

Transportation Impact Fees Committee Meeting #2

7/15/26



Agenda

- Proposed land use table
- Code language changes
- Evaluate fee reductions
- New improvement projects
- Sidewalk project

Proposed Land Use Table



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
COST PER TRIP			
Residential			
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
Commercial - Services			
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
Commercial - Institutional			
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

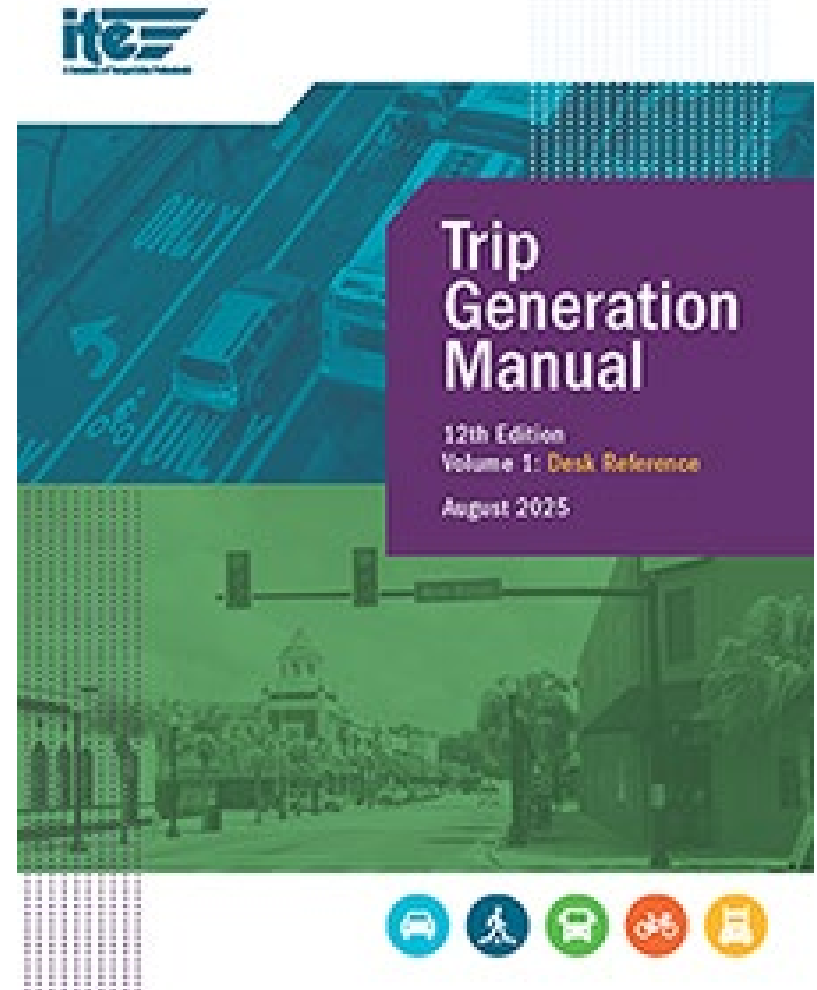
BASE RATE PER PM TRIP

\$2,813

Land Use	ITE Land Use Code	Unit of Measure	Fee per Unit
COST PER TRIP			
Commercial - Retail			
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
Industrial			
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

