

# Transportation Impact Fees Committee Meeting #1

*5/27/26*



# Agenda

- **Introductions and purpose of Committee**
- **Impact fee history and purpose**
- **Discussion of existing code and rates**
- **Calculation methodology**
- **Updates for 2026**

# Committee Introduction

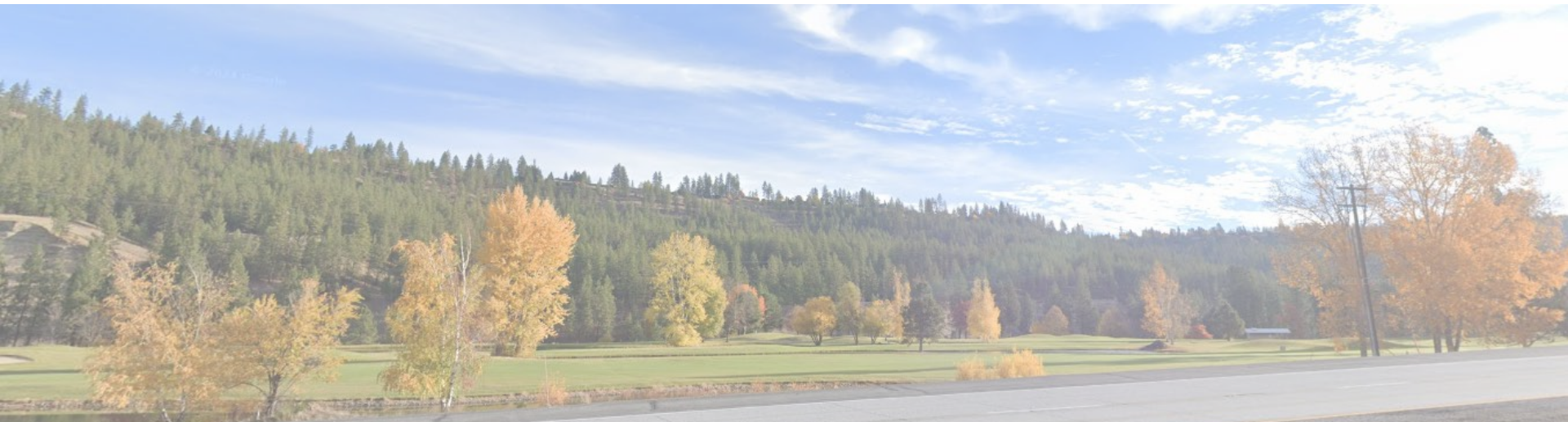
## [Section 17D.075.140](#) Review

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***
- ***Municipal code language***
- ***Advise on other issues brought forward by staff***



# Impact Fee History and Purpose



# Spokane's Impact Fee History

- **Adopted in 2011**
- **Updated in 2019 and 2023**
- **Paid at building permit for new development**



# Spokane's Impact Fee History

- **Pays for capacity improvements in our program (concurrency)**
- **Revenue  $\approx$ \$1M per year**
- **Cannot cover 100% of project costs**
  - **Usually 20-50%**
- **Typically matched with State or Federal grants**

# 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.

# 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, 5<sup>th</sup> 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 projects on the impact fee list.

# Projects with Impact Fee Funding

Project Status as of 12/31/2025	District	City Project	Impact Fees Claimed as of 12/31/25	Impact fees Obligated as of 12/31/25	SEPA Fees Claimed as of 12/31/25
Construction Complete	NORTHEAST	Havana Street Overpass Project	\$34,437		\$41,120
Construction Complete	NORTHEAST	Hamilton Street Corridor	➔ \$936,112		\$9,720
Construction Complete	NORTHEAST	Greene/Ermina Signal	\$91,792		
Construction Complete	NORTHEAST	Garland Avenue Pathway	\$50,000		
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	NORTHWEST	Wellesley/Maple (2019107)	\$121,559		
In Design	NORTHWEST	Francis/Assembly/Nine Mile Intersection		TBD	
In Design	NORTHWEST	Rowan at Maple-Ash Traffic Signals		➔ \$600,000	
Construction Complete	DOWNTOWN	MLK Riverside Extension Phase 1			\$12,303
Construction Complete	DOWNTOWN	Washington/North River Dr signal	\$119,000		
Construction in progress 2026 Construction	DOWNTOWN	Ash Street Restripe (Cycle 10 Traffic Calming)	\$831	\$24,169	
Construction Complete	DOWNTOWN	Sunset/Government Way signal		\$130,600	
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	SOUTH	Regal/Palouse Signal			\$28,722
Construction Complete	SOUTH	44th/Regal Signal (2008131)			\$34,333
Construction Complete	SOUTH	29th Avenue Southeast Blvd to Freya (2005177)			\$10,950
Concept Design Complete	SOUTH	Ray-Freya Alternatives Analysis			\$70,443
Construction Complete	SOUTH	44-Crestline/Altamont	\$200,000		
In Design	SOUTH	Palouse/Freya Roundabout	\$4,755	\$595,244	
2026 Construction	LATAH	US 195/Meadowlane	➔ \$500,771	\$308,892	
In Design	LATAH	Thorpe Tunnels Preliminary Engineering	\$168,369	\$331,631	
In Design	LATAH	Inland Empire Way NB Connection		TBD	
Construction Complete	5-MILE	Five Mile - Lincoln to Strong			\$735,480
Concept Design Complete	WEST PLAINS	12th Avenue - Deer Heights to Flint			\$60,000
2026 Construction	WEST PLAINS	Sunset Highway Shared Use Path		\$50,000	

# Example – Hamilton Corridor

- Full signal rebuilds
- Added left turn phasing



# Example – Garland Pathway

- **Near Shaw Middle, NewTech, Hillyard library**
- **Connects to Children of the Sun Trail**



# Example – Wellesley/Maple

- Added third storage lane
- Improved intersection throughput



# Example – Washington/North River

- **Signal phasing modification**
- **Rebuilt entrance to North Bank Playground**



# Existing Code



# Impact Fee Webpage



Commercial

Impact Fees

## Transportation Impact Fees

### Current Impact Fee Code

- [SMC 17D.075 Transportation Impact Fees](#)
  - [Appendix A – 2026 Impact Fee Rate Schedules effective 1/1/2026](#) (PDF 199 KB)
  - [Appendix A – 2025 Impact Fee Rate Schedules effective 1/1/2025](#) (PDF 580 KB)
  - [Appendix A – 2024 Impact Fee Rate Schedules effective 6/12/2024](#) (PDF 124 KB)
  - [Appendix A – 2024 Impact Fee Rate Schedules effective 1/1/2024](#) (PDF 498 KB)
  - [Appendix A – 2023 Impact Fee Rate Schedules effective 3/14/2023](#) (PDF 573 KB)
  - [Appendix A – 2023 Impact Fee Rate Schedules through 3/13/2023](#) (PDF 413 KB)
  - [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 effective 3/14/2023](#) (PDF 500 KB)
  - [Appendix B – Service Area Map through 3/13/2023](#) (PDF 1.3 MB)
  - [Appendix D – Transportation Impact Fee Project List](#) (PDF 35 KB)
- [Frequently Asked Questions](#) (PDF 56 KB)

### Annual Reporting

- [Impact Fee Project Expenditures through 12-31-25](#) (PDF 90 KB)
- [Impact Fee Project Expenditures through 12-31-24](#) (PDF 115 KB)



