of the total project cost is assumed to be grant funded.

# City of University Place

## Transportation Impact Fee Study

### Daily Trip Ends Growth & Charge Basis (including Town Center Projects)

Annual Growth Rate	1.00%
2005 Daily Trip Ends	166,858

#### Estimate of 6-Year Growth

	Years	Daily Trip Ends	% of Growth in Total	Impact Fee Basis (Increase in Peak Hour Trips)
<b>Base Year</b>	<b>2005</b>	<b>166,858</b>		
Year 1	2006	168,527		
Year 2	2007	170,212		
Year 3	2008	171,914		
Year 4	2009	173,633		
Year 5	2010	175,369		
Year 6	2011	177,123	<b>5.80%</b>	1,026.5
Town Center - Forecasted Trips		13,810		1,381.0
<b>TOTAL</b>		<b>190,933</b>	<b>12.61%</b>	<b>2,407.5</b>

#### Estimate of 20-Year Growth

	Years	Daily Trip Ends	% of Growth in Total	Impact Fee Basis (Increase in Peak Hour Trips)
Year 20	2025	196,580	<b>15.12%</b>	2,972.2
Town Center - Forecasted Trips		13,810		1,381.0
<b>TOTAL</b>		<b>210,390</b>	<b>20.69%</b>	<b>4,353.2</b>

<b>% Share of 6-year Growth in Total Added Capacity (20-year growth)</b>	<b>55.30%</b>
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**ROADWAY & TRAFFIC PROJECTS**

Project Type	Project Number	Project Name	Rev. 1 Project Costs		Rev. 1 % Allocation		Rev. 1 \$ Allocation		Rev. 1 Impact Fee Eligibility [a]	
			Total	Expansion	Existing Need	Expansion	Existing Need	% Share	\$ Share	
	1	Bridgeport Way Phase 3/4 (South City Limits to Cirque Drive W.)	\$ -	-	\$ -	-	-	-	55.30%	\$ -
	2	Bridgeport Way W. Phase 5 (19th St. W. to 27th St. W.)	-	-	-	-	-	-	55.30%	-
	4a	67th Avenue (Regents Blvd. to 19th Street) Phase 1 [b]	2,000,900	100.00%	0.00%	2,000,000	-	-	55.30%	1,106,091
	4b	67th Avenue (Regents Blvd. to 19th Street) Phase 2 [b]	-	-	-	-	-	-	55.30%	-
	9	Alameda Extension North (Cirque Drive W. to 40th St. W.)	-	-	-	-	-	-	55.30%	-
	12	Grandview Drive - Phase 5 (27th Street to 19th Street)	-	-	-	-	-	-	55.30%	-
	13	Alameda Connection South (Southern terminus to 67th Ave. W.) [c]	650,000	80.00%	20.00%	520,000	130,000	-	55.30%	287,584
	16	Cirque Drive Phase 4 (Grandview Drive to Sunset Drive)	-	-	-	-	-	-	55.30%	-
	17	Sunset Drive Traffic Calming Cirque Drive to 19th Street)	-	-	-	-	-	-	55.30%	-
	18	Chambers Creek Road "B" Lower (Chambers Bay Bridge to 64th St.)	-	-	-	-	-	-	55.30%	-
	22	Elwood Drive (29th Street to 27th Street)	-	-	-	-	-	-	55.30%	-
	23	35th Street Phase 1 (Grandview Drive to Larson Lane)	-	-	-	-	-	-	55.30%	-
	24	35th Street Phase 2 (Drexler Drive to 67th Avenue)	-	-	-	-	-	-	55.30%	-
	25	Beckonridge Drive (Grandview Drive to Cirque Drive)	-	-	-	-	-	-	55.30%	-
	26	Lemmons Beach/31st Street/Parkway ( City Limits to Elwood Drive)	-	-	-	-	-	-	55.30%	-
	31	Elwood Drive (Cirque Drive to 40th Street)	-	-	-	-	-	-	55.30%	-
	34	37th Street Connection (Sunset Drive to 7900 Block)	865,000	80.00%	20.00%	692,000	173,000	-	55.30%	382,707
	35	57th Avenue Connection (Cirque Drive to 5800 Block)	915,000	60.00%	40.00%	549,000	366,000	-	55.30%	303,622
	42	40th Street and Bridgeport Intersection	750,000	100.00%	0.00%	750,000	-	-	55.30%	414,784
	43	27th Street and Bridgeport Intersection	750,000	100.00%	0.00%	750,000	-	-	55.30%	414,784
	44	40th Street and 67th Avenue Intersection	500,000	100.00%	0.00%	500,000	-	-	55.30%	276,523
	45	Cirque Drive and 67th Avenue Intersection	-	-	-	-	-	-	55.30%	-
<b>TOTAL</b>			<b>\$ 6,430,000</b>			<b>\$ 5,761,000</b>	<b>\$ 669,000</b>			<b>\$ 3,186,094</b>

[a] Reflects the share of 6-year growth in total added capacity (20-year growth).