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



Land Use Changes on Impact Fee Table

All rates updated to 12th Edition

Removed

- Specialty Retail
- Removed Heavy Industrial

Added

- Retail Strip <40k
- Retail City Center
- Automated Car Wash

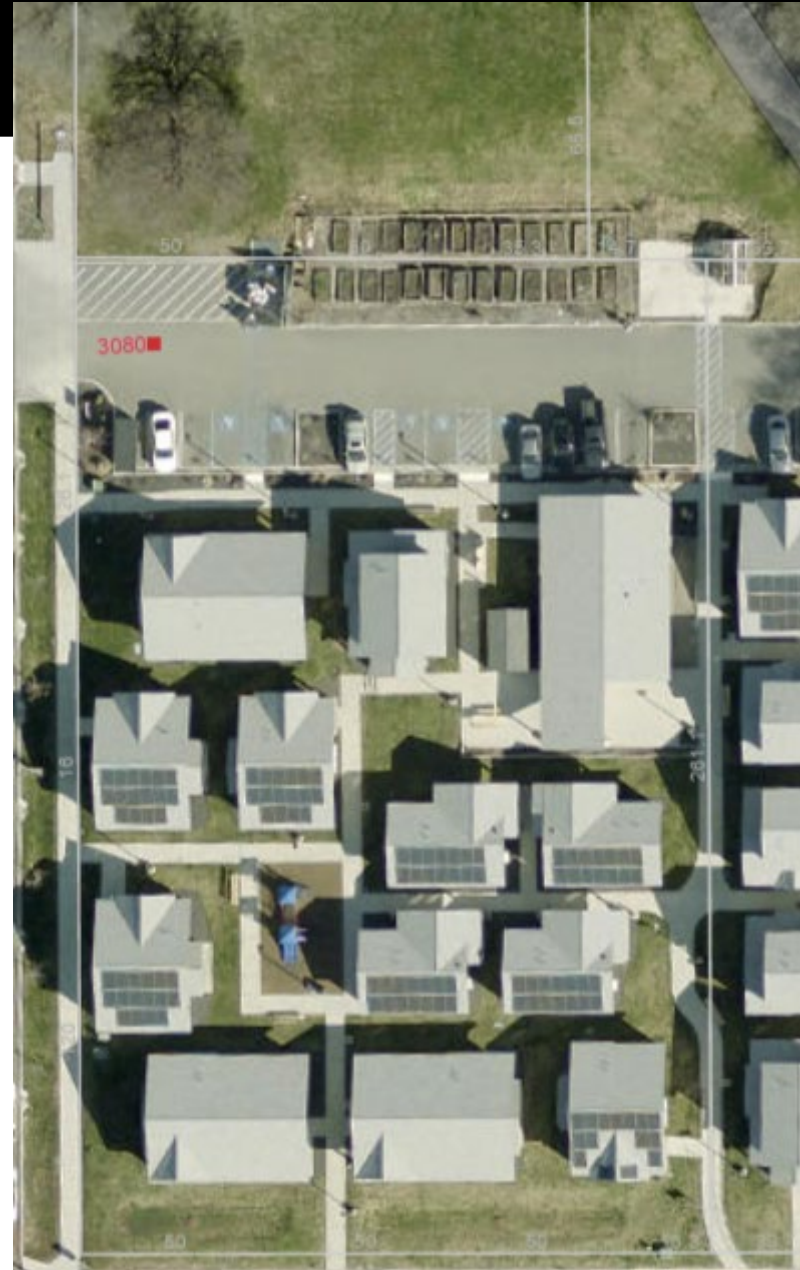
Land Use Changes on Impact Fee Table

Considered “Cottage Home” as a new use.

- Usually < 1,000 sq. ft.
- Shared parking lot or on-street
- 1-2 bedroom
- Typically rentals

There isn't strong market demand for units like this.

But inclusion shows that we are considering “proportionate impacts” per state law.



Proposed Code Changes



Fee Reductions – 17D.075.070

The city council finds that certain types of development activity ~~such as development with the City's center and corridor zones and housing at a density of at least fifteen (15) units per acre~~ are likely to generate fewer p.m. peak hour vehicle trips than other development activity. Consistent with this finding, a feepayer ~~may request~~ **will receive** a fee reduction for the following:

1. Development within center and corridor zones shall qualify for a fee reduction of ten percent of the impact fees otherwise payable as a result of the development activity.
2. Mixed use development which features both an “active” first floor (e.g. office, retail) and a residential component shall qualify for a fee reduction of ten percent (10%) of the impact fees otherwise payable as a result of the development activity, which shall be doubled if at least twenty percent (20%) of the residential portion of the mixed-use development is affordable housing for low-income households or individuals, as these terms are defined in [SMC 08.15.020\(A\)](#) and (G).
3. Development of bicycle and pedestrian connections through their site to a public park or school, or that expand the connectivity of the trail network shall entitle a feepayer to a fee reduction of ten percent of the impact fees otherwise payable as a result of the development activity.
4. Development projects that incorporate covered and lockable bicycle storage for at least fifty percent of their required bicycle parking shall qualify for a fee reduction of \$1,000 per bike space. The bicycle storage area must be dedicated for that use only. See [SMC 17C.230.200](#) for space requirements.
5. Development projects located within one-quarter-mile of a frequent transit corridor shall qualify for a fee reduction of ten percent of impact fees otherwise payable as a result of the development activity. Frequent transit is defined as fixed route service at intervals of no less than fifteen minutes for at least five hours during the peak hours of operation on weekdays.

Fee Reductions

CC zone and transit

1. Development **within center and corridor zones** shall qualify for a fee reduction of ten percent of the impact fees otherwise payable as a result of the development activity.
5. Development projects located within one-quarter-mile of a frequent transit corridor shall qualify for a fee reduction of ten percent of impact fees otherwise payable as a result of the development activity. Frequent transit is defined as **fixed route service at intervals of no less than fifteen minutes** for at least five hours during the peak hours of operation on weekdays.

Add Downtown Zoning 20%?

Eliminate CC discount and increase #5?

Most CC zones are on a frequent transit route.

Could list on Appendix A tables to raise awareness.

City Line



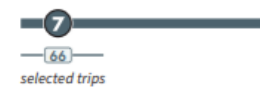
Frequent rapid transit service on key corridors. City Line stops **exclusively** at designated stations.

Frequent Routes



Local service at frequent intervals: every 15 minutes on Weekdays and every 15-60 minutes on Weekends.

Regional Routes



High-speed regional links, traveling via freeways and also serving local stops on selected surface streets.

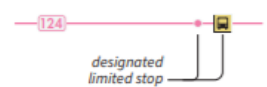
Regular Routes



Local service every 30-60 minutes. Night and Weekend service varies by route.

In combined areas with the thick line, service operates frequently: every 15 minutes on Weekdays and every 15-60 minutes on Weekends.