City map  
GIS interactive map



Online Permitting  
Building and development

### Contact Information

**Inga Note, P.E.**

*Integrated Capital Management*  
[inote@spokanecity.org](mailto:inote@spokanecity.org)  
[509.625.6331](tel:509.625.6331)

#### DSC & Permit Center

3rd Floor City Hall  
808 W Spokane Falls Blvd  
Spokane, WA 99201  
[PermitTeam@spokanecity.org](mailto:PermitTeam@spokanecity.org)  
[509.625.6300](tel:509.625.6300)

#### Walk-in Hours:

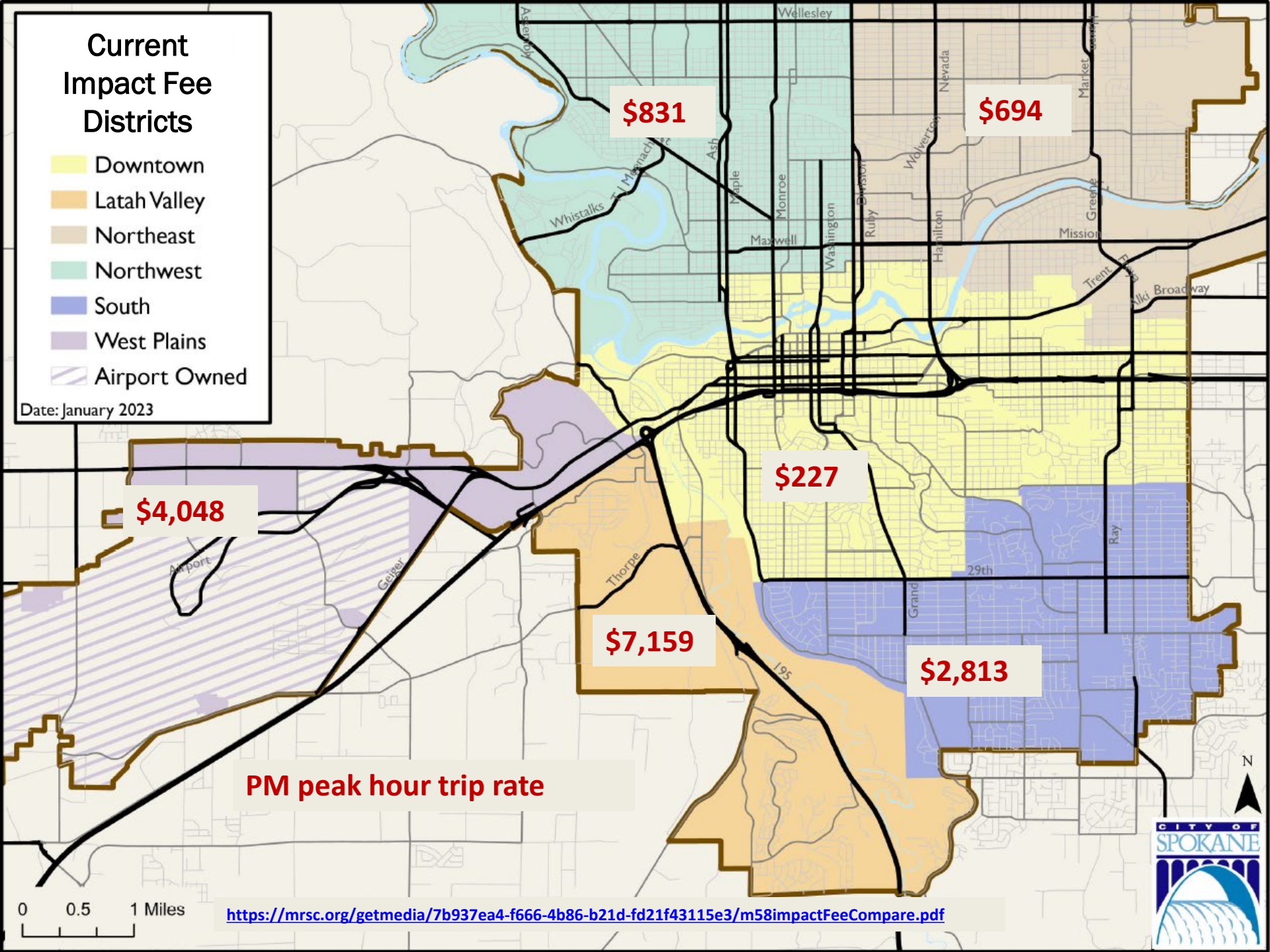
- M/T/TH/F: 8 a.m. – 5 p.m.
- W: 11 a.m. – 5 p.m.

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

# Current Impact Fee Districts

-  Downtown
-  Latah Valley
-  Northeast
-  Northwest
-  South
-  West Plains
-  Airport Owned

Date: January 2023



**PM peak hour trip rate**



## Appendix D - Impact Fee Project List

Project	Description	Estimated Cost (in 2022 dollars)	Needed from Impact Fees	Option 7 Districts
5th Ave / Sherman St	Intersection - Install new traffic signal	\$858,004	\$465,639	D
Ash Street 2-way from Broadway to Dean	Convert Ash Street to a 2-way street to allow access to Maple Street Bridge SB.	\$296,182	\$133,282	D
D Bicycle Improvements	stripe bike facilities on arterials, , crossing improvements	\$500,000	\$225,000	D
D Pedestrian Improvements	install pedestrian facilities on arterials	\$500,000	\$225,000	D
Assembly St / Francis Ave (SR291)	Intersection - Construct Roundabout	\$3,090,000	\$1,545,000	NW
Indian Trail Rd - Kathleen to Barnes	Widening - Construct to 5-lane section	\$4,100,000	\$2,050,000	NW
Wellesley / Driscoll	WB right turn lane	\$31,000	\$15,500	NW
Wellesley / Assembly	signal	\$1,030,000	\$515,000	NW
Francis/Alberta	modify NB and SB lanes to allow protected phasing	\$824,000	\$412,000	NW
Francis/Maple	add WBR lane	\$824,000	\$412,000	NW
NW Bicycle Improvements	stripe bike facilities on arterials	\$100,000	\$50,000	NW
NW Pedestrian Improvements	install pedestrian facilities on arterials	\$100,000	\$50,000	NW
29th Ave / Freya St	Stripe EBL and WBL turn lanes, and widen for NB and SB left turn lane. Keep 4-way stop.	\$167,707	\$52,828	S
29th/ Regal	EBR slip lane, bike lanes N-S, new cabinet, signal pole	\$520,000	\$145,080	S
37th / Ray, 37th/Freya	37th/Ray roundabout or realignment with signal. Includes modifications to Ferris High School driveways. Signalize 37th/Freya.	\$5,810,826	\$3,294,738	S
57th/Hatch	Reconfigure and install signal	\$1,654,933	\$908,558	S
44th/Regal	Widen northbound approach to 2 lanes	\$598,679	\$134,703	S
Freya / Palouse Hwy	roundabout (or turn lanes)	\$4,987,000	\$2,154,384	S
S Bicycle Improvements	stripe bike facilities on arterials	\$250,000	\$112,500	S
S Pedestrian Improvements	install pedestrian facilities on arterials	\$250,000	\$112,500	S
Lindeke frontage road from 16th to Thorpe	2-3 lane frontage road, with bridge for trail at 16th	\$9,300,000	\$5,022,000	L
US 195/Meadowlane	intersection improvement with J-turns	\$809,663	\$809,663	L
Inland Empire Way two-way	provide 2 way roadway from Cheney-Spokane to downtown	\$9,200,000	\$4,140,000	L
BNSF Tunnel on Thorpe - PE and concept eval	widen existing tunnel or bore new pedestrian tunnel	\$1,400,000	\$819,000	L
Fish Lake Trail Tunnel on Thorpe - PE and concept eval	replace with bridge to provide wider roadway	\$600,000	\$351,000	L
Qualchan and Cheney-Spokane Path	pathway from Lincoln Blvd to Yokes	\$1,093,917	\$492,263	L
Cheney-Spokane restripe and bike path	Qualchan to Interchange	\$1,860,627	\$837,282	L

