



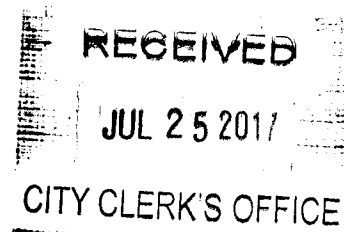
*******Meeting Notice*******

IMPACT FEE ADVISORY COMMITTEE

MEETING

WEDNESDAY, JULY 26, 2017 AT 9:00 A.M

The Impact Fee Advisory Committee meeting will be held at 9:00 A.M.
Wednesday, July 26, 2017 in the City Council Briefing Center-Lower Level of
City Hall, 808 West Spokane Falls Boulevard, Spokane, Washington



AMERICANS WITH DISABILITIES ACT (ADA) INFORMATION: The City of Spokane is committed to providing equal access to its facilities, programs and services for persons with disabilities. The Council Briefing Center in the lower level of Spokane City Hall, 808 W. Spokane Falls Blvd., is wheelchair accessible and also is equipped with an infrared assistive listening system for persons with hearing loss. Headsets may be checked out (upon presentation of picture I.D.) through the meeting organizer. Individuals requesting reasonable accommodations or further information may call, write, or email Human Resources at 509.625.6363, 808 W. Spokane Falls Blvd, Spokane, WA, 99201; or jjackson@spokanecity.org. Persons who are deaf or hard of hearing may contact Human Resources through the Washington Relay Service at 7-1-1. Please contact us forty-eight (48) hours before the meeting date.

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CITY CLERK'S OFFICE

**Transportation Impact Fee
Advisory Committee**

July 26, 2017

Time: 9:00 A.M. – 11:00 A.M.

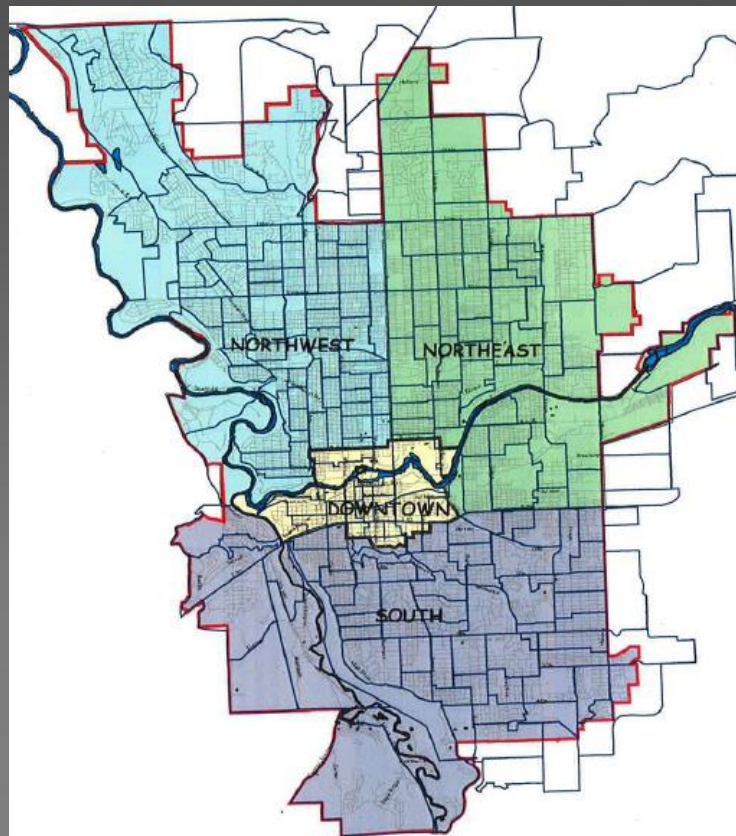
Location: City Hall – City Council Briefing Center

Agenda

- 1) Welcome and Introductions – Katherine Miller – 15 min
- 2) Process Charter – Inga Note – 10 min
- 3) Transportation Impact Fee background and current status – Inga Note – 30 min
- 4) Discuss code incentives (including PCTS comments) – Inga Note – 20 min
- 5) Discuss West Plains District – Inga Note – 30 min
- 6) Setting Next Agenda