Commuter Routes

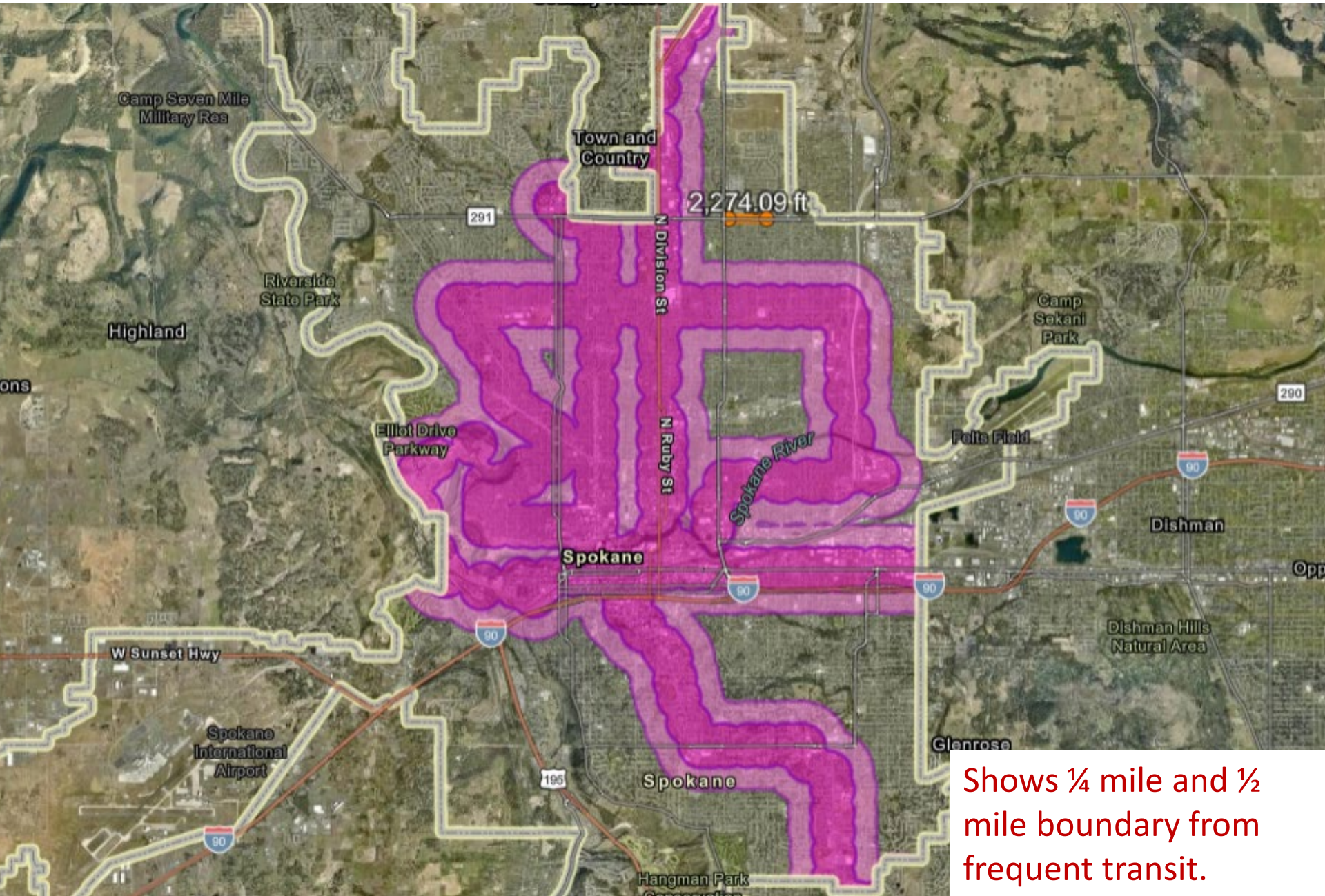


Direct service between major destinations at peak times.

