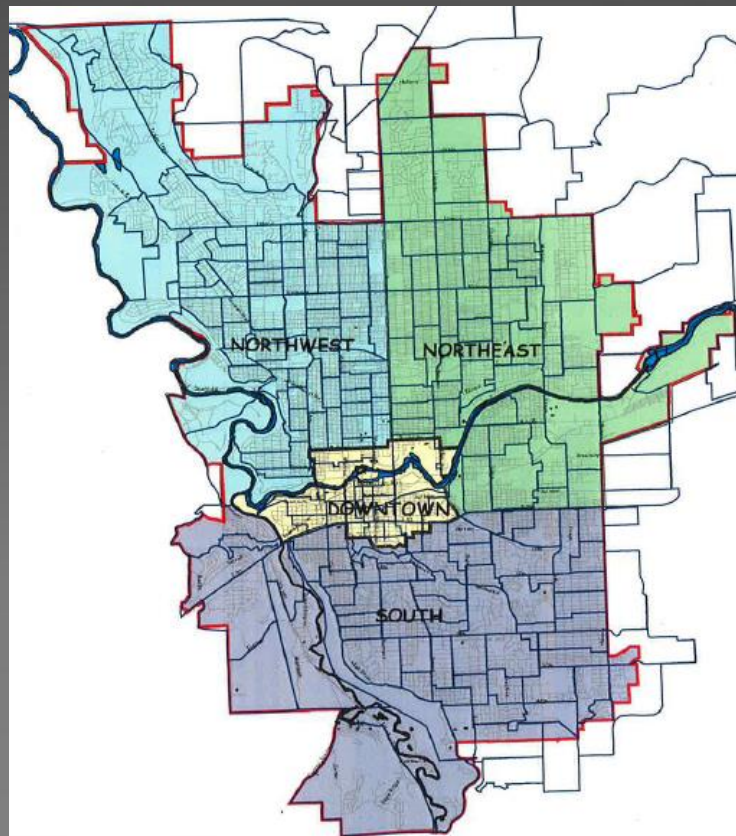


Transportation Impact Fee Update

October 4, 2017



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%*

Revised Code Incentives

17D.075.070

- *10% development within CC zones*
- *10% for mixed use development incorporating an “active” first floor*
- *20% for bicycle & ped connections*
- *\$1000 per space for covered bicycle parking*
- *10% for certain transit stop improvements*
- *Total credit may not exceed 30%*

Housing Recommended Rates

Type	PM Trips per unit	Comments
Single Family	1.0	No change
Apartments	0.62	Removed low and medium-rise apartments, combined into one rate
Condo / Townhouse	0.52	Separated from Apartments (owner vs. rental)
Low-income Multi-Family	0.40	Average from PSRC and Los Angeles studies

Low-income Housing Reduced Rate

- *WA State's Low Income Housing Tax Credit*
- *City of Spokane's HOME program*
- *WA State Housing Trust Fund*
- *HUD Project-Based Voucher Program*
- *similar programs per staff review*



Land Use Revisions

College/University Rates

Assignable Square Feet – the sum of all areas of a building assigned to an occupant or specific use. Can be classroom, labs, offices, study facilities, special use, support, health care, residential. Areas defined as building service, circulation, mechanical are not included.

WSU ratio of 1 student FTE / 337 Assignable Sq Ft

Land Use Revisions

College/University Rates

Trip Generation Rates

- *Junior/Comm College = 0.12 PM trips/student*
- *University/College = 0.17 PM trips/student*
- *Use average of 0.15 PM trips/student*

Combined with floor area data

Rate = 0.000445 PM trips/Assignable Square Feet

Land Use Revisions

Elementary School

School	Students	Gross Sq Ft	Students/Sq Ft
Adams	351	42,210	0.0083
Arlington	612	56,292	0.0109
Audubon	422	52,365	0.0081
Balboa	353	36,871	0.0096
Bemiss	552	54,372	0.0102
		*Average	0.0089

**The average rate represents all District 81 elementary schools.*

- *ITE Elementary School = 0.15 PM trips/student*
- *Average of 0.0089 students/Gross Sq Ft*
- *Rate = 0.0013 PM trips / Gross Sq Ft*

Land Use Revisions

Middle School

School	Students	Gross Sq Ft	Students/Sq Ft
Chase	724	112,586	0.0064
Garry	577	106,426	0.0054
Glover	609	108,040	0.0056
Sacajawea	786	112,613	0.0070
Salk	726	142,861	0.0051
Shaw	583	112,613	0.0052
		Average	0.0058

- *ITE Middle School = 0.16 PM trips/student*
- *Average of 0.0058 students/Gross Sq Ft*
- *Rate = 0.00093 PM trips / Gross Sq Ft*

Land Use Revisions

High School

School	Students	Gross Sq Ft	Students/Sq Ft
North Central	1351	273,785	0.0049
Lewis & Clark	1792	264,626	0.0068
Ferris	1716	271,724	0.0063
Rogers	1511	263,742	0.0057
Shadle Park	1305	274,975	0.0047
		Average	0.0057

- *ITE High School = 0.13 PM trips/student*
- *Average of 0.0057 students/Gross Sq Ft*
- *Rate = 0.00074 PM trips / Gross Sq Ft*

Revenue since 2011

District	Fees Collected*	Fee used on Projects	Balance
Downtown	\$109,214	\$0	\$109,214
Northwest	\$608,326	\$288,307	\$320,019
South	\$687,893	\$528,511 **	\$159,382 **
Northeast	\$912,017	\$61,532 **	\$850,485 **
SEPA Mitigation	\$531,368	TBD	TBD

**Fees collected from Jan 2011 through July 2017.*

*** Does not include payback projects like 37th Avenue and Havana Street Overpass*

Fee Calculation

$$\text{Base Fee} = \frac{\text{Project Costs}}{\text{Trip Ends}} * \text{Developer \%}$$

Definitions:

Trip Ends – growth in PM peak trips over 20 years from SRTC model.

