

Transportation Impact Fee Committee Meeting #1

11/15/22



Committee Members

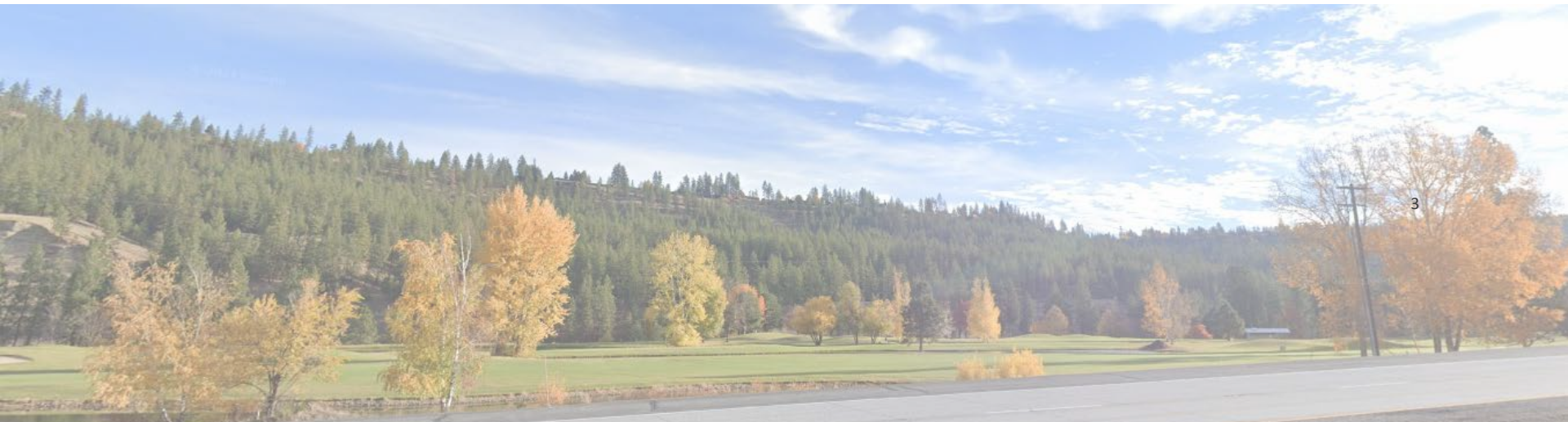
[Section 17D.075.140](#) Review

The fee schedules set forth in this chapter shall be reviewed by the city council as it may deem necessary and appropriate typically every four to six years, considering significant changes to the regional travel demand model, the impact fee projects in the City's comprehensive plan, and area growth.

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 in accordance with 17D.075.140(A). 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).

Role of the Committee

- *Review changes to the fee schedule*
- *Review boundary options for south and west Spokane*
- *Advise on other issues brought forward by staff*



Changes made in 2017-2019

- *Added West Plains District*
- *New land uses, low-income housing*
- *New incentives to reduce fees*
- *Annual fee increase tied to cost of construction*

Spokane's Impact Fee History

- *Adopted in 2011*
- *Pays for capacity improvements (concurrency)*
- *Paid at building permit for new development*
- *Provides source for grant match*

Use of Impact Fees

Counties, cities, and towns that are required or choose to plan under RCW 36.70A.040 are authorized to impose impact fees on development activity as part of the financing for public facilities, provided that the financing for system improvements to serve new developments must provide for a balance between impact fees and other sources of public funds and cannot rely solely on impact fees.

Use of Impact Fees and SEPA Mitigation

Impact and SEPA Fees applied to Transportation Projects - as of 12/31/21

Note: These values will be updated at the end of 2022.

Project Status as of 11/8/2022	District	City Project	Impact Fees Claimed as of 12/31/21	Impact fees Obligated as of 12/31/21	SEPA Fees Claimed as of 12/31/21
Construction Complete	NORTHEAST	Hamilton Street Corridor	\$227,939	\$708,173	\$9,720
Construction Complete	NORTHEAST	Havana Street Overpass Project	\$34,437		\$41,120
Construction Complete	NORTHEAST	Greene/Ermina Signal	\$91,792		
Construction Complete	NORTHWEST	Cedar Road/ Country Homes Signal	\$288,307		\$17,094
Construction Complete	NORTHWEST	Indian Trail Rd Grind & Overlay	\$401,976		\$22,476
Construction Complete	DOWNTOWN	MLK Riverside Extension Phase 1			\$12,303
Construction Complete	DOWNTOWN	Washington/North River Dr signal	\$119,000		
Construction Complete	SOUTH	44th Regal/Freya Connection	\$418,228		\$80,577
Construction Complete	SOUTH	37th Ave Roadway Project			
Construction Complete	SOUTH	37th & Grand Signal	\$33,350		
Construction Complete	5-MILE	Five Mile Rd - Lincoln to Strong	\$735,480		
Study Complete	SOUTH	Ray-Freya Alternatives Analysis			\$70,443
Design Complete	SOUTH	12th Ave - Deer Heights to Flint			\$60,000
Construction Complete	SOUTH	Regal/Palouse Signal			\$28,722
Construction Complete	SOUTH	44th/Regal Signal (2008131)			\$34,333
In Design	NORTHEAST	Garland Avenue Pathway		\$310,000	
Construction Complete	SOUTH	29th Avenue Southeast Blvd to Freya (2005177)			\$10,950
Construction Complete	NORTHWEST	Wellesley/Maple (2019107)		\$112,063	

Concurrency

RCW 36.70A.070(6)(b)

Transportation improvements or strategies to accommodate development impacts need to be made concurrently with land development.

Needed improvements or strategies must be in place at the time of development or a financial commitment is in place to complete the improvements or strategies within six years.



Tech Memo

To: Transportation Chapter Team
From: Inga Note, P.E. Streets Department
Date: March 24, 2017
Re: Intersection concurrency Analysis for Transportation Plan Update using updated regional transportation model based upon revised Population and Employment land use assumptions.

This memorandum documents the level of service analysis completed for the 2017 Transportation Plan Update. The purpose of the analysis is to show compliance with RCW 36.70A.070(6) which requires forecasts of traffic for at least ten years based on the adopted land use plan to provide information on the location, timing, and capacity needs of future growth.

LOS Standards

Within the Transportation Chapter update the city is proposing to modify the intersection level-of-service standards in the core of the City and in Centers and Corridors. The new proposed standards were used for this analysis and are summarized below. While the city strives to maintain the LOS standards during all times of the day, only the PM peak hour is used for concurrency purposes.

- LOS F, not to exceed 120 seconds of intersection delay at all the following signalized arterial intersections:
 - Within the Downtown and the area bound by and including the Spokane River, Maple Street, 5th Avenue and Sherman Street.
 - Within zones that implement Centers and Corridors
- LOS E at all other signalized arterial intersections along Principal arterials, Minor arterials, or Collector arterials.
- LOS E at all unsignalized intersections. Individual approach movements are analyzed at all unsignalized intersections with two-way stop-controlled (TWSC). The average of all movements is analyzed at all-way stop-controlled (AWSC) intersections. The department may allow a lower level of service at unsignalized intersections based on major and minor movement queue length, traffic volume, delay and volume to capacity ratio.