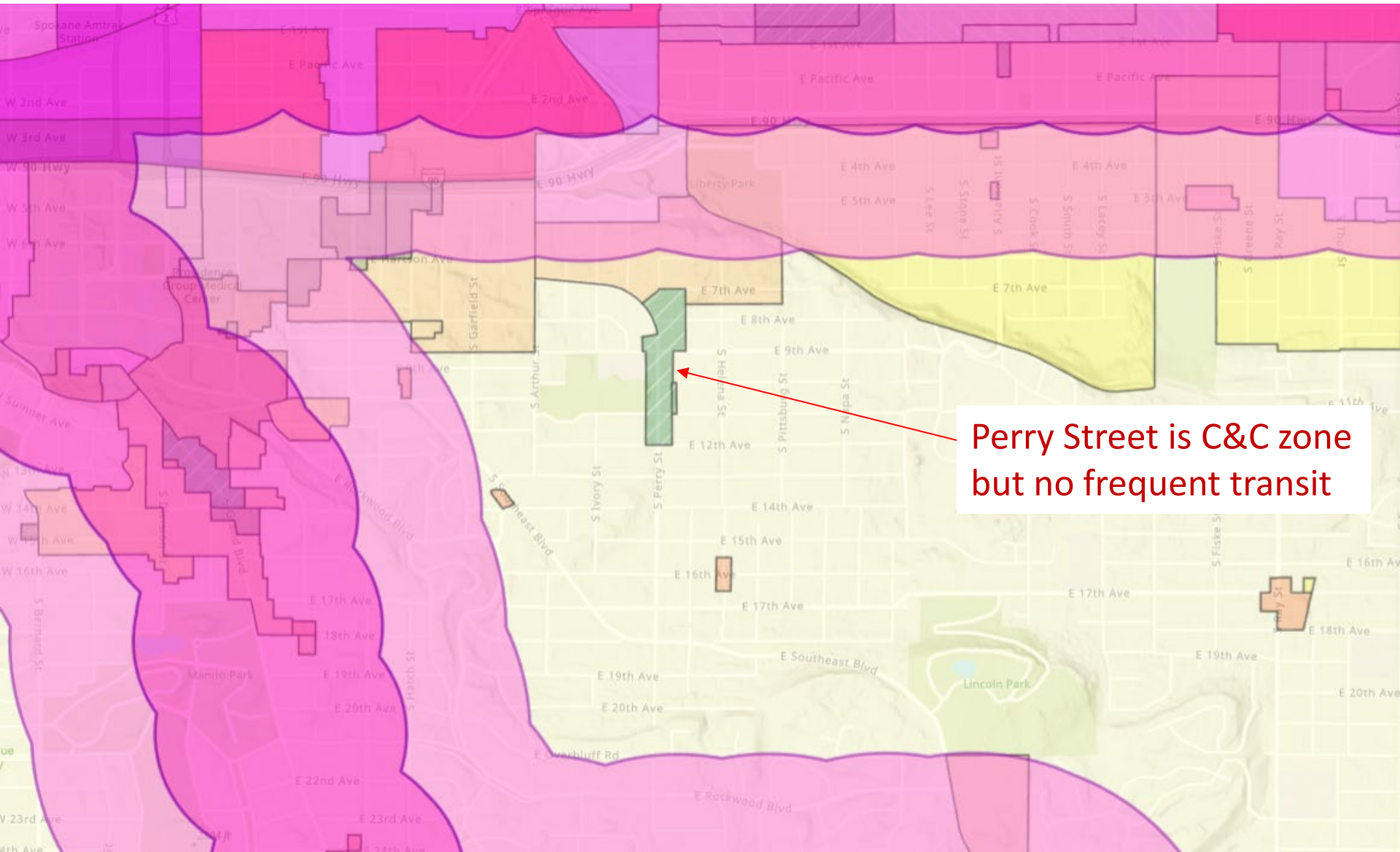
Shuttle Routes



See Shuttle inset and Downtown inset for details.



Shows $\frac{1}{4}$ mile and $\frac{1}{2}$ mile boundary from frequent transit.



Fee Reductions – Mixed Use

2. Mixed use development which features both an “active” first floor (e.g. office, retail) and a residential component shall qualify for a fee reduction of ten percent (10%) of the impact fees otherwise payable as a result of the development activity, which shall be doubled if at least twenty percent (20%) of the residential portion of the mixed-use development is affordable housing for low-income households or individuals, as these terms are defined in [SMC 08.15.020\(A\)](#) and (G).

Recommend Removal.

#2 is rarely utilized. Usually affordable housing is a single use facility. Zoning no longer requiring commercial on the first floor for certain CC zones.

Will often qualify for transit and/or CC reduction as well.

Fee Reductions

Non-Motorized Connection

3. Development of optional bicycle and pedestrian connections through their site to a public park or school, or that expand the connectivity of the trail network shall entitle a feepayer to a fee **reduction of ten percent** of the impact fees otherwise payable as a result of the development activity.

Use entire cost as a credit, like a system improvement?

Or increase % reduction?



Fee Reductions

Bicycle Parking Fee Reduction

4. Development projects that incorporate covered and lockable bicycle storage for at least fifty percent of their required bicycle parking shall qualify for a fee reduction of \$1,000 per bike space. The bicycle storage area must be dedicated for that use only. See SMC 17C.230.200 for space requirements.

Recommend removal.

Our code has been updated to require long-term bike storage that must be covered, permanent, impervious and lockable.

