



IMPACT FEES effective January 1, 2014

What are Impact Fees?

- ◆ An impact fee is a tax on development used to pay for its proportionate share of the impacts to public facilities. The City of Olympia collects impact fees for transportation, parks, and school facilities.
- ◆ Impact fees are charged only for new construction or changes in building use that create a need for street improvements, schools or parks facilities. (See pages 2 and 3 for fee schedules.)

When are Impact Fees Paid?

- ◆ Impact fees are based on the rates in effect on the date a complete building permit application is submitted and are collected by the City at the time a building permit is issued.

Exceptions:

- ◆ Fee payers may request credits, reductions, refunds, or exemptions:
 - ◆ Credits can be granted for the value of dedicated land, improvements, or construction provided by the fee payer if the land, improvements, and/or facility are within the City's adopted Capital Facilities Plan. The amount of the credit cannot exceed the impact fees that would have been due from the project. Any claim for a credit must be made to the Director of the Community Planning and Development Department no later than 20 calendar days after the submission of an application for a building permit.
 - ◆ Reductions in transportation impact fees may also be requested for Transportation Demand Management (TDM) and Commute Trip Reduction (CTR) measures. Such credits may be given at the discretion of the Director for certain operational or physical TDM improvements that reduce the impact on the City's transportation system. See page 4 for details.
 - ◆ Refunds are available if the impact fees paid are not spent or encumbered within six years of when the fees were paid. Refunds must be requested within one year of the date the right to claim the refund arises.
 - ◆ Exemptions are listed in the impact fee code. Fee payers may request that the Director of Community Planning and Development (or Olympia School District for school impact fees) determine whether a particular development falls within an exemption defined in the code.
 - ◆ All requests for credits, reductions, refunds, or exemptions must be in writing and filed with the Director of Community Planning and Development at the address below.



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TRANSPORTATION IMPACT FEE RATE SCHEDULE

Effective January 1, 2014

| Land Uses | Unit of Measure | Fee |
|--|------------------|---------|
| RESIDENTIAL | | |
| Single Family (Detached) | Dwelling | \$3,127 |
| Multifamily –Townhouse, Duplex | Dwelling | \$2,029 |
| Senior Housing & Accessory Dwelling Unit | Dwelling | \$ 768 |
| Mobile Home | Dwelling | \$1,827 |
| COMMERCIAL – SERVICES | | |
| Bank | Sq ft/GFA | \$17.13 |
| Daycare | Sq ft/GFA | \$16.53 |
| Hotel/Motel | Room | \$2,088 |
| Service Station ¹ | Fueling position | \$6,037 |
| Movie Theatre | Seat | \$121 |
| Health Club | Sq ft/GFA | \$7.26 |
| Marina | Berth | \$469 |
| INSTITUTIONAL | | |
| Elementary/Jr High/High School | Student | \$184 |
| University/College | Student | \$502 |
| Church | Sq ft/GFA | \$1.80 |
| Hospital | Sq ft/GFA | \$4.03 |
| Asst Living, Nursing Home, Group Home | Bed | \$545 |
| INDUSTRIAL | | |
| Light Industry/Manufacturing/Industrial Park | Sq ft/GFA | \$3.88 |
| Warehousing/Storage | Sq ft/GFA | \$1.44 |
| Mini Warehouse | Sq ft/GFA | \$1.17 |
| RESTAURANT | | |
| Restaurant | Sq ft/GFA | \$18.02 |
| Fast Food Restaurant | Sq ft/GFA | \$29.94 |
| COMMERCIAL RETAIL | | |
| Retail Shopping Center | | |
| Up to 49,999 sq ft | Sq ft/GLA | \$5.78 |
| 50,000 – 99,999 sq ft | Sq ft/GLA | \$5.11 |
| 100,000 - 199,999 sq ft | Sq ft/GLA | \$5.02 |
| 200,000 – 299,999 sq ft | Sq ft/GLA | \$4.59 |
| 300,000 – 399,999 sq ft | Sq ft/GLA | \$5.47 |
| Over 400,000 sq ft | Sq ft/GLA | \$6.16 |
| COMMERCIAL OFFICE | | |
| Administrative Office | | |
| Up to 99,999 sq ft | Sq ft/GFA | \$11.00 |
| 100,000 – 199,999 sq ft | Sq ft/GFA | \$6.70 |
| 200,000 - 299,999 sq ft | Sq ft/GFA | \$5.85 |
| 300,000 sq ft and over | Sq ft/GFA | \$5.48 |
| Medical Office/Clinic | Sq ft/GFA | \$11.02 |