2040 Level of Service Analysis

Int ID	Intersection Name	Control Type	LOS Standard	2016		2040		Proposed Improvement
				Int. Delay	Int. LOS	Int. Delay	Int. LOS	
279	N Nevada St & E Hawthorne Road	Actuated-Uncoordinated	E	20.1	C	26.9	C	
292	Washington & North River Rd	Actuated-Coordinated	E	10.2	B	11.8	B	
294	Sherman St & 5th Ave	AWSC	E	54	F	55.1	F	Signal
295	Freya St & 5th Ave	Actuated-Coordinated	E	11.7	B	14.7	B	
299	N Ash St/Ash St & Five Mile Road	Actuated-Coordinated	E	15.1	B	20.1	C	
300	N Maple St & Five Mile Road	Actuated-Coordinated	E	15.3	B	17.1	B	
301	Division St & US-2	Actuated-Uncoordinated	D (exempt)	15.7	B	16.2	B	
302	Indian Trail Road & Pacific Park Dr	Actuated-Uncoordinated	E	9.6	A	112	F	Widen Indian Trail
303	Indian Trail Road & Barnes Rd	Actuated-Uncoordinated	F	7.7	A	9.2	A	
305	Regal St & Southeast Blvd/34th Ave	Actuated-Uncoordinated	E	9.8	A	10.9	B	
306	Monroe St & Bridge Ave-Summit Parkway	Actuated-Coordinated	F	7.9	A	8.6	A	
307	Hoerner Dr & Holland Ave	Actuated-Uncoordinated	E	9.1	A	11	B	
316	5th & Stevens	TWSC:Free NB-SB	E	17.2	C	19.6	C	
317	5th & Washington	TWSC:Free NB-SB	E	21.6	C	26.6	D	
321	Havana St & Broadway Ave	Pretimed	E	10.8	B	11.5	B	

This analysis is the source of most of the projects on the impact fee list.

For proposals requiring SEPA review – the lead agency must determine whether the project is likely to have any significant adverse environmental impact.

A Mitigated DNS allows consideration of mitigation measures such as transportation improvements.

How it works



Impact Fee Webpage

<https://my.spokanecity.org/business/commercial/impact-fees/>



Transportation Impact Fees

Current Impact Fee Code

- [SMC 17D.075 Transportation Impact Fees](#)
 - [Appendix A – 2022 Impact Fee Rate Schedules](#) (PDF 426 KB)
 - [Appendix A – 2021 Impact Fee Rate Schedules](#) (PDF 101 KB)
 - [Appendix A – 2019-2020 Impact Fee Rate Schedules](#) (PDF 5.1 MB)
 - [Appendix B – Service Area Map](#) (PDF 1.3 MB)
 - [Appendix D – Transportation Impact Fee Project List](#) (PDF 1.1 PDF)
- [Frequently Asked Questions](#) (PDF 54 KB)
- [Impact Fee Project Expenditures through 12-31-21](#) (PDF 89 KB)

2022 Update

City staff is working to update the district boundaries in the south and west part of the city. This effort includes an updated project list, cost estimates and a rate schedule. Staff will be working with the [Transportation Impact Fee Advisory Committee](#) from Nov 2022 through Jan 2023 before taking these revisions to the Plan Commission and City Council.

 City map
GIS interactive map

 Online Permitting
Building and development

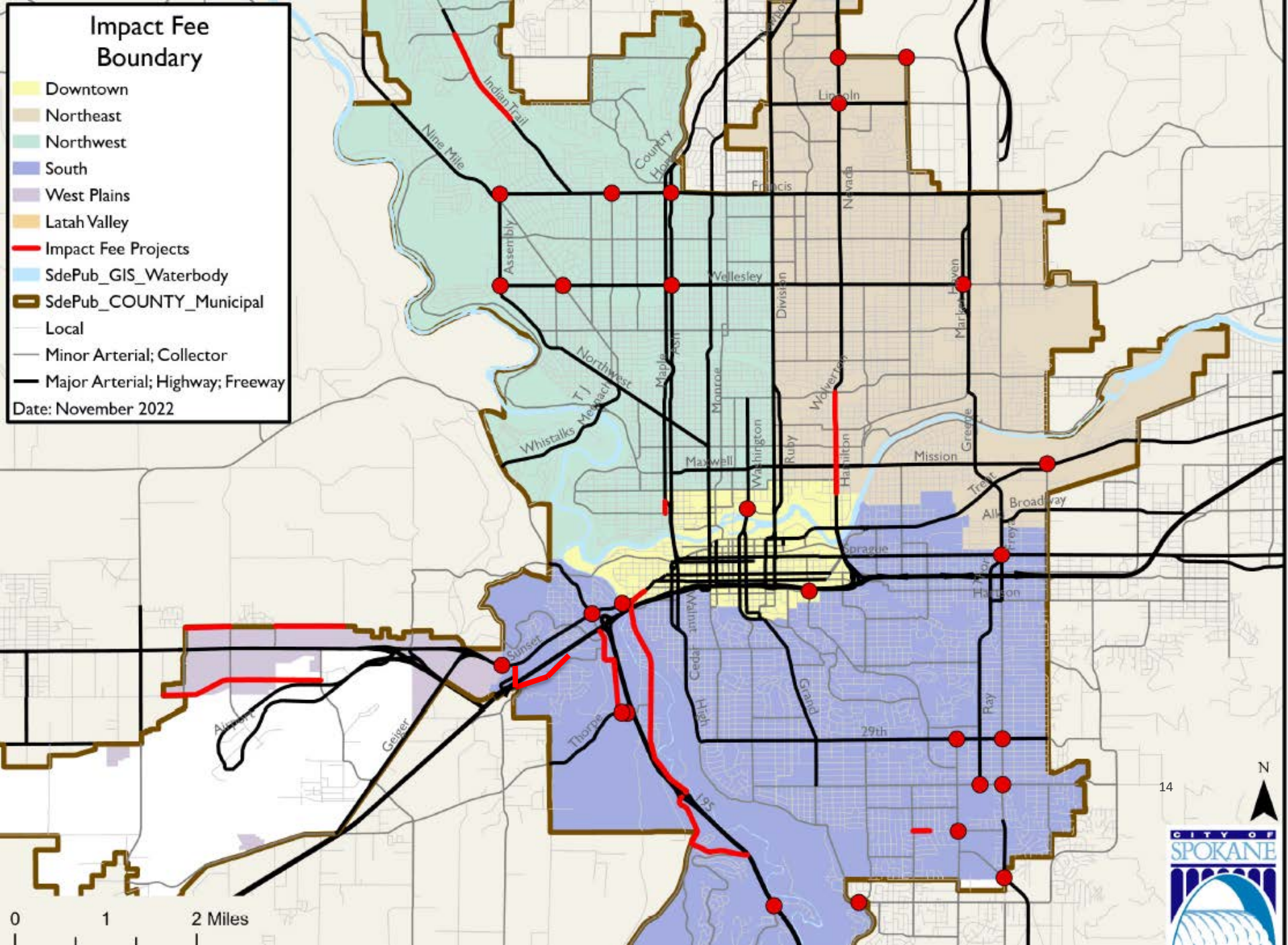
Contact Information

3rd Floor City Hall
808 W Spokane Falls Blvd
Spokane, WA 99201
PermitTeam@spokanecity.org

Development Services Center
509.625.6300

Impact Fee Boundary

- Downtown
 - Northeast
 - Northwest
 - South
 - West Plains
 - Latah Valley
 - Impact Fee Projects
 - SdePub_GIS_Waterbody
 - SdePub_COUNTY_Municipal
 - Local
 - Minor Arterial; Collector
 - Major Arterial; Highway; Freeway
- Date: November 2022