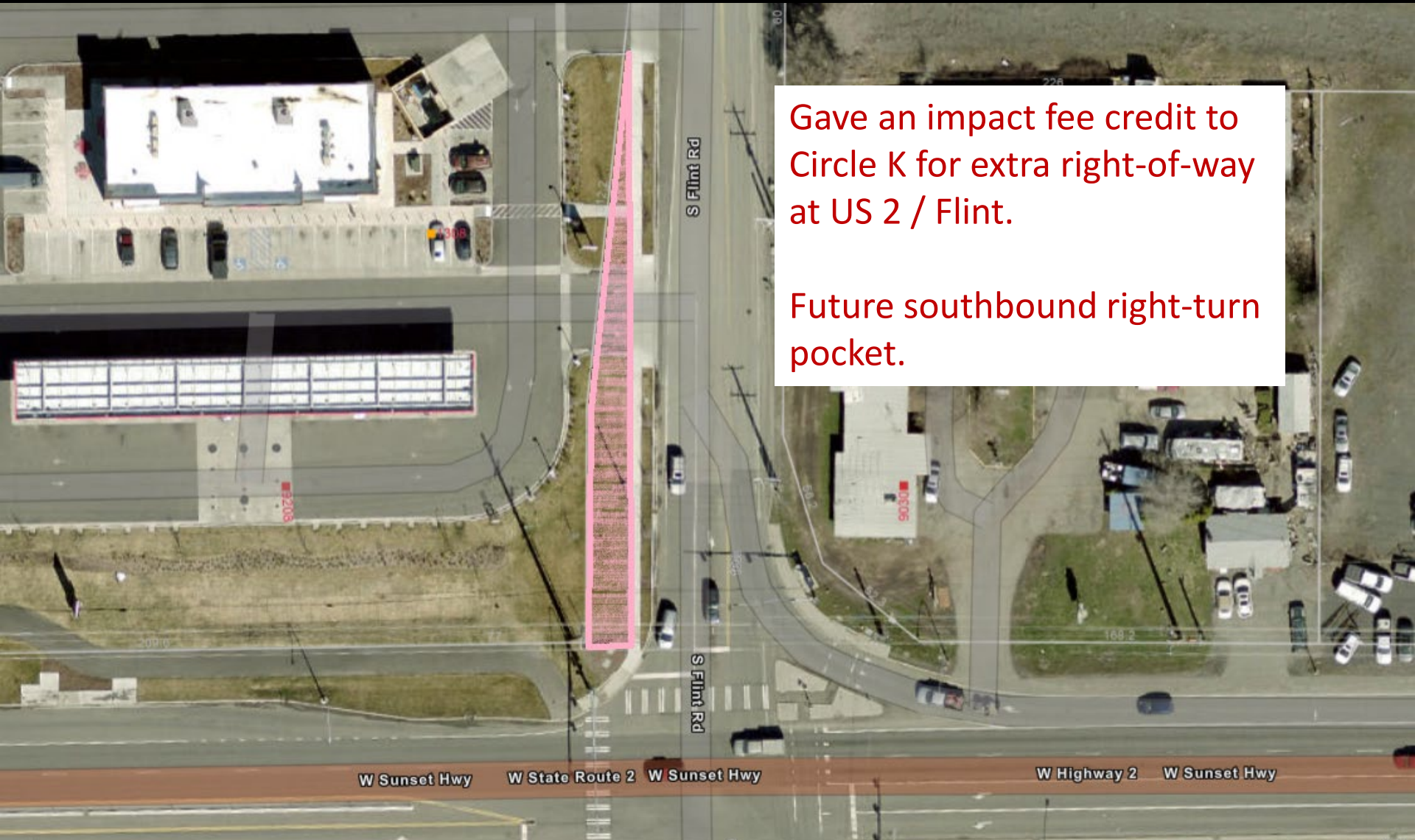
System Improvement Definition

17D.075.020

“System improvements” means public facilities included in the capital facilities plan and are designed to provide service to service areas within the community at large, in contrast to project improvements. This definition includes right-of-way for planned arterial intersection projects, new Principal and Minor arterial routes, and arterial signals and roundabouts when warranted by poor level-of-service at locations where concurrency is monitored.

System Improvement Definition

17D.075.020



Gave an impact fee credit to Circle K for extra right-of-way at US 2 / Flint.

Future southbound right-turn pocket.

W Sunset Hwy W State Route 2 W Sunset Hwy

W Highway 2 W Sunset Hwy

Credits for System Improvements

17D.075.070

A feepayer can request a credit for the value of dedicated land or public facilities provided by the feepayer when:

- the land and public facilities are listed as system improvements in the transportation impact fee project list; and
- in cases where the director, determines that such dedication of land or public facilities would serve the goals and objectives of the capital facilities plan. In those cases the new project shall be added to the list with the next impact fee rate update.

For new arterials built by feepayers the credit is limited to the incremental difference in cost between a local street needed to serve the site and the arterial needed for system purposes. For new intersection projects built by feepayers the credit is limited to the incremental difference in cost between a what is needed to serve the development traffic and the higher capacity improvement needed for system purposes; or

Credits for System Improvements

17D.075.020



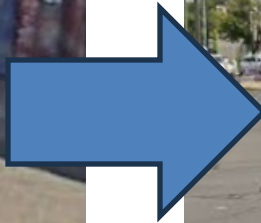
Gave an impact fee credit for construction of 21st Avenue arterial. But should be limited to “incremental difference” between local street and arterial.

Building Re-use

SMC 17D.075.040



Albertson's Grocery



**Goodwill
Planet Fitness**

Building Re-use

SMC 17D.075.040

Provided further, for purposes of this chapter only, the following shall not constitute development activity:

6. Re-use or change in use of existing structure.

- a. Re-use or change in use of an existing structure that does not create additional demand and need for public facilities (i.e., where the trip generation of the re-use is equal to within 20 PM peak hour trips of the highest previous use or less than trip generation of highest previous use) shall not constitute development activity for purposes of this chapter.
- b. It shall be the feepayer's responsibility to establish the existence of a qualifying prior use to the Director's reasonable satisfaction.
- c. For a change in use of an existing structure that does create additional demand and need for public facilities (i.e., where the change in trip generation exceeds the threshold listed in section 6a. ~~where the trip generation of the re-use is greater than the trip generation of the prior use~~), the City shall collect impact fees for the new use based on the schedules in SMC 17D.075.180, less the fees that would have been payable as a result of the highest previous ~~prior~~ use.

Exemptions – 17D.075.060

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.

Eliminate PDA exemption because it hasn't been used.

Could add exemption for Early Learning Facilities.
But need a way to fund the subsidy