Transportation Impact Fee Update

July 26, 2017



Scope of the Update

CODE REFERENCE

Chapter 17D.075 Transportation Impact Fees

Section 17D.075.140 Review

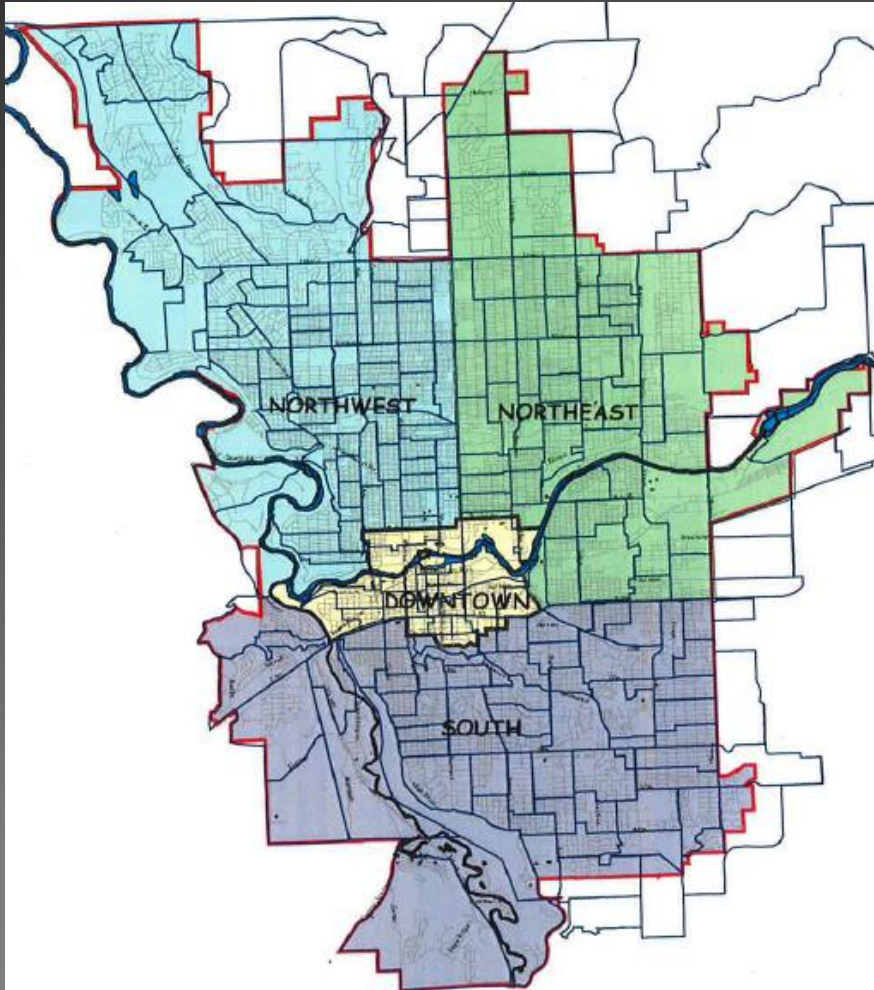
The fee schedules set forth in this chapter shall be reviewed by the city council as it may deem necessary and appropriate every two years in conjunction with the annual update of the capital facilities plan element of the City's comprehensive plan.

A transportation impact fee advisory board consisting of individuals representing the building, real estate, and property development industries, the broader business community, community leaders, community assembly, and citizens shall be appointed by the mayor to review proposed changes to the fee schedules set forth in this chapter prior to their review and adoption by the city council. This review shall occur when the city council may deem it necessary and appropriate every two years in conjunction with the annual update of the capital facilities plan element of the City's comprehensive plan. Provided, this section shall not be interpreted as requiring review by an advisory board or city council prior to the automatic fee adjustments contemplated in SMC 17D.075.040(A).