Lincoln Rd / Nevada St	Intersection Improvements - Construct separate eastbound and westbound left-turn lanes; include west leg widening and construction of 3-lane east of Nevada 1000'	\$1,545,000	\$772,500	NE
Mission/Havana	signal or protected receiving lane for NB left.	\$824,000	\$412,000	NE
Crestline / Magnesium	add EBR turn lane, two lanes for NB, all-way stop.	\$670,000	\$335,000	NE
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	\$1,030,000	\$515,000	NE
Sprague/Freya	Add NBR turn lane	\$503,000	\$251,500	NE
NE Bicycle Improvements	stripe bike facilities on arterials	\$100,000	\$50,000	NE
NE Pedestrian Improvements	install pedestrian facilities on arterials	\$100,000	\$50,000	NE
21st Avenue: Hazelwood to Lucas, Technology to Spotted	segment - construct new 3-lane arterial	\$10,715,560	\$5,788,402	WP
21st Avenue: Lucas Drive to Flint (built)	segment - construct new 3-lane arterial	\$1,485,553	\$1,485,553	WP
12th Avenue: Deer Heights to Flint	segment - construct new 3-lane arterial	\$3,733,396	\$2,016,034	WP
12th-14th Avenue: Campus to Russell	segment - construct new arterial	\$7,506,982	\$4,053,770	WP
Sidewalk on Lindeke	from 13th to 16th	\$1,114,474	\$501,513	L
Rustle Street Bridge Widening for Non-Motorized users	add non-motorized	\$5,872,347	\$2,642,558	L
Sidewalk on Grandview	from Garden Springs-Rustle to 17th	\$903,578	\$406,610	L
Sunset Highway/Assembly	new signal	\$823,690	\$474,445	WP
Sunset/Government Way	signal upgrades to protected-permitted phasing	\$354,007	\$130,629	D
W Bicycle Improvements	stripe bike facilities on arterials or US 2 Bike Path	\$50,000	\$22,500	WP
W Pedestrian Improvements	install pedestrian facilities on arterials	\$50,000	\$22,500	WP

**Total Project Cost**

\$88,138,125

\$45,413,433

# Appendix A Tables



## 2026 South District Transportation Impact Fee Schedule

Effective January 1st, 2026

Land Use	ITE Land Use Code	Unit of Measure	Fee per Unit
<b>COST PER TRIP</b>			
<b>Residential</b>			
Single Family Detached	210	dwelling	\$3,093.74
Single Family Attached (duplex, townhouse)	215	dwelling	\$1,875.99
Multi-Family 1-2 level	220	dwelling	\$1,678.52
Multi-Family 3-10 level	221	dwelling	\$1,283.57
ADU	-	dwelling	\$1,283.57
Multi Family Low-Income (1-2 level)	223	dwelling	\$1,513.96
Assisted Living	254	bed	\$627.86
Continuing Care Retirement Comm	255	dwelling	\$497.06
Nursing Home	620	bed	\$366.25
<b>Commercial - Services</b>			
Hotel (3 Levels or More)	310	room	\$2,207.36
Hotel/Motel	320	room	\$1,758.41
Movie Theater	444	sq ft/GFA	\$6.37
Health Club	492	sq ft/GFA	\$7.67
Day Care	565	sq ft/GFA	\$15.62
Bank	912	sq ft/GFA	\$17.09
<b>Commercial - Institutional</b>			
Elementary School	520	sq ft/GFA	\$1.72
Middle School	522	sq ft/GFA	\$1.19
High School	530	sq ft/GFA	\$1.42
University/College	550	ASF	\$1.88

BASE RATE PER PM TRIP

\$2,813

Land Use	ITE Land Use Code	Unit of Measure	Fee per Unit
<b>COST PER TRIP</b>			
<b>Commercial - Retail</b>			
Free-Standing Discount Superstore	813	sq ft/GFA	\$5.14
Specialty Retail Center	826	sq ft/GLA	\$2.93
Hardware/Paint Store	816	sq ft/GFA	\$5.24
Nursery/Garden Center	817	sq ft/GFA	\$9.57
Shopping Center	820	sq ft/GLA	\$4.38
Car Sales - New/Used	841	sq ft/GFA	\$6.49
Tire Store	848	Service bay	\$5,735.82
Supermarket	850	sq ft/GFA	\$11.20
Convenience Market	851	sq ft/GFA	\$25.36
Pharmacy	881	sq ft/GFA	\$7.94
Furniture Store	890	sq ft/GFA	\$0.43
Quick Lubrication Vehicle Shop	941	Service Bay	\$9,343.66
Auto Parts & Service Center	943	sq ft/GFA	\$7.03
Service Station/Minimart/Carwash	853	VFP	\$9,655.90
<b>Industrial</b>			
Light Industry/High Technology	110	sq ft/GFA	\$4.09
Heavy Industrial	120	sq ft/GFA	\$2.87
Industrial Park	132	sq ft/GFA	\$3.59
Manufacturing	140	sq ft/GFA	\$3.08
Warehousing	150	sq ft/GFA	\$1.35
Mini-Storage	151	sq ft/GFA	\$0.69

# Calculation Methodology



# Trip Rate Calculation

$$\text{Base rate for District} = \frac{\text{Project Costs} * \text{Proportionate Share}}{\text{Trip Growth}}$$

For each District:

*Project Costs* – Sum of project costs

*Proportionate Share* – Share of trips based in each district (calc'd per project)