| Land Uses | Unit of Measure | Fee |
|---|--------------------|---------|
| OTHER RETAIL USES | | |
| Supermarket >5,000 sq ft | Sq ft/GFA | \$14.63 |
| Convenience Market < 5,000 sq ft | Sq ft/GFA | \$27.12 |
| Discount Merchandise Store (free standing) | Sq ft/GFA | \$5.77 |
| Miscellaneous Retail Sales | Sq ft/GLA | \$5.94 |
| Furniture Store | Sq ft/GFA | \$0.41 |
| Car Sales – New/Used | Sq ft/GFA | \$8.43 |
| Nursery/Garden Center | Sq ft/GFA | \$4.94 |
| Pharmacy/Drugstore | Sq ft/GFA | \$6.33 |
| Video Rental | Sq ft/GFA | \$9.20 |
| Automobile Care Center | Sq ft/GLA | \$4.93 |
| Quick Lubrication Vehicle Shop | Servicing Position | \$5,464 |
| Hardware/Bldg Materials Store <25,000 sq ft | Sq ft/GFA | \$5.00 |
| Home Improvement Superstore >25,000 sq ft | Sq ft/GFA | \$2.42 |
| DOWNTOWN FEES² | | |
| Multifamily Residential – Townhouse, Duplex | Dwelling | \$832 |
| Senior Housing & Accessory Dwelling Unit | Dwelling | \$345 |
| Asst Living, Nursing Home, Group Home | Bed | \$370 |
| Hotel/Motel | Room | \$1,548 |
| Movie Theatre | Seat | \$100 |
| Marina | Berth | \$287 |
| Downtown Services/Retail ³ | Sq ft/GLA | \$3.51 |
| DOWNTOWN ADMINISTRATIVE OFFICE² | | |
| Up to 99,999 sq ft | Sq ft/GFA | \$7.15 |
| 100,000 – 199,999 sq ft | Sq ft/GFA | \$5.36 |
| 200,000 - 299,999 sq ft | Sq ft/GFA | \$4.65 |
| 300,000 sq ft and over | Sq ft/GFA | \$3.93 |
| Medical Office/Clinic | Sq ft/GFA | \$9.64 |
| Industrial Park | Sq ft/GFA | \$2.43 |
| Warehousing/Storage | Sq ft/GFA | \$0.91 |
| Mini Warehouse | Sq ft/GFA | \$0.74 |

Notes:

For uses with Unit of Measure in "sq ft/GFA" or "sq ft/GLA," impact fee is dollars per square foot.

¹ Service Station can include Mini Mart (less than or equal to 2,500 sq. ft.) and/or Car Wash. Mini Mart greater than 2,500 sq. ft. is calculated separately.

² Downtown: See map on page 3.

³ Downtown Services/Retail include Retail Stores, Restaurants, Supermarkets, Convenience Markets, Video Rentals, Banks, Health Clubs, Day Cares, and Libraries.



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PARK IMPACT FEE

(Per Dwelling Unit)

(Applies to residential development only)

Effective January 1, 2014

| HOUSING TYPE | IMPACT FEE |
|---|------------|
| Single Family (including manufactured homes on individual lots) | \$5,090 |
| Duplex (per unit) | \$3,462 |
| Multifamily (including Townhouses) | \$3,462 |
| Downtown Multifamily (including Townhouses) | \$2,647 |
| Mobile Home in Mobile Home Parks | \$3,462 |
| Accessory Dwelling Units (only separate structures) | \$2,036 |
| Single-room Occupancy | \$2,036 |