Developer % = Share of costs assigned to developers vs. city or grant funds. (currently 40%)

Draft Project List

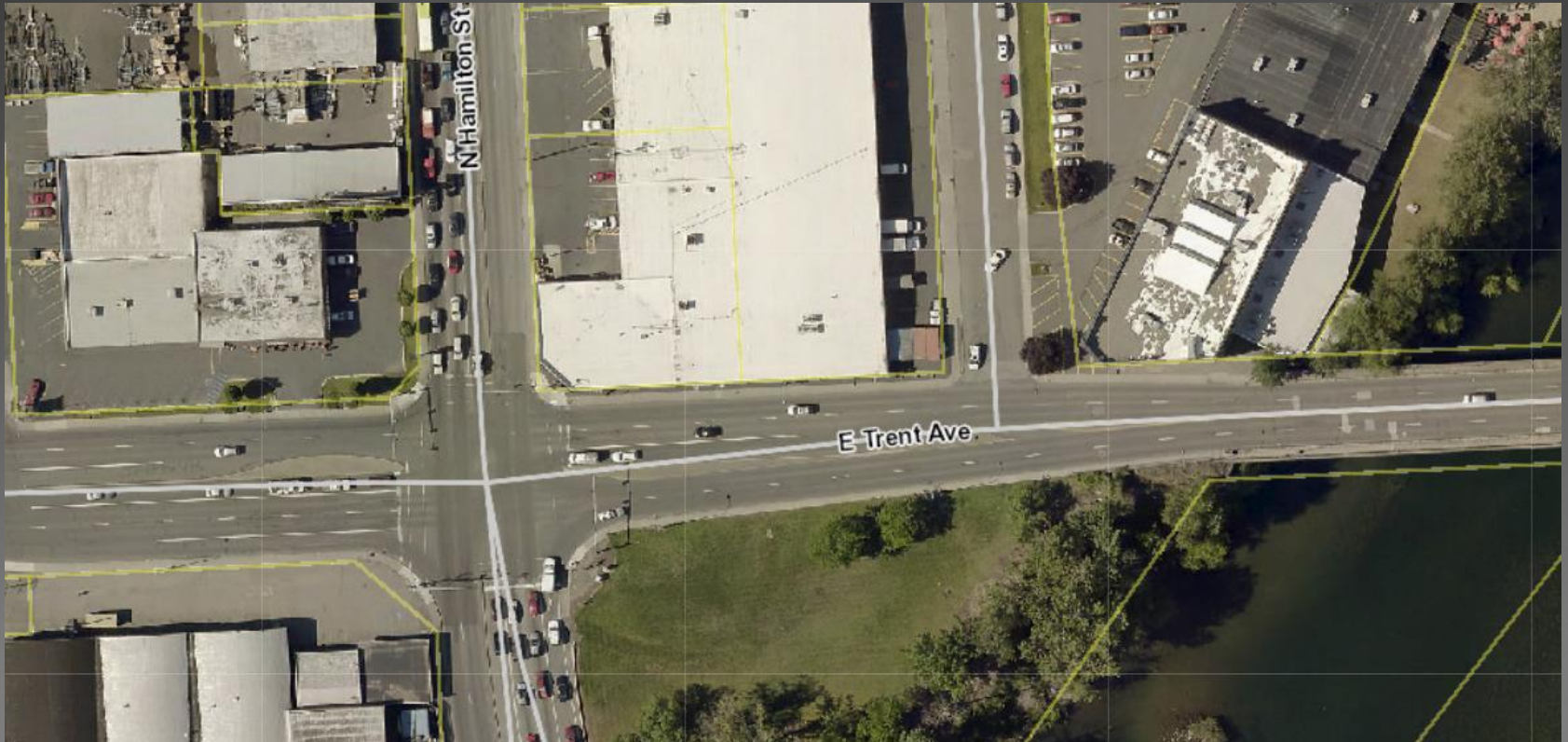
Downtown

5th Ave / Sherman St	Intersection - Install new traffic signal
Trent / Hamilton intersection	modifications due to new traffic patterns with NSC
Downtown Bike Share	Paid bike share program
Ash Street 2-way from Broadway to Dean	Convert Ash Street to a 2-way street to allow access to Maple Street Bridge SB.
D Bicycle Improvements	stripe bike facilities on arterials
D Pedestrian Improvements	install pedestrian facilities on arterials