*Trip Growth* – New trips generated from 2022-2050

# Vehicular Projects

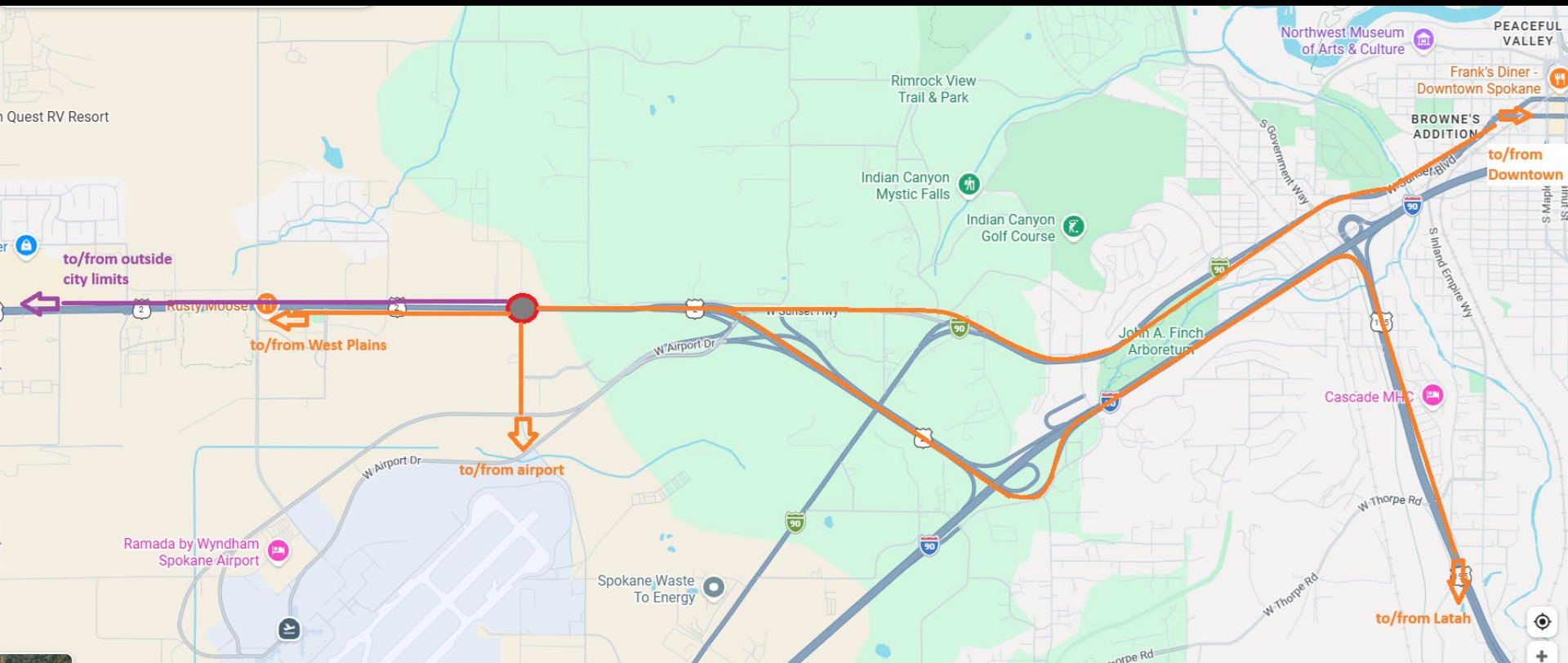
Only if needed to address future growth - cannot fix existing level of service problems

Example at US 2 / Spotted Road:

Roundabout is needed to accommodate growth. If no growth would likely stay unchanged.



# Proportionate Share (Vehicle)



- Fees will not pay for impact of “outside” trips
- Each project will have an individual share calculation

# Non-Motorized Projects

- Non-motorized level of service is based on route completion
- Projects are focused on commute routes (generally arterials)



# Proportionate Share (Non-Motorized)

- Still working on methodology
- Likely to charge 25-50% to new development



# Trip Rate Calculation

$$\text{Base rate for District} = \frac{\text{Project Costs} * \text{Proportionate Share}}{\text{Trip Growth}}$$

For each District:

*Project Costs* – Sum of project costs

*Proportionate Share* – Share of trips based in each district (calc'd per project)

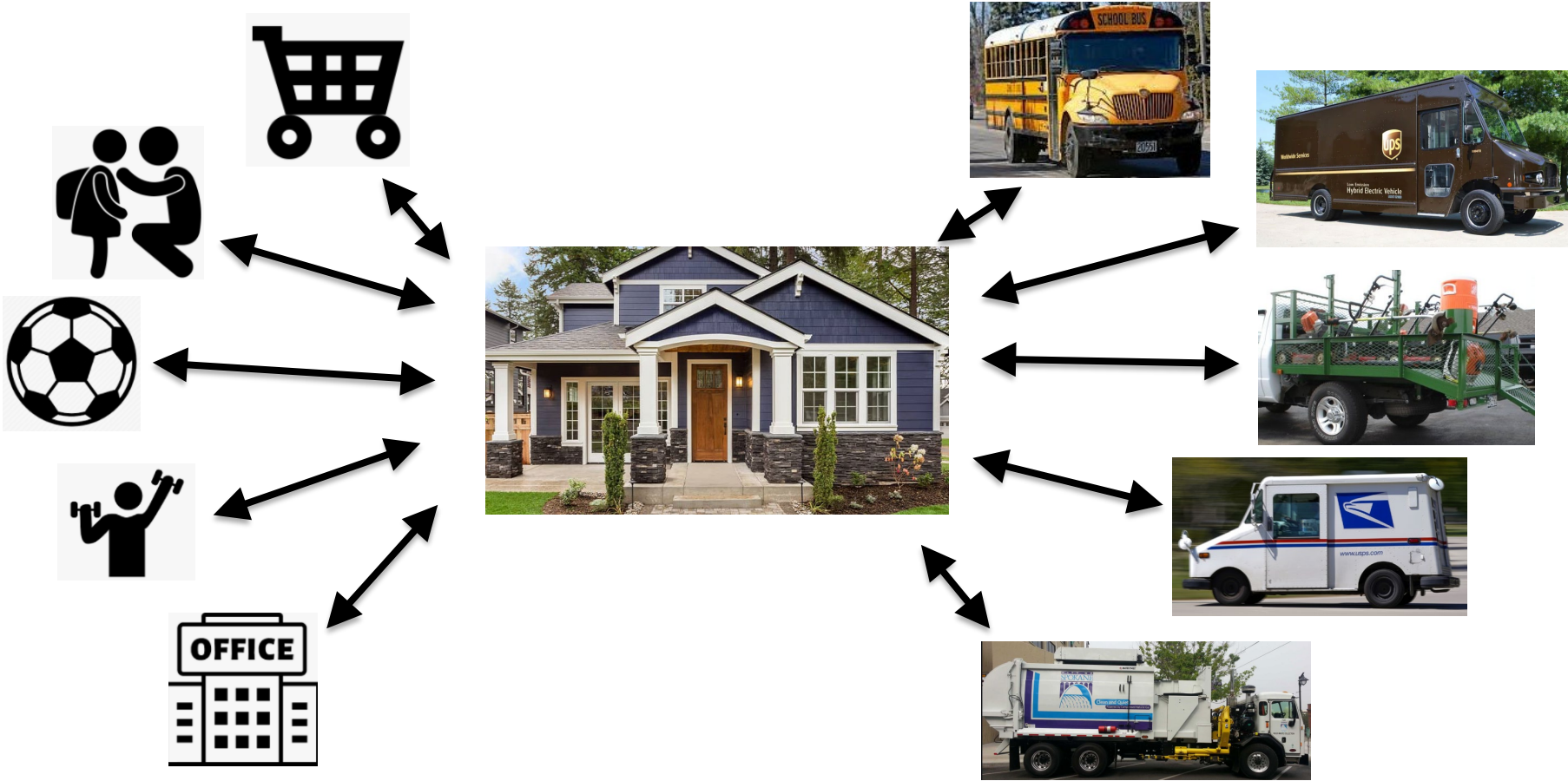
*Trip Growth* – New trips generated from 2022-2050