Project Timeline

- Meeting #1 – July 2017
- Meeting #2 – August 2017
- Meeting #3 – September 2017
- West Plains Open House – September 2017
- Meeting #4 – October 2017
- PCTS - Open House –October 2017
- Meeting #5 (if needed) – November 2017
- Plan Commission Hearing – November 2017
- City Council Hearing – December 2017

Transportation Impact Fees Enacted in 2011



Service Area	\$ / PM trip*
Downtown	\$90
Northwest	\$634
South	\$587
Northeast	\$850

**Base rate is adjusted for pass-by trips and trip length to arrive at fee per unit.*

Why Adopted?

- *Predictability for developers*
- *Faster permitting*
- *Funding source for grant match*

How Calculated?

Land Use	ITE Land Use Code	Unit of Measure	Fee per Unit*
Residential			
Single Family	210	dwelling	\$106.35
Multi Family (2 Levels or Less)	221	dwelling	\$68.63
Multi Family (3 Levels or More)	232	dwelling	\$42.07
Nursing Home	253	bed	\$14.23
Retirement Community	255	dwelling	\$24.27
Assisted Living	620	dwelling	\$18.41
Commercial – Services			
Hotel (3 Levels or More)	310	room	\$70.62
Hotel/Motel	320	room	\$56.26
Movie Theater	444	sq ft/GFA	\$0.26
Health Club	492	sq ft/GFA	\$0.24
Day Care	565	sq ft/GFA	\$0.56
Bank	912	sq ft/GFA	\$0.51

2011-2015

Annual Impact Fee Revenue

Approximately \$300,000 per year.

- ***\$12,667 Downtown***
- ***\$80,866 South***
- ***\$88,471 Northwest***
- ***\$116,200 Northeast***

Note: Does not include SEPA mitigation fees from County projects

Projects partially funded with Impact Fees

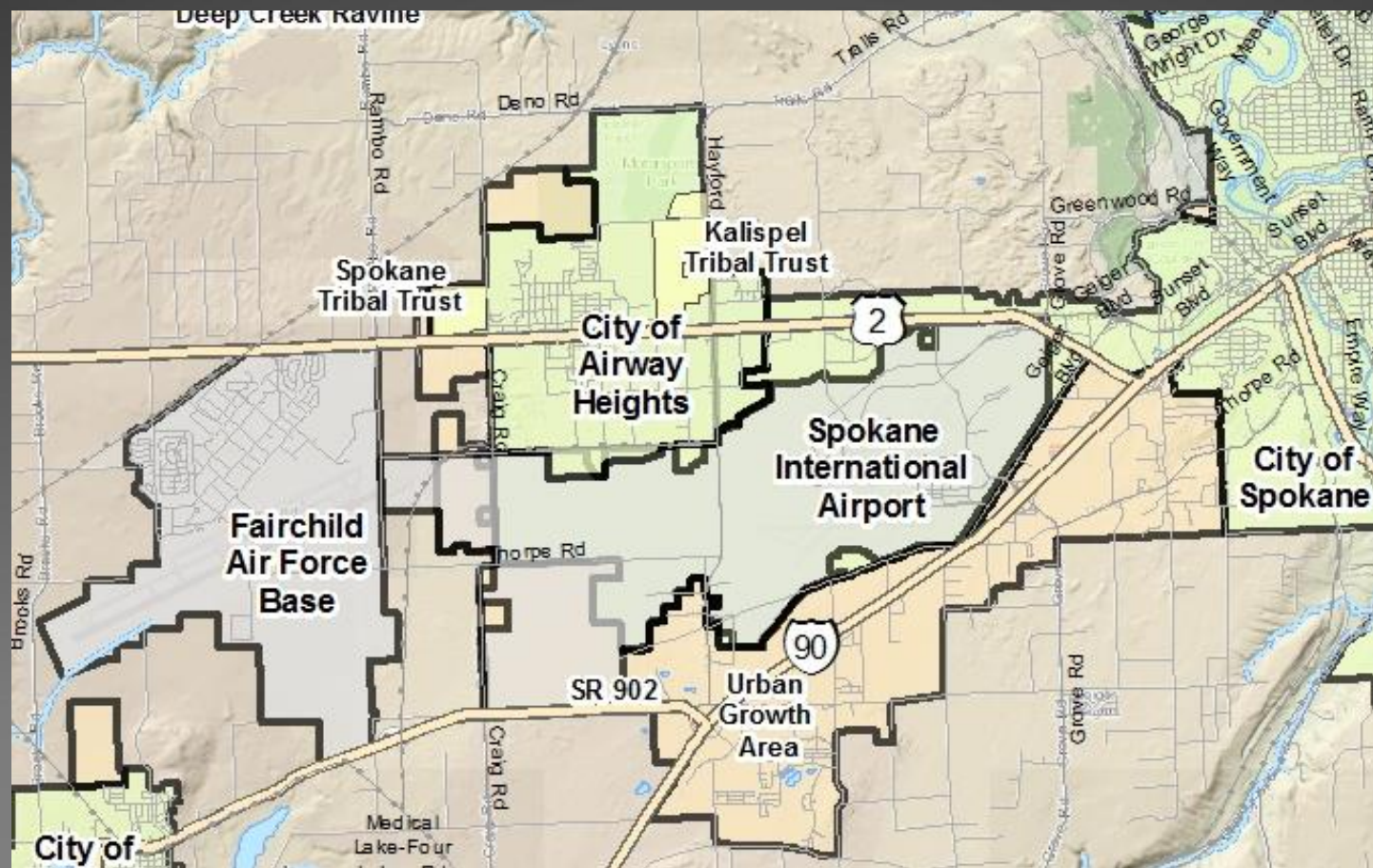
- *NE - Havana Street RR Overpass*
- *NW - Cedar/Country Homes Signal*
- *S - 44th Avenue – Regal to Freya*