Impact Fee Rate Calculation for each District

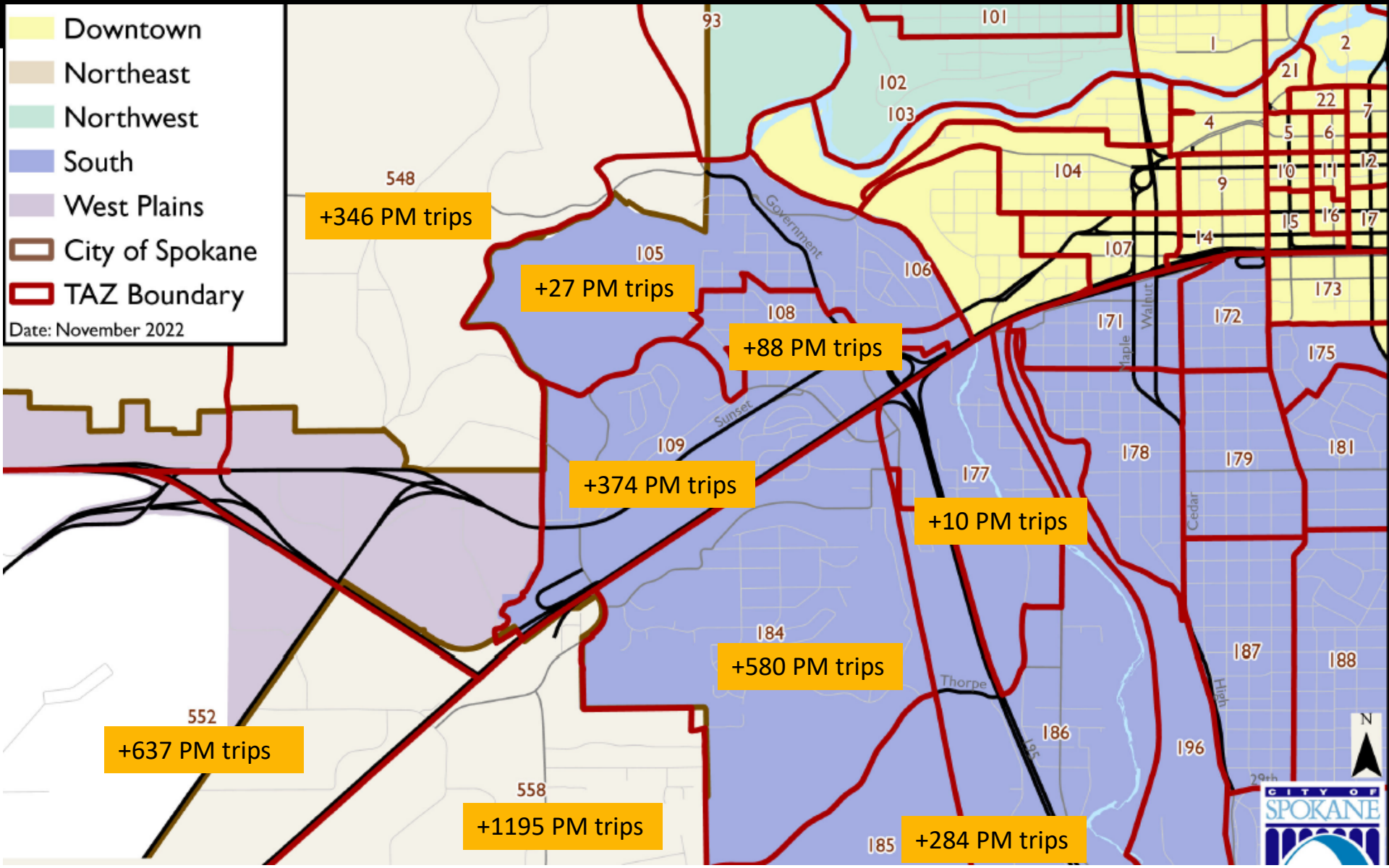
$$\text{Base Fee} = \frac{\text{Project Costs} * \text{Developer \%}}{\text{Trip Ends}}$$

Project Costs – cost of all projects in district.

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.

Trip End Growth by TAZ



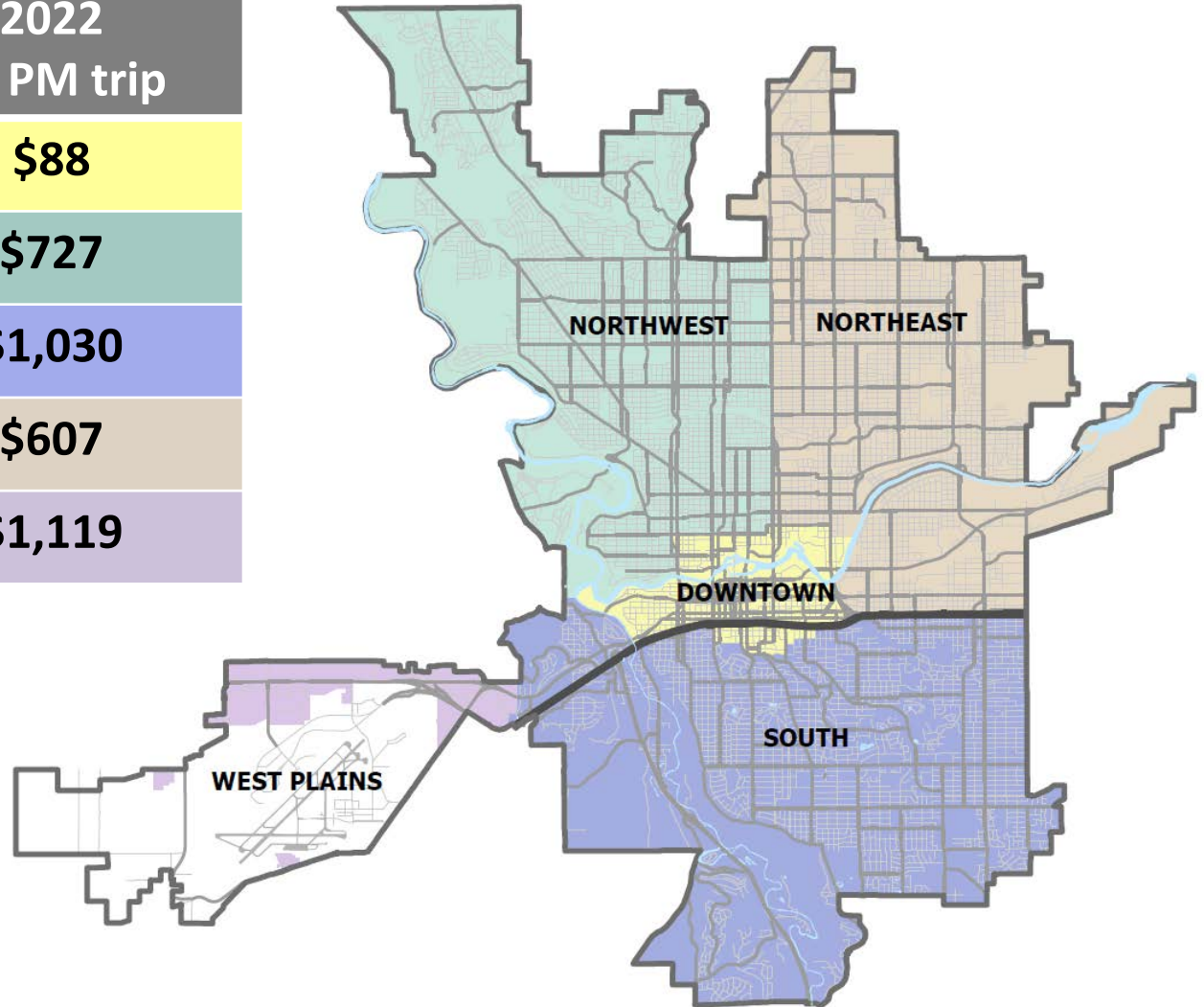
Development Share Calculation

- *Originally calculated using v/c ratio on a per project basis, was 40% average citywide*
- *Update all the calculations on a project-by-project basis*
- *May account for growth inside vs. outside city*
- *Draft methodology for meeting #2*