Downtown 5th/Sherman



Downtown Trent/Hamilton



Downtown Bike Share



Downtown Ash Street 2-Way



Draft Project List

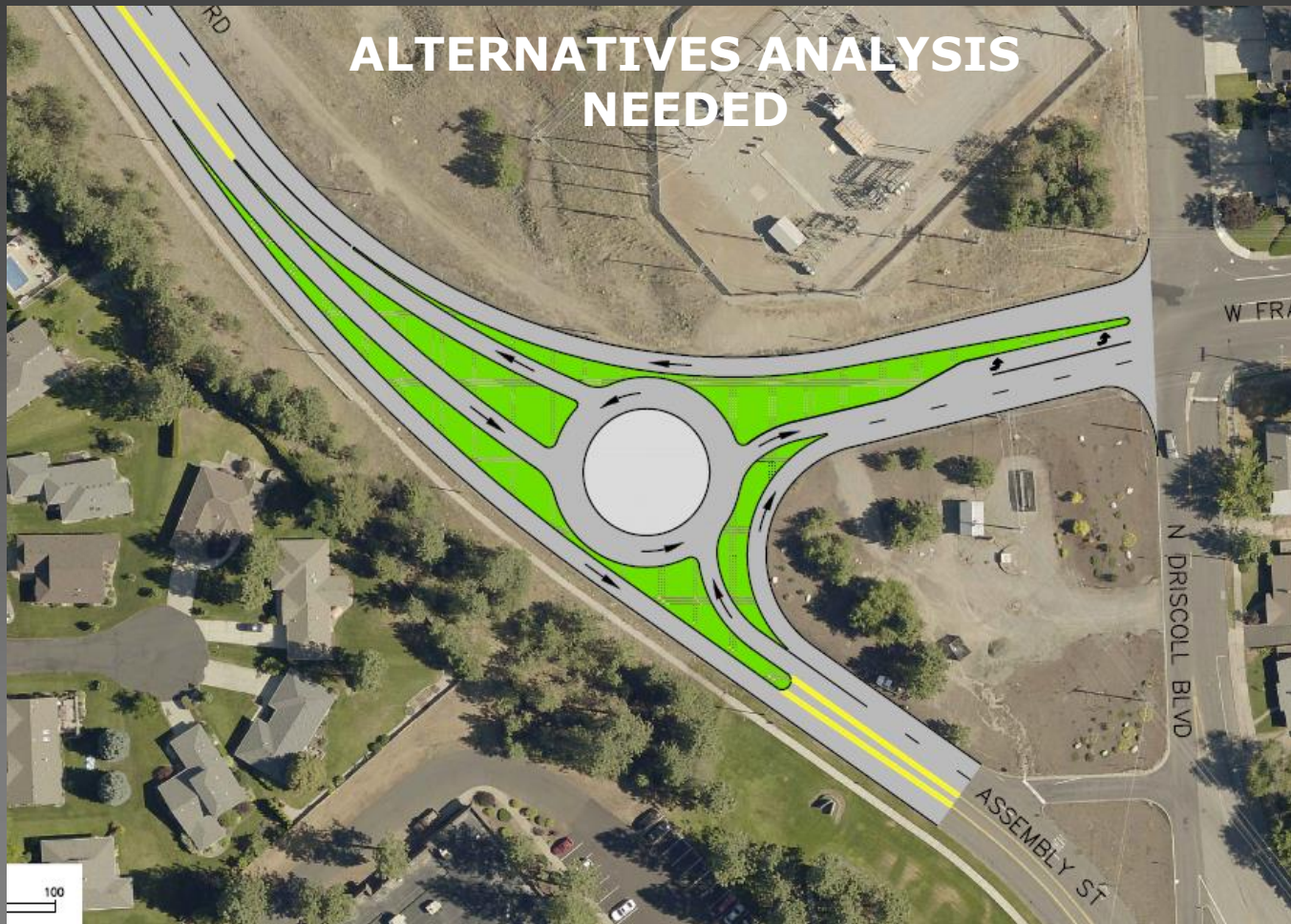
Northwest

Assembly St / Francis Ave (SR291)	Intersection - Construct Roundabout
Indian Trail Rd - Kathleen to Barnes	Widening - Construct to 5-lane section
Wellesley / Driscoll	Roundabout
Wellesley / Assembly	WB right turn lane
Wellesley / Maple	WB thru pocket, NB right turn lane
Francis/Alberta	modify NB and SB lanes to allow protected phasing
Francis/Maple	add WBR lane
NW Bicycle Improvements	stripe bike facilities on arterials
NW Pedestrian Improvements	install pedestrian facilities on arterials