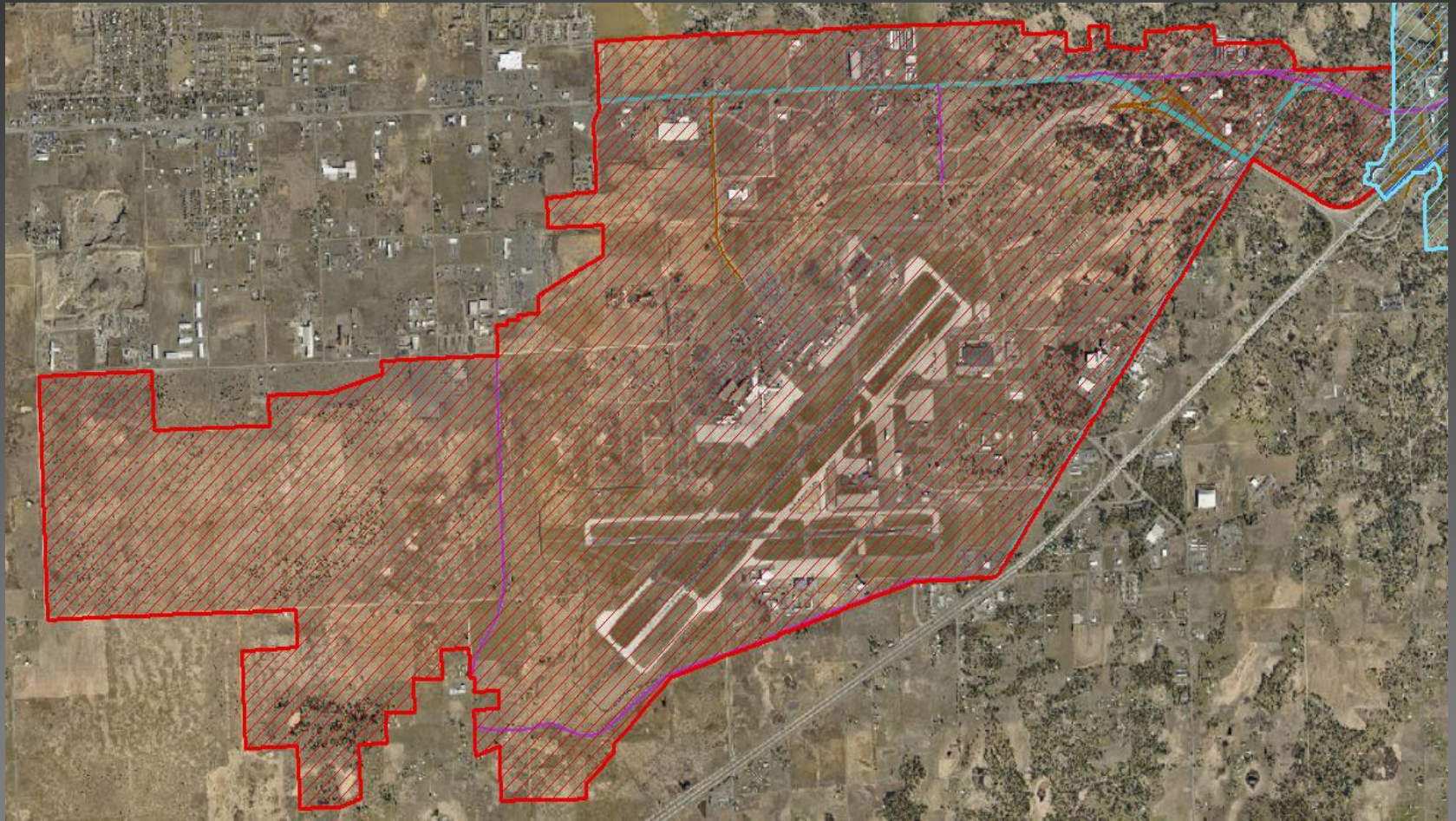
Projects likely to use Impact Fees in next 6 years