Existing Districts & Rates

Service Area	2022 \$ / PM trip
Downtown	\$88
Northwest	\$727
South	\$1,030
Northeast	\$607
West Plains	\$1,119

*Increases annually
with inflation.*





2022 Downtown District Transportation Impact Fee Schedule

Land Use	ITE Land Use Code	Unit of Measure	Fee per Unit
COST PER TRIP			
Residential			
Single Family & Duplex	210	dwelling	\$103.39
Multi-Family 1-2 level	220	dwelling	\$72.82
Multi-Family 3-10 level	221	dwelling	\$47.82
ADU	-	dwelling	\$47.82
Multi Family Low-Income	-	dwelling	\$43.48
Nursing Home	254	bed	\$23.83
Continuing Care Retirement Comm	255	dwelling	\$13.15
Assisted Living	620	bed	\$18.08
Commercial - Services			
Hotel (3 Levels or More)	310	room	\$69.34
Hotel/Motel	320	room	\$55.24
Movie Theater	444	sq ft/GFA	\$0.20
Health Club	492	sq ft/GFA	\$0.24
Day Care	565	sq ft/GFA	\$0.49
Bank	912	sq ft/GFA	\$0.54
Commercial - Institutional			
Elementary School	520	sq ft/GFA	\$0.05
Middle School	522	sq ft/GFA	\$0.04
High School	530	sq ft/GFA	\$0.04
University/College	550	ASF	\$0.06
Religious Institute	560	sq ft/GFA	\$0.05
Library	590	sq ft/GFA	\$0.32
Hospital	610	sq ft/GFA	\$0.11
Commercial - Administrative Office			
Veterinary Clinic	640	sq ft/GFA	\$0.45
General Office	710	sq ft/GFA	\$0.15
Medical Office / Clinic	720	sq ft/GFA	\$0.34
Office Park	750	sq ft/GFA	\$0.15

BASE RATE PER PM TRIP

\$88

Land Use	ITE Land Use Code	Unit of Measure	Fee per Unit
COST PER TRIP			
Commercial - Retail			
Free-Standing Discount Superstore	813	sq ft/GFA	\$0.16
Specialty Retail Center	826	sq ft/GLA	\$0.09
Hardware/Paint Store	816	sq ft/GFA	\$0.16
Nursery/Garden Center	817	sq ft/GFA	\$0.30
Shopping Center	820	sq ft/GLA	\$0.14
Car Sales - New/Used	841	sq ft/GFA	\$0.20
Tire Store	848	Service bay	\$180.18
Supermarket	850	sq ft/GFA	\$0.35
Convenience Market	851	sq ft/GFA	\$0.80
Pharmacy	881	sq ft/GFA	\$0.25
Furniture Store	890	sq ft/GFA	\$0.01
Quick Lubrication Vehicle Shop	941	Service Bay	\$293.51
Auto Parts & Service Center	943	sq ft/GFA	\$0.22
Service Station/Minimart/Carwash	853	VFP	\$303.32
Industrial			
Light Industry/High Technology	110	sq ft/GFA	\$0.13
Heavy Industrial	120	sq ft/GFA	\$0.09
Industrial Park	132	sq ft/GFA	\$0.11
Manufacturing	140	sq ft/GFA	\$0.10
Warehousing	150	sq ft/GFA	\$0.04
Mini-Storage	151	sq ft/GFA	\$0.02
Commercial - Restaurant			
Drinking Establishment	925	sq ft/GFA	\$0.40
Quality Restaurant	931	sq ft/GFA	\$0.39
High Turnover Restaurant	932	sq ft/GFA	\$0.39
Fast Casual	-	sq ft/GFA	\$0.65
Fast Food Restaurant	934	sq ft/GFA	\$0.97
Coffee Shop with Drive-Thru	937	sq ft/GFA	\$0.38

Issues with current structure

- *Not generating enough funding to build projects when needed*
- *South District covers large area with geographic barrier (bluffs)*
- *Projects from US 195 study not included*
- *Newer regional model includes more growth in South and West Plains*
- *Harder to get grants*