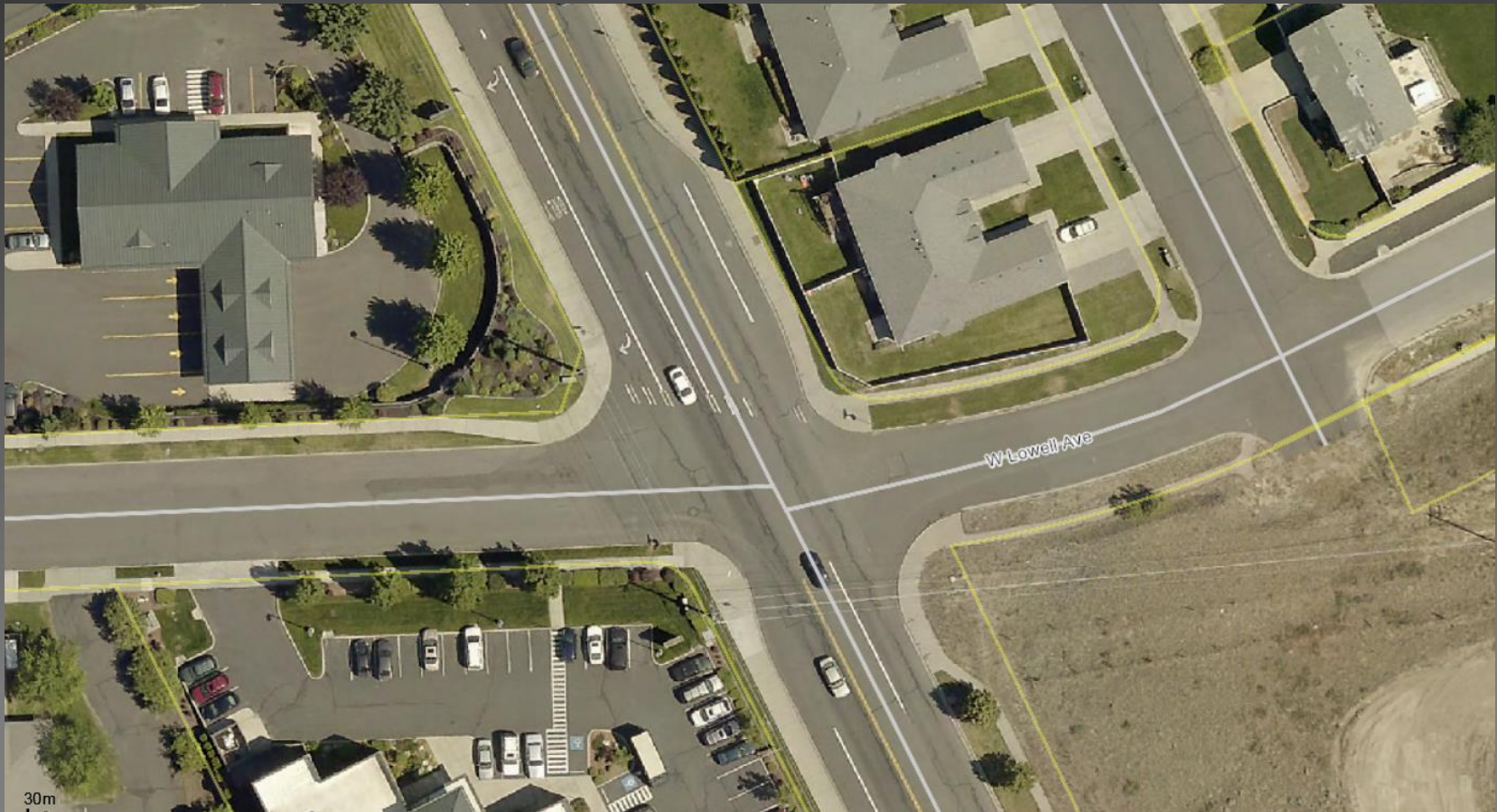
Northwest Francis/9 Mile/Assembly



Northwest Francis/9 Mile/Assembly



Northwest Indian Trail



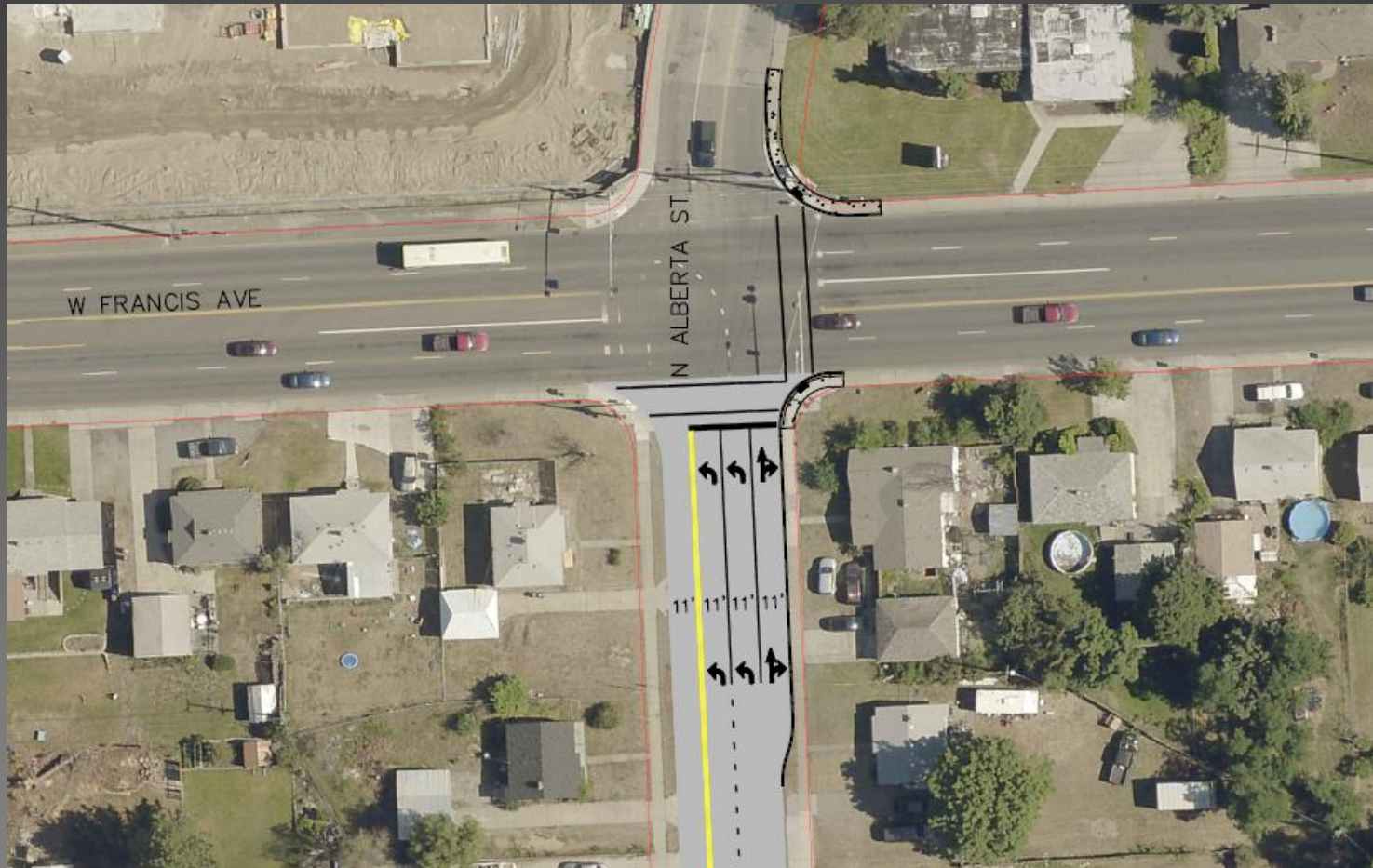
Northwest Wellesley/Assembly



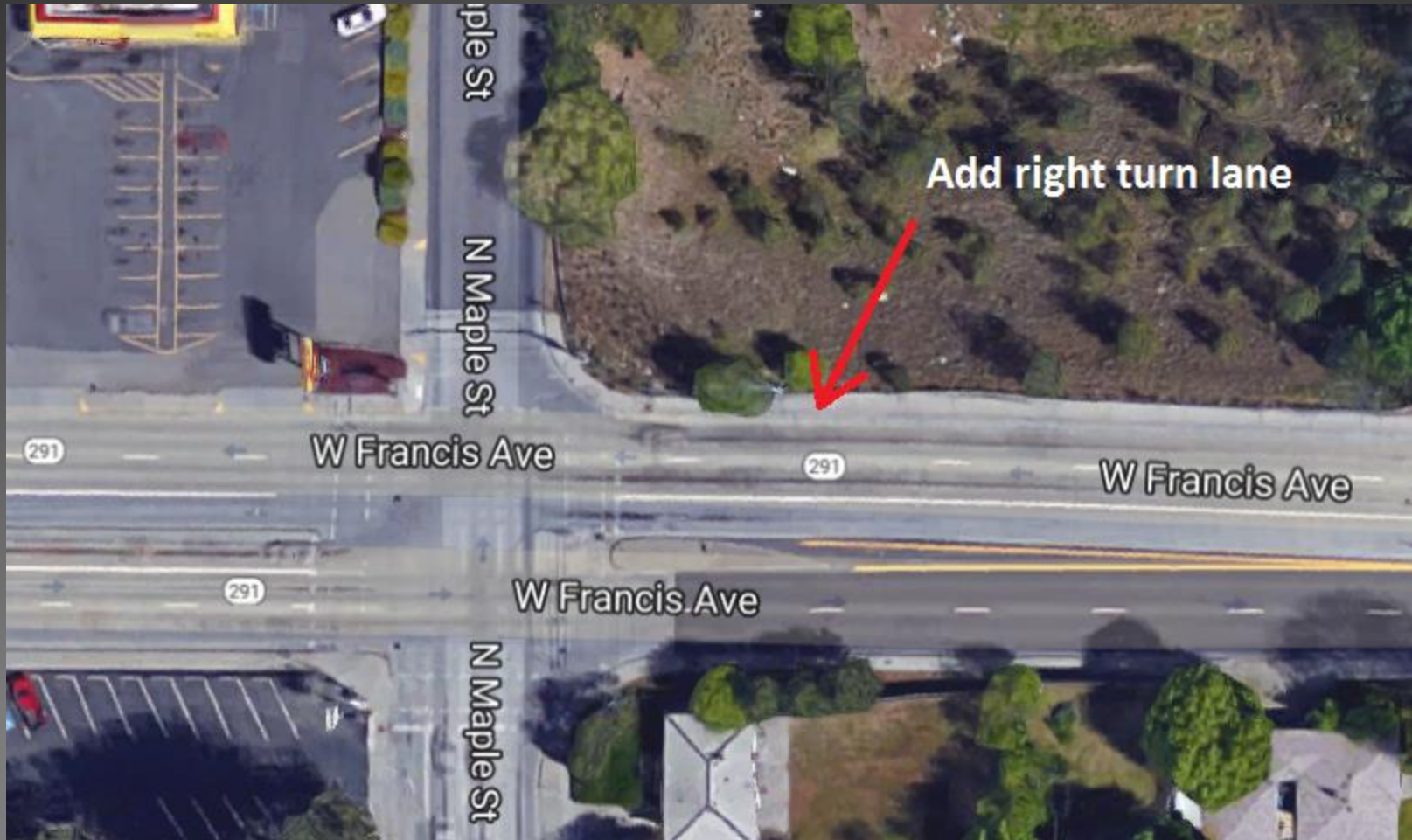
Northwest Wellesley/Maple



Northwest Francis/Alberta



Northwest Francis/Maple

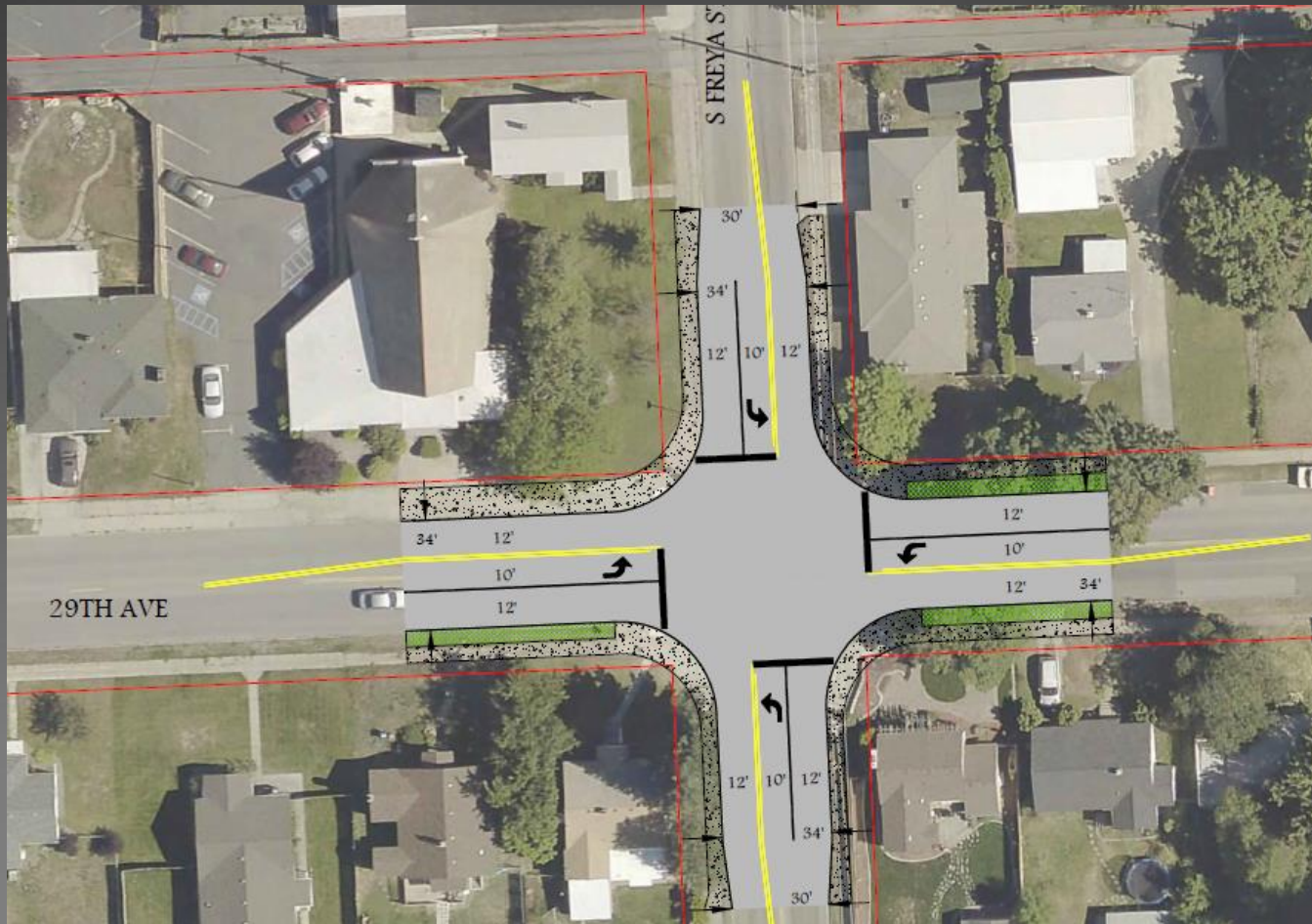


Draft Project List

South

29th Ave / Freya St	Stripe EBL and WBL turn lanes, and widen for NB and SB left turn lane. Keep 4-way stop.
29th Ave TWLTL	add TWLTL between Pittsburg and Lee
Ray-Freya Alternative	<i>Placeholder for after alternatives analysis, may include intersection improvements at 37th/Freya and 37th/Ray</i>
44th Ave from Crestline to Altamont	new collector road section
44th/Regal	Widen northbound approach to 2 lanes
Freya / Palouse Hwy	roundabout or turn lanes
US 195 Frontage from 16 th to Thorpe	2-3 lane frontage road
US 195 / Meadowlane	Interim intersection improvements
S Bicycle Improvements	stripe bike facilities on arterials
S Pedestrian Improvements	install pedestrian facilities on arterials

South 29th / Freya



South 29th Ave TWLTL



South



ALTERNATIVES ANALYSIS to look at the crossover and other options to improve traffic circulation in this area.