SCHOOL IMPACT FEE

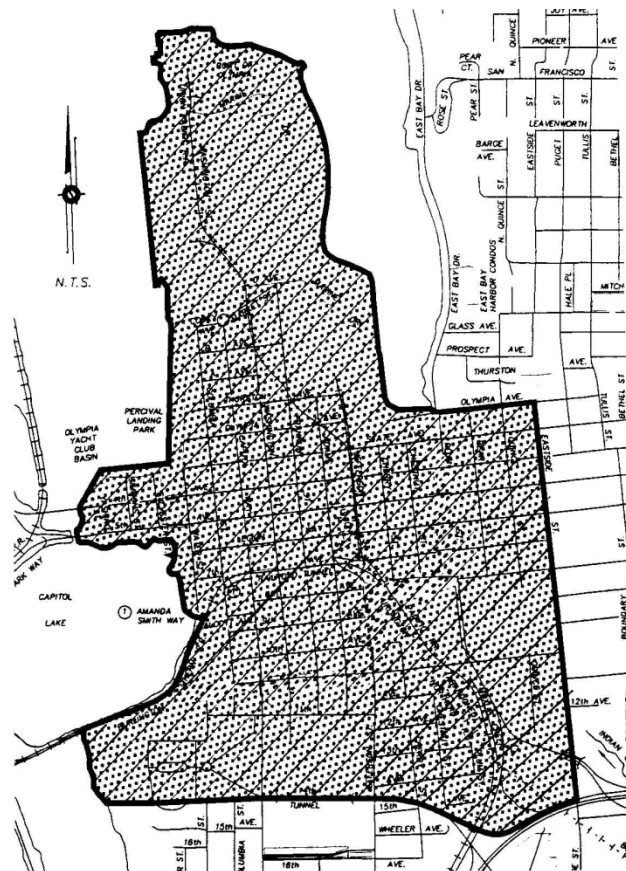
(Per Dwelling Unit)

(Applies to residential development only)

Effective January 1, 2014

| HOUSING TYPE | FEE PER UNIT |
|--|--------------|
| Single Family - detached | \$5,895 |
| Multifamily per unit (including Townhouses) | \$1,749 |
| Single-room Occupancy (SRO) | \$0.00 |
| Downtown Multifamily per unit (including Townhouses) [Not required.] | \$0.00 |

DOWNTOWN IMPACT FEE AREA



There are five (5) options regarding the amount of impact fee to pay.

1. Pay the amount as shown on this rate schedule.
2. Prior to obtaining a building permit, submit a request to the Director of Community Planning and Development (CP&D) for the City to provide an independent fee calculation for you. There is a \$500 fee for this calculation.
3. Submit your own independent fee calculation. The fee for review of this calculation is \$500 plus payment of any review costs (a second \$500 is required as a deposit toward such costs).
4. Appeal Process: Prior to an impact fee appeal, the fee payer must first make a Request for Director’s Review on form available from CP&D. This request must be submitted in writing within 14 days of payment of the impact fee at issue. A written determination will be made by the Director and that determination may be appealed to the Olympia Hearing Examiner. See OMC 15.04.090 and OMC 18.75.040 for more information.
5. Include in the project proposal Transportation Demand Management (TDM) and Commute Trip Reduction (CTR) measures that reduce peak-hour traffic and, thus, reduce the need to build some transportation improvements. Eligible projects may reduce transportation impact fee assessments by providing:

| ACTION | REDUCTION |
|--|------------------|
| Operational Improvements: <ul style="list-style-type: none"> • Installation of centralized Transportation Demand Management (TDM) information center with maintained information. 1% • Commercial development that would be occupied by employees subject to Commute Trip Reduction ordinance or evidence to voluntarily comply with Commute Trip Reduction ordinance. 3% • Installation of parking spaces that are designated as paid parking (by residents or employees). 3% • Signage and enforcement designating parking lots to be used for carpool or vanpool parking for non-building occupants. 1% | |
| Physical Improvements: <ul style="list-style-type: none"> • Construction of direct walkway connection to the nearest arterial. 1% • Installation of on-site sheltered bus stop or bus stop within 1/4 mile of site with adequate walkways as determined by Transportation Division staff. 1% • Installation of bike lockers or employee showers. 1% • Construction of on-site internal walk/bikeway network that connects to existing City bicycle/pedestrian networks. 1% • Installation of preferential carpool/vanpool parking facilities. 2% • Under-build median parking requirements by at least 20% OR under-build by at least 30% OR under-build by at least 40%. 2% or 4% or 7% • Downtown construction that provides no parking for employees or customers. 10% | |
| Other: <ul style="list-style-type: none"> • Other operational or physical Transportation Demand Management measures identified by the developer (with supporting documentation). Up to 20% based upon peak-hour trip reductions | |
| Total Maximum Reduction | Up to 20% |