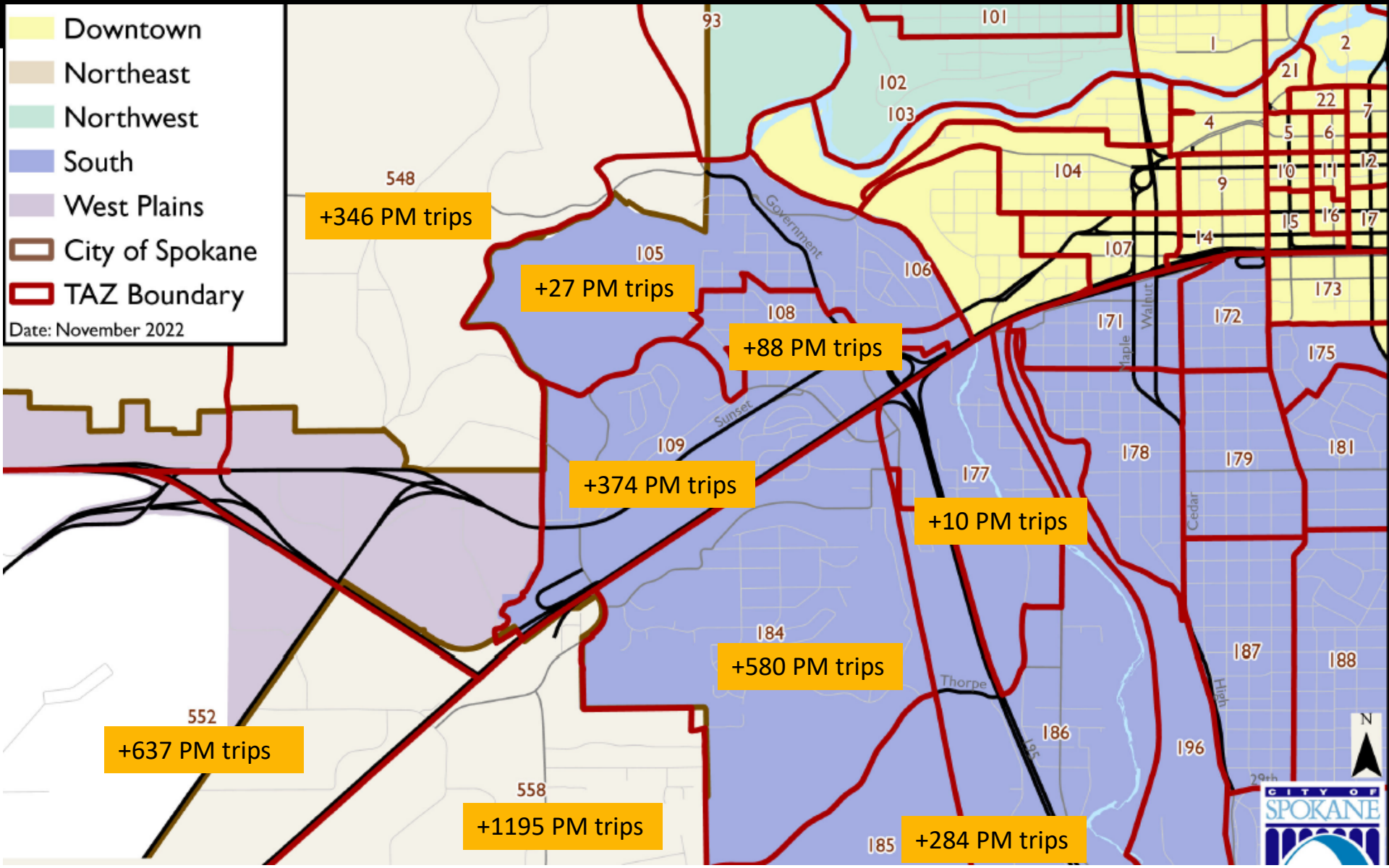
Other Sources of Funds

- ***Federal grants***
- ***State grants***
- ***Federal or State earmarks***
- ***Real estate excise tax***
- ***Piggyback on utility, paver projects***
- ***Tax increment financing***

District Boundary Options



Trip End Growth by TAZ



Trip End Growth by TAZ

B		C		J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC	AD	AE	AF	
					Existing Impact Fee Boundaries						Option 1						Option 3										
ZONE:NC		JURISDICTION	2045 Total	Northwest	Northeast	Downtown	South	West Plains	Latah	Outside CL	Northwest	Northeast	Downtown	South	West Plains	Latah	Outside CL	Northwest	Northeast	Downtown	South	West Plains	Latah	West Hills	Outside CL		
178	SPOKANE		454				454						454								454						
179	SPOKANE		713				713						713														
181	SPOKANE		296				296						296														
182	SPOKANE		433				433						433														
183	SPOKANE		422				422						422														
184	SPOKANE - Canyon Bluffs, most of Grandview Thorpe		967				967						350								617					617	350
185	SPOKANE south side of Thorpe Road		295				295						295								295						
186	SPOKANE - Crystal Ridge, Latah Glen, Yokes		900				900						900								900						
187	SPOKANE		361				361						361								361						
188	SPOKANE		509				509						509								509						
189	SPOKANE		244				244						244								244						
190	SPOKANE		3546				1773						1773								1773					1773	
191	SPOKANE		514				514						514								514						
192	SPOKANE		439				439						439								439						
193	SPOKANE		544				544						544								544						
194	SPOKANE		532				532						532								532						
195	SPOKANE		340				340						340								340						
196	SPOKANE		72				72						72								72						
197	SPOKANE - Qualchan golf, east side of Latah Creek		358	358	358	358																					
198	SPOKANE - Eagle Ridge, Qualchan View, Summit, Marshall Creek,		1960	1960	1960	1960																					
199	SPOKANE		1257	419	838	419	838	1257																			
200	SPOKANE		705	705	705	705																					
201	SPOKANE		595	595	595	595																					
202	SPOKANE		160	160	160	160																					
203	SPOKANE		267	267	267	267																					
204	SPOKANE		814	814	814	814																					
205	SPOKANE		278	278	278	278																					
206	SPOKANE		252	252	252	252																					

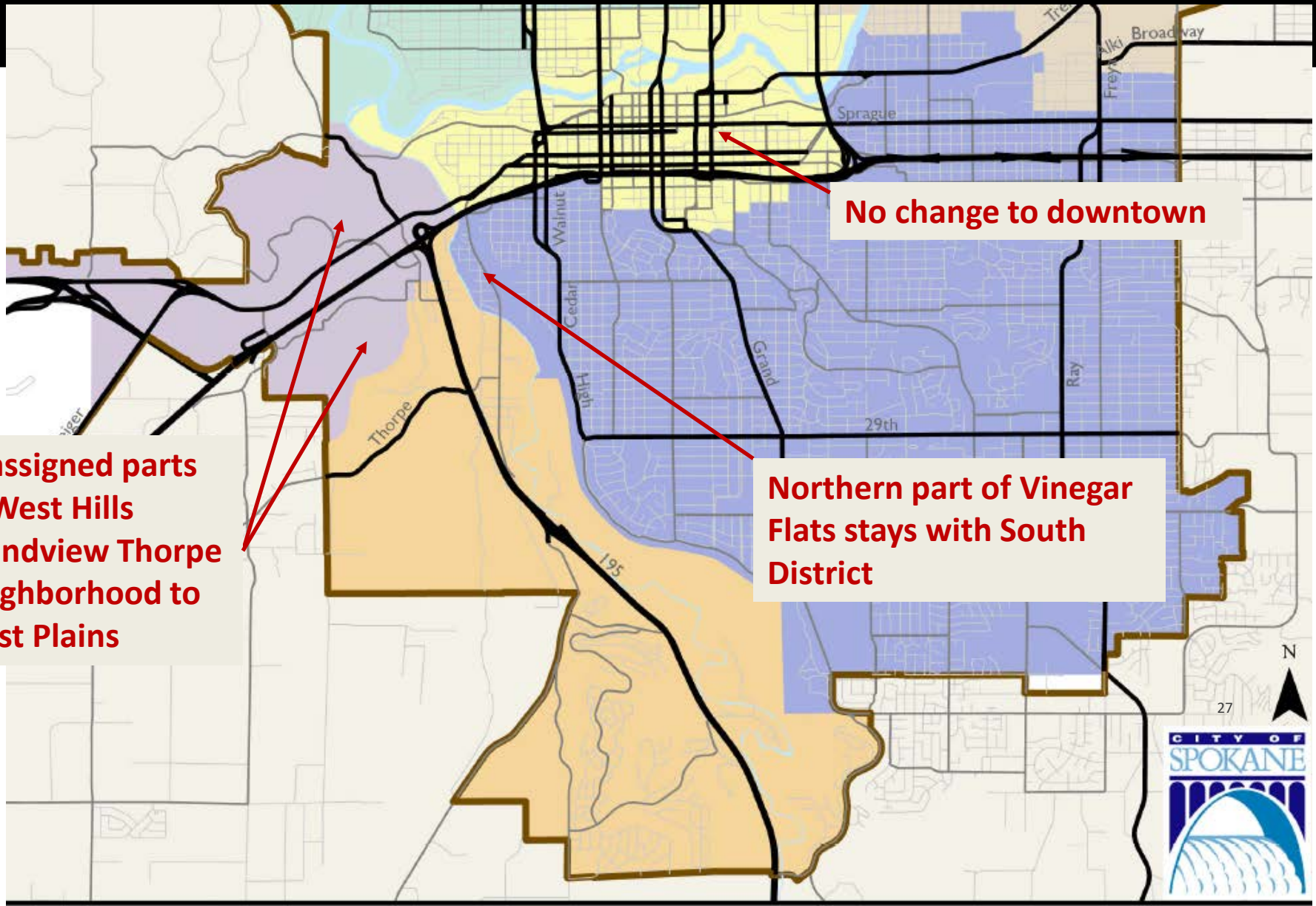
Trip End Growth by TAZ

2019-2045 Trip End Growth per District			this is linked to the 2022 impact fee calculator spreadsheet					
	Impact Fee District							
	Northwest	Northeast	Downtown	South	West Plains	Latah	West Hills	Outside CL
Existing	4590	4953	3734	7415	3288	-	-	35855
Option 1	4590	4953	3734	4762	3878	2064	-	35855
Option 3	4590	4953	5575	2922	2942	2064	935	35855
Option 4	4590	4953	6004	5146	3288	-	-	35855