South 44th Ave Connection



South Palouse/Freya Roundabout



South US 195 Frontage: 16th to Thorpe



Draft Project List

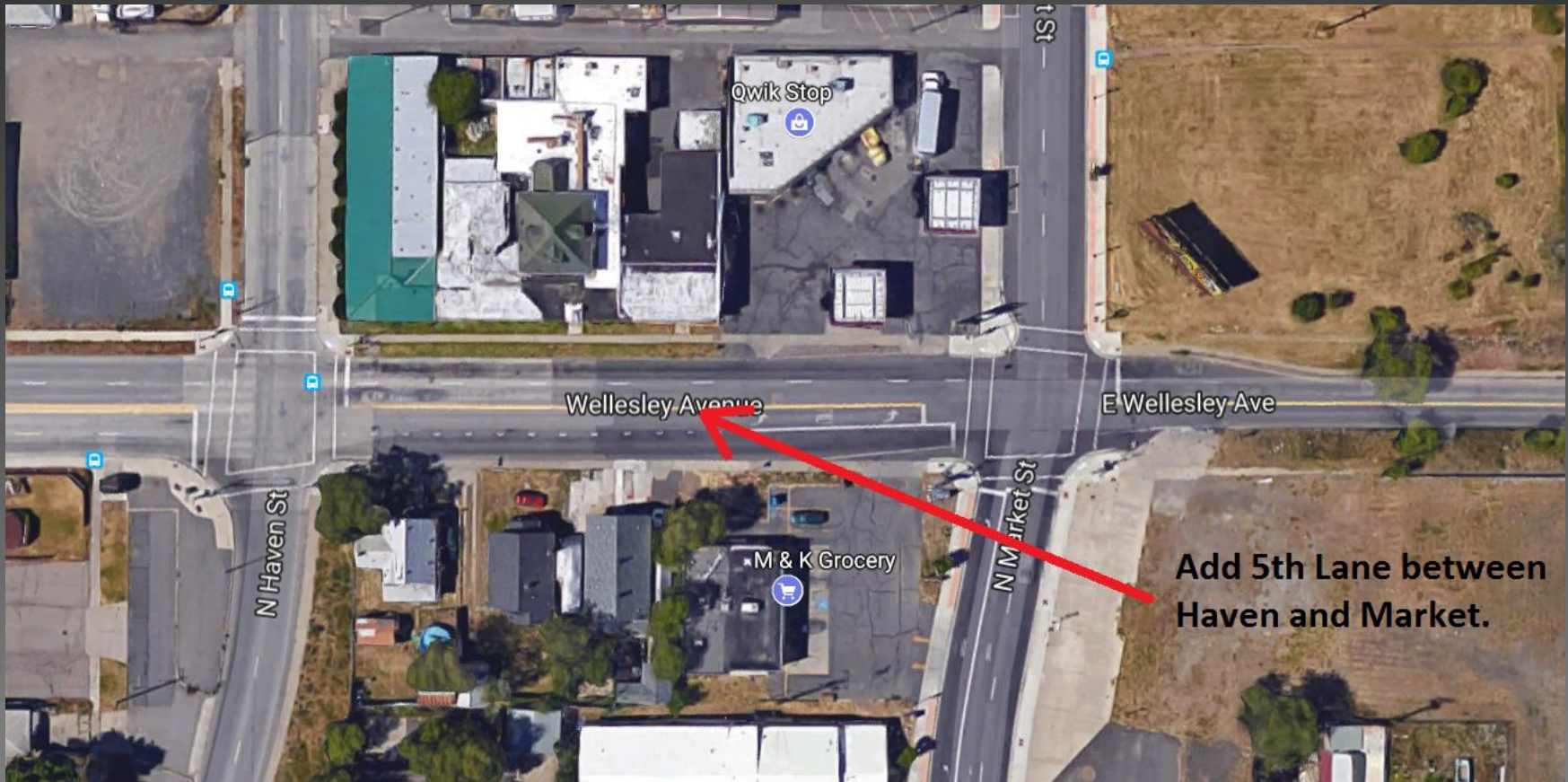
Northeast

Lincoln Rd / Nevada St	Intersection Improvements - Construct separate eastbound and westbound left-turn lanes; include west leg widening and construction of 5-lane east of Nevada 1000'
Hamilton St Corridor - Desmet Ave to Foothills Ave	Segment Improvements - Construct traffic signal modifications to accommodate protected or protected/permitted signal phasing. New signal at Desmet.
Market/Wellesley and Haven/Wellesley improvements	Add additional lane between Haven and Market to fit left turn movements.
Mission/Havana	signal
Crestline / Magnesium	add EBR turn lane, two lanes for NB, all-way stop.
Nevada / Magnesium	left turn protected-permitted phasing, restripe for WBL and EBL turn lanes, add WBR, one through lane east-west, maybe ROW on NE corner
Greene/Ermina	New signal to accommodate SCC access for transit and future NSC (mostly funded by STA)
NE Bicycle Improvements	stripe bike facilities on arterials
NE Pedestrian Improvements	install pedestrian facilities on arterials