- *NE - Hamilton Corridor Signals*
- *NW - Indian Trail Road*
- *S - 29th/Freya, Palouse/Freya intersection*
- *DN - Ash Street 2-way from Broadway to Dean*
- *W – 12th Ave extension*

West Plains District



Proposed District Boundary



West Plains Traffic Projects

- *US 2 / Deer Heights signal*
- *21st Ave: Deer Heights Rd to Flint/Granite*
- *Deer Heights Road: south end to 18th – 21st*
- *12th Ave: Deer Heights to Flint/Granite*
- ~~*Geiger/Grove intersection project*~~ ***Funded!***

Recommended First Projects



Issues with West Plains

- *Airport*
 - *Offset fees with system improvements?*
 - *County and Airway Heights development*
 - *Use SEPA mitigation*

Existing Code Incentives

17D.075.070

- *10% development within CC zones*
- *10% for mixed use development incorporating an “active” first floor (e.g. office, retail) and residential above*
- *10% for the development of complete streets that provide pedestrian connections to surrounding neighborhoods and districts*
- *Total credit may not exceed 20%*

PCTS recommendations

- *Modify complete streets credit*
- *Promote connections to parks, schools, trails*



PCTS recommendations

- *Credit for lockable covered bicycle parking*



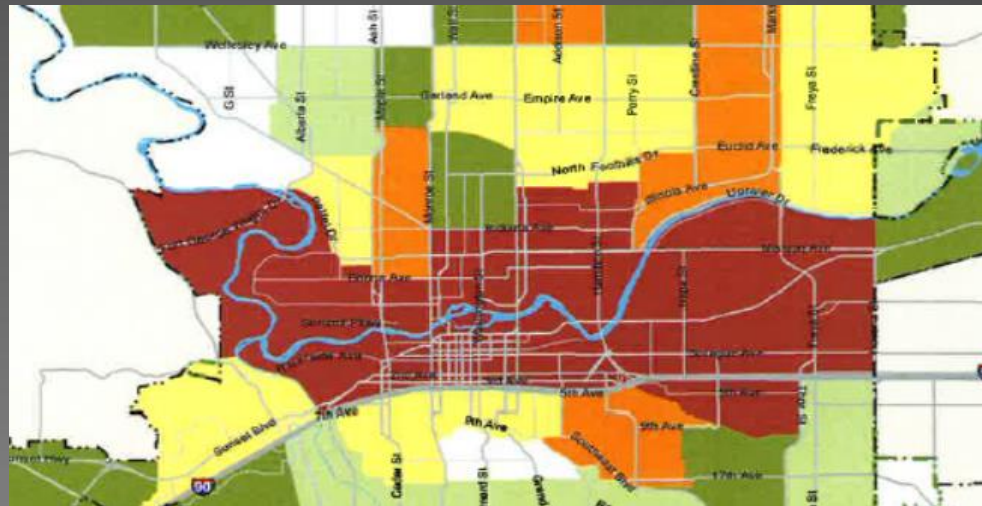
PCTS recommendations

- *Credit for select transit stop improvements*



PCTS recommendations

- *Credit for low-income areas*



Next Meeting

- *2nd touch on incentives*
- *New land use fee categories*
- *Improvement project concepts*



Impact Fee Incentives

Proposed 17D.075.070 Credits

A. The city council finds that certain types of development activity, ~~including development with the City's center and corridor zones,~~ is likely to generate fewer p.m. peak hour vehicle trips than other development activity. Consistent with this finding, a feepayer may request a partial credit for the following:

1. Development within center and corridor zones shall qualify for a partial credit of ten percent of the impact fees otherwise payable as a result of the development activity.
2. Mixed use development incorporating an "active" first floor (e.g. office, retail) and residential shall qualify for a partial credit of ten percent of the impact fees otherwise payable as a result of the development activity.

3. Development of ~~complete streets that provide bicycle and~~ pedestrian connections through their site to ~~surrounding neighborhoods and districts~~ regional trail systems, a public park or school shall entitle a feepayer to a partial credit of ten percent of the impact fees otherwise payable as a result of the development activity. ~~The credit provided for in this section shall only apply to the extent a feepayer is developing a complete street on the entire length of the block on which the development activity is occurring.~~ The credit provided for in this section shall be limited to the cost incurred by the feepayer in developing the ~~complete street~~ connection. ~~The regional trail system includes the Centennial, Ben Burr, Children of the Sun, Fish Lake and any minor trails that connect to these.~~