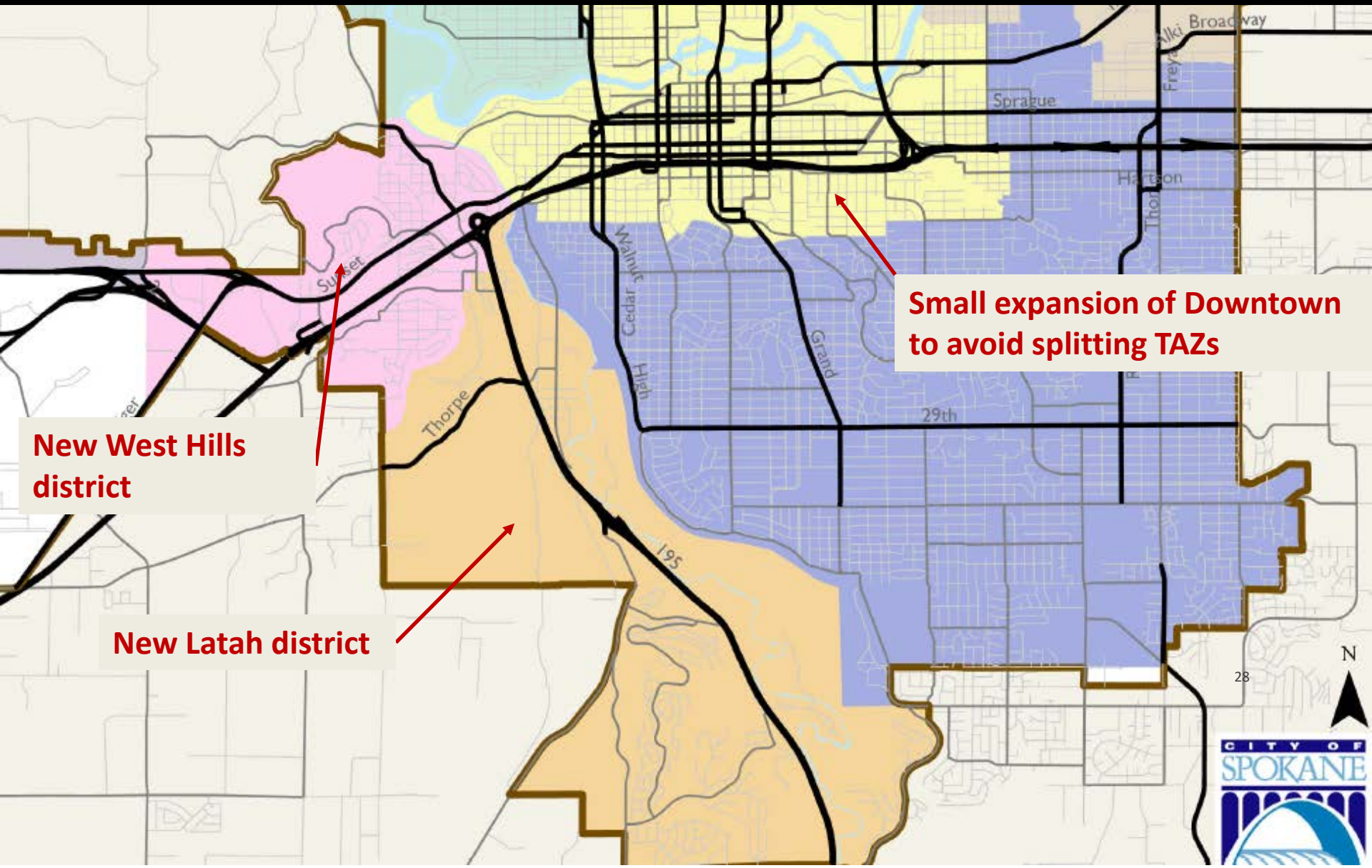
Guidelines for District Boundaries

- ***Natural barriers (river, bluff, etc)***
- ***Manmade barriers (RR, I-90)***
- ***Follow TAZ boundaries***
- ***Consider daily travel patterns***
- ***Each district should have multiple projects***