Northeast Nevada/Lincoln



Northeast Market/Haven/Wellesley



Northeast Mission/Havana



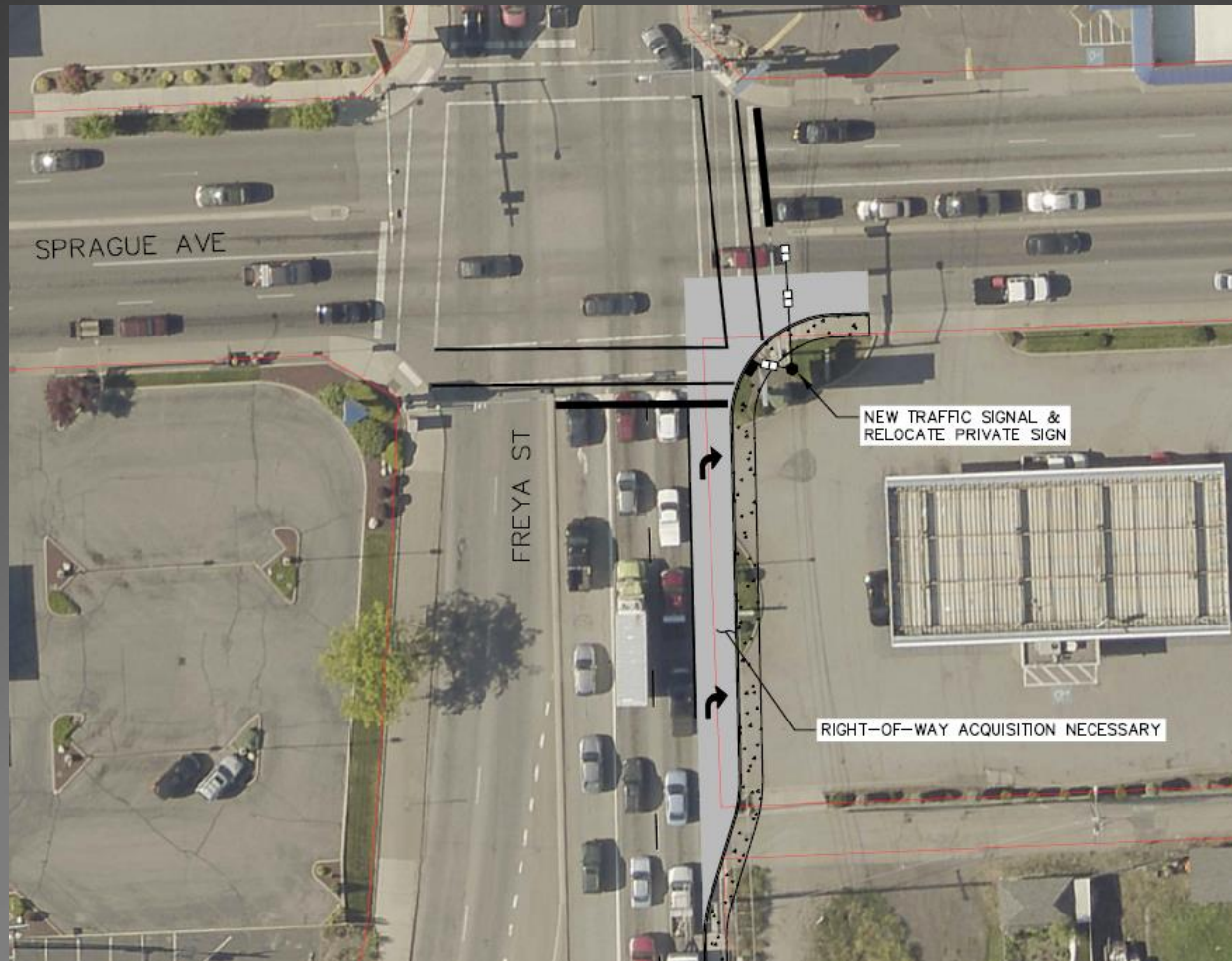
Northeast Crestline/Magnesium



Northeast Nevada/Magnesium



Northeast Sprague/Freya



Northeast Greene/Ermina (SCC)



Draft Project List

West Plains

US 2 / Deer Heights Signal	new signal or roundabout
21st Avenue: Deer Heights to Flint/Granite	segment - construct new 3-lane arterial
Deer Heights Road: south end to 18th/21st	segment - construct new 2-lane arterial
12th Avenue: Deer Heights to Flint/Granite	segment - construct new 2-lane arterial
W Bicycle Improvements	stripe bike facilities on arterials
W Pedestrian Improvements	install pedestrian facilities on arterials

Recommended First Projects



West Plains 18th-21st Avenue



West Plains 12th Avenue



Next Steps

***West Plains Public Meeting Oct 24th 4-6 pm at
Waste to Energy Plant***

Last Committee Meeting

- ***Finalize incentives code***
- ***Finalize recommended rates***

Planning Commission

City Council

Use of Impact Fees

WAC 365-196-850

Must only be imposed for system improvements that are reasonably related to the new development.

"System improvements" (in contrast to "project improvements") are public facilities included in the capital facilities plan that are designed to provide service to service areas within the community at large;

Use of Impact Fees

RCW 82.02.050

Shall not exceed a proportionate share of the costs of system improvements that are reasonably related to the new development.

Shall be used for system improvements that will reasonably benefit the new development.

Use of Impact Fees

RCW 82.02.060

May provide for the imposition of an impact fee for system improvement costs previously incurred by a county, city, or town to the extent that new growth and development will be served by the previously constructed improvements provided such fee shall not be imposed to make up for any system improvement deficiencies.