Additions to Project List



Non-Motorized Projects

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

We focus impact fees on arterials

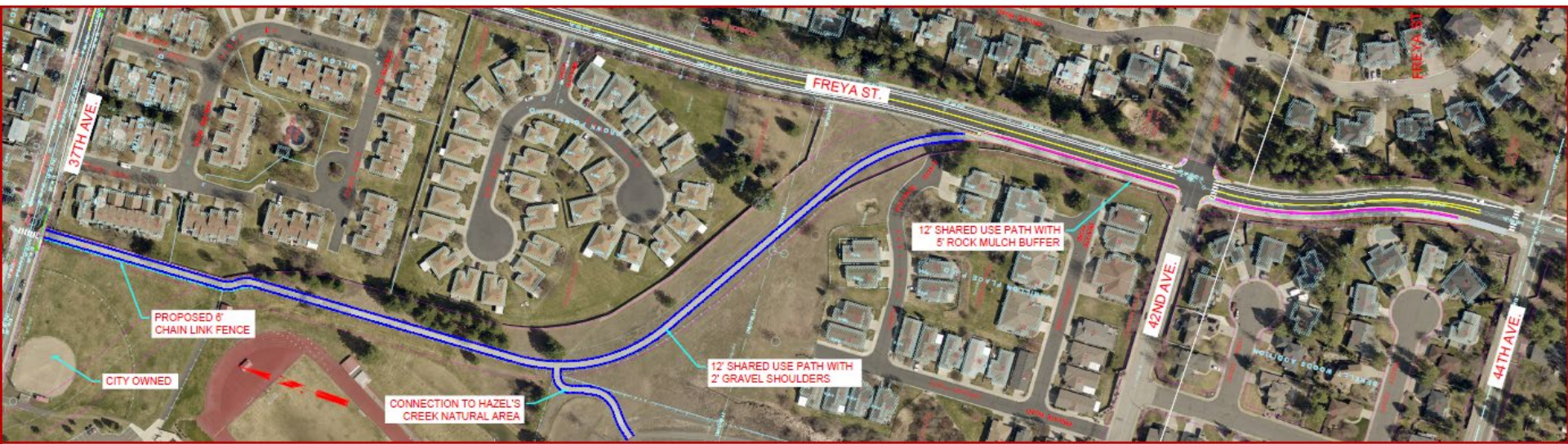
Multimodal Projects

- listed individually

- Major shared-use pathways go on project list
 - Ray-Freya crossover pathway
 - Fish Lake Trail connection to Cheney-Spokane
 - Indian Trail Road pathway
 - Children of the Sun Connections (2nd and 3rd)

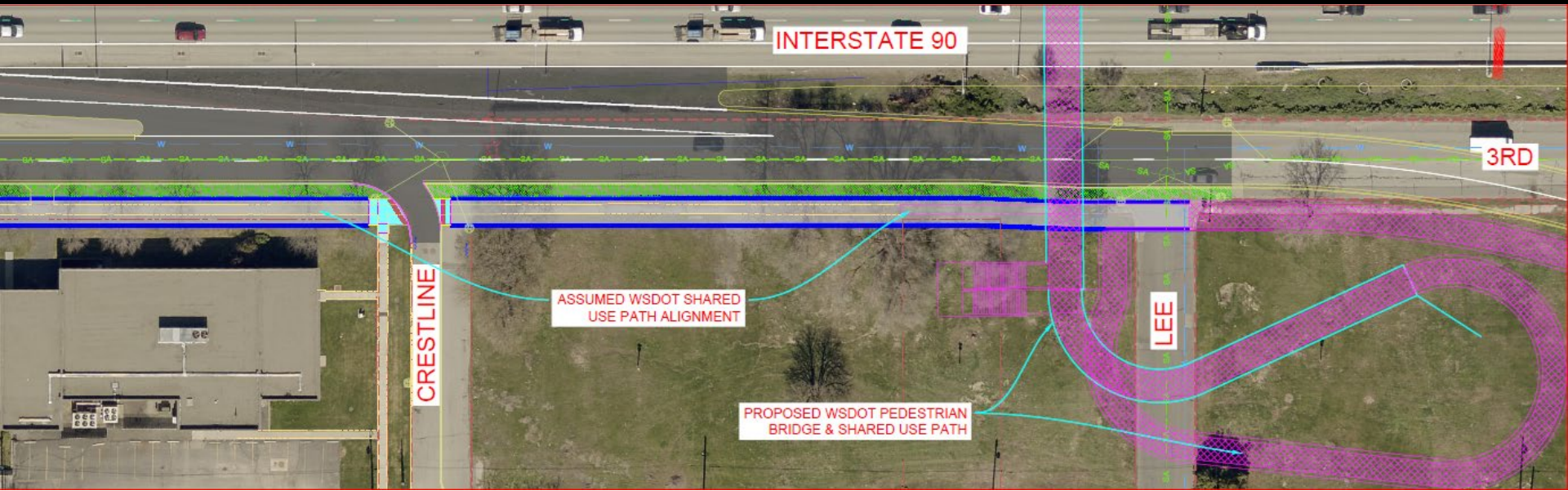
Qualchan and Cheney-Spokane Path	pathway from Lincoln Blvd to Yokes
Cheney-Spokane restripe and bike path	Qualchan to Interchange

South Ray-Freya Pathway



Will eventually connect north and south ends of Ben Burr Trail.

Downtown 2nd-3rd Avenue Pathway



Fill in the gaps on the 2nd and 3rd Avenue pathways that WSDOT is not building with the NSC.

Northwest Indian Trail Road Pathway



**Add Shared Use
Pathway**



Runs along the edge of the landfill.

Multimodal Projects - Programmatic

- Arterial sidewalk infill
- PHBs that improve access to transit and for greenway routes?
- Greenway routes paralleling an arterial?

NW Bicycle Improvements	stripe bike facilities on arterials
NW Pedestrian Improvements	install pedestrian facilities on arterials

Should we add more bicycle projects? Or are sidewalks and shared-use pathway enough for now?