# Trip Growth from Development

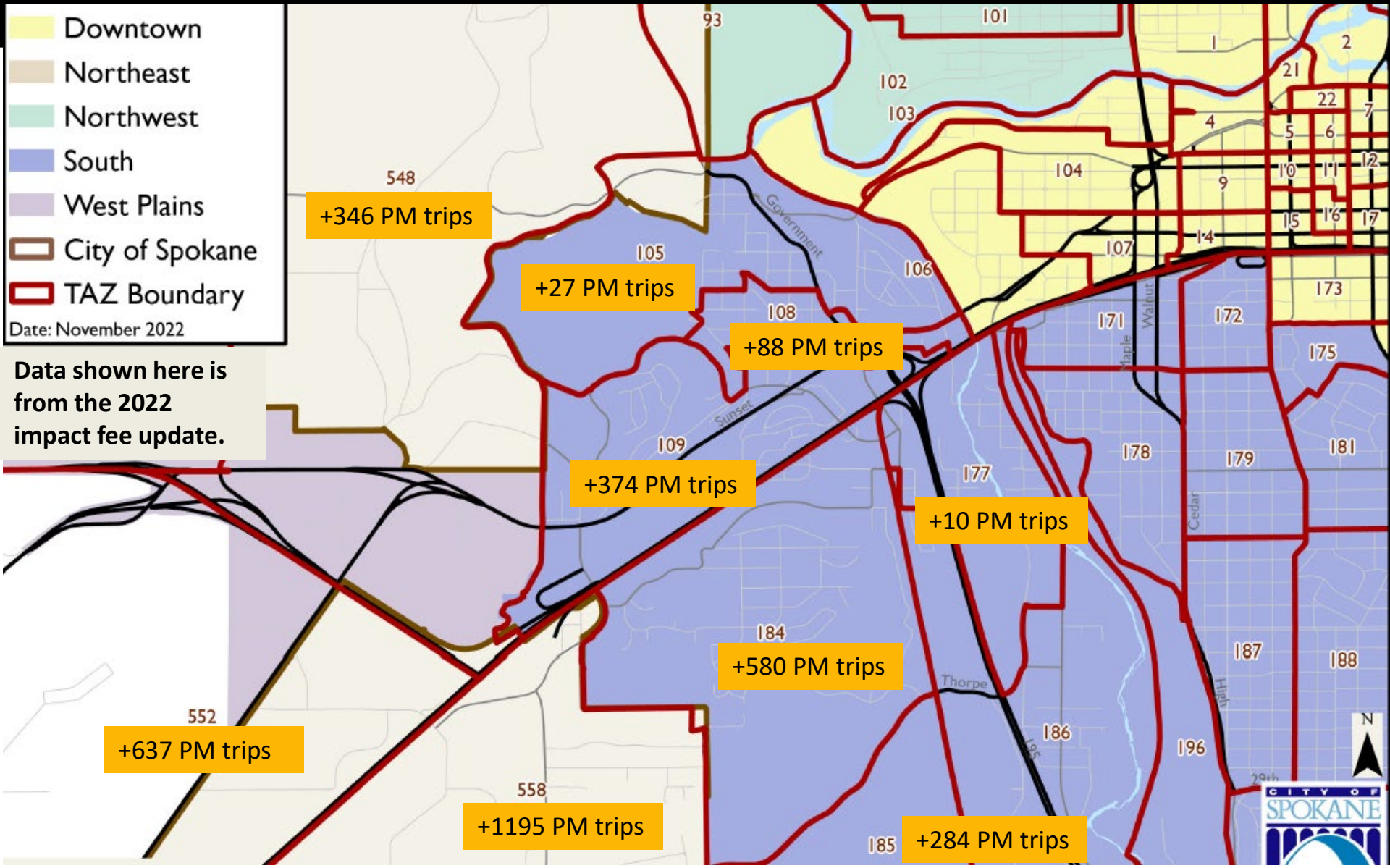
## What is a “Trip”?

A single or one-way vehicle movement to or from a specific property or study area.

# Single-Family Detached Housing – Vehicle Trips



# Trip End Growth by TAZ



# Trip Rate Calculation

$$\text{Base rate for District} = \frac{\text{Project Costs} * \text{Proportionate Share}}{\text{Trip Growth}}$$

For each District:

*Project Costs* – Sum of project costs

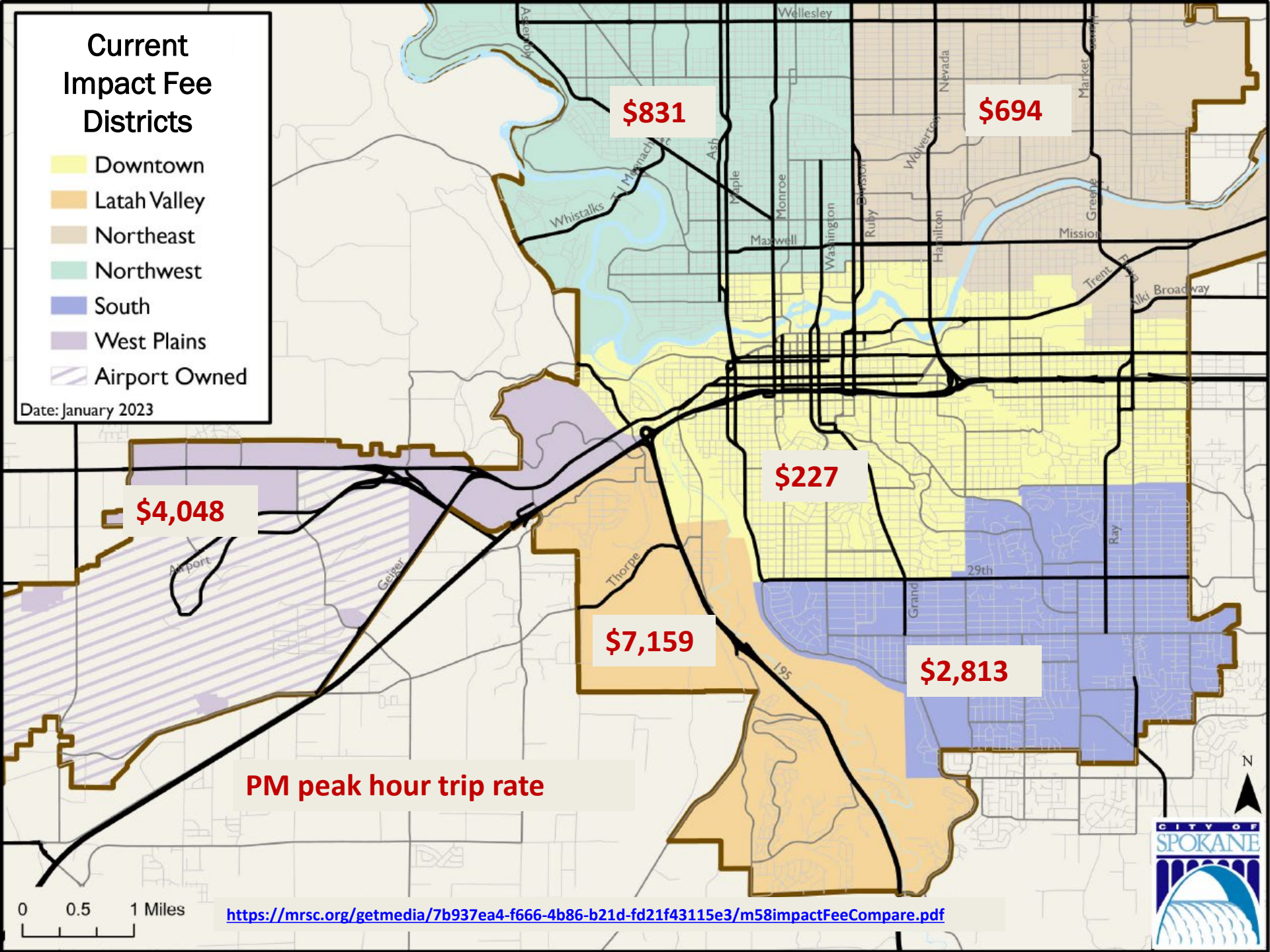
*Proportionate Share* – Share of trips based in each district (calc'd per project)

