

## Impact Fee Incentives

### Proposed 17D.075.070 Credits

- A. The city council finds that certain types of development activity ~~is~~ (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, a public park or school, or that expand the connectivity of the trail network~~ 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.
  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 bike space up to the limit of the impact fees otherwise payable as a result of the development activity. The bicycle storage area must be dedicated for that use only. See SMC 17C.230.200 for space requirements.~~
  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 ~~the~~ installation of a weather cover, lighting, HPTN stop infrastructure or the dedication of right-of-way for 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. The credit provided for in this section shall be limited to the cost of the right-of-way or the expense incurred by the feepayer in developing the transit stop.~~
  - ~~3-6.~~ 6. 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.