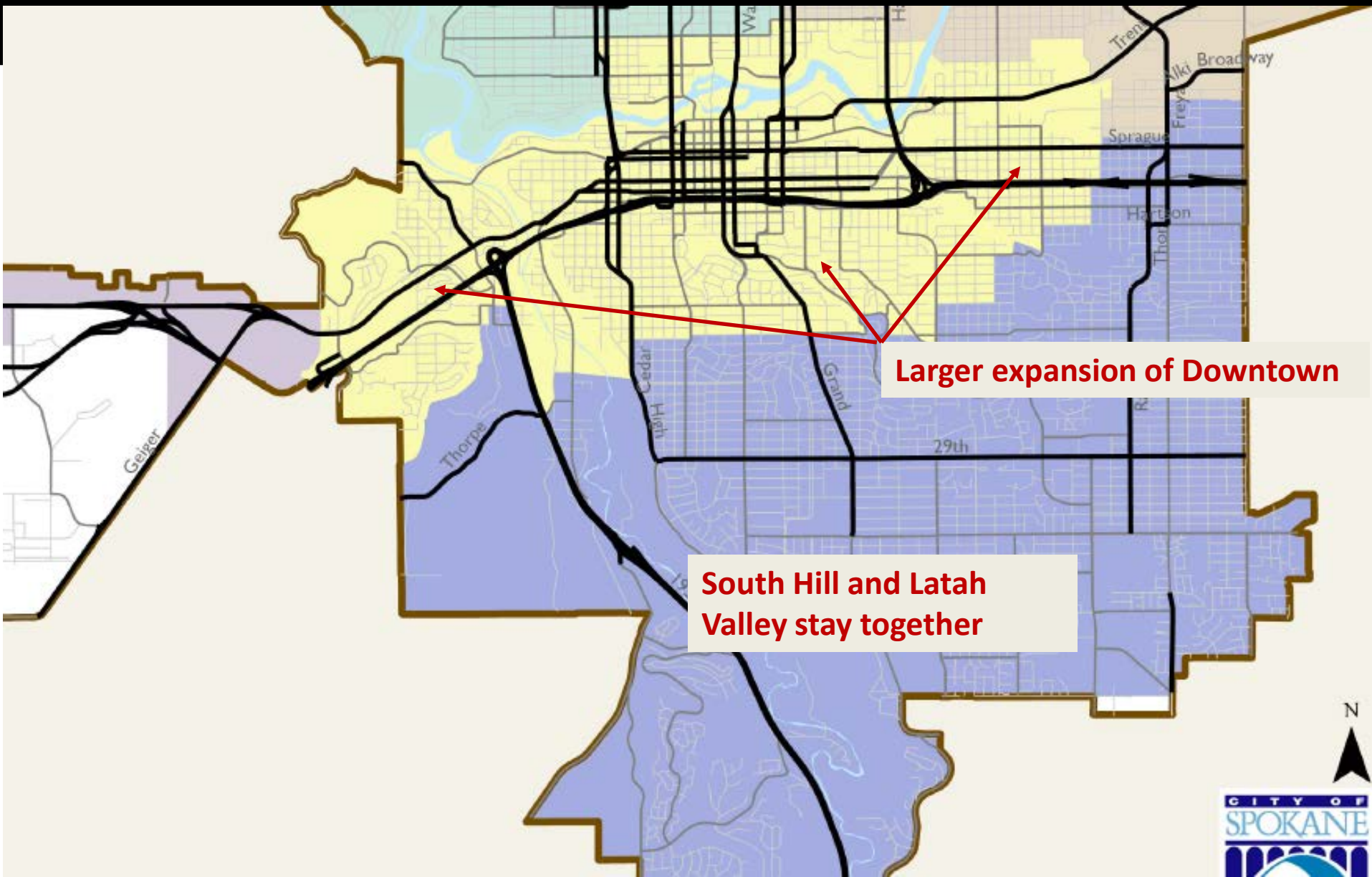
Boundary Option #1



Boundary Option #3



Boundary Option #4



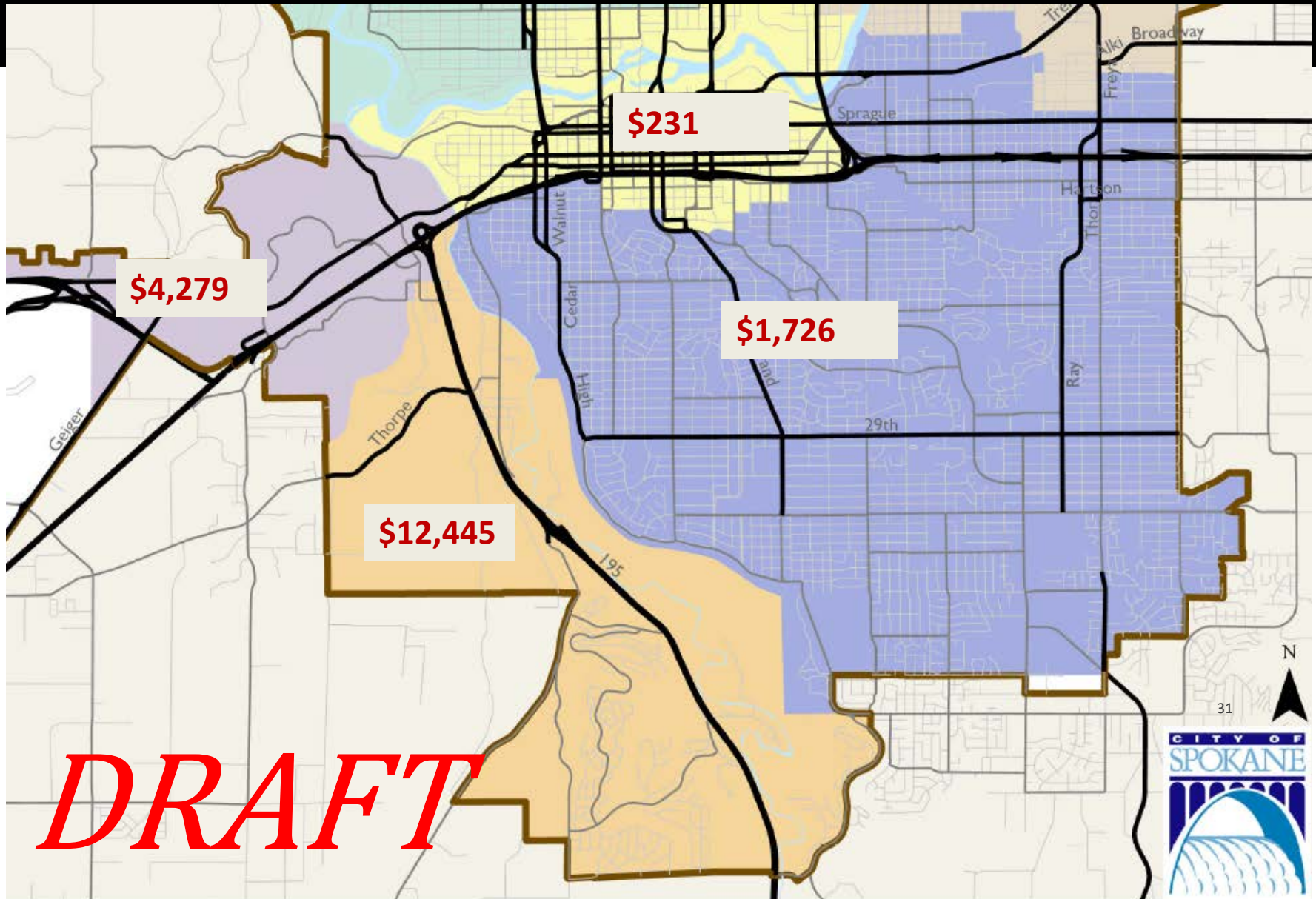
Impact of Boundaries on Rates

DRAFT

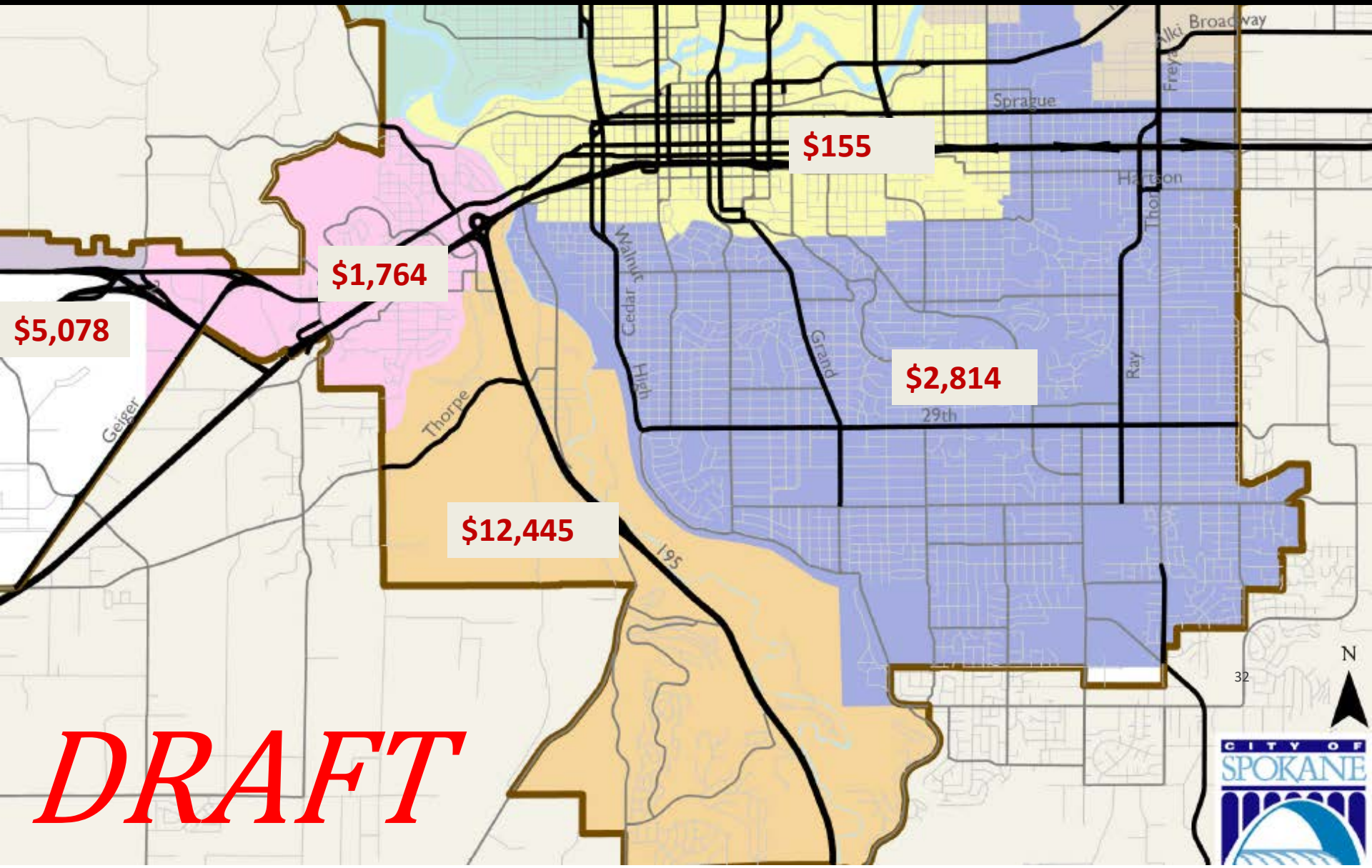
Service Area	Existing Boundaries			Option 1			Option 3			Option 4		
	Developer Share of Project Costs	2019-2045 PM Peak Trip Ends	Impact Fee per Trip	Developer Share of Project Costs	2019-2045 PM Peak Trip Ends	Impact Fee per Trip	Developer Share of Project Costs	2019-2045 PM Peak Trip Ends	Impact Fee per Trip	Developer Share of Project Costs	2019-2045 PM Peak Trip Ends	Impact Fee per Trip
Downtown	\$864,000	3734	\$231	\$864,000	3734	\$231	\$864,000	5575	\$155	\$2,514,000	6004	\$419