*Trip Growth* – New trips generated from 2022-2050

# Current Impact Fee Districts

-  Downtown
-  Latah Valley
-  Northeast
-  Northwest
-  South
-  West Plains
-  Airport Owned

Date: January 2023



**PM peak hour trip rate**

0 0.5 1 Miles

<https://mrsc.org/getmedia/7b937ea4-f666-4b86-b21d-fd21f43115e3/m58impactFeeCompare.pdf>



# Appendix A Tables



## 2026 South District Transportation Impact Fee Schedule

Effective January 1st, 2026

Land Use	ITE Land Use Code	Unit of Measure	Fee per Unit
<b>COST PER TRIP</b>			
<b>Residential</b>			
Single Family Detached	210	dwelling	\$3,093.74
Single Family Attached (duplex, townhouse)	215	dwelling	\$1,875.99
Multi-Family 1-2 level	220	dwelling	\$1,678.52
Multi-Family 3-10 level	221	dwelling	\$1,283.57
ADU	-	dwelling	\$1,283.57
Multi Family Low-Income (1-2 level)	223	dwelling	\$1,513.96
Assisted Living	254	bed	\$627.86
Continuing Care Retirement Comm	255	dwelling	\$497.06
Nursing Home	620	bed	\$366.25
<b>Commercial - Services</b>			
Hotel (3 Levels or More)	310	room	\$2,207.36
Hotel/Motel	320	room	\$1,758.41
Movie Theater	444	sq ft/GFA	\$6.37
Health Club	492	sq ft/GFA	\$7.67
Day Care	565	sq ft/GFA	\$15.62
Bank	912	sq ft/GFA	\$17.09
<b>Commercial - Institutional</b>			
Elementary School	520	sq ft/GFA	\$1.72
Middle School	522	sq ft/GFA	\$1.19
High School	530	sq ft/GFA	\$1.42
University/College	550	ASF	\$1.88

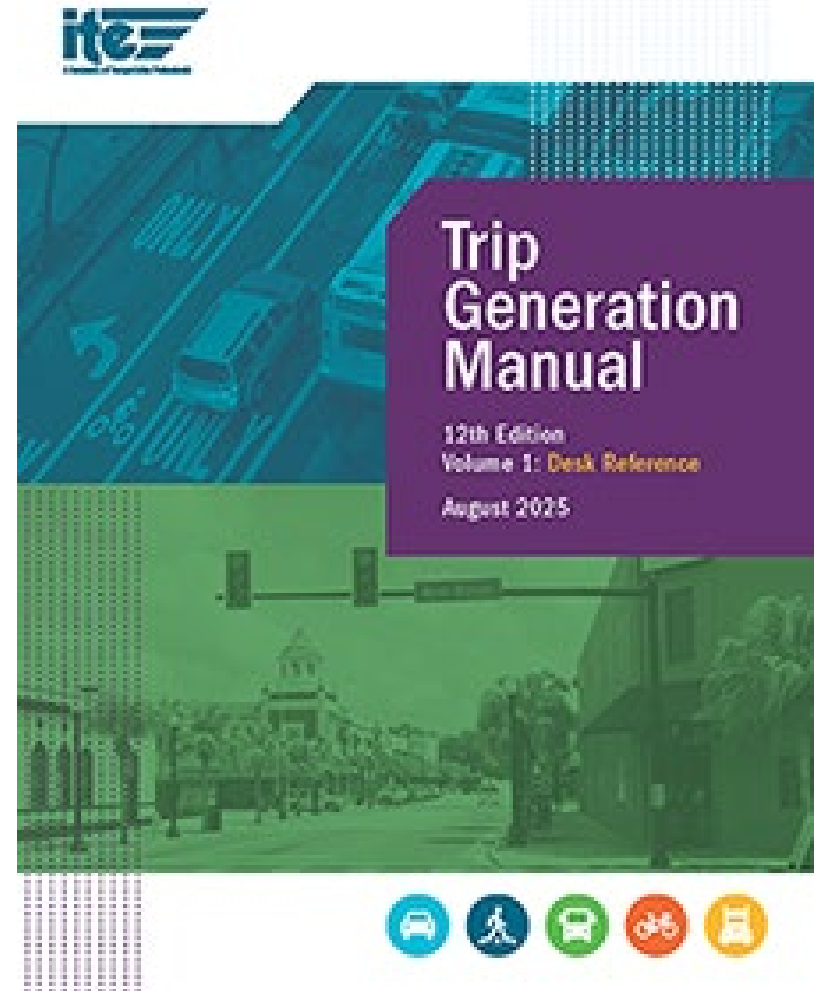
BASE RATE PER PM TRIP

\$2,813

Land Use	ITE Land Use Code	Unit of Measure	Fee per Unit
<b>COST PER TRIP</b>			
<b>Commercial - Retail</b>			
Free-Standing Discount Superstore	813	sq ft/GFA	\$5.14
Specialty Retail Center	826	sq ft/GLA	\$2.93
Hardware/Paint Store	816	sq ft/GFA	\$5.24
Nursery/Garden Center	817	sq ft/GFA	\$9.57
Shopping Center	820	sq ft/GLA	\$4.38
Car Sales - New/Used	841	sq ft/GFA	\$6.49
Tire Store	848	Service bay	\$5,735.82
Supermarket	850	sq ft/GFA	\$11.20
Convenience Market	851	sq ft/GFA	\$25.36
Pharmacy	881	sq ft/GFA	\$7.94
Furniture Store	890	sq ft/GFA	\$0.43
Quick Lubrication Vehicle Shop	941	Service Bay	\$9,343.66
Auto Parts & Service Center	943	sq ft/GFA	\$7.03
Service Station/Minimart/Carwash	853	VFP	\$9,655.90
<b>Industrial</b>			
Light Industry/High Technology	110	sq ft/GFA	\$4.09
Heavy Industrial	120	sq ft/GFA	\$2.87
Industrial Park	132	sq ft/GFA	\$3.59
Manufacturing	140	sq ft/GFA	\$3.08
Warehousing	150	sq ft/GFA	\$1.35
Mini-Storage	151	sq ft/GFA	\$0.69

# ITE Trip Generation Manual

- Rates based field data counts and statistical regression
- Tied to building square footage, # of units, gas pumps, hotel rooms, students, tennis courts, etc.
- 12<sup>th</sup> Edition released in 2025



# Updates for 2026



# Vehicular Projects

Update the project list

- Hwy 291 / Rifle Club Road signal
- 5<sup>th</sup> / Altamont signal
- Nevada/Westview signal
- 25<sup>th</sup>/Southeast Blvd signal
- Thorpe Road Tunnels
- Hayford Rd / McFarlane roundabout (*with Airway Heights*)

# Multimodal Projects

Fees can be spent on - “public streets, roads and bicycle and pedestrian facilities that were designed with multimodal commuting as an intended use”.