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.						DRAFT		
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	% Eligible	Eligible Cost	Existing Districts	Boundary Option 1
14th Avenue	Milton to Lindeke	both sides	930	\$345,960	50%	\$172,980	L	L
16th Avenue	Grandview to D Street ROW	north side	1500	\$558,000	50%	\$279,000	L	L
44th Avenue	Altamont to Cook	north side	300	\$111,600	50%	\$55,800	S	S
Alberta Street	Sanson to Olympic	east side	1200	\$446,400	50%	\$223,200	NW	NW
Alki-Broadway Ave	Freya to Havana	south side	1340	\$498,480	50%	\$249,240	NE	D
Assembly Road	Deska to Sunset	east side	500	\$186,000	50%	\$93,000	WP	WP
Belt Street	Northwest Blvd to Indiana	both sides filling g	1930	\$717,960	50%	\$358,980	NW	NW
Belt Street	Central to Rowan	east side	850	\$316,200	50%	\$158,100	NW	NW
Belt Street	Wellesley to Garland	both sides filling g	1460	\$543,120	50%	\$271,560	NW	NW
Bernard Street	31st to High Drive	west side	2800	\$1,041,600	50%	\$520,800	S	S
Central Avenue	Wall to Division	both sides filling g	3000	\$1,116,000	50%	\$558,000	NW	NW
Colton Street	Magnesium to 8819 Colton	west side	630	\$234,360	50%	\$117,180	NE	NE
Crestline Street	44th Ave to 37th Ave	east side	2600	\$967,200	50%	\$483,600	S	S
Flint Road	US 2 to Granite Avenue	west side	850	\$316,200	50%	\$158,100	WP	WP
Francis Avenue	Assembly to Winston	both sides	2000	\$744,000	50%	\$372,000	NW	NW

Sidewalk Arterial Infill

Summary Sheet of Programmatic Project Costs and Resulting Fee					
DRAFT with sidewalk costs only					
		Existing Districts		Boundary Option 1	
		Eligible Project Costs	Programmatic Share of Fee	Eligible Project Costs	Programmatic Share of Fee
Total Non-Motorized Programmatic Costs to add to Impact Fee Calculator	D	\$600,000	\$51	\$1,400,000	\$83
	NW	\$2,700,000	\$371	\$2,700,000	\$607
	S	\$2,100,000	\$775	\$2,100,000	\$775
	L	\$1,000,000	\$232	\$1,000,000	\$232
	NE	\$3,400,000	\$406	\$2,600,000	\$425
	WP	\$600,000	\$181	\$600,000	\$181

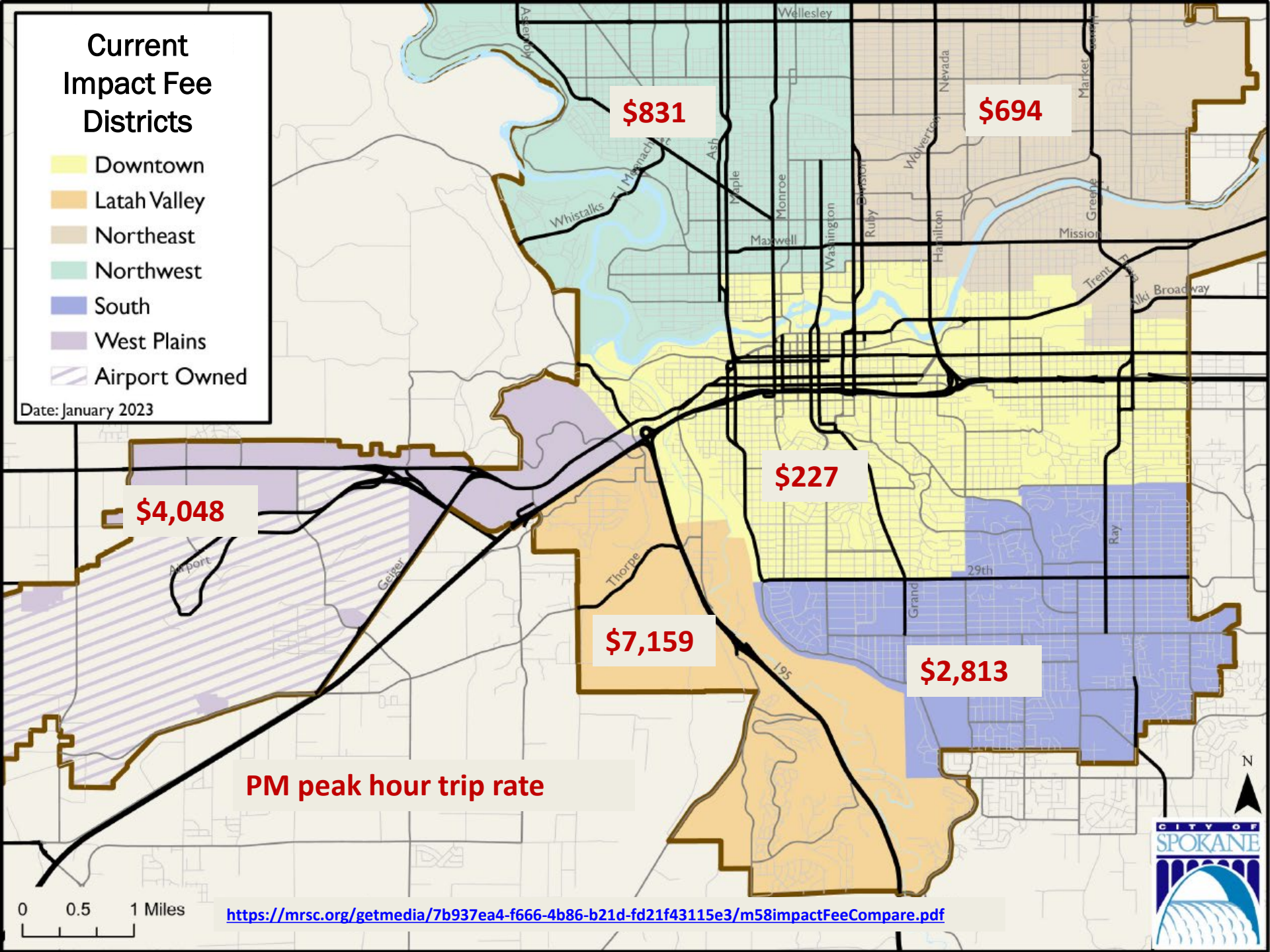
Example assumes 60% funded within 20 years.

