



# IMPACT FEES effective August 19, 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.



# IMPACT FEES effective August 19, 2014

## TRANSPORTATION IMPACT FEE RATE SCHEDULE

Effective January 1, 2014

Land Uses	Unit of Measure	Fee
<b>RESIDENTIAL</b>		
Single Family (Detached)	Dwelling	\$3,127
Multifamily – Townhouse, Duplex	Dwelling	\$2,029
Senior Housing & Accessory Dwelling Unit	Dwelling	\$ 768
Mobile Home	Dwelling	\$1,827
<b>COMMERCIAL – SERVICES</b>		
Bank	Sq ft/GFA	\$17.13
Daycare	Sq ft/GFA	\$16.53
Hotel/Motel	Room	\$2,088
Service Station <sup>1</sup>	Fueling position	\$6,037
Movie Theatre	Seat	\$121
Health Club	Sq ft/GFA	\$7.26
Marina	Berth	\$469
<b>INSTITUTIONAL</b>		
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
<b>INDUSTRIAL</b>		
Light Industry/Manufacturing/Industrial Park	Sq ft/GFA	\$3.88
Warehousing/Storage	Sq ft/GFA	\$1.44
Mini Warehouse	Sq ft/GFA	\$1.17
<b>RESTAURANT</b>		
Restaurant	Sq ft/GFA	\$18.02
Fast Food Restaurant	Sq ft/GFA	\$29.94
<b>COMMERCIAL RETAIL</b>		
<b>Retail Shopping Center</b>		
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
<b>COMMERCIAL OFFICE</b>		
<b>Administrative Office</b>		
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
<b>OTHER RETAIL USES</b>		
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
<b>DOWNTOWN FEES<sup>2</sup></b>		
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 <sup>3</sup>	Sq ft/GLA	\$3.51
<b>DOWNTOWN ADMINISTRATIVE OFFICE<sup>2</sup></b>		
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.

<sup>1</sup> 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.

<sup>2</sup> Downtown: See map on page 3.

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



*Effective August 19, 2014*

*Effective January 1, 2014*

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