- Impact fees focused on arterials
- Already includes some shared-use pathways
- May add arterial bike lanes?
- Adding arterial sidewalk infill

# Sidewalk Arterial Infill

## Arterial Sidewalk Infill Program

\$372

cost per linear foot

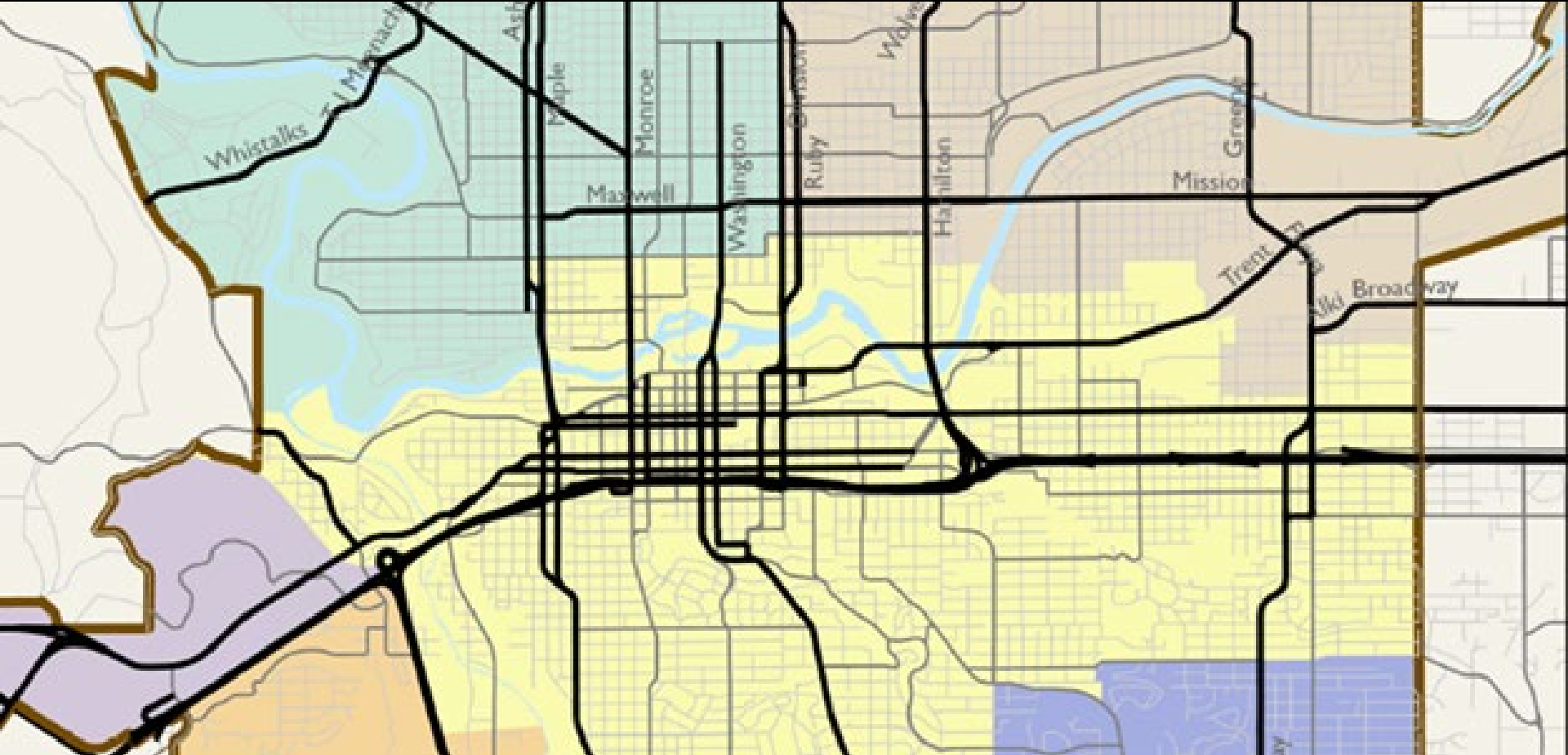
*With a few exceptions, locations where infill development is expected to build the sidewalk are generally not included.*

Shared use pathway projects are listed as separate projects on the list.

*Some non-arterial locations may be included where an arterial route is not viable.*

Street	Segment		Length of sidewalk	Cost Estimate	Existing Districts
14th Avenue	Milton to Lindeke	both sides	930	\$345,960	L
16th Avenue	Grandview to D Street ROW	north side	1500	\$558,000	L
Alberta Street	Sanson to Olympic	east side	1200	\$446,400	NW
Alki-Broadway Ave	Freya to Havana	south side	1340	\$498,480	NE
Assembly Road	Deska to Sunset	east side	500	\$186,000	WP
Belt Street	Northwest Blvd to Indiana	both sides filling gaps	1930	\$717,960	NW
Belt Street	Central to Rowan	east side	850	\$316,200	NW
Belt Street	Wellesley to Garland	both sides filling gaps	1460	\$543,120	NW
Bernard Street	31st to High Drive	west side	2800	\$1,041,600	S
Central Avenue	Wall to Division	both sides filling gaps	3000	\$1,116,000	NW
Colton Street	Magnesium to 8819 Colton	west side	630	\$234,360	NE
Crestline Street	44th Ave to 37th Ave	east side	2600	\$967,200	S
Flint Road	US 2 to Granite Avenue	west side	850	\$316,200	WP
Francis Avenue	Assembly to Winston	both sides	2000	\$744,000	NW
Frederick Avenue	Cuba to Havana	both sides	500	\$186,000	NE
Freya Street	Palouse to 44th	both sides filling gaps	3185	\$1,184,820	S
Freya Street	Garnet to Liberty	east side	940	\$349,680	NE
Freya Street	Dalke to Broad	both sides	8000	\$2,976,000	NE

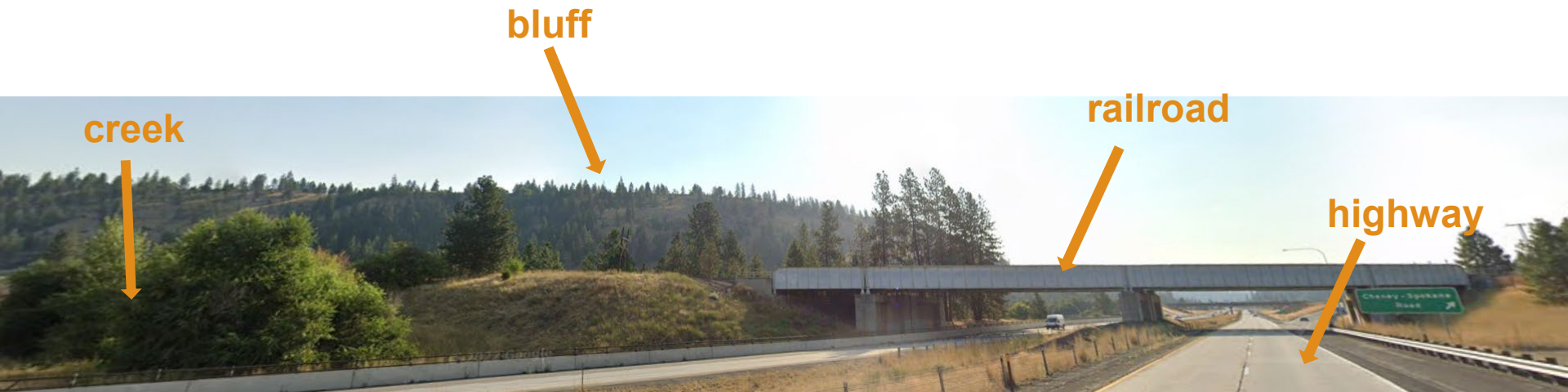
# District Boundaries



- Minor adjustments proposed.