Need a recommendation for % funded or max \$ for each district.

Current Impact Fee Districts

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

Date: January 2023



PM peak hour trip rate

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

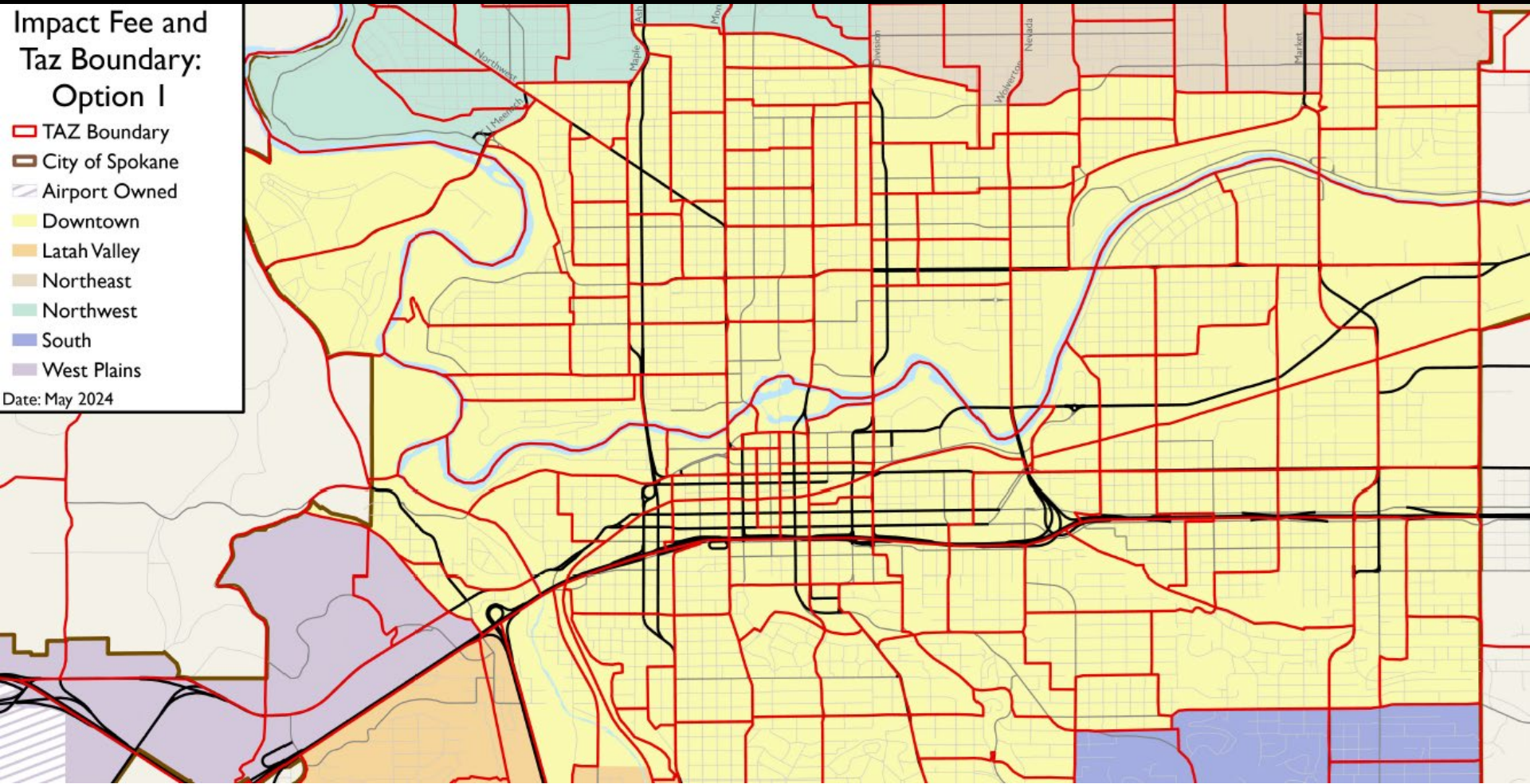


District Boundary Option 1

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

Topics for Next Meeting

- Final draft of code changes
- Fee calculation methodology – more detailed
- Draft rates
- Boundary change option
- Sidewalks

Schedule

Impact Fee Committee Meeting #3 – August

Impact Fee Committee Meeting #4 – September if needed

Plan Commission Hearing – fall

Council Hearing - fall