South Hill	\$35,553,777	7415	\$4,795	\$8,221,388	4762	\$1,726	\$8,221,388	2922	\$2,814	\$33,903,777	5146	\$6,589
Latah	-	-	-	\$25,682,389	2064	\$12,445	\$25,682,389	2064	\$12,445	-	-	-
West Plains	\$14,942,627	3288	\$4,544	\$16,592,627	3878	\$4,279	\$14,942,627	2942	\$5,078	\$14,942,627	3288	\$4,544
West Hills	-	-	-	-	-	-	\$1,650,000	935	\$1,764	-	-	-

Assumes a 60% developer share, this will be replaced with a capacity-based share.

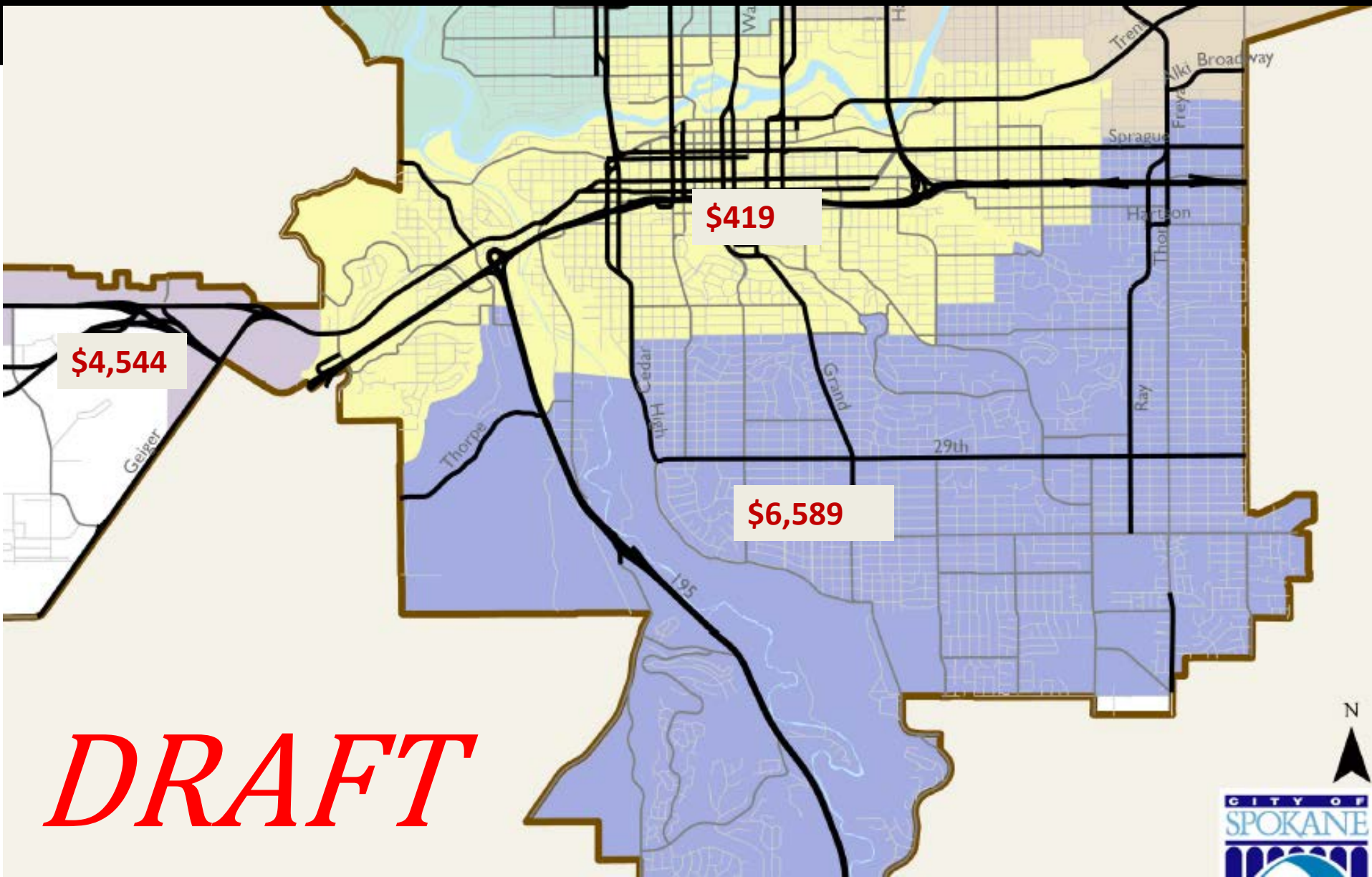
Boundary Option #1 with rates



Boundary Option #3 with rates



Boundary Option #4 with rates



Next Steps

Impact Fee Committee Meeting #2 – Dec 2022

Impact Fee Committee Meeting #3 – Jan 2023

Plan Commission Workshop – late Jan 2023

Plan Commission Hearing – Feb 2023

Council approval - March 2023