# Guidelines for District Boundaries

- *Follow TAZ/census boundaries*
- *Consider daily travel patterns*
- *Each district needs multiple projects*
- *Physical barriers (river, bluff, railroad, highway)*

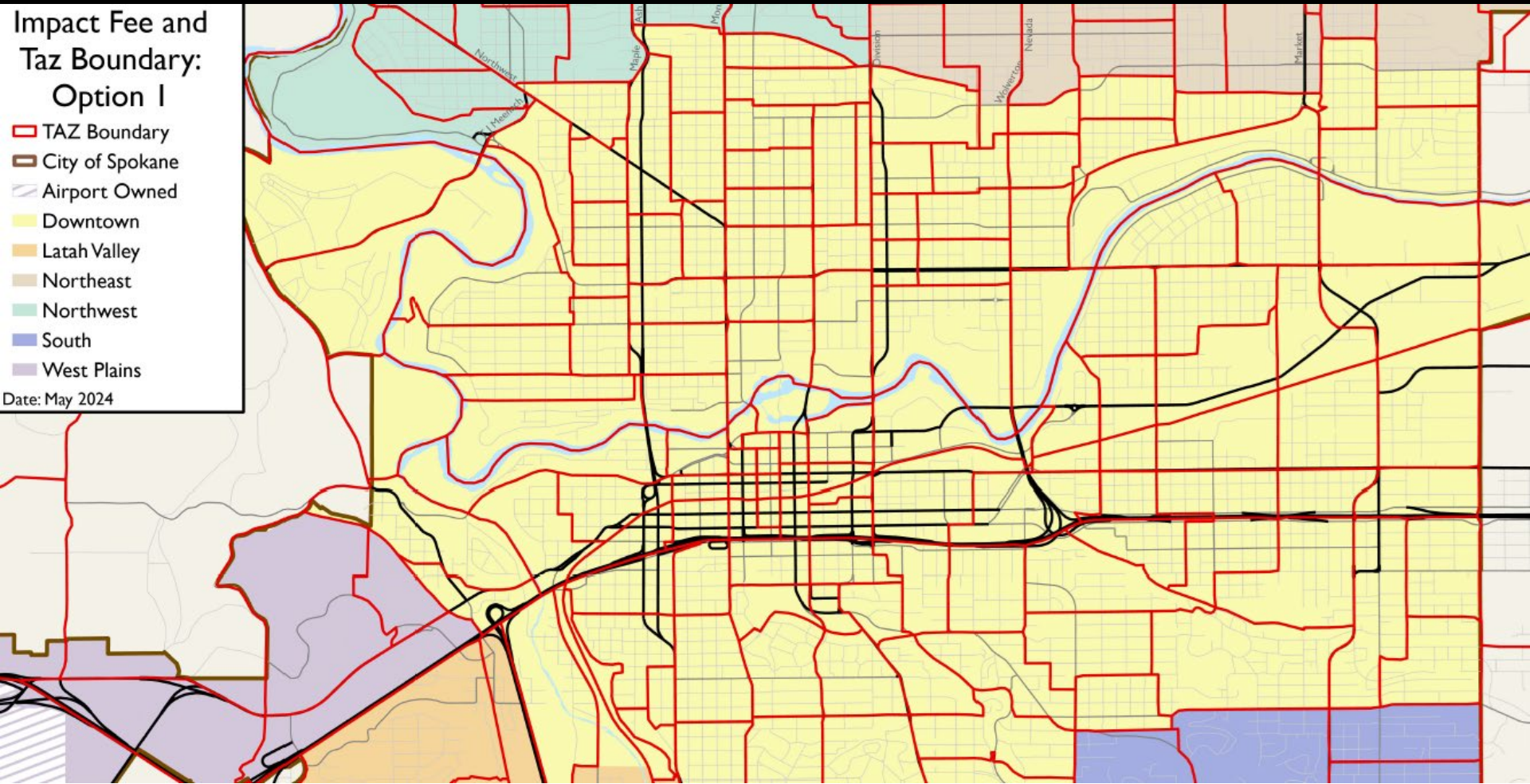


# District Boundary Option 1

## Impact Fee and Taz Boundary: Option I

- TAZ Boundary
- City of Spokane
- Airport Owned
- Downtown
- Latah Valley
- Northeast
- Northwest
- South
- West Plains

Date: May 2024



- Option to expand Downtown zone northward.
- Adjusts rates

# Code Changes?

- Better define “System Improvements”
  - New arterial
  - New signal
- Review building re-use language
- Incorporate non-residential 12<sup>th</sup> Edition Trip Generation updates
- Changes to Exemptions (early learning center)

# Topics for Next Meeting

- Fee calculation methodology – more detailed
- Additions to land use table – further residential detail?
- Transportation project list
- Draft code changes – system credits, etc.
- Boundary change option

# Schedule

Impact Fee Committee Meeting #2 – June

Impact Fee Committee Meeting #3 – July

Impact Fee Committee Meeting #4 – August if needed

Plan Commission Hearing – fall

Council Hearing - fall

# Schedule

# Exemptions

## Chapter 17D.075 Transportation Impact Fees

### Section 17D.075.060 Exemptions

- A. The City Council finds that development of (i) manufacturing and production facilities (see SMC 17C.190.320), (ii) industrial service (see SMC 17C.190.310), (iii) warehouse and freight movement (see SMC 17C.190.340), (iv) hotels and motels, (v) office uses (see SMC 17C.190.250), and (vi) residential household living uses (see SMC 17C.190.110) within the boundaries of the Northeast Public Development Authority and the West Plains/Airport Area Public Development Authority may, in the appropriate circumstances, have broad public purposes and therefore may be exempted from the payment of impact fees within the process provided by this section.
- B. Requests for the exemptions set forth in subsection A of this Section 17D.075.060 shall be submitted to the Department on such forms as the Director may provide. The Director shall make a threshold determination whether the particular development activity described in the request for an exemption falls within the parameters of SMC 17D.075.060(A) and whether funds are available. If so, the Director shall provide a recommendation to the City Council concerning the request for an exemption, which Council may grant or deny in an open public meeting.
- C. The impact fee for an exempt development shall be calculated as provided for in this Chapter and paid with public funds other than the impact fee account. Such payment may be made by including such amount(s) in the public share of system improvements undertaken within the applicable service area.

## Questions

1. Maintain the PDA exemption?
2. Expand exemptions to include Low-Income Housing and/or Early Learning Facilities?
3. If yes – how to fund their subsidy?