4. Development projects that incorporate covered and lockable bicycle storage for at least 50% of their required bicycle parking shall qualify for a credit of \$1000 per space up to the limit of the impact fees otherwise payable as a result of the development activity.

5. Development projects located on a transit corridor may make improvements in coordination with STA and will qualify for a partial credit of up to 10% percent of the impact fees otherwise payable as a result of the development activity. The credit provided for in this section shall be limited to the cost incurred by the feepayer in developing the improvements. Eligible improvements include:

~~Improvements that bring an existing non-conforming bus stop into conformance with STA's current Bus Stop Design Standards for accessibility.~~

A. The installation of a ~~bench, shelter pad, shelter or other weather cover,~~ lighting or the dedication of right-of-way for ~~such~~ transit stop improvements, as warranted by current or reasonably anticipated future usage of a transit stop, consistent with STA's established policies and design standards.

Comment [NI1]: City code already requires a pedestrian connection when a cul-de-sac exceeds a certain length.

Comment [imn2]: Delete. Typically covered through frontage improvements.

Comment [imn3]: Shelter pads are installed through frontage improvements if sidewalk work is done. STA does the shelters. Weather covers would be integrated into the building. Sometimes a shelter pad is desired but ROW is not adequate.

B. Street crossing improvements that address a difficult crossing for transit passengers identified by STA or City Staff and with approval of City staff.

Comment [imn4]: Delete. Too hard to implement. This is better addressed through SEPA.

3.6. Development projects located in low-income areas shall qualify for a partial credit of twenty percent of the impact fees otherwise payable as a result of the development activity. Low-income areas are defined as those with 30% or more of the population living below the poverty level. The?? map shall be used to determine eligibility.

Comment [imn5]: Limit to residential only?

Comment [NI6]: Low income housing map

4.7. The cumulative credits granted in subsections (B)(1) through (B)(37) above for center and corridor development, mixed use development incorporating active first floors, and development of complete streets, shall not exceed twenty thirty percent of the impact fees otherwise payable as a result of the development activity.