[b] Phase 1 consists of constructing intersection improvements at Regents and Mildred and constructing a new NB lane. Phase 2 consists of constructing bikelanes/shoulders, curb, gutter, and sidewalk on both sides.

[c] The cost estimate of this project has been reevaluated and revised.

**TOWN CENTER PROJECTS**

Project Type	Project Number	Project Name	Rev. 1 Project Costs		Rev. 1 % Allocation		Rev. 1 \$ Allocation		Rev. 1 Impact Fee Eligibility [a]	
			Total	Expansion	Existing Need	Expansion	Existing Need	% Share	\$ Share	
	15	Drexler Drive North (37th Street to 35th Street)	\$ 2,713,723	100.00%	0.00%	2,713,723	-	-	55.30%	\$ 1,500,812
	19	Larson Lane North / 35th St. (3600 blk to 35th St. / Larson Lane to Bridgeport)	1,760,000	100.00%	0.00%	1,760,000	-	-	55.30%	\$ 973,360
	36	Drexler Drive South (40th Street to 42nd Street) [c]	-	-	-	-	-	-	55.30%	\$ -
	37a	Larson Lane South (37th to 38th)	500,000	100.00%	0.00%	500,000	-	-	55.30%	\$ 276,523
	37b	Larson Lane South (38th to 40th)	-	-	-	-	-	-	55.30%	\$ -
	37c	Larson Lane South (3600 blk to 37th and 40th to 42nd)	-	-	-	-	-	-	55.30%	\$ -
	38a	42nd Street (Drexler to Bridgeport)	-	-	-	-	-	-	55.30%	\$ -
	38b	42nd Street (Bridgeport to Larson)	-	-	-	-	-	-	55.30%	\$ -
	39	Mall Drive (74th Avenue to 76th Avenue)	-	-	-	-	-	-	55.30%	\$ -
	40	Bridgeport Way / 35th St. Town Center Enhancements	-	-	-	-	-	-	55.30%	\$ -
	41	Town Center Drive - Market Street (Bridgeport Way to 37th Street)	3,612,804	100.00%	0.00%	3,612,804	-	-	55.30%	\$ 1,998,044
<b>TOTAL</b>			<b>\$ 8,586,527</b>			<b>\$ 8,586,527</b>	<b>\$ -</b>			<b>\$ 4,748,738</b>

[a] Reflects the share of 6-year growth in total added capacity (20-year growth).

<b>GRAND TOTAL FOR TIF</b>	<b>\$ 15,016,527</b>	<b>\$ 7,934,832</b>
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**ATTACHMENT B**

<b>Traffic Impact Fee Project List</b>					
<b>TIF: \$4,824</b>					
<b>Project Name</b>	<b>Project Costs</b>	<b>Percentage Allocation</b>		<b>\$ Allocation</b>	
	<b>Total</b>	<b>Expansion</b>	<b>Existing Need</b>	<b>Expansion</b>	<b>Existing Need</b>
67th Avenue (Regents Blvd. to 19th Street) Phase 1	2,000,000	100.00%	0.00%	2,000,000	-
Alameda Connection South (Southern terminus to 67th Ave. W.)	650,000	80.00%	20.00%	520,000	130,000
37th Street Connection (Sunset Drive to 7900 Block)	865,000	80.00%	20.00%	692,000	173,000
57th Avenue Connection (Cirque Drive to 5800 Block)	915,000	60.00%	40.00%	549,000	366,000
40th Street and Bridgeport Intersection	750,000	100.00%	0.00%	750,000	-
27th Street and Bridgeport Intersection	750,000	100.00%	0.00%	750,000	-
40th Street and 67th Avenue Intersection	500,000	100.00%	0.00%	500,000	-
Drexler Drive North (37th Street to 35th Street)	2,713,723	100.00%	0.00%	2,713,723	-
Larson Lane North / 35th St. (3600 blk to 35th St. / Larson Lane to Bridgeport)	1,760,000	100.00%	0.00%	1,760,000	-
Larson Lane South (37th to 38th)	500,000	100.00%	0.00%	500,000	-
Town Center Drive - Market Street (Bridgeport Way to 37th Street)	3,612,804	100.00%	0.00%	3,612,804	-
<b>TOTAL</b>	<b>\$ 15,016,527</b>			<b>\$ 14,347,527</b>	<b>\$ 669,000</b>

A more detailed description is included in the City's adopted 6 year Transportation Improvement Plan

## ATTACHMENT C

### Traffic Impact Fee Schedule

Adopted June 4, 2007

The traffic impact fee shall be assessed against all new development requiring a Permit on a per Peak-Hour Trip basis and calculated using this schedule, which identifies the adopted fee amount per Peak Hour Trip generated. The Traffic Impact Fee Schedule represents the City's determination of the appropriate share of System Improvement costs to be paid by new growth and development.

<b>Impact Fee per peak hour trip:</b>	<b>\$4,824</b>
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